

## Change Order #2 Las Milpas Road

Owner: Hidalgo County Precinct #2

To: GO Underground, LLC  
217 E. Monroe Ave.  
Harlingen Texas 78550-5519

From: B2Z Engineering

Project: Las Milpas Road  
Contract: C-22-0094-09-06(ARPA 22- 122-109)  
Limits: McColl Rd (FM 3062) to 10<sup>th</sup> Street (FM 336)

Change Order #2 has been approved to make the following Contract Changes:

### Description:

Change Order No.2 adds a new pay item into the estimate to adjust a City of Hidalgo 12" water line that conflicts with the proposed 15" storm sewer and Jnt A-I at McColl Road. GO provided a reasonable price to relocate the 12" water line around the storm sewer to reconnect.

The Hidalgo County Precinct 2 reviewed GO's estimate and agrees with Change Order No.2. The change does not impact the original environmental assessment, does not impact TDLR elements, does not impact wetlands, waters of the US, or archeological, historical, or social issues, such as endangered species or regulated areas within the project. This change order will not cause a disturbance that requires a site notification.

B2Z reviewed Change Order #2 with Precinct #2 to explain the cost breakdown of items for payment according to the plans. See the TxDOT Change Order Form 2146-L used to describe bid item, the reason for changes and the overall cost in Change Order #2. Change Order No.2 has been reviewed and signed by both Hidalgo County Precinct 2 and the GO Underground for the additional funding and work involved. The breakdown of individual items, prices and time were within reason for a lump sum item.

No time is added by CO #2. The revised plan sheet 115a shows the 12" waterline adjustment. Plan sheets 133a and 133b introduce two new standard plan sheets to cast in place the 7x7 and 7x9 box culverts in lieu of precast box culverts. GO will cast in place both structures at no extra cost to Precinct #2.

Plan Sheets: Sht. 115a,  
Added Sheets: Sht. 133a, 133b.

<b>CHANGE IN CONTRACT PRICE:</b>	<b>CHANGE IN CONTRACT TIME:</b>
Original Contract Price <u>\$3,694,806.64</u> ✓	Original Contract Time <u>160 working Days</u> ✓
Previous Change Orders <u>-\$328,176.60</u> ✓	Previous Change Orders 0 Working Days

Contract Price prior to this Change Order <u>\$3,366,630.04</u> ✓	Contract Time prior to this Change Order <u>160 Working Days</u>
Net increase/decrease of the Change Order <u>\$21,700.00</u>	Net increase/decrease of the Change Order <u>0 Working Days</u>
Contract Price with all approved Change Orders <u>\$3,388,330.04</u> ✓	Contract Time with all approved Change Orders <u>160 Working Days</u>

## **INSTRUCTIONS FOR PREPARING THE CHANGE ORDER (Local Agency)**

The following information is provided to assist you in preparing the Change Order (CO).

- 1 Insert the Contractor's name as it appears in the contract.
- 2 Insert the work limits for the Change Order.
- 3 Indicate if a change is major or minor.
- 4 Give a narrative of the revised work being authorized in the change order.

If the CO affects pedestrian elements, state in the narrative that a copy of this CO must be sent to the Field Coordination Section of the Design Division.

Address time by one of the following methods:

- 1) Add the time extension number and time in the box provided.
- 2) State in the narrative that no time is added by this CO.
- 3) State in the narrative that time will be addressed later in the project when the time impact of the change order is better known.

Methods 1 and 2 are preferred. Method 3 should not be a normal practice. If time can not be agreed on with the contractor upon execution of a CO, method 3 is acceptable. In this case, time associated with this CO will be non-participating until the time justification is provided.

- 5 Attach any new/revised plan sheet(s).
- 6 For TxDOT use only. The TxDOT representative must designate if this change order is participating by providing a value for the days and amount participating. If the change order is non-participating, enter a zero "0" in the fields.
- 7 Direct the contractor to sign in the contractor's signature block.
- 8 Affix the seal of the authorized local representative in the space located at the left corner of the bottom of the CO Form. Adhere to Change Order Approval Policy of local agency.

**CONSTRUCTION CONTRACT CHANGE ORDER NUMBER: 2**

1. CONTRACTOR: GO Underground, LLC
2. Change Order Work Limits: Sta. 170+00 to Sta. 171+00
3. Type of Change (on federal-aid non-exempt projects): Minor (Major/Minor)
4. Describe the change and the reason for the change order. When necessary, include exceptions to this agreement.

CO #2 - Change Order #2, relocate a 12" WL that is in conflict with the 15"SS & Inlet A-1 at McColl Rd. The City of Hidalgo 12" WL to go under Inlet A-1 and the 15" RCP and reconnect at McColl Rd.

Added plan sheets - 133a,133b, Cast In Place(SSC-7, 7' Single Box Culvert, 0'-30' Fill)

CCSJ: NA

Project: Las Millpas Road

Highway: Las Millpas Road

County: Hidalgo

District: Pharr

Contract Number: C-22-0094-09-06

5. New or revised plan sheet(s) are attached and numbered: 115a, 133a, 133b
- Each signatory hereby warrants that each has the authority to execute this Change Order.

<p>By signing this change order, the contractor 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. Further, the contractor agrees that this agreement is made in accordance with Item 4 and the Contract. Exceptions should be noted in the response for #5 above.</p>	<p>The following information must be provided</p> <p>Time Ext. #: <u>0</u> Days added on this C.O.: <u>0</u></p> <p>Amt. added by this change order: <u>\$21,700.00</u></p>
<p>THE CONTRACTOR Date _____</p> <p>By <u>George Olivares</u></p> <p>Typed/Printed Name <u>George Olivares</u></p> <p>Typed/Printed Title <u>President</u></p>	<p>For TxDOT use only:</p> <p>Days participating: <u>0</u></p> <p>Amount participating: <u>NA</u></p> <p>Signature _____ Date _____</p> <p>Name/Title _____</p>

**RECOMMENDED FOR EXECUTION:**

[Signature] 3/7/23  
Name/Title \_\_\_\_\_ Date \_\_\_\_\_

Name/Title \_\_\_\_\_ Date \_\_\_\_\_  
 APPROVED  REQUEST APPROVAL

\_\_\_\_\_  
Name/Title \_\_\_\_\_ Date \_\_\_\_\_

Name/Title \_\_\_\_\_ Date \_\_\_\_\_  
 APPROVED  REQUEST APPROVAL

\_\_\_\_\_  
Name/Title \_\_\_\_\_ Date \_\_\_\_\_

Name/Title \_\_\_\_\_ Date \_\_\_\_\_  
 APPROVED  REQUEST APPROVAL

\_\_\_\_\_  
Name/Title \_\_\_\_\_ Date \_\_\_\_\_

Name/Title \_\_\_\_\_ Date \_\_\_\_\_  
 APPROVED

Engineer's Seal:



# CONSTRUCTION CONTRACT CHANGE ORDER NUMBER: 1 \_\_\_\_\_

Estimated Cost:

CCSI: c-22-0094-09-06

TABLE A: Force Account Work and Materials Placed Into Stock

Paid by Invoice? (  Yes  No )

LABOR	HOURLY RATE	EQUIPMENT	HOURLY RATE

TABLE B: Contract Items

ITEM	DESCRIPTION	UNIT	UNIT PRICE	ORIGINAL + PREVIOUSLY REVISED		NEW		OVERRUN/ UNDERRUN
				QUANTITY	ITEM COST	QUANTITY	ITEM COST	
9002-002	Adjust 12" WL	LS	21,700.00	0.00	0.00	1.00	21,700.00	21,700.00
<b>TOTALS</b>					0.00		21,700.00	21,700.00





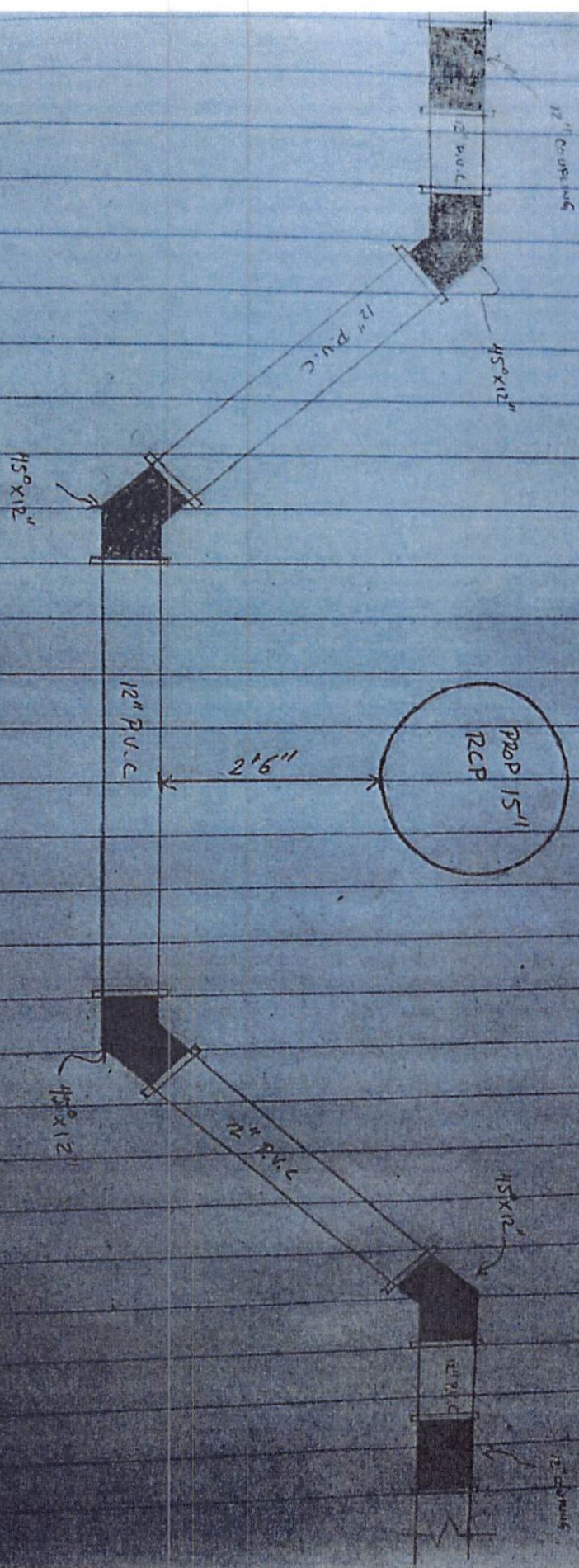


CO #2 - 12WL in conflict w/  
15" SS and Inlet A-1

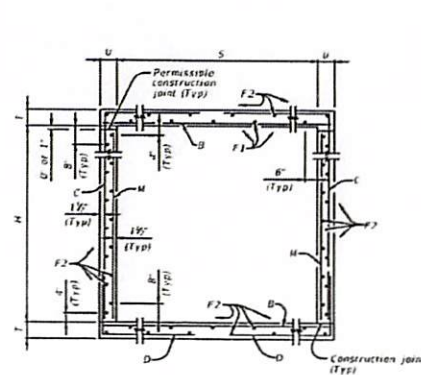
ITEM	DISCRIPTION	MEASURE	UNIT	UNIT TOTAL	TOTAL
1	45s 12"	EACH	4	\$ 1,600.00	\$ 6,400.00
2	coupling 12"	EACH	2	\$ 1,600.00	\$ 3,200.00
3	12" pipe c900	LF	60	\$ 135.00	\$ 8,100.00
5	EXCAVATOR	DAYS	2	\$ 800.00	\$ 1,600.00
6	BACKHOE	DAYS	2	\$ 400.00	\$ 800.00
7	COMPACTOR	DAYS	2	\$ 400.00	\$ 800.00
8	WATER TRUCK	DAYS	2	\$ 400.00	\$ 800.00
					\$21,700.00

LAS MILPAS

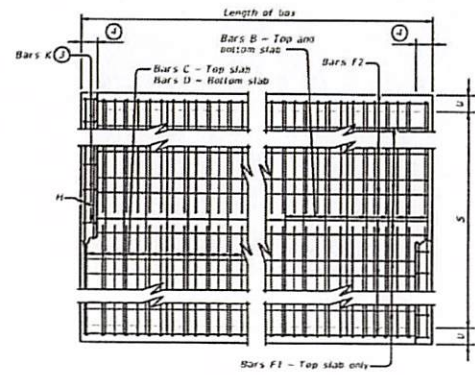
STA: 130+40



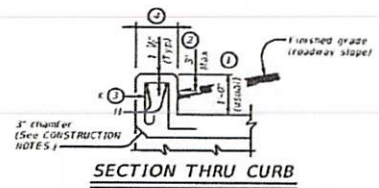
DESIGNER: [Name], [Title], [Company], [Address], [City], [State], [Zip].  
 DATE: [Date] FILE: [File Number]



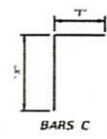
**TYPICAL SECTION**



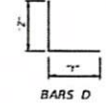
**PLAN OF REINF STEEL**



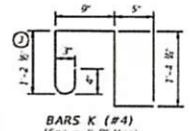
**SECTION THRU CURB**



**BARS C**



**BARS D**



**BARS K (#4)**  
(Spa = 1'-0" Max)  
(Length = 4'-2")

- ① 0'-Nil to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T&E or T&J bridge rail, refer to the Mounting Details for T&E or T&J Bridge Rails (T&E-T&J) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T&E or T&J.
- ② For vehicle safety, the following requirements must be met:
  - For structures without bridge rail, construct curbs no more than 3" above finished grade.
  - For structures with bridge rail, construct curbs flush with finished grade. Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
- ③ For curbs less than 1'-0" high, lift Bars K or reduce bar height as necessary to maintain cover. For curbs less than 2" high, Bars K may be omitted.
- ④ 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, F, F1, F2, H, and J with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1084. The area of required reinforcement may be reduced by the ratio of 80 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 @ 60" Spacing with WWR  
 Required WWR = (0.44 sq. in. per U.S. #1) x (60 ksi / 70 ksi) = 0.375 sq. in. per ft.  
 If D30 wire is used to meet the 0.375 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.375 sq. in. per ft.) x (12 in. per ft.) = 2.98" Max Spacing. Required lap length for the provided D30 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

- CONSTRUCTION NOTES:**
- Do not use formwork for curbs.
  - Chamber the bottom edge of the top slab 3" at the entrance.
  - Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised. Bars C and D may be reversed.
- MATERIAL NOTES:**
- Provide Grade 60 reinforcing steel.
  - Provide galvanized reinforcing steel if required elsewhere in the plans.
  - Provide Class C concrete (f'c = 3,600 psi) for culvert barrel and curb with the following exceptions - provide Class S concrete (f'c = 4,000 psi) for top slabs of:
    - culverts with aerails.
    - culverts with 1-to-2 coarse surface treatment, or
    - culverts with the top slab as the final riding surface.
  - Provide bar laps, where required, as follows:
    - Uncoated or galvanized - #3 = 1'-0" Min
    - Uncoated or galvanized - #5 = 2'-0" Min
    - Uncoated or galvanized - #6 = 2'-6" Min
- GENERAL NOTES:**
- Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
  - See the Single Box Culverts Cast-in-Place Miscellaneous Detail (SCC-ND) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise.  
 Reinforcing bar dimensions shown are out-to-out of bar.

**CO #2 - Add plan sheet to provide a Cast in Place Standard Sits**

HL93 LOADING
SHEET 1 OF 2

Bridge Division Standard

**SINGLE BOX CULVERTS**  
**CAST-IN-PLACE**  
**0' TO 30' FILL**

133a
SCC-7

REV	DATE	BY	CHK	APP	DESCRIPTION
1	February 2023				ISSUED FOR CONSTRUCTION

SECTION DIMENSIONS				FILL HEIGHT (3)	BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																				QUANTITIES																		
S	H	T	U		Bars B				Bars C				Bars D				Bars M - #4				Bars #1 - #4 at 18" Spa		Bars #2 - #4 at 18" Spa		Bars #4 - #4		Bars K		Per Foot of Barrel		Curb		Total										
					No.	Size	Spa	Length	Weight	No.	Size	Spa	Length	Weight	X	Y	No.	Size	Spa	Length	Weight	X	Y	No.	Length	Wt	No.	Length	Wt	Length	Wt	No.	Wt	Conc (CY)	Reinf (LD)	Conc (CY)	Reinf (Lb)	Conc (CY)	Reinf (Lb)				
2'-0"	2'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	7'-11"	1,338	3'-0"	4'-5"	162	#5	6"	7'-11"	1,197	3'-5"	2'-8"	108	9"	3'-0"	216	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.533	124.8	0.6	71	21.9	3,062
2'-0"	2'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	8'-0"	1,352	3'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	3'-0"	216	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.583	125.5	0.6	71	23.9	3,090
2'-0"	2'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	8'-2"	1,380	3'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	3'-0"	164	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.663	126.3	0.6	78	27.1	3,128
2'-0"	2'-0"	11"	8"	30'	108	#6	9"	8'-1"	1,311	162	#5	6"	8'-3"	1,394	3'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	3'-0"	164	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.714	127.0	0.6	78	29.2	3,158
2'-0"	2'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	8'-11"	1,507	4'-0"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	4'-0"	289	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.576	130.8	0.6	71	23.0	3,304
2'-0"	2'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	9'-0"	1,521	4'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	4'-0"	289	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.627	131.5	0.6	71	25.7	3,332
2'-0"	2'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	9'-2"	1,549	4'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	4'-0"	219	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.712	131.9	0.6	78	29.1	3,352
2'-0"	2'-0"	11"	8"	30'	162	#6	9"	8'-1"	1,967	162	#5	6"	9'-3"	1,563	4'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	4'-0"	219	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.763	149.0	0.6	78	31.1	6,036
2'-0"	2'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	9'-11"	1,676	5'-0"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	3'-0"	361	5	39'-9"	133	35	39'-9"	329	7'-11"	21	18	50	0.619	139.5	0.6	71	25.4	5,651
2'-0"	2'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	10'-0"	1,690	5'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	3'-0"	361	5	39'-9"	133	35	39'-9"	329	7'-11"	21	18	50	0.670	140.2	0.6	71	27.4	5,679
2'-0"	2'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	10'-2"	1,718	5'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	3'-0"	274	5	39'-9"	133	35	39'-9"	329	8'-1"	22	20	56	0.761	140.1	0.6	78	31.1	5,682
2'-0"	2'-0"	11"	8"	30'	162	#6	9"	8'-1"	1,967	162	#5	6"	10'-3"	1,732	5'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	3'-0"	274	5	39'-9"	133	35	39'-9"	329	8'-1"	22	20	56	0.813	157.2	0.6	78	33.1	6,358
2'-0"	2'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	10'-11"	1,845	6'-0"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	6'-0"	433	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.663	148.2	0.6	71	27.1	3,999
2'-0"	2'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	11'-0"	1,859	6'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	6'-0"	433	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.713	148.9	0.6	71	29.1	6,027
2'-0"	2'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	11'-2"	1,887	6'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	6'-0"	429	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.811	148.4	0.6	78	33.1	6,013
2'-0"	2'-0"	11"	8"	30'	162	#6	9"	8'-1"	1,967	162	#5	6"	11'-3"	1,901	6'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	6'-0"	429	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.862	165.5	0.6	78	35.1	6,697
2'-0"	2'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	11'-11"	2,014	7'-6"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.706	154.2	0.6	71	28.8	6,240
2'-0"	2'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	12'-0"	2,028	7'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.756	154.9	0.6	71	30.8	6,268
2'-0"	2'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	12'-2"	2,056	7'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.860	157.0	0.6	78	35.0	6,358
2'-0"	2'-0"	11"	8"	30'	162	#6	9"	8'-1"	1,967	162	#5	6"	12'-3"	2,070	7'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.912	174.1	0.6	78	37.1	7,042

DISCLAIMER: The user of this software is responsible for the design and construction of the structure. The user shall be held responsible for any errors or omissions in the design and construction of the structure. The user shall be held responsible for any damages or liabilities resulting from the use of this software.

(3) For direct traffic culverts (fill height is 2' LL), identify the required box size and select the option with the minimum fill height.

CO #2 - Add plan sheet to provide a Cast in Place Standard Shts

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation
Bridge Division Standard

SINGLE BOX CULVERTS  
CAST-IN-PLACE  
0' TO 30' FILL

SCC-7

Date: 11/14/2011 11:43 AM  
 User: J. L. ...  
 Project: ...  
 Sheet: ...

133b