

**SYLVIA S. HANDY  
COUNTY COMMISSIONER, PCT. 1**

(956) 968-8733 FAX(956) 973-7804  
1902 JOE STEPHENS AVE.  
Weslaco, Texas 78596

**FAX COVERSHEET**

|                   |                      |
|-------------------|----------------------|
| <b>To:</b> Vangie | <b>From:</b> Noe     |
| Purchasing Dept   |                      |
| <b>Fax:</b>       | <b>Pages:</b>        |
| <b>Phone:</b>     | <b>Date:</b> 7/15/09 |
| <b>Re:</b>        | <b>CC:</b>           |

- Urgent     For Review     Please Comment     Please Reply     Please Recycle

**• Comments**

Please place the following invoices from L & G Engineering on the next CC meeting for approval for payment.

Inv #11323088 and inv#11323090

Thanks

Noe

**NOTICE OF CONFIDENTIALITY**

**THE INFORMATION CONTAINED IN THIS FACSIMILE MESSAGE IS LEGALLY PRIVILEGED AND CONFIDENTIAL INFORMATION INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY NAMED ABOVE. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPY OF THIS TELECOPY IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS TELECOPY IN ERROR, PLEASE IMMEDIATELY NOTIFY US BY TELEPHONE AND RETURN THIS MESSAGE TO US AT THE ABOVE ADDRESS VIA THE UNITED STATES POSTAL SERVICE. THANK YOU.**

**L & G Consulting Engineers Inc**  
**2100 W. Expressway 83**  
**Mercedes, TX 78570**  
**(956) 565-9813 Fax (956) 565-9018**

**INVOICE #: 11323090**  
**INVOICE DATE: 06/30/09**

**BILL TO: 34**  
 Hidalgo County Pct. #1  
 902 Joe Stephens  
 Weslaco, TX 78596

**JOB: 090201**  
 FM 493 South  
 PO# 617489

*DOS*

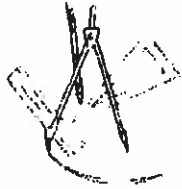
| DESCRIPTION                                      | CONTRACT            | PREVIOUS APPLICATIONS | CURRENT COMPLETED | TOTAL COMPLETED   | % COMPL     | BALANCE TO FINISH |
|--|---------------------|-----------------------|-------------------|-------------------|-------------|-------------------|
| Engineering services for the month of June 2009. |                     |                       |                   |                   |             |                   |
| 11006-Design Schem                               | 254 000 00          | 190 500 00            |                   | 190 500 00        | 75 0        | 63 500 00         |
| 12001-FA Reports                                 | 60 000 00           | 24 000 00             |                   | 24 000 00         | 40 0        | 36 000 00         |
| 12002 Pub Involvement                            | 10 000 00           |                       |                   |                   | 0 0         | 10 000 00         |
| 12040-Cul Resc/Sub                               | 20 000 00           |                       | 5 000 00          | 5 000 00          | 25 0        | 15 000 00         |
| 13002-Owner Data/Cor                             | 35 000 00           | 29 750 00             |                   | 29 750 00         | 85 0        | 5 250 00          |
| 15011 Field Sur/Sub                              | 150 000 00          |                       |                   |                   | 0 0         | 150 000 00        |
| 16001 Rdwy Dsgn                                  | 401 000 00          | 80 200 00             |                   | 80 200 00         | 20 0        | 320 800 00        |
| 16104-Outfall Design                             | 67 000 00           | 10 050 00             |                   | 10 050 00         | 15 0        | 56 950 00         |
| 16302 Traf Contrl Plan                           | 30 000 00           |                       |                   |                   | 0 0         | 30 000 00         |
| 16304 Irrigation                                 | 32 000 00           | 1 600 00              |                   | 1 600 00          | 5 0         | 30 400 00         |
| 16306 Qty Specs                                  | 30 000 00           |                       |                   |                   | 0 0         | 30 000 00         |
| 16307-Utilities                                  | 40 000 00           | 6 000 00              |                   | 6 000 00          | 15 0        | 34 000 00         |
| 3200-Const Mgmt/L                                | 15 000 00           |                       |                   |                   | 0 0         | 15 000 00         |
| <b>TOTALS</b>                                    | <b>1 144 000 00</b> | <b>342 100 00</b>     | <b>5 000 00</b>   | <b>347 100 00</b> | <b>30 1</b> | <b>796 900 00</b> |

ORIGINAL CONTRACT SUM \$ 1 144 000 00  
 CHANGE BY CHANGE ORDER \$ 0 00  
 CONTRACT SUM TO DATE \$ 1 144 000 00  
 TOTAL COMPLETED TO DATE \$ 347 100 00  
 LESS PREVIOUS INVOICES \$ 342 100 00  
 CURRENT PAYMENT DUE \$ 5 000 00

*Mario G. Trujillo*  
 PROJECT MANAGER'S SIGNATURE *Sec/2006*

*9-1339-431-00-121-053-0-841*  
*PO 617489*

**INVOICE RECEIVED BY**  
*NOC master on 7/14/09*  
**GOODS/SERVICES RECEIVED BY:**  
 on \_\_\_\_\_



# L&G Engineering

Transportation Consultants

July 1, 2009

Hon. Sylvia Handy  
Hidalgo County Commissioner, Pct. #1  
1902 Joe Stevens  
Westaco, TX 78596

RF: FM 493 South, Work Authorization No. 1, PO# 617489,  
C08-417-12-09, L&G Job#090201

Dear Commissioner Handy:

Attached for your approval is our invoice for services rendered through June 2009. The following is attached:

- L & G's Invoice
- Sub-consultant Invoice (when applicable)
- Exhibit C "Project Schedule"

| TASK  |      | %<br>COMPL |
|---|------|------------|
| <b>FC 11006 - DESIGN SCHEMATICS</b>   |      |            |
| We have completed a 120 ft. ROW and 100 ft. ROW best fit option schematic, along with typical sections, a hydrologic map, and a constraints map. We have also developed a 120ft. East/West/Center schematic to justify the best-fit alignment. We have developed a project matrix identifying ROW, relocation and environmental constraints for both 120 ft., 100 ft., and the L/T/R/T/C/T options. A preliminary profile has been added to the best fit schematic along with pictures and the alignment of the City of Donna's sewer line. A design kick-off meeting was held with TxDOT on May 26, 2009. Project matrices and DSR were pre-scoped at the meeting.   | L&G  | 75%        |
| <b>FC 12001 - EA REPORTS</b>  |      |            |
| L&G is continuing to develop the environmental document.  | L&G  | 40%        |
| <b>FC 12002 - PUBLIC INVOLVEMENT</b>  |      |            |
| This task has not begun   | L&G  | 0%         |
| <b>FC 12040 - CULTURAL RESOURCES</b>  |      |            |
| L&G is beginning to obtain the necessary permits to begin the historical and archeological surveys.   | L&G  | 25%        |
| <b>FC 13002 - OWNERSHIP DATA COLLECTION</b>   |      |            |
| We have identified land owners along the proposed 120' and 100' options.  | L&G  | 85%        |
| <b>FC 15011 - SURVEY PLANS AND DESIGN/SUB</b>   |      |            |
| This task has not begun.  | RODS | 0%         |
| <b>FC 16001 - ROADWAY DESIGN</b>  |      |            |
| We have established a 120 ft. and 100 ft. best fit alignment and have established the existing centerline based on old plans and appraisal district data. A preliminary profile of the proposed centerline and the East/West proposed ROW was generated based on Lidar data to aid in the assessment of outfalls and the development of an overall drainage plan. The possibility of setting the grades of the proposed rural roadway to that of the future urban section has been ruled out due to roadway flooding concerns. We are currently working on the vertical alignment at the floodway to determine the extent of coordination needed with IBWC. A preliminary profile has been developed for the project. | L&G  | 20%        |

2100 W. Expressway 83 - Mercedes, TX 78570 • Office (956) 565-9813 • Fax (956) 565-9018  
900 S. Stewart Rd., Ste. 9 - Mission, TX 78572 • Office (956) 585-1909 • Fax (956) 585-1927

|  |     |     |
|--|-----|-----|
| <b>FC 16104 - OUTFALL DESIGN</b>   |     |     |
| We have identified potential outfalls and developed a hydrologic map. We are also evaluating the hydraulic capacities of existing outfalls.  | L&G | 15% |
| <b>FC 16302 - TRAFFIC CONTROL PLAN</b>   |     |     |
| This task has not begun.   | L&G | 0%  |
| <b>FC 16304 - IRRIGATION</b>   |     |     |
| We have identified existing irrigation lines and included them in the schematic.   | L&G | 5%  |
| <b>FC 16306 - QUANTITIES &amp; SPECS</b>   |     |     |
| This task has not begun.   | L&G | 0%  |
| <b>FC 16307 - UTILITIES</b>  |     |     |
| Surface utilities have been identified and initial letters have been sent to all utilities. We have begun receiving comments back from utility companies. We have met with and continue to coordinate with the City of Donna. Information on the City of Donna's sewer line was obtained and that information has been added to the project schematic. | L&G | 15% |
| <b>FC 32000 CONSTRUCTION MANAGEMENT</b>  |     |     |
| This task has not yet begun.   | L&G | 0%  |

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 565-9813.

Sincerely,

*Armando J. Sandoval*

Armando J. Sandoval, P.E.  
Project Manager

Attachment

CONFIDENTIAL

| DATE        | TIME | LOCATION | ACTIVITY | PERSONNEL | REMARKS |
|-------------|------|----------|----------|-----------|---------|
| 18 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 19 APR 2002 | 2300 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0000 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0100 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0200 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0300 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0400 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0500 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 20 APR 2002 | 2300 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0000 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0100 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0200 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0300 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0400 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0500 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 21 APR 2002 | 2300 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0000 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0100 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0200 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0300 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0400 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0500 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 22 APR 2002 | 2300 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0000 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0100 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0200 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0300 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0400 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0500 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 23 APR 2002 | 2300 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0000 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0100 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0200 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0300 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0400 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0500 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 24 APR 2002 | 2300 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0000 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0100 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0200 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0300 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0400 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0500 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0600 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0700 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0800 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 0900 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1000 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1100 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1200 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1300 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1400 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1500 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1600 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1700 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1800 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 1900 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 2000 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 2100 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 2200 | ...      | ...      | ...       | ...     |
| 25 APR 2002 | 2300 | ...      | ...      | ...       | ...     |

CONFIDENTIAL FROM 18 APR 2002 1800 TO 25 APR 2002 2300

ATTACHMENT C FROM 18 APR 2002 1800 TO 25 APR 2002 2300