

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 11-060

**Approve Change Order #2 for Additional Pavement and Signal Work on
the Construction Contract with Webber LLC for the
Manor Expressway Direct Connectors at US 183 Project.**

WHEREAS, by Resolution No. 09-83, dated December 17, 2009, the Board of Directors awarded a construction contract for the Manor Expressway Direct Connectors at US 183 Project, also referred to as Segment 1 of the 290E Toll Project (the "Project"), to W.W. Webber LLC ("Webber"), and authorized and directed the Executive Director to finalize and execute a contract with Webber for provision of those services; and

WHEREAS, Contract No. 10290E22701C for construction of the Project was fully executed by CTRMA and Webber and became effective on April 27, 2010; and

WHEREAS, CTRMA staff and its general engineering consultant have requested that Webber prepare and submit a proposal to construct a second left turn lane and traffic signalization for eastbound US 290 traffic turning left onto Tuscany Way, for pavement restriping on the US 183 northbound frontage road lanes, and under drain construction on the Project; and

WHEREAS, the proposed Change Order No. 2 to Contract No. 10290E22701C ("Change Order No. 2"), attached and incorporated into this Resolution as Attachment A, sets forth a scope of services to implement the requested Project changes; and

WHEREAS, because the additional cost of Change Order No. 8 exceeds \$150,000.00, the Board of Directors must approve this proposed change order.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the proposed Change Order No. 2 in the form or substantially the same form as Attachment A; and

BE IT FURTHER RESOLVED, that Change Order No. 2 may be finalized and executed by the Executive Director on behalf of CTRMA.

[Signatures appear on the following page]

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 25th day of May, 2011.

Submitted and reviewed by:



Andrew Martin
General Counsel for the Central
Texas Regional Mobility Authority

Approved:



Ray A. Wilkerson
Chairman, Board of Directors
Resolution Number: 11-060
Date Passed: 5/25/11

ATTACHMENT "A" TO RESOLUTION 11-060

PROPOSED CHANGE ORDER NO. 2

[on the following 9 pages]



Central Texas Regional
Mobility Authority

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

CHANGE ORDER NUMBER: 2

- 1. CONTRACTOR: W.W. Webber, LLC
- 2. Change Order Work Limits: Sta. 205+00.00 to Sta. 285+00.00
- 3. Type of Change(on federal-aid non-exempt projects): Major (Major/Minor)
- 4. Reasons: 3F (In order of importance - Primary first)

5. Describe the work being revised:
See attached description.

Project Name:	<u>290E Toll Project</u>
Contract No:	<u>10290E22701c</u>
CCSJ:	<u>0114-02-090</u>
Highway:	<u>290E</u>
County:	<u>Travis</u>
District:	<u>Austin</u>
FAP Number:	<u>STP 2009(489)ES</u>

- 6. Work to be performed in accordance with Items: 110,132,341,460,467,496,512,530,556,624,636,644,662,666,672,677,680,681,682,684,6266,8120
- 7. New or revised plan sheet(s) are attached and numbered: 45,72,73,111-114,119-122,915,217A,244A,288A,296A,315A,315B,923A,995A,995B,1072A
- 8. New general notes to the contract are attached: Yes No
- 9. New Special Provisions to Item No. 6266 and Special Specification Item 6266,8120 are attached. X

Each signatory hereby warrants that each has the authority to execute this Change Order (CO).

<p><i>The contractor must sign the Change Order and, by doing so, agrees to waive any and all claims for additional compensation due to any and all other expenses; additional changes for time, overhead and profit; or loss of compensation as a result of this change.</i></p> <p>THE CONTRACTOR Date <u>4-18-11</u></p> <p>By <u>J. Haswell</u></p> <p>Typed/Printed Name <u>J Haswell</u></p> <p>Typed/Printed Title <u>Area Manager</u></p>	<p>The following information must be provided</p> <p>Time Ext. #: <u>1</u> Days added on this CO: <u>20</u></p> <p>Amount added by this change order: \$ <u>265,306.88</u></p> <p>For TxDOT/CTRMA/FHWA use only:</p> <p>Original Contract Amount \$ <u>52,575,545.77</u></p> <p>Revised Contract Amount To Date \$ <u>53,362,227.12</u></p> <p>Days FHWA non-participating _____</p> <p>CO Portion FHWA non-participating _____</p>
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RECOMMENDED FOR EXECUTION:
Engineers Seal:



(1) Paul J. Bedard 4/16/11 Date
GEC Segment Manager

(2) Terry L. Lape 04/07/11 Date
GEC Construction Manager

(3) Whitney M. Buford Date
CTRMA Director of Engineering
 APPROVED REQUEST APPROVAL

(4) _____ Date
CTRMA, General Counsel
 APPROVED REQUEST APPROVAL

(5) _____ Date
CTRMA, Executive Director
 APPROVED REQUEST APPROVAL

(6) _____ Date
FHWA Area Engineer (Verbal Approval)
 APPROVED REQUEST APPROVAL

(7) _____ Date
TxDOT Project Engineer
 APPROVED REQUEST APPROVAL

(8) _____ Date
FHWA Area Engineer
 APPROVED REQUEST APPROVAL

CHANGE ORDER REASON(S) CODE CHART

1. Design Error or Omission	1A. Incorrect PS&E 1B. Other
2. Differing Site Conditions (unforeseeable)	2A. Dispute resolution (expense caused by conditions and/or resulting delay) 2B. Unavailable material 2C. New development (conditions changing after PS&E completed) 2D. Environmental remediation 2E. Miscellaneous difference in site conditions (unforeseeable)(Item 9) 2F. Site conditions altered by an act of nature 2G. Unadjusted utility (unforeseeable) 2H. Unacquired Right-of-Way (unforeseeable) 2I. Additional safety needs (unforeseeable) 2J. Other
3. CTRMA Convenience	3A. Dispute resolution (not resulting from error in plans or differing site conditions) 3B. Public relations improvement 3C. Implementation of a Value Engineering finding 3D. Achievement of an early project completion 3E. Reduction of future maintenance 3F. Additional work desired by the CTRMA 3G. Compliance requirements of new laws and/or policies 3H. Cost savings opportunity discovered during construction 3I. Implementation of improved technology or better process 3J. Price adjustment on finished work (price reduced in exchange for acceptance) 3K. Addition of stock account or material supplied by state provision 3L. Revising safety work/measures desired by the CTRMA 3M. Other
4. Third Party Accommodation	4A. Failure of a third party to meet commitment 4B. Third party requested work 4C. Compliance requirements of new laws and/or policies (impacting third party) 4D. Other
5. Contractor Convenience	5A. Contractor exercises option to change the traffic control plan 5B. Contractor requested change in the sequence and/or method of work 5C. Payment for Partnering workshop 5D. Additional safety work/measures desired by the contractor 5E. Other
6. Untimely ROW/Utilities	6A. Right-of-Way not clear (third party responsibility for ROW) 6B. Right-of-Way not clear (County responsibility for ROW) 6C. Utilities not clear 6D. Other

290E Segment 1 Project

CHANGE ORDER NUMBER: 2

TABLE A: Force Account Work and Materials Placed into Stock

Estimated Cost: _____

		LABOR	HOURLY RATE		EQUIPMENT	HOURLY RATE

TABLE B: Contract Items

CHANGE ITEM	REASON CODE	DESCRIPTION	UNIT	ORIGINAL + PREVIOUSLY REVISED			NEW			OVERRUN/ UNDERRUN
				QUANTITY	UNIT PRICE	ITEM COST	QUANTITY	UNIT PRICE	ITEM COST	
110 2001	3F	EXCAVATION (ROADWAY)	CY	99,414.00	\$6.00	\$ 596,484.00	99,495.00	\$6.00	\$ 596,970.00	\$486.00
132 2006	3F	EMBANKMENT (FINAL) (DENS CONT) (TY C)	CY	44,725.00	\$9.00	\$ 402,525.00	45,142.00	\$9.00	\$ 406,278.00	\$3,753.00
341 2014	3F	D-GR HMA (QCQA) TY-B PG70-22	TON	40,487.00	\$63.20	\$ 2,558,778.40	41,104.00	\$63.20	\$ 2,597,772.80	\$38,994.40
341 2066	3F	D-GR HMA (QCQA) TY-C PG76-22	TON	2,901.00	\$69.20	\$ 200,749.20	3,000.00	\$69.20	\$ 207,600.00	\$6,850.80
432 2002	3F	CONCRETE RIP RAP 5"	CY	598.00	\$300.00	\$ 179,400.00	610.00	\$300.00	\$ 183,000.00	\$3,600.00
496 2004	3F	REMOV STR (SET)	EA	8.00	\$500.00	\$ 4,000.00	9.00	\$500.00	\$ 4,500.00	\$500.00
512 2017	3F	PORT CTB (DES SOURCE)(LOW PROF)(TY 1)	LF	2,980.00	\$7.00	\$ 20,860.00	2,880.00	\$7.00	\$ 20,160.00	(\$700.00)
512 2035	3F	PORT CTB (STKPL)(LOW PROF)(TY 1)	LF	2,980.00	\$6.00	\$ 17,880.00	3,080.00	\$6.00	\$ 18,480.00	\$600.00
512 2011	3F	PORT CTB (DES SOURCE)(SAFETY SH)(TY 2)	LF	19,260.00	\$6.00	\$ 115,560.00	20,220.00	\$6.00	\$ 121,320.00	\$5,760.00
512 2020	3F	PORT CTB (MOVE)(SAFETY SH)(TY 2)	LF	8,100.00	\$4.00	\$ 32,400.00	8,430.00	\$4.00	\$ 33,720.00	\$1,320.00
530 2010	3F	DRIVEWAYS (CONC)	SY	151.00	\$75.00	\$ 11,325.00	399.00	\$75.00	\$ 29,925.00	\$18,600.00
556 2001	3F	PIPE UNDERDRAINS (TY 1) (6")	LF	4,121.00	\$20.00	\$ 82,420.00	6,521.00	\$20.00	\$ 130,420.00	\$48,000.00
624 2014	3F	GROUND BOX TY D (162922) WIAPRON	EA	21.00	\$700.00	\$ 14,700.00	22.00	\$700.00	\$ 15,400.00	\$700.00
644 2025	3F	INS SM RD SN SUP&AM TY S80(1) SA(T)	EA	27.00	\$800.00	\$ 21,600.00	28.00	\$800.00	\$ 22,400.00	\$800.00
644 2058	3F	RELOCATE SM RD SN SUP & AM TY S80	EA	4.00	\$600.00	\$ 2,400.00	7.00	\$603.75	\$ 4,226.25	\$1,826.25
662 2001	3F	WK ZN PAV MRK NON-REMOV (W) 4" (BRK)	LF	4,020.00	\$0.30	\$ 1,206.00	4,610.00	\$0.30	\$ 1,383.00	\$177.00
662 2002	3F	WK ZN PAV MRK NON-REMOV (W) 4" (DOT)	LF	605.00	\$0.50	\$ 302.50	620.00	\$0.50	\$ 310.00	\$7.50
662 2004	3F	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	20,848.00	\$0.30	\$ 6,254.40	21,196.00	\$0.30	\$ 6,358.80	\$104.40
662 2012	3F	WK ZN PAV MRK NON-REMOV (W) 8" (SLD)	LF	376.00	\$0.40	\$ 150.40	463.00	\$0.40	\$ 185.20	\$34.80
662 2032	3F	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	19,269.00	\$0.30	\$ 5,780.70	19,655.00	\$0.30	\$ 5,896.50	\$115.80
662 2064	3F	WK ZN PAV MRK REMOV (W) 4" (BRK)	LF	249.00	\$2.00	\$ 498.00	389.00	\$2.00	\$ 778.00	\$280.00
662 2065	3F	WK ZN PAV MRK REMOV (W) 4" (DOT)	LF	0.00	\$	\$ -	12.00	\$1.27	\$ 15.24	\$15.24
662 2067	3F	WK ZN PAV MRK REMOV (W) 4" (SLD)	LF	2,631.00	\$1.00	\$ 2,631.00	3,123.00	\$1.00	\$ 3,123.00	\$492.00
662 2075	3F	WK ZN PAV MRK REMOV (W) 8" (SLD)	LF	492.00	\$1.50	\$ 738.00	1,553.00	\$1.50	\$ 2,329.50	\$1,591.50
662 2099	3F	WK ZN PAV MRK REMOV (Y) 4" (SLD)	LF	1,294.00	\$1.00	\$ 1,294.00	1,694.00	\$1.00	\$ 1,694.00	\$400.00
666 2003	3F	REFL PAV MRK TY I (W) 4" (BRK) (100MIL)	LF	5,220.00	\$0.40	\$ 2,088.00	5,585.00	\$0.40	\$ 2,234.00	\$146.00
666 2036	3F	REFL PAV MRK TY I (W) 8" (SLD) (100MIL)	LF	11,314.00	\$0.60	\$ 6,788.40	12,222.00	\$0.60	\$ 7,333.20	\$544.80
666 2042	3F	REFL PAV MRK TY I (W) 12" (SLD) (100MIL)	LF	1,592.00	\$3.10	\$ 4,935.20	1,794.00	\$3.10	\$ 5,561.40	\$626.20
666 2048	3F	REFL PAV MRK TY I (W) 24" (SLD) (100MIL)	LF	176.00	\$5.00	\$ 880.00	308.00	\$5.00	\$ 1,540.00	\$660.00
666 2054	3F	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	13.00	\$90.00	\$ 1,170.00	17.00	\$90.00	\$ 1,530.00	\$360.00
666 2096	3F	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	13.00	\$100.00	\$ 1,300.00	17.00	\$100.00	\$ 1,700.00	\$400.00
666 2111	3F	REFL PAV MRK TY I (Y) 4" (SLD) (100MIL)	LF	7,416.00	\$0.30	\$ 2,224.80	8,320.00	\$0.30	\$ 2,496.00	\$271.20
666 2126	3F	REFL PAV MRK TY I (Y) 12" (SLD) (100MIL)	LF	0.00	\$	\$ -	51.00	\$2.81	\$ 143.31	\$143.31
672 2017	3F	REFL PAV MRKR TY II-C-R	EA	635.00	\$3.00	\$ 1,905.00	638.00	\$3.00	\$ 1,914.00	\$9.00
677 2001	3F	ELIM EXT PAV MRK & MRKS (4")	LF	13,141.00	\$1.50	\$ 19,711.50	14,112.00	\$1.50	\$ 21,168.00	\$1,456.50
677 2003	3F	ELIM EXT PAV MRK & MRKS (8")	LF	768.00	\$2.00	\$ 1,536.00	2,250.00	\$2.00	\$ 4,500.00	\$2,964.00
677 2008	3F	ELIM EXT PAV MRK & MRKS (ARROW)	EA	0.00	\$	\$ -	10.00	\$102.00	\$ 1,020.00	\$1,020.00
677 2018	3F	ELIM EXT PAV MRK & MRKS (WORD)	EA	0.00	\$	\$ -	4.00	\$125.00	\$ 500.00	\$500.00
680 2002	3F	INSTALL HWY TRF SIG (ISOLATED)	EA	0.00	\$	\$ -	1.00	\$12,705.00	\$ 12,705.00	\$12,705.00
681 2001	3F	TEMP TRAF SIGNALS	EA	0.00	\$	\$ -	2.00	\$29,366.40	\$ 58,732.80	\$58,732.80
682 2001	3F	BACK PLATE (12 IN) (3 SEC)	EA	0.00	\$	\$ -	1.00	\$52.72	\$ 52.72	\$52.72
682 2022	3F	VEH SIG SEC (12 IN) LED (GRN ARW)	EA	0.00	\$	\$ -	1.00	\$194.47	\$ 194.47	\$194.47
682 2024	3F	VEH SIG SEC (12 IN) LED (YEL ARW)	EA	0.00	\$	\$ -	1.00	\$220.72	\$ 220.72	\$220.72
682 2026	3F	VEH SIG SEC (12 IN) LED (RED ARW)	EA	0.00	\$	\$ -	1.00	\$178.72	\$ 178.72	\$178.72

Change Order No. 2 -- Revised Contract Amount to Date Summary

Original Contract: \$ 52,575,545.77

	Amount	Description	Revised Contract Amt to Date:
C.O. #1	\$ 148,122.16	Typical Section Revisions w/ 3x5 Rock	\$ 52,723,667.93
C.O. #3	\$ 10,000.00	Partnering	\$ 52,733,667.93
C.O. #6	\$ 96,000.00	Drilled Shaft Overruns	\$ 52,829,667.93
C.O. #7	\$ -		On Hold
C.O. #8	\$ 182,541.99		\$ 53,012,209.92
C.O. #4	\$ 84,710.32	Traffic Control Items/Recycling/Sign Socks	\$ 53,096,920.24
C.O. #2	\$ 265,306.88	Underdrain, double left turn at Tuscany, TCP NBFR	\$ 53,362,227.12
C.O. #5	\$ -	Revised RW0113 and RW0115	On Hold
C.O. #7		Drilled Shaft Remedy	

Summary Prepared by:

Paul J. Bedard

 Paul J. Bedard

3/28/11

 Date

Change Order #2

Time Extension #1

Days added with CO #2 = 20 Working Days

This time extension is granted as a negotiated amount in order to allow the Contractor to construct the road work and signal work for the double left turn at Tuscany Way. This double left turn at Tuscany must be ready to receive traffic for the Phase 4 alignment shift.

Change Order #2

Description of Work Being Revised

5a. Double Left Turn at Tuscany Way

1. Addition of a second left turn lane and signalization for the eastbound 290 traffic turning left onto Tuscany Way.

2.

The original traffic control plans called for 290 eastbound left turn access to Cross Park Drive being maintained throughout Phases 1 through 3. In Phase 4, the left turn at Cross Park would be closed, requiring all east bound traffic to turn left at Tuscany Way. It is PBS&J's understanding that the second left turn lane at Tuscany Way was to be built by the contractor of the formerly planned Segment 1a. Because this will not be done, Webber will construct a second left turn lane at Tuscany to alleviate anticipated traffic congestion caused by the closing of the left turn onto Cross Park Drive.

Signal work will include both the Tuscany Way intersection and the Springdale Road intersection because the signals are interconnected. The signal work includes the installation of new controllers at both intersections. Also included in the contractor pricing is the maintenance of the temporary traffic signals as a separate item.

5b. Adjustment of Project Limits

1. This change order includes the adjustment of the project limits to include Springdale Road. Signal work at Springdale Road will occur because the signal at that location is wired together with the signal at Tuscany Way.

5c. Restripe US 183 NBFR Lanes

Original traffic control plans stated that ramps along US 183 could be closed to construct the direct connectors. This included both the northbound exit ramp from US 183 to 290E and the northbound exit ramp from US 183 to Cameron Road. The CTRMA realized they did not want consecutive exits closed at the same time and wanted to keep the northbound exit from US 183 to 290E open until the northbound exit to Cameron Road was reopened.

At the same time it was discovered that in order to safely construct the NWDC Bent 7 Right foundation, the left lane of the US 183 frontage road between the 290E exit ramp and the 290E intersection needed to be temporarily closed. In order to reduce the traffic to two lanes at this location the US 183 NBFR would need to be restriped to move traffic over to the middle and right lanes only. The CTRMA determined these traffic control costs are the Contractor's responsibility.

The CTRMA agrees to pay for implementing the revised Traffic Control Plan for the Northbound Frontage Road as compensation to the Contractor for keeping the northbound exit to 290E open until the northbound exit to Cameron Road is reopened. The Contractor is complying with this exit ramp closure requirement.

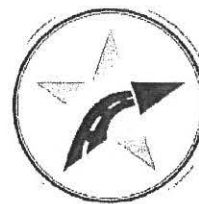
This Change Order is compensation for implementing the revised Traffic Control Plan on the Northbound US 183 Frontage Road.

5d. Increase in Underdrain Quantities

1. The quantity of the Pipe Underdrains needs to be increased due to underdrains not being shown in the original plans at the following locations
 - a. 600 LF at EB Ramp R02 to connect to the existing underdrain system.
 - b. 100 LF at RW0113, RW0114, and RW0115 to drain 3X5 rock.
 - c. 500 LF for RW0116. RW0116 is a cut wall, and underdrain is typically installed in cut walls.
 - d. 1200 LF as an estimated contingency for other location as yet to be addressed.

2. Total estimated quantity of underdrain overrun is 2,400 LF.

REVISION MEMO



Central Texas Regional
Mobility Authority

DATE: February 2, 2011
TO: Paul Bedard, PE, Project Manager
FROM: Jose M. Sandoval, PE
SUBJECT: CHANGE ORDER 2
REVISION NUMBER 1
290 East Segment 1
CSJ No. 0114-02-090

AFFECTED SHEETS:

REMOVE: None

REPLACE: 45, 72, 73, 111, 112, 113, 114, 119, 120, 121, 122, 915

ADD: 217A, 244A, 288A, 296A, 315A, 315B, 923A, 995A, 995B, 1072A, General Notes-Signals,
Special Specification 6266, Special Provision 6266-017, Special Specification 8120

DESCRIPTION OF SHEET CHANGES:

<u>Sheet No(s).</u>	<u>Revised Date</u>	<u>Brief Description of Changes</u>
45, 72, 73, 217A, 288A, 296A, 915, 923A, 995A, 995B	11/02/2010	Addition of 2nd left turn lane
315A, 315B, 1072A	11/02/2010	Additional Standard Sheets
111	11/02/2010	Shifted LPCB on US 183 NB frontage road
112	11/02/2010	Added PCTB for lane closure, pave markings for lane shift
113	11/02/2010	Added PCTB and drums for lane closure
114	11/02/2010	Added drums and signage for lane closure
119, 120, 121, 122	11/02/2010	Restripe US 183 NBFR lanes
244A	11/02/2010	Added driveway at WBFR CL STA 465+31.15

CONSTRUCTION CONTRACT CHANGE ORDER:

See attached sheet.