



Feb 16, 2011

Collin County Engineering Department
825 N. McDonald Street
McKinney, Texas 75069

Attn: Mr. Ruben Delgado, P.E.
County Engineer

RE: Amendment #5 for Engineering Services
FM 2551 – State Highway Improvement Project (FM 544 to FM 2514)

Dear Mr. Delgado,

CP&Y, Inc. is requesting a supplemental agreement to amend our FM 2551 contract with Collin County. This supplemental request includes additional services to modify previously completed design elements to incorporate County directed changes.

Plans were prepared based on a pavement section of 26" (10" concrete, 4" asphalt and 12" lime stabilized subgrade). TxDOT's recently revised pavement report indicated that a 22" pavement section (8" concrete, 4" asphalt and 10" lime stabilized subgrade) will be adequate for FM 2551. It is estimated by TxDOT that approx. \$1 million in construction cost will be saved from the reduced pavement section. In addition, CP&Y has been directed by TxDOT to modify lane designations from 2'-11'-11'-11'-2' to 1'-14'-11'-11' (outside curb to median) to accommodate bicycle travel. The above changes will require modifications to already completed roadway typical section sheets, pavement marking sheets, railroad exhibits, bridge sheets, traffic control plan typical section sheets and cross section sheets.

Also included in this supplemental are required modifications to the plans due to changes of TxDOT's standards/requirement/reviewer's preferences over the past ten years. 1) Requirements for Storm Water Pollution Prevention (SW3P) plans have changed drastically in recent years. Only 13 sheets with minimal details were required and included in the original contract signed in 2001, while now over 40 sheets with large amount of details are required by TxDOT; 2) Plans were prepared using a statewide standard C221 rail originally. Initial TxDOT review comments required the use of a district standard C221 Dallas rail to accommodate the sidewalk with which bridge details were completed. Recently, CP&Y was directed to switch back to the original C221 rail because the C221 Dallas rail is no longer used. This change requires updating to the previously completed details for the sidewalk and abutment wingwalls because the sidewalk/rail interface varies between rail standards; 3) Drainage standards have changed which requires modifications of pipe connections to junction boxes, and shifting of approximately 2,500





LF of pipe from underneath the pavement to be directly under the curb. Those changes require modifications to drainage plan, profile, lateral and computation sheets; 4) The global stability analysis for retaining walls that was not included in the original contract is now required by TxDOT; 5) The preparation of construction schedule using Primavera software was not included in the original contract but is now required by TxDOT.

On February 15th, additional changes to sidewalk, ramp and crosswalk within Murphy (from Station 42+00 to Station 90+00) were requested by Collin County/TxDOT. Those changes will involve revisions to already completed roadway P&P, typical section, intersection layout, driveway profile, cross section sheets, and revision to quantity and estimate.

The compensation requested for the above described additional services is \$ 76,765.23. Attached please find a Fee Summary with the cost breakdown for each individual item. Please consider this document and the Fee Summary as Amendment #5 between CP&Y, Inc. and Collin County. All other terms of the previous Engineering Services Agreement for this project will remain in effect.

Please execute the copies of this agreement and return one (1) copy to CP&Y for our records and retain one (1) copy for your use.

We appreciate the opportunity to work with the Collin County on this project.

WITNESS OUR HANDS AND SEALS on the date indicated below:

CP&Y, Inc.

Collin County

Signed: [Signature]

Signed: _____

Printed Name: Julia Xia, P.E.

Printed Name: _____

Title: Project Manager

Title: _____

Date: 2/16/2011

Date: _____