

#15,314



**SCHEDULE A
TASK AUTHORIZATION
W.A. No.1 - Amendment #3**

Client: Hunt County Hunt County Courthouse 2507 Lee Street Greenville, Texas 75401	FNI Project No.: HUC18XXXX										
	Phase/Task/Dept. No.:										
	Date: September 18, 2018										
This authorization is in accordance with the terms and conditions outlined in the Master Agreement executed on April 11, 2017											
Amendment #3 to Work Authorization #1 SH 24 and SH 11 in Commerce Feasibility Study											
Description of Services: See SCOPE OF SERVICES, Amendment #3 to Work Authorization #1 for detailed Scope of Services of Services.											
Professional Services performed by Freese and Nichols, Inc. under this authorization will include transportation planning and engineering services to include collaboration with TxDOT, CITY, and TAMU/C to evaluate operational efficiency, safety, and desirability of the various concepts proposed in the Reimagine Commerce Plan.											
Compensation shall be as follows: Maximum Not-to-Exceed fees for additional services described in the Scope of Services for Amendment #3 to Work Authorization #1 is \$ 360,314.00.											
	<table border="1"> <tr> <td>Original Authorization (W.A. #1)</td> <td>\$2,793,610.00</td> </tr> <tr> <td>Amendment No. 1 to W.A. #1 (decrease)</td> <td><\$1,255,790.00></td> </tr> <tr> <td>Amendment No. 2 to W.A. #1</td> <td>\$1,001,940.00</td> </tr> <tr> <td>This Task Authorization</td> <td>\$ 360,314.00</td> </tr> <tr> <td>W.A. #1 Total (Including Amendment Nos. 1,2, and 3)</td> <td>\$2,900,074.00</td> </tr> </table>	Original Authorization (W.A. #1)	\$2,793,610.00	Amendment No. 1 to W.A. #1 (decrease)	<\$1,255,790.00>	Amendment No. 2 to W.A. #1	\$1,001,940.00	This Task Authorization	\$ 360,314.00	W.A. #1 Total (Including Amendment Nos. 1,2, and 3)	\$2,900,074.00
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W.A. #1 Total (Including Amendment Nos. 1,2, and 3)	\$2,900,074.00										

FILED FOR RECORD
at 11:45 o'clock
OCT 23 2018
By JENNIFER LINDENZWEIG
County Clerk, Hunt County, TX

The above described services shall proceed upon return of this Task Authorization. Services will be billed as they are done. All other provisions, terms, and conditions of the agreement for services which are not expressly amended shall remain in full force and effect.

FREESE AND NICHOLS, INC.:

BY: _____

Print or Type Name

TITLE: _____

DATE: _____

HUNT COUNTY:

BY: Jim Latham

Print or Type Name

TITLE: COUNTY JUDGE Pro Tem

DATE: 10-23-2018

#15,314

FILED RECORD
at 11:45 a'clock
OCT 23 2018
JENNIFER LINDENZWEIG
County Clerk, Hunt County, TX
[Signature]

SCOPE OF SERVICES
Hunt County – Transportation Bond Program Management Services
Amendment #3 to Work Authorization #1
SH 24 and SH 11 in Commerce Feasibility Study

BACKGROUND

On November 21, 2017, the city council of the City of Commerce, Texas (CITY) adopted a resolution adopting the “Reimagine Commerce Plan” proposed by the Toole Design Group as a guiding document for the revitalization of the community and the Texas A&M University/Commerce (TAMU/C) campus. The resolution acknowledges that implementation will require collaboration of various stakeholder entities and organizations. Under previous authorization (W.A. #1, Amendment #2) Freese and Nichols, Inc. (FNI) has performed baseline traffic analysis using data collected during the TAMU/C’s spring 2018 academic session to compare existing operational conditions to the roadway and intersection capacity, and safety features of the proposed concepts.

Professional Services performed for Hunt County by Freese and Nichols, Inc. under this authorization will include transportation planning and engineering services to include collaboration with TxDOT, CITY, TAMU/C, and other stakeholders to evaluate operational efficiency, safety, and desirability of the various concepts proposed in the Reimagine Commerce Plan. Key components of the Reimagine Commerce Plan subject to further evaluation and quantitative analysis include:

1. Frontage Road modifications along SH 24 within the TAMU/C campus between Live Oak Street and Culver Street that will result in significant changes to traffic circulation and access for vehicles, pedestrians, and cyclists.
2. Intersection modifications to implement modern roundabout designs that would replace conventional signalized intersections at SH 24 at Culver Street, SH 24 at Live Oak Street, and SH 11 at Maple Street.
3. Roadway modifications along SH 11 through the TAMU/C campus between SH 24 and Maple Street that reduce the existing 5-lane roadway to 3-lanes while providing enhanced facilities for pedestrians and bicyclists.

In addition to the above, quantitative traffic analysis will include existing conditions assessments and recommendations to improve operations at intersections along SH 24 at SH 224, SH 11 and SH 50.

ARTICLE I

BASIC SERVICES:

Task 1. Develop future (design) vehicular and pedestrian traffic volumes.

Review and confirm implementation schedule for TAMU/C Master Plan. Develop background traffic growth projections along SH 24 and SH 11 for year 2025 and 2045 planning horizons while considering planned improvements to the roadway network affecting the study area. Develop design traffic volumes for performing operational analysis of the existing conditions and develop comparisons to the operational efficiency of proposed roadway and intersection modifications.

Task 2. Develop preliminary engineering design layouts and initial traffic operations analysis.

Develop preliminary geometric design layout and perform operational analyses based on initial Reimagine Commerce concepts and the TAMU/C Master plan for the year 2025 and 2045 planning horizons at locations described below.

1. *SH 24 between Culver Street and Live Oak Street.*
 - a. Develop preliminary engineering design layout of mainlanes and frontage roads. Review and refine proposed access, circulation, parking and traffic operations features and interface between mainlanes and frontage roads.
 - b. Develop preliminary engineering design layout of the proposed modern roundabouts at Culver Street and Live Oak Street that will accommodate large trucks. Compare roundabout capacity, level of service, and operations to operations of the existing signalized intersections.
 - c. Evaluate the total travel time through TAMU/C campus from south of Culver St. to north of Live Oak St. including intersection delay for the existing and proposed configurations.
 - d. In addition to the two roundabout locations on SH 24 presented in the Reimagine Commerce Plan and described above, evaluate the benefits and feasibility of a third roundabout located on SH 24 between Live Oak Street and Culver Street.
2. *SH 11 (Culver Street) between SH 24 and Maple Street*
 - a. Develop preliminary engineering design layout of SH 11 implementing the proposed reduction from the existing 5-lane roadway to 3-lane section. Evaluate vehicle, bicycle, and pedestrian traffic operations comparing existing and proposed conditions.
 - b. Evaluate the traffic operations at the three intersections along SH 11 at Monroe Street, FM 3218 and Maple Street under the proposed reduction from the current 5-lane roadway to the proposed 3-lane section. Compare the operations under various growth rate and planning horizon scenarios. Assess what intersection modifications may be necessary to implement the lane reduction concept.
 - c. Review the traffic operating conditions at major driveways and the side streets along the corridor under both the 5-lane and 3-lane scenarios and assess what design features would optimize operations of the proposed 3-lane scenario.
3. *SH 24 between Live Oak Street and SH 50:*
 - a. Evaluate the traffic operations at the intersection of SH 24 at SH 224. Assess the need for additional lanes, auxiliary lanes, modifications to traffic signals and the potential need for a grade separation and during what planning horizon these improvements may be needed.
 - b. Evaluate the traffic operations at the intersection of SH 24 at SH 11. Assess the need for additional lanes, auxiliary lanes, and the addition of traffic signals and during what planning horizon these improvements may be needed.
 - c. Evaluate the traffic operations at the intersection of SH 24 at SH 50. Assess the need for additional lanes, auxiliary lanes, the addition of traffic signals and the potential need for a grade separation and during what planning horizon these improvements may be needed.

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Task 3. Meetings with City, TAMU/C, and other stakeholders

Attend up to four (4) meetings utilizing roll plots with preliminary engineering design layouts depicting refinements to Reimagine Commerce concepts on an aerial image background. Identify areas of concern that TxDOT may have with respect to traffic capacity and safety/operations. Discuss potential remedies to addressing operational concerns.

Task 4. Implement Refinements and Updates to Reimagine Commerce Concepts

Based on refinements deemed acceptable to the CITY and TAMU/C, update preliminary engineering design layouts for Reimagine Commerce concepts.

Task 5. Meetings with TxDOT

Attend up to three (3) meetings with TxDOT staff utilizing roll plot engineering layouts described in Task 4 to identify areas of concern with respect to traffic operations and safety.

Task 6. Plan and Conduct Public Involvement (PI) Meeting.

Develop a Public Involvement Plan and submit to TxDOT for approval. Prepare PI meeting exhibits, notification mailing lists, and notification post cards. Coordinate one (1) PI meeting location venue. Attend PI meeting (up to 5 staff members) and prepare PI Meeting Summary Report.

Task 7. Prepare Final Report of Findings and Recommendations

Prepare a Final Report and Exhibits to document the results of the collaborative efforts of TxDOT, CITY, TAMU/C, other stakeholders and public comments received. Final Reports and Exhibits will incorporate 2 rounds of comments on draft deliverables consolidated from each commenting agency/organization. Final deliverables will include .PDF electronic files on flash drive media and up to a total of 8 hard copy sets.

ARTICLE II

ADDITIONAL SERVICES: Additional Services to be performed by FNI, if authorized by CLIENT, which are not included in the above described basic services, are described as follows:

- A. Additional services for traffic analysis and geometric designs may need to be authorized in the event there are significant changes in development assumptions related to the Reimagine Commerce Plan and the TAMU/C Master Plan.
- B. Field surveying required for the preparation of designs and drawings.
- C. Field layouts or the furnishing of construction line and grade surveys.
- D. GIS mapping services or assistance with these services.
- E. Providing services to investigate existing conditions or facilities, or to make measured drawings thereof, or to verify the accuracy of drawings or other information furnished by CLIENT.
- F. Providing renderings, model, and mock-ups requested by the CLIENT.
- G. Making revisions to drawings, specifications or other documents when such revisions are 1) not consistent with approvals or instructions previously given by CLIENT or 2) due to other causes not solely within the control of FNI.
- H. Preparing applications and supporting documents for government grants, loans, or planning advances and providing data for detailed applications.

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- I. Preparing data and reports for assistance to CLIENT in preparation for hearings before regulatory agencies, courts, arbitration panels or any mediator, giving testimony, personally or by deposition, and preparations therefore before any regulatory agency, court, arbitration panel or mediator.
- J. Assisting CLIENT in preparing for, or appearing at litigation, mediation, arbitration, dispute review boards, or other legal and/or administrative proceedings in the defense or prosecution of claims disputes with Contractor(s).
- K. Assisting CLIENT in the defense or prosecution of litigation in connection with or in addition to those services contemplated by this AGREEMENT. Such services, if any, shall be furnished by FNI on a fee basis negotiated by the respective parties outside of and in addition to this AGREEMENT.
- L. Visits to the site in excess of the number of trips included in Article I for periodic site visits, coordination meetings, or contract completion activities.
- M. Providing basic or additional services on an accelerated time schedule. The scope of this service include cost for overtime wages of employees and consultants, inefficiencies in work sequence and plotting or reproduction costs directly attributable to an accelerated time schedule directed by the CLIENT.

ARTICLE III

TIME OF COMPLETION: FNI is authorized to commence work on the Project upon execution of this AGREEMENT and agrees to complete the services in accordance with the following schedule:

- Present results of initial traffic operations analysis of the Reimagine Commerce concepts to the City of Commerce, TAMU/C, and TxDOT by November 18, 2018.
- Submit Feasibility Study and Design Concept Recommendations to CITY, TAMU/C, and TxDOT by February 26, 2019.

If FNI's services are delayed through no fault of FNI, FNI shall be entitled to adjust contract schedule consistent with the number of days of delay. These delays may include but are not limited to delays in TxDOT or other regulatory reviews, delays on the flow of information to be provided to FNI, governmental approvals, etc. These delays may result in an adjustment to compensation as outlined on the face of this AGREEMENT and in Attachment CO.