



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

November 18, 2020
AGENDA ITEM #17

Executive Director Board Report

Strategic Plan Relevance: Regional Mobility
Department: Executive
Contact: Mike Heiligenstein, Executive Director
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Executive Director Board Report

- A. Effect of COVID-19 on agency operations
- B. 183 South Project – Change Order #21b, Wall 125 Differing Site Condition

Backup Provided: Draft Change Order #21b



Checklist

Project: 183 South Bergstrom Expressway

Vendor: Colorado River Constructors (CRC)

Contract Description:

Change Order (CO) #21b - this CO#21b, Wall 125 Differing Site Condition, Part B, South Bound General Purpose (SBGP) Reconstruction compensates CRC for costs related to reconstructing the SBGP lanes in the area adjacent to retaining wall 125, necessitated by a differing site condition. CO#21b increases the Contract amount by \$1,292,264.00

Existing Expiration Date: N/A

Proposed Expiration Date: N/A

Amount: \$1,292,264.00

Proposed Amount: N/A


Funding Source: Project Contingency


Contract Form: STANDARD MODIFIED

Form 1295: YES NO

Target Review Date: ASAP

Consultant:  Date: 11/03/2020

Director:  Date: 11/03/2020

Deputy Executive Director:: 
Robert Goode (Nov 3, 2020 16:03 CST) Date: 11/03/2020

Controller:  Date: 11/03/2020

Legal Assistant: Copied _____ Date: N/A

General Counsel: (copied) Copied _____ Date: N/A

Comments section

Board Authorization Required: YES NO

Board Authorization/Res. No.: 16-041 Date: 7/11/2016

Executive Director: _____ Date: _____

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

RESOLUTION NO. 16-041

**AUTHORIZING AN ADMINISTRATIVE CHANGE ORDER APPROVAL PROCESS
FOR USE ON THE 183 SOUTH PROJECT**

WHEREAS, completion of the 183 South Project on schedule is one of the highest priorities of the Mobility Authority; and

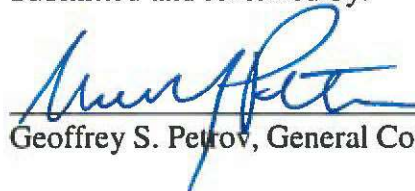
WHEREAS, Section 101.038(b)(6) of the Policy Code provides that the Executive Director “may execute ... contract change orders ... not exceeding amounts established in Resolutions of the board;” and

WHEREAS, the Executive Director recommends that the Board authorize his approval of change orders utilizing funds within the contingency reserve for the design/build contract with Colorado River Constructors in amounts not to exceed \$5,000,000.00, in order to allow him to efficiently administer the design/build contract and ensure the timely development of the 183 South Project.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the Executive Director to approve change orders to the design/build contract with Colorado River Constructors for the 183 South Project, without prior Board consideration or approval, in an amount not to exceed the lesser of \$5,000,000.00 or the remaining contingency reserves for that contract.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 11th day of July 2016.

Submitted and reviewed by:



Geoffrey S. Petrov, General Counsel

Approved:



Ray A. Wilkerson
Chairman, Board of Directors



CHANGE ORDER #21b

Wall 125 Differing Site Condition – Part B, SBGP Reconstruction

CHANGE ORDER #21b

Amount: \$1,292,264.00

Description:



Wall 125 Differing Site Condition – Part B, SBGP Reconstruction

- During construction of Retaining Wall 125 (RW125) horizontal movement of the retaining wall, and the resultant damage to the pavement along the southbound general-purpose (SBGP) lanes immediately adjacent to the wall, was observed. Both CRC and the Mobility Authority monitored the movement of the wall and the adjacent SBGP lanes by installation of multiple inclinometers and collection of terrestrial LIDAR survey data. The Mobility Authority determined that a Differing Site Condition exists because the existing slip plane causing movement to RW125 is not in the location described by the D/B Contract.
- The movement of the wall has been addressed by previously executed Change Order Number 21 (Wall 125 Differing Site Condition – Part A) for which CRC designed and constructed a structural tieback system intended to stop further movement of RW125.
- The corrective action required to address the SBGP pavement damage is the intent of this Change Order Number 21b and includes CRC's costs for removal and replacement of the affected pavement and associated infrastructure.
- The resulting overall Change Order cost for Change Order number 21b increases the Contract amount by \$1,292,264.00.
- No Contract time extension is included with this Change Order per D/B Contract Section 14.9 – “No time extension shall be available with respect to Differing Site Conditions, and no delay damages shall be recovered.” Although no Contract time extension is included, the specific scope of this Change Order 21b work is excluded from the requirements for achieving Project Substantial Completion.

Change Order Contents:

1. Change Order Forms
2. Description of Change Order
3. Exhibit A – PCO-073 Correspondence Establishing the Differing Site Condition
4. Exhibit B – CRC Change Order Pricing for Wall 125 Differing Site Condition - Part B, SBGP Reconstruction, CO-21b (RCP-050 Rev01)
5. Exhibit C – Mobility Authority Independent Estimate for CO-21b (RCP-050 Rev01)
6. Exhibit D - Request for Change Proposal, RCP-050 Rev01



**CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY
CHANGE ORDER NUMBER: 21b**

Project Name:	183 South Project
Contract No:	Design/Build Contract
CSJ:	0151-09-036
	0151-09-127
	0265-01-080
Highway:	183S
County:	Travis
TxDOT Dist:	Austin
FAP Number:	NH 2012 492, 494, 495

1. CONTRACTOR: Colorado River Constructors ("CRC")
2. Change Order Work Limits: Sta. 1261+00 to Sta. 1273+00
3. Type of Change (on federal-aid non-exempt projects): Major (Major/Minor)
4. Reasons: 2E (3 Max. - In order of importance - Primary first)

5. Describe the work being revised:

Wall 125 Differing Site Condition – Part B, SBGP Reconstruction. This change order compensates CRC for costs related to reconstructing the southbound general-purpose (SBGP) lanes in the area adjacent to Retaining Wall 125, necessitated by a differing site condition.

6. Work to be performed in accordance with Items: N/A
7. New or revised plan sheet(s) are attached and numbered: N/A
8. New general notes to the contract are attached: Yes No
9. New Special Provisions to Item No. ___ and Special Specification Item ___ are attached. N/A

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

This Change Order Proposal includes all known and anticipated direct, indirect and consequential impacts or amounts which may be incurred as a result of the event, occurrence or matter giving rise to this change, and D/B Contractor has no reason to believe and does not believe that the factual basis for this Change Order is falsely represented. If the Change Order Proposal includes claims of Subcontractors or Suppliers, the D/B Contractor has reviewed such claims and has determined in good faith that the claims are justified as to both entitlement and amount.

THE CONTRACTOR Date: 10/26/20

By: [Signature]

Typed/Printed Name: SCOTT YARDAS

Typed/Printed Title: Project Director

The following information must be provided

Time Ext. #: N/A Days added on this CO: 0

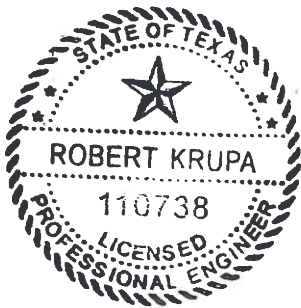
Amount added by this change order: \$ 1,292,264.00

For TxDOT/CTRMA/FHWA use only:

Current Contract Amount	\$	<u>592,216,177.11</u>
Revised Contract Amount To Date	\$	<u>593,508,441.11</u>
Days FHWA Non-Participating		<u>N/A</u>
CO Portion FHWA Non-Participating	\$	<u>1,292,264.00</u>

RECOMMENDED FOR EXECUTION:

Engineer's Seal:



[Signature] 11/03/2020
CTRMA Director of Engineering Date

Robert D. Goode Nov 3, 2020
Robert Goode (Nov 3, 2020 16:03 CST) Date
CTRMA Deputy Executive Director

[Signature] 10/27/2020
GEC Project Controls / Construction Manager Date

[Signature] 10/28/2020
GEC Project Manager Date

[Signature]
GEC Project Manager Date

Lloyd Chance (Nov 3, 2020 07:15 CST) 11/03/2020
CTRMA Construction Representative Date

CTRMA Executive Director Date

TxDOT Representative Date

FHWA Area Engineer Date

US 183 South Project

CHANGE ORDER NUMBER: 21b

TABLE A: Force Account Work and Materials Placed into Stock

Estimated Cost:

\$0.00

LABOR	QTY	HOURLY RATE	TOTAL	EQUIPMENT	DAYS	HOURLY RATE	TOTAL

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	
EXTRA WORK ITEM		N/A								
XXX-XXXX	2E	Wall 125 Differing Site Condition – Part B, SBGP Reconstruction	LS				1.0	\$ 1,292,264.00	\$ 1,292,264.00	
TOTALS						\$ -			\$ 1,292,264.00	\$ -

CHANGE ORDER REASON(S) CODE CHART

<p>1. Design Error or Omission</p>	<p>1A. Incorrect PS&E 1B. <u>Other</u></p>
<p>2. Differing Site Conditions (unforeseeable)</p>	<p>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</p>
<p>3. CTRMA Convenience</p>	<p>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</p>
<p>4. Third Party Accommodation</p>	<p>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</p>
<p>5. Contractor Convenience</p>	<p>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</p>
<p>6. Untimely ROW/Utilities</p>	<p>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</p>

Change Order No. 21b -- Revised Contract Amount to Date Summary

Original Contract: \$ 581,545,700.00

	Amount	Description	Revised Contract Amt to Date:
DRB	\$ 11,368.77	Contractually Allowed DRB Expenditures	\$ 581,557,068.77
Partnering	\$ 29,080.11	Contractually Allowed Partnering Expenditures	\$ 581,586,148.88
LRs/LDs	\$ (427,500.00)	Contractual Liquidated Damages	\$ 581,158,648.88
C.O. #1	\$ (2,779,934.00)	COA Services for AWU Adjustments & CTRMA Eminent Domain Services	\$ 578,378,714.88
C.O. #2	\$ 742,385.17	Additional Retaining Wall Coping	\$ 579,121,100.05
C.O. #3	\$ 93,805.34	MSE Wall at Hererra Street	\$ 579,214,905.39
C.O. #4	\$ 362,280.00	Greenroads Program Implementation	\$ 579,577,185.39
C.O. #5	\$ (80,402.09)	Virtual Weigh Station Scope Removal	\$ 579,496,783.30
C.O. #6	\$ 477,583.12	51st Parking Area	\$ 579,974,366.42
C.O.#7	\$ 87,149.46	Google Accommodation (MLK to the Colorado River)	\$ 580,061,515.88
C.O. #8	\$ (146,509.76)	Removal of Shared Use Path south of Patton Avenue	\$ 579,915,006.12
C.O. #9	\$ 3,488,230.07	Patton Avenue Interchange Revisions	\$ 583,403,236.19
C.O.#10	\$ 1,009,999.64	City of Austin WWL-005 Betterment	\$ 584,413,235.83
C.O.#11	\$ 299,199.34	Force Majeure Event - Hurricane Harvey	\$ 584,712,435.17
C.O.#12	\$ 113,428.43	SBENTEC Auxiliary Lane	\$ 584,825,863.60
C.O.#13	\$ 182,906.41	MASH Compliant SGTs and MBGF per TxDOT Standard BED-14	\$ 585,008,770.01
C.O.#14a	\$ 54,313.00	Montopolis Truss Bridge - Lifting Plan Development	\$ 585,063,083.01
C.O.#15	\$ 167,686.13	Additional/Revised Driveways	\$ 585,230,769.14
C.O.#16	\$ 177,054.55	Revised Toll Infrastructure	\$ 585,407,823.69
C.O.#17	\$ 2,365,876.09	Revisions Associated with the Turnarounds at Boggy Creek	\$ 587,773,699.78
C.O.#18	\$ 73,717.26	Revised CTRMA Toll Shield Logo	\$ 587,847,417.04
C.O.#19	\$ 73,891.89	STI Driveway Revisions	\$ 587,921,308.93
C.O.#20	\$ 132,677.78	Maintenance and Repair Reimbursement (D/B Contract Sect. 11.2)	\$ 588,053,986.71
C.O.#21	\$ 1,263,576.60	Wall 125 Differing Site Condition - Part A	\$ 589,317,563.31
C.O.#14b	\$ 208,686.75	Montopolis Truss Bridge - Structural Repairs	\$ 589,526,250.06
C.O.#22	\$ 218,225.50	Additional Concrete Rip Rap	\$ 589,744,475.56
C.O.#23	\$ 206,167.22	City of Austin Utility Betterments - Misc.	\$ 589,950,642.78
C.O.#24	\$ 283,556.53	Misc. Change Order Items - Part A	\$ 590,234,199.31
C.O.#25	\$ 209,760.15	Misc. Change Order Items - Part B	\$ 590,443,959.46
C.O.#26	\$ 1,302,695.93	Roadway Paving Additions	\$ 591,746,655.39
C.O.#27	\$ 126,317.54	Aesthetic Revisions - Ped Barrier and Ped Bridge	\$ 591,872,972.93
C.O.#28	\$ 316,501.44	Cable Barrier System	\$ 592,189,474.37
C.O.#29	\$ 26,702.74	Sidewalk Widening NBGP Hergotz to Montopolis	\$ 592,216,177.11
C.O.#21b	\$ 1,292,264.00	Wall 125 Differing Site Condition – Part B, SBGP Reconstruction	\$ 593,508,441.11

Summary Prepared by:


Robert Krupa, PE

10/22/2020

Date

Description of Change Order #21b

Wall 125 Differing Site Condition – Part B, SBGP Reconstruction

During construction of Retaining Wall 125 (RW125) horizontal movement of the retaining wall, and the resultant damage to the pavement along the southbound general-purpose (SBGP) lanes immediately adjacent to the wall, was observed. Both CRC and the Mobility Authority monitored the movement of the wall and the adjacent SBGP lanes by installation of multiple inclinometers and collection of terrestrial LIDAR survey data. The Mobility Authority determined that a Differing Site Condition exists because the existing slip plane causing movement to RW125 is not in the location described by the D/B Contract. It was decided to address the corrective work utilizing two separate Change Orders: Change Order Number 21, previously executed as “Part A” and for which the structural corrective work has been completed, was developed to address the structural solution for the retaining wall; and Change Order Number 21b described herein and developed to address the pavement corrections required due to the SBGP roadway settlement and underlying material movement observed adjacent to RW125.

This Change Order Number 21b is Part B and includes removal and replacement of the damaged pavement section and nearby sidewalk, curb and gutter, drainage inlet tops, and other related infrastructure as described by the Exhibits. Correction of additional items determined to have been affected by this Differing Site Condition, such as undercut and backfill of sub-grade that will not be evident until the underlying materials are exposed, and any actual work performed in addition to that listed above, per the direction and approval of the Mobility Authority, will be tracked and documented daily as Time and Materials per the requirements of D/B Contract Section 14.7 and included in a future Change Order.

This Change Order results in a total cost to the Project in the amount of \$1,292,264.00. This Change Order will be funded by the CTRMA’s construction fund (within budgeted contingency).

This change does not result in an impact to the Project milestones and no time extension is included with this Change Order per D/B Contract Section 14.9 – “No time extension shall be available with respect to Differing Site Conditions, and no delay damages shall be recovered.” Although no Contract time extension is included, the specific scope of this Change Order 21b work is excluded from the requirements for achieving Project Substantial Completion.

The Mobility Authority is NOT requesting participating status from FHWA for this change.

The following exhibits are provided with this change order:

Exhibit A – PCO-073 Correspondence Establishing the Differing Site Condition

Exhibit B – CRC Change Order Pricing for Wall 125 Differing Site Condition - Part B, SBGP Reconstruction, CO-21b (RCP-050 Rev01)

Exhibit C – Mobility Authority Independent Estimate for CO-21b (RCP-050 Rev01)

Exhibit D - Request for Change Proposal, RCP-050 Rev01

Exhibit A

PCO-073 Correspondence Establishing the Differing Site
Condition



**CENTRAL TEXAS
Regional Mobility Authority
183 South Project Office**

June 4, 2019

Mr. Scott Yargas
Project Manager
Colorado River Constructors
7901 E. Riverside Drive, Building 1, Suite 100
Austin, TX 78744

Subject: 183 South Project
Differing Site Conditions – Wall 125

Reference: CRC-RMA-L-00321

Dear Mr. Yargas:

The Mobility Authority is in receipt of the reference letter asserting entitlement to a Differing Site Condition. After review of this information, The Mobility Authority agrees that Colorado River Constructors (“CRC”) has established merit in a Differing Site Condition because the subsurface condition causing movement of Wall 125 is a physical condition of an unusual nature, differing materially from those described in the D/B Contract.

Additionally, as requested, the Mobility Authority has worked closely with CRC to review the tieback design that is intended to stop further movement of Wall 125. The Mobility Authority will continue to work with CRC through design completion.

Please continue to keep the Mobility Authority updated on costs associated with the issue. Please contact me should you have questions regarding this correspondence.

Sincerely,

Daniel W. Freeman, P.E.
Project Manager, 183 South Project

Cc: Justin Word, P.E.
Lloyd Chance
Susan Fraser, P.E.
Rob Krupa, P.E.

Don Nyland, P.E.
Darren Halla, P.E.
Jenie Garcia

Enclosure (1)

Exhibit B

CRC Change Order Pricing for Wall 125 Differing Site Condition -
Part B, SBGP Reconstruction, CO-21b (RCP-050 Rev01)



Colorado River Constructors

P.O. Box 18987
Austin, TX 78760
(737) 226-6400
(737) 226-6401 FAX

October 21, 2020

CRC-RMA-L-00430

Central Texas Regional Mobility Authority
3300 N. IH-35, Suite 300
Austin, TX 78705

Attention: Mr. Daniel Freeman, P.E.

Subject: Request for Change Proposal #050: Wall 125 Differing Site Condition – Part B, SBGP Reconstruction

Reference: 183 South Project, Contract 15-183S-227-01-C
CTRMA August 7, 2020 Letter (RMA-CRC-L-00548) Requesting Change Proposal #050

Dear Mr. Freeman:

In response to the referenced letter and in accordance with Section 14 of the Design Build Contract, Colorado River Constructors (CRC) herewith submits pricing for the subject Request for Change Proposal (RCP). The attached pricing reflects CRC's proposed price to reconstruct the southbound US 183 general-purpose lanes and associated work adjacent to retaining Wall 125, in accordance with the referenced letter. The scope associated with this change order shall not be required to meet the D/B Contract requirements for Substantial Completion.

Additionally, CRC reserves the right to negotiate an extension of insurance coverages past March 10, 2021 if required, due to the work associated with this change request.

Please note that the attached price is valid for 30 days from the date of this letter.

If you have any questions or additional information is required, please contact me at (737) 226-6420.

Respectfully,

for

Scott Yardas
Project Director
Colorado River Constructors

/mrk

**183 South - Change Order Request Number: 050 Rev1
Central Texas Regional Mobility Authority**

Pricing Analysis - Cost and Markups

Item Description			Cost Basis / Notes
SBGP Reconstruction Part B		1,017,050	
Subtotal Construction Direct Cost		1,017,050	
Development Management			
Construction QC/QA	2.00%	20,341	
Utility Design/Coordination	0.00%	-	
City of Austin Coordination	0.00%	-	
Environmental Coordination	<u>2.00%</u>	<u>20,341</u>	
Total Development Management	4.00%	40,682	
Development Design			
Design	<u>0.50%</u>	<u>5,085</u>	
Total Design Development		5,085	
Subtotal Direct Cost		1,062,818	
Risk	<u>20.00%</u>	<u>212,564</u>	
Total Risk	20.00%	212,564	
Subtotal Price		1,275,381	
Bonds, Warranty, Insurance			
P&P Bonds	0.85%	8,645	Percent of construction cost per L1
Warranty	0.12%	1,220	
Insurance	<u>0.69%</u>	<u>7,018</u>	
Total Bonds, Warranty, Insurance	1.66%	16,883	
Total Price Quote:		1,292,264	

Item #	RCP Scope				Unit Price	\$'s
	Description	Qty	Unit			
1	Sawcut/Haul CRCP/BB/SW/Curb	4,458	SY	\$	24.01	\$ 107,015
2	Demo CRCP/BB Offsite to Waste	4,458	SY	\$	18.73	\$ 83,471
3	Remove CTB/Select	2,890	CY	\$	21.43	\$ 61,919
4	Rework Subgrade	1,906	SY	\$	4.43	\$ 8,446
5	Replace Select Fill	2,223	CY	\$	64.35	\$ 143,061
6	Replace CTB	4,000	SY	\$	14.31	\$ 57,223
7	Replace Bond Breaker	230	TN	\$	139.31	\$ 32,042
8	Replace 10" CRCP	3,644	SY	\$	63.91	\$ 232,918
9	Replace Sidewalk & Driveway	922	SY	\$	63.66	\$ 58,691
10	Install Rip Rap Slope	432	CY	\$	391.63	\$ 169,225
11	Traffic Control/Barrier	1	LS	\$	44,614.83	\$ 44,615
12	Illum/Sign/Signals	1	LS	\$	39,500.00	\$ 39,500
13	Replace Inlets	2	EA	\$	6,257.15	\$ 12,514
14	Landscape Credit	1	LS	\$	(33,589.39)	\$ (33,589)
						\$ 1,017,050

Notes / Assumptions:

- Traffic phasing per attached drawing, with traffic reduced to one lane on SBGP for entire duration of scope.
- CRCP to be sawcut full depth and removed in squares. CRCP squares to be hauled to yard, demoed and hauled offsite to waste
- Select limits increased slightly to allow ramps down into excavation.
- No excavation of subgrade included, only rework of top 6" of subgrade material. Any other subgrade repair to be paid by force account.
- All in place select fill and cement treated base to be removed and hauled offsite to waste. New material included in price to replace.
- Dowel bars at each end included and tie bars for phased construction, 3 CRCP slips assumed.
- Sixty 600 apartment driveway onto SBGP to be closed during Phase 1 of reconstruction. All traffic routed to Loyola Lane.
- Sidewalk grade to be reworked and replacement sidewalk to be placed on subgrade, no sand or other material included.
- Concrete rip rap slope to be placed with fiber mesh in concrete. Concrete to be pumped from SBML right lane and shoulder below.
- Traffic control includes initial barrier set and removal. Also includes support for OH sign changes and temp signage set/remove/maint.
- The existing light poles along inside shoulder will be removed and foundations demolished to allow working room. Will be replaced.
- OH sign changes per RCP letter are included.
- Includes cost for repairing and replacing drainage inlets tops. Any repair work for adjacent drainage line to be covered by force account.
- The landscape bed, mowstrip and trees/shrubs along with seeding have been credited, replaced with concrete rip rap slope.
- Assumes no change to existing flume above wall.
- Design costs only for FCR to revise landscape to concrete rip rap. No check included for flume capacity.

PHASE 1

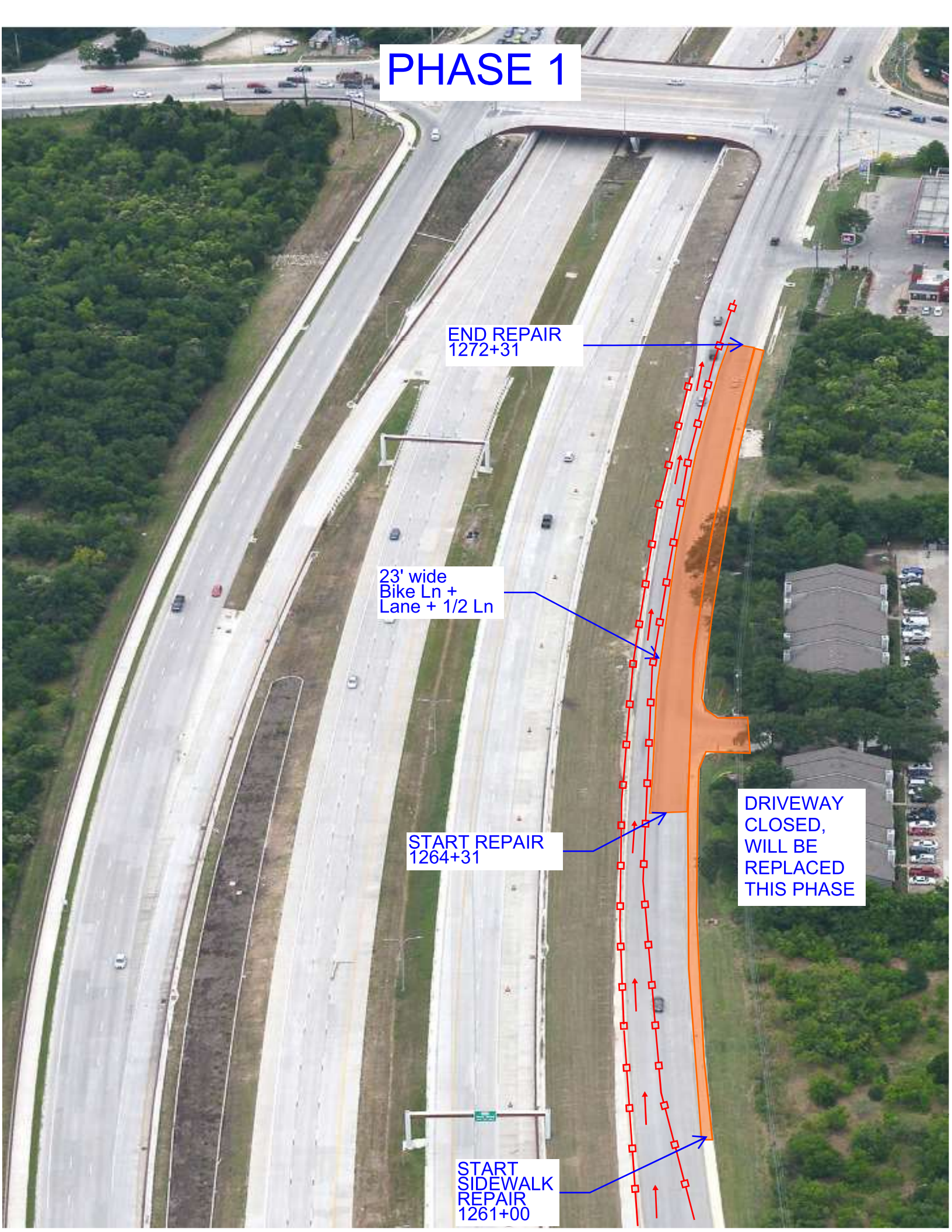
END REPAIR
1272+31

23' wide
Bike Ln +
Lane + 1/2 Ln

START REPAIR
1264+31

DRIVEWAY
CLOSED,
WILL BE
REPLACED
THIS PHASE

START
SIDEWALK
REPAIR
1261+00



PHASE 2

END REPAIR
1272+31

18'-19' wide
1/2 Ln + Lane

CONSTRUCT RIP
RAP 1264+25 -
1271+25

START REPAIR
1264+31

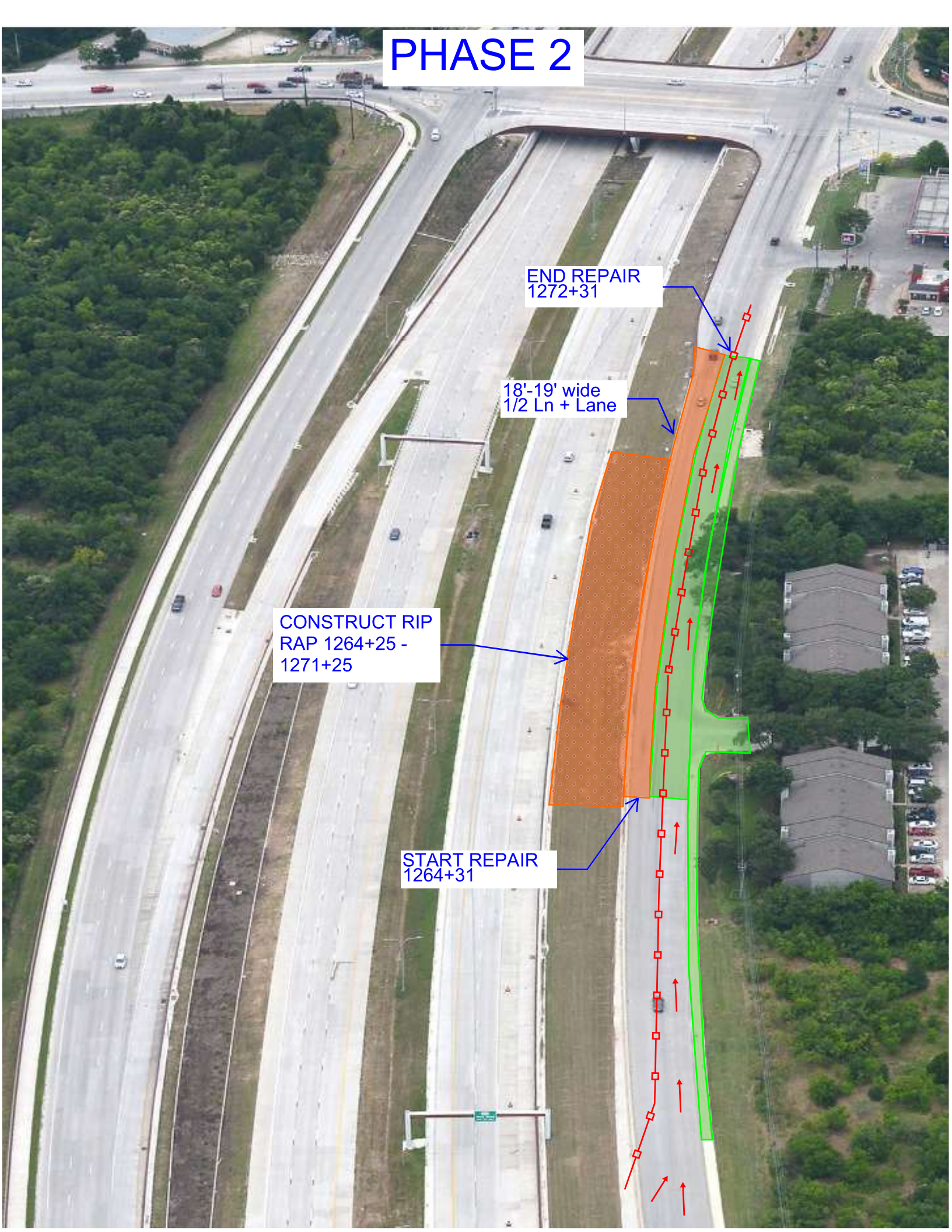


Exhibit C

Mobility Authority Independent Estimate for CO-21b (RCP-050
Rev01)

Design							
TxDOT Item Code	Item Description	Unit	Unit Cost	Estimated Qty.	Item Cost	Bid Tab and Unit Cost Notes	
1	N/A	CAD Tech.	Hour	\$130.00	4	\$520.00	Assumed loaded rate billed for CAD Tech.
2	N/A	Design Engr.	Hour	\$150.00	20	\$3,000.00	Assumed loaded rate billed for Design Engr.
3	N/A	Sr. Design Engr.	Hour	\$250.00	4	\$1,000.00	Assumed loaded rate billed for Sr. Design Engr.
Total Est. Design Cost						\$4,520.00	

Construction							
TxDOT Item Code	Item Description	Unit	Unit Cost*	Estimated Qty.	Item Cost	Bid Tab and Unit Cost Notes	
1	104-6001	REMOVING CONC (PAV)	SY	\$18.39	3,644	\$67,013.16	District 14 - 12-mo. avg. unit cost
2	105-6008	REMOVING STAB BASE AND ASPH PAV (6")	SY	\$13.00	4,000	\$52,000.00	Added 30% to unit cost since work hours limited due to nearby apartment complex
3	104-6036	REMOVING CONC (SIDEWALK OR RAMP)	SY	\$13.48	754	\$10,163.92	District 14 - 12-mo. avg. unit cost
4	110-6001	EXCAVATION (ROADWAY)	CY	\$18.00	2,223	\$40,014.00	District 14 - 12-mo. avg. unit cost, modified for tight work area and haul off, and work hours limited due to nearby apartment complex
5	132-6001	EMBANKMENT (FINAL)(ORD COMP)(TY A)	CY	\$16.08	370	\$5,949.60	Statewide 12-mo. avg. unit cost
6	247-6057	FL BS (CMP IN PLC)(TYE GR1-2)(FNAL POS)	CY	\$63.25	2,223	\$140,604.75	Statewide 12-mo. avg. unit cost
7	276-6205	CEM TRT(PLNT MX) (CL N)(TYA)(GR1-2)(6")	SY	\$26.00	4,000	\$104,000.00	Statewide 12-mo. avg. unit cost
8	341-6040	D-GR HMA TY-D PG64-22	TON	\$130.00	235	\$30,550.00	Statewide 12-mo. avg. unit cost, modified to include move costs
9	360-6004	CONC PVMT (CONT REINF - CRCP) (10")	SY	\$59.64	3,644	\$217,328.16	Statewide 3-mo. avg. unit cost
10	432-6001	RIPRAP (CONC)(4 IN)	CY	\$431.54	432	\$186,425.28	District 14 - 12-mo. avg. unit cost
11	465-6028	INLET (COMPL)(PCO)(6FT)(BOTH)	EA	\$10,075.00	2	\$20,150.00	Statewide 12-mo. avg. unit cost
12	529-6008	CONC CURB & GUTTER (TY II)	LF	\$23.40	800	\$18,720.00	Statewide 12-mo. avg. unit cost
13	531-6001	CONC SIDEWALKS (4")	SY	\$100.00	754	\$75,400.00	
14	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF	\$0.17	1,000	\$170.00	Temp. striping for staging, assumed qty.
15	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	\$0.14	1,600	\$224.00	Temp. striping for staging, assumed qty.
16	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	\$0.15	1,600	\$240.00	Temp. striping for staging, assumed qty.
17	677-6001	ELIM EXT PAV MRK & MRKS (4")	LF	\$0.39	4,200	\$1,638.00	
18	502-6001	BARR, SIGNS, TRAFFIC HANDLING	MO	\$7,962.00	5	\$39,810.00	
19	512-6029	PORT CTB (MOVE)(F-SHAPE)(TY 1)	LF	\$25.00	1,200	\$30,000.00	
20	512-6053	PORT CTB (REMOVE)(F-SHAPE)(TY 1)	LF	\$15.00	1,200	\$18,000.00	
21	XX-XXXX	TRAFFIC SIGNAL MONITORING AND REVISIONS	DAY	\$1,000.00	6	\$6,000.00	Likely this will be Paradigm (CRC subconsultant)
22	XXX-XXXX	REVISE LAST FREE EXIT SIGNS PER RCP-050Rev1 EXHIBIT	EA	\$12,000.00	1	\$12,000.00	Assumed cost based on estimated crew efforts
Total Est. Construction Cost						\$1,076,400.87	

Subtotal Design and Constr. Est. Cost \$1,080,920.87

* TxDOT Austin District 14 Avg. Low Bid, April 2020 TxDOT data (3-mo. Avg.), unless otherwise noted

2% QC	\$21,528.02
1% Environmental	\$10,764.01
2% Bonds, Warranty, Insurance	\$21,528.02
20% Risk	\$215,280.17

Total Est. Cost **\$1,350,021.09**

Exhibit D

Request for Change Proposal, RCP-050 Rev01



August 14, 2020

Mr. Scott Yargas
Project Manager
Colorado River Constructors
7901 E. Riverside Drive, Building 1, Suite 100
Austin, TX 78744

Subject: 183 South Project
Request for Change Proposal #050 Rev01: **Wall 125 Differing Site Condition – Part B, SBGP Reconstruction**

Dear Mr. Yargas:

In accordance with Section 14.2.1.1 of the Design/Build Contract (“D/B Contract”), the Central Texas Regional Mobility Authority (“Mobility Authority”) is hereby submitting a Request for Change Proposal (“RCP”) to reconstruct the southbound US 183 general-purpose lanes and associated work adjacent to Retaining Wall 125 as follows:

- CRCP, HMA Bond breaker, Cement Treated Base, and Curb removal and reconstruction from Sta. 1264+31 to the existing CRCP transverse joints at approx. Sta. 1272+31
- Sidewalk removal and reconstruction from Sta. 1261+00 to approx. Sta. 1272+31
- Select Fill removal and reconstruction from Sta. 1265+10 to Sta. 1268+60
- Stabilize subgrade from Sta. 1265+10 to Sta. 1268+60
- Construct 4” concrete rip rap from Sta. 1264+25 to Sta. 1271+25 in lieu of seeding and planting areas between the SBGP lanes and the RW-125 upper flume, including hydraulic evaluation of the existing flume as constructed to account for the change from grass to concrete
- The intent is to maintain a single open SBGP lane through the limits of this Change Order work during which time tolling will be temporarily suspended for the SB 51st St./MLK exit ramp, essentially temporarily relocating the SB Last Free Exit while keeping the SB Loyola Lane exit open and intended for local traffic and business access. CRC to provide adequate signing for the relocated Last Free Exit and temporary toll suspension including but not limited to temporary removal or suitable covering for all existing “Last Free Exit” guide signs and exit ramp toll signs, display of temporary signs, and PCMS messaging prior to and during this work to clearly notify drivers of the temporary condition, in accordance with the included exhibit. Temporary signing plan to be approved by the Mobility Authority prior to beginning the work. Signage related to traffic control will be per appropriate TxDOT Standard and is not described in the included exhibit.
- CRC to provide intersection monitoring and signal timing temporary revisions, as deemed necessary, for the SBGP/Loyola Ln. intersection during the proposed work.



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY



The work associated with the items described above is quantifiable and pricing for this scope of work is expected to be included in the response to this RCP. However, it is expected that underlying roadway materials in addition to those listed above, including but not limited to select fill, subgrade, undercut and backfill, and underdrain, may require further reconstruction for which the limits are not determinable until the upper pavement structure has been removed. To address these items not yet quantifiable, any actual work performed in addition to that listed above, per the direction of the Mobility Authority, will be tracked and documented daily as Time and Materials per the requirements of D/B Contract Section 14.7 and included in a future Change Order.

In accordance with D/B Contract Section 14.9 as it applies to the requested work – “No time extension shall be available with respect to Differing Site Conditions, and no delay damages shall be recovered.”

Pursuant to Section 14.2.1.2 of the Design/Build Contract, please schedule an initial consultation with the Mobility Authority to discuss the specific scope associated with this RCP. The Mobility Authority looks forward to discussing this potential change with you.

Sincerely,

Daniel W. Freeman, P.E.
CDA Manager

Cc: Justin Word, P.E.
Darren Halla, P.E.
Charlotte Gilpin, P.E.
April Sandoval, P.E.

Gilbert Sylva, P.E.
Mike Sexton, P.E.
Rob Krupa, P.E.

Jenie Garcia
Lloyd Chance

Enclosure

Correspondence from the 183 South Project Office

Page 2 of 2

(Exhibit follows Page 2 of 2)

183S SBGP RECONSTRUCTION - SIGNING EXHIBIT

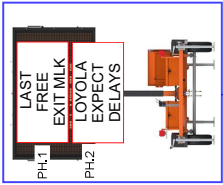
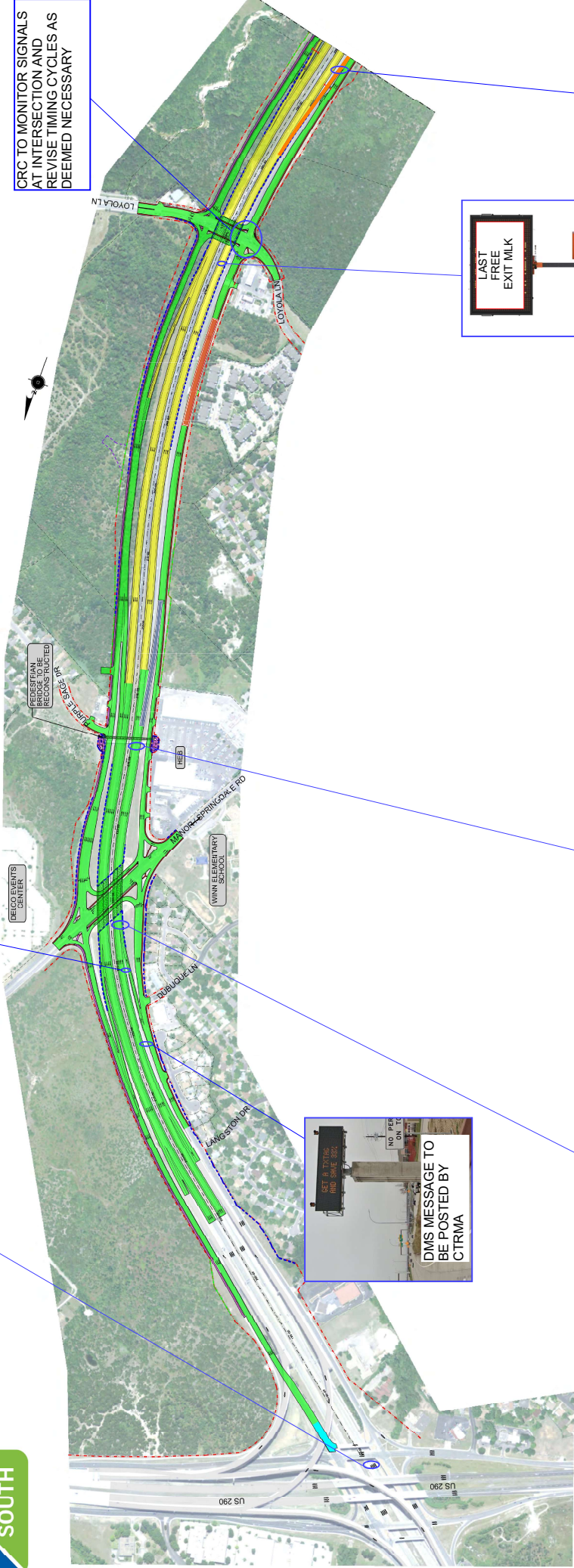


LEGEND



- APPROX. SBGP RECONSTRUCTION LIMITS, ONE LANE OPEN THROUGH THIS AREA
- SB LOYOLA EXIT RAMP - REMAINS OPEN AND INTENDED FOR LOCAL AND BUSINESS ACCESS
- SB 51st/MLK EXIT RAMP - OPEN AND TEMPORARILY NON-TOLLED

CRC TO MONITOR SIGNALS AT INTERSECTION AND REVISE TIMING CYCLES AS DEEMED NECESSARY



COVER/REMOVE EXIST. LAST FREE EXIT AND AIRPORT PLACARDS (TYP. 3 LOCATIONS)

