

HNTB Contract 45026
Supplemental Agreement No. 6

CONTRACT FOR ENGINEERING SERVICES
SUPPLEMENTAL AGREEMENT NO. 6
TO THE PROFESSIONAL SERVICES AGREEMENT

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

THIS SUPPLEMENTAL AGREEMENT to contract for engineering services is by and between Williamson County, Texas, a political subdivision of the State of Texas, *(the "County")* and HNTB *(the "Engineer")* and becomes effective when fully executed by both parties.

WHEREAS, the *County* and the *Engineer* executed a contract on December 12, 2006;

WHEREAS, the not-to-exceed fee in Exhibit I, Section 1, Item 1.1 limits the agreement as amended by Supplemental Agreement No. 5 to \$3,500,000.00; and,

WHEREAS, the “*Compensation Cap*” in Exhibit 1, Section 4, Item 4.3 limits the maximum amount payable under the agreement as amended by Supplemental Agreement No. 5 to \$3,500,000.00; and,

WHEREAS, the Hourly Rates in Exhibit II are limited to the rates noted; and,

WHEREAS, it has become necessary to amend the agreement.

AGREEMENT

NOW, THEREFORE, premises considered, the *County* and the *Engineer* agree that said contract is amended as follows:

- I. The not-to-exceed fee in Exhibit I, Section 1, Item 1.1 is hereby increased from \$3,500,000.00 to \$3,850,000.00.
- II. The Compensation Cap in Exhibit I, Section 4, Item 4.3 hereby increased from \$3,500,000.00 to \$3,850,000.00.

All other provisions are unchanged and remain in full force and effect.

IN WITNESS WHEREOF, the *County* and the *Engineer* have executed this supplemental agreement in duplicate,

ENGINEER:

By: Richard L. Ridings, P.E.
Signature

Richard L. Ridings, P.E.
Printed Name

Vice President
Title

11/22/11
Date

COUNTY:

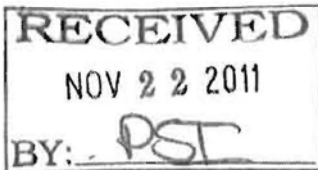
By: [Signature]
Signature

Judge Dan A. Gattis
Printed Name

Williamson County Judge
Title

12-12-2011
Date

OK
[Signature]



HNTB Contract No. 45026
Supplemental WA 01 to WA 17
IH 35 Northbound Frontage Road PS&E
Pass Through – SH 29 to Westinghouse Road

SUPPLEMENTAL AGREEMENT NO. 01
to
WORK AUTHORIZATION NO. 17

This Supplemental Agreement, Number 01, to the WORK AUTHORIZATION NO. 17, is made pursuant to the terms and conditions of the Agreement dated December 12, 2006 (the Agreement), between **Williamson County, Texas**, a political subdivision of the State of Texas ("**County**"), and **HNTB Corporation** ("**Engineer**") is made effective upon execution of this Supplemental Agreement.

The following terms and conditions of Work Authorization No. 17 are hereby amended as follows:

Part 1. This Supplemental Work Authorization will amend the current scope of work to include the combining of Phase I and Phase II PS&E plans to be let as one single project, revise the plans to include accommodations for pedestrians and bicycles, updating the Interstate Access Justification Report and completing a Categorical Exclusion in accordance with the direction obtained from the Federal Highway Administration (FHWA).

Part 2. The maximum amount payable for services under this Work Authorization is increased by \$243,417 from \$365,590 to \$609,007.

Except to the extent modified herein, all terms and conditions of Work Authorization No. 17 shall continue in full force and effect.

Williamson County, Texas
(County)

Signature: _____

Name: Judge Dan A. Gattis

Title: Williamson County Judge

Date: 12-12-2011

HNTB Corporation
(Engineer)

Signature: _____

Name: Richard L. Ridings, P.E.

Title: Vice President

Date: 12/18/11

Attachments:

Exh B – Services to be Provided by Engineer
Exh C – Work Schedule
Exh D – Fee Schedule

OK
mg

EXHIBIT B

SERVICES TO BE PROVIDED BY THE ENGINEER

PROJECT DESCRIPTION

The work to be performed by the *Engineer* under this Supplemental Work Authorization shall consist of providing engineering services required to combine Phase I (FM 2243 to Westinghouse Road) and Phase II (SH 29 to FM 2243) construction documents to be let by the County as a single phase project. In addition, regarding provisions for future pedestrian and bicycle accommodations per TxDOT memo dated March 23, 2011, only bicycle accommodations will be incorporated into the existing design within project limits. A categorical exclusion (CE) will be prepared to cover the limits from SH 29 to Westinghouse Road. An updated Interstate Access Justification Report (IAJ) will be prepared, to address changes in the proposed ramp locations from those defined in the previously approved IAJ.

Environmental Categorical Exclusion – Previously, HNTB prepared a re-evaluation of the environmental assessment (EA) for IH 35 from Loop 384 (FM 3406) in Round Rock to Loop 418 (Business 81) north of Georgetown in Williamson County, Texas. The EA Re-evaluation, which was reviewed but not approved by the Federal Highway Administration (FHWA), covered proposed design and regulatory changes occurring since approval of the original EA, and focused on the area extending from 2,300 feet south of State Highway 29 to 3,200 feet north of Westinghouse Road. Recently, FHWA determined that a new document should be prepared instead of a re-evaluation. In accordance with direction from FHWA, a categorical exclusion (CE) will be prepared as provided for in this Work Authorization. The limits of IH 35 improvements to be addressed in the CE extend from Westinghouse Road, north of Round Rock, to SH 29 in Georgetown.

Update Interstate Access Justification Report – The *Engineer* will obtain current AM and PM Peak hour traffic counts and 24-hr tube counts at selected locations along the project corridor. This data collection will be used for future traffic projections to update the current Interstate Access Justification Report and to complete the noise analysis associated with the CE.

PS&E Documents (SH 29 to Westinghouse Road) – This Supplemental Work Authorization includes the effort of taking the current 90% Phase I and 30% Phase II PS&E plan sets and combining the two sets into a single plan set to be let for construction by the County. The final construction documents will include revisions to the plans to incorporate future bicycle accommodations only where plans currently have proposed work. The primary effort will be the widening of Inner Loop to include 14-ft outside

EXHIBIT B

lanes and widening the 2-ft shoulder to a 5-ft shoulder between +/-Sta. 309+00 to +/-Sta. 332+00 and from +/-Sta. 369+00 to +/-Sta. 391+00.

Plans from the *Engineer*, and all subproviders, will be developed in accordance with the TxDOT Standards.

The *Engineer* will utilize geotechnical information, pavement design, and survey obtained for the initial phases of the project.

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EXHIBIT B

REVISE GEOMETRIC SCHEMATIC ROUTE AND DESIGN STUDIES (FUNCTION CODE 110)

Design Schematic

- **Work Task Unchanged**

Traffic Data Collection, Models, Evaluations and Assessments (Alliance)

The *Engineer* will prepare an updated IAJ for modifications made to the proposed project layout since the approval of the previous project IAJ. The updated IAJ will comply with current FHWA requirements, including safety analysis, and will be prepared in accordance with HCM 2010 criteria. This effort will require using the latest version of the CAMPO 2035 Regional Travel Demand Model as the basis of the analysis. The analysis years for the purposes of the updated IAJ are 2012 and 2032.

The *Engineer* modify, validate and apply regional travel demand models and corridor simulation models to conduct traffic analyses on the proposed design alternative and to evaluate traffic needs and requirements. The following describes the study methodology used for this study:

- Identify/Obtain Corridor Issues
 - Review previously developed issues
 - Identify significant additional issues
- Develop Initial Project Data
 - Review available planimetric and topographic data
 - Conduct initial field reconnaissance
- Data Collection
 - Conduct AM & PM Peak hour turning movement counts at two (2) interchanges:
 - Inner Loop and Spur 26
 - RM 2243 and I-35 Frontage Roads
 - Conduct 24 hour automatic tube counts at five (5) ramp locations:
 - I-35 NB Exit to Inner Loop
 - I-35 NB Entrance from Westinghouse Road
 - I-35 NB Exit to RM 2243

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- I-35 NB Entrance from RM 2243
- I-35 NB Exit to SH 29
- Conduct 24 hour automatic tube counts (classified by passenger car, medium truck or heavy truck) at the following locations:
 - Northbound to Southbound turnaround at Westinghouse Road
 - Westbound Westinghouse Road at I-35 SB Frontage Road
 - Eastbound Westinghouse Road at I-35 NB Frontage Road
 - Eastbound and Westbound Inner Loop at I-35
 - Westbound RM 2243 at I-35 SB Frontage Road
 - Eastbound RM 2243 at I-35 NB Entrance Ramp
 - Westbound SH 29 at I-35 SB Frontage Road
 - Eastbound RM 2243 at I-35 NB Frontage Road
 - Northbound to Southbound turnaround at SH 29
 - Southbound to Northbound turnaround at SH 29
 - I-35 NB Frontage Road, north of Westinghouse Road
 - I-35 SB Frontage Road, north of Westinghouse Road
- Collect 24-hour video data of the main lanes of NB and SB I-35, north of Westinghouse Road.
- Calibrate/Validate Regional Travel Demand Models - calibrate / validate the base year model. This is an iterative process that involves the execution of the travel demand models, comparison of modeled traffic volumes to observed counts, adjusting the travel demand models, and repeating the process until acceptable match is obtained.
 - Obtain regional Travel Demand Model (TDM – CAMPO 2035 Model)
 - Detail code the roadway network within the study limits
 - Develop and apply regional impedance factor to offset additional impedances created by detail coding the study area
 - Execute travel demand models
 - Compare modeled traffic volumes to counts
 - Adjust travel demand models
 - Repeat tasks a) through f) until acceptable match up to a maximum of three (3) times.
- Calibrate/Validate Corridor Simulation Models - calibrate the Corridor Simulation model from previous project efforts, to include:
 - Update CORSIM input (*.trf) files containing the basic link-node structure for the model and “dummy” values for input volumes and turning

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movement counts. The input files will represent the modeled portions of the project corridor in total, but will themselves be sub-networks sized so as not to exceed CORSIM model parameters (i.e., number of vehicles in simulation, number of lane changing vehicles, etc.) for base or future year conditions.

- Update the simulation models by inputting the roadway network model parameters, coding observed traffic counts, and entering the traffic signal timing plan
 - Using the base year geometry (plot and *.trf files), along with the ADT, hourly, and TMC traffic counts, provide an internally consistent set of traffic volumes for AM and PM peak conditions.
 - Code the peak volumes into the CORSIM sub-networks. Using the DOQQs and field observations, all geometric details of the mainlanes, ramps, frontage roads, and arterials will be detail coded for correct interpretation by the CORSIM model. All signal, sign control, and freeway exit signing parameters will be coded.
 - Calibrate the current year simulation model, including but not limited to queue discharge headway, start-up lost time, lane changing, driver aggressiveness, and gap acceptance parameters to produce realistic simulation of base year AM and PM peak hour conditions. The calibration process is an iterative process that involves executing CORSIM model, and repeating the process until acceptable match is obtained
 - Apply corrections, where appropriate, to produce complete and validated sub-networks. Final CORSIM runs will be performed to generate a comprehensive set of parameters based on documented base year conditions. Calibration parameters used in modeling base year conditions will be used to develop measures of effectiveness (MOE) for use in evaluating future year (2032) conditions.
 - Consultant will review the sub-networks with TxDOT and HNTB to ensure internal consistency. Model volumes, geometry, queuing phenomena, and travel time performance will be checked to verify the performance of the model to field conditions. Corrections and/or suggestions for modifications will be made.
- Analyze Future Year Traffic Conditions - perform an operational analysis of the proposed design for the selected future year (2032) using the validated and refined Travel Demand Model and Corridor Simulation Models. The outcome of the operational analysis will be documented in terms of the measures of effectiveness (MOE) selected during the base year validation. The MOEs will include items such as Levels of Service (LOS), travel time delay, fuel consumption, etc. This

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analysis will be compliant with the 2010 Highway Capacity Manual. The specific steps in the operational analysis are as follows:

- Work in cooperation with the Design Engineer and project sponsor to evaluate the proposed design alternative for the project corridor.
 - Detail code/modify the roadway network identified in the schematic.
 - Execute the regional travel demand models to generate future year daily vehicle projections for the roadway system saving the turning movements for all intersections in the study area.
 - Convert daily vehicle projections to AM and PM peak hour traffic volumes.
 - Assemble CORSIM *.trf files of link-node structure and “dummy” input volumes and TMCs for the 2030 corridor schematic. Scope and coverage of sub-networks will be equivalent to base year sub-networks.
 - Detail code the year 2032 geometry and input the future traffic volumes. Number of lanes and lane alignment will be based on the proposed design alternative. TMCs will be interpolated based on historical data and future transportation network and land use, and then entered into the model.
 - Code/ modify a SYNCHRO model for the frontage road and arterial network portion of the roadway system to obtain a traffic signal timing plan for the study area.
 - Compute signal timing for future geometry and volumes using signal optimization software (i.e., PASSER, TRANSYT, or SYNCHRO for other signalized intersections) for input into CORSIM.
 - Review the CORSIM model input/output and identify corrections needed to the CORSIM model.
 - Enter the roadway network, signal timing plans, and peak hour traffic volumes will be entered into the CORSIM model and complete final CORSIM runs.
 - Compare base year results to future year results and document the freeway, frontage road, ramp and cross street measures of effectiveness (MOEs) which will include elements such as Levels of Service (LOS), delays, fuel consumption, etc.
- Interstate Access Justification Report – The *Engineer* will generate and submit a draft IAJ to the *County* for review and comment. Upon receipt of comments the *Engineer* modify the report to incorporate comments received and submit final report. The *Engineer* assumes one set of comments from TxDOT and FHWA.
 - Develop Graphics
 - Preliminary Draft Report

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- Quality Assurance /Quality Control Report
- Submit Draft Report to the project sponsor for review
- Receive comments and modify the report to incorporate comments
- Submit final report to TxDOT for review and transmittal to FHWA.

ENVIRONMENTAL CATEGORICAL EXCLUSION **SOCIAL, ECONOMIC AND ENVIRONMENTAL STUDIES** **(FUNCTION CODE 120)**

Indirect and Cumulative Impacts Analysis Update

The *Engineer* shall revise the ICI analysis (from the EA Re-evaluation) for the frontage road project. The National Cooperative Highway Research Program Report 466 (NCHRP 466) will be used as guidance for the indirect impacts analysis. The ENGINEER shall utilize the approach outlined in TxDOT's *Guidance on Preparing Indirect and Cumulative Impact Analyses*, dated September 2010.

Traffic Noise Analysis

The *Engineer* shall complete a traffic noise analysis for the project in accordance with 23 CFR 772 and TxDOT's *Guidelines for Analysis and Abatement of Highway Traffic Noise* (April 2011). The traffic noise analysis shall consist of the following elements:

- Identify existing and proposed land use;
- Conduct ambient noise measurements in the field to validate existing noise levels determined through the Federal Highway Administration's (FHWA's) TNM (ver. 2.5) model. Noise measurements will be taken at the existing right-of-way line at a location representative of adjacent noise receivers. No right-of-entry will be obtained to conduct the noise measurements. Associated traffic counts and other pertinent data (climate, other noise sources, site details) will also be documented.
- Model existing and design year traffic noise levels using FHWA's TNM (ver. 2.5); and
- Evaluate and document reasonableness and feasibility of noise abatement measures and placement of noise barrier(s).

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Other Social, Economic and Environmental Consequences

In addition to those tasks previously identified, the *Engineer* will document the impacts of the proposed action on the social, economic and natural environment. Data and documentation included in the EA Re-evaluation will be used to prepare the CE document. When necessary, the information will be updated and supplemented. The CE will be prepared in accordance with TxDOT's Standards of Uniformity for Categorical Exclusions, dated December 31, 2010.

Document Preparation and Comment/Response

The *Engineer* will prepare five (5) copies of the draft CE for review by TxDOT Austin District. Upon receipt of comments from the District, the *Engineer* will revise the CE and submit fifteen (15) copies for review by TxDOT-ENV. Upon receipt of comments from TxDOT-ENV, the *Engineer* will revise the CE and submit fifteen (15) copies for review and comment by FHWA. The *Engineer* will then revise the CE to respond to FHWA comments and submit five (5) copies of the final CE to TxDOT Austin District.

Public Meeting

The *Engineer* shall prepare, organize and host one (1) Public Meeting. The *Engineer* shall be responsible for the following Public Meeting tasks:

- Public Meeting Notice – the *Engineer* will prepare the Public Meeting Notice and mail it to adjacent property owners. Additionally, the Notice will be advertised in two (2) local newspapers. A separate Notice to elected officials will also be developed and mailed by the *Engineer*.
- Public Meeting Materials – the *Engineer* will prepare and print welcome letters, project overview handouts, relocation assistance letters, sign-in sheets and comment cards for dissemination to Public Meeting attendees. Additionally, the *Engineer* will prepare and print the following meeting boards (24 inches by 36 inches in size) to be displayed at the meeting:
 - Welcome board
 - Project Overview board
 - Location Map with Environmental Constraints
 - Project Schematic board
- Public Meeting Attendance – the *Engineer* will staff the Public Meeting with two environmental personnel, three technical personnel and one administrative personnel (to handle meeting registration). These individuals will be available to

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answer questions regarding the project. The *Engineer* will also be responsible for taking photos at the Public Meeting.

Note: The Public Meeting will be held in an open house format; no technical presentation will be made. The *Engineer* will be responsible for the cost of the facility, Public Meeting notice publication, and court reporter (see Exhibit D – Fee). Additionally, all Public Meeting materials will be prepared in English only.

- The *Engineer* will prepare a draft Public Meeting Summary Report and respond to three (3) sets of review comments (one (1) from the TxDOT Austin District, one (1) from TxDOT Environmental Affairs Division, and one (1) from FHWA). The *Engineer* will submit three (3) draft copies of the document for each review. Upon approval of the Public Meeting Summary Report, three (3) copies of the final document will be provided.

PS&E DOCUMENTS **(SH 29 to Westinghouse Road)**

The *Engineer* will submit the current Phase I 90% PS&E and Phase II 30% PS&E packages to TxDOT for review and will combine the two phases into a single set and updated to include bicycle accommodations only within proposed construction limits. The primary effort will be the widening of Inner Loop to include 14-ft outside lanes and widening the 2-ft shoulder to a 5-ft shoulder between +/-Sta. 309+00 to +/-Sta. 332+00 and from +/-Sta. 369+00 to +/-Sta. 391+00. In addition, the southbound to northbound turn around bridge at FM 2243 will be included in the plans for construction. The WPAP permit application will be combined into one TCEQ permit.

ROW AND UTILITIES **(FUNCTION CODE 130)**

Utilities

- Work Task Unchanged

ROADWAY DESIGN CONTROLS **(FUNCTION CODE 160)**

- The *Engineer* will update to include bicycle accommodations and combine existing plans and develop 90% and Final:

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- Project Layout Sheets
 - Existing Typical Sections
 - Proposed Typical Sections
 - Horizontal Alignment Sheets
 - Superelevation Table
 - Roadway Plan and Profile Sheets
 - Roadway Detail Sheets
 - Miscellaneous Roadway Sheets
 - Design Cross Sections
 - Roadway Quantities
 - Roadway Standards
- The *Engineer* will provide Quality Control/Quality Assurance for roadway design activities and plan sheets.

DRAINAGE (FUNCTION CODE 161)

- The *Engineer* will update to include bicycle accommodations and combine existing plans and develop 90% and Final:
 - Drainage Area Maps
 - Bridge Hydraulic Data Sheets and Calculations
 - Culvert Hydraulic Data Sheets and Calculations
 - Drainage Plan and Profiles
 - Culvert Extension Sheet
 - Ramp Culvert Sheets
 - Drainage Quantities
 - Drainage Standards
- The *Engineer* will perform the following drainage analysis in the development of construction plan sheets:
 - Update hydrologic studies, including drainage area maps, discharge determination and stage-discharge determination based on the addition of pavement to accommodate wider lanes and shoulders.
 - Update hydraulic computations for storm drains, culverts and channels based the addition of pavement to accommodate wider lanes and shoulders.

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- Update drainage design for swales and drainage structures based the addition of pavement to accommodate wider lanes and shoulders. All designs will be prepared in conformance with TxDOT standards.
- Update the layout, design, and detail drainage features based the addition of pavement to accommodate wider lanes and shoulders.
- Prepare WPAP detail sheets in accordance with a TCEQ approved WPAP based the addition of pavement to accommodate wider lanes and shoulders.

Water Pollution Abatement Plan (WPAP)

- WPAP has been approved by TCEQ for sections from FM 2243 to Blue Springs Road (expires April 29, 2012) and from Blue Springs Road to Westinghouse Road (requires extension submittals every 6 months). However, since the plans will be combined, the phased WPAP permit application will be combined and resubmitted for approval as a single project. Modifications to the WPAP to incorporate bicycle accommodations will be included in the submittal. The *Engineer* will submit a revised WPAP application for approval by TCEQ.
- Provide Quality Control/Quality Assurance for Drainage design activities and plan sheets.

SIGNING, MARKINGS AND SIGNALIZATION (FUNCTION CODE 162)

Traffic Signal Design (Alliance)

- Work Task Unchanged

Signing, Marking and Signalization Plans

- The *Engineer* will update to include bicycle accommodations and combine existing plans and develop 90% and Final:
 - Pavement Markings and Small Sign Sheets
 - Large Guide Sign Layout Sheets (Alliance)
 - Large Guide Sign Details (Alliance)
 - Signing and Pavement Marking Standards
 - Signing and Pavement Marking Quantities
 - Traffic Signal Sheets:

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- FM 2243 (Leander Road) Signal Layout (Alliance)
 - FM 2243 (Leander Road) Signal Elevations (Alliance)
 - FM 2243 (Leander Road) Termination Chart (Alliance)
 - Inner Loop/State Spur 26 Signal Layout (Alliance)
 - Inner Loop/State Spur 26 Signal Elevations (Alliance)
 - Inner Loop/State Spur 26 Termination Chart (Alliance)
 - Railroad Preemption Schedule (Alliance)
 - Traffic Signal Standards (Alliance)
 - Traffic Signal Quantities (Alliance)
- The *Engineer* will provide Quality Control/Quality Assurance for signing and marking design activities and plan sheets.

MISCELLANEOUS (ROADWAY) (FUNCTION CODE 163)

Retaining Walls

- **Work Task Unchanged**

Construction Sequencing and Traffic Control Plan (TCP)

- The *Engineer* will update to include bicycle accommodations and combine existing plans and develop 90% and Final:
 - TCP Sequence of Construction Narrative
 - TCP Phasing Layout
 - TCP Plans (four primary phases anticipated)
 - Traffic Control Standards
 - Traffic Control Quantities
- Project construction sequence and traffic control plan will be designed based upon the Texas MUCTD and the latest Austin District traffic control design requirements.
- The *Engineer* will provide Quality Control/Quality Assurance for traffic control design activities and plan sheets.

NOTE: Temporary lighting during the construction sequencing is not anticipated in this project. If temporary lighting is required, it will be considered additional services.

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Temporary traffic signals are also not anticipated and not included as part of the scope of services and if required, will be considered additional services.

Illumination

- **Work Task Unchanged**

Storm Water Pollution Prevention Plan (SW3P)

- The *Engineer* will update to include bicycle accommodations and combine existing plans and develop 90% and Final:
 - SW3P Plan Sheets
 - Temporary and Permanent Erosion Control
 - SW3P / TCEQ Construction Notes
 - SW3P Standards
 - SW3P Quantities
- The *Engineer* will provide Quality Control/Quality Assurance for SW3P design activities and plan sheets.
- A SW3P plan for the project location will be prepared in accordance with current US EPA requirements and local criteria.

Railroad Agreement Between TxDOT and GTRR

- **Work Task Unchanged**

Miscellaneous

- The *Engineer* will update to include bicycle accommodations and combine existing plans and develop 90% and Final:
 - Title Sheet
 - General notes for the construction documents (90% and Final).
 - Project Manual and list of governing specifications (90% and Final).
 - Index of Sheets
 - Cost estimates will be prepared using a spreadsheet format and will be updated at approximately 90%, and 100% completion of the design

EXHIBIT B

- Quality Control/Quality Assurance for all miscellaneous design and plan production activities.

BRIDGE DESIGN (FUNCTION CODE 170)

- Quality Control/Quality Assurance for bridge design and plan production activities.

PROJECT MANAGEMENT/ADMINISTRATION (FUNCTION CODE 145 (FOR ACTIVITIES WITH FC 102-150) (FUNCTION CODE 164 (FOR ACTIVITIES WITH FC 160-190)

Project Management and Coordination

- The *Engineer* shall manage all activities associated with the project. Establishment of project schedules and channels of communication will be included in this task. The *Engineer* shall secure resources necessary to produce the project deliverables and meet the project schedule. All communications associated with the project will be directly channeled through the *Engineer* for distribution to the project team as appropriate.
- The *Engineer* will attend the following meetings:
 - Monthly Project Review Meeting (8 months anticipated)
 - Two (2) meetings with TxDOT/County to discuss ENV work plan and obtain input to refine the ENV work plan to best meet project needs.
- The *Engineer* will prepare minutes of each meeting and circulate to all attendees.

General Administration

- Perform general administration duties required to maintain the project. These duties include:
 - Coordination with subconsultants: Prepare and execute contracts with subconsultants, monitor subconsultant activities (staff and schedule), and review and recommend approval of subconsultant invoices. Subconsultant progress reports and invoices will be incorporated into the monthly progress report and invoices.

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- Preparation of monthly progress reports and invoices: Invoices for work completed during the period will be submitted monthly for the *Engineer* and subconsultants. The invoice content and format will be in accordance with the specified *County* criteria. Monthly progress reports will include:
 - Activities during the reporting period.
 - Activities planned for the following months.
 - Project action item and project schedule maintenance
 - Overall status of project.
 - Pending issues that need short-term attention.
- Record keeping and file management
- Data management and file transfers for required elements of the project.
- Quality Control/Quality Assurance (Submittals will be reviewed by project principle)

DELIVERABLES

Deliverables will consist of the following:

- Nine (9) draft copies and three (3) final copies of the Public Meeting Summary Report; also an electronic copy of each submittal.
- Thirty-five (35) draft copies of the CE document and five (5) final copies of the CE document; also an electronic copy of each submittal.
- Three (3) draft copies of the IAJ.
- Three (3) final copies of the IAJ.
- One (1) copy of the TxDOT Form 1002.
- Eight (8) copies of the PS&E for Phase I 90% and Phase II 30% plans for District Plan Review and Area Office Review
- Two (2) copies of a Contract Time Determination schedule, prepared using Microsoft Project at the 90% completion.
- Eight (8) copies of the PS&E at 90% completion for District Plan Review and Area Office Review
- Five (5) copies of the 90% Project Manual for Pass Through projects.
- Two (2) copies of a Contract Time Determination schedule, prepared using Microsoft Project at final completion.
- Ten (10) copies of the PS&E at final completion for Division Review and Processing.
- Five (5) copies of the final Project Manual for Pass Through projects.

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- One (1) 11"x17" signed and sealed mylar original of each plan sheet and two (2) electronic copies of the Plans, Specifications and Estimates (PS&E) and all related contract documents.

ADDITIONAL SERVICES (Not Included In This Proposal)

1. Traffic Air Quality Analysis
2. Biological Assessment
3. Section 7 consultation
4. Section 4(f) Statement
5. Historic-Age Resource Research Design or Reconnaissance Survey
6. Wetland Delineations
7. USACE Section 404 Individual Permit or Nationwide Permit Preconstruction Notification
8. Phase I Environmental Site Assessment
9. Noise Workshop, Public Hearing or Notice Affording an Opportunity for Public Hearing
10. Right-of-Entry to conduct ambient noise measurements
11. Preparation and attendance for a Design Concept Conference is not included in this work authorization.
12. Traffic Impact Studies.
13. Roadway Sign Schematic.
14. Soil Core Drillings or geotechnical exploration.
15. Pavement Design.
16. Survey and Mapping.
17. Geologic Assessment.
18. Right of Way Acquisition.
19. Utility Relocation Plans.
20. Temporary Lighting.
21. Shop Drawing Review.
22. Construction Phase Services.
23. Any services not specifically stated in this proposal.

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EXHIBIT C

WORK SCHEDULE

Schedule of Anticipated Milestones

NTP	November 15, 2011
Draft CE Preparation	November 15–December 30, 2011
Submittal of CE to TxDOT Austin District	December 30, 2011
TxDOT Austin District Review	December 30, 2011–January 13, 2012
Public Meeting	January 10, 2012
PS&E – TxDOT Austin District Review – PH 1 90% / PH 2 30%	January 11, 2012
Revisions to CE to address TxDOT Austin District comments	January 13–January 27, 2012
Public Meeting Summary Report Preparation	January 20–February 3, 2012
TxDOT Austin District Draft CE backcheck and processing	January 27–February 3, 2012
Submittal of revised Draft CE to TxDOT-ENV	February 3, 2012
TxDOT-ENV Review	February 3–March 2, 2012
PS&E – TxDOT Austin District Review – 90% Combined Plans	March 12, 2012
Revisions to CE to address TxDOT-ENV comments	March 2–March 16, 2012
TxDOT Austin District Draft CE backcheck and processing	March 16–March 23, 2012
Resource Agency Reviews – per MOUs	March 23–May 14, 2012
PS&E – TxDOT 100% Submittal	May 11, 2012
Submittal of revised Draft CE to FHWA	May 14, 2012
FHWA Review	May 14–June 14, 2012
Final CE preparation	June 14– June 22, 2012
PS&E – Final Plans Ready for Letting	June 15, 2012
TxDOT Austin District Final CE backcheck and processing	June 22–June 29, 2012
FHWA backcheck/decision	June 29–July 6, 2012

This schedule is based upon typical agency review times. The ENGINEER will consider opportunities to accelerate the schedule where feasible.

* Expenses will be all cont. receipts will be attached to monthly invoices.