



Memorandum

To: Tracy Homfeld, P.E.

From: Rosa Plesner, P.E. – BGE, Inc. on behalf of Brian Reinhardt, P.E.

Date: February 11, 2025

Subject: Amendment #5 to Agreement No. 2019-210

The purpose of Amendment #5 is additional scope and fee for tasks associated with Myrick Boorman PS&E, FM 546/CR 400 Phase I Corridor Study, and FM 546/CR 400 Phase II Corridor Study. Additional efforts are summarized below.

Myrick Boorman PS&E

- Project will be divided into 2 PS&E packages. First PS&E package will be for the construction of Boorman Lane and one roadbed of Myrick Lane. Second PS&E package will include remaining construction of Myrick Lane to complete the interim lane configuration. Design modifications and CADD effort are needed to split the packages.
- Extension of PS&E services to include Boorman Lane between CR 456 and US 380.
- Project Management efforts due to extension of contract timeline by 8 months.
- Traffic analysis for warrant study and geotechnical efforts.

FM 546/CR 400 Phase I Corridor Study

- Develop up to four (4) new Right of Way or easement documents.
- Coordinate design improvements and plats with Cities, property owners, or developers; Revise up to seven (7) previously prepared documents.

Phase II Extension Planning Schematic & Environmental

- Preliminary Scour Analysis at East Fork Trinity River and H&H analysis at Wilson Creek.
- Added round of comments from TxDOT Dallas District and Design Division.
- Coordinate, review, and analyze positive offsets for left turn lanes along FM 546 on up to two (2) intersections.
- Update up to eighteen (18) right of way documents in the overlap area, previously developed in Phase I, to reflect TxDOT format.

- Project Management and Public Involvement efforts due to extension of contract timeline by 19 months.
- Development of Initial Financial Plan at the request of TxDOT Design Division.

The total proposed fee for Amendment #5 is \$547,170.00. The fee for additional scope & services would be distributed across the contracts below.

Myrick Boorman PS&E

Amendment # 5:	\$ 303,510.00
Current Contract Amount:	\$ 1,507,189.91
Adjusted fee:	\$ 1,810,699.91

Phase I Schematic

Amendment # 5:	\$ 19,018.00
Current Contract Amount:	\$ 1,506,378.96
Adjusted fee:	\$ 1,525,396.96

Phase II Schematic

Amendment # 5:	\$ 224,642.00
Current Contract Amount:	\$ 3,408,414.10
Adjusted fee:	\$ 3,633,056.10

A description of the proposed services for Amendment #5 are below:

Myrick Boorman PS&E

Splitting Submittal into 2 Packages

Project will be split into 2 PS&E packages. First PS&E package will be for the construction of all of Boorman Lane and only one roadbed of Myrick Lane. Second PS&E package will include remaining construction of Myrick Lane to complete the interim lane configuration. Design modifications and cadd effort are needed to split the packages.

Addition of Boorman Lane between CR 456 and US 380

Length of project was extended to include Boorman Lane between CR 456 and US 380. Workload included roadway design, drainage design, traffic design, project management, survey, SUE, and utility coordination

BASIC SERVICES

1. Assembly and Review of Data

- Collect and review as-built and proposed plans along US 380 and CR 456

2. Roadway Design

- Additions to general sheets, typical sections, traffic control sheets, alignment data sheets, removal sheets, plan & profile sheets, cross sections, and QAQC efforts for the additional Boorman Lane segment.

3. Drainage Design

- Additions to the drainage are maps, storm sewer plan & profile sheets, SW3P sheets, and QAQC efforts for the additional Boorman Lane segment.

4. Traffic Design

- Additions to the signing & pavement marking sheets, illumination sheets, and QAQC efforts for the additional Boorman Lane segment.

6. Project Management

- Extension of time for stakeholder coordination and project administration due to 8 months being added to the project timeline. Additional effort was added for the development of the ILA with City of Princeton and LOSA with TxDOT.

INCREMENTAL SERVICES

SS1. Survey

- Survey of recently installed pavement and drainage features for the additional Boorman Lane segment.

IS1. Subsurface Utility Engineering (SUE)

- Level C & D SUE investigation for the additional Boorman Lane segment.

IS2. Utility Coordination

- Determining utilities located in the additional Boorman Lane and coordinating with utility owners.

IS5. Traffic Analysis

- Additional traffic analysis for the purpose of TxDOT signal warrants and geotechnical pavement design. Services are detailed below:
 - Develop an hourly turning movement traffic projections methodology memo
 - Develop the truck percentage on FM 546 for the Pavement Design Year (2056)
 - Develop the hourly turning movement traffic projections for the future intersection of FM 546 and Myrick Lane.
 - The projected volumes would use TxDOT's approved traffic projections from the FM 546 Phase II project with volumes adjusted to 2026 (Opening Year)

Proposed Additional Fee for Myrick Boorman PS&E: \$303,510.00

PHASE I Schematic (FM 546/CR 400 Phase I Corridor Study)

SS1. ROW Mapping

- Develop additional ROW or Easement Documents (up to 4)
- Coordinate design improvements and plats with Cities, property owners, or developers.
- Upon approval, revise previously prepared documents to reflect dedicated ROW and adjust proposed ROW, where applicable (Up to 7 Parcels)

Proposed Additional Fee for PHASE I Schematic: \$19,018.00

FM 546 Phase II Extension (Planning Schematic and Environmental)

BASIC SERVICES

BS3. Schematic Development

- Review, respond, and coordinate resolution for comments from up to one (1) additional TxDOT DAL and DSN Review.
- Address up to two (2) new design related comments resulting from TxDOT's review of the 95% schematic submittal. Moderate level changes would be anticipated. May include the development of up to two (2) exhibits or memos to help reach a resolution.

BS5. Hydrologic and Hydraulic Investigation

- Inclusion of analysis of up to one (1) major longitudinal encroachment at Wilson Creek FEMA AE Floodplain.
- Inclusion of preliminary scour analysis for the proposed bridge at East Fork Trinity River. The results of the preliminary scour analysis shall be submitted to TxDOT through a technical memo for review and approval.
- Drainage report shall be updated to include results of analysis of longitudinal encroachment as well as preliminary scour analysis.

BS7. Public/Stakeholder Involvement

- Up to an additional twenty-four (24) coordination meetings with TxDOT are estimated through the remainder of the project duration.
- Attend up to three (3) additional TxDOT comment resolution meetings.

BS8. Project Management

- An extension of project schedule is requested, as project is anticipated to continue through April 2026 in coordination with TxDOT. The extension to the project schedule is 19 months.
- Up to an additional 24 coordination meetings with Collin County are estimated through the duration of the project.

BS9. Initial Financial Plan

- TxDOT Design Division requirement to develop an Initial Financial Plan.
 - Include document preparation and QAQC
 - To be submitted to TxDOT following 100% submittal of schematic
 - Assume comment review and response from District and Design Division.
 - Assume up to three reviews from TxDOT.

SPECIAL SERVICES

SS1. ROW Mapping - *Please note: Proposed added fee for this task is based on current direction that TxDOT would acquire ROW. This fee may be eliminated if County's decides to fund ROW in the future.*

- Up to eighteen (18) ROW documents developed as part of Phase I project to be reformatted and detailed per TxDOT requirements.

**Proposed Additional Fee for FM 546 PHASE II Extension:
\$224,642.00.**