

Attachment A Scope of Work

Study Objectives

The primary objectives of the supplemental study are: (1) To establish a preferred logical northern terminus, and (2) to establish a preferred logical alignment and footprint. Both of these objectives will need to be achieved with a sensitivity to the environment, and the support of the affected local governments. The southern terminus at 5500 South and 5100 West is assumed to be in order and will not require further analysis.

Project Tasks

Task 1 - Project Management, Administration, and Quality Control: The Objective of this task is to provide overall direction and control for the project. Project Management incorporates all tasks relating to team coordination, implementation of quality control measures, project reporting and documentation, and for overall performance of the project.

The consultant, in consultation with the WFRC, shall: (a) Prepare and administer a quality control and compliance program; (b) direct and coordinate sub-consultants, if any; (c) administer project cost and schedule controls; (d) manage technical activities; (e) provide coordination and communication with the public, cities, counties, resource agencies, and WFRC; (f) maintain an administrative record (agendas and minutes of meetings, correspondence, e-mail messages, and the like); (g) submit regularly scheduled progress reports; and (h) awareness of other related work activities.

Task 2 - Community, Public, and Agency Involvement: The objective of this task is to involve the public, local government officials, resource agencies, and others, in order to obtain their input to the study. Because of past resistance to the North Legacy Corridor in western Weber County by the public and the County townships, there should be an emphasis on public relations, which should include a public education program. The public should have input to the determination of the corridor's goals and objectives (purpose and need). The Appendix on Public Involvement should be consulted to become familiar with the issues that were important for the 2001 North Legacy Corridor Study. The local governments involved, including Weber County, should be consulted during the initial stages and throughout the conduct of the supplemental study. Some resource agency involvement should also be sought, including US Fish and Wildlife Service, Division of Wildlife Resources, Corps of Engineers, Environmental Protection Agency, Department of Environmental Quality, and others. Special interest groups should be identified and consulted. Lastly, the establishment of a "Supplemental Study Advisory Committee", comprised of a relatively wide array of interest groups and stakeholders, should be considered.

The consultant, in consultation with the WFRC, shall: (a) Organize a "Steering" or "Advisory" Committee; (b) develop a community, public, and agency involvement plan and program; (c) identify the issues of the 2001 study; (d) provide information to the public and local government officials on the progress, findings, recommendations, and other issues related to the study; (e) hold regular Advisory Committee meetings; (f) report regularly to city councils, Weber County Commission and Weber County COG; and (g) create opportunities to obtain input to the study from residents, interest groups, local governments, and others, as needed.

Task 3 - Assemble Existing Information: The 2001 North Legacy Transportation Corridor Study should be used as the basic resource for the supplemental study. The most recently updated land use, socio-economic information, and traffic projections will need to be collected, and/or developed, and used. The growth assumption relative to western Weber County that has been used in the past is that rural development, agricultural activity, and low density (large lot) development would be the norm. However, there are some who would challenge this assumption, especially in light of current growth trends. Therefore, there is a need to re-evaluated the growth scenarios relative to the amount, type, intensity, and location of future growth in western and other relevant parts of Weber County. The study area to be considered for the supplemental study is the Box Elder/Weber County line (or proximity) on the north, 5500 South on the south, 5500 West on the west, and I-15 on the east.

The consultant, in consultation with the WFRC and local governments, shall: (a) In a GIS format, collect existing and projected land use, population, environmental, transportation, and other relevant data for the corridor and study area, as needed; (b) evaluate and develop growth assumptions for western Weber County, and generate scenarios of future growth in the area for the year 2030; (c) collect General Plan information including future land use and transportation facilities; (d) WFRC Regional Transportation Plan data; and (e) evaluate the existing 2001 Study data for possible use.

Task 4 - Develop Mapping: Mapping of the corridor's alignment and points of interconnections will be needed. A base map, or aerial photograph should be developed on which corridor and other data can be plotted.

The consultant, in consultation with the WFRC, shall: (a) Develop base mapping, and/or aerial photography at an appropriate scale(s); (b) develop land use, environmental, topographic, and other relevant GIS layers; (c) inventory and determine the availability of existing, or secondary mapping/aerial photography for possible use; and (d) develop mapping options with regard to costs and degree of engineering control.

Task 5 - Determine Cross Section: There is a need to revisit the width of the corridor in Weber County. Currently it is 220 feet as determined by the 2001 Study. Is this width still valid and reasonable? Some ideas about the type of roadway facility, interconnections with other roads, and other modes of transportation should be forthcoming from the supplemental study can shed some light on the width of corridor ROW that would be needed.

The consultant, in consultation with the WFRC and UDOT, shall recommend and obtain buy-in on a cross section and ROW width, based on the goals and objectives of the project corridor, traffic projections, and other factors.

Task 6 - Develop Environmental Overlays: Some environmental analysis will be needed, particularly for wetlands, relocations, and land use. The principles of context sensitive solutions (CSS) should be applied to the study. Environmental "fatal flaw" issues should be identified for each of the feasible and prudent options evaluated. Wherever possible, the GIS data needs will be met from existing inventories and studies.

The consultant, in consultation with the WFRC and UDOT, shall: (a) Develop, or obtain environmental and other GIS layers that can be used for environmental and "fatal flaw" analyses; (b) determine the most relevant, or applicable layers to be used by the study, including existing land use

and development, wetlands, 4(f) type lands, lands managed, or owned by conservation organizations, transportation facilities, and major utilities corridors; (c) identify data that may be essential for which secondary sources are not available, and determine how the data gap, or gaps can be met through field studies or other means; (d) develop layers that can be plotted in the form of maps that can be used to illustrate concepts and graphically show information during the local government coordination, public involvement, and Advisory Committee processes; and (e) once the study as been completed, convey all electronic GIS layers and other files generated as a part of this study to the WFRC.

Task 7 - Develop Project Goals and Objectives, and Evaluate Alternatives: Preliminarily, the primary goal of the facility is to accommodate the travel demands of the future growth in the western parts of Weber and Davis Counties. Secondly, the corridor can serve to improve or lengthen the functional life of I-15, and to reduce east-west travel desires due to people wanting to use I-15, particularly for longer trips. Lastly, the corridor could possibly serve as an alternate (among other facilities) in the event of a major incident on I-15.

The alternatives developed in the 2001 Study should be considered first. A new alignment that follows the 5100 West coordinate from 12th Street and that skirts Plain City on the west should also be considered. In any event, the alternatives must meet UDOT design and operational standards.

The consultant, in consultation with the WFRC and UDOT, shall: (a) Review the alignment options identified in previous studies, including the Western Transportation Corridor MIS, and 2001 Study; (b) assume a northern terminus with a connection to I-15; (c) assume freeway as well as non-freeway options; (d) obtain Advisory Committee, local government, and citizen input in developing alternative options and a preferred alternative recommendation; (e) develop evaluation criteria to assist decision-making, including those dealing with cost, environmental effects, impact on local plans, and operational factors; and (f) develop three or four “viable” alternatives to be used as a basis from which a recommendation for a preferred alternative can be made.

Task 8 - Develop Final Report: The work should be summarized in a final report. More detailed information and supporting data can be included in appendices. An executive summary should be included in the report. The WFRC shall take responsibility for printing of the document. The consultant should prepare the materials for the Final Report in such a way that they can be readily reproduced, both in hard copy and digital format. The Final Report should include mapping, or aerial photography that can serve as a resource for corridor preservation activities. The Final Report should be in Microsoft’s Word format.

The consultant, in consultation with the WFRC, shall: (a) Prepare and obtain input on an outline of the organization of the Final Report prior to the preparation of the report; (b) use Microsoft’s Word format for the narrative and jpg files for mapping, or aerials that will be used in the report; (c) prepare a stand-alone summary of the report.

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