

Hwy 213 & Beavercreek Road Alternate Mobility Standards
Oregon City Project # PS 16-024
Scope of Work Contract Amendment #1

4.1 Evaluate Peak Hours: The consultant will collect BlueMAC data for a 7-day 24-hour period on each leg of the intersection and analyze this data to provide speed and travel time measures through the intersection by movement and time of day. This information will be presented in Memo #2 to provide background and context for considering alternative measures including number of hours for exceeding the target.

4.2 Funding Infographic: The consultant will take funding data from the City and organize it in infographic form for presentation to the TAG and CAG.

4.3 CAG Meeting #2 Additional Preparation: Additional preparation time for CAG Meeting #2 including 2 PMT conference calls, presentation modifications, and additional graphics.

4.4 TAG Meeting #3: Additional meeting with the TAG to discuss the proposed alternative mobility target and cost-feasible improvements. This meeting will be up to two hours in length and does not include a specialized facilitator. Consultant will lead the meeting.

Note: Currently scoped Joint TAG/CAG Meeting is retained and is assumed to be utilized as CAG Meeting #3.

4.5 OR213/Beavercreek Road Cost-Constrained Alternative:

Prepare operations analysis, design, and cost estimates for a new alternative that includes a westbound right-turn with acceleration lane, single westbound left-turns and additional storage for Maple Lane eastbound left-turns. *Note: This scope-of-work does not include additional operational analysis or design refinement on Alternatives 1 and 3; however these alternatives will be fully documented in the report to reflect input from the TAG and CAG.*

4.6 OR213/Beavercreek Road Safety Analysis

Prepare predictive safety analysis to determine the safety impacts of the proposed mitigations (WBRT acceleration lane, EBLT additional storage, SB advance warning signs) compared to increases in future traffic volumes.

4.7 Beavercreek Road Proposed Mobility Target and Operational Analysis

Utilizing Metro 2040 model hourly data, prepare 2040 post-processed intersection turning movements for up to eight of the highest eight hours of the day. Evaluate the v/c ratio for the highest hours to determine how many hours each day are projected to operate with a v/c ratio of 0.99 or higher and recommend a specific alternative mobility target.

4.8 OR 213/Redland Road Interim Improvements

Review proposed improvements for OR213/Redland Road in the TSP and identify if there are any potential interim improvements that could be included to enhance safety or operations.

4.9 OR213/Redland Road Safety Analysis

Prepare predictive safety analysis to determine the safety impacts of the proposed mitigations compared to increases in future traffic volumes.

4.10 Redland Road Proposed Mobility Target and Operational Analysis

Utilizing Metro 2040 model hourly data, prepare 2040 post-processed intersection turning movements for up to eight of the highest eight hours of the day. Evaluate the v/c ratio for the highest hours to determine how many hours each day are projected to operate with a v/c ratio of 0.99 or higher. *Note: Only 4-hours of existing counts are available from a recent TIA submitted to the City of Oregon City. The additional four hours will need to be extrapolated.*

4.11 OR213/Redland Road Cost-Constrained Alternative

Prepare operations analysis, design, and cost estimates for safety or operational improvements identified in Task 4.8.

4.12 Redland Road - Addition to Report, Amendments, and Findings

Add OR213/Redland Road intersection to Task 3 Draft, Revised, and Final Report including amendments and findings.

4.13 CAG Meeting #4: Additional meeting with the CAG to discuss the final report and recommendations to the planning commission. This meeting will be up to two hours in length includes a specialized facilitator. This may also be used for a joint TAG/CAG meeting.

4.14 TAG Meeting #4: Additional TAG meeting if separate TAG/CAG meeting is desired in lieu of CAG Meeting #4.