

AMENDMENT NO. 1
AGREEMENT FOR PROFESSIONAL SERVICES

This is an amendment, AMENDMENT NO. 1, attached to and made a part of the AGREEMENT, dated November 13, 2012, between the Norman Tax Increment Finance Authority (OWNER) and Garver, LLC (CONSULTANT) for professional engineering services as necessary to conduct a feasibility study of possible improvements to the west side of the I-35 at Robinson Street Interchange (the Project).

WHEREAS, the Owner has determined the need for additional analysis to include expanding the study area to include Rock Creek Road and Tecumseh Road and to perform additional traffic analysis,

WHEREAS, all provisions of Contract No. K-1213-50 not in conflict with this amendment shall hereinafter remain in full force and effect,

WHEREAS, Engineer is prepared to provide additional services in support of the project;

NOW THEREFORE, in consideration of the promises contained in said AGREEMENT and this AMENDMENT NO. 1, Owner and Consultant agree as follows:

ARTICLE 3 - SCOPE OF SERVICES

Engineer shall perform additional services in accordance with Attachment A.

ARTICLE 4 - SCHEDULE

Engineer shall complete the additional services in accordance with Attachment B.

ARTICLE 5 – COMPENSATION

For Engineer's additional services, Owner shall pay Consultant **Thirty-Eight Thousand Four Hundred and Fifty Dollars (\$38,450)** for Phase A services. Phase B services, which the City of Norman will have the option of approving at a later date, will be **Fifty-Nine Thousand Eight Hundred Dollars (\$59,800)**. The Engineer may submit interim statements, not to exceed one per month, for partial payment for Services rendered.

ARTICLE 6 – OWNER'S RESPONSIBILITIES

Owner shall provide updated traffic counts at twenty-one (21) locations as noted in the Scope of Services.

IN WITNESS WHEREOF, OWNER and Garver, LLC have executed this Ammendment No. 1.

DATED this ___th day of _____, 2014.

The Norman Tax Increment Finance Authority (OWNER)

Garver, LLC (CONSULTANT)

Signature [Handwritten Signature]

Signature [Handwritten Signature]

Name Chad Williams

Name Michael J. Graves

Title Vice-Chairman

Title Vice President

Date 7/22/14

Date 07/21/14

Attest: [Handwritten Signature: Brenda Hall]

Attest: [Handwritten Signature: Lisa Nissen]

Secretary

Secretary



Approved as to form and legality this 21st day of July 2014.

[Handwritten Signature: G. P. Jones] City Attorney

APPENDIX A – SCOPE OF SERVICES

1. General

The Norman Tax Increment Finance Authority would like to amend the current I-35 at Robinson Street Interchange Study to analyze the traffic impacts of the remainder of the University North Park (UNP) development for a larger study area (including Rock Creek Road, 24th Avenue, and Tecumseh Road). The study will include an analysis of the current mixed use land use plan, a proposed commercial update to portions of the plan, and a sensitivity analysis to see if additional commercial units could be handled by the current and/or proposed infrastructure.

Generally, the scope of services for this amendment will include two phases with Phase A consisting of compiling new traffic data, documenting 2014 conditions, trip generation for several development scenarios, analysis of the current network under 2035 conditions and Phase B consisting of recommendations for mitigating traffic growth in 2035, and general layouts of these recommendations. Study tasks will consist primarily of the following:

2. Phase A

2.1. Perform Trip Generation for Remaining UNP

Garver will gather all prior studies, site plans, and technical documents that have been performed within the study area. This includes future planned development, “committed” projects that are programmed/funded, any proposed changes to freeway access at adjacent interchanges, and regional growth trends. All prior trip generation studies for the UNP will be of particular interest.

2.1.1. Trip Generation for the Current Mixed Use Zoning for the UNP North

Garver will revise all prior trip generation efforts based on the latest available information for the remaining build out of the UNP. These trips will be assigned to the network using the same methodology as applied in the I-35 at Robinson Street Interchange Study with new assumptions needed for the expanded study area to the north. This methodology will apply adjustments to the gross trip generation including internal capture reductions and designation of some trips as “Pass-By” and “Diverted Link” using procedures consistent with *ITE’s Trip Generation*. Unlike the I-35 at Robinson Street Interchange Study, only one analysis year (2035) will be analyzed for this study.

2.1.2. Trip Generation for the Proposed Commercial Zoning for the UNP North

Garver will update the traffic projections developed in Section 3.1 to reflect a large commercial development rather than the mixed use (office/residential/industrial) zoning for the UNP North presently planned. Garver will obtain a copy of any prior studies performed for the commercial development and update based on the same trip

generation/assignment procedures applied elsewhere throughout the UNP.

2.1.3. Determine Maximum Commercial Zoning for the UNP North

Once traffic impact analysis with proposed recommendations has been completed for both the current and proposed land uses for the UNP North, Garver will evaluate the amount (if any) of additional commercial development could be handled by the proposed roadway system in the study area. This sensitivity analysis will be iterative process with the City.

2.2. Establish Existing Traffic Conditions

2.2.1. Data Collection

Garver will gather available information provided by the City of Norman to analyze existing (2014) conditions and evaluate future (2035) no build conditions along Robinson Street, Rock Creek Road, and Tecumseh Road to determine the base conditions. We anticipate that the data needed for this project will be available from the city. ACOG and ODOT data will be used as supplemental information (and also to determine mainline I-35 volumes). This includes information on the major streets such as speed limits, intersection geometry, traffic signal system information, existing land uses, as-built plans, right-of-way information, utility locations, and GIS information.

2.2.1.1. Traffic Counts

We anticipate compiling new 24-hour counts and AM and PM peak hour turning movement counts provided by the City of Norman. The following is a list of twenty-one (21) locations that we anticipate collecting traffic data.

- Rock Creek Road at 36th Avenue NW
- Rock Creek Road at 24th Avenue NW
- Tecumseh Road at 36th Avenue NW
- Tecumseh Road at Journey Parkway
- Tecumseh Road at N Interstate Drive (including button-hook ramp)
- Tecumseh Road at NB Ramp Intersection
- Tecumseh Road at 24th Avenue NW
- Tecumseh Road at Flood Avenue
- Robinson Street at SB I-35 Loop Exit Ramp/N Interchange Drive
- Robinson Street at Crossroads Boulevard/Rambling Oaks Drive
- Robinson Street at 36th Avenue NW
- Robinson Street at NB I-35 Ramp/Interstate Drive Road
- Robinson Street at 24th Avenue NW
- N Interstate Drive at SB I-35 Exit Ramp

- N Interstate Drive at SB I-35 On Ramp (tube count only)
- Interstate Drive at NB Ramp
- 24th Avenue at Kohls Entrance
- 24th Avenue at Conference Drive
- 24th Avenue at Legacy Park?? (new intersection)
- 24th Avenue at Mt Williams Drive
- 24th Avenue at Target

While several of these count locations were previously counted approximately 20 months ago for the I-35 at Robinson Street Interchange Study, those counts were collected at a time when the Main Street interchange was closed. This data may not accurately reflect current traffic demand on Robinson Street and Tecumseh Road as of July 2014. In addition, many new developments, such as the Crest Market, have opened within the UNP since the original data collection.

This traffic data should be collected on a typical weekday when school is in session. The AM counts will be conducted from 7:00 – 9:00 AM and the PM counts will be conducted from 3:00 – 6:00 PM.

2.2.1.2. Field Observations

Garver will conduct traffic observations during peak periods to determine the location and duration of vehicle delays in order to document all queuing issues. Signal timing progression, basic travel time runs, and careful attention to local peaking characteristics will also be documented.

2.2.2. Assess “No Build” Conditions (2014 and 2035)

The “No Build” conditions for the amended study will include the following committed/programmed improvements:

- Improvements to the intersection of Tecumseh Road at Flood Street
- Improvements recommended in the I-35 at Robinson Street Interchange Study
- Improvements to the Frontage Road (Interstate Drive) on the west side of the UNP

2014 conditions will summarize current levels of delay and traffic deficiencies. 2035 analysis will consider the proposed development at 100% build out with nominal background growth rates applied to the movements that have either little or no influence on the trips generated by the UNP.

2.2.2.1. 2014 “No Build”

Garver will use the collected data and the information compiled from our

previous I-35 at Robinson Street Interchange Study to produce balanced traffic volumes for 2014 conditions. If needed, the existing volumes will be adjusted to reflect any demand volume that wants to use the study area but is constrained due to downstream traffic congestion. Once the traffic volumes are determined, we will analyze the study area using a variety of tools – including traditional freeway mainline, ramp merge/diverge, and intersection level of service analysis based on *Highway Capacity Manual* (HCM) procedures (Highway Capacity Software HCS 2010 and Synchro) as well as SimTraffic micro-simulation analysis. This program is necessary to analyze the complex urban conditions that exist around the UNP.

2.2.2.2. 2035 “No Build”

Using the trip generation totals and background growth factors developed in the I-35 at Robinson Street Interchange Study, Garver will develop 2035 models to include both the updated trip generation based on the current mixed use land use plan as well as the proposed commercial land use plan for the UNP North. Analysis techniques used for the 2014 “No Build” conditions will be applied to the 2035 “No Build” analysis. All traffic deficiencies in 2035 will be identified with this analysis.

2.2.3. Executive Summary of Results and Possible Recommendations

Garver will provide an Executive Summary of the results and as well as a list of possible recommendations which will be carried forward to Phase B for development and analysis.

3. Phase B

3.1. Meetings

For the Traffic Impact Analysis, we anticipate two (2) meetings.

3.1.1. Meeting 1 – Community Planning and Transportation Committee

Garver will attend a meeting with the Council Community Planning and Transportation Committee. We will discuss the study objectives and progress/recommendations of the project.

3.1.2. Meeting 2 – City Council

Garver will present the final recommendations to the City Council.

3.2. Traffic Analysis of Alternatives

3.2.1. Develop Alternatives to Mitigate Traffic Impact

Garver will determine what traffic improvements are needed in order to provide acceptable level of service at the study intersections. Improvements could include corridor widening, turn lane additions, signal phasing updates, and modifications to existing interchanges or construction of new interchanges (I-35 at Rock Creek Road). Recommendations will be generated for the “mixed use” and “commercial” trip generation scenarios (assuming a noticeable difference in trip generation).

3.2.1.1. Drawings and Project Costs

Layouts of proposed alternatives will be generated for a high-level depiction of the improvements. In addition, order of magnitude cost estimates will be generated to determine feasibility. Actual cost estimates and road design elements would come at later project stages.

3.2.1.2. Traffic Benefit

The HCM-based and micro-simulation approach to traffic operations described in the “no build” section will be performed for the feasible improvement alternatives. Traffic volumes used for 2035 “no-build” conditions will be redistributed through the intersections and I-35 access points based on the layout of each proposed alternative. Measures of effectiveness such as overall system delay, number of vehicles/passengers served, level of service, and travel time will be assessed and compared between the various “build” and “no-build” conditions.

3.2.2. Alternative Selection

The results of the comparison showing the advantages and disadvantages of each alternative will be presented in detail to the City of Norman and the Norman Tax Increment Finance Authority staff. Based on comments from that meeting, a preferred alternative will be selected.

3.3. Submit Final Report

The information from Phase A and Phase B will be compiled into a report format. The final report will summarize the study procedures, improvements needed, alternatives considered, and the methodologies used to support our results.

4. Project Deliverables

The following will be submitted to the Owner, or others as indicated, by Garver:

1. PDF submittal of Meeting Minutes
2. Three hard copies and a PDF copy of the Final Report.

3. Electronic files as requested.

5. Extra Work

The following items are not included under this agreement but will be considered as extra work:

1. Redesign for the Owner's convenience or due to changed conditions after previous alternate direction and/or approval.
2. Submittals or deliverables in addition to those listed herein.
3. Interchange Access Approval documentation (AJR)
4. Surveys
5. Construction Plans
6. Public Involvement Meetings
7. Traffic analysis software other than HCS 2010, Synchro, and SimTraffic
8. Freeway micro-simulation
9. Analysis or compilation of crash data

Extra Work will be as directed by the Owner in writing for an additional fee as agreed upon by the Owner and Garver.

ATTACHMENT B – SCHEDULE

The CONSULTANT shall begin work under this Agreement within ten (10) days of a Notice to Proceed (NTP) and shall complete the work in accordance with the schedule below:

| <u>Phase A Description</u> | <u>Calendar Days</u> |
|--|---|
| Receive proposed UNP Update from City | Within 10 days of NTP for Phase A |
| Perform Trip Generation for Remaining UNP | 40 days from receipt of proposed UNP update |
| Receive New Traffic Count Data from City | September 12, 2014 |
| Existing Traffic Conditions & 2035 No Build Analysis | 60 days after receipt of new traffic count data |
| <u>Phase B Description</u> | <u>Calendar Days</u> |
| Layout & Traffic Analysis of Alternatives | 100 days from latter of completion of existing conditions analysis or NTP for Phase B |
| Meeting 1 - Approval of Alternative Selection | ASAP after completion of the alternative analysis |
| Final Report | 21 days from approval from the city of the alternative selection |
| Meeting 2 – Final Report Presentation | ASAP after completion of the final report |

**CITY OF NORMAN
AMENDMENT NO. 1
I-35 AT ROBINSON STREET INTERCHANGE STUDY**

PROJECT DESCRIPTION:

The Norman Tax Increment Finance Authority would like to amend the current I-35 at Robinson Street Interchange Study to analyze the traffic impacts of the remainder of the University North Park (UNP) development for a larger study area (including Rock Creek Road, 24th Avenue, and Tecumseh Road). The study will include an analysis of the current mixed use land use plan, a proposed commercial update to portions of the plan, and a sensitivity analysis to see if additional commercial units could be handled by the current and/or proposed infrastructure.

FEE SUMMARY:

| Labor | Man-Hours | Total |
|--------------------------------------|------------|--------------------|
| 1. Traffic Impact Analysis - Phase A | 306 | \$37,860.00 |
| 2. Traffic Impact Analysis - Phase B | 442 | \$58,096.00 |
| Total Labor | 306 | \$95,956.00 |

| Expenses | Amount |
|--------------------------------------|-------------------|
| 1. Traffic Impact Analysis - Phase A | \$590.00 |
| 2. Traffic Impact Analysis - Phase B | \$1,704.00 |
| Total Expenses | \$2,294.00 |

PHASE A LUMP SUM FEE:
PHASE B LUMP SUM FEE:
GRAND TOTAL LUMP SUM FEE:

| |
|--------------------|
| \$38,450.00 |
| \$59,800.00 |
| \$98,250.00 |



APPENDIX C - AMENDMENT NO. 1
I-35 & Robinson Street Interchange Improvements
Garver Hourly Rate Schedule

| Classification | Rates |
|--|-----------|
| Engineers / Architects | |
| E-1..... | \$ 94.00 |
| E-2..... | \$ 108.00 |
| E-3..... | \$ 132.00 |
| E-4..... | \$ 153.00 |
| E-5..... | \$ 187.00 |
| E-6..... | \$ 234.00 |
| M-1..... | \$ 309.00 |
| Planners / Environmental Specialist | |
| P-1..... | \$ 113.00 |
| P-2..... | \$ 141.00 |
| Designers | |
| D-1..... | \$ 87.00 |
| D-2..... | \$ 102.00 |
| D-3..... | \$ 122.00 |
| D-4..... | \$ 141.00 |
| Technicians | |
| T-1..... | \$ 68.00 |
| T-2..... | \$ 87.00 |
| T-3..... | \$ 105.00 |
| Surveyors | |
| S-1..... | \$ 42.00 |
| S-2..... | \$ 55.00 |
| S-3..... | \$ 75.00 |
| S-4..... | \$ 107.00 |
| S-5..... | \$ 141.00 |
| S-6..... | \$ 161.00 |
| 2-Man Crew (Survey)..... | \$ 172.00 |
| 3-Man Crew (Survey)..... | \$ 214.00 |
| 2-Man Crew (GPS Survey)..... | \$ 192.00 |
| 3-Man Crew (GPS Survey)..... | \$ 234.00 |
| Construction Observation | |
| C-1..... | \$ 83.00 |
| C-2..... | \$ 106.00 |
| C-3..... | \$ 130.00 |
| C-4..... | \$ 159.00 |
| Management/Administration | |
| M-1..... | \$ 309.00 |
| X-1..... | \$ 54.00 |
| X-2..... | \$ 73.00 |
| X-3..... | \$ 102.00 |
| X-4..... | \$ 139.00 |

APPENDIX C - AMENDMENT NO. 1

**NORMAN TAX INCREMENT FINANCE AUTHORITY
I-35 AT ROBINSON STREET INTERCHANGE STUDY**

TRAFFIC IMPACT ANALYSIS - PHASE A

| WORK TASK DESCRIPTION | E-6 | E-5 | E-4 | E-3 | E-2 | E-1 | P-2 | T-2 |
|--|------------|----------------|------------|-----------------|------------|----------------|------------|---------------|
| | \$234.00 | \$187.00 | \$153.00 | \$132.00 | \$108.00 | \$94.00 | \$141.00 | \$87.00 |
| | hr | hr | hr | hr | hr | hr | hr | hr |
| 2. Perform Trip Generation for Remaining UNP | | | | | | | | |
| Trip Generation for Current Mixed Use Zoning | | 1 | | 24 | | 8 | | |
| Trip Generation for Proposed Commercial Zoning | | 1 | | 32 | | 8 | | |
| Determine Maximum Commercial Zoning for UNP North (Sensitivity Analysis) | | 1 | | 16 | | 8 | | |
| Subtotal - Re-evaluate the TIA for the UNP | 0 | 3 | 0 | 72 | 0 | 24 | 0 | 0 |
| 3. Establish Existing Traffic Conditions | | | | | | | | |
| Data Collection | | | | | | | | |
| Traffic Counts (21 Int. - Provided by the City) | | | | | | | | |
| Review & Compile Traffic Counts (21 Int.) | | 1 | | | | 12 | | |
| Field Observations | | | | 12 | | 4 | | |
| Assess "No Build" Conditions | | | | | | | | |
| Develop 2014 Balanced Traffic Volumes for Entire Network | | 1 | | 24 | | 8 | | |
| Develop 2035 Balanced Traffic Volumes (both Development Scenarios) | | 1 | | 16 | | 8 | | |
| HCS Analysis (Freeway Mainline and Ramp Movements) | | 1 | | 2 | | 12 | | |
| Synchro/SimTraffic Analysis (21 Intersections) | | 1 | | 64 | | 16 | | |
| Executive Summary | | 4 | | 20 | | | | |
| Subtotal - Establish Existing Traffic Conditions | 0 | 9 | 0 | 138 | 0 | 60 | 0 | 0 |
| Hours | 0 | 12 | 0 | 210 | 0 | 84 | 0 | 0 |
| Salary Costs | \$0 | \$2,244 | \$0 | \$27,720 | \$0 | \$7,896 | \$0 | \$0.00 |

SUBTOTAL - SALARIES: \$37,860.00

DIRECT NON-LABOR EXPENSES

| | |
|---|----------|
| Document Printing/Reproduction/Assembly | \$74.00 |
| Postage/Freight/Courier | \$16.00 |
| Office Supplies/Equipment | \$0.00 |
| Communications | \$0.00 |
| Survey Supplies | \$0.00 |
| Aerial Photography | \$0.00 |
| GPS Equipment | \$0.00 |
| Computer Modeling/Software Use | \$0.00 |
| Traffic Counting Equipment | \$0.00 |
| Locator/Tracer/Thermal Imager Equipment | \$0.00 |
| Travel Costs | \$500.00 |

SUBTOTAL - DIRECT NON-LABOR EXPENSES: \$590.00

SUBTOTAL: \$38,450.00

SUBCONSULTANTS FEE: \$0.00

TOTAL FEE: \$38,450.00

APPENDIX C - AMENDMENT NO. 1

**NORMAN TAX INCREMENT FINANCE AUTHORITY
I-35 AT ROBINSON STREET INTERCHANGE STUDY**

TRAFFIC IMPACT ANALYSIS - PHASE B

| WORK TASK DESCRIPTION | E-6 | E-5 | E-4 | E-3 | E-2 | E-1 | P-2 | T-2 |
|---|------------|----------------|------------|-----------------|------------|----------------|------------|---------------|
| | \$234.00 | \$187.00 | \$153.00 | \$132.00 | \$108.00 | \$94.00 | \$141.00 | \$87.00 |
| | hr | hr | hr | hr | hr | hr | hr | hr |
| 1. Meetings | | | | | | | | |
| Prep for Committee Meeting | | 1 | | 4 | | 2 | | |
| Alternative Selection - Committee Meeting | | 12 | | 12 | | | | |
| Prep for Council Adoption Meeting | | 1 | | 4 | | 2 | | |
| Council Adoption Meeting | | 12 | | 12 | | | | |
| Subtotal - Re-evaluate the TIA for the UNP | 0 | 26 | 0 | 32 | 0 | 4 | 0 | 0 |
| 2. Drawings and Project Costs | | | | | | | | |
| Develop Layouts for Rock Creek Interchange (2 Concepts) | | 1 | | 32 | | | | |
| Develop Layout for Frontage Road Extension | | 1 | | 8 | | | | |
| Develop Intersection Layouts for Proposed Improvements | | 1 | | 8 | | | | |
| Planning Level Costs for Each Alternative | | 1 | | 12 | | | | |
| Subtotal - Drawings and Project Costs | 0 | 4 | 0 | 60 | 0 | 0 | 0 | 0 |
| 3. Traffic Analysis of "Build" Alternatives | | | | | | | | |
| Develop Preliminary Recommendations | | 1 | | 8 | | | | |
| Develop Traffic Volume Shifts for Proposed Improvements (Both land use scenarios) | | 1 | | 36 | | 4 | | |
| HCS Analysis for 2035 AM/PM | | 1 | | 2 | | 12 | | |
| Synchro/SimTraffic Analysis for 2035 AM/PM | | 2 | | 100 | | 24 | | |
| Traffic Operations Sensitivity Analysis for Further Development | | 1 | | 40 | | 8 | | |
| Subtotal - Traffic Analysis of Alternatives | 0 | 6 | 0 | 186 | 0 | 48 | 0 | 0 |
| 4. Final Report | | | | | | | | |
| Quality Control Review | | 8 | | | | | | |
| Final Report | | 4 | | 40 | | 24 | | |
| Subtotal - Traffic Analysis of Alternatives | 0 | 12 | 0 | 40 | 0 | 24 | 0 | 0 |
| Hours | 0 | 48 | 0 | 318 | 0 | 76 | 0 | 0 |
| Salary Costs | \$0 | \$8,976 | \$0 | \$41,976 | \$0 | \$7,144 | \$0 | \$0.00 |

SUBTOTAL - SALARIES:

\$58,096.00

DIRECT NON-LABOR EXPENSES

| | |
|---|------------|
| Document Printing/Reproduction/Assembly | \$188.00 |
| Postage/Freight/Courier | \$16.00 |
| Office Supplies/Equipment | \$0.00 |
| Communications | \$0.00 |
| Survey Supplies | \$0.00 |
| Aerial Photography | \$0.00 |
| GPS Equipment | \$0.00 |
| Computer Modeling/Software Use | \$0.00 |
| Traffic Counting Equipment | \$0.00 |
| Locator/Tracer/Thermal Imager Equipment | \$0.00 |
| Travel Costs | \$1,500.00 |

SUBTOTAL - DIRECT NON-LABOR EXPENSES:

\$1,704.00

SUBTOTAL:

\$59,800.00

SUBCONSULTANTS FEE:

\$0.00

TOTAL FEE:

\$59,800.00

ATTACHMENT D - OWNER'S RESPONSIBILITIES

In connection with the project, the Owner's responsibilities shall include, but not be limited to, the following:

1. Furnishing the Engineer previous studies and site plans in relation to the UNP submitted since the original I-35 at Robinson Street Interchange Study was completed and updated traffic counts at twenty-one (21) locations.