

AGENDA ITEM 33

Discuss and take appropriate action on closing CR 121 for approximately 4 weeks to construct a new box culvert.

Moved: **Judge Doerfler**

Seconded: **Commissioner Hays**

Motion: To note in the minutes the closing of CR 121 on Thursday, March 18, 2004, for approximately 4 weeks to construct a new box culvert.

Vote: 4 – 0. **Commissioner Boatright** was absent from the dais.

AGENDA ITEM 34

Discuss and take appropriate action on road bond program.

Mike Weaver addressed the Court.

AGENDA ITEM 35

Consider and approve Change Order No. 13 (\$29,681.93) for Capital Excavation on the Parmer Lane (02WC433) road construction project.

Mike Weaver addressed the Court.

Moved: **Commissioner Boatright**

Seconded: **Judge Doerfler**

Motion: To approve Change Order No. 13 (\$29,681.93) for Capital Excavation on the Parmer Lane (02WC433) road construction project.

Vote: 5 – 0

< Attachment >

WILLIAMSON COUNTY, TEXAS

CHANGE ORDER NUMBER: 13

1. CONTRACTOR: Capital Excavation Company
2. Change Order Work Limits: Sta. 8+04 to Sta. 9+68
3. Type of Change(on federal-aid non-exempt projects): Minor (Major/Minor)
4. Reasons: 3A (3 Max. - In order of importance - Primary first)

Project: 02WC433

Roadway: Parmer Lane

Purchase Order Number: _____

5. Describe the work being revised:

3A - This change order provides for the construction of a revised drainage system to avoid draining storm water run off onto private property.

6. Work to be performed in accordance with Items: See Attached
7. New or revised plan sheet(s) are attached and numbered: Yes
8. New general notes 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).

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.

The following information must be provided

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

Amount added by this change order: \$29,681.93

THE CONTRACTOR Date 3-8-04

By [Signature]

Typed/Printed Name GARY BOTKIN

Typed/Printed Title VICE PRESIDENT

RECOMMENDED FOR EXECUTION:

[Signature] 3-9-04

Project Manager Date

Construction Observer

Design Engineer Date

[Signature] 3-15-04

Program Manager Date

Design Engineer's Seal:

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

[Signature] 3-23-04

County Judge Date

APPROVED

03/23/2004

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				ORIGINAL + PREVIOUSLY REVISED		NEW		
ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	ITEM COST	QUANTITY	ITEM COST	OVERRUN/ UNDERRUN
0464-0010	RC PIPE (CL III)(30 IN)(SPECIAL - DEPTH) - CO#13	LF	\$87.15	0.00	\$0.00	195.00	\$16,994.25	\$16,994.25
0464-0011	RC PIPE (CL III)(30 IN)(45 DEG BENDS)(FIELD FAB) - CO#13	EA	\$720.00	0.00	\$0.00	2.00	\$1,440.00	\$1,440.00
0464-0012	RC PIPE (18 IN)(REMOVE AND RELOCATE) - CO#13	LF	\$49.50	0.00	\$0.00	90.00	\$4,455.00	\$4,455.00
0465-0585	INLET (COMPL)(DROP)(TY I)(1 GRATE) - CO#13	EA	\$2,383.18	18.00	\$42,897.24	19.00	\$45,280.42	\$2,383.18
0467-0013	SAFE END TRT (TY II)(30 IN)(RCP)(6:1)(P) - CO#13	EA	\$2,500.00	0.00	\$0.00	1.00	\$2,500.00	\$2,500.00
A509S-0014	TRENCH SAFETY SYSTEM (SPECIAL)(KRIENKE DRIVE) - CO#13	LF	\$6.70	0.00	\$0.00	285.00	\$1,909.50	\$1,909.50
TOTALS					\$ 42,897.24		\$72,579.17	\$29,681.93

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

**Parmer Lane South Extension, Phase 1
Williamson County Project No. 02WC433**

Change Order No. 13

Reason for Change

This change order provides for the construction of a revised drainage system to avoid draining storm water run off onto private property. A new drainage structure and associated piping is to be installed on Williamson County Right of Way to maintain storm water run off on County property.

This revised drainage system is to be installed approximately 18' deep and will require substantial safety shoring, backfill compactive effort, existing driveway restoration and the relocation of an existing drainage culvert to complete the work.

HNTB Corporation

Michael W. Ebeling