



COLLIN COUNTY

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Date: September 1, 2017
To: Commissioners Court
From: Clarence Daugherty, P.E., Director of Engineering
Subject: Amendment No. 2, (AGR No. 2015-188) Engineering Services Agreement with Jacobs Engineering;
Additional Travel Demand Modeling to Support the US 380 Feasibility Analysis

The Commissioners Court is aware that TxDOT has retained a team led by the firm of Burns and McDonnell to perform a feasibility analysis of the potential to convert US 380 to a freeway. One of the tasks that the Burns and McDonnell team has been conducting is running travel demand models for various possible alignments. The team is using the NCTCOG travel demand model for the year 2040 (with some recent updates). The team plans to narrow the number of alternative alignments to three for more serious analysis. One of the additional tasks they would like to perform is a travel demand model run based on the build-out demographics that the County has projected. Burns and McDonnell and the staff at the NCTCOG have concluded that the most efficient manner in which to perform these model runs would be for the County to have them run by the consultant, Jacobs Engineering that has performed other model runs for the build-out condition. The Engineering Department has considered this matter and agrees that not only is this the most efficient manner in which to get this information analyzed, it may be the only way since the NCTCOG does not perform build-out model runs.

We have solicited a proposal from Jacobs as part of Task 4 (on-call tasks) of their current contract for this work. Jacobs proposes Task 4.5 to perform this work for \$70,070. The work would consist of six model runs: three for the 2.1M population scenario and three for the 3.4M population scenario. The models would include the Lake Corridor as currently envisioned by NCTCOG. Also Jacobs would confer with the County staff and with the NCTCOG staff to include a freeway that would be parallel to SH 78 between Lake Lavon and Lake Ray Hubbard. The intent is to be as consistent as possible with the modeling that has been done by the NCTCOG up to this point. The deliverables would be traffic volume and level of service maps for both the 2.1M and 3.4M scenarios as well as tables showing the volumes for US 380 and the SH 78 Alternate. Each run would take approximate two weeks, so the final work should be completed in approximately 12 weeks from the start of the work. It is requested that Jacobs Engineering Inc be authorized to perform Task 4.5 on an hourly basis up to \$70,070.

It is recommended that a budget adjustment be made for \$70,070 to provide funding for this work:

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