

**RESOLUTION NO. 1656**

**A RESOLUTION OF THE CITY OF WILSONVILLE AUTHORIZING THE CITY ENGINEER TO MODIFY THE PROFESSIONAL SERVICES AGREEMENT WITH ENTRANCO, INC., TO PROVIDE TRANSPORTATION MODELING SERVICES FOR THE TRANSPORTATION MASTER PLAN**

WHEREAS, the Adjunct Transportation Advisory Committee and staff have determined that the existing City contract to prepare a Transportation Master Plan is in need of additional design and modeling to provide a complete Transportation Master Plan for guiding the transportation system development within the City; and

WHEREAS, \$188,470 was included in a previous contract between ODOT, the City of Wilsonville and Entranco to update the Transportation Master Plan; and

WHEREAS authorized in the FY 1999-00 budget, the City of Wilsonville and Entranco have a current contract for \$44,000 to complete the Transportation Master plan now that the location of the prison has been resolved; and

WHEREAS, the needed scope of work has increased to accommodate an increase in the transportation policy work, acquiring new traffic data, and developing and running up to eight additional model runs including with and without a Boeckman Interchange, and with and without Dammasch as a village center, and with and without an industrial area adjacent to the Day Road prison; and

WHEREAS, completion of these model runs is essential to insure that the delay in completing the project has not adversely effected the reliability of the plan; and

WHEREAS, additional and current information is required for an accurate analysis of justification for a Boeckman Road Interchange; and

WHEREAS, after reviewing the fees associated with providing the requested services, the City Engineer has determined that the additional costs are fair and equitable, having been based upon reasonable rate tables; and

WHEREAS, these additional fees are calculated to be approximately \$135,000.00, thereby increasing the total authorized contract fees to \$179,000; and

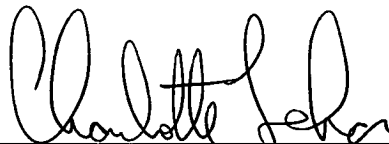
WHEREAS, these additional fees will necessitate a transfer of appropriations in the adopted Street Capital Project Budget for FY 2000-01; and

WHEREAS, the City Engineer desires to modify the Professional Services Agreement accordingly.

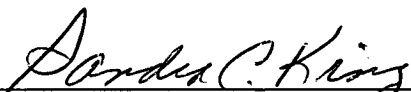
NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. The City Council, acting as the local Contract Review Board, does hereby authorize the City Engineer to modify the Professional Services Agreement between the City of Wilsonville and Entranco, Inc., to provide additional professional services in an amount not to exceed \$135,000.
2. Authorize a transfer in appropriations from project 499 (Project Design and Development) to project 436 (Transportation Master Plan) in the amount of \$135,000. Funding source for these costs shall be from Street Systems Development Charges.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 19<sup>th</sup> day of June, 2000, and filed with the Wilsonville City Recorder this date.

  
\_\_\_\_\_  
CHARLOTTE LEHAN, Mayor

ATTEST:

  
\_\_\_\_\_  
SANDRA C. KING, CMC, City Recorder

SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Helser	Yes
Councilor Barton	Excused
Councilor Kirk	Yes
Councilor Holt	Yes

**DRAFT**

**Exhibit A**

**Summary of Extra Work  
Wilsonville Transportation Master Plan  
Entranco Project 96047-60**

**Summary**

A summary of costs for the extra work included in this request is as follows:

Entranco	\$ 76,526
HT Associates	\$ 40,000
Pacific Rim Resources	<u>\$ 17,000</u>
Total	\$133,526

Add/delete for additional or deleted model runs.

A description of the additional work is as follows:

- 1.1 Update the existing population and existing jobs for the traffic analysis zones for the City and other areas within Metro as required to run the model for May 2000.
- 1.2 Update the population and jobs for the City and other Metro areas to as required to run the model for 2020.
- 1.3 Provide existing trip generation and 2020 trip generation by category for use as a basis to develop street systems development charges. Also provide any insights on commercial limited trips.
- 1.4 Develop, review, analyze and calibrate a base case model for May 2000. Also provide capacity ratings on signalized intersections.
- 1.5 Use May 2000 and 94 data to validate the model and, if necessary modify model calibration.
- 1.6 Develop, review and analyze seven additional actions and one modified no action alternative model runs per the list at Exhibit A-1 in addition to base case and validation model runs.

- 1.7 Conduct level of service analysis for all model runs.
- 1.8 Revise the Transportation Master Plan to reflect the model update and action alternatives.
- 1.9 Conduct a reconnaissance on current street conditions.
- 1.10 Update existing conditions chapter and current level of service calculations.
- 1.11 Coordinate with and provide overall management for the modeling and land use subconsultants.
- 1.12 Attend additional Transportation Committee meetings.
- 1.13 Coordinate with Metro, ODOT, Clackamas County and Washington County as required.
- 1.14 Provide overall project administration.
- 1.15 Provide quality assurance and checking.
- 1.16 Coordinate with and provide complete model information to Metro for further alternatives and analysis.

**DRAFT**  
**Modeling Alternatives**

Run	Situation
	6/1/00
1.	Base case - existing street system and existing population. (Calibrate the model)
1.A	Validate the model. Use calibrated model with 94 data to see if calibration is satisfactory.
	I-5 with 3 lanes each
	I-205 with 2 lanes each way
	Barber Street overcrossing deleted
2.	No action – existing plus funded streets of 2020 population and jobs. (Test development without added streets) (Suggested deletion by Adjunct Transportation Committee on 4/26/00) (Ken Oswell was confirming that modified no action Was an acceptable alternative.)
3.	Modified no action alternative. (No action with local access streets)
	2020 high land use with Boeckman Interchange
	With network in Figure 4-2 with all additional streets 2 lane and no widening
	5 <sup>th</sup> Street overcrossing deleted
	Barber street overcrossing deleted
	Barber Street extension deleted
	I-5 with 3 lanes each way
	I-205 with 2 lanes each way
4.	2020 high land use with Boeckman Interchange. (Test impact of Boeckman Interchange)
	Network in Figure 4-2 without
	Limit commuter rail park and ride to 400 spaces
	Limit Day Road Prison area to prison and existing land use for adjacent Areas outside of city limits
	5 <sup>th</sup> Street overcrossing deleted
	Barber Street overcrossing deleted
	Barber Street extension deleted
	I-5 with 3 lanes / I-205 with 2 lanes
4.A	2020 high land use with Boeckman Interchange. (Test impact of I-5 capacity with limited commuter rail parking and limited industrial area development.) Special run for Community Solutions Team)
	5 <sup>th</sup> Street Overcrossing deleted
	Barber Street overcrossing deleted
	Barber Street extension deleted
	I-5 with existing three lanes
	I-205 with existing two lanes

Run	Situation
5.	2020 high land use with Boeckman Interchange and I-5 and I-205 improvements. (Test impact of I-5 capacity)
	Network in Figure 4-2
	5 <sup>th</sup> Street overcrossing deleted
	Barber Street overcrossing deleted
	I-5 with 4 lanes each way
	I-205 with 3 lanes each way
6.	2020 high land use with Boeckman Interchange. (Test impact of 5 <sup>th</sup> Street & Barber)
	Network in Figure 4-2 and includes:
	5 <sup>th</sup> Street overcrossing
	Barber Street overcrossing
	Barber Street extension
	I-5 with 3 lanes each way
	I-205 with 2 lanes each way
7.	2020 high land use without Boeckman Interchange. (Test impact of high land use without a Boeckman Interchange.) (Addition by Adjunct Transportation Advisory Committee on 4/26/00.)
8.	2020 reduced land use without Boeckman Interchange. (Test impact of changing land use and other construction to minimize impacts without a Boeckman Interchange)
	With Network in Figure 402 including:
	5 <sup>th</sup> Street overcrossing
	Barber Street overcrossing
	Barber Street extension
	I-5 with 3 lanes each way
	I-205 with 3 lanes each way
9.	Others as identified by Adjunct Transportation Advisory Committee.

Project Name: Wilsonville TMP  
 Phase Name: Final Report  
 Project/Phase No.: 96047  
 Phase No.: 60

WORK CODE	TASK	TOTALS HOURS/ DOLLARS	(1) Principal \$175.00	(3) P.M. 2 \$118.00	(10) Proj. Engr/Sci \$99.00	(15) Des. Engr/Sci \$90.00	(20) Staff Engr/Sci \$84.00
871	Adjunct Transportation Committee Meetings (10 assumed)	40 \$7,000.00	40 \$7,000.00				
871	Review forecasts for 10 action and one no-action alt.	62 \$5,670.00	2 \$350.00	20 \$2,320.00			
871	Conduct LOS analysis for 10 action and one no-action alt.	262 \$21,480.00	2 \$350.00	40 \$4,640.00			
871	Revise report to reflect model update and action alternatives	170 \$14,750.00	2 \$350.00	40 \$4,640.00			
871	Conduct reconnaissance on current field conditions	44 \$3,910.00	2 \$350.00	10 \$1,180.00			
871	Update existing conditions chapter and current LOS calcs	90 \$7,934.00	2 \$350.00	24 \$2,784.00			
871	Coordination with modeling and land use subconsultants	50 \$5,570.00	10 \$1,750.00	20 \$2,320.00			
871	Agency coordination meetings	24 \$3,256.00	8 \$1,400.00	16 \$1,856.00			
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
		0 \$0.00					
850	Project Administration	40 \$3,680.00	2 \$350.00	20 \$2,320.00			
851	Quality Assurance/Checking	24 \$3,256.00	8 \$1,400.00	16 \$1,856.00			
<b>TOTALS</b>		<b>808 \$76,526.00</b>	<b>78 \$13,650.00</b>	<b>206 \$23,896.00</b>	<b>0 \$0.00</b>	<b>0 \$0.00</b>	<b>0 \$0.00</b>

SEE MATCHLINE - PAGE 2 OF 2

Labor Total	\$76,526.00
Outside Reimbursables & Subconsultants	\$77,435.00
Internal Rate Pay Items	\$635.00
<b>GRAND TOTAL =</b>	<b>\$154,596.00</b>

OUTSIDE REIMBURSABLES	
Per Diem	\$0
Lodging	\$0
Travel	\$0
Meals	\$0
Telephone	\$0
Reproduction	\$0
Mileage/pers. vehicle	\$0
Postage/Delivery	\$0
Supplies	\$0
Other	\$0
Markup = 15%	\$0.00
<b>Total =</b>	<b>\$0.00</b>

