

RECEIVED
FEB 20 2014
BY: PST

WILLIAMSON COUNTY, TEXAS
CHANGE ORDER NUMBER: 08

Received
FEB 21 2014

HNTB Corporation
Round Rock

- 1. CONTRACTOR: Chasco Constructors
- 2. Change Order Work Limits: Sta. 1+15.93 to Sta. 209+92.3
- 3. Type of Change (on federal-aid non-exempt projects): Minor (Major/Minor)
- 4. Reasons: 2E, 3M (3 Max. - In order of importance - Primary first)

Project: 10WC822
 Roadway: Chandler Ph 3A
 Purchase Order Number: _____

5. Describe the work being revised:
2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). Adjustment of quantities to meet final field conditions. **3M: County Convenience. Other.** As required by Item 585, this Change Order also adds a Contract item to adjust the amount of compensation to be paid to the Contractor in proportion to the ride quality of the final asphalt surface on the project as measured by an inertial profiler.

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

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>2/20/14</u></p> <p>By <u>Chuck Glace</u></p> <p>Typed/Printed Name <u>CHUCK GLACE</u></p> <p>Typed/Printed Title <u>PRESIDENT</u></p>	<p>The following information must be provided</p> <p>Time Ext. #: <u>N/A</u> Days added on this CO: <u>0</u></p> <p>Amount added by this change order: <u>\$22,741.26</u></p>
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RECOMMENDED FOR EXECUTION:

John D. F. P.E. 2/25/14
 Project Manager Date

N/A
 Design Engineer Date

M. J. [Signature] 2/26/2013
 Program Manager Date

Design Engineer's Seal:

N/A

County Commissioner Precinct 1 Date
 APPROVED REQUEST APPROVAL

County Commissioner Precinct 2 Date
 APPROVED REQUEST APPROVAL

County Commissioner Precinct 3 Date
 APPROVED REQUEST APPROVAL

County Commissioner Precinct 4 Date
 APPROVED REQUEST APPROVAL

APPROVED County Judge Date

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. County 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 County 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 County 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

Williamson County Road Bond Program

**Chandler Rd. Phase 3A
Williamson County Project No. 10WC822**

Change Order No. 08

Reason for Change

This Change Order provides for balancing the overrun / underrun Contract quantities for the project as a result of addressing field conditions not accounted for in the original plan quantities.

As required by Item 585 Ride Quality for Pavement Surfaces, this Change Order adds a new Contract Item to adjust the amount of compensation to be paid to the Contractor in proportion to the ride quality of the final hot mix asphalt pavement surface. The pay adjustment is based on ride quality analyses completed with an inertial profiler (see attached back-up reports). This adjustment is made as it relates directly to the smoothness of the final pavement surface.

Following are new items required for this change order:

ITEM	DESCRIPTION	UNIT	QTY
585-2002	RIDE QUALITY FOR PAVEMENT SURFACES BONUS/PENALTY	DOL	6,653.00

This Change Order results in net increase of \$22,741.26 to the Contract amount, for an adjusted Contract amount of \$7,394,004.98. The original Contract amount was \$6,654,874.15. As a result of this and all Change Orders to date, \$739,130.83 has been added to the Contract, resulting in an 11.1% net increase in the Contract Cost. No additional days will be added to or deducted from the Contract as a result of this Change Order.

HNTB Corporation

James Klotz, P.E.

Chandler Road Phase 3A

Project: 10WC822

ITEM 585-2002 RIDE QUALITY FOR PAVEMENT SURFACES

RIDE QUALITY BONUS / PENALTY				
Lane	Average IRI	Total IRI Adjustments	Bump Adjustments	Total Bonus or Penalty
Eastbound	51.35	\$3,761.00	\$0.00	\$3,761.00
Westbound	53.7	\$2,892.00	\$0.00	\$2,892.00
Totals		\$6,653.00	\$0.00	\$6,653.00

Chandler RD EXT. 3A QA

Eastbound Lane

Ride Quality Analysis Rel 2008.11.11

TxDOT Smoothness Specification 585 Pay Schedule 3

Report run on Wednesday Dec 12 2012 12:40:11PM

Input profile data file created Wednesday Dec 12 2012 12:38:27PM

District 14	Highway CHANDLER RD EXT 3A
Area Office Georgetown	Beg RM 0000+00.000
County 246	Beg Station 0001+15.0
CSJ 0000-00-000	Lane roadbed K1
Phone 512-858-2993	Name PaveTex
Input file c:\program files\dynatest\rspwin\data\apac-tx--wheeler\2012\chandler rd. ext. 3a 12-12-12\chrdex3aebk1.pro	
Comment	
Comment	

No Bump penalties assessed.
 Bonus paid for average IRIs of 30(\$300) to 60(\$0)
 No penalties assessed for high IRIs.
 Bonus NOT paid in sections with bump.

Profile Length(Miles) 3.9901 Length(Station Units) 0210+67.7ft.

Distance	Station	Type	Width(feet)	Elev(inches)
00.0035	0001+33.5	Dip	3.3	-.21
03.0202	0160+61.8	Bump	2.0	.17
03.9877	0211+70.3	Bump	4.0	.20

Bumps/dips detected 3

*Notes: Bumps closer than 5 feet are not shown or counted.

Bump widths shown are not a true indication of the actual bump width but rather the portion of the bump exceeding 0.15 inches from the moving average of the profile.

Distance	Station	PSI	IRI(L)	IRI(R)	Avg IRI	Pay*SectLen	Pay
00.1000	6+43.0	3.85	93.34	86.46	90.00	\$ 0*(0.1000/0.10)	\$ 0
00.2000	11+71.0	4.57	53.86	61.61	58.00	\$ 20*(0.1000/0.10)	\$ 20
00.3000	16+99.0	4.58	51.29	63.46	57.00	\$ 30*(0.1000/0.10)	\$ 30
00.4000	22+27.0	4.73	45.89	55.13	51.00	\$ 90*(0.1000/0.10)	\$ 90
00.5000	27+55.0	4.69	54.18	52.38	53.00	\$ 70*(0.1000/0.10)	\$ 70
00.6000	32+83.0	4.76	46.31	49.91	48.00	\$120*(0.1000/0.10)	\$ 120
00.7000	38+11.0	4.84	39.43	44.97	42.00	\$180*(0.1000/0.10)	\$ 180
00.8000	43+39.0	4.68	51.92	55.18	54.00	\$ 60*(0.1000/0.10)	\$ 60
00.9000	48+67.0	4.79	44.96	46.10	46.00	\$140*(0.1000/0.10)	\$ 140
01.0000	53+95.0	4.79	43.74	48.16	46.00	\$140*(0.1000/0.10)	\$ 140
01.1000	59+23.0	4.77	45.92	48.59	47.00	\$130*(0.1000/0.10)	\$ 130
01.2000	64+51.0	4.63	55.23	55.93	56.00	\$ 40*(0.1000/0.10)	\$ 40
01.3000	69+79.0	4.32	71.26	64.58	68.00	\$ 0*(0.1000/0.10)	\$ 0
01.3855	74+30.4	4.71	55.40	49.18	52.00	\$ 80*(0.0855/0.10)	\$ 68
						Pay Adjustment Subtotal	\$ 1088

01.3855-01.4353 miles *** Leave Out

Distance	Station	PSI	IRI(L)	IRI(R)	Avg IRI	Pay*SectLen	Pay
01.5000	80+35.0	4.86	42.00	40.03	41.00	\$190*(0.0647/0.10)	\$ 123
01.6000	85+63.0	4.76	51.00	44.36	48.00	\$120*(0.1000/0.10)	\$ 120
01.7000	90+91.0	4.86	40.17	41.33	41.00	\$190*(0.1000/0.10)	\$ 190
01.8000	96+19.0	4.83	43.58	41.86	43.00	\$170*(0.1000/0.10)	\$ 170

01.9000	101+47.0	4.77	45.33	49.53	47.00	\$130*(0.1000/0.10)	\$ 130
02.0000	106+75.0	4.71	52.18	52.45	52.00	\$ 80*(0.1000/0.10)	\$ 80
02.1000	112+03.0	4.62	57.96	53.40	56.00	\$ 40*(0.1000/0.10)	\$ 40
02.2000	117+31.0	4.73	54.42	46.40	50.00	\$100*(0.1000/0.10)	\$ 100
02.3000	122+59.0	4.59	53.83	59.93	57.00	\$ 30*(0.1000/0.10)	\$ 30
02.4000	127+87.0	4.85	39.24	43.95	42.00	\$180*(0.1000/0.10)	\$ 180
02.5000	133+15.0	4.78	44.61	48.53	47.00	\$130*(0.1000/0.10)	\$ 130
02.6000	138+43.0	4.83	40.11	45.35	43.00	\$170*(0.1000/0.10)	\$ 170
02.7000	143+71.0	4.84	39.99	44.27	42.00	\$180*(0.1000/0.10)	\$ 180
02.8000	148+99.0	4.82	45.12	42.30	44.00	\$160*(0.1000/0.10)	\$ 160
02.9000	154+27.0	4.86	37.95	43.47	41.00	\$190*(0.1000/0.10)	\$ 190
03.0000	159+55.0	4.84	39.15	44.62	42.00	\$180*(0.1000/0.10)	\$ 180
03.1000	164+83.0	4.48	50.70	71.47	61.00	\$ 0*(0.1000/0.10)	\$ 0
03.2000	170+11.0	4.62	57.84	53.75	56.00	\$ 40*(0.1000/0.10)	\$ 40
03.3000	175+39.0	4.62	53.90	57.48	56.00	\$ 40*(0.1000/0.10)	\$ 40
03.4000	180+67.0	4.65	49.17	60.31	55.00	\$ 50*(0.1000/0.10)	\$ 50
03.5000	185+95.0	4.68	49.34	57.52	53.00	\$ 70*(0.1000/0.10)	\$ 70
03.6000	191+23.0	4.72	42.46	59.96	51.00	\$ 90*(0.1000/0.10)	\$ 90
03.7000	196+51.0	4.71	45.79	57.77	52.00	\$ 80*(0.1000/0.10)	\$ 80
03.8000	201+79.0	4.73	50.17	50.47	50.00	\$100*(0.1000/0.10)	\$ 100
03.9000	207+07.0	4.58	59.51	55.34	57.00	\$ 30*(0.1000/0.10)	\$ 30
03.9901	211+82.7	4.57	56.35	58.70	58.00	\$ 0*(0.0901/0.10)	\$ 0
Pay Adjustment Subtotal							\$ 2673

*** IRI bonus of \$20 withheld this section due to bumps.

Ave Left IRI 49.9 Ave Right IRI 52.8 Ave IRI 51.35

Total IRI adjustments \$ 3761
Total Bump adjustments \$ 0
Total adjustments \$ 3761

Chandler RD EXT. 3A QA

Westbound Lane

Ride Quality Analysis Rel 2008.11.11

TxDOT Smoothness Specification 585 Pay Schedule 3

Report run on Wednesday Dec 12 2012 12:41:19PM

Input profile data file created Wednesday Dec 12 2012 12:38:37PM

District 14	Highway CHANDLER RD EXT 3A
Area Office Georgetown	Beg RM 0000+00.000
County 246	Beg Station 0211+36.0
CSJ 0000-00-000	Lane roadbed K6
Phone 512-858-2993	Name PaveTex
Input file c:\program files\dynatest\rspwin\data\apac-tx--wheeler\2012\chandler rd. ext. 3a 12-12-12\chr dex3wbk6.pro	
Comment	
Comment	

No Bump penalties assessed.
 Bonus paid for average IRIs of 30(\$300) to 60(\$0)
 No penalties assessed for high IRIs.
 Bonus NOT paid in sections with bump.

Profile Length(Miles) 3.9893 Length(Station Units) 0210+63.5ft.

Distance	Station	Type	Width(feet)	Elev(inches)
00.0013	0211+29.3	Dip	.3	-.33
00.0024	0211+23.5	Bump	.5	.16
00.6213	0178+55.5	Bump	.3	.17
02.9260	0056+86.8	Bump	5.5	.25
03.8685	0007+10.5	Bump	5.3	.23

Bumps/dips detected 5

*Notes: Bumps closer than 5 feet are not shown or counted.

Bump widths shown are not a true indication of the actual bump width but rather the portion of the bump exceeding 0.15 inches from the moving average of the profile.

Distance	Station	PSI	IRI(L)	IRI(R)	Avg IRI	Pay*SectLen	Pay
00.1000	206+08.0	4.39	62.24	67.74	65.00	\$ 0*(0.1000/0.10)	\$ 0
00.2000	200+80.0	4.70	57.52	47.80	53.00	\$ 70*(0.1000/0.10)	\$ 70
00.3000	195+52.0	4.74	52.04	46.64	49.00	\$110*(0.1000/0.10)	\$ 110
00.4000	190+24.0	4.78	47.67	45.38	47.00	\$130*(0.1000/0.10)	\$ 130
00.5000	184+96.0	4.79	44.56	46.62	46.00	\$140*(0.1000/0.10)	\$ 140
00.6000	179+68.0	4.70	57.03	48.66	53.00	\$ 70*(0.1000/0.10)	\$ 70
*** IRI bonus of \$70 withheld this section due to bumps.							
00.7000	174+40.0	4.70	49.99	55.77	53.00	\$ 0*(0.1000/0.10)	\$ 0
00.8000	169+12.0	4.71	49.99	54.41	52.00	\$ 80*(0.1000/0.10)	\$ 80
00.9000	163+84.0	4.80	47.08	43.03	45.00	\$150*(0.1000/0.10)	\$ 150
01.0000	158+56.0	4.84	43.27	41.32	42.00	\$180*(0.1000/0.10)	\$ 180
01.1000	153+28.0	4.75	48.66	48.81	49.00	\$110*(0.1000/0.10)	\$ 110
01.2000	148+00.0	4.81	43.60	45.04	44.00	\$160*(0.1000/0.10)	\$ 160
01.3000	142+72.0	4.69	50.09	55.94	53.00	\$ 70*(0.1000/0.10)	\$ 70
01.4000	137+44.0	4.78	49.20	44.30	47.00	\$130*(0.1000/0.10)	\$ 130
01.5000	132+16.0	4.80	45.33	45.14	45.00	\$150*(0.1000/0.10)	\$ 150
01.6000	126+88.0	4.73	53.10	48.11	51.00	\$ 90*(0.1000/0.10)	\$ 90
01.7000	121+60.0	4.81	44.69	43.54	44.00	\$160*(0.1000/0.10)	\$ 160
01.8000	116+32.0	4.70	51.84	53.88	53.00	\$ 70*(0.1000/0.10)	\$ 70
01.9000	111+04.0	4.71	51.69	51.52	52.00	\$ 80*(0.1000/0.10)	\$ 80

02.0000	105+76.0	4.70	57.59	47.34	52.00	\$ 80*(0.1000/0.10)	\$ 80
02.1000	100+48.0	4.77	48.80	45.21	47.00	\$130*(0.1000/0.10)	\$ 130
02.2000	95+20.0	4.71	50.78	52.75	52.00	\$ 80*(0.1000/0.10)	\$ 80
02.3000	89+92.0	4.73	49.46	51.65	51.00	\$ 90*(0.1000/0.10)	\$ 90
02.4000	84+64.0	4.77	44.03	50.08	47.00	\$130*(0.1000/0.10)	\$ 130
02.5000	79+36.0	4.52	58.43	60.49	59.00	\$ 10*(0.1000/0.10)	\$ 10
02.5532	76+55.1	4.67	50.13	57.39	54.00	\$ 60*(0.0532/0.10)	\$ 32
Pay Adjustment Subtotal							\$ 2502

02.5532-02.6031 miles *** Leave Out

Distance	Station	PSI	IRI(L)	IRI(R)	Avg IRI	Pay*SectLen	Pay
02.7000	68+80.0	4.24	59.47	83.13	71.00	\$ 0*(0.0969/0.10)	\$ 0
02.8000	63+52.0	4.34	65.65	68.43	67.00	\$ 0*(0.1000/0.10)	\$ 0
02.9000	58+24.0	4.43	62.49	64.04	63.00	\$ 0*(0.1000/0.10)	\$ 0
03.0000	52+96.0	4.12	82.45	70.88	77.00	\$ 0*(0.1000/0.10)	\$ 0
03.1000	47+68.0	4.50	65.35	55.69	61.00	\$ 0*(0.1000/0.10)	\$ 0
03.2000	42+40.0	4.70	48.88	56.81	53.00	\$ 70*(0.1000/0.10)	\$ 70
03.3000	37+12.0	4.63	52.37	58.49	55.00	\$ 50*(0.1000/0.10)	\$ 50
03.4000	31+84.0	4.76	46.04	50.07	48.00	\$120*(0.1000/0.10)	\$ 120
03.5000	26+56.0	4.74	52.81	46.78	50.00	\$100*(0.1000/0.10)	\$ 100
03.6000	21+28.0	4.50	65.32	55.66	60.00	\$ 0*(0.1000/0.10)	\$ 0
03.7000	16+00.0	4.58	64.37	49.92	57.00	\$ 30*(0.1000/0.10)	\$ 30
03.8000	10+72.0	4.57	64.36	51.10	58.00	\$ 20*(0.1000/0.10)	\$ 20
03.9000	5+44.0	4.43	66.79	59.77	63.00	\$ 0*(0.1000/0.10)	\$ 0
03.9893	+72.5	4.45	68.27	56.27	62.00	\$ 0*(0.0893/0.10)	\$ 0
Pay Adjustment Subtotal							\$ 390

Ave Left IRI 54.3 Ave Right IRI 53.1 Ave IRI 53.7

Total IRI adjustments \$ 2892
Total Bump adjustments \$ 0
Total adjustments \$ 2892



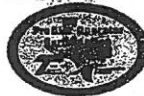
Model: DYNATEST RSP 5051 MARK III
S/N: 5051-03-041
VIN: IFMRE11W96HA30184
Date: 02/14/2012

PROFILER OPERATOR CERTIFICATION

Be it known that Mitchell Crawford, having passed the Profiler Operator Certification Test as prescribed in Texas Test Method Tex-1001S, is hereby certified to operate an inertial profiler for quality assurance of pavement smoothness in Texas, subject to the restrictions given below:

Inertial Profiler Model(s) on which certification is valid: Dynatest RSP 5051 Mark III

Issue Date: June 30, 2011
Expiration Date: June 30, 2014
unless earlier revoked by the Texas Department of Transportation because of misuse.
Operator Serial Number: 2011-9286



Mitchell Crawford

Operator

Emmanuel Hernandez, P.E.

Certification Agency Representative