

RESOLUTION NO. 3194

A RESOLUTION of the Port Commission of the Port of Seattle Repealing Resolution No. 3134; Authorizing the Executive Director to enter into an Agreement with other Public Agencies Providing for Phase II of Development of an Environmental Impact Statement (EIS) for the SR 509/South Access Project, and Approve Project Cost Changes up to a 15% increase in Port Share Costs; and, Authorizing Contribution of \$381,083 and Staff Resources toward the SR 509/South Access Project.

WHEREAS, Port of Seattle Airport planning has included a southern access to Sea-Tac International Airport (the "Airport"); and

WHEREAS, the 1989 Sea-Tac Area Update adopted by King County Council and the City of SeaTac endorsed the development of a South Access Project; and

WHEREAS, citizens of SeaTac, Des Moines and King County, and business operators and property owners have publicly expressed concerns about traffic congestion; and

WHEREAS, the South Access Steering Committee has completed a Feasibility Study and made recommendations to agencies with jurisdiction; and

WHEREAS, Port of Seattle, City of SeaTac, City of Des Moines, King County/METRO, Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) agree that integrated transportation planning for improvements to the surface road network in the area of the Airport are of vital importance; and

WHEREAS, the Port of Seattle seeks to further study impacts of providing southern access to the Airport; and

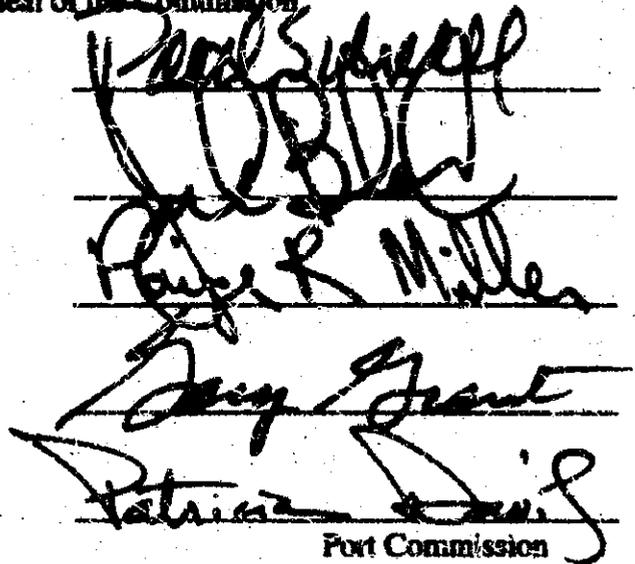
WHEREAS, the Parties are prepared to fund this planning work by entering into an Agreement.

NOW, THEREFORE, BE IT RESOLVED, by the Port Commission of Seattle that:

1. The Executive Director of the Port of Seattle is hereby authorized to execute an Agreement with other public agencies in substantially the form attached hereto as Attachment "1" and by this reference incorporated herein, and directed to impress the official seal of the Port of Seattle thereon.
2. The Executive Director of the Port of Seattle is hereby authorized to approve of any changes to the project cost resulting in no more than a 15% increase in Port of Seattle cost share.
3. Staff is authorized to take all necessary actions to fulfill the terms of the Agreement including contribution of \$381,083 and staff resources toward the SR 509/South Access Project.
4. A copy of the final executed Agreement shall be attached to this resolution as Attachment "2" and by this reference incorporated herein.

ADOPTED by the Port of Seattle at a regular meeting thereof, held on this 14th day of March, 1995, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.

(SEAL)


Paul Schupp
[Signature]
Roger R. Miller
[Signature]
Patricia Davis
Port Commission

AGREEMENT

SR 509 / SOUTH ACCESS ROAD EIS

This AGREEMENT, made and entered into this _____ day of _____ 1995, by and between the State of Washington, Department of Transportation, herein called the "State", and the City of SeaTac, herein called "SeaTac", and the City of Des Moines, herein called "Des Moines", and the Port of Seattle, herein called the "Port", and King County, herein called the "County".

WHEREAS, to alleviate traffic congestion problems that plague the area south of the Seattle Tacoma International Airport, the above parties have identified a need for extending SR 509 limited access highway southerly from its current terminus and improving access between the Seattle Tacoma International Airport and the areas south of the airport, ultimately to the regional highway system, and

WHEREAS, the above parties have agreed that the preparation of alternative analysis and environmental studies for both roadway improvement projects should be done concurrently, and

WHEREAS, the above parties have executed a Memorandum of Understanding, marked as Exhibit "A" and is attached hereto, which serves the purpose of outlining the organizational structure and responsibilities of these agencies relative to project management and the development of the Environmental Impact Statement (EIS) for the SR 509 / South Access Road, and

NOW, THEREFORE, it is mutually agreed between the parties hereto as follows:

1. The State did administer the selection of a consultant, with representation by the Steering Committee, as project manager in the EIS preparation and the public involvement program.
2. All parties agree to accept the consultant, Berger/ABAM Engineers, as the project manager.

3. The State did administer the selection of a consultant, with representation by the Steering Committee, to prepare the EIS under the direction of the project manager.
4. All parties agree to accept the consultant, CH2M Hill Northwest, Inc. for preparation of the EIS.
5. The Steering Committee negotiated the scope of work and the estimate of cost with each of the consulting firms.
6. The State shall administer the consultant contracts with concurrence by all parties.
7. The scope of work for the work to be performed by Berger/ABAM is outlined in the Exhibit "B", attached hereto and by this reference made a part of this agreement.
8. The scope of work for the work to be performed by CH2M Hill is outlined in the Exhibit "C", attached hereto and by this reference made a part of this agreement.
9. An itemized estimate of the cost for the work to be done by the consultants and distribution of such cost among each of the parties is marked Exhibit "D", and is attached hereto and by this reference made a part of this agreement.

Partial payments shall be made by each of the parties, upon request of the State, to cover costs incurred. These payments are not to be more frequent than one (1) per month. It is agreed that any such partial payment will not constitute agreement as to the appropriateness of any item and that, at the time of final audit, all required adjustments will be made and reflected in a final payment.

- 10. Per provisions of the referenced Memorandum of Understanding, the costs associated with each of the parties staff participation on the committees and its agency review and approval process shall be borne directly by the respective agencies and shall be in addition to their respective funding contributions.

- 11. In the event it is determined that any change from the scope of work contained in this agreement requiring an increase of cost above what is shown in exhibit "D", approval must be secured from all of the parties prior to beginning such work. Changes in the scope of work which increase costs shall require a written change approval by the parties to this agreement. Changes in the scope of work which do not increase costs will be by approval of the Steering Committee. Reimbursement for increased costs resulting from a change in the scope of work shall be covered by a supplement to this agreement.

- 12. No liability shall attach each of the parties by reason of entering into this agreement except as expressly provided herein.

In WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

CITY OF SEATAC

By: _____
 CITY MANAGER

Date: _____

CITY OF DES MOINES

By: _____
 CITY MANAGER

Date: _____

PORT OF SEATTLE

By: _____
EXECUTIVE DIRECTOR

Date: _____

KING COUNTY

By: _____
COUNTY EXECUTIVE

Date: _____

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____
STATE DESIGN ENGINEER

Date: _____

10. Per provisions of the referenced Memorandum of Understanding, the costs associated with each of the parties staff participation on the committees and its agency review and approval process shall be borne directly by the respective agencies and shall be in addition to their respective funding contributions.

11. In the event it is determined that any change from the scope of work contained in this agreement requiring an increase of cost above what is shown in exhibit "D", approval must be secured from all of the parties prior to beginning such work. Changes in the scope of work which increase costs shall require a written change approval by the parties to this agreement. Changes in the scope of work which do not increase costs will be by approval of the Steering Committee. Reimbursement for increased costs resulting from a change in the scope of work shall be covered by a supplement to this agreement.

12. No liability shall attach each of the parties by reason of entering into this agreement except as expressly provided herein.

In WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

CITY OF SEATAC

By: 
CITY MANAGER

Date: 6/30/95

CITY OF DES MOINES

By: 
CITY MANAGER

Date: 7-28-95

EXHIBIT "D"

SR-500 / SOUTH ACCESS ROAD EIS

PHASE I PROJECT EXPENSES:

Berges/ABAM Engineers (Project Manager)-

Scoping Process - Lump Sum	\$3,000	
Phase I Screening (Supp 2)	\$74,525	
TOTAL PAYMENTS		\$77,525

CHM&H Mechanical Inc. (EIS Preparation)-

Scoping Process - Lump Sum	\$4,000	
Phase I Screening (Supp 2)	\$245,000	
Management Reserve Fund		
- Public/Scoping Meeting	\$8,000	
- Aerial Photography	\$7,037	
TOTAL PAYMENTS		\$264,037

Total Phase I Project Expenses		\$342,465
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AGENCY PHASE I FUNDING DISTRIBUTION:

	Per Aug 31, 1992 Agreement	Actual Payments Distribution
City of East/Tas/TIS	\$139,870	\$134,437
Port of Seattle	\$81,887	\$78,317
WSDOT	\$137,408	\$127,711
City of Des Moines	\$5,000	\$5,000
King County/Metro	\$10,000	\$10,000
	\$357,565	\$342,465

EXHIBIT "D"

SR 509/SOUTH ACCESS ROAD EIS

PHASE II PROJECT COSTS:

Bergor/ASAM Engineers (Project Manager)-

Phase II EIS & Technical Report (Supp 3)	\$147,310	
Management Reserve Fund	<u>22,514</u>	
MAXIMUM TOTAL AMOUNT PAYABLE		\$169,824

CH2M-Hill Northwest Inc. (EIS Preparation)-

Phase II EIS & Technical Report (Supp 4)	\$1,036,091	
Supplement 5A - Added Screening	\$23,531	
Supplement 5B - Added Access	\$39,299	
Supplement 6A - Added Environ Analysis	\$85,938	
Supplement 6B - Added Major Invest Study	\$23,038	
Management Reserve Fund Remainder	<u>24,025</u>	
MAXIMUM TOTAL AMOUNT PAYABLE		\$1,218,950

Anticipated Supplement 7 - 4(f) & 10th Analysis	\$37,000	
ANTICIPATED TOTAL CH2M-HILL TOTAL PAYMENT		\$1,255,950

Total Phase II Consultant Costs **\$1,423,814**

AGENCY PHASE II FUNDING DISTRIBUTION:

Supplement Numbers 6B and 6A for CH2M-Hill Northwest Inc. will be funded 100% by WSDOT. Remaining \$1,299,509 for Phase II to be distributed in shares to the five funding agencies.

	ORIGINAL MOA APPROACH BASED ON MOU ESTIMATES (Informations)	PHASE II MOA DISTRIBUTION (estimated)
City of SeaTac/TIB	\$472,541	\$637,793
Port of Seattle	\$275,800	\$381,083
WSDOT	\$474,048	\$198,863
King County/Metro	\$10,000	\$72,000
City of Des Moines	\$0,000	<u>\$10,000</u>

City of SeaTac MOU Amount \$360,000 - \$124,437 Phase I Cost + \$187,200 Additional
= \$637,793 available for Phase II

Port of Seattle MOU Amount \$360,000 - \$75,317 Phase I Cost + \$106,400 Additional
= \$381,083 available for Phase II

King County/Metro MOU Amount \$20,000 - \$10,000 Phase I Cost + \$20,000 Additional
+ \$72,000 Additional = \$72,000 for Phase II

City of Des Moines MOU Amount \$10,000 - \$5,000 Phase I Cost + \$5,000 Additional
= \$10,000 for Phase II

Total Phase II Funds For Distribution **\$1,299,509**

PHASE II CONSULTANT BILLINGS SHARE:

WSDOT will administer two separate contracts with the consultants. Billings to the agencies for reimbursement payment will be made based on the following:

Bergin/ABAM Engineers-

King County Metro:		
	$189,884 / (189,884 + 1,288,508) \times \$72,000$	= 8.32%
City of Des Moines:		
	$189,884 / (189,884 + 1,288,508) \times \$10,000$	= 1.16%
Remaining costs then distributed as:		
City of SeaTac:		
	$637,783 / (1,288,508 - 72,000 - 10,000)$	= 52.38% (est. 283,228)
Port of Seattle:		
	$381,059 / (1,288,508 - 72,000 - 10,000)$	= 31.38% (est. 200,158)
WSDOT:		
	$188,643 / (1,288,508 - 72,000 - 10,000)$	= 16.32% (est. 228,188)

CH2M-Hill Northwest Inc.-

King County Metro:		
	$1,288,508 / (189,884 + 1,288,508) \times \$72,000$	= 63.67%
City of Des Moines:		
	$1,288,508 / (189,884 + 1,288,508) \times \$10,000$	= 8.84%
Remaining costs then distributed as:		
City of SeaTac:		
	$337,783 - 83,988 / (1,253,980 - 63,678 - 8,844)$	= 48.87% (est. 553,754)
Port of Seattle:		
	$381,083 - 50,168 / (1,253,980 - 63,678 - 8,844)$	= 28.01% (est. 270,228)
WSDOT		
	$(38,368 + 85,338 + 188,683) - 28,168 / (1,253,980 - 63,678 - 8,844)$	= 35.12% (est. 229,788)

AGREEMENT

SR 509 / SOUTH ACCESS ROAD EIS

This AGREEMENT, made and entered into this 15th day of November, 1995, by and between the State of Washington, Department of Transportation, herein called the "State", and the City of SeaTac, herein called "SeaTac", and the City of Des Moines, herein called "Des Moines", and the Port of Seattle, herein called the "Port", and King County, herein called the "County".

WHEREAS, to alleviate traffic congestion problems that plague the area south of the Seattle Tacoma International Airport, the above parties have identified a need for extending SR 509 limited access highway southerly from its current terminus and improving access between the Seattle Tacoma International Airport and the areas south of the airport, ultimately to the regional highway system, and

WHEREAS, the above parties have agreed that the preparation of alternative analysis and environmental studies for both roadway improvement projects should be done concurrently, and

WHEREAS, the above parties have executed a Memorandum of Understanding, marked as Exhibit "A" and is attached hereto, which serves the purpose of outlining the organizational structure and responsibilities of these agencies relative to project management and the development of the Environmental Impact Statement (EIS) for the SR 509 / South Access Road, and

NOW, THEREFORE, it is mutually agreed between the parties hereto as follows:

1. The State did administer the selection of a consultant, with representation by the Steering Committee, as project manager in the EIS preparation and the public involvement program.
2. All parties agree to accept the consultant, Berger/ABAM Engineers, as the project manager.

3. The State did administer the selection of a consultant, with representation by the Steering Committee, to prepare the EIS under the direction of the project manager.
4. All parties agree to accept the consultant, CH2M Hill Northwest, Inc. for preparation of the EIS.
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8. The scope of work for the work to be performed by CH2M Hill is outlined in the Exhibit "C", attached hereto and by this reference made a part of this agreement.
9. An itemized estimate of the cost for the work to be done by the consultants and distribution of such cost among each of the parties is marked Exhibit "D", and is attached hereto and by this reference made a part of this agreement.

Partial payments shall be made by each of the parties, upon request of the State, to cover costs incurred. These payments are not to be more frequent than one (1) per month. It is agreed that any such partial payment will not constitute agreement as to the appropriateness of any item and that, at the time of final audit, all required adjustments will be made and reflected in a final payment.

PORT OF SEATTLE

By: [Signature] Date: 7-19-95
EXECUTIVE DIRECTOR

KING COUNTY

By: [Signature] Date: 10-10-95
for COUNTY EXECUTIVE

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: [Signature] Date: 11-15-95
Acting STATE DESIGN ENGINEER

Approved as to form
[Signature] 1995
Assistant Attorney General

EXHIBIT "A"

MEMORANDUM OF UNDERSTANDING

SR 509/SOUTH ACCESS ROAD EIS

This Memorandum of Understanding is entered into by and between the Washington State Department of Transportation (State), the Cities of SeaTac (SeaTac) and Des Moines (Des Moines), the Port of Seattle (Port), King County (County), and the Municipality of Metropolitan Seattle (Metro).

This Memorandum of Understanding will serve as a written commitment of intent until formal agreements are executed between the State, SeaTac, Des Moines, Port, County and Metro to perform as co-leads in the development of the Environmental Impact Statement (EIS) for the SR 509/South Access Road Project. Since it is anticipated that some alternatives will require modifications to Interstate 5, the Federal Highway Administration (FHWA) shall be listed as the federal lead agency on the EIS document. Preparation of the EIS shall be in accordance with the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Each agency shall show approval of the EIS document by signature on the title page.

The goal of this project is to assist in relieving the traffic congestion problems that plague the area south of the Seattle Tacoma International Airport and therefore address at least two transportation issues: (1) extension of the SR 509 limited access highway southerly from its current terminus at South 188th Street; and (2) improving access between the Seattle Tacoma International Airport and the areas south of the airport, ultimately to the regional highway system. The 28th/24th Avenue South Arterial Project in the City of SeaTac and the City of Des Moines is a separate project but will be coordinated with the SR 509/South Access Road Project.

SCOPE AND RESPONSIBILITY FOR PROJECT DEVELOPMENT

A. Organizational Structure

In order to provide direction and coordination between the consultant preparing the Environmental Impact Statement (EIS) and the six agencies involved, the organizational structure as diagrammed in the attached figure shall be established.

The Executive Committee shall be comprised of the District 1 District Administrator for the State and one elected official from each of the other five agencies. The Executive Committee shall provide overall policy direction and guidance for the EIS process and specifically to the Steering Committee.

The Steering Committee shall be comprised of staff from the State, SeaTac, Des Moines, Port, County and Metro and shall be responsible for direct review and development of the EIS. FHWA and the private sector will each

have one ex-officio member on the Steering Committee. The State will also provide a NEPA/SEPA specialist to serve as an advisory member.

The South Access Advisory Committee includes representatives from the six agencies and has members from the private sector and schools. Input from this committee is given to the Executive Committee.

The project manager shall be responsible for overall project management, directing the EIS preparation, public involvement program and maintaining an overview of all consultant contract efforts as described below under Consultants. The project manager shall report directly to and seek guidance from the Steering Committee, but shall report administratively to the State.

The EIS consultant shall be responsible for public involvement and preparation of the NEPA/SEPA EIS document as described below under Consultants. The EIS consultant shall work under the supervision of the Project Manager and report administratively to the State.

B. Consultants

The State will administer the selection of the consultants. One Steering Committee member will be a voting member of the State's consultant selection team. Two or three other Steering Committee members will be invited to participate in the consultant interviews but without voting privileges. Final consultant confirmation is subject to approval of the funding parties which shall not be unreasonably withheld.

Consultants shall report administratively to the State. The following are the major tasks to be completed by the consultants:

1. Project Manager

Under direction of the Steering Committee, the Project Manager shall be responsible for overall project management including directing the EIS preparation and the public involvement program, and any necessary coordination of this project with the 28th/24th Avenue South Arterial Project. The Project Manager shall also be responsible for serving as a liaison between representatives of the State, SeaTac, Des Moines, Port, County and Metro as well as the FHWA, advise the Steering Committee and ensure progress relative to all critical decision points including NEPA/SEPA compliance.

2. EIS Preparation & Public Involvement

a. Alternative Analysis and EIS Preparation

- (1) **Identification of Engineering Alternatives.** The work shall involve preparation of the engineering and traffic studies to evaluate the major design features for the alternative routes for the SR 509 Extension and South Access.
- (2) **Screening Evaluation.** The work shall involve assisting the Executive Committee through the Steering Committee in evaluating the alternatives.
- (3) **Engineering and Environmental Studies.** The work shall involve preparation of discipline reports which identify and assess the potential social, economic and environmental effects of the various alternatives.
- (4) **Interstate Access Feasibility Study.** The work shall involve following FHWA guidelines in the preparation of a feasibility report for any proposed new access to the interstate highway system.
- (5) **EIS Documents.** The work shall involve preparation of the draft and final EIS which comply with NEPA and SEPA regulations.

- b. **Public Involvement.** The work shall involve carrying out the public involvement program including providing the presentation materials.

C. Action Plan

This project will be done in two phases. The first phase will include public scoping, development of alternatives, expansion and updating an existing traffic modal, screening of alternatives, and scoping the remaining work. The second phase will include preparation of the draft and final EIS, and, if necessary, an interstate access feasibility study.

In order to coordinate the development of this project with the 28th/24th Avenue South Arterial Project, the following project schedule and major milestones have been established:

<u>Phase I</u>	<u>DATE</u>
Project Manager Retained	August, 1991
EIS Consultant Retained	September, 1991
Signed MOA	October, 1991
Agency Scoping Meeting	November, 1991
Public Scoping Meeting	November, 1991

Alternatives/Traffic Analysis Completed
 Screening of Alternatives
 Scope of Remaining Work

February, 1992
 March, 1992
 April, 1992

<u>Phase II</u>	<u>DATE</u>
Signed MOA Supplement	June, 1992
Interstate Access Feasibility Study Approved FHWA	January, 1993
Draft EIS Complete	June, 1993
Draft EIS Approved FHWA	September, 1993
Complete Draft EIS Circulation	October, 1993
Public Hearing	October, 1993
Analyze Comments	November, 1993
Complete Final EIS	January, 1994
Agencies' Final Recommendation	February, 1994
Final EIS Approved FHWA	April, 1994
Record of Decision (ROD)	June, 1994

D. Funding

The State shall be responsible for consulting costs associated with the SR 509 Extension. The remaining parties to this memorandum shall be responsible for costs associated with South Access.

The first order of work in Phase I for the selected consultants shall be to prepare a scope of work for Phase I which will include a list of tasks and associated costs. After the consultants' contracts are negotiated, a Memorandum of Agreement shall be entered into between the State, SeaTac, Des Moines, Port, County and Metro agreeing to the distribution of such cost and the method of payment. Upon completion of Phase I, a scope of work will be determined for the remaining work to be done under Phase II. Supplemental consultant agreements will then be negotiated and the Memorandum of Agreement shall be amended in accordance to the negotiated supplements.

It is understood by the parties that a commitment to funding above and beyond that negotiated in the Memorandum of Agreement and its amendments is subject to approval by the governing bodies.

At this time it is estimated that the per agency cost is as noted:

Agency	Phase I	Phase II	Total
State	\$25,000	\$575,000	\$600,000
Port	\$20,000	\$330,000	\$350,000
SeaTac/TIB	\$10,000	\$585,000	\$595,000
Des Moines	\$5,000	\$5,000	\$10,000
County	\$5,000	\$5,000	\$10,000
Metro	\$5,000	\$5,000	\$10,000
TOTALS	\$70,000	\$1,505,000	\$1,575,000

* TIB contribution = \$495,000

The State is charged with the responsibility of administering the consultant contracts, including selection of the consultant, contract negotiation (with input from the remaining parties), contract award, and submitting payments to the consultants. Accurate records shall be maintained to allow proportional distribution and final adjustments between the parties to this Memorandum of Understanding following approval of the final EIS.

Each agency (at their expense) shall commit the personnel necessary to have membership on the committees and its' agency review and approval process. This expense is considered separate from the agency's contribution described above.

ENDORSEMENT

The parties to this Memorandum of Understanding agree that each will exercise its best effort to expedite execution of legislation and agreements necessary to prepare the EIS. Participation in this work in no way obligates them to fund construction of any recommendations.

This Memorandum of Understanding will be effective as of the last date of approval noted below.

The Washington State Department of Transportation, Cities of SeaTac and Des Moines, the Port of Seattle, King County, and the Municipality of Metropolitan Seattle hereby agree to the terms and conditions, of this Memorandum of Understanding (SR 509/South Access Road EIS) by having their representatives affix their signature below.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: Ernie B. Anderson Date: 8/20/91

CITY OF SEATAC

By: Lawson McLean Date: 8/23/91
City Manager

CITY OF DES MOINES

By: *Greg Robinson*
City Manager

Date: 3/1/91

PORT OF SEATTLE

By: *[Signature]*
Chief Executive Officer
Zeger J.J. van Asch van Wijck
Executive Director

Date: 8/30/91

KING COUNTY

By: *[Signature]*
King County Executive

Date: 11/12/91

MUNICIPALITY OF METROPOLITAN SEATTLE

By: *[Signature]*
Executive Director

Date: 10-23-91

SRS00M0U

A-6

EXHIBIT "B"

SUPPLEMENT 3

EXHIBIT A

PROJECT MANAGER WORK SCOPE/PHASE II State Route 509/South Access Road (SAR) Steering Committee Corridor EIS

6 October 1992

GENERAL

This work scope is a continuation of services previously provided by BERGER/ABAM as project manager for the SR 509/SAR Steering Committee. Phase I included public involvement, identification, and screening of alternatives. Phase II of the project will involve continued public involvement, analysis of the screened alternatives, and completion of the Draft and Final Environmental Impact Statements (EISs). For purposes of this scope and budget, it is assumed that Phase II will take place over a period of 24 months from the notice to proceed.

TASK 1

Finalize Phase II EIS Consultant Work Scope, Budget, Schedule, and Supplemental Schedule

BERGER/ABAM will be responsible for coordinating and negotiating the finalization of the EIS consultant's Phase II work scope, budget, and schedule. BERGER/ABAM will receive and review all Steering Committee comments. BERGER/ABAM will meet with the Steering Committee and the EIS consultant, as necessary, to facilitate negotiations and finalize the work scope and schedule. BERGER/ABAM will review the EIS consultant's proposed budget and assist the Steering Committee in finalizing an integrated scope, schedule, and budget. BERGER/ABAM will also assist as requested, in the preparation of a Supplemental Agreement for the EIS consultant contract.

TASK 2

Assist with Steering Committee and Executive Committee Meetings

BERGER/ABAM will attend monthly meetings of the Steering Committee in SeaTac. BERGER/ABAM will be responsible for the preparation and distribution of the meeting agenda and notes. BERGER/ABAM will assist the co-chairpersons in the administration and facilitation of the meetings. BERGER/ABAM will attend and make presentations, as requested, to the Executive Committee. For budgeting purposes, it is assumed that there will be no more than 35 meetings.

TASK 3

Coordinate with the EIS Consultant and the Steering Committee

BERGER/ABAM will make contact as needed with the EIS consultant to obtain information on the progress of the work and act as liaison between the EIS consultant and the Steering Committee. BERGER/ABAM will prepare and provide documentation of the meetings and telephone conversations to the Steering Committee.

GC10892

EXHIBIT R

TASK 4**Coordinate Development and Implementation of the Public and Agency Involvement Program**

BERGER/ABAM will meet, as necessary, with the EIS consultant to coordinate the development and implementation of the public and agency involvement program. BERGER/ABAM will review all public documentation, advertisements, media releases, and scoping documentation. BERGER/ABAM will attend public and agency meetings and related meetings.

TASK 5**Review and Coordinate Design Study Technical Report**

BERGER/ABAM will review and comment on the draft Preliminary Design Study Technical Report. BERGER/ABAM will distribute the draft and final reports to the Steering Committee for review and comment. BERGER/ABAM will review and comment on the draft document and will distribute the draft Preliminary Design Study document to the Steering Committee for review and comment. BERGER/ABAM will review the document for completeness. BERGER/ABAM will compile Steering Committee comments and provide technical assistance to the Committee.

TASK 6**Review Methodology and Results of 2020 Traffic Forecasts**

BERGER/ABAM will review and comment on all phases of the 2020 Traffic Forecast Report. BERGER/ABAM will distribute the final report to the Steering Committee for review and comment. BERGER/ABAM will review and comment on the draft Traffic Forecasts document. BERGER/ABAM will distribute the draft 2020 Traffic Forecast document to the Steering Committee for review and comment. BERGER/ABAM will review the document for completeness. BERGER/ABAM will compile Steering Committee comments and provide technical assistance to the Committee.

TASK 7**Assist Steering Committee and EIS Consultant in the Scoping Process**

BERGER/ABAM will participate in and monitor the scoping process for SEPA/NEPA/FHWA/WSDOT conformance. The scoping process will be coordinated with the Public Information and Involvement Program. BERGER/ABAM will also provide technical assistance to the Steering Committee.

TASK 8**Review Preliminary Draft EIS**

BERGER/ABAM will review and comment on all phases of the Preliminary Draft EIS. BERGER/ABAM will distribute the preliminary draft document to the Steering Committee for review and comment. BERGER/ABAM will review and comment on the document for adequacy and consistency in accordance with NEPA/SEPA/FHWA/WSDOT standards. BERGER/ABAM will compile all Steering Committee comments into a single consolidated set and discuss them with the EIS consultant. BERGER/ABAM will prepare comments and provide technical assistance to the Steering Committee.

GC10892**EXHIBIT B**

TASK 9
Review Draft EIS

BERGER/ABAM will review and comment on the Draft EIS. BERGER/ABAM will distribute the draft document to the Steering Committee for review and comment. BERGER/ABAM will prepare a completed set of Steering Committee comments for discussion with the EIS consultant. BERGER/ABAM will also provide technical assistance to the Steering Committee and coordinate finalization of the document with the EIS consultant.

TASK 10
Monitor Project Schedule

BERGER/ABAM will assist the EIS consultant and the Steering Committee in developing and maintaining a master project schedule. BERGER/ABAM will track and report the progress to the Steering Committee. When necessary, BERGER/ABAM will coordinate schedule changes.

TASK 11
Invoice Preparation and Processing

BERGER/ABAM will prepare and submit monthly invoices to the Steering Committee. BERGER/ABAM will review and process monthly invoices submitted by the EIS consultant. BERGER/ABAM will review the invoices for internal accuracy and consistency with WSDOT and Steering Committee requirements. BERGER/ABAM will present the invoices and comments to the Steering Committee along with a recommendation for approval (or adjustment) for payment.

TASK 12
Attend Project Meetings and Make Presentations

BERGER/ABAM will attend project meetings during the process. Typical meetings will consist of the EIS consultant team coordination meetings, meetings with special interest groups, permit application meetings, scoping meetings, government/agency meetings, and advisory committee meetings. BERGER/ABAM will prepare comments for meeting presentations when necessary. For budgeting purposes it is assumed that there will be no more than 15 meetings.

TASK 13
Coordinate Technical Guidance

BERGER/ABAM will work with the Steering Committee and their technical staff to develop and respond to requests for technical guidance of the EIS consultant. BERGER/ABAM will receive and identify the need for and timing of technical guidance and meet with the Steering Committee and technical staff to develop and present consistent and timely guidance to the EIS consultant.

TASK 14
Prepare Monthly Progress Reports

Based on information supplied by the Steering Committee and the EIS consultant, BERGER/ABAM will prepare and present monthly progress reports to the Steering Committee.

TASK 15

Review Preliminary Final EIS

BERGER/ABAM will review and comment on all phases of the Preliminary Final EIS. BERGER/ABAM will distribute the preliminary final document to the Steering Committee for review and comment. BERGER/ABAM will review and comment on the document for adequacy and consistency in accordance with NEPA/CEQA/FHWA/WSDOT standards. BERGER/ABAM will compile all comments into a single consolidated set and discuss them with the EIS consultant. BERGER/ABAM will prepare comments and provide technical assistance to the Steering Committee.

TASK 16

Review Final EIS

BERGER/ABAM will review and comment on the Final EIS. BERGER/ABAM will distribute the final document to the Steering Committee for review and comment. BERGER/ABAM will prepare a completed set of review comments for discussion with the EIS consultant. BERGER/ABAM will also provide technical assistance to the Steering Committee and coordinate finalization of the document with the EIS consultant. BERGER/ABAM will also coordinate the FHWA review of the FEIS.

TASK 17

Prepare Phase III/Design Work Scope

BERGER/ABAM will prepare draft and final scopes of work for the Phase III project management tasks.

TASK 18

Review and Finalization of the Design Consultant Scope of Services

BERGER/ABAM will assist the Steering Committee in the review and finalization of the design scope of services prepared by the EIS consultant.

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EXHIBIT "C"

**SR 509/South Access Road
Corridor EIS-Phase II
SUPPLEMENT 4
Exhibit C
Scope of Work
Final-10/26/92**

General Scope of Work

This scope of work covers Phase II of the SR 509/South Access Road Corridor EIS project. Phase I involved pre-EIS public involvement, and identification and screening of alternatives. The Phase II work will include additional public involvement, preliminary design of alternatives, and a draft environmental impact statement (DEIS) prepared in accordance with the requirements of the National Environmental Policy Act (NEPA). The final EIS will be performed under a later supplemental scope of work.

The alternatives for consideration under the Phase II work are as described below.

- No Action Alternative
- Alternative D-2
- Alternative F-2
- Alternative I-2

The scope of work for Phase II consists of the following major tasks:

1. Project Management
2. Quality Control and Peer Review
3. Public Information and Involvement
4. Design Study Report
5. Transportation Forecasting
6. Draft Environmental Impact Statement
7. Final Environment Impact Statement

Task 1-Project Management

The Consultant will prepare a draft and final master schedule for the project for review and comment by the Steering Committee. One month "horizon" schedules will be developed by the Consultant to plan the day-to-day activities of the project team and will be listed in monthly progress reports. The master schedule will be updated to reflect changes and actual progress in the proposed project schedule. The current status of the project will be indicated in monthly progress reports.

The Consultant will plan for and staff the project, as necessary, to complete the work on schedule. The Consultant will direct and control the staff by supervising their work,

holding periodic coordination meetings, and by other methods. The Consultant will oversee and coordinate the work of subconsultants.

The Consultant will prepare monthly progress reports. These progress reports will describe the work accomplished during the previous month, provide an estimate of percent of project completion, the status of individual tasks, meetings attended, and action or information needed from the Steering Committee. Progress reports will also indicate work to be accomplished during the next month. The progress reports will be submitted to the Steering Committee's project manager with monthly invoices and other supporting documentation.

The Consultant will prepare, attend, followup, and document meetings between the Steering Committee's project manager and the Consultant over the course of the project. These meetings will be used to discuss project status, project issues, submittals, and other concerns. It is assumed that these meetings will be held semimonthly at the Consultant's offices.

The Consultant will provide for periodic monitoring of the budget over the course of the project. Current financial status, as well as independent projections to complete, will be developed. This task is intended to monitor costs and budgets and to propose corrective actions. The Consultant will provide monthly budget status to the Steering Committee's project manager through the monthly progress reports.

The Consultant will provide for the management of the drawings and documents received and generated over the course of the project. This information will be filed and logged. A status of requested information also will be maintained by the Consultant.

The Consultant will participate in up to ten regular meetings of the Steering Committee. These meetings and meetings with the Steering Committee's project manager will be used to provide the Consultant with guidance and direction during the course of the Phase II work.

Task 2—Quality Control/Senior Review

Senior reviews will be performed. Such reviews will be performed after project packages are assembled and before they are submitted to the Steering Committee's project manager.

Task 3—Public and Agency Information and Involvement Program

The Consultant will assist the Steering Committee in implementing the Public and Agency Information and Involvement Program.

Subtask 3.1—Information Program

The Consultant will provide the following information:

- The Consultant will prepare three news releases. The Consultant will provide the Steering Committee with one copy of each, 10 days prior to being released to newspapers. The agency's representative of the Steering Committee will conduct the news release.
- The Consultant will prepare up to three newsletters. The first will be prepared in conjunction with the public presentation/open house meeting mid-way to publication of the DEIS. The second newsletter will be prepared as an announcement of the EIS hearing and will summarize the DEIS. The third will be an FEIS summary. The Consultant will produce and assume mailing costs for up to 2,500 newsletters for each mailing. The Port of Seattle will provide the mailing list mailing labels for all mailouts.
- The mailing list will be updated and maintained by the Port of Seattle.

Subtask 3.2—Public Meetings

Public participation/open house meeting and an EIS hearing will be held to inform the public of the EIS study process and to obtain public views, opinions, and attitudes regarding the proposed Project. The consultant will make all arrangements for and participate in all of these meetings.

Public Presentation/Open House Meetings

The Consultant will attend one (in addition to the EIS hearing) public presentation/open house meeting. The purpose of the meeting is to provide additional information to the public regarding the project alternatives as they are being analyzed. Public input will also be obtained. The meeting will be held when the design study is nearing completion and prior to completion of the DEIS. The Consultant will prepare meeting handouts and questionnaires. The Consultant will provide the Steering Committee with one copy of each, 10 days prior to each meeting, for approval. The Consultant will reproduce the items in sufficient quantity for distribution at the meetings. The Consultant will prepare and submit to the Steering Committee project manager 10 copies of a meeting summary including a summary of responses to questionnaires. After receipt of review comments, the Consultant will finalize the report and submit 10 copies to the Steering committee's project manager.

EIS Scoping

The public and agency scoping meetings were conducted under Phase I and no additional public scoping meetings will be included in the Phase II scope of work.

EIS Hearing

After circulation of the Draft EIS by the State, a formal EIS Open House/Public Hearing will be held. The Consultant will attend the Open House/Public Hearing and participate as directed by WSDOT. The Consultant will arrange for all necessary equipment and facilities to hold the hearing and provide necessary graphics. The Consultant will also provide a court recorder for formal recording of the proceedings.

The Consultant will prepare one prehearing packet in accordance with Section 210.05(d) of the Design Manual and deliver it to the State a minimum of 60 days prior to the hearing.

Subtask 3.3--Attend Steering Committee Meetings

The Consultant will participate in up to 12 regular meetings of the Steering Committee. These meetings, and meetings with the Steering Committee's project manager will be used to provide the Consultant with guidance and direction during the course of the study.

Subtask 3.4--Attend Technical Guidance Meetings

During the course of the study, the Consultant may identify needs for technical guidance. The Consultant will request technical guidance as necessary through the Steering Committee's project manager. WSDOT or the Steering Committee will designate technical staff with which the Consultant will meet. It is anticipated that the Consultant will participate in up to three meetings to review technical procedures and information needs for the study.

Task 4--Design Study Report

This task is to develop a Technical Report for the SR 509/South Access Road Corridor alternatives in conformance with Section 310.03 (Route/Design Studies) of the WSDOT Design Manual. The report will include the establishment of horizontal and vertical alignments for each build alternative, developing the preliminary layout of interchanges, and establishing the approximate right-of-way requirements. During this task, the Steering Committee may request interim information on the technical analysis and EIS elements. Any design criteria will be submitted to the Steering Committee for review and approval.

Subtask 4.1—Base Mapping

Controlled aerial photography and contour base maps will be prepared for the project area. All work will be developed manually on 1" = 200' photo mosaic basemaps. Two types of maps will be prepared, as described below. The consultant will supply new ground survey-controlled aerial mapping and prepare photo mosaics. All mapping will be based on NAD 83 State Plane coordinates, north zone. The mapping will be prepared as follows.

- Aerial photo mosaic, 1" = 200', rectified and spliced together and placed on 22" x 34" plan/profile sheets. Split sheets will be used with profiles shown on the bottom half. The project area will be mapped at this scale to cover the three draft EIS build alternatives; D-2, F-2, and I-2.
- Contour mapping registered to match the aerial photo mosaic at 1" = 200', with 5-foot contours.

Subtask 4.2—Horizontal and Vertical Alignment

Alternative horizontal and vertical alignments will be developed for SR 509 and South Access Road of:

- Alternative D-2
- Alternative F-2
- Alternative I-2

The alignment for each corridor and option will be established using engineering judgment with consideration of minimizing environmental impacts, minimized construction and right-of-way costs, best serving the land use and maximizing benefits to the traveling public. The alignments will be represented as single-line diagrams with tape on aerial photographs. Vertical profiles will be established using contours from the contour mapping.

An arterial design option will be developed for the South Access Road in addition to the expressway. The same alignment will be established for the South Access Road option. Design criteria will be established for the arterial option to supplement the Phase I design criteria technical memorandum. The number of lanes for each option will be determined concurrently with Subtask 5.4, Preparation of Year 2020 Forecasts.

The alignments for the three build alternatives will be prepared on 1" = 200' aerial photographs developed and prepared by the Consultant. No field survey control will be established on horizontal or vertical alignments. Preliminary plans for the technical report will be reduced to half-size, 11-inch by 17-inch sheets.

Subtask 4.3—Preliminary Interchange Concepts

Preliminary interchange concepts will be developed for each proposed location in accordance with current design standards. Up to two alternative interchange concepts will be developed for interchanges with I-5. One concept will be developed for other locations. Preliminary layouts of all interchanges will be developed to accommodate the projected traffic, service the local needs, and to minimize environmental impacts. Preliminary channelization will be identified in sufficient detail to assess traffic operations and level of service. The interchange geometric design will be developed in sufficient detail to establish approximate right-of-way needs. The preliminary interchange concepts will be developed as single-line diagrams with tape on aerial photographs at geometrically correct scale. Profile checks for critical ramps will be performed on working drawings. No formal ramp profile drawings will be submitted.

Subtask 4.4—Approximate Right-of-Way Requirements

Right-of-way limits will be estimated for all alternatives, and the South Access Road arterial option. Cross sections will be developed as needed to establish approximate right-of-way requirements. Existing right-of-way will be identified from assessor maps. Typical roadway sections will also be developed. Assume 50 cross sections for estimating purposes. Present approximate right-of-way and limited access lines on the 1" = 200' aerial photographs. Consider local access and circulation in the establishment of right-of-way and limited access lines.

Right-of-way needs will be estimated in acres. The total number of parcels to be impacted and the type and number of relocations required will be estimated. No property take calculations will be performed for individual properties, and no property ownerships will be identified.

Subtask 4.5—Hydraulic Design and Utilities

Establish the hydraulic design criteria for the project. Submit the design criteria to the Steering Committee for review and approval. Develop concepts to accommodate the drainage and develop general cost estimates. Drainage facility requirements will be developed based upon on approximate hydrologic and hydraulics assessment. Detailed sizing for facilities will not be included in the work. Formal drawings for drainage facilities will not be prepared. For the purposes of cost estimating, conceptual facility layouts and requirements will be identified on working drawings and described in text of the technical report (Subtask 4.9).

Identify major utility conflicts and address relocation as appropriate, and describe in text of the technical report (Subtask 4.9).

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Subtask 4.6—Structures and Retaining Walls

Identify the limits of bridges for each alternative. Identify the approximate span and height in detail sufficient to develop cost estimates. Identify approximate retaining wall and sound wall needs for each alternative. Show all bridges and walls on the aerial photographs.

Subtask 4.7—Preliminary Cost Estimate

Prepare preliminary cost estimates of all alternatives and the South Access Road arterial option. Submit preliminary cost estimates, with explanation of assumptions and procedure, to the Steering Committee for review and approval. Estimate quantities for major items (bridges, walls, earthwork, paving, etc.). Present cost estimates on the Design Manual Estimate Form, Figure 330-1. Unit costs for right-of-way, relocation, and property damages will be provided by WSDOT.

Subtask 4.8—Coordination

Present plans to the Steering Committee for decision/concurrence on "preferred" alternative at two meetings.

Subtask 4.9—Technical Report

Present the Technical Report in a bound document, in an 11-inch by 17-inch format.

- Plus or minus 50 pages
- Eleven-inch by 17-inch split-sheet photo mosaic layouts and profiles up to 15 sheets photo-reduced to half-size. Provide one full size set to the Port of Seattle.
- Twelve pages interchange plans
- Typical roadway sections
- Cost estimate forms
- Text
 - Background
 - Intersection/Interchange
 - Hydraulics/Utilities
 - Other engineering elements, as appropriate

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The Consultant will prepare and submit to the Steering Committee project manager 35 bound copies and 1 unbound camera-ready copy of the technical report. After receipt of review comments, the Consultant will finalize the report and submit 35 bound copies and 1 unbound camera-ready copy to the Steering Committee's project manager.

Task 5--Transportation Forecasting

Subtask 5.1--Establish Land Use Projection for Year 2020

Working with local and regional agencies, the Consultant will develop proposed year 2020 land use projections for review and approval by WSDOT and the steering committee. Two different land use projections will be developed representing with and without the SR 509/South Access project.

Subtask 5.2--Develop Trip Tables

The Consultant will calculate vehicle trip generation and use the gravity model to establish p.m. peak period trip tables for two different land use scenarios (for with and without the SR 509/South Access project). The a.m. trip table will be prepared by inverting and applying a.m. factors to the p.m. peak-hour trip table. The Consultant will consider future affect of demand management on vehicle trip rates. Other factors such as transit mode split, vehicle occupancy rates, and temporal distribution (i.e., spreading of peak period) will be addressed outside of the model.

Subtask 5.3--Develop No Action Forecasts

The Consultant will prepare year 2020 p.m. peak hour traffic assignments for the No Action network using the land use projection for without the SR 509/South Access project. The assumed No Action network will be identified with policy input from the steering committee. The Consultant will develop route and screenline summaries for use as the basis for alternatives comparison.

Existing data will be collected, if available, and used to adjust the a.m. traffic model in the vicinity of a new interchange and the interchanges upstream and downstream. No calibration will be performed for the a.m. traffic assignment. WSDOT will collect existing traffic data for up to 32 locations including main line, ramps, and intersections at ramp terminals.

Subtask 5.4—Prepare Year 2020 Traffic Forecasts

The Consultant will prepare year 2020 p.m. peak hour traffic forecasts using the land use projection with the SR 509/South Access project for up to three build alternatives, in addition to the No-Action Alternative. The year 2020 traffic forecasts will be made for comparing alternatives.

The Consultant will prepare traffic forecasts for South Access Road as an expressway and for an arterial option. The arterial option in addition to the expressway will require analyzing the effects of capacity for each alternative.

The Consultant will prepare year 2020 a.m. peak-hour traffic forecasts for the proposed interchange of the interchange justification report. Forecasts will be documented for intersections, links, and movements required by the interchange justification report.

The Consultant will prepare 10 bound copies and one unbound camera-ready copy of a memorandum describing the methodology and results for Phase II traffic forecasts and submit them to the Steering Committee for review and comment. The memorandum will summarize the land use projection and document the process used to develop the model including a discussion on model calibration, assumptions, factors applied, and results of the forecasts. After receipt of comments the Consultant will prepare a final memorandum and submit 10 bound copies and one unbound camera-ready copy to the Steering Committee.

Task 6—Draft Environmental Impact Statement

This task covers the preparation of a Draft Environmental Impact Statement (DEIS) in accordance with NEPA and FHWA requirements and current WSDOT EIS guidelines. The scope of work and budget for the formal EIS public hearing are included in Task 3—Public Information and Involvement Program.

Subtask 6.1—Discipline Reports

The DEIS will be based on discipline reports on relevant elements of the environment identified during the EIS scoping process. Discipline reports will be prepared on the following elements:

- Air quality
- Economics (employment, property values, and tax base)
- Energy

- **Geology and soils (including topography, erosion, and unique physical features)**
- **Hazardous waste sites**
- **Historical and archaeological preservation**
- **Land use**
- **Noise**
- **Relocation (residential and commercial displacement)**
- **Social (changes in neighborhood cohesion, recreation, public services)**
- **Visual quality (including light and glare)**
- **Wetlands**
- **Streams**
- **Stormwater runoff**
- **Water quality**
- **Wildlife and vegetation (including threatened and endangered species)**
- **Transportation (including pedestrians and bicyclists)**

The discipline reports for air quality, noise, wetlands, and wildlife and vegetation will be prepared by WSDOT and provided to the Consultant, in accordance with the project schedule, for inclusion in the DEIS. The Consultant will submit 15 copies of draft discipline reports to WSDOT/Steering Committee for review. Upon receipt of comments from WSDOT/Steering Committee, the discipline reports will be finalized and 10 copies of each resubmitted to WSDOT for final review and approval.

Each discipline report will be formatted to include the following sections:

- **Studies performed and coordination conducted (a discussion of major assumptions, data sources, studies undertaken, contacts made)**
- **A description of the affected environment related to the specific element of the environment (existing conditions)**

- A discussion of project-related impacts (during construction and project operation)
- An identification of measures to mitigate impacts
- A discussion, evaluation, and resolution of important issues
- An evaluation and discussion of secondary and cumulative impacts

The following is a general outline of the work tasks associated with the preparation of each discipline report.

Air Quality

WSDOT will prepare the air quality discipline report.

Economics

- Using readily available and currently applicable information and data, describe the existing economic conditions in the project area (number and type of businesses, employment, property values, and tax base).
- Describe the impacts of the project, including construction-period economic impacts, temporary and long-term changes in traffic and associated shopping patterns, loss of businesses and jobs as a result of right-of-way acquisition, construction and long-term employment, and business growth.
- Identify measures to mitigate economic activity or employment impacts (mitigation measures are not typically identified for property value or tax revenue impacts).

Energy

- Estimate the quantity of energy required during construction, using available information on construction equipment requirements.
- Discuss the potential impacts on local fuel availability and energy production facilities during construction. Analyze the effects of changes in traffic flow after construction on vehicle fuel consumption.
- Identify measures to mitigate the impacts, including increased transit use, ridesharing, and other transportation system management techniques.

Geology and Soils

- Collect and review existing information on geology, soils, topography, erosion, and other unique physical features or hazards within the project area. The existing information to be reviewed will include USGS and SCS geology and soil maps, the King County Sensitive Areas Map Folio, boring data from Port of Seattle, sensitive areas maps from the cities of Sea Tac, Des Moines, and Federal Way, and other relevant information that may be available. This scope of work assumes that there is sufficient information already available about subsurface conditions to prepare the earth element without having to drill additional borings.
- Describe existing conditions including the general topographic setting, the presence of unique physical features, geology of the project area, the types of soil, steep and unstable slopes, areas of erosion and landslide potential, and hazards that might result from seismic activity. If groundwater issues become apparent, further analysis will be conducted. This analysis is not included in this scope of work and accompanying budget.
- Discuss the effects of project construction, based on review of the preliminary alignment of the roadway. The review will consider the existing conditions including the impacts of embankment construction, effects of soil excavation and stockpiling, requirements for and sources of borrow materials for embankment construction, plans for handling excess materials from excavation, changes in soil stability, ground settlement from embankment loading, the potential for soil erosion, and the effects of pile driving and constructing retaining walls.
- Identify measures to mitigate the impacts, including procedures for dealing with soft soil and handling of erosion during construction.

Hazardous Waste Sites

- Perform a records review of available historical and current records that can be used to describe land use in the vicinity of the project, including information from Ecology (Hazardous Waste Investigation and Cleanup Program), EPA Region 10 CERCLIS data base, U.S. Corps of Engineers Archives, WSDOT spill records, and King County and other local jurisdictions, and aerial photographs.
- Conduct site reconnaissance to verify information during the records review and identify new issues of potential concern.

- Identify specific sites identified in the Summary of Relevant Studies that are suspected of hazardous material (including asbestos) contamination. Conduct title search on those specific properties that lack substantial site history.
- Describe potential project impacts during construction and operation, including accidental spills of hazardous materials, demolition of older residences and mobile homes that may contain asbestos, and relocation of underground asbestos cement piping.
- Identify measures to mitigate the impacts (focus on general remediation guidelines).

Historical and Archaeological Preservation

- Consult with King County, other local jurisdictions, the Washington Office of Archaeology and Historic Preservation (SHPO), and local historical societies to determine the location of any known archaeological, cultural, or historic sites in the project area.
- Describe sites (name, location, significance) that will be affected by the project.
- Describe the extent of project impacts, including property acquisition, structural demolition, or changed surrounding environment.
- Identify measures to mitigate the impacts, including SHPO notification, recordation, avoidance, protection, or other appropriate techniques.
- If any historical structures are found, a separate Section 4(f) analysis may be required. Such a determination will be made during the preparation of the discipline report. For the purposes of establishing a Phase II budget, a Section 4(f) analysis is not assumed to be required.

Land Use

- Describe the existing land use characteristics of the project area, using current and relevant planning documents and environmental reports identified in the *Summary of Relevant Studies* (Phase 1, Task 4C).
- Conduct a site reconnaissance to verify existing land use information. Contact local jurisdictional staffs to identify any recently proposed projects in the area. Prepare maps of existing land uses and zoning.
- Discuss changes in land use types, both within the project area and in the surrounding community. Identify the consistency of the project with

existing and proposed land use plans, policies, and regulations. Discuss potential growth and development that may be indirectly induced as a result of the project.

- Identify appropriate measures to mitigate the impacts.

Noise

WSDOT will prepare the noise discipline report.

Relocation

- Describe the potential for displacement and relocation of residences and businesses caused by land acquisition for right-of-way. Identify the number of affected residential units and their demographic and housing tenure characteristics. Identify the number and type of affected business establishments and the number of employees.
- Identify measures to mitigate the impacts, including property acquisition procedures, relocation assistance, and appropriate replacement options in consultation with the Steering Committee.

Social

- Describe the existing social environment of the project area and the surrounding community, including neighborhood structure, recreational facilities, public services, and growth and development potential. Information on recreational facilities and public services will be provided by appropriate local jurisdictions and other service providers.
- Describe potential changes in neighborhood cohesion and community character as a result of splitting neighborhoods, isolating a portion of a neighborhood, and generating new and possibly incompatible development within the neighborhood.
- Describe potential impacts on recreational facilities during and after construction, including access to, the usability of, and the integrity of existing and proposed facilities. Depending upon the nature of the impacts, a separate Section 4(f) analysis may be required. Such a determination will be made during the preparation of the discipline report. For the purposes of establishing a Phase II budget, a Section 4(f) analysis is not assumed to be required.
- Describe how each public service (schools, police and fire protection, airport navigational aids, response to plane crashes) will be affected by

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the construction and operation of the project, including service disruptions, circuitry of access, and changes in service travel times during construction. Also discussed will be changes in service areas, service travel times, and new or additional services that may be needed as a result of any induced growth after project construction.

- Identify measures to mitigate the impacts, including identification of replacement land for acquired property, landscaping, aesthetic treatments, and other techniques.

Visual Quality

- Conduct a site reconnaissance in order to define the visual environment within the project area. Identify the most sensitive viewer groups based on their location, number, and duration of their view. Review policy documents pertaining to visual quality in the project area. Identify and photographically document up to 20 key views for subsequent visual assessment (these photographs will include views from the surrounding area toward the project alignment as well as views from the project alignment toward the surrounding area).
- Assess the visual impacts of the project during construction and operation. The assessment will follow the methodology outlined in the FHWA *Visual Impact Assessment for Highway Projects*. The discussion of impacts will relate to impacts at the various key views and to specific viewer groups.
- Describe how headlight glare, highway lighting, or other area lighting could interact or interface with airport runway lighting.
- Identify measures to mitigate the impacts, including screening and storage of construction equipment. Describe any proposed landscaping treatment that will be part of the project.

Water

The water element of the EIS will be composed of four separate but interrelated discipline reports dealing with (1) wetlands, (2) streams, (3) stormwater runoff, and (4) surface water quality.

Wetlands

WSDOT will prepare the Wetlands and Streams discipline report.

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- **Collect and review available hydrologic and hydraulic studies and data, any surface water management studies or basin plans, and relevant WSDOT, Ecology, Fisheries, and local stormwater criteria and requirements. Also reviewed on the basis of available topographic mapping, aerial photos, and site visits will be existing drainage patterns and features, including drainage channels, stream systems, culvert crossings, and storm drains. Tributary drainage basin hydrologic characteristics will be documented.**
- **Describe potential surface water runoff impacts on receiving waters during and after project construction. This will be based on an approximate hydrology assessment (using standard rationale method approach) that will identify total design storm peak flow and runoff volume estimates and their discharge locations to receiving waters. Detailed hydrologic and/or hydraulic modeling will not be performed.**
- **Identify potential measures to mitigate the impacts, including drainage facilities to control peak runoff rates, diversions, water quality control facilities, and erosion and sedimentation control practices.**

Water Quality

- **Collect and review water resources reports issued by the USGS and status reports by Metro on the quality of local lakes and streams.**
- **Describe the potential impacts of the project on the water quality of surface water bodies within the project area. The impacts will be evaluated using the methods described in Chapter 1 of the *WSDOT Highway Water Quality Manual*. Impacts of project construction will be evaluated as short-term impacts and will include a determination of potential temporary discharges of pollutants. Impacts of project operation will evaluate the effects from stormwater runoff, winter sanding, landscaping, and accidental spills of hazardous materials.**
- **Identify measures to mitigate the impacts, including the use of biofiltration facilities and other water quality control techniques.**

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Wildlife and Vegetation (Including Threatened and Endangered Species)

WSDOT will prepare the wildlife and vegetation discipline report.

Transportation (includes Pedestrians and Bicyclists)

- Describe the existing transportation conditions in the project area, including the street system (functional classification, street widths, number of lanes, traffic control, and pedestrian/bicycle routes), traffic volumes (daily and p.m. peak periods), and traffic characteristics (cars versus trucks). Existing traffic data up to 3 years old will be growth-factored and used in the existing conditions summary. It is expected that most of the intersections will have available traffic counts. WSDOT will collect p.m. peak hour turning movement data for up to 10 intersections if necessary. Up to 22 key intersections will be analyzed for the p.m. peak-hour level of service.

Also describe the accident history over the last 3 years, transit service and HOV programs, nonmotorized facilities, and recently adopted plans and programs affecting the project area.

- Describe the design-year baseline conditions (No Action alternative) including traffic forecasts and estimated daily and p.m. peak period traffic volumes. Analyze construction and operational impacts for the No Action alternative and up to three build alternatives with the South Access Road arterial option, including traffic flow, level of service, accident/safety, and nonmotorized modes.
- Prepare peak-hour, 8-hour, and travel speed traffic forecast data to support noise and air quality analysis at the alternatives.
- Identify measures to mitigate the impacts, including roadway design changes, advanced warning and detour signing during construction, and transportation system management techniques.

Secondary and Cumulative Impacts

Subtask 6.2--Preliminary DEIS

The material contained in the discipline reports will serve as the basis for the main body of the Preliminary DEIS (Affected Environment and Environmental Consequences). Based on the level of the technical discussion in each discipline report, the reports will be used in their entirety or the more technical material will be presented in an accompanying technical appendix.

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The format for the DEIS will follow the NEPA/FHWA EIS outline, as follows:

Summary

The Summary will include a brief description of the proposed project, other major projects by other governmental agencies in the same geographic area, the alternatives being considered in the EIS, major environmental impacts and mitigation measures, areas of controversy raised by agencies and the public, any major unresolved issues with other agencies, and permits and other actions that will be required.

Purpose of and Need for Action

This section will identify and describe the proposed action and the transportation problem(s) or other needs which the action is intended to address.

Alternatives

This section will describe:

- The range of reasonable alternatives, including a No Action alternative
- Alternatives that have been considered and the reasons why they were rejected from further study (with reference to goals and objectives of the study) This will include a mass-transit alternative.
- The process used to screen alternatives, the alternatives that were selected for further study in the EIS, and who made the selection decision.

Affected Environment

This section will provide a concise description of the existing social, economic, and environmental setting of the area affected by the project alternatives.

Environmental Consequences and Mitigation Measures

This section will describe the environmental effects of each alternative, including the South Access Road arterial option, and the measures to mitigate adverse impacts.

Irreversible and Irretrievable Commitments of Resources Which Would be Involved in the Proposed Action

This section will discuss in general terms the proposed project's irreversible and irretrievable commitment of resources.

Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

This section will discuss in general terms the proposed project's relationship of local short-term impacts and use of resources to the maintenance and enhancement of long-term productivity.

List of Preparers

This section will include a list of all personnel who were primarily responsible for preparing the Preliminary DEIS, a brief summary of their qualifications (educational background and experience), and their area of responsibility.

List of Agencies, Organizations, and Persons to Whom the EIS are Sent

To be provided by the lead agency and the Steering Committee.

Comments and Coordination

This section will contain copies of pertinent correspondence with cooperating agencies, other agencies, and the public and summarize: 1) The early coordination process, including scoping; 2) meetings with community groups; and 3) key issues and pertinent information received from the public and government agencies. Also included will be a list of permits and other actions that will be required from other agencies.

Appendices

Technical material prepared specifically for the EIS will be included as appendices to the document.

Index

The index will include important subjects and key areas of concern.

The Preliminary DEIS will be reviewed by senior members of the Consultant's team to ensure technical accuracy and consistency between sections. The project editor will

ensure that all elements are correctly formatted and that final word processing, graphics, and proofreading efforts are coordinated to meet the project schedule.

Sixty-five copies and one camera-ready unbound copy of the Preliminary DEIS will be prepared and submitted to WSDOT and the Steering Committee for review and comment. It is assumed that there will be a single review of the document and that any agency reviews will be conducted concurrently with the WSDOT/Steering Committee review. The Steering Committee's project manager will provide a single, consolidated set of review comments.

Subtask 6.3--Draft EIS

The DEIS will be prepared during this subtask, based upon the review comments on the Preliminary DEIS. The review comments will be addressed and the document resubmitted for approval to print. The Consultant will print up to 350 copies as directed by WSDOT/Steering Committee for distribution to the public by the Steering Committee.

Task 7--Final Environmental Impact Statement

Subtask 7.1--Preliminary Final EIS

The Consultant will prepare written responses to those comments assigned to the consultant. Consultant will compile these responses, along with those that are prepared by WSDOT/Steering Committee, into a Preliminary Final EIS (PFEIS). Consultant will make appropriate revisions to the DEIS text to reflect responses. In addition, the PFEIS will include the identification of the "preferred alternative" and a discussion of the basis for its selection. No new substantive analysis shall be required under this scope of work. For the purposes of establishing the Phase II budget, it is assumed that the Consultant will be responsible to review up to 400 specific comments from public and/or agency letters and hearings, and prepare responses for no more than 200 unique specific public and/or agency comments.

In summary, the PFEIS will contain:

- Comment letters and responses (in format provided by WSDOT)
- EIS hearing transcript
- Revised DEIS text to reflect responses
- Identification of the preferred alternative (for the purposes of establishing the Phase II budget, it is assumed that the preferred alternative is one of the alternatives described and analyzed in the DEIS).

Sixty-five copies and one camera-ready unbound copy of the PFEIS will be submitted to the WSDOT/Steering Committee for review and comment. It is assumed that there will be a single review of the document, and that any agency reviews will be conducted concurrently with the WSDOT/Steering Committee review. The Steering Committee's project manager will provide a single, consolidated set of review comments.

Subtask 7.2—Final EIS

The Final EIS (FEIS) will be prepared during this subtask, based upon the review comments on the PFEIS. The review comments will be addressed and the document resubmitted for approval to print. The consultant will print up to 350 copies of the FEIS as directed by WSDOT/Steering Committee for distribution to the public by the Steering Committee.

**SR 509/South Access Road
Corridor EIS—Phase II**

**Attachment A
BRW, Inc.**

The full scope of work contained in the agreement between WSDOT and CH2M HILL is included as Exhibit C. The Subconsultant will accomplish the work in this Attachment A, described as follows:

Subtask 4.2—The Subconsultant will assist CH2M HILL with HOV and transit compatibility in the development of horizontal and vertical alignment.

Subtask 6.1—The Subconsultant will prepare the analysis of their assigned elements of the environment consistent with the scope of Subtask 6.1. The Subconsultant will be responsible for the following elements:

- **Visual Quality**
- **Transportation (assistance to CH2M HILL with HOV and transit)**

Subtask 6.2—The Subconsultant will revise the FDEIS and prepare the DEIS for their assigned elements. CH2M HILL will provide the Subconsultant with the review comments and review revisions.

Subtask 7.1—The Subconsultant will respond to comments as assigned by CH2M HILL. The Subconsultant will make appropriate revisions to the DEIS to reflect responses, for their elements of the environment.

Subtask 7.2—The Subconsultant will revise the PFEIS based on direction from CH2M HILL for their elements of the environment.

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**SR 509/South Access Road
Corridor EIS-Phase II**

**Attachment A
Inca Engineers, Inc.**

The full scope of work contained in the agreement between WSDOT and CH2M HILL is included as Exhibit C. The Subconsultant will accomplish the work in this Attachment A, described as follows:

Subtask 4.1--The Subconsultant will be responsible for all of Subtask 4.1.

Subtask 4.4--The Subconsultant will be responsible for all of Subtask 4.4.

Subtask 4.5--The Subconsultant will be responsible for all of Subtask 4.5, except that CH2M HILL will submit the design criteria to the steering committee and attend the meeting.

Subtask 4.7--The Subconsultant will be responsible for all of Subtask 4.7, except that CH2M HILL will submit the cost estimate to the Steering Committee and attend the meeting. Quantities and cost estimates for major items (bridges, walls, earthwork, paving, etc.) will be furnished to INCA by responsible firms or individuals. INCA will prepare cost estimate for right-of-way, relocations and property damages. INCA will reformat and compile the cost data from various sources to add sales tax, contingency, mobilization, preliminary and construction engineering and present the results in the WSDOT standard estimate form.

Subtask 6.1--The Subconsultant will prepare the analysis of their assigned elements of the environment consistent with the scope of Subtask 6.1. The Subconsultant will be responsible for the following elements:

- Social (utility portion only)
- INCA will prepare the analysis of "Stormwater Runoff." Shapiro and Associates will prepare the chapter.
- INCA will prepare the analysis of "Water Quality." Shapiro and Associates will prepare the chapter.

Subtask 6.2--The Subconsultant will revise the PDEIS and prepare the DEIS for their assigned elements. CH2M HILL will provide the Subconsultant with the review comments and review revisions.

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EXHIBIT C

Subtask 7.1—The Subconsultant will respond to comments as assigned by CH2M HILL. The Subconsultant will make appropriate revisions to the DEIS to reflect responses, for their elements of the environment.

Subtask 7.2—The Subconsultant will revise the PFEIS based on direction from CH2M HILL for their elements of the environment.

The Subconsultant will prepare and submit a report and/or appropriate technical information for each Subtask. The format of the report will be as specified by CH2M HILL. The report will be submitted on WordPerfect software version 5.1 or ASCII format diskettes.

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**SR 509/South Access Road
Corridor EIS-Phase II**

**Attachment A
Shapiro and Associates**

The full scope of work for this project is included in the agreement between WSDOT and CH2M HILL and is included as Exhibit C. The Subconsultant will accomplish the work described in this Attachment A as follows:

Subtask 3.2--The Subconsultant will attend the EIS Hearing and one technical guidance meeting.

Subtask 6.1--The Subconsultant will prepare the analysis of their assigned elements of the environment consistent with the scope of Subtask 6.1. The Subconsultant will be responsible for the following elements:

- **Geology and Soils**
- **Water; Stormwater Runoff and Water Quality**
- **Energy**

Subtask 6.2--The Subconsultant will revise the PDEIS and prepare the DEIS for their assigned elements. CH2M HILL will provide the Subconsultant with the review comments and review revisions.

Subtask 7.1--The Subconsultant will respond to comments as assigned by CH2M HILL. The Subconsultant will make appropriate revisions to the DEIS to reflect responses, for their elements of the environment.

Subtask 7.2--The Subconsultant will revise the PFEIS based on direction from CH2M HILL for their elements of the environment.

All written information provided to CH2M HILL to accomplish these tasks will be presented in a format specified by CH2M HILL, on hard copy and in WordPerfect 5.1 on a 5-1/4 inch floppy diskette.

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EXHIBIT C

**SR 509/South Access Road
Corridor EIS-Phase II**

**Attachment A
The Transpo Group**

The full scope of work contained in the agreement between WSDOT and CH2M HILL is included as Exhibit C. The Subconsultant will accomplish the work described in this Attachment A, as follows:

Subtask 5.1--The Subconsultant will be responsible for all of Subtask 5.1.

Subtask 5.2--The Subconsultant will be responsible for all of Subtask 5.2. The Subconsultant will attend one Steering Committee meeting to present the land use projections.

Subtask 5.3--The Subconsultant will be responsible for all of Subtask 5.3. The Subconsultant will attend one Steering Committee meeting to establish the No-Action network.

Subtask 5.4--The Subconsultant will be responsible for all of Task 5.4.

Subtask 6.1--The Subconsultant will prepare and submit to CH2M HILL, p.m. Peak Hour ramp volumes and turning movements for up to 22 intersections. The Subconsultant will assist CH2M HILL with a review of existing transportation plans and programmed projects.

All written information provided to CH2M HILL to accomplish these tasks will be presented by hard copy and on Wordperfect 5.1 on a 5-1/4-inch floppy diskette.

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EXHIBIT C

**SR 509/South Access Road
Corridor EIS-Phase II**

**Attachment A
Triangle Associates**

The full scope of work contained in the agreement between WSDOT and CH2M HILL is included as Exhibit C. The Subconsultant will accomplish the work described in this Attachment A described as follows.

Subtask 3.1--The Subconsultant will be responsible for all of Subtask 3.1.

Subtask 3.2--The Subconsultant will be responsible for all of Subtask 3.2, except CH2M HILL will provide graphics and technical information for the Subconsultant's use in this task. CH2M HILL will prepare the prehearing packet. The Subconsultant will prepare a written summary report of the meeting to be submitted to CH2M HILL.

Subtask 3.3--The Subconsultant will participate in up to three of the steering committee meetings.

All written information provided to CH2M HILL to accomplish these tasks will be presented in hard copy and in WordPerfect 5.1 on a 5-1/4 inch floppy diskette.

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EXHIBIT C

**SR 509/South Access Road
Corridor EIS - Phase II**

**Supplement No. 5/A
Scope of Work
8/12/93**

Introduction

This Supplement Number 5 describes those scope of work items that will be completed as additional work to the original Phase II scope of work as described in Supplement Number 4.

Included in this supplemental scope of work are:

- Added screening of six alignment options down to three total using traffic forecast information in addition to environmental criteria.
- Added traffic forecasting with and without the third runway at SeaTac airport.
- Added traffic forecasting to adjust the model to allow the city of Federal Way external traffic to adjust due to consideration of Alternative Four.

The specific modifications to the scope of work are as follows.

I. ADDED ALTERNATIVE SCREENING

Task 3 - Public and Agency Information and Involvement Program

- Subtask 3.1 and 3.2 Information Program, and Public Meeting. Modify to include presentation of the additional screening process of corridor alignment options to three total.

Task 4 - Design Study Report

- Subtask 4.9 Technical Report. Modify to add documentation produced by the added screening of Subtask 4.10.
- Subtask 4.10 Additional Screening of Alternatives. The consultant will refine six alignment options as specified by the Steering Committee at the meeting of May 12, 1993. These six alignment options will be screened down to one alignment option for each corridor alternative (three total overall). The six alignment options

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EXHIBIT C**

will be screened using a comprehensive evaluation criteria and methodology as used in the Phase II, Stage 1 screening memorandum. The transportation evaluation will be supplemented with 2020 p.m. peak hour traffic forecasts and capacity analysis based on the methodology described in the Capacity Analysis Procedures memorandum. The consultant will prepare 10 bound copies and one unbound camera-ready copy of this technical memorandum to the steering committee for review and comment. The steering committee and executive committee will direct the consultant which alignment options will be carried into the DEIS.

II. ADDED FORECASTING - SEATAC THIRD RUNWAY

Task 5 - Transportation Forecasting

- Subtask 5.1, 5.2, 5.3, 5.4. The consultant will modify these sections to prepare analysis with and without a third runway at the SeaTac International Airport for the year 2020 p.m. peak hour. This will include development of two additional trip tables and forecast models from the original scope of work for with and without the third runway for the No Action Alternative and three build alternatives. Results of this work will be provided in plot form presenting the difference between the having a third runway and without a third runway on each of the four alternatives. This work will be presented in the transportation forecasting memorandum under Subtask 5.4.

III. ADDED FORECASTING - FEDERAL WAY MODEL

Task 5 - Transportation Forecasting

- Subtask 5.4. The consultant will modify this section and shall adjust the forecast model to account for shifts in travel from the build alternatives by coordination with the city of Federal Way's forecasting model. Forecasts will be prepared for the No Action and build alternatives for segments adjacent to and at interchanges on I-5 at S. 320th and S. 348th as well as on SR 99 in Federal Way for the year 2020. This work will be presented in the transportation memorandum.

Supplement No. ~~X~~ 5B
Scope of Work
8/12/93

Introduction

This Supplement Number ^{5B}~~4~~ describes those scope of work items that will be completed as additional work to support Added Access Analysis. This work is in addition to the original Phase II scope of work as described in Supplement Number 4.

Included in this supplemental scope of work are:

- Added Transportation Forecasting for Year 2003.
- Added Forecasting work to support weaving analysis and adjustments of analysis for capacity analysis by the State.

The specific modifications to the scope of work are as follows.

Task 5 - Transportation Forecasting

- **Subtask 5.1 - Establish Land Use Projections for Year 2003 and 2020.** The consultant shall modify this section by addition of developing year 2003 land use projections for review and approval by WSDOT and the Steering Committee. Year 2003 land use projections may be developed by assuming straight line growth, modified as needed to account for local conditions. Two different land use projections for 2003 shall be developed representing with and without the SR 509/South Access project.
- **Subtask 5.2 - Develop Trip Tables.** The consultant shall modify this section by addition of developing 2003 p.m. peak period trip tables for with and without the SR 509/South Access Project. The 2003 a.m. trip tables will be prepared by inverting and applying a.m. factors to the p.m. trip table.
- **Subtask 5.3 - Develop No Action Alternative.** The consultant shall modify this section by addition of preparing year 2003 p.m. peak hour traffic assignments for the No Action network using land use projections without the SR 509/South Access project.

-Subtask 5.4 - Prepare Year 2003 and 2020 a.m. & p.m. Forecasts. The Consultant will modify this section of work by addition of preparing 2003 p.m. peak hour traffic forecasts using land use projections of the SR 509/South Access project for three build alternatives. The Consultant will prepare year 2003 a.m. peak hour traffic forecasts for the one proposed interchange of the interchange justification report.

The memorandum describing the methodology and results will include the 2003 forecasts.

- Subtask 5.5 - Weaving Analysis Forecasts. Weaving movement diagrams shall be developed for three interchange locations for the both the 2003 and 2020 forecasts with the third runway for the p.m. peak hour and for one interchange location for the a.m. peak hour. Forecasts volumes shall be adequate to conduct detailed operational analysis by the State.

**SR 509/South Access Road
Corridor EIS - Phase II**

**Supplement No. 6A
Scope of Work
5/18/94**

Introduction

This Supplement Number ^{6A} ~~6~~ describes those scope of work items that will be completed as additional work to the original Phase II scope of work as described in Supplement Number 4.

Included in this supplemental scope of work are:

- Discipline Report and preparation of DEIS section for Air Quality.
- Discipline Report and preparation of DEIS section for Noise.
- Discipline Report and preparation of DEIS section for Wetlands & Streams.
- Discipline Report and preparation of DEIS section for Plants & Animals.
- Response and preparation of Preliminary Final EIS sections for these four disciplines.
- Preparation of Final EIS sections for these four disciplines.

Supplement 4, Task 6 and Task 7 are amended to include the following specific modifications to the scope of work. All references in Supplement 4 regarding WSDOT to prepare work for Air Quality, Noise, Wetlands, and Wildlife and Vegetation are changed by this Supplement to now be the responsibility of the Consultant as described herein.

Task 1 - Air Quality

- Traffic data will be developed in sufficient detail to model CO concentrations. Air quality modeling will be based on P.M. peak-hour traffic conditions.
- Collect and summarize existing climate and air quality information, including local air contaminant monitoring data (from the Puget

Sound Air Pollution Control Agency, Federal Aviation Administration, Port of Seattle, Washington State Department of Ecology, and WSDOT), and determine compliance with the National Ambient Air Quality Standards. Monitoring of existing air quality and meteorological conditions is not proposed.

- Evaluate air quality impacts of the alternatives using a quantitative (modeling) analysis of vehicular CO emissions and concentrations. Modeling will be performed for the base year (i.e., preproject), the year of completion (year 2003), and the design year (year 2020). Current approved FHWA modeling will be utilized, possibly including MOBILE 5A and CAL3QHC. A maximum of 24 intersections will be modeled (six intersections for four alternatives). A regional emissions analysis or burden analysis will not be performed, and concentrations of ozone or particulate will not be predicted.
- Discuss air quality as a result of construction activities. This will include a qualitative description of dust, odors, and equipment exhaust emissions during construction.
- Identify measures to mitigate the impacts, including transportation control measures recommended by the State Implementation Plan and other federal, state, and local regulations.
- The study will meet requirements of the CAAA and the WSCAA.
- Work will include preparation of a Discipline Report, preparation of PDEIS and DEIS section, and involvement with public and agency meetings.

Task 2 - Noise

- Traffic data will be developed in sufficient detail to model traffic noise levels.
- Review available noise monitoring data to determine relevance. Conduct a project area reconnaissance to identify sensitive receptors.
- Describe the existing noise levels in the project area. Monitoring will be conducted depending on topography and land use. Noise measurements are estimated at five to ten per mile per alternative for 15-minute intervals at a maximum of 100 receptor locations. The primary source of the noise will be identified for each monitoring site. Topographic or man-made features that affect the

transmission of noise, such as buildings or roadway cuts, will be described.

- Evaluate effects of construction based noise on EPA published estimates of maximum noise levels typical of construction equipment.
- The noise analysis will evaluate the impacts of peak-hour traffic operational noise along the SR-509 alternatives (including I-5 to S. 272nd Street). Leq noise levels will be predicted and compared at the receptors for each alternative, using the procedures of 23 CFR 772.
- Quantification of homes, schools, churches, and parks which exceed appropriate FHWA criteria in the existing condition and design year, as well as those receiving a substantial increase of noise from each of the alternatives and I/C's including the no action alternative in the design year.
- Estimate design year operational noise levels using the FHWA traffic noise prediction model. Compare estimates against the FHWA standards for allowable levels. Noise levels from traffic will be predicted at a maximum of 100 receptor locations for the base year and design year. General noise contours will not be estimated and will not be illustrated on figures.
- Identify measures to mitigate the construction and operational noise impacts. Mitigation considerations will include placement of noise barriers, traffic speed control, and construction equipment restrictions. The resulting change in quantification of impacts as a result of constructing noise barriers for each alternative will be developed. General locations and sizes of barriers will be estimated. Final design of barriers will not be provided.
- Work will include preparation of a Discipline Report, preparation of PDEIS and DEIS section, and involvement with public and agency meetings.

Task 3 - Wetlands & Streams

- Collect and review available information on wetlands, streams, and other surface water bodies within the project area. The information to be reviewed will include the King County Sensitive Areas Map Folio, similar sensitive area maps from the cities of SeaTac, Des Moines, and Federal Way, and other relevant information that may be available. Site visits will be made to confirm the available data. A map showing the location of affected streams and the general

outline of affected wetlands will be prepared (this mapping will not constitute a formal delineation for permitting purposes).

- Describe potential impacts to wetlands and streams, including the extent of loss of wetlands and the effect on their value and function.
- Identify measures to mitigate the impacts, including the enhancement of existing wetlands or possible replacement with new wetlands at appropriate replacement ratios.
- Work will include preparation of a Discipline Report, preparation of PDEIS and DEIS section, and involvement with public and agency meetings.

Task 4 - Plants & Animals

- Collect and review available information on important resources within the project area, including unique and significant plant communities and wildlife and fish habitats. Resource agencies (Wildlife, Fisheries, USF&WS, Ecology, as well as appropriate local agencies and members of conservation organizations) will be contacted regarding information concerning the biology of the project area.
- Describe existing conditions, including threatened and endangered species and the location of unique plant communities. Special features (unique plant communities, feeding and breeding areas for wildlife, and spawning and rearing areas for salmonids) will be mapped. The minimum mapping area in plant communities and habitats will be 1 acre.
- Field surveys will be conducted, if necessary, to verify and refine the data and mapping.
- Describe potential impacts during and after project construction, including degradation or loss of habitat, loss of vegetative cover, and disturbance to wildlife from increased noise levels.
- Identify measures to mitigate the impacts in consultation with appropriate agencies. Consult the Federal Aviation Administration (FAA) guidelines for mitigation measures appropriate to the airport.

will include preparation of a Discipline Report, preparation of a FDEIS and DEIS section, and involvement with agency and public meetings.

Task 5 - Preliminary Final EIS

- Prepare written responses to comments received on the DEIS and hearing for Air Quality, Noise, Wetlands & Streams, and Plants & Animals in accordance with the requirements of Supplement 4, Subtask 7.1. For estimating purposes it is assumed that the Consultant will be responsible for reviewing an additional 100 specific comments from public and/or agency letters and hearings, and prepare responses for 50 unique specific public and/or agency comments.

Task 6 - Final EIS

- The consultant will prepare the FEIS, in accordance with Supplement 4, Subtask 7.1 for Air Quality, Noise, Wetlands & Streams, and Plants & Animals.

**SR 509/SOUTH ACCESS ROAD
CORRIDOR EIS**

**CONTRACT NUMBER Y-5009
SUPPLEMENT NO. 6, PART 2 B
SCOPE OF WORK
MAJOR INVESTMENT STUDY
8/23/94**

INTRODUCTION

The following describes those scope of work items that will be completed as additional work to the original Phase II scope of work as described in the original contract and executed supplements thereto. This work is being performed to meet the requirements of the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) relating to the need for a Major Investment Study for the project.

Included in this supplemental scope of work are:

- Development of preliminary alternatives meeting the requirements of FHWA/FTA regulations;
- Development of preliminary screening criteria;
- Evaluation of alternatives;
- Preparation of a recommendation as to which alternatives to consider further;
- Evaluation and final screening of retained alternatives;
- Preparation of a recommendation for alternatives to be retained for full consideration in the EIS;
- Preparation of a summary report documenting work performed and findings.

This scope of work is to focus on analysis of potential new alternatives. No additional work relating to major investment study of current alternatives is included.

Work under this supplement shall be coordinated with and consistent with the work that the Consultant is performing under the State contract Y-5730, Task 3.4, South King County to Seattle HOV Corridor Alternatives.

Task 1 - Development of Preliminary Alternatives and Screening Criteria

Working with the Steering Committee, the Consultant will develop preliminary alternatives and screening criteria for approval by the Steering Committee. The alternatives shall be consistent with the FHWA rules and regulations (23 Part 450) for Major Investment Studies and shall cover the range of alternatives required by the FHWA. For purposes of this

supplement, it is assumed that there are six separate alternatives, including TDM, TSM, restricted-use facilities, and combinations thereof. The alternatives will be based on alternatives to SOV capacity increases. The Consultant is responsible for preparing narrative descriptions and conceptual layouts of the alternatives.

The Consultant will develop screening consistent with FHWA requirements such that the operational effectiveness and cost effectiveness of these alternatives can be evaluated. The screening criteria shall also be consistent with the criteria developed and used for pre-EIS screening of alternatives in Phase I and Phase II. The Consultant shall review the project's Purpose & Need statement, and screening criteria (used in the original screening) for consistency with the new requirements for a Major Investment Study. If inconsistencies are found, the Consultant shall present recommendations to the Screening Committee for approval.

Task 2 - Evaluation and Screening of Alternatives

Based upon the approved screening criteria, the Consultant will evaluate the feasibility of the alternatives and make a recommendation to the Steering Committee as to which alternatives should be retained for further study, which alternatives should not be considered further, and the reasoning for the recommendation. Evaluation of alternatives shall be based on conceptual graphics developed in Task 1, above. The evaluation of alternatives shall include analysis based on information that is available from previous work tasks under this contract, and from concurrent work being performed by the Consultant for the State under Contract Y-6733. Rough cost estimates will be prepared based on per-mile and other readily available and appropriate unit costs. If additional data gathering is required, the Consultant shall inform the State of the data requirements and receive authorization to proceed with supplemental data gathering prior to gathering additional data. Up to three traffic model runs will be performed and normal, system-wide outputs from the model will be computed, i.e., total vehicle miles and hours traveled.

Task 3 - Final Evaluation and Recommendation

Based on guidance from the Steering Committee, the Consultant will further evaluate the alternatives retained for further study, compare and contrast them against the screening criteria along with the four alternatives from Phase II, and make a final recommendation to the Steering Committee as to which alternatives, if any, should be included and fully treated in the EIS.

Task 4 - Final Report

Upon completion of the above tasks, the Consultant shall prepare and deliver to the Project Manager 12 bound copies and 1 unbound copy of a summary report of the activities and findings relating to the work contained in this supplement.

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EXHIBIT "D"

PHASE I PROJECT EXPENSES:

Bergor/ADAM Engineers (Project Manager)-

Scoping Process - Lump Sum	\$3,000	
Phase I Screening (Supp 2)	\$74,828	
TOTAL PAYMENTS		\$77,828

CH2MHill Northwest Inc. (EIS Preparation)-

Scoping Process - Lump Sum	\$4,000	
Phase I Screening (Supp 2)	\$243,699	
Management Reserve Fund		
- Public/Scoping Meeting	\$8,906	
- Aerial Photography	\$7,002	
TOTAL PAYMENTS		\$284,637

Total Phase I Project Expenses		\$342,465
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AGENCY PHASE I FUNDING DISTRIBUTION:

	Per Aug 21, 1982 Agreement	Actual Payment Distribution
City of SeaTac/TIB	\$133,970	\$124,437
Port of Seattle	\$81,087	\$75,317
WSDOT	\$127,495	\$127,711
City of Des Moines	\$5,000	\$5,000
King County/Metro	\$10,000	\$10,000
	\$367,552	\$342,465

SR 509/SOUTH ACCESS ROAD EIS

PHASE II PROJECT COSTS:

Berger/ABAM Engineers (Project Manager)-

Phase II EIS & Technical Report (Supp 3)	\$147,310	
Management Reserve Fund	<u>\$22,514</u>	
MAXIMUM TOTAL AMOUNT PAYABLE		\$169,824

CH2MHill Northwest Inc. (EIS Preparation)-

Phase II EIS & Technical Report (Supp 4)	\$1,036,091	
Supplement 5A - Added Screening	\$23,531	
Supplement 5B - Added Access	\$38,369	
Supplement 6A - Added Environ Analysis	\$85,036	
Supplement 6B - Added Major Invest Study	\$29,038	
Management Reserve Fund Remainder	<u>\$4,026</u>	
MAXIMUM TOTAL AMOUNT PAYABLE		\$1,216,990

Anticipated Supplement 7 - 4(f) & 16th Analysis	\$37,000	
ANTICIPATED TOTAL CH2MHill TOTAL PAYMENT		\$1,253,990

Total Phase II Consultant Costs **\$1,423,814**

AGENCY PHASE II FUNDING DISTRIBUTION:

Supplement Numbers 6B and 6A for CH2MHill Northwest Inc. will be funded 100% by WSDOT. Remaining \$1,299,509 for Phase II to be distributed in shares to the five funding agencies.

	ORIGINAL MOA APPROACH BASED ON MOU ESTIMATES (Informational)	PHASE II MOA DISTRIBUTION (estimated)
City of SeaTac/TIS	\$472,541	\$637,763
Port of Seattle	\$275,880	\$381,063
WSDOT	\$474,046	\$198,883
King County/Metro	\$10,000	\$72,000
City of Des Moines	\$5,000	<u>\$10,000</u>
City of SeaTac MOU Amount \$595,000 - \$124,437 Phase I Cost + \$197,200 Additional = \$637,763 available for Phase II		
Port of Seattle MOU Amount \$350,000 - \$75,317 Phase I Cost + \$106,400 Additional = \$381,083 available for Phase II		
King County/Metro MOU Amount \$20,000 - \$10,000 Phase I Cost + \$20,000 Additional + 42,000 Additional= \$72,000 for Phase II		
City of Des Moines MOU Amount \$10,000 - \$5,000 Phase I Cost + \$5,000 Additional = \$10,000 for Phase II		
Total Phase II Funds For Distribution		\$1,299,509

PHASE II CONSULTANT BILLINGS SHARE:

WSDOT will administer two separate contracts with the consultants. Billings to the agencies for reimbursement payment will be made based on the following:

Bateman/ARAM Engineers-

King County/Metro:	$100,000 / (100,000 + 1,200,000) \times \$72,000$	= \$8,322
City of Des Moines:	$100,000 / (100,000 + 1,200,000) \times \$10,000$	= \$1,165
Remaining costs then distributed as:		
City of SeaTac:	$257,763 / (1,200,000 - 72,000 - 10,000)$	= 22.38% (est. \$23,900)
Port of Seattle:	$301,065 / (1,200,000 - 72,000 - 10,000)$	= 21.30% (est. \$20,100)
WSDOT:	$122,968 / (1,200,000 - 72,000 - 10,000)$	= 10.32% (est. \$20,100)

CH2M Hill Northwest Inc.-

King County/Metro:	$1,200,000 / (100,000 + 1,200,000) \times \$72,000$	= \$63,678
City of Des Moines:	$1,200,000 / (100,000 + 1,200,000) \times \$10,000$	= \$8,844
Remaining costs then distributed as:		
City of SeaTac:	$257,763 - 63,678 / (1,200,000 - 63,678 - 8,844)$	= 20.87% (est. \$203,754)
Port of Seattle:	$301,065 - 80,188 / (1,200,000 - 63,678 - 8,844)$	= 20.31% (est. \$200,000)
WSDOT:	$(83,900 + 65,938 + 123,063) - 83,100 / (1,200,000 - 63,678 - 8,844)$	= 20.12% (est. \$200,725)