



ROAD BOND & PASS THROUGH FINANCING

Construction Summary Report

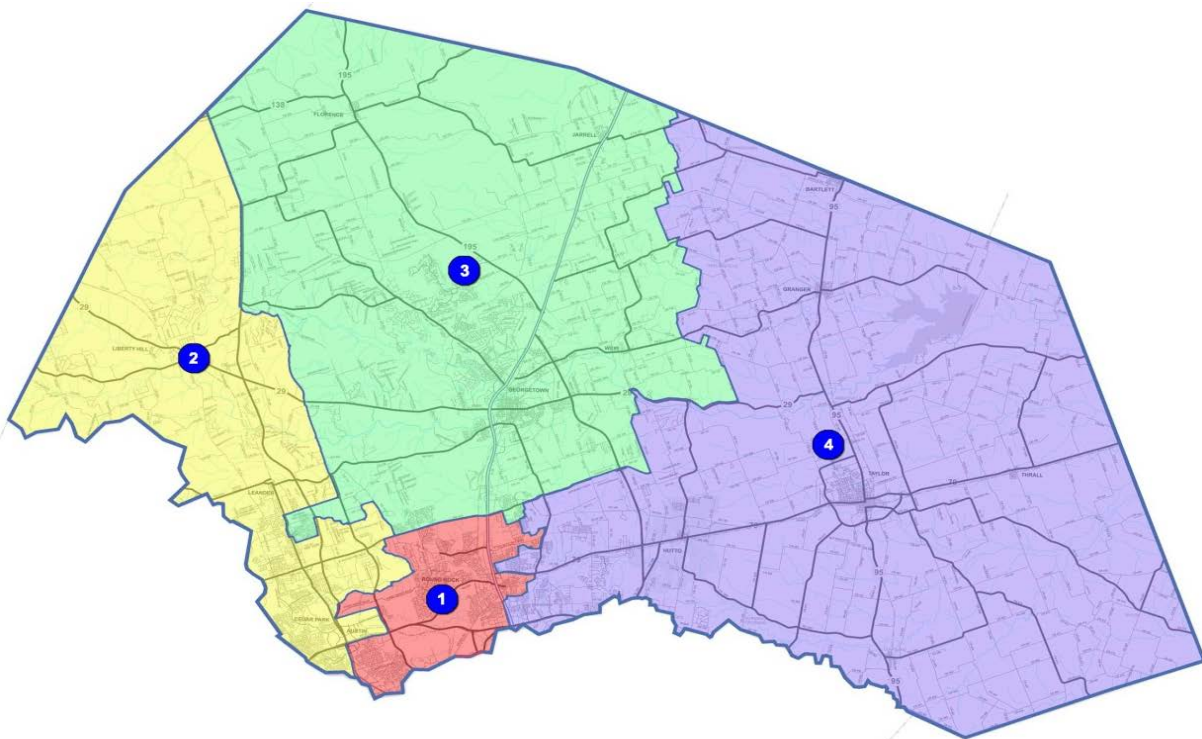
County Judge
Dan Gattis

Commissioners
Lisa Birkman
Cynthia Long
Valerie Covey
Ron Morrison

November 2012

WWW.ROADBOND.ORG

Volume XI - Issue No. 11



Presented By:



PRIME
STRATEGIES,
INC.

HNTB

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WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

SUBSTANTIAL CONSTRUCTION COMPLETE/OPEN TO TRAFFIC - AS OF OCTOBER 2012

Precinct 1

- Pond Springs Road (signal) – Jul 2002
- McNeil Road, Phase 1 – Jan 2005
- McNeil Road, Phase 2 – Feb 2007
- RM 620, Phase 1 – Jan 2009
- Pond Springs Road – Sep 2010
- CR 174 @ Brushy Creek – Jun 2011
- O'Connor Drive Extension – Apr 2012
- King of Kings Crossing – Aug 2012

Precinct 2

- FM 1869 @ SH 29 (signal) – Aug 2002
- County Road 175 – Jun 2003
- River Bend Oaks – Aug 2003
- County Road 200 – Sep 2003
- Ronald Reagan Blvd, South Ph. 1 – Dec 2004
- County Road 214 – Feb 2005
- County Road 258 – Sep 2006
- San Gabriel Pkwy, Ph. 1 – Feb 2007
- Lakeline Blvd – Jul 2007
- Ronald Reagan Blvd North Ph. 1 – Sep 2007
- Ronald Reagan Blvd South Ph. 2 – Feb 2008
- US 183 @ San Gabriel Pkwy – Feb 2008
- CR 175 Phase 2A – Jan 2010
- US 183 @ FM 3405 Traffic Signal – Feb 2010
- US 183 @ FM 3405 Left Turn Lanes – May 2010
- CR 214 Phase 2A – Jan 2011
- San Gabriel Parkway Ph. II – Oct 2011
- US 183 – Apr 2012

Precinct 3

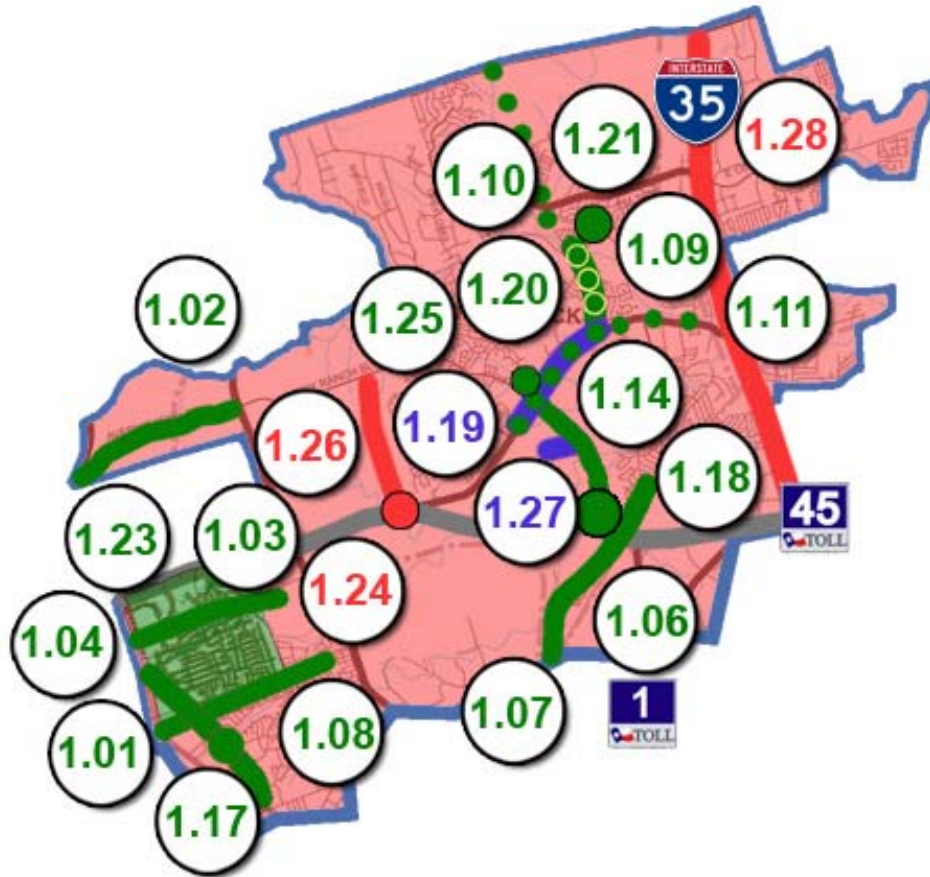
- Cedar Hollow at SH 29 (signal) – Aug 2002
- Georgetown Inner Loop Project 1 – Jun 2004
- Georgetown Inner Loop Project 2 – Jun 2004
- Georgetown Inner Loop East Extension – Aug 2004
- CR 152 Bridge Replacement – Sep 2004
- Inner Loop East (CR 151 to Bus 35) – Oct 2005
- Ronald Reagan Blvd North, Ph. 2 – May 2008
- 12" Water Main Relocation for SH 29 Widening – Jun 2008
- SH 29 / CR 104, Ph. 1 – Jul 2008
- IH 35 @ SH 29 Turnarounds (Pass Through Financing) – Aug 2008
- SE Inner Loop @ FM 1460 – Nov 2009
- CR 111 (Westinghouse Road) – Jun 2010
- Williams Drive – April 2011
- CR 104, Phase II – May 2011
- RM 2338 (Pass Through Financing) – Dec 2011
- SH 29 @ Park Pl & Jack Nicklaus – May 2012

Precinct 4

- Wooden Bridges (CR 390, 406 & 427) – Nov 2002
- County Road 412 – Aug 2003
- CR 368 & 369 – Aug 2003
- County Road 300 – Dec 2003
- CR 424 Bridge Replacement – Jan 2004
- Chandler Rd. Extension, Ph. 1 – Mar 2005
- County Road 112, Ph. 1 – Aug 2005
- County Road 137 – Oct 2005
- Limmer Loop, Ph. 1A – Jul 2006
- Chandler Rd, Ph. 2 – Dec 2007
- Limmer Loop, Ph. 1B – Mar 2008
- Limmer Loop, Ph. 1C – Oct 2008
- Gattis School Road – Jun 2010
- US 79, Section 5B (Pass Through Financing) – Aug 2010
- Chandler Rd, Ph. 3B – Oct 2010
- US 79, Section 5A (Pass Through Financing) – Dec 2010
- FM1660 @ Landfill Rd. – Sep 2011
- BUS 79 Drainage Improvements – Dec 2011
- US 79 Section 3 (Pass Through Financing) – Jun 2012

PRECINCT 1

COMMISSIONER BIRKMAN



Completed/Open to Traffic

- 1.01 Anderson Mill Rd.
- 1.02 Avery Ranch Blvd. (183 to Parmer Lane)
- 1.03 Lake Creek Drainage – Phase 1
- 1.04 Lake Creek Drainage – Phase 2
- 1.06 McNeil Road – Phase 1
- 1.07 McNeil Road – Phase 2
- 1.08 Pond Springs at Turtle Rock Signal
- 1.09 RM 620 Feasibility Study
- 1.10 Wyoming Springs North Study
- 1.11 RM 620 Interim Improvements – Phase 1
- 1.14 O'Connor Extension
- 1.17 Pond Springs Road
- 1.18 O'Connor Overpass @ SH 45
- 1.20 Wyoming Springs (620 to Brightwater Blvd.)
- 1.21 CR 174 (Hairy Man Rd.) Bridge Rail Rehab
- 1.23 Forest North Drainage Study
- 1.25 King of Kings Crossing

Under Construction / Bidding

- 1.19 RM 620 (Cornerwood Dr. to Wyoming Springs)
- 1.27 South Great Oaks Extension

In Design

- 1.24 Pearson Ranch Underpass @ SH 45/RM 620
- 1.26 Pearson Ranch Road
- 1.28 IH 35 Operational Analysis

O'Connor Drive Extension (RM 620 to SH 45)
Project No. 11WC906

Original Contract Price = \$5,742,529.92

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
12/15/2010	2/8/2011	4/4/2011	4/6/2011	4/30/2012		365	20	385	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	4/1/2011	4/30/2011	17	\$286,628.40	\$286,628.40	\$31,847.60	\$31,847.60	5	4
2	5/1/2011	5/31/2011	31	\$560,496.09	\$847,124.49	\$62,277.34	\$94,124.94	16	12
3	6/1/2011	6/30/2011	30	\$402,076.47	\$1,249,200.96	\$44,675.17	\$138,800.11	23	20
4	7/1/2011	7/31/2011	31	\$484,153.08	\$1,733,354.04	\$53,794.78	\$192,594.89	32	28
5	8/1/2011	8/31/2011	31	\$248,273.47	\$1,981,627.51	\$27,585.94	\$220,180.83	37	36
6	9/1/2011	9/30/2011	30	\$1,380,757.82	\$3,362,385.33	-\$43,213.18	\$176,967.65	59	44
7	10/1/2011	10/31/2011	31	\$482,955.73	\$3,845,341.06	\$25,418.72	\$202,386.37	67	52
8	11/1/2011	11/30/2011	30	\$356,504.94	\$4,201,846.00	\$18,763.42	\$221,149.79	74	60
9	12/1/2011	12/31/2011	31	\$243,808.39	\$4,445,654.39	\$12,832.02	\$233,981.81	78	68
10	1/1/2012	1/31/2012	31	\$206,548.83	\$4,652,203.22	\$10,870.99	\$244,852.80	81	76
11	2/1/2012	2/29/2012	29	\$279,064.48	\$4,931,267.70	\$14,687.61	\$259,540.41	86	84
12	3/1/2012	3/31/2012	31	\$252,559.08	\$5,183,826.78	\$13,292.58	\$272,832.99	91	92
13	4/1/2012	4/30/2012	30	\$400,396.37	\$5,584,223.15	\$21,073.49	\$293,906.48	98	99
14	5/1/2012	5/31/2012	N/A	\$192,745.79	\$5,776,968.94	-\$176,009.15	\$117,897.33	98	-
15	6/1/2012	6/1/1931	N/A	\$20,556.48	\$5,797,525.42	\$419.52	\$118,316.85	98	-
16	8/1/2012	8/30/2012	N/A	\$30,781.69	\$5,828,307.11	\$628.19	\$118,945.04	99	-
17	9/1/2012	9/30/2012	N/A	\$2,352.00	\$5,830,659.11	\$48.00	\$118,993.04	99	-
18	10/1/2012	10/31/2012	N/A	\$20,853.71	\$5,851,512.82	\$425.59	\$119,418.63	99	-

11/2/2012 Comments - Substantial Completion was granted effective 4/30/2012. Dan Williams (DWCO) reinstalled topsoil, installed erosion control blankets and reseeded for permanent vegetation establishment in October. The other remaining punch list item is to reset pavers on the north side of O'Connor. PE Structural continues to analyze data on the Lake Creek Bridge.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	8/4/2011	7,113.00	7,113.00

6C: Untimely ROW/Utilities. Utilities not clear. This Change Order provides payment to the Contractor to relocate the existing safety lighting (2 poles) and conduit to a new location out of the way of the roadway improvements in the newly reconstructed center median on O'Connor Drive, north of RM 620.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	8/19/2011	15,000.00	22,113.00

1A: Design Error or Omission. Incorrect PS&E. This Change Order adds the requirements of Item 420.4.14, Concrete Structures, Mass Placements to the contract. This work will be tracked and paid by force account.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	12/12/2011	142,720.32	164,833.32

6B: Untimely ROW/Utilities. Right-of-Way not clear (County responsibility for ROW). This Change Order changes the project limits on the south end of the project to add two driveways, turn lane, and median break requested during the ROW acquisition negotiations. This Change Order also adds a storm sewer from the RM 620 Project so that the new pavement and raised concrete median will not be disturbed during the construction of the RM 620 Project. 1A: Design Error or Omission. Incorrect PS&E. This Change Order corrects various contract quantities for roadway, signal, striping, bridge items to match the design. Quantities for Excavation and Post Tensioning will be adjusted on a future change order. 4B: Third Party Accommodation. Third party requested work. This Change Order adds environmental remediation work required by TCEQ.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/23/2012	-3,842.95	160,990.37

3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order provides for changes to the signal and roadway work at the intersection of O'Connor and RM 620 to match the future widening of RM 620 and minimize rework. 3F: County Convenience. Additional work desired by the County. This Change Order adjusts the alignment of the roadway and the width of the center median so that the striping layout of the lanes south of RM 620 line up with the striping layout of the lanes north of RM 620. 4B: Third Party Accommodation. Third party requested work. This Change Order also compensates the Contractor for changing the landscape paver pattern on O'Connor, north of RM 620, at the request of the Neighborhood Association.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	6/5/2012	12,324.24	173,314.61

6B: Untimely ROW/Utilities. Right-of-Way not clear (County responsibility for ROW). This Change Order adds a new Contract item for asphalt driveways to account for the three Robinson Ranch driveways which were added by the ROW acquisition agreement. 3E: County Convenience. Reduction of Future Maintenance. This Change Order adds a new Contract item to replace landscape pavers in the center median with concrete rip rap in order to reduce future maintenance. 3F: County Convenience. Additional Work Desired by the County. This Change Order documents revisions to the final rip rap quantities and adds 225 LF of guardrail to protect the slopes at the Haz Mat Traps. Twenty (20) days were added to the Contract schedule.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	8/8/2012	22,598.26	195,912.87

3M: County Convenience. Other. As required by Item 341, this Change Order adds a pay item to adjust the amount of compensation to be paid to the Contractor in proportion to the quality of the asphalt pavement produced and placed on the project.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	9/28/2012	79,203.21	275,116.08

1A: Design Error or Omission. Incorrect PS&E. This Change Order corrects the Contract quantity of roadway excavation. 2E: Differing Site Conditions. Miscellaneous difference in site conditions (unforeseeable) (Item 9). Preliminary adjustment of quantities to meet field conditions.

Adjusted Price =	\$6,017,646.00
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King of Kings Crossing
Project No. 12IFB00025

Original Contract Price = \$99,453.15

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
5/2/2012	5/22/2012	6/22/2012	6/24/2012	8/24/2012		60	0	60

<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u>	<u>% Time Used</u>
1	7/1/2012	8/31/2012	48	\$98,335.25	\$98,335.25	\$5,175.54	\$5,175.54	97	80

11/2/2012 Comments - Substantial Completion was granted effective 8/24/2012. Smith Construction is watering for vegetative establishment, which is the only remaining punch list item.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	9/11/2012	5,874.54	5,874.54

2G: Differing Site Conditions (unforeseeable). Unadjusted utility (unforeseeable). This Change Order adds a new Contract item to provide for payment for additional work by the Contractor to install a PVC sleeve under the roadway to carry a new irrigation line and new waterline servicing the HEB Carwash. An item is also added to provide payment to the Contractor to rework and correct the subgrade after an unidentified and unadjusted Brushy Creek MUD waterline broke inside the roadway pavement limits.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	10/11/2012	978.25	6,852.79

1B: Design Error or Omission. Other. This Change Order provides additional quantity of permanent Broadcast Seeding for the area where the BCMUD driveway was removed that was not included in the original Contract quantity. 2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). Adjustments of quantities to meet field conditions.

Adjusted Price = \$106,305.94

PRECINCT 2

COMMISSIONER LONG

Completed/Open to Traffic

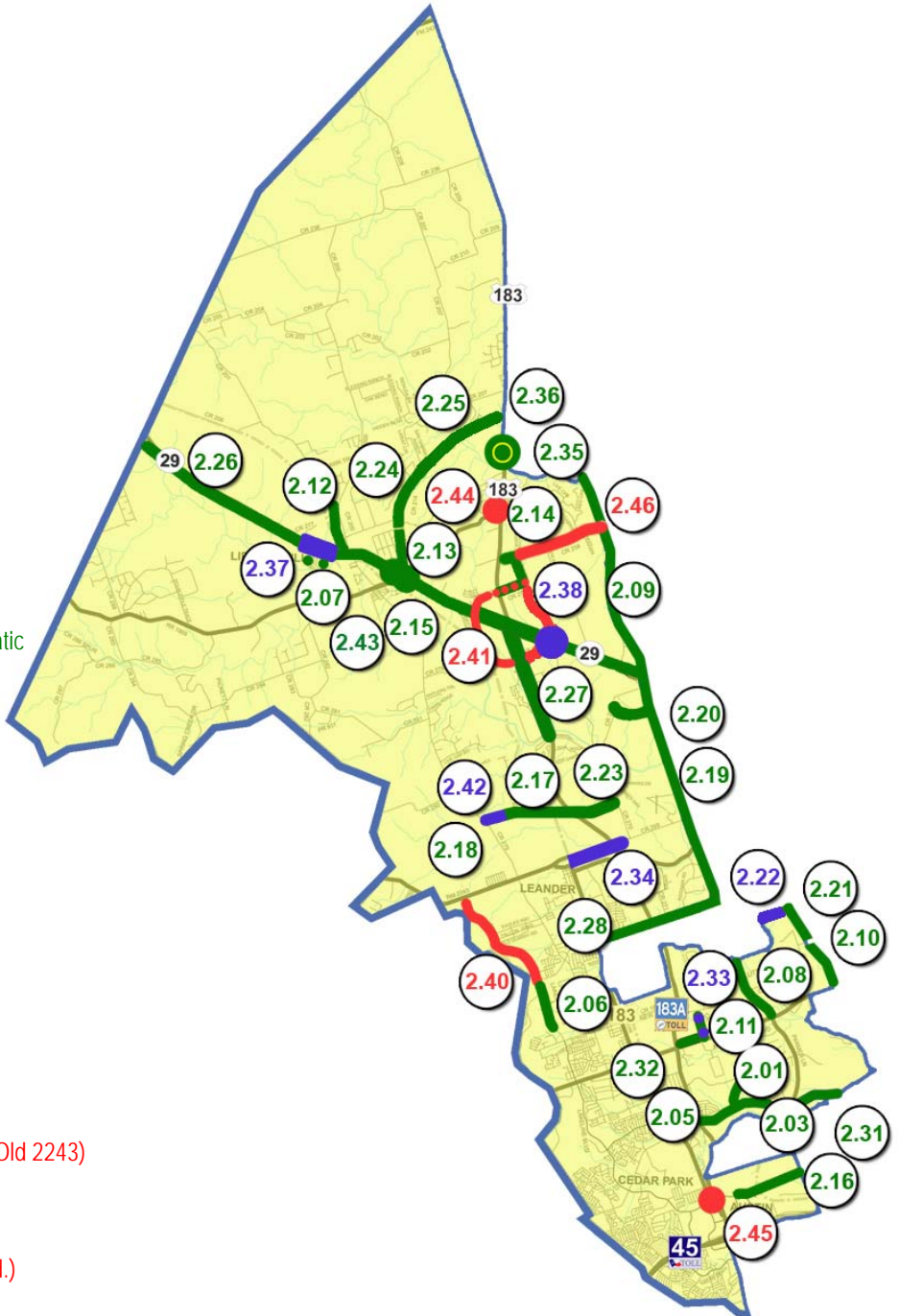
- 2.01 Vista Ridge Blvd.
- 2.03 Brushy Creek Road
- 2.05 Cypress Creek Road
- 2.06 Lakeline Blvd.
- 2.07 River Bend Oaks Subdivision
- 2.08 Ronald W. Reagan South – Phase 1
- 2.09 Ronald W. Reagan North – Phase 1
- 2.10 CR 175 (FM 1431 to Regional Park)
- 2.11 CR 185
- 2.12 CR 200 (CR 201 to Lackey Creek)
- 2.13 CR 214 (SH 29 to Rolling Hills Dr.)
- 2.14 CR 258 (US 183 to Sunset Ridge)
- 2.15 SH 29 @ RM 1869 (Signal)
- 2.16 Lakeline Blvd.
- 2.17 San Gabriel Parkway – Phase 1
- 2.18 US 183 Widening at CR 274
- 2.19 Ronald W. Reagan South – Phase 2
- 2.20 Kauffman Loop
- 2.21 CR 175 Extension – Phase 2A
- 2.23 San Gabriel Parkway – Phase 2
- 2.24 CR 214 – Phase 2A
- 2.25 CR 214 – Phase 2B Schematic
- 2.26 SH 29 Improvements Study & Schematic
- 2.27 US 183 (PTF)
- 2.28 CR 272
- 2.31 Brushy Creek Road
- 2.32 RM 1431
- 2.35 US 183 @ FM 3405 Traffic Signal
- 2.36 US 183 @ FM 3405 Left Turn Lane

Under Construction / Bidding

- 2.22 CR 179
- 2.33 Cottonwood Creek Trail (CR 185)
- 2.34 Hero Way
- 2.37 SH 29 TWLTL in Liberty Hill
- 2.38 CR 260 / CR 266 @ SH 29
- 2.42 San Gabriel Parkway West

In Design

- 2.40 Lakeline Blvd. (Crystal Falls Pkwy. to Old 2243)
- 2.41 Seward Junction Improvements Study
- 2.44 US 183 @ RM 1869
- 2.45 Lakeline Blvd. @ US 183
- 2.46 CR 258 (Sunset Ridge to Reagan Blvd.)



PASS THROUGH FINANCING: US 183 (Riva Ridge Rd to SH 29)
Project No. 09WC720 TxDOT CSJ: 0151-04-063
Original Contract Price = \$14,677,727.84

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
8/24/2009	8/25/2009	12/21/2009	12/23/2009	4/6/2012		627	0	627
	<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
	1	12/21/2009	12/31/2009	0	\$135,503.26	\$135,503.26	1	0
	2	1/1/2010	1/31/2010	0	\$519,553.82	\$655,057.08	4	0
	3	2/1/2010	2/28/2010	0	\$336,428.93	\$991,486.01	6	0
	4	3/1/2010	3/31/2010	0	\$1,038,867.35	\$2,030,353.36	13	0
	5	4/1/2010	4/30/2010	0	\$1,182,431.16	\$3,212,784.52	20	0
	6	5/1/2010	5/31/2010	0	\$524,006.54	\$3,736,791.06	23	0
	7	6/1/2010	6/30/2010	8	\$488,883.31	\$4,225,674.37	26	1
	8	7/1/2010	7/31/2010	21	\$531,298.23	\$4,756,972.60	30	5
	9	8/1/2010	8/31/2010	22	\$1,365,257.56	\$6,122,230.16	38	8
	10	9/1/2010	9/30/2010	21	\$668,797.43	\$6,791,027.59	42	11
	11	10/1/2010	10/31/2010	22	\$431,568.09	\$7,222,595.68	45	15
	12	11/1/2010	11/30/2010	21	\$830,315.07	\$8,052,910.75	50	18
	13	12/1/2010	12/31/2010	22	\$392,245.23	\$8,445,155.98	53	22
	14	1/1/2011	1/31/2011	20	\$475,168.87	\$8,920,324.85	56	25
	15	2/1/2011	2/28/2011	22	\$583,560.35	\$9,503,885.20	59	29
	16	3/1/2011	3/31/2011	23	\$935,998.66	\$10,439,883.86	65	32
	17	4/1/2011	4/30/2011	21	\$915,360.63	\$11,355,244.49	71	36
	18	5/1/2011	5/31/2011	21	\$293,898.01	\$11,649,142.50	73	39
	19	6/1/2011	6/30/2011	22	\$384,991.77	\$12,034,134.27	75	42
	20	7/1/2011	7/31/2011	20	\$248,589.58	\$12,282,723.85	77	46
	21	8/1/2011	8/31/2011	23	\$389,024.74	\$12,671,748.59	79	49
	22	9/1/2011	9/30/2011	21	\$374,029.87	\$13,045,778.46	81	53
	23	10/1/2011	10/31/2011	21	\$1,084,707.51	\$14,130,485.97	88	56
	24	11/1/2011	11/30/2011	23	\$881,115.44	\$15,011,601.41	94	60
	25	12/1/2011	12/31/2011	22	\$419,636.28	\$15,431,237.69	96	63
	26	1/1/2012	1/31/2012	22	\$132,405.50	\$15,563,643.19	97	67
	27	2/1/2012	2/29/2012	21	\$28,995.55	\$15,592,638.74	97	70
	28	3/1/2012	3/31/2012	22	\$128,762.45	\$15,721,401.19	98	74
	29	4/1/2012	4/30/2012	5	\$24,680.18	\$15,746,081.37	98	74
	30	5/1/2012	7/31/2012	92	\$5,331.97	\$15,751,413.34	98	89

11/2/2012 Comments - Substantial Completion was granted effective 4/6/2012. Dan Williams ordered the final signs for the project and is scheduled to install signs in late November/early December. Subcontractor APAC is scheduled to correct the paving at the SH 29 intersections in early November. The CEI is auditing the final quantities on the project, drafting the final change orders, and finalizing project files.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/4/2010	\$39,057.66	39,057.66

1B: Design Error or Omission. Other. Existing water lines have been identified at nine locations requiring relocation from newly acquired ROW to private property. The lines are required to be cased when crossing under the proposed new roadway. Additionally, the existing meters will need to be relocated onto private property. In the existing condition the water meters are inside the right of way with private waterlines above ditch lines or within the pavement section.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	4/19/2010	\$1,250.00	40,307.66

1B: Design Error or Omission. Other. Plans required 5 foot long core holes in each Abutment and Bent location of the two bridges to confirm bearing materials (Sheet No. S of the General Notes). Payment is set by Standard Specifications, Item 416.5.C at \$125 each. No bid item was included for this activity.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	5/17/2010	\$25,000.00	65,307.66

3F: County Convenience. Additional work desired by the County. Revising safety work/measures desired by the County. This Change Order will add a bid item to cover expenses associated with reimbursement for Law Enforcement when required by the Construction Inspector during certain construction activities. Payment for this bid item will be made based on actual invoices prepared by Law Enforcement agencies plus a 5% markup as allowed by TxDOT specifications.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	6/23/2010	\$25,000.00	90,307.66

1A: Design Error or Omission. Incorrect PS&E. This Change Order provides payment to reimburse the Contractor for maintenance, repair, or reinstallation of erosion control devices and features which are not subsidiary to pertinent items. No bid item(s) was included for these activities. The change order is as described in the TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges, Item 506.6 Temporary Erosion, Sedimentation, and Environmental Controls, Payment, and Article 9.5, Force Account.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	7/1/2010	\$78,417.60	168,725.26

1A: Design Error or Omission. Incorrect PS&E. 4D: Third Party Accommodation. Other. This Change Order provides payment to reimburse the Contractor for costs associated with constructing the revised Retaining Wall C (Rock Nailed/Facia) located at the southern terminus of the project limits. New design details and additional components typically supplied by TxDOT were added to the design of the Rock Nail Wall. This redesign will require the pre-cast facia panel fabricator to redesign the wall panel layout and recast new panels to replace those that are unusable. Quantities of rock nails, Class C miscellaneous concrete and anti-graffiti coating are being adjusted per the reduction overall square footage of the wall.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	1/26/2011	5,548.91	174,274.17
1A: Design Error or Omission. Incorrect PS&E. This Change Order provides payment to reimburse the Contractor for costs associated with constructing special shoring for the bore pit of box culvert CC-5 adjacent to SH 29. 2I: Differing Site Conditions (unforeseeable). Additional safety needs (unforeseeable). This Change Order provides payment to reimburse the Contractor for additional costs associated with the Mourning Dove Lane reconstruction detour.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	2/11/2011	56,647.61	230,921.78
2E: Differing Site Conditions. Miscellaneous differences in site conditions (unforeseeable). This Change Order provides payment to reimburse the Contractor for costs associated with addressing unanticipated soil conditions in Parcel 1. The work items included construction of a French drain, over-excavating the area and replacing the upper layer of high plasticity materials with low plasticity materials directly under the pavement section, and pumping water from the over-excavation of saturated clays until the French drain was in service.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	2/11/2011	2,061.71	232,983.49
1A: Design Error or Omission. Incorrect PS&E. This Change Order provides payment to reimburse the Contractor for costs associated with constructing Water Quality Pond No. 3. The pond was originally excavated using 100% submittal construction plans. After the pond was excavated, it was determined the plans had not been updated with revised offsets to allow for the HazMat Trap linear trench that was added.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
09	2/11/2011	5,063.90	238,047.39
2J: Differing Site Conditions (unforeseeable). Other. This Change Order provides payment to reimburse the Contractor for costs associated with the removal and repair of Metal Beam Guard Fence at the southeast corner of the existing South San Gabriel River bridge, which was damaged by a errant driver on August 2, 2010.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
10	2/11/2011	-10,227.50	227,819.89
3H: County Convenience. Cost savings discovered during construction. The originally designed pavement sections for driveways required 2 inches of Stone Matrix Asphalt (SMA) as a surface layer. It was determined that Type C Hot Mix Asphalt Concrete could be substituted at a cost savings, while providing a more typical pavement section for the driveways.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
11	2/11/2011	13,768.16	241,588.05
2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). The original bore for the 30 inch encasement pipe for Waterline C had to be abandoned under CR 263 due to relocation of Waterline C 19 LF to the east to avoid the new construction crossing underneath the existing live waterline near the Mourning Dove intersection. Relocation of the CR 263 encasement would be safer and more cost efficient as it is a straight linear segment, and does not require additional fittings or hand excavation under the existing waterline.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
12	2/11/2011	235,322.81	476,910.86
1A: Design Error or Omission; Incorrect PS&E. This Change Order compensates the Contractor for the work associated with the placement of hot mix asphalt concrete and embankment for temporary pavement on the project. The contract documents have no provisions for payment of construction of the required temporary pavement. These are plan items that were inadvertently omitted from the bid quantities by the design engineer, not additional work added after construction commenced.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
13	3/8/2011	15,366.89	492,277.75
3F: County Convenience. Additional work desired by the County. To improve northbound traffic flow, a left turn bay will be added to the Signal Hill Northbound Detour. The addition of the left turn bay will be accomplished by revising striping to shift the two northbound lanes to the east. The change order cost includes all items to place the striping back to its original configuration at the time the detour is removed.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
14	4/8/2011	1,824.60	494,102.35
4B: Third Party Accommodation. Third Party requested work. This Change Order will compensate the Contractor for placing a six inch thick cap over an existing 18" waterline in the west ditchline. The cap is required by CTSUD, where they have determined the new ditchlines do not provide the 36 inches of cover they require and will allow the 18" waterline to remain in place without being lowered.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
15	4/8/2011	19,950.00	514,052.35
3I: County Convenience. Implementation of improved technology or better process. This Change Order will compensate the Contractor for installing soil retention blankets to further strengthen and supplement the erosion control measures on the project. The original contract SW3P plans did not include the use of soil retention blankets.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
16	5/5/2011	8,337.84	522,390.19
1A: Design Error or Omission. Incorrect PS&E. This Change Order will compensate the Contractor to salvage, install and remove box culverts at the south end of the new double 24" RCP cross culvert under the new Mourning Dove Lane crossover, including replacing the pavement temporarily to maintain access.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
17	5/13/2011	28,718.40	551,108.59
2G: Differing Site Conditions (unforeseeable). Unadjusted utility (unforeseeable). This Change Order compensates the Contractor for repairing, lowering and encasing a portion of a CTSUD waterline damaged during construction of Detour 1. The existing 12" waterline location and elevation was in conflict with both the flowline of the ditches for the Detour and the subgrade under the Detour 1 pavement.			

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
18	5/24/2011	1,384.23	552,492.82
1B: Design Error or Omission. Other. This Change Order is to compensate the Contractor by lump sum for the reconstruction of the American Dream RV driveway on Crider Lane, which was inadvertently left out of the design plans.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
19	5/24/2011	17,868.14	570,360.96
2G: Differing Site Conditions (unforeseeable). Unadjusted utility (unforeseeable). Detour 1 was widened to four lanes and traffic was switched to two-way in order to avoid conflicts with AT&T. 2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). This Change Order will compensate the Contractor for detour changes associated with River Run, Detour 2, Signal Hill, and Detour 1. Changes included the reduction of pavement thickness, the lengthening of the RCP, and the addition of modified MBGF and box culverts.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
20	5/24/2011	18,810.49	589,171.45
2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). This Change Order will compensate the Contractor for additional temporary signs and traffic control devices necessary for added Traffic Control Plan Phase 2, Steps 4 and 5.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
21	5/25/2011	36,654.00	625,825.45
2G: Differing Site Conditions (unforeseeable). Unadjusted utility (unforeseeable). This change order will compensate the Contractor for relocating the existing CTSUD 18-inch Waterline between Structures 4 and 5 that was found to be in conflict with the drainage ditchline.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
22	5/26/2011	34,265.85	660,091.30
4B: Third Party Accommodation. Third Party requested work. This Change Order provides payment to the Contractor for work and materials needed to remove the existing illumination and to install the revised illumination. CTRMA requested changes to the illumination plans for the intersection of US 183 and South Gabriel Drive/Green Valley Drive.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
23	5/24/2011	11,264.05	671,355.35
2G: Differing Site Conditions (unforeseeable). Unadjusted utility (unforeseeable). This Change Order will compensate the Contractor for pavement striping related work items due to delays in utility adjustments and unknown utility conflicts which necessitated revisions to the Traffic Control Plans, including the installation of work zone, water based, non-removable striping, arrows, words, and yield triangles. Also included is the addition of removable arrows and words markings.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
24	6/24/2011	15,057.00	686,412.35
1A: Design Error or Omission. Incorrect PS&E. This Change Order provides payment to the Contractor for work to add an encasement pipe to Waterline D under the entrance to First Texas Bank and to relocate the water service. These items were inadvertently left out of the original design plans.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
25	8/19/2011	17,325.00	703,737.35
2G: Differing Site Conditions. Unadjusted utility (unforeseeable). This Change Order compensates the Contractor for the construction of Waterline I, which was not included in the original project plans. Waterline I is a portion of the existing 18-inch CTSUD waterline found to be in conflict with the drainage ditch grades in front of Water Quality Pond No. 3.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
26	8/19/2011	2,542.57	706,279.92
1A: Design Error or Omission. Incorrect PS&E. This Change Order compensates the Contractor for additional excavation necessary for the construction of Retaining Wall C due to changes to the original design plans. The final design plan for Retaining Wall C (revised Plan Sheet 310) was issued after the construction contract had been awarded.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
27	8/19/2011	3,721.69	710,001.61
2G: Differing site conditions. Unadjusted Utility (unforeseeable). This Change Order compensates the Contractor for work to install a 12" water line valve to an water line that was in conflict with the project grading. This allowed the owner to abandon the water line in conflict so the contractor could remove it. The owner provided the 12" valve, but additional items were required. This Change Order provides a lump sum for the labor, equipment and material required.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
28	8/19/2011	864.69	710,866.30
2I: Differing Site Conditions (unforeseeable). Additional Safety Concerns (unforeseeable). This Change Order will compensate the Contractor for work associated with the removal, and replacement of a crash cushion that was damaged by a vehicle on or about 12-16-10. A police report is available for the accident.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
29	8/19/2011	9,664.52	720,530.82
2I: Differing Site Conditions (unforeseeable). Additional Safety Needs (unforeseeable). This Change Order will compensate the Contractor for work associated with removing and rebuilding a crash cushion that was damaged by an unknown vehicle on or about 12-4-10.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
30	8/19/2011	1,693.92	722,224.74
2I: Differing Site Conditions (unforeseeable). Additional safety needs (unforeseeable). This Change Order will compensate the Contractor for work associated with the removal, and rebuild of a crash cushion that was damaged by a vehicle on or about 9-24-10. A police report is available for the accident.			

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
31	9/13/2011	40,021.92	762,246.66

3F: County Convenience. Additional work desired by the County. This Change Order provides for the installation of permanent traffic counters to quantify traffic on Northbound and Southbound US 183 for Williamson County reimbursement in accordance with the Pass Through Financing Agreement with TxDOT.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
32	9/20/2011	37,975.66	800,222.32

2G: Differing Site Conditions (unforeseeable). Unadjusted utility (unforeseeable). This Change Order compensates the Contractor for additional pavement striping items required by changes in the phasing of the Traffic Control Plans due to unadjusted utilities. The changes in phasing allowed the Contractor to continue construction and avoid the unresolved utility conflicts. 1A: Design Error or Omission. Incorrect PS&E. This Change Order compensates the Contractor for pavement striping related work items that were not included in the original contract quantities to provide for temporary tabs during SMA paving operations.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
33	10/11/2011	-49,326.01	750,896.31

2E: Differing Site Conditions. Miscellaneous difference in site conditions (unforeseeable)(Item 9). This Change Order compensates the Contractor for work associated with the redesign of Cross Culvert No. CC6. The original design of the culvert could not be used because an unknown existing 4x2 box culvert crossed under SH 29 where it would be in conflict with the bore for the new RCP drain pipe. Instead, the existing 4x2 box culvert will be incorporated into a new design to drain the area. Also included are the cost of restocking the 36 inch diameter pipe that was to be used for the bore under SH 29 and the costs associated with dewatering and filling back in the bore pit that had been dug to perform the bore.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
34	10/25/2011	2,613.54	753,509.85

1A: Design Error. Incorrect PS&E. This Change Order adds a pay item for the installation of the associated siphon pipe for the two HMTs associated with the SB Bridge, not included in the original contract items. 2G: Differing Site Conditions. Unadjusted utility (unforeseeable). This Change Order compensates the Contractor for shortening the previously installed RCP culvert under Green Valley due to the relocation of the planned location of Hazardous Material Tank in the ditchline north of Green Valley Drive. The installation required relocation from the original design location due to existing telephone lines.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
35	1/27/2012	998.21	754,508.06

2I: Differing Site Conditions (unforeseeable). Additional safety concerns (unforeseeable). This Change Order compensates the Contractor for work associated with the removal and replacement of a crash cushion that was damaged by a vehicle on 4/8/2011. A police report is available for the accident. At the time of the incident, the crash cushion was located at the north end of CTB at approximately Sta 1046+67 on US 183 per Sheet 73 of Phase II Step 2 of the Traffic Control

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
36	1/27/2012	966.06	755,474.12

2I: Differing Site Conditions (unforeseeable). Additional safety needs (unforeseeable). This Change Order compensates the Contractor for work associated with the removal and replacement of a crash cushion that was damaged by a vehicle on 2/9/2011. A police report is available for the accident. At the time of the incident, the crash cushion was located at the north end of CTB at approximately Sta 19+80 on SH 29 per Sheet 58A of Phase II Step 1A of the Traffic Control

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
37	2/7/2012	23,118.52	778,592.64

1A: Design Error or Omission. Incorrect PS&E. This Change Order adds a new Contract item to compensate the Contractor for costs associated with the cut and restore of pavement over drainage structures CC1, CC3, CC7 and CC9. In the original plans, an item was not included for payment of cutting and restoring pavement during the installation of cross culverts in areas under traffic.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
38	2/7/2012	291,200.20	1,069,792.84

2J: Differing Site Conditions (unforeseeable). Other. This Change Order compensates the Contractor for material costs associated with quantity overruns of the Type B and Type C HMAC utilized in the portions of the project which required crown correction and overlay. 5B: Contractor Convenience. Contractor requested change in the sequence and/or method of work. This Change Order allows for the substitution of 1-inch D-GR HMA and 1-inch CMHB-F for the Contract specified 2-inches of SMA-C HMAC.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
39	3/5/2012	38,496.27	1,108,289.11

1A: Design Error or Omission. Incorrect PS&E. This Change Order finalizes the compensation to the Contractor for the work associated with the embankment and removal of the temporary pavement on the project. Where applicable, the existing pay items were used to pay for the additional work. Where the work was deemed not similar in the scope of the original contract, the work was performed under force account. Additionally, the estimated quantities of hot mix asphalt and embankment for temporary pavement added by Change Order No. 12 have been adjusted to match field conditions.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
40	3/23/2012	67,003.19	1,175,292.30

6B: Untimely ROW/Utilities. Right-of-Way not clear (County responsibility for ROW). This Change Order provides for compensation to the contractor for the work associated with the changes to the driveway pavements and associated drainage due to added driveways and widened driveways at various locations due to ROW acquisitions. 3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order also provides for compensation to the Contractor for the widening, striping and drainage changes to River Run, which relocated the intersection with US 183 to the location of the River Run detour. In addition, a few driveways were changed from a flex base & hot mix asphalt section to an asphalt overlay.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
41	3/23/2012	8,130.50	1,183,422.80

2I. Differing Site Conditions (unforeseeable). Additional Safety Needs (unforeseeable). This Change Order adds a new Contract item to provide for restocking of additional crash cushions obtained by the Contractor that were not required to be used the project. On 4-18-2011, an accident on the project required using the last available crash cushion on the site for replacement of the damaged cushion. This was the sixth accident on a crash cushion and the project was about to start Traffic Control Plans (TCP) Phase II, steps A and B, which would have required two crash cushions on concrete traffic barrier. Subsequently, the TCP was revised and the crash cushions and concrete traffic barrier were removed. No more crash cushions were damaged by accidents, so the project did not use these additional crash cushions.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
42	8/30/2012	105,227.89	1,288,650.69

3M: County Convenience. Other. This change order allows Williamson County to adjust the amount of compensation to be paid to the contractor in proportion to the quality of the asphalt pavement produced and placed on the project.

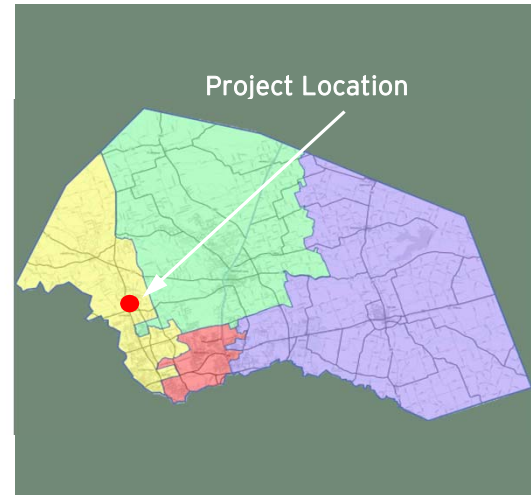
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
43	9/28/2012	1,025.74	1,289,676.43

2J: Differing site conditions. Additional safety needs (unforeseeable). This Change Order adds a new Contract item to compensate the Contractor for work associated with the removal and repair of metal beam guard fence (MBGF) at the northeast corner of South Gabriel Drive and northbound US 183. The MBGF was damaged by a vehicle on April 12, 2012. A police report is available for the accident.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
44	9/28/2012	71,999.51	1,361,675.94

1A. Design Error or Omission. Incorrect PS&E. This Change Order adds additional sign quantities and new Contract items to provide for additional signage installation as required per RFI Nos. 45 & 46 and as identified by TxDOT.

Adjusted Price = \$16,039,403.78



HERO WAY

(US 183 to CR 269)

Project Length: 1.3 Miles

Roadway Classification: Urban Collector

Roadway Section: Four-Lane Roadway

Project Schedule: February 2011 - January 2013

Estimated Construction Cost: \$4.3 Million



OCTOBER 2012 IN REVIEW

10/05/2012: DNT is fine grading topsoil along CR 269. Subcontractor M&M installed the underdrain pipes at the railroad crossing. Subcontractor ATS installed conduit to tie the intersection signals into the railroad crossing gates.

10/12/2012: DNT completed fine grading topsoil and Subcontractor Matoka seeded the east end of the project along CR 269. DNT hauled excess material offsite and graded subgrade at the east tie-in to the railroad crossing.

10/19/2012: DNT finished the subgrade on the east side of the railroad tracks and placed & mixed lime into the subgrade. The Contractor is placing fill over the box culvert under the US 183 right turn lane up to subgrade elevation.

10/26/2012: DNT completed lime treating the subgrade east of the railroad. The Contractor is processing the subgrade on the west tie-in. Subcontractor Greater Austin is placing the last curb & gutter east of the railroad tracks.

11/02/2012: Subcontractor Ramming paved 10 inches of Ty A asphalt on the US 183 right turn lane and west of the railroad crossing. Greater Austin placed the last of the concrete paving, the curb for the median island on the west side of the track and last 3 inlet tops. Matoka is installing the T101 rail on US 183.



Design Engineer: Pape-Dawson
Contractor: DNT Construction
Construction Observation:
Steven Shull, HNTB Corporation

Williamson County
Road Bond Program



Hero Way (US 183 to CR 269)
Project No. 10WC823

Original Contract Price = \$4,232,522.80

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
9/28/2010	12/15/2011	1/23/2012	2/3/2011	1/21/2013		365	0	365	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	2/1/2011	2/28/2011	0	\$188,841.24	\$188,841.24	\$20,982.36	\$20,982.36	5	0
2	3/1/2011	3/31/2011	0	\$184,032.05	\$372,873.29	\$20,448.01	\$41,430.37	10	0
3	4/1/2011	4/30/2011	0	\$152,816.07	\$525,689.36	\$16,979.56	\$58,409.93	14	0
4	5/1/2011	5/31/2011	0	\$174,343.03	\$700,032.39	\$19,371.45	\$77,781.38	18	0
5	6/1/2011	6/30/2011	0	\$409,176.00	\$1,109,208.39	\$45,464.00	\$123,245.38	29	0
6	7/1/2011	7/31/2011	0	\$60,186.25	\$1,169,394.64	\$6,687.36	\$129,932.74	31	0
7	8/1/2011	8/31/2011	0	\$132,146.49	\$1,301,541.13	\$14,682.94	\$144,615.68	34	0
8	9/1/2011	9/30/2011	0	\$37,783.92	\$1,339,325.05	\$4,198.21	\$148,813.89	35	0
9	10/1/2011	10/31/2011	0	\$67,271.94	\$1,406,596.99	\$7,474.67	\$156,288.56	37	0
10	11/1/2011	11/30/2011	0	\$223,440.76	\$1,630,037.75	\$24,826.75	\$181,115.31	43	0
11	12/1/2011	12/31/2011	0	\$221,063.08	\$1,851,100.83	\$24,562.56	\$205,677.87	48	0
12	1/1/2012	1/31/2012	9	\$70,609.37	\$1,921,710.20	\$7,845.54	\$213,523.41	50	2
13	2/1/2012	2/29/2012	29	\$392,182.74	\$2,313,892.94	-\$91,739.57	\$121,783.84	57	10
14	3/1/2012	3/31/2012	31	\$369,630.44	\$2,683,523.38	\$19,454.23	\$141,238.07	66	19
15	4/1/2012	4/30/2012	30	\$77,041.81	\$2,760,565.19	\$4,054.83	\$145,292.90	68	27
16	5/1/2012	5/31/2012	31	\$181,706.87	\$2,942,272.06	\$9,563.52	\$154,856.42	73	36
17	6/1/2012	6/30/2012	30	\$379,618.58	\$3,321,890.64	\$19,979.93	\$174,836.35	82	44
18	7/1/2012	7/31/2012	31	\$37,727.16	\$3,359,617.80	\$1,985.64	\$176,821.99	83	52
19	8/1/2012	9/30/2012	61	\$35,210.80	\$3,394,828.60	\$1,853.20	\$178,675.19	84	69
20	10/1/2012	10/31/2012	31	\$127,153.61	\$3,521,982.21	\$6,692.29	\$185,367.48	87	78

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	4/26/2011	10,399.12	10,399.12

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This change order provides payment to the Contractor for installing woven wire fencing instead of barbed wire fencing due to the type of adjacent livestock. The Contractor will also install additional fencing for the Temporary Grading Easement and three water gaps across Brushy Creek to prevent the livestock from accessing the ROW during construction. 1A: Design Error or Omission. Incorrect PS&E. The contract quantity for Temporary Sediment Control Fence is being increased to match the quantity shown on the SW3P plans.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	7/26/2011	-94,751.66	-84,352.54

1A: Design Error or Omission. Incorrect PS&E. This change order revises the contract quantities to utilize a flexible pavement section at the CR 269 tie-in, in lieu of the concrete pavement section quantified in the plans. This change order also corrects a quantity error in the Ty A hot mix, providing a significant cost savings to the County.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	8/2/2011	16,661.05	-67,691.49

1A: Design Error or Omission. Incorrect PS&E. This Change Order corrects the contract quantity of rip rap to match the designed quantity on the plans and summary sheet. 3H: County Convenience. Cost savings opportunity discovered during construction. The standard for curb inlets was changed from the specified TxDOT San Antonio District Standards to the TxDOT Austin District Standards. The City of Leander concurs with the change in inlet standards.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	8/2/2011	36,278.03	-31,413.46

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order provides compensation to the Contractor to expand Pond A and raise the pond elevation due to groundwater that was encountered during excavation to the proposed plan grade. The design of the vertical alignment of Storm Drain Line A was also adjusted. These changes have been approved by TCEQ.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	8/2/2011	550.00	-30,863.46

2G: Differing Site Conditions. Unadjusted utility (unforeseeable). This Change Order provides compensation for additional work by the Contractor to cap an existing sanitary sewer line vent pipe, which is located in the middle of the proposed roadway.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	10/18/2011	11,790.00	-19,073.46

2G: Differing Site Conditions (unforeseeable). Unadjusted Utility (unforeseeable). This Change Order provides payment to the Contractor to upgrade the existing 12 inch waterline on the east side of the railroad tracks. The existing waterline is old and contains several bends, making it difficult to be installed with the proposed split encasement. The old line will be removed, the new waterline will be placed in the encasement, and then the entire section will be set back in line with the existing waterline. This will allow for the City of Leander to tie-in to the new section when they upgrade the rest of the existing line.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	5/24/2012	24,344.00	5,270.54

2J: Differing Site Conditions (unforeseeable). Other. This Change Order provides payment for lime treating subgrade on CR 269. 6C. Untimely ROW/Utilities. Utilities not clear. This Change Order adds four months of Barricades, Signs and Traffic Handling to the contract to account for a portion of the project construction duration when utilities were not clear.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	7/19/2012	21,921.02	27,191.56

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). The existing material in the area where Bridge Class Structure #1 was to be extended was unsuitable due to running water under the existing culvert. It was determined that the material would have to be removed and rock would have to be placed to stabilize the area for the box extension. 1B: Design Error or Omission. Other. Plan quantities for the T101 Rail and the C411 Rail were quantified incorrectly.

Adjusted Price =	\$4,259,714.36
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San Gabriel Parkway, Phase II (183A to CR 270)
Project No. 11WC903

Original Contract Price = \$1,182,680.88

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
12/8/2010	2/1/2011	4/19/2011	4/21/2011	10/26/2011		220	0	220	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	4/1/2011	4/30/2011	3	\$152,687.25	\$152,687.25	\$16,965.25	\$16,965.25	14	1
2	5/1/2011	5/31/2011	31	\$268,738.47	\$421,425.72	\$29,859.83	\$46,825.08	40	15
3	6/1/2011	6/30/2011	30	\$61,597.80	\$483,023.52	\$6,844.20	\$53,669.28	45	29
4	7/1/2011	7/31/2011	31	\$272,182.59	\$755,206.11	-\$13,921.59	\$39,747.69	67	43
5	8/1/2011	8/31/2011	31	\$173,091.62	\$928,297.73	\$9,110.09	\$48,857.78	82	57
6	9/1/2011	9/30/2011	30	\$3,457.51	\$931,755.24	\$181.97	\$49,039.75	83	71
7	10/1/2011	10/31/2011	26	\$178,765.67	\$1,110,520.91	\$9,408.72	\$58,448.47	99	83
8	11/1/2011	12/31/2012	N/A	\$3,462.73	\$1,113,983.64	\$182.25	\$58,630.72	99	-
9	1/1/2012	1/31/2012	N/A	\$46,514.88	\$1,160,498.52	-\$34,947.08	\$23,683.64	100	-

11/2/2012 Comments - The Certificate of Completion was issued 3/14/2012. The Balancing Change Order has been processed and Ranger is preparing to submit the maintenance bond, as-built drawings, and other close out documentation.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/24/2011	0.00	0.00

5B: Contractor Convenience. Contractor requested change in the sequence and/or method of work. This Change Order allows a substitution from density controlled embankment to ordinary compaction embankment with no additional cost to the County. Due to inconsistent material types on the project, the Contractor is experiencing difficulty obtaining passing density tests.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	10/18/2011	8,220.00	8,220.00

C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). This Change Order provides payment to the Contractor for additional flex base at the west end of the project, the tie in at the 183A northbound frontage road. The grades at the tie-in built by CTRMA's contractor are approximately 1' 4" higher than shown on the San Gabriel Parkway plans

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	11/15/2011	827.55	9,047.55

1B: Design Error or Omission. Other. This Change Order provides payment to the Contractor for installing signs that were incorrectly quantified in the plans and adds a new contract item for the signs.

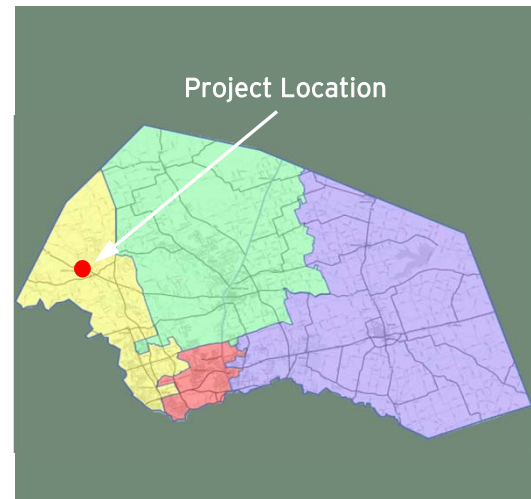
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	12/22/2011	827.55	9,875.10

2I: Differing Site Conditions. Additional safety needs (unforeseeable). This Change Order provides payment to the Contractor for changes made to the striping layout due to unsafe passing zones.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	7/19/2012	-7,612.90	2,262.20

2E: Differing Site Conditions. Miscellaneous difference in site conditions (unforeseeable). Adjustment of quantities to meet field conditions.

Adjusted Price = \$1,184,943.08



SH 29 TWO-WAY LEFT TURN LANE @ LIBERTY HILL

(4000' west of Cemetery to CR 200)

Project Length: 1.7 Miles

Roadway Classification: Rural Arterial

Roadway Section: Four-lane divided roadway with center turn lane and shoulders

Project Schedule: December 2011 - December 2012

Estimated Construction Cost: \$3.0 Million



OCTOBER 2012 IN REVIEW

10/05/2012: Joe Bland is pouring concrete riprap along the westbound lanes between Sta 351+00 and 318+75.

10/12/2012: Joe Bland poured riprap along the westbound lanes between Driveways 14 & 15 and mow strip along the eastbound lanes at Culverts 2 & 3. The Contractor started final grading operations near Deep Lake Drive, working west. Joe Bland began installing the culvert pipe for the new CO driveways.

10/19/2012: Joe Bland continued excavating ditches to the final grade and placed topsoil along the westbound lanes. The Contractor completed installing the culvert pipes for the CO driveways and formed the SETs. Subcontractor Roadway Specialties (RSI) is installing MBGF along the westbound lanes.

10/26/2012: Joe Bland poured the SETs on the CO driveways and formed & poured concrete rip rap at the downstream end of Culvert 5. Joe Bland spread topsoil from CR 277 west to Sta 284+20 along the westbound widening. RSI continues to install MBGF along the westbound lanes at Culverts 1, 2, and 3.

11/02/2012: Joe Bland formed & poured mow strip at Culverts 1 & 3 and slope rip rap upstream of Culvert 5. The Contractor continues final grading.



Design Engineer: CP&Y
Contractor: Joe Bland Construction
Construction Observation:
James Perry, HDR

Williamson County
Road Bond Program



PRIME
STRATEGIES,
INC.

SH 29 Two-Way Left Turn Lane at Liberty Hill
Project No. 11WC915

Original Contract Price = \$2,981,784.92

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
7/21/2011	8/31/2011	12/2/2011	12/17/2011	10/25/2012		260	54	314
	<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
	1	11/1/2011	11/30/2011	0	\$66,105.50	\$66,105.50	2	0
	2	12/1/2011	12/31/2011	15	\$104,377.00	\$170,482.50	6	5
	3	1/1/2012	1/31/2012	31	\$209,552.00	\$380,034.50	12	15
	4	2/1/2012	2/29/2012	29	\$372,594.00	\$752,628.50	25	24
	5	3/1/2012	3/31/2012	31	\$155,562.60	\$908,191.10	30	34
	6	4/1/2012	4/30/2012	30	\$54,359.00	\$962,550.10	32	43
	7	5/1/2012	5/31/2012	31	\$91,928.00	\$1,054,478.10	35	53
	8	6/1/2012	6/30/2012	30	\$419,262.40	\$1,473,740.50	48	63
	9	7/1/2012	7/31/2012	31	\$89,731.90	\$1,563,472.40	51	73
	10	8/1/2012	8/31/2012	31	\$361,244.18	\$1,924,716.58	63	82
	11	9/1/2012	9/30/2012	30	\$74,729.50	\$1,999,446.08	66	92
	12	10/1/2012	10/31/2012	31	\$131,441.55	\$2,130,887.63	70	102

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/18/2012	18,000.00	18,000.00

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order increases the plan quantities for excavation and embankment on the project due to unsuitable subgrade material encountered in areas of the roadway widening. The unsuitable material will be excavated out and replaced with suitable embankment material from other areas the project. The Contractor will be compensated based upon actual field measurements of the areas of unsuitable material.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	6/4/2012	23,206.60	41,206.60

1A: Design Error or Omission. Incorrect PS&E. This Change Order adds a new Item to the Contract for Temporary Special Shoring necessary to construct the box culvert extensions that are part of the plans due to steep slopes that could not be benched due to the proximity of the roadway.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	8/24/2012	16,900.00	58,106.60

6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds a Contract Item to compensate the Contractor to expose and adjust the location of the existing AT&T phone line at Driveways 15, 17 and 18 during installation of the driveway culvert pipes. The Change Order also adds additional days to the Contract time due to delays caused by AT&T not relocating the additional unadjusted existing utility line in conflict schedule critical items on the project. Fifty-four (54) days were added to the Contract schedule.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	8/24/2012	5,427.24	63,533.84

1A: Design Error or Omission. Incorrect PS&E. This Change Order extends the culverts for Driveways 15 and 17 to create one continuous culvert instead of two separate structures, since there would be no separation between the culverts SETs once the culverts were adjusted to be centered on the existing driveway locations. 2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). This Change Order deletes rip rap that is no longer needed due to the construction of right turn lanes to the new Liberty Hill High School by others in the same locations where concrete rip rap was specified. The Change Order also add a driveway at Sta 335+40 Left that was not evident in the field.

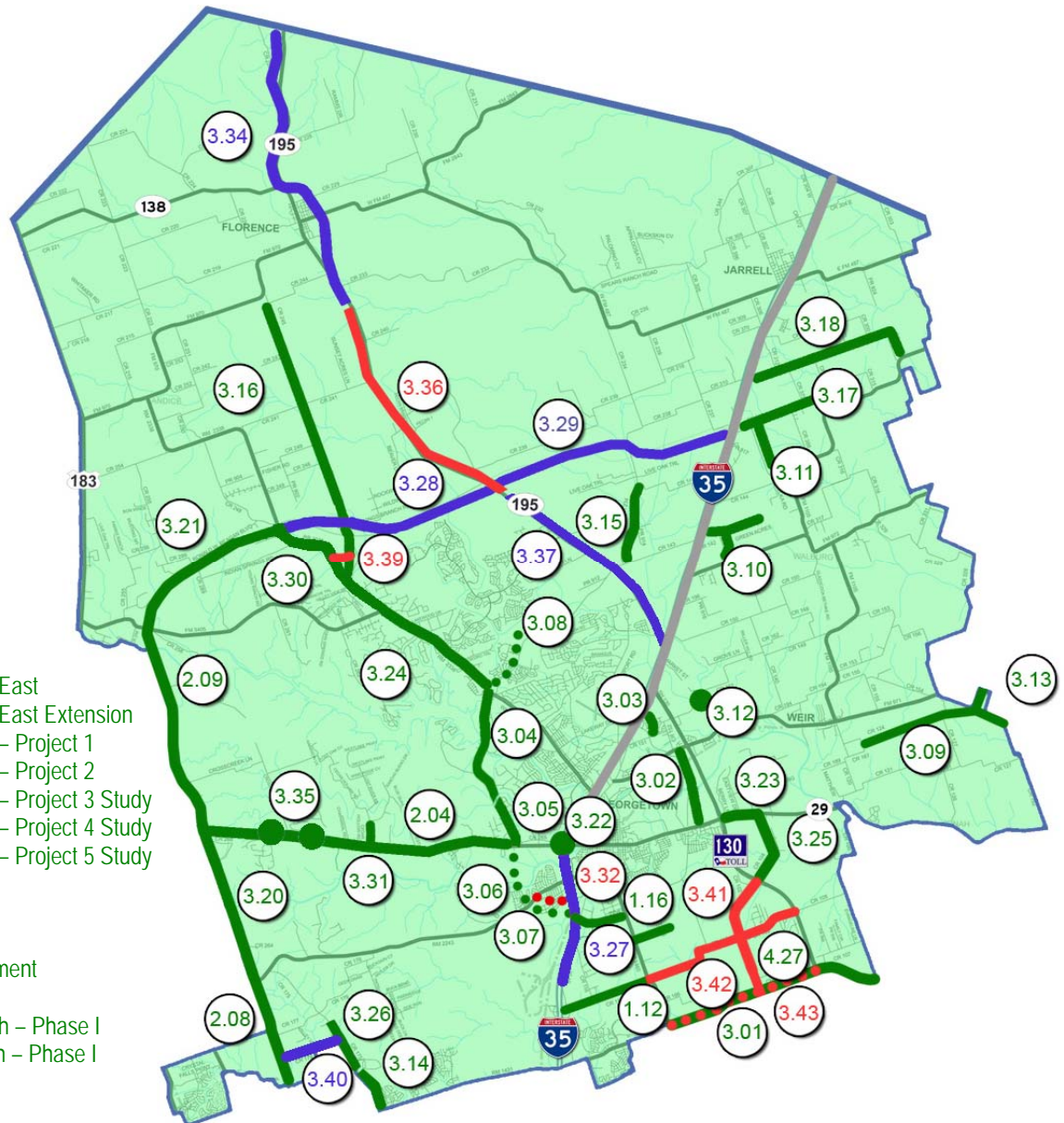
Adjusted Price = \$3,045,318.76

PRECINCT 3

COMMISSIONER COVEY

Completed/Open to Traffic

- 2.04 Cedar Hollow @ SH 29
- 3.01 Chandler Rd. – Phase 1
- 3.02 Georgetown Inner Loop East
- 3.03 Georgetown Inner Loop East Extension
- 3.04 Georgetown Inner Loop – Project 1
- 3.05 Georgetown Inner Loop – Project 2
- 3.06 Georgetown Inner Loop – Project 3 Study
- 3.07 Georgetown Inner Loop – Project 4 Study
- 3.08 Georgetown Inner Loop – Project 5 Study
- 3.09 CR 124
- 3.10 CR 142
- 3.11 CR 145
- 3.12 CR 152 Bridge Replacement
- 3.13 CR 157
- 2.08 Ronald W. Reagan South – Phase I
- 2.09 Ronald W. Reagan North – Phase I
- 3.14 CR 175
- 3.15 CR 234
- 3.16 CR 245
- 3.17 CR 311
- 3.18 CR 314
- 3.20 Ronald W. Reagan South - Phase 2
- 3.21 Ronald W. Reagan North - Phase 2
- 4.27 Chandler Rd. – Phase 2
- 3.22 IH-35 @ SH 29 Turnarounds (PTF)
- 3.23 SH 29/CR 104 – Phase 1
- 1.12 CR 111 (Westinghouse Rd.)
- 1.16 SE Inner Loop at FM 1460
- 3.24 Williams Drive (RM 2338)
- 3.25 CR 104 – Phase 2
- 3.26 CR 175 Extension - Phase 2A
- 3.30 RM 2338 (PTF)
- 3.31 SH 29 Improvements Study & Schematic
- 3.35 SH 29 @ Park Place Dr. & Jack Nicklaus Blvd.



Under Construction / Bidding

- 3.27 IH-35 Northbound Frontage Rd. and Ramps (PTF)
- 3.28 Ronald W. Reagan North - Phase 3
- 3.29 Ronald W. Reagan North - Phase 4
- 3.34 SH 195 Project 1
- 3.37 SH 195 Project 3
- 3.40 CR 179

In Design

- 3.32 SW Bypass Planning Study
- 3.36 SH 195 Project 2
- 3.39 CR 245 Realignment
- 3.41 CR 110
- 3.42 CR 111
- 3.43 Chandler Road Expansion

Williams Drive (DB Wood Rd to FM 3405)
Project No. 09WC706
Original Contract Price = \$11,464,068.41

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
12/17/2008	1/20/2009	3/2/2009	3/16/2009	4/13/2011		570	133	703
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>	
1	3/1/2009	3/31/2009	16	\$409,766.45	\$409,766.45	3	2	
2	4/1/2009	4/30/2009	30	\$275,352.93	\$685,119.38	5	7	
3	5/1/2009	5/31/2009	30	\$780,300.96	\$1,465,420.34	11	11	
4	6/1/2009	6/30/2009	30	\$409,988.45	\$1,875,408.79	14	15	
5	7/1/2009	7/31/2009	30	\$439,814.28	\$2,315,223.07	17	19	
6	8/1/2009	8/31/2009	31	\$748,866.19	\$3,064,089.26	22	24	
7	9/1/2009	9/30/2009	30	\$1,044,554.30	\$4,108,643.56	30	28	
8	10/1/2009	10/31/2009	31	\$560,440.65	\$4,669,084.21	34	32	
9	11/1/2009	11/30/2009	28	\$489,651.00	\$5,158,735.21	38	36	
10	12/1/2009	12/31/2009	30	\$347,909.60	\$5,506,644.81	40	41	
11	1/1/2010	1/31/2010	30	\$236,560.28	\$5,743,205.09	42	45	
12	2/1/2010	2/28/2010	28	\$255,322.06	\$5,998,527.15	44	49	
13	3/1/2010	3/31/2010	31	\$258,010.86	\$6,256,538.01	46	53	
14	4/1/2010	4/30/2010	30	\$212,301.25	\$6,468,839.26	47	58	
15	5/1/2010	5/31/2010	30	\$417,038.91	\$6,885,878.17	51	62	
16	6/1/2010	6/30/2010	30	\$528,804.07	\$7,414,682.24	54	66	
17	7/1/2010	7/31/2010	30	\$252,045.70	\$7,666,727.94	56	70	
18	8/1/2010	8/31/2010	31	\$849,838.78	\$8,516,566.72	62	75	
19	9/1/2010	9/30/2010	29	\$726,706.61	\$9,243,273.33	68	79	
20	10/1/2010	10/31/2010	31	\$974,180.24	\$10,217,453.57	75	83	
21	11/1/2010	11/30/2010	29	\$1,146,780.24	\$11,364,233.81	83	87	
22	12/1/2010	12/31/2010	30	\$786,049.59	\$12,150,283.40	89	92	
23	1/1/2011	1/31/2011	30	\$297,612.45	\$12,447,895.85	91	96	
24	2/1/2011	2/28/2011	28	\$245,840.70	\$12,693,736.55	93	100	
25	3/1/2011	3/31/2011	31	\$172,843.13	\$12,866,579.68	94	104	
26	4/1/2011	4/30/2011	13	\$152,128.70	\$13,018,708.38	95	106	
27	6/1/2011	6/30/2011	0	\$94,473.54	\$13,113,181.92	96	106	
28	7/1/2011	7/31/2011	0	\$33,774.00	\$13,146,955.92	96	106	
29	8/1/2011	11/30/2011	0	\$53,780.25	\$13,200,736.17	97	106	
30	12/1/2011	1/31/2012	0	\$14,491.52	\$13,215,227.69	97	106	
31	2/1/2012	2/29/2012	0	\$33,235.20	\$13,248,462.89	97	106	
32	3/1/2012	3/31/2012	0	\$32,649.25	\$13,281,112.14	97	106	
33	6/1/2012	6/30/2012	0	\$12,221.00	\$13,293,333.14	97	106	

11/2/2012 Comments - The corrections to the pedestrian crossing at the intersection of Williams and Wildwood and the installation of the additional signage requested on FM 3405 are complete. Substantial Completion has been issued effective 4/11/2011 and the GEC is finalizing the files so that the final balancing change order can be issued. The punch list items are complete.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	6/9/2009	-22,295.80	-22,295.80

3H: County Convenience. Cost savings opportunity discovered during construction. This change order adds Item 351, Flexible Pavement Structure Repair (4") to the contract, which will be in lieu of the original Item 351, Flexible Structure Repair (10"). The pavement condition of Williams Drive does not warrant the 10" repair and can be accomplished with a 4" repair.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/15/2009	818,430.82	796,135.02

4B: Third Party Accommodation. Third party requested work. This change order upgrades the proposed Chisholm Trail Special Utility District (CTSUD) waterline (Segments A and C) from an 18" waterline to a 24" waterline. This will be funded in full by CTSUD. Thirty-three (33) days were added to the

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/27/2009	6,018.38	802,153.40

4B: Third Party Accommodation. Third party requested work. 6C: Untimely ROW/Utilities. Utilities not clear. This change order pays the Contractor for various items of extra work necessary to install the Chisholm Trail Special Utility District (CTSUD) waterline and for one day of idle equipment due to a request by CTSUD not to work on in the vicinity of their waterline.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/9/2010	-243,410.00	558,743.40

3H: County Convenience. Cost savings opportunity discovered during construction. This change order documents the revisions to the pay quantities due to a change in the method of installation of the waterline encasement pipe and adjustment of quantities to meet field conditions. Encasement pipe installation was changed from a bore to an open cut at various locations.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	3/4/2010	6,191.26	564,934.66

6C: Untimely ROW/Utilities. Utilities Not Clear. This Change Order sets up a force account item for Contractor payment. Verizon telephone conduits were in conflict with CTSUD Waterline D. Lowering the profile of waterline D was the solution. This extra work was due to additional excavation required.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	3/9/2010	126,046.65	690,981.31
2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). 3F: County Convenience. Additional work desired by the County. 1A: Design Error or Omission. Incorrect PS&E. This change order documents changes to the driveway pay items, adds a pay item for Concrete Driveways, adds culvert pipe bypasses at electrical poles and telephone manholes and changes the slope on pipe culverts that are parallel to the roadway from 3:1 to 6:1.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	3/23/2010	18,759.00	709,740.31
4B: Third Party Accommodation. Third party requested work. This change order adds a 24" gate valve to the project at the request of Chisholm Trail Special Utility District on Waterline D at Sta. 8+20.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	3/23/2010	6,427.15	716,167.46
2: Differing Site Conditions. 2D: Environmental remediation 2G: Unadjusted utility (unforeseeable). This change order adds items to pay for work necessary to clear existing features for installation of the CTSUD 24" Waterline C. The waterline installation encountered an unknown geological feature at Sta. 559+00 Right, and an abandoned City wastewater manhole and City waterline vault near Sta. 601+00 at Woodlake Drive.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
09	3/23/2010	2,307.03	718,474.49
6C: Untimely ROW/Utilities. Utilities not clear. This change order adds a pay item for backfilling holes in the new roadway alignment (in the future shoulder) that were left behind when the telephone poles were removed.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
10	7/1/2010	8,051.71	726,526.20
2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This change order compensates the Contractor for additional work to excavate and backfill an existing trench that is in conflict with the proposed 24" waterline assignment of Waterline C from Sta. 92+00 to 96+00. CTSUD has approved and agreed to pay for this work.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
11	8/18/2010	9,165.00	735,691.20
2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). and 3L. County Convenience. Revising safety work/measures desired by the County. This change order adds the removal of existing concrete valley gutters at the intersections of: (1) Williams Drive and Woodlake Drive and (2) Williams Drive and Wildwood Drive.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
12	9/13/2010	24,846.25	760,537.45
4B. Third Party Accommodation. Third party requested work. The change order establishes a force account pay item for installation of landscape pavers in the center medians of four (4) driveways at the request of the City of Georgetown. The change order also changes the construction material of the HEB and Bank of America driveways from asphalt to concrete at the request of the City of Georgetown.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
13	9/13/2010	24,200.00	784,737.45
3E. County Convenience. Reduction of future maintenance. This change order adds a pay item for a soil retention blanket, including the grass seed, to control erosion along the side of the roadway and to facilitate grass establishment. The amount of drill seeding is reduced by the same area of added blanket.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
14	9/13/2010	3,600.00	788,337.45
4B. Third Party Accommodation. Third party requested work. This change order adds a pay item to haul Portable Concrete Traffic Barrier from the project to the TxDOT storage yard located at IH 35 and Parmer instead of the yard at IH 35 and Westinghouse Road. TxDOT requested the PCTB be delivered for storage to the Parmer location after use.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
15	11/9/2010	676,011.22	1,464,348.67
4B: Third Party Accommodation. Third party requested work. At the request of the City of Georgetown, this change order deletes the strain pole signals and adds mast arm signal assemblies, adds a fiber optic interconnection between the signals, and adds roadway improvements at the intersection of Williams Drive and DB Wood/Shell Road to match a City improvement project on DB Wood/Shell Road. Sixty-five (65) days were added to the Contract schedule			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
16	1/31/2011	4,500.00	1,468,848.67
3F: County Convenience. Additional work desired by the County. This change order compensates the Contractor for signal maintenance on the existing signals that remained in use during the project. 3F: County Convenience. (Related to) Additional work desired by City of Georgetown. This change order adds 35 days to the contract due to a delay in the availability of materials for the additional signals. Refers to Change Order 15.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
17	5/10/2011	86,291.48	1,555,140.15
3M: County Convenience. Other. This change order allows Williamson County to adjust the amount of compensation to be paid to the Contractor in proportion to the quality of the asphalt pavement produced and placed on the project.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
18	5/10/2011	3,638.38	1,558,778.53
3L: County Convenience. Revising safety work / measures desired by the County. This change order documents the locations on the project where the City/County Change Order Review Team approval a proposal to use Type B hot mix asphalt in lieu of flex base to increase the safety of the traveling public through the minimization of disruptions to traffic operations and long-term lane closures during the construction of the side streets.			

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
19	6/15/2011	35,863.48	1,594,642.01

2C: New development (conditions changing after PS&E were completed). This change order pays the Contractor for revisions to the project drainage and the Bank of America driveway.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
20	6/20/2011	61,255.50	1,655,897.51

3F: County Convenience. Additional work desired by County. 4B: Third Party Accommodation. Third party requested work. The change order adds safety illumination at the intersections of Williams Drive and FM 3405 and Williams Drive and Jim Hogg Drive. Adding safety illumination at these intersections was requested by the Texas Department of Transportation and Williamson County due to the high volume of traffic at each intersection.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
21	6/24/2011	77,292.75	1,733,190.26

3L: County Convenience. Revising safety work / measures desired by the County. This change order documents overruns to metal beam guard fence and concrete rip rap pay items. These items were increased to protect and stabilize steep slopes along the roadway.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
22	6/24/2011	168,550.30	1,901,740.56

3F: Third Party Accommodation. Additional work desired by the County. This change order documents overruns and underruns to items related to driveway, storm sewer pipe, safety end treatments and area inlets.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
23	6/24/2011	40,694.60	1,942,435.16

4B: Third Party Accommodation. Third Party requested work. This change order documents overruns and under runs to existing pay items for the Chisholm Trail Special Utility District and the City of Georgetown waterlines.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
24	6/24/2011	65,088.88	2,007,524.04

3F: County Convenience. Additional work desired by the County. 3L: Revising safety work/measures desired by the County. 4B: Third Party Accommodation. Third party requested work. This change order provides for balancing the overruns and under runs to the contract bid item quantities as a result of addressing field conditions not accounted for in the original plans. This change order documents overruns and under runs to final pay quantities on the roadway construction pay items.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
25	10/25/2011	53,780.25	2,061,304.29

3M: County Convenience. Other. As required by Item 341, this Change Order adjusts the amount of compensation paid to the Contractor based upon the quality of the remaining hot mix asphalt surface produced and placed on the project. The Contractor has met the requirements to receive an asphalt production & placement bonus for the remaining hot mix asphalt surface on the project.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
26	12/6/2011	83,476.00	2,144,780.29

1A: Design Error or Omission. Incorrect PS&E. This Change Order compensates the Contractor for the cost of additional metal beam guardrail and related items that have been added to the project to protect traffic from a steep side slope located in the clear zone near Old Oak Drive. 3L: County Convenience. Revising safety work/measures desired by the County. One lightpole foundation will be removed and the Contractor will adjust the slope of the adjacent ground around three other foundations to improve safety for the traveling public.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
27	3/23/2012	25,870.26	2,170,650.55

1A: Design Error or Omission. Incorrect PS&E. This Change Order provides compensation to the Contractor to modify the cross slope of the pedestrian crosswalk at the intersection of Wildwood and Williams Drive to meet ADA requirements. This work includes removing and replacing the asphalt surface to change the cross slope of the cross walk and removing and replacing the pedestrian ramps to match the new pavement slopes. 4B: Third Party Accommodation. Third party requested work. TXDOT requested additional signs on FM 3405.

Adjusted Price = \$13,634,718.96

PASS THROUGH FINANCING: RM 2338 Phase 2 (FM 3405 to Ronald Reagan Blvd)
Project No. 09WC722A TxDOT CSJ: 2211-01-023

Original Contract Price = \$8,700,198.56

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
1/13/2010	2/2/2010	5/18/2010	6/1/2010	7/12/2012		540	0	540
	<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
	1	3/1/2010	3/31/2010	0	\$511,354.80	\$511,354.80	6	0
	2	4/1/2010	6/30/2010	0	\$311,911.32	\$823,266.12	9	0
	3	7/1/2010	7/31/2010	0	\$205,969.16	\$1,029,235.28	12	0
	4	8/1/2010	8/31/2010	0	\$296,658.56	\$1,325,893.84	15	0
	5	9/1/2010	9/30/2010	0	\$268,149.71	\$1,594,043.55	18	0
	6	10/1/2010	10/31/2010	0	\$387,430.62	\$1,981,474.17	22	0
	7	11/1/2010	11/30/2010	0	\$492,872.25	\$2,474,346.42	28	0
	8	12/1/2010	12/31/2010	0	\$329,593.69	\$2,803,940.11	32	0
	9	1/1/2011	1/31/2011	0	\$159,889.85	\$2,963,829.96	34	0
	10	2/1/2011	2/28/2011	0	\$204,103.91	\$3,167,933.87	36	0
	11	3/1/2011	3/31/2011	31	\$815,095.24	\$3,983,029.11	45	6
	12	4/1/2011	4/30/2011	30	\$312,262.70	\$4,295,291.81	49	11
	13	5/1/2011	5/31/2011	31	\$339,817.95	\$4,635,109.76	52	17
	14	6/1/2011	6/30/2011	30	\$430,454.54	\$5,065,564.30	57	23
	15	7/1/2011	7/31/2011	31	\$323,111.50	\$5,388,675.80	61	28
	16	8/1/2011	8/31/2011	31	\$468,188.84	\$5,856,864.64	66	34
	17	9/1/2011	9/30/2011	30	\$1,068,252.08	\$6,925,116.72	78	40
	18	10/1/2011	10/31/2011	31	\$773,337.00	\$7,698,453.72	87	45
	19	11/1/2011	11/30/2011	30	\$563,656.72	\$8,262,110.44	93	51
	20	12/1/2011	12/31/2011	31	\$49,465.89	\$8,311,576.33	94	57
	21	1/1/2012	1/31/2012	31	\$5,306.61	\$8,316,882.94	94	62
	22	2/1/2012	4/30/2012	90	\$11,904.57	\$8,328,787.51	94	79
	23	5/1/2012	5/31/2012	31	\$5,268.15	\$8,334,055.66	94	85
	24	6/1/2012	8/31/2012	36	\$22,377.50	\$8,356,433.16	94	91

11/2/2012 Comments - Substantial Completion was issued effective 7/12/2012. TxDOT accepted the pavement in the current condition. Subcontractor Ramming performed some spot repairs on the final pavement surface. Change Orders for Ride Quality and final HMAC production & placement as well as the final Balancing Change Order are being processed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	8/18/2010	7,115.24	7,115.24

1A: Design Error or Omission. Incorrect PS&E. This Change Order changes the angle of the box culvert extension of Box Culvert #2 to match the adjacent drainage area.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/16/2010	21,080.00	28,195.24

3F: County Convenience. Additional work desired by the County. This Change Order adds driveways at new locations and revises drainage items related to the driveways that have been added or changed due to right-of-way acquisition negotiations.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	4/8/2011	21,030.00	49,225.24

3F: County Convenience. Additional work desired by the County. This Change Order compensates the Contractor to provide a field office for the use of the CEI Firm for the remaining anticipated duration of the project.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	4/8/2011	5,000.00	54,225.24

3F: County Convenience. Additional work desired by the County. This Change Order establishes a force account to pay the Contractor for costs incurred for the installation of a new power service connection at RM 2338 and Ronald Reagan Blvd. required for the future illumination at that intersection.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	4/18/2011	19,684.00	73,909.24

3F: County Convenience. Additional work desired by the County. This Change Order establishes a force account to pay the Contractor for costs incurred for periodic pothole repairs of the existing RM 2338 roadway and provides additional quantities for seal coat pay items to repair large areas of the roadway.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	4/26/2011	18,067.00	91,976.24

3E: County Convenience. Reduction of Future Maintenance. This Change Order adds channel excavation downstream of Box Culvert Number 5. 3F: County Convenience. Additional work desired by the County. This Change Order adds additional erosion control blankets in areas where the roadway is in full superelevation in order to minimize the erosion of topsoil through additional stabilization and faster vegetative establishment.

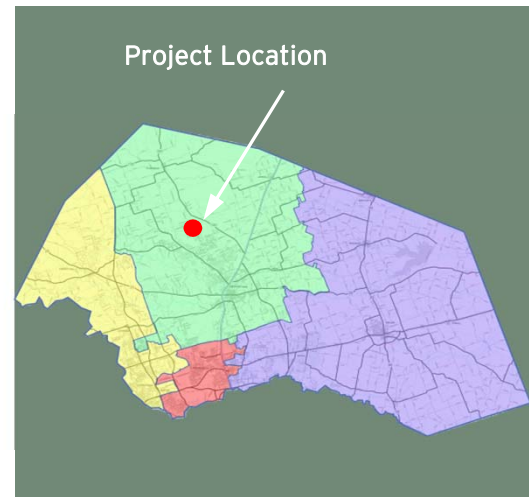
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	7/19/2011	31,951.08	123,927.32

2E: Differing Site Conditions (Unforeseeable). Miscellaneous Difference in Site Conditions. 4B: Third Party Accommodation. Third Party Requested Work. Revises contract quantities and documents revisions to the installation of the Chisholm Trail Special Utility District (CTSUD) waterlines, to accommodate actual location of existing waterlines and water meters, as well as future realignment of CR 245.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	1/27/2012	18,952.50	142,879.82

3F: County Convenience. Additional work desired by the County. This Change Order provides for the installation of a permanent traffic counter on RM 2338 for Williamson County reimbursement in accordance with the Pass Through Financing Agreement with TxDOT.

Adjusted Price = \$8,843,078.38



RONALD W. REAGAN BLVD. NORTH, PHASE 3 (RM 2338 TO South of SH 195)

Project Length: 5.01 Miles
Roadway Classification: Urban Arterial
Roadway Section: Two-lanes and shoulders
Structures: One two-lane bridge

Project Schedule: March 2011 - February 2013
Estimated Construction Cost: \$9.4 Million



OCTOBER 2012 IN REVIEW

10/05/2012: Subcontractor Greater Austin applied linseed oil concrete surface treatment to the bridge deck. Materials supplier Organics By Gosh continued processing mulch for use in various locations on the project.

10/12/2012: Ranger is spreading topsoil & mulch along the roadway, began removing the haul road across Berry Creek and started final clean up.

10/19/2012: Ranger continues to spread topsoil and mulch. The haul road across Berry Creek has been removed and final clean up & grading continues.

10/26/2012: Ranger delivered and processed flex base to revised profile elevation north of Berry Creek. Subcontractor Greater Austin formed and poured concrete rip rap on south slope at Berry Creek Bridge. Subcontractor Ramming began paving the final 2 inches of Ty C starting at RM 2338.

11/02/2012: Ranger continues to process flex base north of Berry Creek. Ramming completed paving the final 2 inches of Ty C asphalt from RM 2338 to Berry Creek Bridge, including CR 245. Subcontractor JKB lowered the area inlet at Sta 1097+00. Subcontractor BMP began installing gabion mattresses at the outfalls of Culverts 1, 2, 3 and 4.



Design Engineer: Stanley/Cobb Fendley
and TBG Partners
Contractor: Ranger
Construction Observation:
Benji May, CP&Y

Williamson County
Road Bond Program



PRIME
STRATEGIES,
INC.

Ronald Reagan Blvd. North Phase 3 (RM 2338 to SH 195)
Project No. 11WC902

Original Contract Price = \$9,449,782.66

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
12/8/2010	2/16/2011	5/23/2011	3/31/2011	2/20/2013		630	0	630	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u>	<u>% Time</u>
1	4/1/2011	4/30/2011	0	\$210,016.80	\$210,016.80	\$23,335.20	\$23,335.20	2	0
2	5/1/2011	5/31/2011	0	\$718,268.12	\$928,284.92	\$79,807.57	\$103,142.77	11	0
3	6/1/2011	6/30/2011	28	\$848,230.38	\$1,776,515.30	\$94,247.82	\$197,390.59	21	4
4	7/1/2011	7/31/2011	31	\$418,465.80	\$2,194,981.10	\$46,496.20	\$243,886.79	26	9
5	8/1/2011	8/31/2011	31	\$356,504.40	\$2,551,485.50	\$39,611.60	\$283,498.39	30	14
6	9/1/2011	9/30/2011	30	\$560,341.80	\$3,111,827.30	\$62,260.20	\$345,758.59	37	19
7	10/1/2011	10/31/2011	31	\$527,944.35	\$3,639,771.65	\$58,660.48	\$404,419.07	43	24
8	11/1/2011	11/30/2011	30	\$405,323.99	\$4,045,095.64	\$45,036.00	\$449,455.07	48	29
9	12/1/2011	12/31/2011	31	\$35,120.41	\$4,080,216.05	\$3,902.27	\$453,357.34	48	34
10	1/1/2012	2/29/2012	60	\$1,237.50	\$4,081,453.55	\$137.50	\$453,494.84	48	43
11	3/1/2012	3/31/2012	31	\$493,983.51	\$4,575,437.06	\$54,887.06	\$508,381.90	54	48
12	4/1/2012	4/30/2012	30	\$768,931.31	\$5,344,368.37	\$85,436.81	\$593,818.71	63	53
13	5/1/2012	5/31/2012	31	\$364,456.51	\$5,708,824.88	\$19,181.92	\$613,000.63	67	58
14	6/1/2012	6/30/2012	30	\$175,130.56	\$5,883,955.44	\$9,217.40	\$622,218.03	69	63
15	7/1/2012	7/31/2012	31	\$585,821.65	\$6,469,777.09	-\$281,703.45	\$340,514.58	72	67
16	8/1/2012	8/31/2012	31	\$339,921.15	\$6,809,698.24	\$17,890.59	\$358,405.17	76	72

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	7/12/2011	32,550.00	32,550.00

4B: Third Party Accommodation. Third Party requested work. This Change Order provides payment for additional work by the Contractor to relocate and encase a 6" waterline that crosses Ronald Reagan near CR 245, per the request of Chisholm Trail Special Utility District (CTSUD).

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/20/2011	1,314.05	33,864.05

1A: Design Error or Omission. Incorrect PS&E. This Change Order corrects the quantity for the length of the bridge beams at Berry Creek and adds a pay item for drill shaft cores.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/25/2011	75,804.00	109,668.05

3F: County Convenience. Additional work desired by the County. The Change Order compensates the Contractor for installing fencing along the ROW where property was donated for the project (Madison). This Change Order also adds quantities to the Prep ROW, Excavation, Embankment, and Curb & Gutter Items in the Contract for the portion of the roadway north of SH 195; which were inadvertently omitted by the Engineer during the bidding process.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	12/12/2011	41,952.68	151,620.73

2D: Differing Site Conditions (unforeseeable). Environmental remediation. This Change Order provides payment to the Contractor for investigating and backfilling karst features discovered during construction. The features are to backfilled according to a plan approved by the TCEQ. 3F: County Convenience. Additional work desired by the County. This Change Order also adds a drop inlet to the project at Sta. 1104+90 to improve drainage.

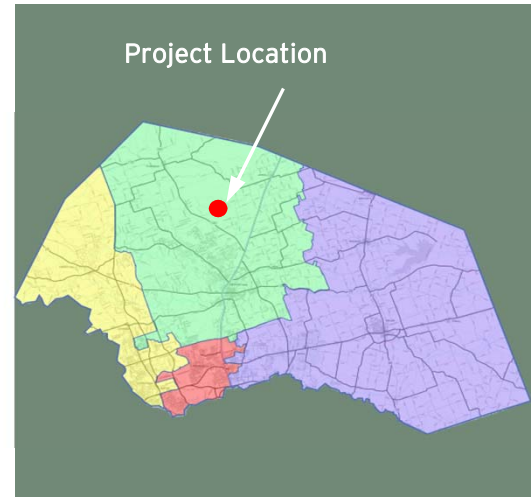
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	12/20/2012	40,000.00	191,620.73

3F: County Convenience. Additional work desire by County. This Change Order adds locations of rock riprap and rock berms to the project, as recommended by the designer. 2D: Differing Site Conditions (unforeseeable). Environmental remediation. This Change Order also adds a Contract Item to compensate the Contractor by force account for maintenance of the rock berms where grass has not been established due to the drought conditions.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	5/18/2012	-220,543.62	-28,922.89

3M: County Convenience. Other. This Change Order removes the portion of the project north of Sta. 1144+00 (south of the original approach to the Yearwood Bridge) to north of SH 195 from the Contract. 3F: County Convenience. Additional Work Desired by the County. This Change Order also adds a Contract Item for the engineering design and materials delivery of the revised Yearwood Tunnel to Contech which has been included in the Reagan North Phase 4 Construction Contract.

Adjusted Price = \$9,420,859.77



RONALD W. REAGAN BLVD. NORTH, PHASE 4 (South of SH 195 to CR 237)

Project Length: 5.99 Miles
Roadway Classification: Urban Arterial
Roadway Section: Two-lanes and shoulders
Structures: Three two-lane bridges

Project Schedule: May 2012 - November 2013
Estimated Construction Cost: \$14.1 Million



OCTOBER 2012 IN REVIEW

10/05/2012: Ranger continued clearing right of way from CR 239 to 1/2 mile north of CR 234 and excavating & embanking material between SH 195 and CR 239. Subcontractor JKB continues backfilling the tunnel pipe and is approximately 18 feet high along the sides of pipe. Subcontractor Greater Austin placed forms and poured the bottom slab of Culvert 2 near Hillstone Quarry. Subcontractor M&D Drilling drilled drill shaft foundations at Abutment 4 and Bent 3 at the Smalley Branch Bridge. Subcontractor BMP installed erosion control devices behind the right of way clearing operations.

10/19/2012: Ranger continues excavating & embanking south of CR 239 and from CR 234 to CR 237. The tunnel backfill is at 25 feet. M&D is drilling drill shaft foundations at Dry Berry Creek. Subcontractor Carma Construction began the block retaining wall construction west of tunnel pipe.

11/02/2012: Ranger is finishing subgrade from Sta. 1144 to 1157 and continues excavating & embanking operation. Greater Austin placed forms and poured the cap of Abutment 1 and the columns of Bents 2 & 3 at the Smalley Branch Bridge. JKB completed backfill of the tunnel pipe and excavated for 18" storm sewer pipe at Sta 1157 along SH 195. M&D drilled drill shaft foundations at Bents 2, 3 & 4 of the Dry Berry Creek Tributary Bridge.



Design Engineer: AECOM
Contractor: Ranger
Construction Observation:
Benji May, CP&Y

Williamson County
Road Bond Program



PRIME
STRATEGIES,
INC.

Ronald Reagan Blvd. North Phase 4 (South of SH 195 to CR 237)**Project No. 12IFB00010**

Original Contract Price = \$14,032,624.33

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
1/31/2012	3/20/2012	5/11/2012	5/13/2012	11/14/2013		539	0	539

<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u>	<u>% Time</u>
1	5/1/2012	5/31/2012	6	\$185,451.30	\$185,451.30	\$20,605.70	\$20,605.70	1	1
2	6/1/2012	6/30/2012	30	\$22,476.60	\$207,927.90	\$2,497.40	\$23,103.10	2	7
3	7/1/2012	7/31/2012	31	\$235,781.64	\$258,258.24	\$26,197.96	\$49,301.06	2	12
4	8/1/2012	8/31/2012	31	\$237,153.96	\$472,935.60	\$26,350.44	\$75,651.50	4	18
5	9/1/2012	9/30/2012	30	\$600,754.30	\$837,908.26	\$66,750.18	\$142,401.68	7	24
6	10/1/2012	10/31/2012	31	\$951,436.84	\$1,552,191.14	\$105,715.50	\$248,117.18	13	29

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	9/28/2012	40,000.00	40,000.00

2D: Differing Site Conditions (unforeseeable). Environmental remediation. This Change Order adds a force account to pay for additional work necessary to mitigate two (2) karst features discovered during excavation for the Yearwood Tunnel.

Adjusted Price = \$14,072,624.33

PRECINCT 4

COMMISSIONER MORRISON

Completed/Open to Traffic

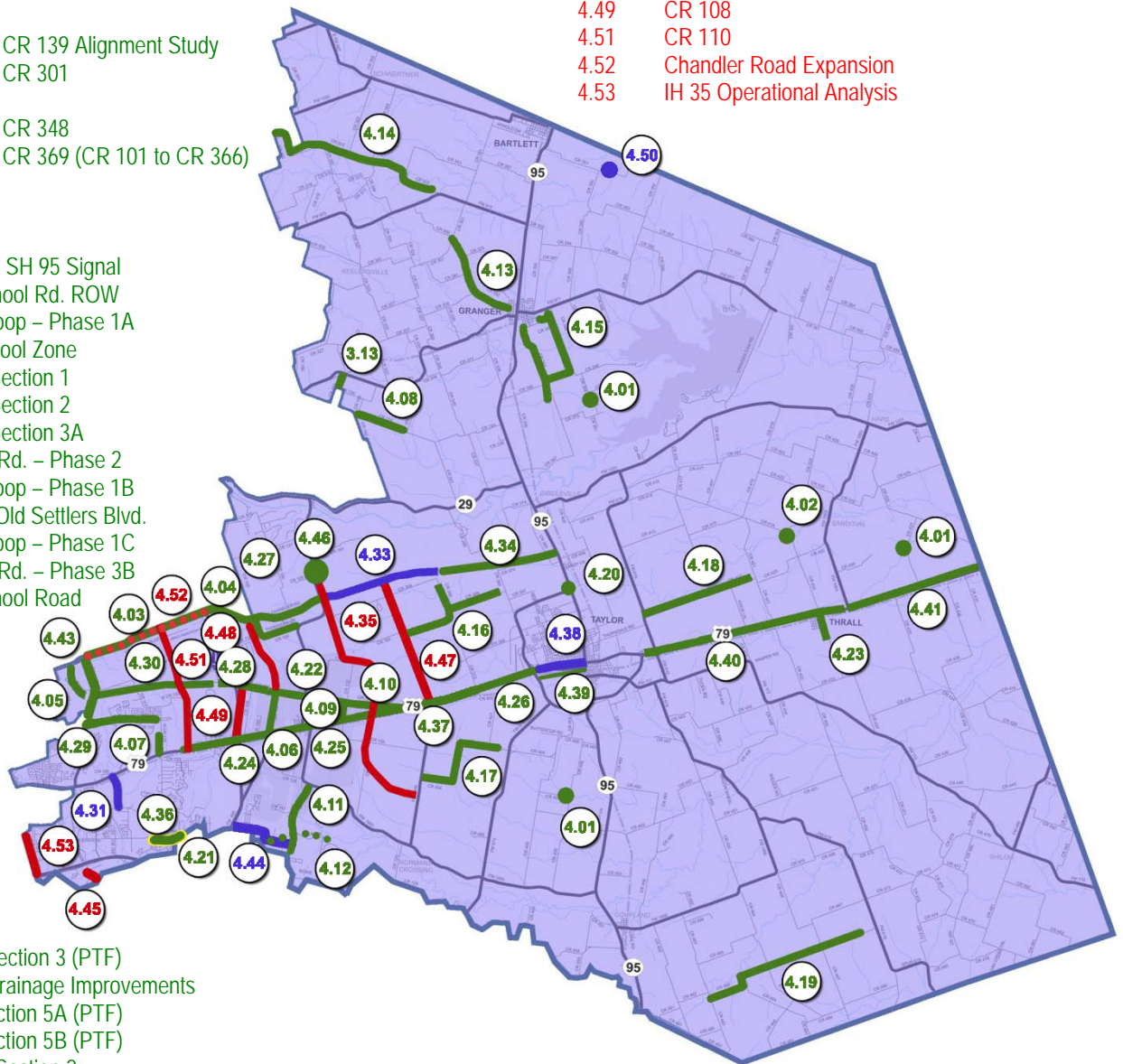
- 4.01 Bridge Replacements Phase 1
(CR 406, CR 390, CR 427)
- 4.02 Bridge Replacements Ph. 2A (CR 424)
- 4.03 Chandler Rd. – Phase 1
- 4.04 CR 100
- 4.05 CR 112 – Phase 1
- 4.06 CR 119
- 4.07 CR 122 at US 79
- 4.08 CR 124
- 3.13 CR 157
- 4.09 CR 132
- 4.10 CR 136
- 4.11 CR 137
- 4.12 CR 138 & CR 139 Alignment Study
- 4.13 CR 300 & CR 301
- 4.14 CR 302
- 4.15 CR 347 & CR 348
- 4.16 CR 368 & CR 369 (CR 101 to CR 366)
- 4.17 CR 404
- 4.18 CR 412
- 4.19 CR 466
- 4.20 FM 397 at SH 95 Signal
- 4.21 Gattis School Rd. ROW
- 4.22 Limmer Loop – Phase 1A
- 4.23 Thrall School Zone
- 4.24 US 79 – Section 1
- 4.25 US 79 – Section 2
- 4.26 US 79 – Section 3A
- 4.27 Chandler Rd. – Phase 2
- 4.28 Limmer Loop – Phase 1B
- 4.29 CR 113 / Old Settlers Blvd.
- 4.30 Limmer Loop – Phase 1C
- 4.34 Chandler Rd. – Phase 3B
- 4.36 Gattis School Road

Under Construction/Bidding

- 4.31 Kenney Fort Boulevard – Phase 1
- 4.33 Chandler Rd. – Phase 3A
- 4.38 2nd Street Improvements
- 4.44 CR 138
- 4.50 CR 351 at Donahoe Creek

In Design

- 4.35 FM 1660 (PTF)
- 4.45 CR 170
- 4.47 CR 101
- 4.48 CR 119
- 4.49 CR 108
- 4.51 CR 110
- 4.52 Chandler Road Expansion
- 4.53 IH 35 Operational Analysis



- 4.37 US 79 - Section 3 (PTF)
- 4.39 BUS 79 Drainage Improvements
- 4.40 US 79 Section 5A (PTF)
- 4.41 US 79 Section 5B (PTF)
- 4.43 FM 1460 Section 2
- 4.46 FM 1660 at Landfill Rd.
(CR 128)

PASS THROUGH FINANCING: US 79 Section 3 (East of FM 1660 to CR 402)
Project No. 10WC817 TxDOT CSJ: 0204-02-027
Original Contract Price = \$11,500,547.03

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
6/30/2010	7/30/2010	9/13/2010	9/27/2010	Summer 2012		455	73	528
	<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
	1	9/15/2010	9/30/2010	2	\$489,761.30	\$489,761.30	4	0
	2	10/1/2010	10/31/2010	31	\$715,593.21	\$1,205,354.51	10	6
	3	11/1/2010	11/30/2010	30	\$1,069,439.18	\$2,274,793.69	19	12
	4	12/1/2010	12/31/2010	31	\$808,670.31	\$3,083,464.00	26	18
	5	1/1/2011	1/31/2011	31	\$450,485.50	\$3,533,949.50	29	24
	6	2/1/2011	2/28/2011	28	\$458,439.55	\$3,992,389.05	33	29
	7	3/1/2011	3/31/2011	31	\$512,325.93	\$4,504,714.98	37	35
	8	4/1/2011	4/30/2011	30	\$512,717.74	\$5,017,432.72	42	41
	9	5/1/2011	5/31/2011	31	\$804,499.69	\$5,821,932.41	48	46
	10	6/1/2011	6/30/2011	30	\$1,075,981.41	\$6,897,913.82	57	52
	11	7/1/2011	7/31/2011	31	\$560,375.02	\$7,458,288.84	62	58
	12	8/1/2011	8/31/2011	31	\$167,430.23	\$7,625,719.07	63	64
	13	9/1/2011	9/30/2011	30	\$510,778.58	\$8,136,497.65	67	70
	14	10/1/2011	10/31/2011	31	\$1,597,202.39	\$9,733,700.04	81	75
	15	11/1/2011	11/30/2011	30	\$440,938.39	\$10,174,638.43	84	81
	16	12/1/2011	12/31/2011	31	\$15,467.58	\$10,190,106.01	85	87
	17	1/1/2012	1/31/2012	31	\$20,305.54	\$10,210,411.55	85	93
	18	2/1/2012	2/29/2012	29	\$29,640.35	\$10,240,051.90	85	98
	19	3/1/2012	3/31/2012	31	\$1,764.72	\$10,241,816.62	85	104
	20	4/1/2012	4/30/2012	30	\$918,095.39	\$11,159,912.01	93	110
	21	5/1/2012	5/31/2012	31	\$117,704.16	\$11,277,616.17	94	116
	22	6/1/2012	6/30/2012	30	\$35,004.20	\$11,312,620.37	94	121
	23	7/1/2012	7/31/2012	31	\$24,563.23	\$11,337,183.60	94	127
	24	8/1/2012	8/31/2012	31	\$49,911.23	\$11,387,094.83	94	133
	25	9/1/2012	9/30/2012	30	\$16,869.08	\$11,403,963.91	95	139

11/2/2012 Comments - Ramming has completed punchlist items. A Ribbon Cutting Ceremony was held on 6/14/2012. The CEI has turned over all project records and the GEC is working on final project closeout, including the final two change orders.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	8/25/2010	0.00	0.00

1A: Design Error or Omission. Incorrect PS&E. In the release of Addendum #3, the Engineer inadvertently added a bid item back in for Vegetative Watering, which had been changed to be a subsidiary cost in Addendum #2. This change order deletes the Vegetative Watering bid item and moves that cost to mobilization.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	3/21/2011	12,063.36	12,063.36

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). The existing material in the area where Culvert D was to be extended was unusable due to continued groundwater seepage. It was determined that existing material would have to be removed and that 3"x5" rock would suffice to stabilize the area so Culvert D could be extended.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	3/21/2011	25,000.00	37,063.36

3L: County Convenience. Revising safety work/measures desired by the County. This change order will add a pay item to cover expenses associated with reimbursement for Law Enforcement when required by the Construction Inspector during certain construction activities. Payment for this bid item will be made based on actual invoices prepared by Law Enforcement agencies plus a 5% markup as allowed by TxDOT specifications.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/22/2011	245,605.44	282,668.80

1A: Design Error or Omission. Incorrect PS&E. This change order compensates the Contractor for safety end treatments which were not quantified in the bid items, included in the original design, or were specified in the original design at the wrong size. Forty-five (45) days were added to the Contract schedule.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	4/26/2011	-161,115.00	121,553.80

3H: County Convenience. Cost savings opportunity discovered during construction. 3L: County Convenience. Revising safety work/measures desired by the County. This change order replaces the Stone-Matrix Asphalt (SMA) pavement with a Permeable Friction Course (PFC) pavement, creating a significant cost savings to the Project. The PFC will increase wet weather safety by increasing visibility through a reduction in the amount of water on the roadway surface.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	6/24/2011	0.00	121,553.80

3M: County Convenience. Other. The quantity for Type C hot mix asphalt necessary to construct CR 101 and CR 136 was inadvertently deleted in a previous change order, leaving only Type B. This change order adds the Type C back into the contract and reduces the quantity of Type B hot mix.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	7/12/2011	4,050.00	125,603.80
3L: County Convenience. Revising safety work/measures desired by the County. Two detours were added to the TCP at the east end of the project to provide for safe movement of traffic during construction. Also increased the number of tabs placed. 3H: County Convenience. Cost savings opportunity discovered during construction. Short term lane closures were utilized in lieu of barrier and crash cushions during the extension of cross culverts.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	9/20/2011	57,493.64	183,097.44
3M: County Convenience. Other. As required by Item 341, this change order adds pay items to adjust the amount of compensation to be paid to the contractor in proportion to the quality of the asphalt produced and placed on the project for the proposed westbound lanes.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
09	10/4/2011	-14,350.00	168,747.44
3E: County Convenience. Reduction of future maintenance. The extreme heat and drought appear to have caused minor pavement issues to turn into problems that require repair prior to continuing the construction on the proposed eastbound lanes, far beyond what the Contractor could have anticipated during the letting process. TxDOT is requiring that cracks and pavement failures in the existing pavement be repaired before placing new HMAC, in an effort to reduce reflective cracking and prevent likely repairs in the future. 2E. Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable)(Item 9). During the layout for level-up paving operations, it was discovered that the Type B HMAC quantity in the Contract appears to exceed the quantity needed to address field conditions			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
10	10/18/2011	13,816.60	182,564.04
4B: Third Party Accommodation. Third Party Requested Work. The City of Hutto has requested 1) CCTV testing on the new wastewater line, 2) lowering of the manhole at Sta. 1+00, and 3) vacuum testing of the existing manholes remaining in service. These items are industry standard practices for the construction of wastewater lines, but were not included in the project specifications.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
11	10/18/2011	2,758.00	185,322.04
1A: Design Error or Omission. Incorrect PS&E. This Change Order compensates the Contractor for construction of two driveways that were inadvertently left off the plans on Limmer Loop. This Change Order also compensates the Contractor for construction of two other driveways were added to provide access to property owners due to realign County roads. 3H: County Convenience. Cost savings opportunity discovered during construction. Driveway 1 was designed for pending development and was never permitted by TxDOT, therefore the driveway was reduced to a standard driveway.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
12	1/26/2012	33,296.12	218,618.16
3H: County Convenience. Cost saving opportunity discovered during construction. As a result of replacing the original SMA paving with PFC (see Change Order No. 5), the originally specified shoulder texturing is no longer feasible due to the 1.5" depth of the PFC. This Change Order compensates the Contractor to install a reflectorized profile marking in lieu of the shoulder texturing. Although this Change Order is positive, the overall cost of the change to PFC pavement results in a cost savings to the County.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
13	3/6/2012	24,967.95	243,586.11
3M: County Convenience. Other. As required by Item 341, this Change Order adds pay items to adjust the amount of compensation to be paid to the Contractor in proportion to the quality of the asphalt pavement produced and placed on the project for the proposed eastbound lanes.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
14	6/26/2012	10,385.10	253,971.21
1A: Design Error or Omission. Incorrect PS&E. This Change Order adds a Contract item for extra survey to assess discrepancies found with the original benchmarks in the plans and confirm new benchmarks. The extra surveying confirmed that CR 101 had been overexcavated due to the incorrect benchmark data in the plan. This Change Order also adds additional quantities of excavation and embankment necessary to correct the elevation and grading of CR 101.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
15	6/26/2012	219,654.10	473,625.31
1A: Design Error or Omission. Incorrect PS&E. This Change Order corrects discrepancies in excavation and embankment quantities and adds riprap to the project. The earthwork was calculated incorrectly and did not account for topsoil in the original plans. Also, the cross-sections did not match the plan and profile sheets for the end of the project. Revisions to the cross-sections to include the ROW restrictions at the east end of the project due to ROW not acquired, created steeper ditch slopes impacted the earthwork quantities. Additional monthly barricades have been added for this time extension and the 45 day time extension granted on Change Order #4 for correcting the SETs. Twenty-eight (28) were added to the Contract schedule.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
16	7/11/2012	1,700.00	475,325.31
1A: Design Error or Omission. Incorrect PS&E. This Change Order eliminates the specified T101 MBGF transitions and adds Thrie-Beam MBGF transitions at the Cottonwood Creek Bridge in order to meet safety criteria due to the posted speed limit.			
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
17	7/11/2012	22,850.00	498,175.31
3F: County Convenience. Additional work desired by the County. This Change Order provides for the installation of a permanent traffic counter to quantify traffic on US 79 for Williamson County reimbursement on the Section 3 Project in accordance with the Pass Through Financing Agreement with TxDOT.			

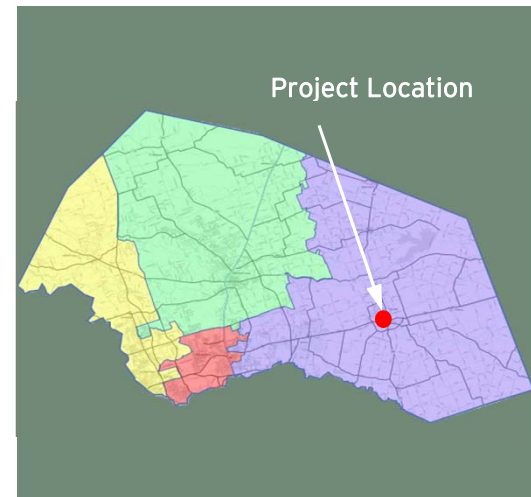
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
18	9/28/2012	15,632.20	513,807.51

1A: Design Error or Omission. Incorrect PS&E. In accordance with Article 4.2 of the Standard Specifications, this Change Order adds a Contract item to adjust the unit price of Item 310-2005 Prime Coat due to significant underrun in the contract quantity actually placed on the project. The contract quantity was too high due to overestimation on the application rate that would be required. With the final quantity only 39.28% of the contract quantity, Article 4.2 specifies an increase of 15% to the contract price for the quantities placed, which is an additional \$0.49/gal. 3M: County Convenience. Other. As required by Item 585, this Change Order also adds a Contract item to adjust the amount of compensation to be paid to the Contractor in proportion to the ride quality of the final asphalt surface on the project.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
19	9/28/2012	41,180.00	554,987.51

2G: Differing Site Conditions (Unforeseeable). Unadjusted utility (Unforeseeable). This Change Order adds a new Contract item to compensate the Contractor for raising and rotating a fire hydrant and adjusting a valve box to meet City of Hutto specifications.

Adjusted Price = \$12,055,534.54



SECOND STREET ROADWAY IMPROVEMENTS

(US 79 West of Taylor to SH 95 in the City of Taylor)

Project Length: 1.4 Miles

Roadway Classification: Urban Arterial

Roadway Section: Four-Lane Roadway

Project Schedule: February 2011 - January 2013

Estimated Construction Cost: \$9.2 Million



OCTOBER 2012 IN REVIEW

10/05/2012: FTWoods is installing brick pavers between Vernon and Main. The Contractor excavated the old eastbound lanes to Debus, blue topped subgrade to Branch, placed first course flex base to Davis, and began placing second course base to Vance. FTWoods completed installing curb inlets and laterals and began raking rocks and spreading topsoil north of the roadway.

10/12/2012: FTWoods is forming & pouring curb/gutter and driveways from Main to Fowzer. The Contractor blue topped subgrade to Victoria, placed first course flex base to Howard, and placed second course flex base to Davis.

10/26/2012: FTWoods continues to form & pour curb/gutter, sidewalk and driveways from Davis to Doak. The Contractor blue topped subgrade to Wyeth, placed first course flex base to Vernon, and placed second course base to Victoria. FTWoods continues spreading topsoil south of the roadway.

11/02/2012: FTWoods continues to form and pour curb/gutter and driveways from Doak to Howard. The Contractor blue topped subgrade to Debus, placed first course flex base to Franklin, and placed second course flex base to Vernon. FTWoods continues raking rocks and spreading topsoil on both the north and south sides of the roadway.



Design Engineer: Halff
Contractor: FTWoods Construction
Construction Observation:
Ryan Rivera, HNTB Corporation
Dennis Kleppe, City of Taylor

Williamson County
Road Bond Program



Second Street Roadway Improvements (US 79 West of Taylor to SH 95 in the City of Taylor)

Project No. 10WC821

Original Contract Price = \$8,973,072.80

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
9/28/2010	12/15/2010	2/17/2011	2/19/2011	12/15/2012		530	123	653	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	2/1/2011	2/28/2011	0	\$61,343.32	\$61,343.32	\$6,815.92	\$6,815.92	1	0
2	3/1/2011	3/31/2011	27	\$651,589.55	\$712,932.87	\$72,398.84	\$79,214.76	9	4
3	4/1/2011	4/30/2011	30	\$378,020.47	\$1,090,953.34	\$42,002.28	\$121,217.04	13	9
4	5/1/2011	5/31/2011	31	\$262,721.42	\$1,353,674.76	\$29,191.27	\$150,408.31	16	13
5	6/1/2011	6/30/2011	30	\$348,273.39	\$1,701,948.15	\$38,697.04	\$189,105.35	21	18
6	7/1/2011	7/31/2011	31	\$243,961.94	\$1,945,910.09	\$27,106.88	\$216,212.23	24	23
7	8/1/2011	8/31/2011	31	\$250,164.25	\$2,196,074.34	\$27,796.03	\$244,008.26	27	28
8	9/1/2011	9/30/2011	30	\$280,868.21	\$2,476,942.55	\$31,207.58	\$275,215.84	30	32
9	10/1/2011	10/31/2011	31	\$437,074.04	\$2,914,016.59	\$48,563.78	\$323,779.62	35	37
10	11/1/2011	11/30/2011	30	\$413,934.17	\$3,327,950.76	\$45,992.69	\$369,772.31	40	42
11	12/1/2011	12/31/2011	31	\$311,627.83	\$3,639,578.59	\$34,625.31	\$404,397.62	44	46
12	1/1/2012	1/31/2012	31	\$287,888.06	\$3,927,466.65	\$31,987.56	\$436,385.18	48	51
13	2/1/2012	2/29/2012	29	\$408,497.72	\$4,335,964.37	-\$208,176.53	\$228,208.65	50	55
14	3/1/2012	3/31/2012	31	\$414,584.16	\$4,750,548.53	\$21,820.22	\$250,028.87	54	60
15	4/1/2012	4/30/2012	30	\$306,823.02	\$5,057,371.55	\$16,148.58	\$266,177.45	58	65
16	5/1/2012	5/31/2012	31	\$330,501.27	\$5,387,872.82	\$17,394.80	\$283,572.25	62	70
17	6/1/2012	6/30/2012	30	\$452,399.63	\$5,840,272.45	\$23,810.51	\$307,382.76	67	74
18	7/1/2012	7/31/2012	31	\$249,183.80	\$6,089,456.25	\$13,114.94	\$320,497.70	70	79
19	8/1/2012	8/31/2012	31	\$440,577.54	\$6,530,033.79	\$23,188.29	\$343,685.99	75	84
20	9/1/2012	9/30/2012	30	\$403,202.52	\$6,933,236.31	\$21,221.18	\$364,907.17	79	88

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	7/26/2011	100,915.00	100,915.00

4B: Third Party Accommodation. Third party requested work. The City of Taylor has requested additional work (see attached) be added to the contract. This additional work will be paid for by the City of Taylor as part of the ILA with Williamson County. Twelve (12) days were added to the Contract schedule.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	7/26/2011	(\$26,176.60)	74,738.40

2C: Differing Site Conditions. New development (conditions changing after PS&E completed). This change order adjusts the contract quantities to accommodate an adjacent City of Taylor project on Sloan Street. Improvements at Sloan Street will be included in the City's project.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/27/2011	-89,324.55	-14,586.15

3M: County Convenience. Other. After discussions between Williamson County and the City of Taylor regarding illumination for the proposed roadway, it was determined that the number of illumination poles will be reduced from eighty-four (84) to fifty-eight (58).

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	10/27/2011	99,145.75	84,559.60

4B: Third Party Accommodation. Third party requested work. The City of Taylor has requested additional utility work under existing contract items be added to the portion of the contract reimbursed by the City. The additions to contract quantities include: additional 8" waterline on Talbot Street and Vance Street, additional 12" waterline on Fowzer Street, additional 8" wastewater line south of Annie Street, additional 16" steel encasement on Vance Street, an additional water service for the Custom Trucks property, and additional fire hydrants throughout the project. The Contractor will provide as-built markups of the additional utility line and appurtenances installed per the City of Taylor's direction in the field. Thirty-five (35) days were added to the Contract schedule.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	2/14/2012	44,204.92	128,764.52

4B: Third Party Accommodation. Third party requested work. The City of Taylor has requested the Contractor to install a fireline connection consisting of three water vaults for the Taylor ISD building at the 2nd Street/Park Street intersection that was not identified during the development of the project. This additional utility work will be added to the portion of the Contract reimbursed by the City. Seven (7) days were added to the Contract schedule.

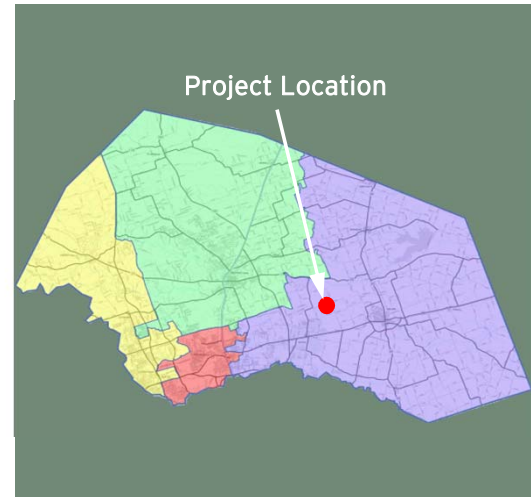
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	9/11/2012	99,966.85	228,731.37

4B: Third Party Accommodation. Third party requested work. The City of Taylor has requested additional quantities of existing utility items and new items be added to the contract. Items include: waterlines and fittings, wastewater lines and materials, and coring manholes for additional wastewater services not included in the plans. Sixty-nine (69) days were added to the Contract schedule.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	9/20/2012	-16,558.50	212,172.87

5B: Contractor Convenience. Contractor requested change in the sequence and/or method of work. 3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order adds a new Contract Item to allow the Contractor to place one 4" lift of Ty B HMAC in lieu of two 2" lifts of Ty C HMAC, as requested by the Contractor. This change will shorten the impact and inconvenience of paving operations to adjacent property owners by speeding up the placement of these four inches of HMAC and will save the County \$1.50/ton.

Adjusted Price = \$9,185,245.67



CHANDLER ROAD PHASE 3A (FM 1660 TO CHANDLER ROAD PH 3B)

Project Length: 4.0 Miles
Roadway Classification: Rural Arterial
Roadway Section: Two-lane undivided roadway with shoulders (of a four-lane divided ultimate roadway section)

Project Schedule: November 2011 - December 2012
Estimated Construction Cost: \$7.0 Million



OCTOBER 2012 IN REVIEW

10/05/2012: Chasco completed placing all third course flex base and began blue topping and finishing flex base between the Atmos gas crossing and the east end. Topsoil placement has begun from Sta 110+00 to 120+00 on the future lanes and from Sta 177+00 to 190+00 along the eastbound front slope. Chasco poured the footing to the single barrel SET for Driveway K.

10/12/2012: Chasco continues finishing flex base. Topsoil placement continues from Sta 143+00 to 170+00 on the future lanes and from Sta 190+00 to 203+00 along the eastbound front slope. Chasco poured the SETs for Driveways K & O and the upstream headwall & wingwall for Culvert D.

10/26/2012: Chasco completed finishing flex base from 180+00 to 211+00. Subcontractor APAC primed in preparation for Ty B asphalt paving operations. Chasco is placing topsoil on the western end in preparation for seeding.

11/02/2012: Subcontractor APAC paved Ty B asphalt from east of the Isolation Slab to the east end of the project. Subcontractor Matoka is placing rock rip rap in erosion prone areas and installing MBGF from Sta 63+50 to 67+50. Subcontractor Roadway Specialites seeded & fertilized from Sta 0+15 to 76+00 and placed erosion control blankets at end of driveway culverts.



Design Engineer: S.D. Kallman
Contractor: Chasco
Construction Observation:
Jerry Jansen, Williamson County

Williamson County
Road Bond Program



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Chandler Road Phase 3A (FM 1660 to Chandler Road Ph. 3B)
Project No. 10WC822

Original Contract Price = \$6,654,874.15

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
9/20/2012	10/20/2010	11/7/2011	11/17/2011	12/15/2012		365	30	395	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	6/1/2011	8/31/2011	0	\$52,950.60	\$52,950.60	\$5,883.40	\$5,883.40	1	0
2	9/1/2011	11/30/2011	13	\$273,459.65	\$326,410.25	\$30,384.40	\$36,267.80	5	3
3	12/1/2011	12/31/2011	31	\$129,632.18	\$456,042.43	\$14,403.58	\$50,671.38	7	11
4	1/1/2012	1/31/2012	31	\$143,910.00	\$599,952.43	\$15,990.00	\$66,661.38	9	19
5	2/1/2012	2/29/2012	29	\$324,902.41	\$924,854.84	\$36,100.27	\$102,761.65	15	26
6	3/1/2012	3/31/2012	31	\$559,702.13	\$1,484,556.97	\$62,189.12	\$164,950.77	23	34
7	4/1/2012	4/30/2012	30	\$597,470.22	\$2,082,027.19	\$66,385.58	\$231,336.35	33	42
8	5/1/2012	5/31/2012	31	\$515,519.87	\$2,597,547.06	\$57,279.99	\$288,616.34	41	50
9	6/1/2012	6/30/2012	30	\$679,972.59	\$3,277,519.65	\$75,552.51	\$364,168.85	52	57
10	7/1/2012	7/31/2012	31	\$324,540.27	\$3,602,059.92	\$36,060.03	\$400,228.88	57	65
11	8/1/2012	8/31/2012	31	\$424,546.07	\$4,026,605.99	\$47,171.78	\$447,400.66	63	73
12	9/1/2012	9/30/2012	30	\$399,672.77	\$4,426,278.76	\$44,408.09	\$491,808.75	70	81
13	10/1/2012	10/31/2012	31		\$4,426,278.76		\$491,808.75	70	88

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	3/29/2012	210,914.46	210,914.46

6B: Untimely ROW/Utilities. Right-of-Way not clear (County responsibility for ROW). This Change Order adds driveways, culverts, and utility sleeves at various locations along the project as a requirement of the right of way acquisition agreements between the County and the adjacent land owners. In addition, the 200 LF of roadway not constructed in the previous Chandler Road Ph 3B Project due to the delay in ROW acquisition has been added to this project and the quantities included in this Change Order. 6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adjusts the vertical profile of the roadway in response to Atmos requirements for clearance over a pair of high pressure gas lines, quantified with existing Contract items.

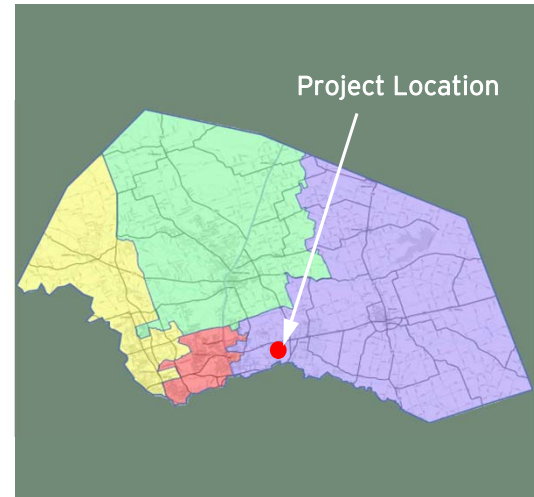
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	3/29/2012	77,374.50	288,288.96

3F: County Convenience. Additional work desired by the County. This Change Order adds the relocation and encasement of the Jonah waterlines at two locations on the project, plans for which were not available at the time the construction contract was bidding. The Jonah waterlines will be encased where they cross the new roadway both near the intersection of FM 1660 and near the intersection of CR 101 to meet the requirements of the utility accommodation policy.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/30/2012	111,703.50	399,992.46

4B: Third Party Accommodation. Third party requested work. This Change Order adjusts quantities and adds new Contract items to revise the drainage and the profile grade of Chandler Road in the vicinity of CR 101 at the request of adjacent property owners. 4C: Third Party Accommodation. Compliance requirements of new laws and/or policies. This Change Order changes four (4) driveways on the project that are now in the Taylor City Limits from asphalt to concrete due to City requirements. Thirty (30) days were added to the Contract schedule.

Adjusted Price = \$7,054,866.61



CR 138

(SH 130 to CR 137)

Project Length: 1.9 Miles
Roadway Classification: Rural Collector
Roadway Section: Two-lane Undivided

Project Schedule: October 2012 - June 2013
Estimated Construction Cost: \$2.5 Million



OCTOBER 2012 IN REVIEW

10/05/2012: Aaron Concrete set the perimeter project barricades.

10/12/2012: Aaron Concrete began trimming trees along the ROW and surveying & laying out the project.

10/19/2012: Aaron Concrete continues to survey & lay out the project. Subcontractor BMP installed erosion control devices throughout the project.

10/26/2012: Aaron Concrete began removing fences and brush within the ROW. The Contractor also began to pothole existing utilities in various locations on the project.

11/02/2012: Aaron Concrete stripped topsoil from the west end of the project to just east of Greenridge Drive. The Contractor continues to pothole existing utilities and removed an existing area inlet that would be in the proposed eastbound lanes. Aaron started milling of the existing roadway from the west end to Little Lake.



Design Engineer: Baker-Aicklen
Contractor: Aaron Concrete
Construction Observation:
Steven Shull, HNTB

Williamson County
Road Bond Program



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CR 138 (SH 130 to CR 137)**Project No. 12IFB00004**

Original Contract Price = \$2,470,871.13

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Anticipated Work Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
6/29/2012	7/24/2012	9/21/2012	10/1/2012	6/27/2013		270	0	270	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
11/2/2012	Comments -	Notice to Proceed was issued on 9/21/2012 and time charges began on 10/1/2012. Aaron Concrete has begun work, but not yet submitted the first pay estimate for payment.							
						Adjusted Price =		\$2,470,871.13	