



TOWN OF ADDISON CHANGE ORDER FORM

Change Order Number: 1

Project Name: Midway Road Reconstruction Project

Project Number(s): IDS 15-01

Project Manager: Will Barresi, P.E.

Date: 03/28/2018

A. INTENT OF CHANGE ORDER

To update the project scope and fees to appropriately correlate with the current scope, account for out-of-scope tasks performed to assist the Town in identifying the best path forward for the project and account for billing rate adjustments occurring over the past three years since the original contract was executed.

B. DESCRIPTION OF CHANGE

1. **Out-of-scope tasks performed to date.** Work performed to date that was not specified in the original contract. \$158,500 increase in contract value.
2. **Re-kickoff/reboot of the project after a 2.5-year hold.** \$30,700 increase in contract value.
3. **Additional scope.** Additional work to be performed with the addition of the sidepath trail design. \$257,300 increase in contract value.
4. **Rate change adjustment.** Increase in rates due to market conditions and inflation. \$140,000 increase in contract value.
5. **Miscellaneous Roadway Design Elements.** Various tasks related to incorporating the sidepath trail into the design. \$92,000 increase in contract value.
6. **Contingency.** Money the Town can authorize if unforeseen or unanticipated tasks arise. \$100,000 increase in contract value.
7. **Additional 208 days for design.** No cost contract value adjustment. Additional 208 days in contract for design.

C. REASON FOR CHANGE

A significant funding deficit identified during the conceptual design phase of the project led to a re-evaluation of the project scope, value engineering assessments, and a 2.5-year stoppage of work. The Town wishes to apply its updated Master Transportation Plan standards to Midway Road between Spring Valley Road and Belt Line Road. The Principal Arterial with Sidepath Trail section necessitates revisions to the Midway Road Concept Plan and expands the design, survey and ROW acquisition services scope outlined in the original contract.

1. **Out-of-scope tasks performed to date.** Additional value engineering tasks (already performed) to assist the Town in identifying the best path forward for the project given the significant funding deficit. The tasks included additional meetings, project management, construction cost opinions, pavement section alternative analysis and life-cycle cost evaluation, coordination with the Town's geotechnical consultant, utility condition assessment research and coordination, evaluation of drainage options, drainage analysis discussions and coordination with the Town's drainage consultant. Additional cost will also go towards replenishing the water and wastewater budget as it was previously shifted, on authorization from the Town, to cover extra utility and field surveying efforts.
2. **Re-kickoff/reboot of the project after a 2.5-year hold.** After being on hold for 2.5 years there are certain associated costs that will be incurred to account for any changes to the project corridor that may have happened over that time. The design engineer will need to evaluate the project corridor for changes in ownership, development, utilities, etc. and perform supplemental design survey and SUE to capture changes. Supplemental survey will be required to incorporate the sidepath trail into the design for the project corridor. Validation of Halff's (the Town's drainage consultant) drainage study as it relates to the Midway Road storm drain design and base drainage design.
3. **Additional scope.** Additional scope will have to be incorporated to account for the addition of the sidepath trail into the design to adhere to the Town's Master Transportation Plan. Update the roadway concept plan to incorporate a 10' wide sidepath trail along the west side of Midway Road between Spring Valley and Belt Line as well as widening of the center median by 2' between Spring Valley and Belt Line. Provide additional design services for the detailed design of the sidepath trail per the updated concept plan, up to ten (10) additional ROW exhibits and descriptions as necessitated by the incorporation of the sidepath trail and ROW negotiation/acquisition services for up to ten (10) additional parcels as necessitated by the incorporation of the sidepath trail. Additional traffic signal scope to include complete traffic signal design for five (5) intersections and temporary traffic signal design for eight (8) intersections (up to four (4) setups to facilitate construction phasing). Additional overall project management to be included into this cost.
4. **Rate change adjustment.** Adjustment of billing rates to account for changes in market conditions, staffing, inflation, etc. that have occurred since the original contract was executed three years ago.
5. **Miscellaneous Roadway Design Elements.** Various tasks to include traffic control sequencing during construction, roadway design elements including retaining wall design along the sidepath trail and tree removal coordination and discussion with the Town and the adjacent property owners.
6. **Contingency.** Money the Town can authorize to the design engineer if unforeseen or unanticipated tasks arise during the design phase of the project. Will be distributed with approval from the Town.
7. **Additional 208 days for design.** This time extension is required due to the unanticipated design changes that have occurred over the last 3 years. The original design was taken to 30% concept design completion. Some re-work will be necessary to bring the project back up to 30% and a re-submittal will be required due to the additional trail features along the project corridor.

D. EFFECT OF CHANGE ON CONTRACT PRICE

This change will have the following effect on the cost of this project:

Task	Fee Amount
Out of scope work cost	\$ 158,500.00
Project Reboot	\$ 30,700.00
Additional Scope - MTP Additions (Additional work for sidepath trail to be included)	\$ 257,300.00
Rate Change	\$ 140,000.00
Miscellaneous Roadway Design Elements	\$ 92,000.00
Contingency	\$ 100,000.00
Total	\$ 778,500.00
Original Contract Amount	\$ 1,998,859.00
Total Contract Amount (Including Previous Change Orders)	\$ 1,998,859.00
Amount of the Change Order	\$ 778,500.00
Revised Contract Amount	\$ 2,777,359.00
Total % Increase/Decrease (Including Previous Change Orders)	38.9

E. EFFECT OF CHANGE ON CONTRACT TIME

This change order will have the following effect on the project schedule:

TASK	WORKING DAYS	TOTAL DAYS
Re-Kickoff Meeting	1	1
Concept Schematic Plans Re-Submittal	25	26
Concept Schematic Review Comments	15	41
Preliminary (60%) Plan Submittal	90	131
Preliminary Review Comments	17	148
Pre-Final (90%) Plan Submittal	48	196
Pre-Final Plan Review Comments	20	216
Final (100%) Plan Submittal	40	256
Final Review Comments	15	271
Construction Bid Plans Submittal	25	296
Bidding and Award of the Project	28	324

Design will be complete 1 year from effective date of this change order.

F. AGREEMENT

By the signatures below, duly authorized agents of the Town of Addison and Teague Nall and Perkins, Inc. do hereby agree to append this Change Order Number 1 to the original contract between themselves, dated 10/28/2014 (insert original contract date).

Teague, Nall, & Perkins, Inc.

Company Name

5237 N Riverside Drive #100

Address

Fort Worth TX 76137

City State Zip

(817) 336-5773

Phone



Design Engineer's Signature

Scott Wilhelm

Copies: Design Engineer
Department
City Secretary



Project Manager

Department Director

Fin. & Strat. Services Representative

City Manager

Council Agenda: Agenda Date _____
(if applicable) Item Number _____
Approved _____