



ROAD BOND PROGRAM

Construction Summary Report

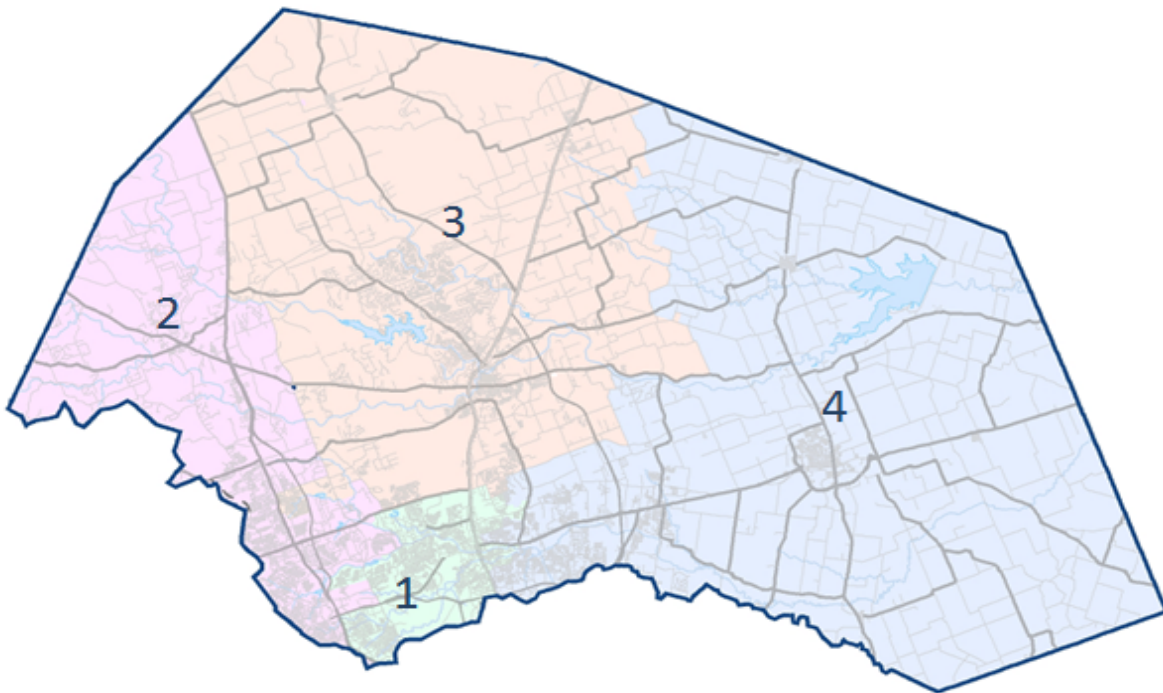
County Judge
Dan Gattis

Commissioners
Terry Cook
Cynthia Long
Valerie Covey
Larry Madsen

December 2017

WWW.ROADBOND.ORG

Volume XVI - Issue No.12



Presented By:



PRIME
STRATEGIES,
INC.

HNTB

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WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2017

Precinct 1

- Pond Springs Road (signal) – Apr 2002
- McNeil Road, Phase 1 – Jan 2005
- McNeil Road, Phase 2 – Feb 2007
- RM 620, Phase 1 – Jan 2009
- Pond Springs Road – Sep 2010
- County Road 174 at Brushy Creek – Jun 2011
- O'Connor Drive Extension – Apr 2012
- King of Kings Crossing – Aug 2012
- RM 620 Safety Improvements – Dec 2014
- Pearson Ranch Road – Oct 2017
- Forest North Phase 2 – Oct 2017

Precinct 2

- RM 1869 at SH 29 (signal) – Aug 2002
- River Bend Oaks – Feb 2003
- County Road 175 – Jun 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
- Ronald Reagan Blvd North Ph. 1 – Mar 2007
- Lakeline Blvd – Jul 2007
- Ronald Reagan Blvd South Ph. 2 – Feb 2008
- US 183 at CR 274 – Feb 2008
- County Road 175 Phase 2A – Jan 2010
- US 183 at FM 3405 Traffic Signal – Mar 2010
- US 183 at FM 3405 Left Turn Lanes – May 2010
- County Road 214 Phase 2A – Jan 2011
- San Gabriel Parkway Ph. 2 – Oct 2011
- US 183 (PTF) – Apr 2012
- SH 29 TWLTL Liberty Hill – Dec 2012
- Hero Way – Feb 2013
- County Roads 260/266 – Apr 2013
- County Road 277 – Jul 2014
- Lakeline Blvd at US 183 – Nov 2014
- Lakeline Blvd Ph. 2 – Apr 2015
- County Road 258 – Jul 2017

WILLIAMSON COUNTY

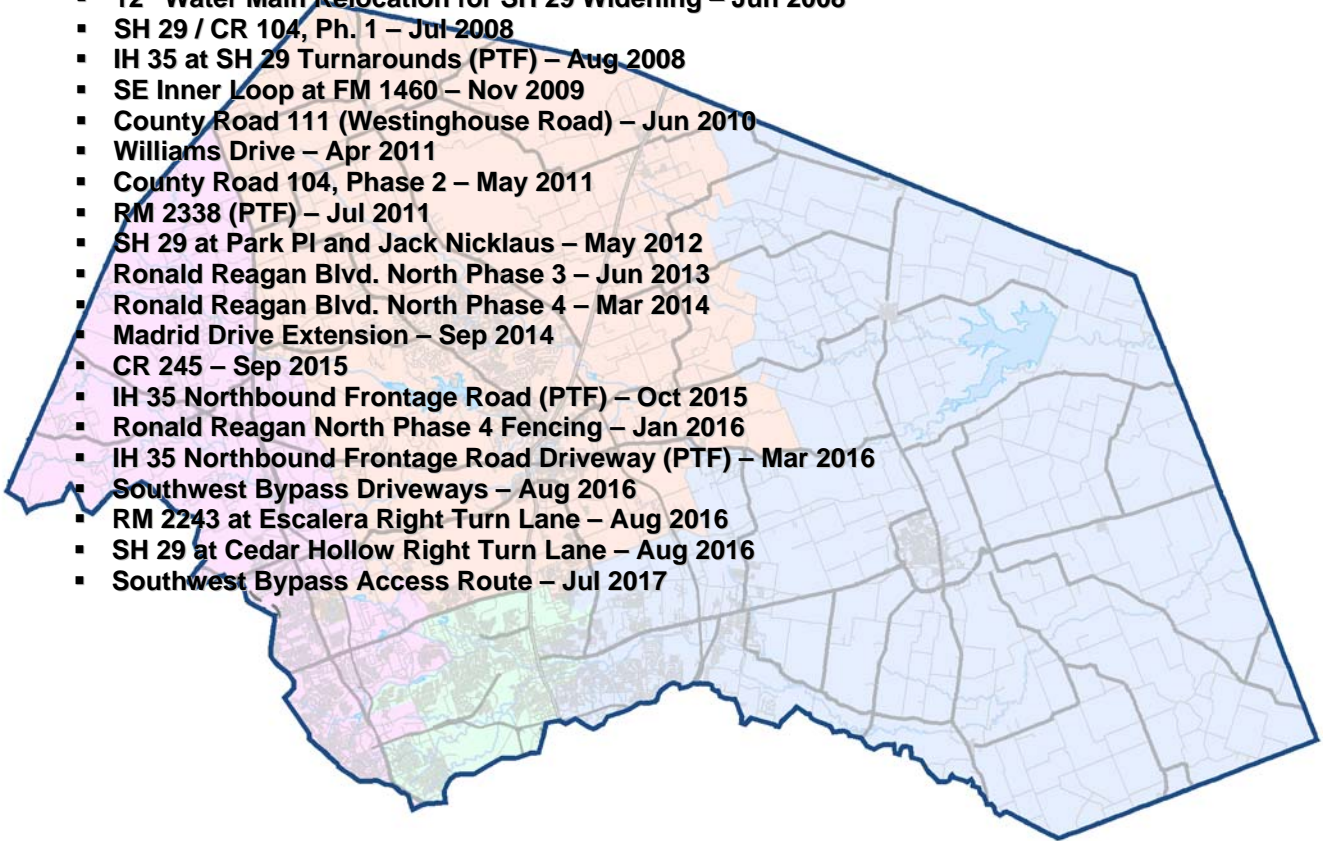
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2017

Precinct 3

- Cedar Hollow at SH 29 (signal) – Aug 2002
- Georgetown Inner Loop Project 2 – Aug 2003
- Georgetown Inner Loop Project 1 – Jun 2004
- Georgetown Inner Loop East Extension – Sep 2004
- County Road 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 at SH 29 Turnarounds (PTF) – Aug 2008
- SE Inner Loop at FM 1460 – Nov 2009
- County Road 111 (Westinghouse Road) – Jun 2010
- Williams Drive – Apr 2011
- County Road 104, Phase 2 – May 2011
- RM 2338 (PTF) – Jul 2011
- SH 29 at Park Pl and Jack Nicklaus – May 2012
- Ronald Reagan Blvd. North Phase 3 – Jun 2013
- Ronald Reagan Blvd. North Phase 4 – Mar 2014
- Madrid Drive Extension – Sep 2014
- CR 245 – Sep 2015
- IH 35 Northbound Frontage Road (PTF) – Oct 2015
- Ronald Reagan North Phase 4 Fencing – Jan 2016
- IH 35 Northbound Frontage Road Driveway (PTF) – Mar 2016
- Southwest Bypass Driveways – Aug 2016
- RM 2243 at Escalera Right Turn Lane – Aug 2016
- SH 29 at Cedar Hollow Right Turn Lane – Aug 2016
- Southwest Bypass Access Route – Jul 2017



WILLIAMSON COUNTY

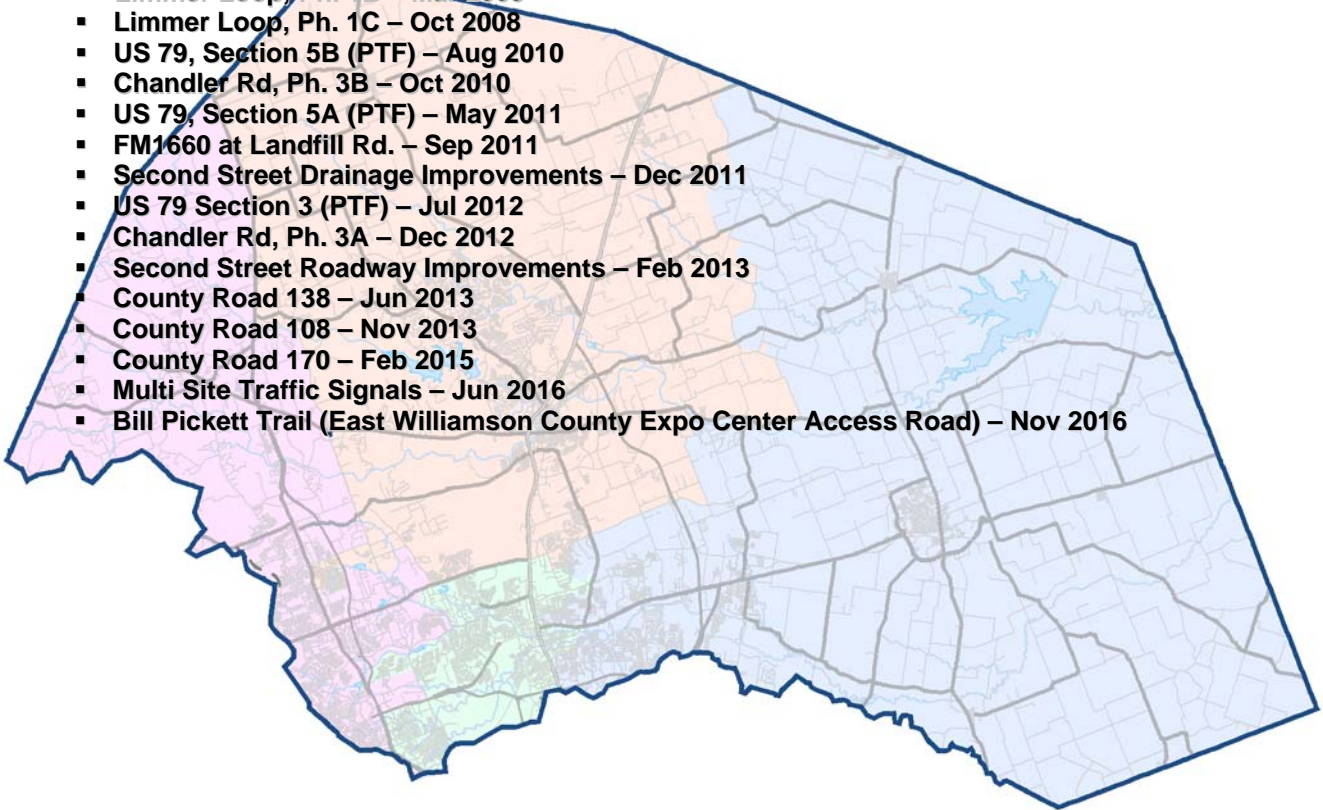
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2017

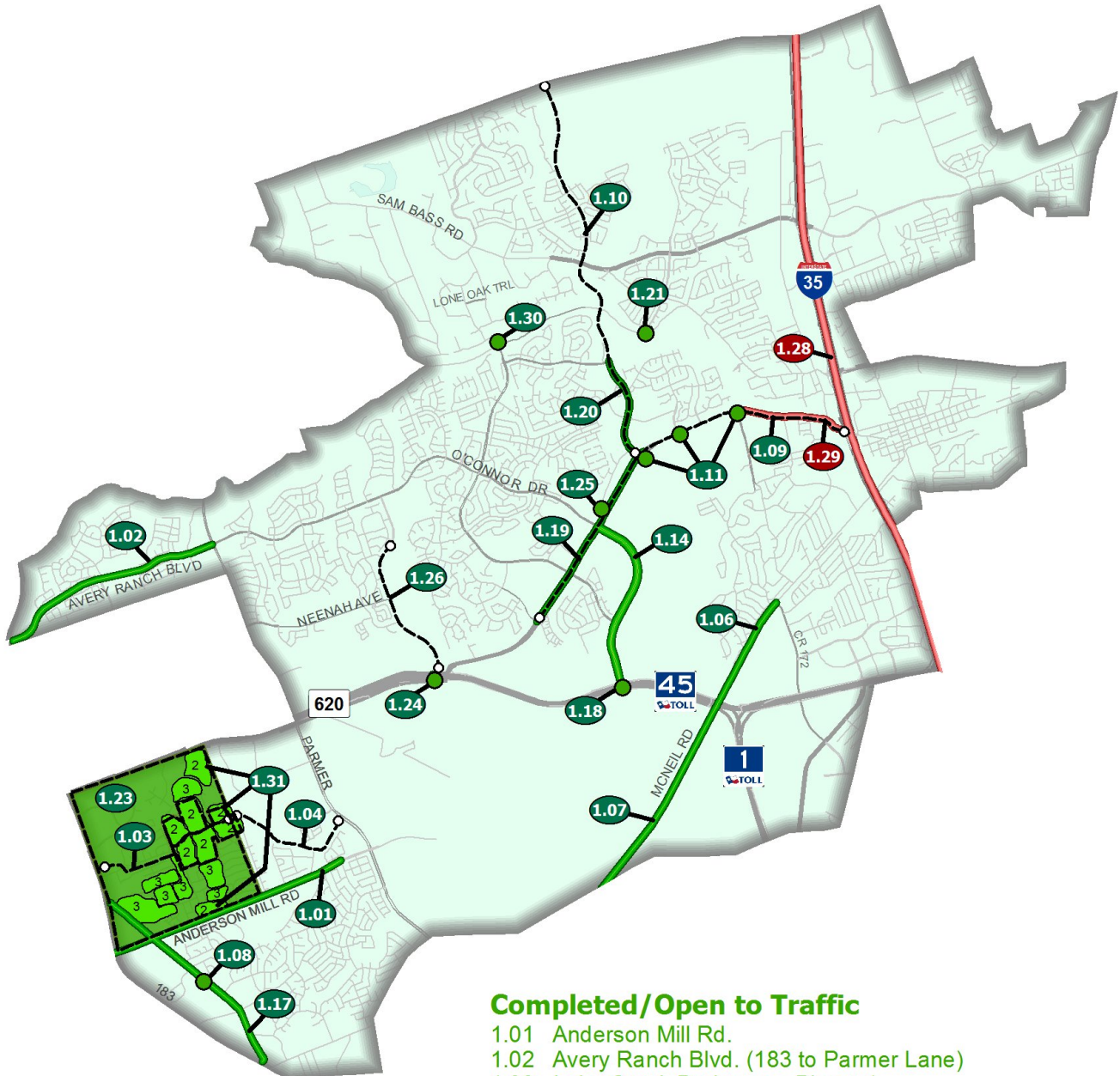
Precinct 4

- Bridge Replacements (CR 390, 406 & 427) – Nov 2002
- County Road 368 and 369 – Nov 2002
- County Road 412 – Aug 2003
- County Road 300 and 301 – Dec 2003
- County Road 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
- US 79, Section 5B (PTF) – Aug 2010
- Chandler Rd, Ph. 3B – Oct 2010
- US 79, Section 5A (PTF) – May 2011
- FM1660 at Landfill Rd. – Sep 2011
- Second Street Drainage Improvements – Dec 2011
- US 79 Section 3 (PTF) – Jul 2012
- Chandler Rd, Ph. 3A – Dec 2012
- Second Street Roadway Improvements – Feb 2013
- County Road 138 – Jun 2013
- County Road 108 – Nov 2013
- County Road 170 – Feb 2015
- Multi Site Traffic Signals – Jun 2016
- Bill Pickett Trail (East Williamson County Expo Center Access Road) – Nov 2016



2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 1 - COMMISSIONER COOK



Completed/Open to Traffic

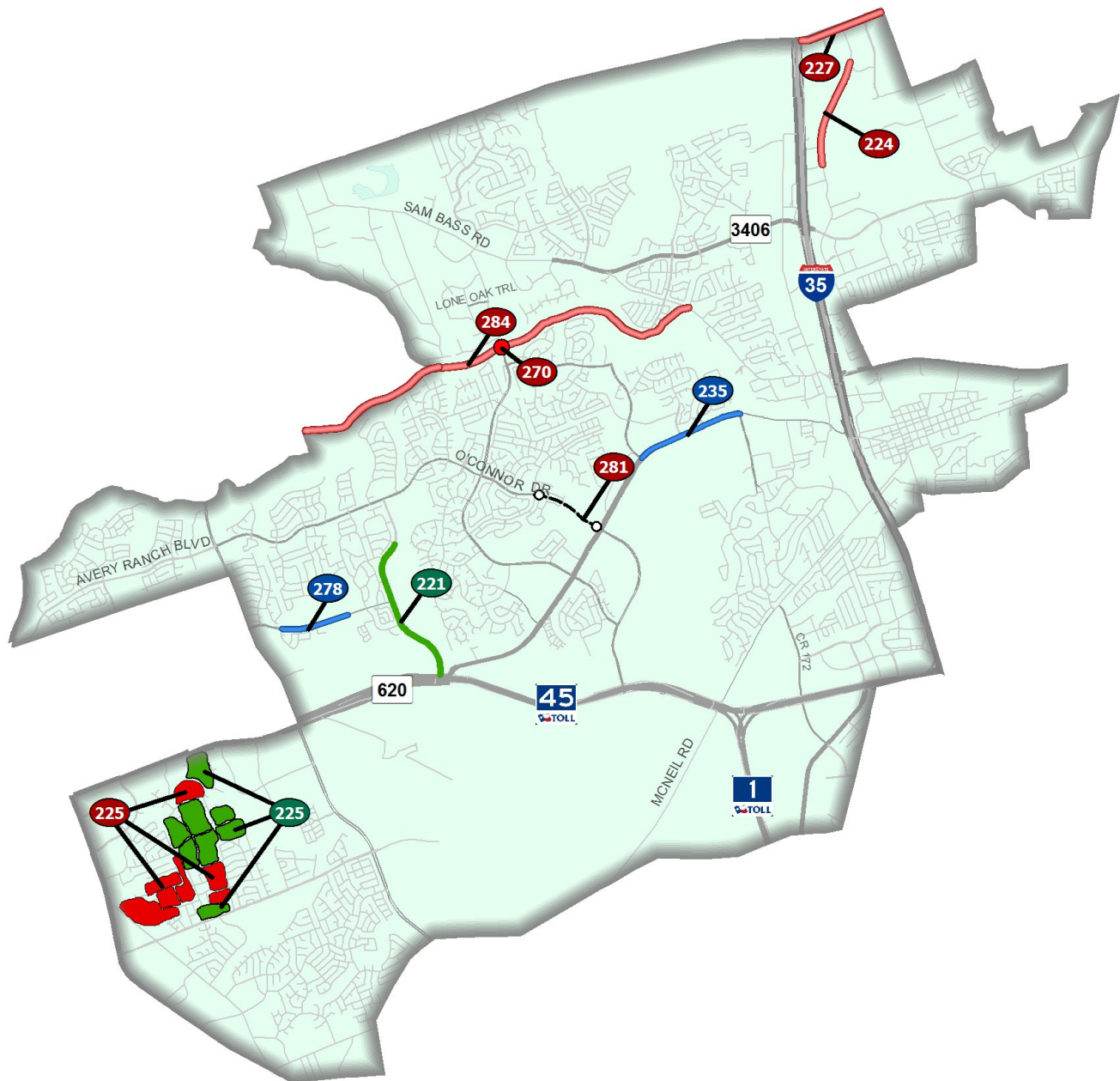
- 1.01 Anderson Mill Rd.
- 1.02 Avery Ranch Blvd. (183 to Parmer Lane)
- 1.03 Lake Creek Drainage – Phase 1 ○—○
- 1.04 Lake Creek Drainage – Phase 2 ○—○
- 1.06 McNeil Road - Phase 1
- 1.07 McNeil Road - Phase 2
- 1.08 Pond Springs at Turtle Rock Signal
- 1.09 RM 620 Feasibility Study ○—○
- 1.10 Wyoming 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 at SH 45
- 1.19 RM 620 (Cornerwood Dr. to Wyoming Springs)
- 1.20 Wyoming Springs (620 to Brightwater Blvd.)
- 1.21 CR 174 (Hairy Man Rd.) Bridge Rail Rehab
- 1.23 Forest North Drainage Study - Phase 1 []
- 1.25 King of Kings Crossing
- 1.26 Pearson Ranch Road (Design) ○—○
- 1.24 Pearson Ranch Underpass at SH 45/ RM 620
- 1.30 Great Oaks at Brushy Creek (design)
- 1.31 Forest North Drainage Improvements - Phase 2 (design) []
- 1.31 Forest North Drainage Improvements - Phase 3 (design) []

In Design

- 1.28 IH 35 Operational Analysis
- 1.29 RM 620 (IH 35 to Deep Wood Dr.)
- 1.26 Pearson Ranch Road (Signal)

2013 ROAD BOND PROGRAM PROJECTS

PRECINCT 1 - COMMISSIONER COOK



Completed/Open to Traffic

- 221 Pearson Ranch Road
- 225 Forest North Drainage Improvements - Phase 2

Under Construction/Bidding

- 235 RM 620 Phase 2 (Wyoming Springs to Deep Wood Drive)
- 278 Neenah Avenue Widening (Olive Hill Drive to end)

In Design

- 224 North Mays Street Extension (La Paloma to Oakmont Dr.)
- 225 Forest North Drainage Improvements - Phase 3
- 227 University Blvd Widening (IH 35 to Sunrise Rd.)
- 270 Great Oaks at Brushy Creek
- 281 O'Connor Drive North of RM 620 (Traffic Study) ○—○
- 284 Hairy Man Rd/Brushy Creek Rd Safety Improvements (Arrowhead Trail to Sam Bass Road)

Forest North Drainage Ph 1
Project No. 1604-068

Original Contract Price = \$3,556,659.50

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
6/9/2016	7/1/2016	8/1/2016	8/11/2016	10/18/2017		600	35	635	
<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	8/11/2016	8/31/2016	21	\$152,734.50	\$152,734.50	\$16,970.50	\$16,970.50	4	3
2	9/1/2016	9/30/2016	30	\$208,685.70	\$361,420.20	\$23,187.30	\$40,157.80	10	8
3	10/1/2016	10/31/2016	31	\$266,921.68	\$628,341.88	\$29,657.96	\$69,815.76	18	13
4	11/1/2016	12/2/2016	32	\$182,471.22	\$810,813.10	\$20,274.58	\$90,090.34	23	18
5	12/3/2016	12/31/2016	29	\$177,314.98	\$988,128.08	\$19,701.67	\$109,792.01	28	23
6	1/1/2017	1/31/2017	31	\$231,302.70	\$1,219,430.78	\$25,700.30	\$135,492.31	35	27
7	2/1/2017	2/28/2017	28	\$304,664.67	\$1,524,095.45	\$33,851.63	\$169,343.94	44	32
8	3/1/2017	3/31/2017	31	\$191,005.20	\$1,715,100.65	\$21,222.80	\$190,566.74	49	37
9	4/1/2017	4/30/2017	30	\$172,795.55	\$1,887,896.20	\$19,199.50	\$209,766.24	54	41
10	5/1/2017	5/31/2017	31	\$229,295.63	\$2,117,191.83	\$25,477.30	\$235,243.54	60	46
11	6/1/2017	6/30/2017	30	\$317,805.27	\$2,434,997.10	\$35,308.69	\$270,552.23	70	51
12	7/1/2017	7/31/2017	31	\$387,533.28	\$2,822,530.38	\$43,062.26	\$313,614.49	81	56
13	8/1/2017	8/31/2017	31	\$284,111.91	\$3,106,642.29	\$31,567.98	\$345,182.47	89	61
14	9/1/2017	9/30/2017	30	\$329,371.39	\$3,436,013.68	-\$164,339.65	\$180,842.82	93	66
15	10/1/2017	10/31/2017	19	\$98,274.32	\$3,534,288.00	\$5,172.34	\$186,015.16	96	69

12/1/2017 Comments - The Certificate of Completion was issued 11/2/2017. The Contractor has submitted As-Built and is working on CloseOut Documents.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	3/21/2017	31,806.00	31,806.00

1A: Design Error or Omission. Incorrect PS&E . This Change Order revises work along Broadmeade Ave., between Sherbrooke St. and Meadowheath Dr in the Sherbrooke zone. The original plans called for a ditch in this location but, due to the depth of the original planned ditch, which created slopes steeper than 3:1, the ditch was replaced with an underground storm sewer system with inlets. 3F: County Convenience. Additional work desired by the County. New pay items have been added to the contract to reimburse the contractor for removal of trees larger than what was called out in the original contract.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	5/23/2017	58,006.83	89,812.83

2G: Differing Site Conditions (unforseeable). Unadjusted utility (unforseeable). This Change Order compensates the Contractor for the removal and relocation of an existing water line that is in conflict with the proposed storm sewer line BB1 at the corner of Broadmeade Avenue and Braeburn Glen. 4B: Third Party Accommodation. Third party requested work. This change order also compensates the Contractor for completed trench repair of the asbestos line that is being removed. A portion of the trench repair quantity has been added to this change order. The remaining quantity will be added to a future change order. The City of Austin has agreed to compensate the Contractor for these costs.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	8/22/2017	91,734.95	181,547.78

3F: County Convenience. Additional work desired by the County. This Change Order revises drainage work in the Braeburn, Stillforest and Wisterwood Zones. The cost of the additional work was paid by overrunning existing pay items where possible or for work not covered by an existing pay item, the cost of the work was tracked by force account (time and materials).

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	8/22/2017	59,124.65	240,672.43

3F: County Convenience. Additional work desired by the County. This Change Order revises drainage work at the corner of Broadmeade and Sherbrooke Street in the Sherbrooke Zone. After review, the County requested that the open ditch design be changed to an underground pipe system due the the depth of the ditches.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	9/26/2017	65,103.79	305,776.22

3F: County Convenience. Additional work desired by the County. This Change Order revises drainage work in the Braeburn, Stillforest and Wisterwood Zones. The cost of the additional work was paid by overrunning existing pay items where possible or for work not covered by an existing pay item, the cost of the work was tracked by force account (time and materials).

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	9/26/2017	29,148.01	334,924.23

3F: County Convenience. Additional work desired by the County. This Change Order revises drainage work at the corner of Broadmeade and Sherbrooke Street in the Sherbrooke Zone. After review, the County requested that the open ditch design be changed to an underground pipe system due the the depth of the ditches.

Adjusted Price = \$3,891,583.73

Pearson Ranch Road (Iveans Way to RM 620)
Project No. 1607-102

Original Contract Price = \$4,516,178.77

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
9/20/2016	10/11/2016	11/18/2016	11/28/2016	10/13/2017		330	0	330	
<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>% (\$ Used)</u>	<u>% Time Used</u>
1	11/28/2016	11/30/2016	3	\$195,710.04	\$195,710.04	\$21,745.56	\$21,745.56	5	1
2	12/1/2016	12/31/2016	31	\$243,555.13	\$439,265.17	\$27,061.68	\$48,807.24	11	10
3	1/1/2017	1/31/2017	31	\$202,139.71	\$641,404.88	\$22,459.97	\$71,267.21	16	20
4	2/1/2017	2/28/2017	28	\$508,271.85	\$1,149,676.73	\$56,474.65	\$127,741.86	29	28
5	3/1/2017	3/31/2017	31	\$369,038.84	\$1,518,715.57	\$41,004.32	\$168,746.18	38	38
6	4/1/2017	4/30/2017	30	\$330,336.72	\$1,849,052.29	\$36,704.08	\$205,450.26	46	47
7	5/1/2017	5/31/2017	31	\$492,086.42	\$2,341,138.71	-\$82,232.43	\$123,217.83	56	56
8	6/1/2017	6/30/2017	30	\$372,704.74	\$2,713,843.45	\$19,616.04	\$142,833.87	64	65
9	7/1/2017	7/31/2017	31	\$813,710.22	\$3,527,553.67	\$42,826.85	\$185,660.72	84	75
10	8/1/2017	8/31/2017	31	\$188,607.77	\$3,716,161.44	\$9,926.71	\$195,587.43	88	84
11	9/1/2017	9/30/2017	30	\$125,552.68	\$3,841,714.12	\$6,608.03	\$202,195.46	91	93
12	10/1/2017	10/31/2017	14	\$169,295.90	\$4,011,010.02	\$8,910.31	\$211,105.77	95	97
13	11/1/2017	11/30/2017	0	\$27,717.20	\$4,038,727.22	\$1,458.80	\$212,564.57	96	97

12/1/2017 Comments - Punchlist items have been complete. The Certificate of Completion will be issued as of 11/27/2017.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/16/2017	-92,621.70	-92,621.70

4B: Third Party Accommodation. Third party requested work (reduction in scope). This Change Order revises the City of Austin (COA) water and wastewater (W&WW) work shown in the original plans. The COA requested that the installation of the 8" and 24" pipe and related items be deleted from the contract. The COA funded the water and wastewater work shown in the plans and will get the credit for the reduction in cost to the contract.

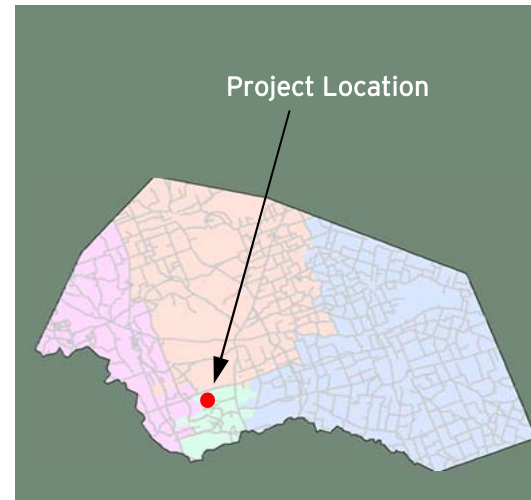
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	6/13/2017	11,553.00	-81,068.70

2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). This Change Order revises the pay items for the intersection tie-in work at Neenah Avenue and Pearson Ranch Road. The tie-in location was adjusted 25' to provide a smooth profile through the intersection. This change extends the limits of Neenah reconstruction west of Pearson Ranch Road.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/3/2017	921.34	-80,147.36

3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order revises the method of pavement marking elimination that results in a cost savings to the project. 1A: Design Error or Omission. Incorrect PS&E. Changes to plan quantities are documented for various pay items.

Adjusted Price = \$4,436,031.41



RM 620 Phase 2

(Wyoming Springs to Deep Wood Drive)

Project Length: .9 Miles

Roadway Classification: Urban Principal Arterial

Project Schedule: January 2017-March 2018

Estimated Construction Cost: \$6.1 Million



NOVEMBER 2017 IN REVIEW

11/3/2017: Cox Commercial Construction installed 18" reinforced concrete pipe (RCP) laterals west of Oaklands. Subgrade was excavated and flexible base placed/compacted between Oaklands and Oakwoods. Subcontractor ESSI began building Block Wall 2 between Deep Wood west to driveway 9.

11/10/2017: An 18" RCP was installed west of the Hospital Entrance. Four safety end treatments (SETs) were installed at the Hospital entrances. Subcontractor ESSI continued building Block Wall #2 and placed footings for Block Wall 1 east of Oaklands.

11/17/2017: Concrete SETs were formed/poured at Oaklands, Oakwoods, and Driveway #3. Subcontractor ESSI completed Block Walls 1 and 2. Subcontractor Greater Austin formed curb/gutter from Oakwoods to Deep Wood.

11/24/2017: Flexible base continued to be graded and compacted from Oakwoods to Oaklands. Backfill was installed in front of Block Walls 1 and 2.

12/01/2017: Subcontractor Greater Austin formed/placed curb and gutter from Deep Wood west. Subcontractor Austin Traffic Signal formed the controller panel base on the northwest corner of the hospital entrance.



Design Engineer: Halff Associates
Contractor: Cox Commercial Construction
Construction Observation: Clayton Weber, HNTB

Williamson County
Road Bond Program

RM 620 Safety Improvements (Cornerwood to Wyoming Springs)
Project No. 1608-108

Original Contract Price = \$6,082,225.70

<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>
9/28/2016	11/30/2016	1/3/2017	1/13/2017			425	0	425

<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	1/13/2017	1/31/2017	19	\$459,169.50	\$459,169.50	8	4
2	2/1/2017	2/28/2017	28	\$280,194.00	\$739,363.50	12	11
3	3/1/2017	3/31/2017	31	\$389,047.00	\$1,128,410.50	19	18
4	4/1/2017	4/30/2017	30	\$516,962.84	\$1,645,373.34	27	25
5	5/1/2017	5/31/2017	31	\$285,725.66	\$1,931,099.00	32	33
6	6/1/2017	6/30/2017	30	\$313,267.57	\$2,244,366.57	37	40
7	7/1/2017	7/31/2017	31	\$274,834.20	\$2,519,200.77	41	47
8	8/1/2017	8/31/2017	31	\$285,281.13	\$2,804,481.90	46	54
9	9/1/2017	9/30/2017	30	\$368,485.34	\$3,172,967.24	52	61
10	10/1/2017	10/31/2017	31	\$299,932.60	\$3,472,899.84	57	69
11	11/1/2017	11/30/2017	30	\$234,228.72	\$3,707,128.56	61	76

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	10/3/2017	7,495.80	7,495.80

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This change order adds revisions to the drainage system along Oaklands Drive, and the west end connection to the existing box culvert. 3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order changed the full depth reconstruction on the east end of the project to level up with hot mix on the existing pavement which eliminated traffic control phases that results in a cost savings for the County.

Adjusted Price = \$6,089,721.50

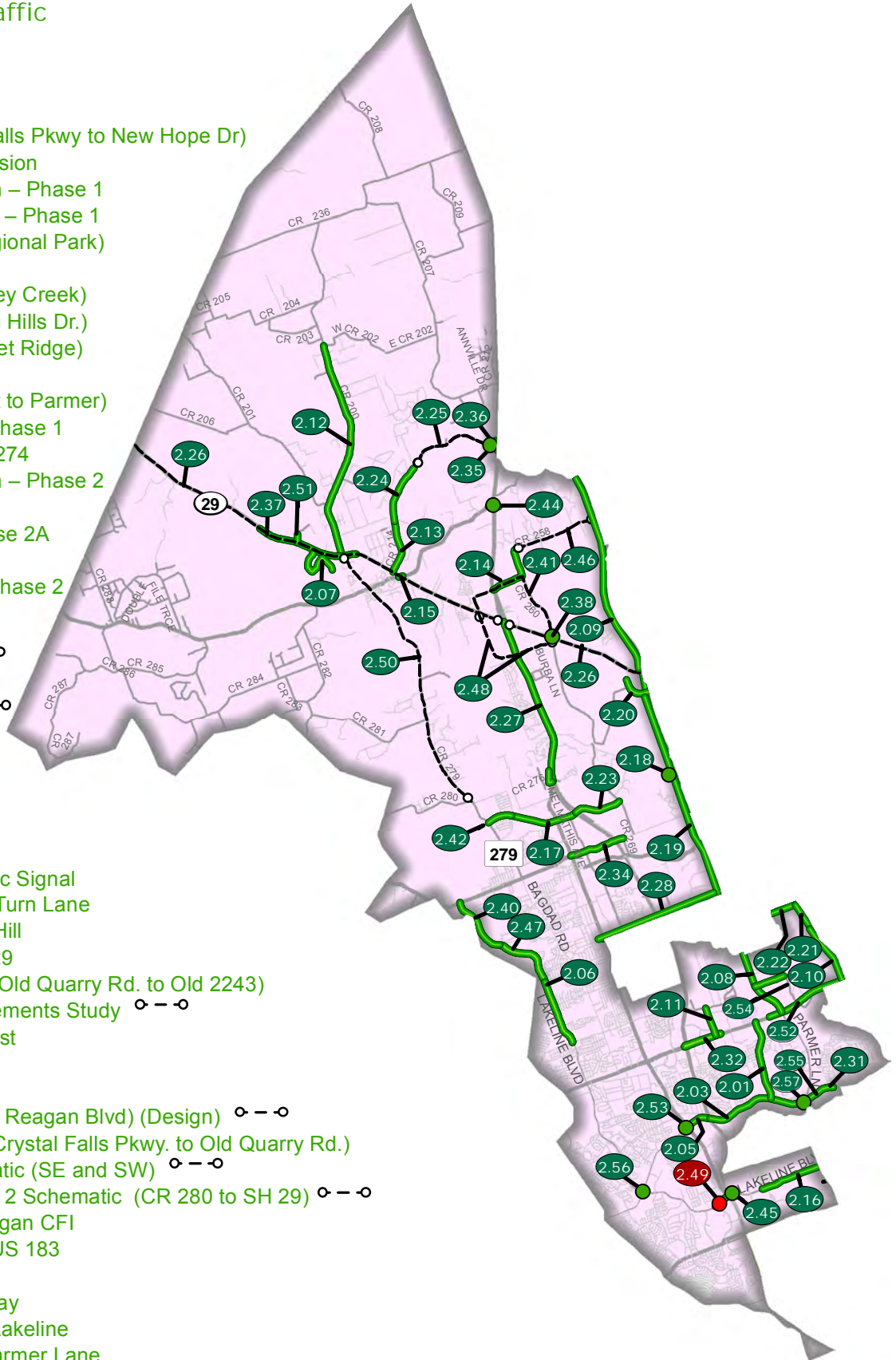
2006 ROAD BOND PROGRAM PROJECTS PRECINCT 2 - COMMISSIONER LONG

Completed/Open to Traffic

- 2.01 Vista Ridge Blvd.
- 2.03 Brushy Creek Road
- 2.05 Cypress Creek Road
- 2.06 Lakeline Blvd. (Crystal Falls Pkwy to New Hope Dr)
- 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 (RM 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 RM 1869 at SH 29
- 2.16 Lakeline Blvd. (Lyndhurst to Parmer)
- 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
- 2.22 CR 179
- 2.23 San Gabriel Parkway – Phase 2
- 2.24 CR 214 – Phase 2A
- 2.25 CR 214 – Phase 2B
- 2.26 SH 29 Improvements
- 2.27 US 183 (PTF)
- 2.28 CR 272
- 2.31 Brushy Creek Road
- 2.32 RM 1431
- 2.34 Hero Way
- 2.35 US 183 at FM 3405 Traffic Signal
- 2.36 US 183 at FM 3405 Left Turn Lane
- 2.37 SH 29 TWLTL in Liberty Hill
- 2.38 CR 260 / CR 266 at SH 29
- 2.40 Lakeline Blvd. Phase 2 (Old Quarry Rd. to Old 2243)
- 2.41 Seward Junction Improvements Study
- 2.42 San Gabriel Parkway West
- 2.44 US 183 at RM 1869
- 2.45 Lakeline Blvd. at US 183
- 2.46 CR 258 (Sunset Ridge to Reagan Blvd) (Design)
- 2.47 Lakeline Blvd. Phase 3 (Crystal Falls Pkwy. to Old Quarry Rd.)
- 2.48 Seward Junction Schematic (SE and SW)
- 2.50 Bagdad Rd. North Phase 2 Schematic (CR 280 to SH 29)
- 2.52 RM 1431 at Parmer/ Reagan CFI
- 2.53 Cypress Creek Road at US 183
- 2.54 CR 272 Overlay
- 2.55 Brushy Creek East Overlay
- 2.56 Cypress Creek Road at Lakeline
- 2.57 Brushy Creek Road at Parmer Lane

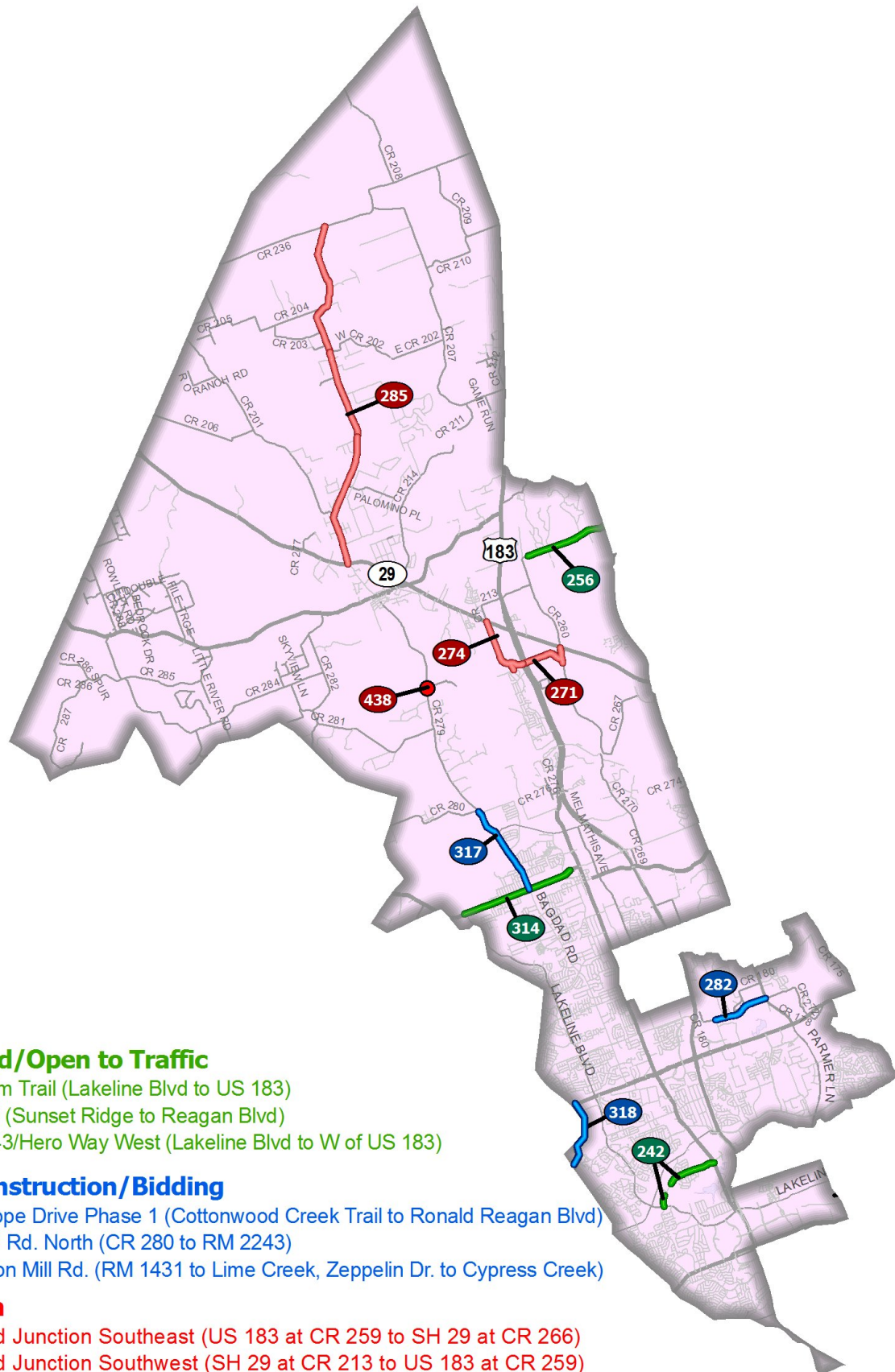
In Design

- #### 2.49 Lakeline Blvd. Right Turn Lanes



2013 ROAD BOND PROGRAM PROJECTS

PRECINCT 2 - COMMISSIONER LONG



Completed/Open to Traffic

- 242 Little Elm Trail (Lakeline Blvd to US 183)
- 256 CR 258 (Sunset Ridge to Reagan Blvd)
- 314 Old 2243/Hero Way West (Lakeline Blvd to W of US 183)

Under Construction/Bidding

- 282 New Hope Drive Phase 1 (Cottonwood Creek Trail to Ronald Reagan Blvd)
- 317 Bagdad Rd. North (CR 280 to RM 2243)
- 318 Anderson Mill Rd. (RM 1431 to Lime Creek, Zeppelin Dr. to Cypress Creek)

In Design

- 271 Seward Junction Southeast (US 183 at CR 259 to SH 29 at CR 266)
- 274 Seward Junction Southwest (SH 29 at CR 213 to US 183 at CR 259)
- 285 CR 200 - Preliminary Design (SH 29 to CR 236)
- 438 Bagdad Road at CR 278

CR 258 (Sunset Ridge to Ronald Reagan North)
Project No. 1603-062

Original Contract Price = \$5,808,856.58

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
4/20/2016	5/10/2016	7/29/2016	8/8/2016	7/25/2017		360	4	364	
<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	7/1/2016	7/31/2016	0	\$204,692.63	\$204,692.63	\$22,743.63	\$22,743.63	4	0
2	8/8/2016	8/31/2016	24	\$647,625.15	\$852,317.78	\$71,958.35	\$94,701.98	16	7
3	9/1/2016	9/30/2016	30	\$768,046.95	\$1,620,364.73	\$85,338.55	\$180,040.53	30	15
4	10/1/2016	10/31/2016	31	\$523,476.94	\$2,143,841.67	\$58,164.10	\$238,204.63	39	23
5	11/1/2016	11/30/2016	30	\$98,689.54	\$2,242,531.21	\$10,965.50	\$249,170.13	41	32
6	12/1/2016	12/31/2016	31	\$38,127.37	\$2,280,658.58	\$4,236.38	\$253,406.51	42	40
7	1/1/2017	1/31/2017	31	\$636,301.80	\$2,916,960.38	\$70,700.20	\$324,106.71	53	49
8	2/1/2017	2/28/2017	28	\$395,763.89	\$3,312,724.27	\$43,973.76	\$368,080.47	61	56
9	3/1/2017	3/31/2017	31	\$456,281.18	\$3,769,005.45	\$50,697.91	\$418,778.38	69	65
10	4/1/2017	4/30/2017	30	\$317,257.62	\$4,086,263.07	\$35,250.85	\$454,029.23	75	73
11	5/1/2017	5/31/2017	31	\$325,276.60	\$4,411,539.67	\$36,141.84	\$490,171.07	81	82
12	6/1/2017	6/30/2017	30	\$382,942.21	\$4,794,481.88	\$42,549.14	\$532,720.21	88	90
13	7/1/2017	7/25/2017	25	\$732,546.03	\$5,527,027.91	-\$241,824.00	\$290,896.21	96	97
14	7/26/2017	8/31/2017	0	\$153,724.56	\$5,680,752.47	-\$174,962.49	\$115,933.72	95	97
15	9/1/2017	9/30/2017	0	\$1,997.73	\$5,682,750.20	\$40.77	\$115,974.49	95	97
16	10/1/2017	10/31/2017	0	\$33,430.15	\$5,716,180.35	\$682.25	\$116,656.74	96	97
17	11/1/2017	11/30/2017	0	\$1,011.36	\$5,717,191.71	\$20.64	\$116,677.38	96	97

12/1/2017 Comments - Substantial Completion was issued as of 7/25/2017. Vegetation establishment is the remaining punchlist item.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	10/4/2016	9,660.00	9,660.00

4B: Third Party Accommodation. Third Party Requested Work. This Change Order adds an encasement pipe crossing for a future waterline under CR 258 at Station 160+50. The installation of the additional encasement pipe was requested by the Property owner for future water service. The additional cost of the encasement pipe will be deducted from the Right of Way acquisition agreement with the property owner.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	1/31/2017	33,848.00	43,508.00

3B: County Convenience. Public relations improvement. 3F: County Convenience. Additional work desired by the County. This Change Order changes the hot mix pavement section on CR 258 from one 3" lift of Type C HMA PG 70-22 to one 2" lift of Type C HMA PG 64-22 and one 1.5" lift of Type D HMA PG 64-22 and deletes the one course surface treatment on Ronald Reagan.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	2/28/2017	38,765.00	82,273.00

2C: Differing Site Conditions (Unforeseeable). New development (conditions changing after PS&E completed). 4B: Third Party Accommodation. Third party requested work. This change order reflects multiple driveway changes including, extending a driveway culvert to accommodate a new driveway location, relocating a proposed driveway, extending a driveway culvert to save a heritage oak tree, adding a driveway to the project and shortening the guardrail at a proposed driveway location.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/21/2017	14,907.69	97,180.69

6C: Untimely ROW/Utilities Utilities Not Clear: This Change Order compensates the Contractor for additional costs to locate and avoid impacts to the AT&T line and to ensure uninterrupted service to adjacent properties. Utilities AT&T and PEC were scheduled to be clear by August 31, 2016, but were not clear until February 2017. The Contractor worked to avoid impacts to the existing AT&T line during the installation of the new City of Georgetown water line.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	3/21/2017	51,199.00	148,379.69

2J: Differing Site Conditions. (unforeseeable) Other. This change order revises various erosion control measures on the project, including the addition of soil retention blanket to the contract to prevent erosion and help to establish vegetation quicker on the slopes and in the ditches. 3H: County Convenience. Cost savings opportunity discovered during construction. This change order replaces the 12" Gabion mattresses with Flexamat. The use of this product was approved by the County Road and Bridge Department. The 3' x 3' gabions were deleted due to changes at the downstream end of Culvert #2.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	5/16/2017	23,780.00	172,159.69

1A: Design Error or Omission. Incorrect PS&E. This Change Order documents the quantity/cost overrun to existing bid Item 508 Constructing Detours. 2C: Differing Site Conditions. New development (conditions changing after PS&E). This change order also includes the deletion of existing bid items; Item 403 Temporary Shoring, Item 552 Wire Fencing and Gate because these items will not be used on the project and a reduction in quantity for Item 512 Port Concrete Traffic Barrier, Ty 1 and 2.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	6/6/2017	48,426.44	220,586.13

2F: Differing Site Conditions (unforeseeable). Site conditions altered by an act of nature. Ground water was encountered at the east end of the project while excavating to subgrade on the proposed eastbound half of the project. After several days of pumping, cutting trenches, excavating, and reworking subgrade to try and dry it out a French drain was installed to relieve the ground water that was causing the issues with the subgrade.

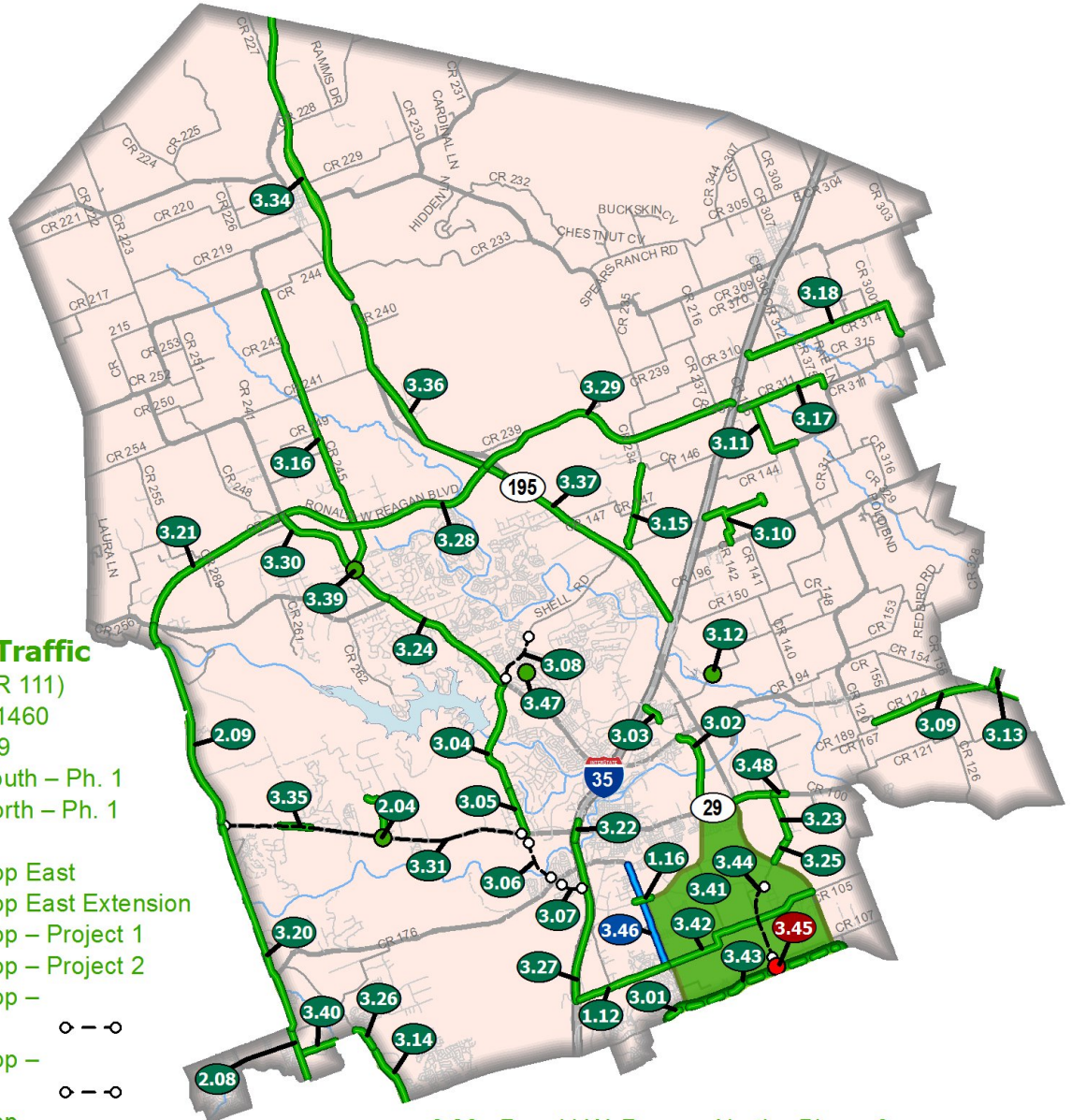
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	1/7/2017	47,221.90	267,808.03

2E: Miscellaneous difference in site conditions (unforeseeable)(Item 9). This Change Order documents payment to the Contractor for various items of additional work that include adding pipe at a driveway. 2F: Differing Site Conditions. Site conditions altered by an act of nature. Repair of storm damage on the project. 6C: Untimely ROW/Utilities. Utilities not clear. Added monthly barricades. 3F: County Convenience. Additional work desired by the County. Removal of a sign on the right of way.

Adjusted Price = \$6,076,664.61

2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 3 - COMMISSIONER COVE



Completed/Open to Traffic

- 1.12 Westinghouse Rd. (CR 111)
- 1.16 SE Inner Loop at FM 1460
- 2.04 Cedar Hollow at SH 29
- 2.08 Ronald W. Reagan South – Ph. 1
- 2.09 Ronald W. Reagan North – Ph. 1
- 3.01 FM 1460 to CR 110
- 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
- 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
- 3.22 IH-35 at SH 29 Turnarounds (PTF)
- 3.48 SH 29 Widening - 12" Water Main Relocation
- 3.23 SH 29/CR 104 – Phase 1
- 3.24 Williams Drive (RM 2338)
- 3.25 CR 104 – Phase 2
- 3.26 CR 175 Extension - Phase 2A
- 3.27 IH 35 Northbound Frontage Rd. and Ramps

- 3.28 Ronald W. Reagan North - Phase 3
- 3.29 Ronald W. Reagan North - Phase 4
- 3.30 RM 2338 (PTF)
- 3.31 SH 29 Improvements Study & Schematic ○ – ○
- 3.34 SH 195 Project 1
- 3.35 SH 29 at Park Place Dr. & Jack Nicklaus Blvd.
- 3.36 SH 195 Project 2
- 3.37 SH 195 Project 3
- 3.39 CR 245 Realignment
- 3.40 CR 179
- 3.41 CR 110 / Arterial A Study (design)
- 3.42 CR 111 / CR 105 Westinghouse Rd. (FM 1460 to SH 130) (design)
- 3.43 University Blvd. (Chandler Rd) Expansion (Design)
- 3.44 CR 110 North ○ – ○ (North of CR 107 to North of Sam Houston) (Design)
- 3.47 Madrid Drive Extension

Under Construction/Bidding

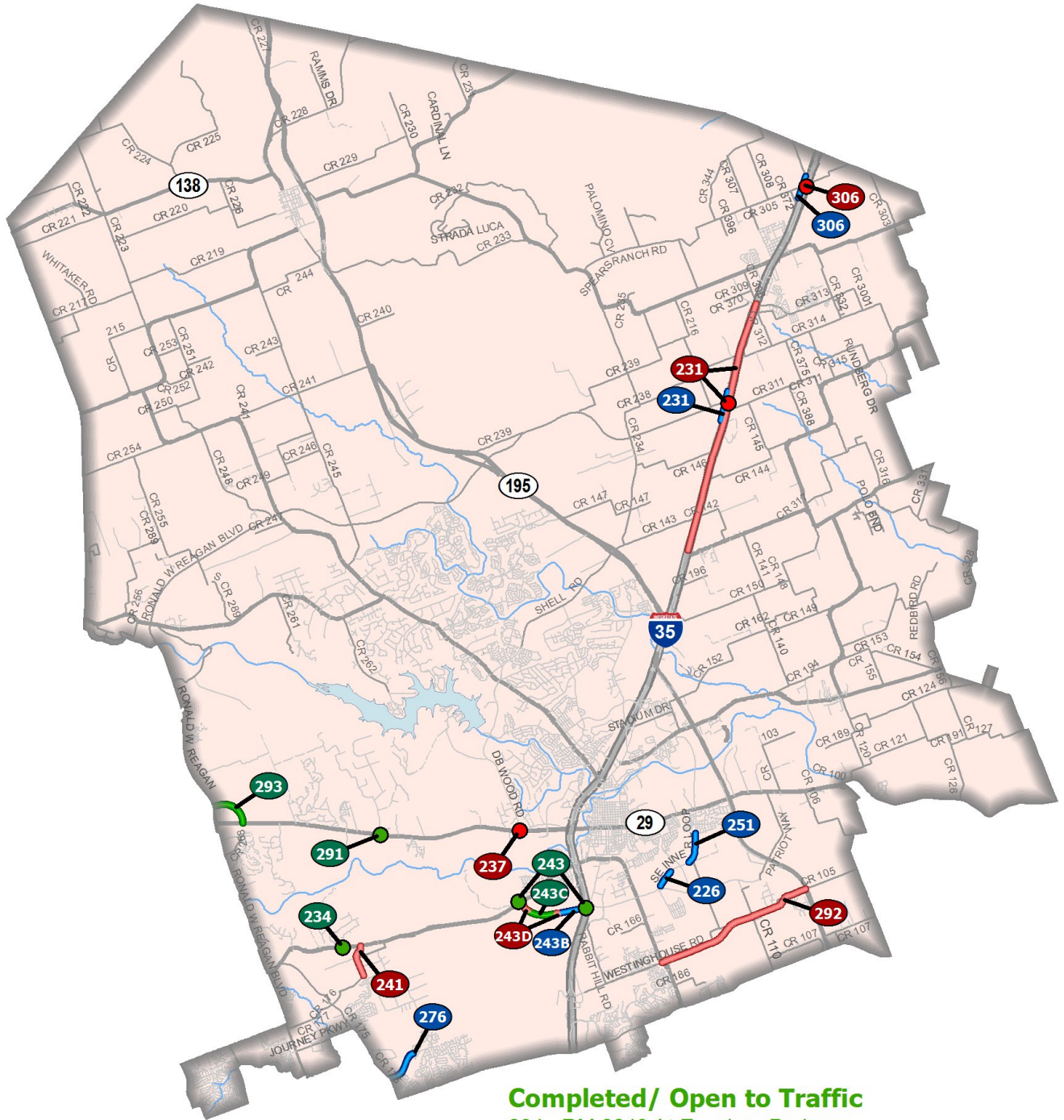
- 3.46 FM 1460 North

In Design

- 3.45 CR 110 Middle (North of Limmer Loop to CR 107)

2013 ROAD BOND PROGRAM PROJECTS

PRECINCT 3 - COMMISSIONER COVEY



Under Construction/Bidding

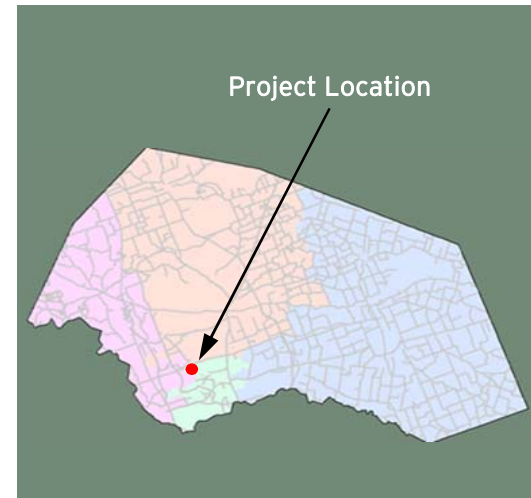
- 226 Inner Loop Safety Improvements (Rockride Lane to Wilco Way)
- 231 Relocation of 48" Williamson County Regional Raw Waterline - Line B
- 243b Southwest Bypass Segment 1
- 251 Inner Loop Safety Improvements (Belmont Drive to Rockride Lane)
- 276 Arterial H Extension Phase 1 (CR 175 to Massey Way)
- 306 Relocation of 48" Williamson County Regional Raw Waterline - Line A

Completed/ Open to Traffic

- 234 RM 2243 At Escalera Parkway
- 243 Southwest Bypass Driveways
- 243c Southwest Bypass Access Route
- 291 SH 29 At Cedar Hollow
- 293 Kauffman Loop Phase 1 (NE quadrant of Reagan at SH 29)

In Design

- 231 Ronald Reagan at IH 35 (Bridge Replacement)
- 231 IH 35 Ramp Reversal and Frontage Road Conversion (FM 972 to CR 312)
- 237 DB Wood At SH 29
- 241 CR 176 at RM 2243 (Safety Improvements)
- 243d Southwest Bypass Segment 2
- 292 CR 111 / CR 105 Westinghouse Rd.(FM 1460 to SH 130)
- 306 CR 305 At IH 35 - Design (Bridge Replacement)



Arterial H

(Sam Bass Rd to existing Arterial H)

Project Length: .83 Miles

Roadway Classification: Minor Arterial

Limited NTP: June 2016 - February 2018

Estimated Construction Cost: \$3.3 Million



NOVEMBER 2017 IN REVIEW

11/3/2017: Patin Construction removed the deck forms at Culvert A and patched the headwalls and wingwalls. Flexible base was processed from CR 175 to Culvert A. The old median in CR 175 was removed and asphalt placed.

11/10/2017: Subgrade was fine graded from the east end to Culvert A. Embankment was placed on the slopes at Culvert B and the Pedestrian Culvert. Subcontractor Wheeler placed asphalt on the left turn lane at CR 175.

11/17/2017: Flexible base was processed at the Pedestrian Culvert and between the CR 175 tie-in and Culvert A. The channels were excavated and shaped on the north side of the ROW at Culverts A and B. Concrete placed at Arterial H, the ADA ramps (CR 175), and the driveway to a residence.

11/24/2017: The concrete valley gutter was placed on the westbound half of Arterial H. Curb and gutter was placed along the north side of the roadway from CR 175 to Culvert A.

12/01/2017: Rock riprap was placed at Culvert A. Curb and gutter and inlet transitions were placed from CR 175 to Culvert A. Excavation, grading and concrete placement for the Shared Use Path 10' sidewalk began from CR 175.



Design Engineer: Randall Jones
Contractor: Patin Construction
Construction Observation:
Steven Shull, HNTB

Williamson County
Road Bond Program

Arterial H Phase 1 (Sam Bass Rd to existing Arterial H)
Project No. 1603-064

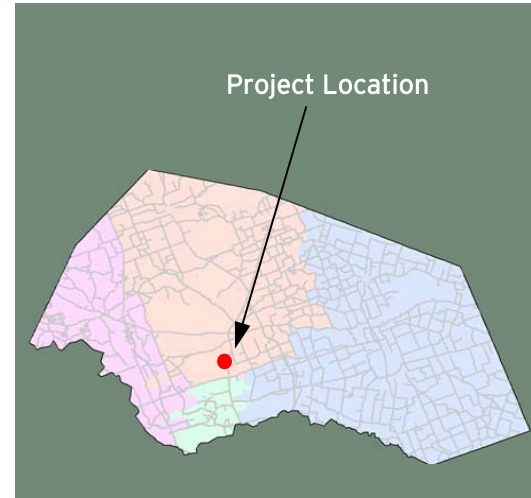
Original Contract Price = \$3,210,934.80

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
		2/17/2017 (Limited)							
4/20/2016	5/16/2016	5/26/2017	6/5/2017			150	0	150	
<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>% (\$) Used</u>	<u>% Time Used</u>
1	6/1/2016	6/30/2016	0	\$134,198.10	\$134,198.10	\$14,910.90	\$14,910.90	4	0
2	7/1/2016	7/31/2016	0	\$182,746.89	\$316,944.99	\$20,305.21	\$35,216.11	11	0
3	8/1/2016	8/31/2016	0	\$93,893.40	\$410,838.39	\$10,432.60	\$45,648.71	14	0
4	9/1/2016	9/30/2016	0	\$206,817.21	\$617,655.60	\$22,979.69	\$68,628.40	21	0
5	6/4/2017	6/30/2017	27	\$47,340.00	\$664,995.60	\$5,260.00	\$73,888.40	22	18
6	7/1/2017	8/31/2017	62	\$587,022.75	\$1,252,018.35	\$65,224.75	\$139,113.15	42	59
7	9/1/2017	9/30/2017	30	\$320,055.75	\$1,572,074.10	\$35,561.75	\$174,674.90	52	79
8	10/1/2017	10/31/2017	31	\$158,107.95	\$1,730,182.05	\$17,567.55	\$192,242.45	57	100
9	11/1/2017	11/30/2017	30	\$140,265.17	\$1,870,447.22	\$15,585.02	\$207,827.47	62	120

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	8/29/2017	132,771.00	132,771.00

4C: Third Party Accommodation. Compliance requirements of new laws and/or policies (impacting third party). Project delayed, due to TCEQ approval process for Water Quality pond design changes. 2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). Design changes were necessary, due to unknown elevation of existing water table

Adjusted Price = \$3,343,705.80



Southwest Bypass Segment One (IH 35 Southbound to .5 miles west)

Project Length: .5 Mile
Roadway Classification: Collector

Project Schedule: August 2017 - July 2018
Estimated Construction Cost: \$5.7 Million



NOVEMBER 2017 IN REVIEW

11/3/2017: Jordan Foster continued placing embankment from the west end of the project to Walls 2 and 4. Embankment was placed and compacted for the pond berms. Excavation of the pond and embankment on the east side of the railroad tracks continued.

11/10/2017: Embankment continued to be placed at Walls 2 and 4. Embankment continued to be placed and compacted for the pond berms.

11/17/2017: Embankment continued to be placed between the roadway and the pond. Excavation began for the ditches along the roadway from the west. Flowable fill was placed in the core holes at the abutments and the bents.

11/24/2017: Stockpiling material is ongoing for the MSE walls on the east side of the railroad tracks. The placement of the flowable fill in the core holes at the abutments and bents was completed. Excavation began for the spread footings at the abutments and bents on the west side of the railroad tracks.

12/01/2017: Embankment continued for the pond berms. Excavation continued for the spread footings at the abutments and bents on the west side of the railroad tracks.



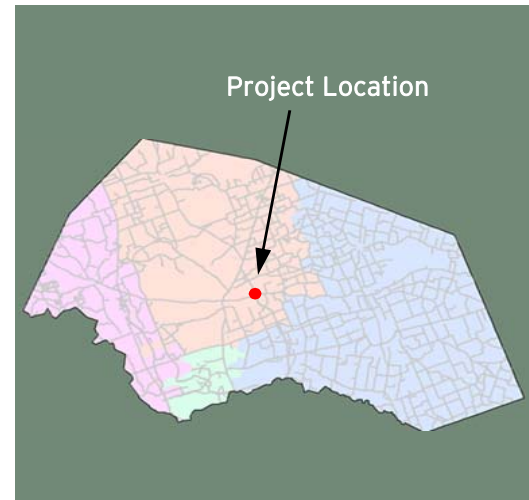
Design Engineer: HDR Engineering
Contractor: Jordan Foster Construction
Construction Observation:
Steven Shull, HNTB

Williamson County
Road Bond Program

Southwest Bypass Segment 1
2017-0065-CIP

Original Contract Price = \$5,599,200.86

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
6/27/2017	7/26/2017	8/21/2017	8/21/2017			337	0	337	
<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	8/21/2017	9/30/2017	41	\$481,587.30	\$481,587.30	\$25,346.70	\$25,346.70	9	12
2	10/1/2017	10/31/2017	31	\$939,731.93	\$1,421,319.23	\$24,112.88	\$49,459.58	26	21
3	11/1/2017	11/30/2017	30	\$165,940.58	\$1,587,259.81	\$8,733.71	\$58,193.29	29	30
Adjusted Price =									\$5,599,200.86



Inner Loop Improvements

(WilCo Way to Belmont Drive)

Project Length: 4.4 Miles

Roadway Classification: Urban Arterial

Project Schedule: September 2017 - June 2018

Estimated Construction Cost: \$5.3 Million



NOVEMBER 2017 IN REVIEW

11/3/2017: Chasco Contractors continued subgrade prep for the widening of the Rockride turn lane from the entrance of the Central Maintenance Facility (CMF) to south of Belmont.

11/10/2017: Subgrade prep for the widening of the Rockride turn lane continued and flexible base placement continued south of Rockride. Excavation and installation of the 16" water line at the entrance to the CMF began. Excavation began south of Belmont for Culvert 2.

11/17/2017: Culvert extensions were completed and culvert pipe was installed at Culvert 1 south of the CMF. Installation of the 16" water line was completed. The demolition and excavation for Culvert 2 continued south of Belmont.

11/24/2017: Subgrade prep and the grading of new ditches on the west side of Inner Loop was completed. Flexible base continued to be placed and processed for the Rockride turn lane. The Contractor completed the 5'x2' reinforced concrete box installation at Culvert 2.

12/01/2017: Concrete was placed for the east Headwall for Culvert 2 and safety end treatments formed at Culvert 1. Testing for Water Line A passed.



Design Engineer: Rodriguez
Transportation Group / Bridgefarmer
Contractor: Chasco Contractors
Construction Observation:
Seth Turvey, HNTB

Williamson County
Road Bond Program

Inner Loop Improvements (WilCo Way to Belmont Dr.)
Project No. 1706-168

Original Contract Price = \$5,352,969.00

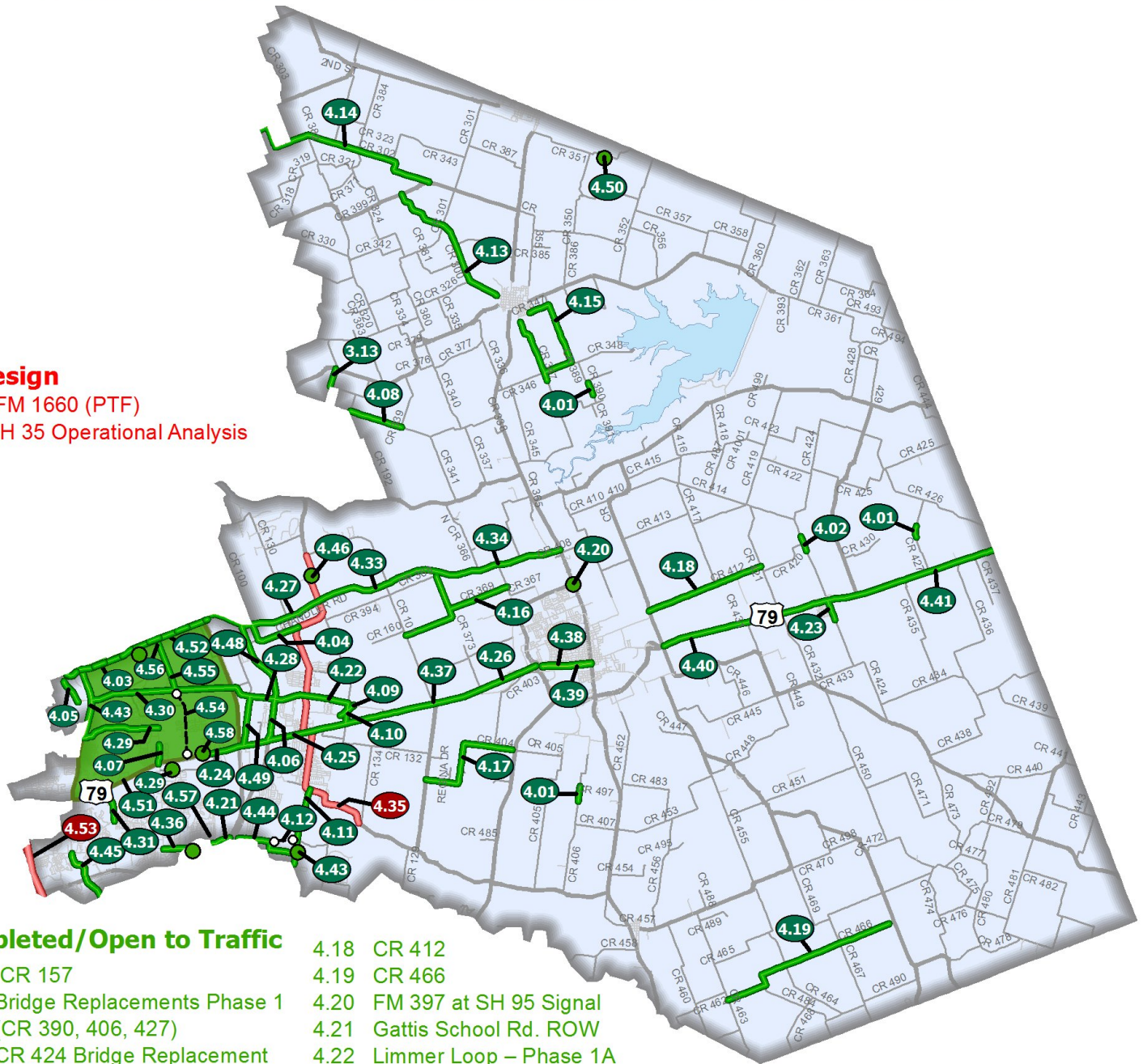
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
8/9/2017	8/30/2017	9/18/2017	9/28/2017			300	0	300	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days 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	9/28/2017	10/31/2017	34	\$324,036.00	\$324,036.00	\$36,004.00	\$36,004.00	6.7	11
2	11/1/2017	11/30/2017	30	\$429,129.00	\$753,165.00	\$47,681.00	\$83,685.00	15.6338028	21
Adjusted Price =									\$5,352,969.00

2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 4 - COMMISSIONER MADSEN

In Design

- 4.35 FM 1660 (PTF)
- 4.53 IH 35 Operational Analysis

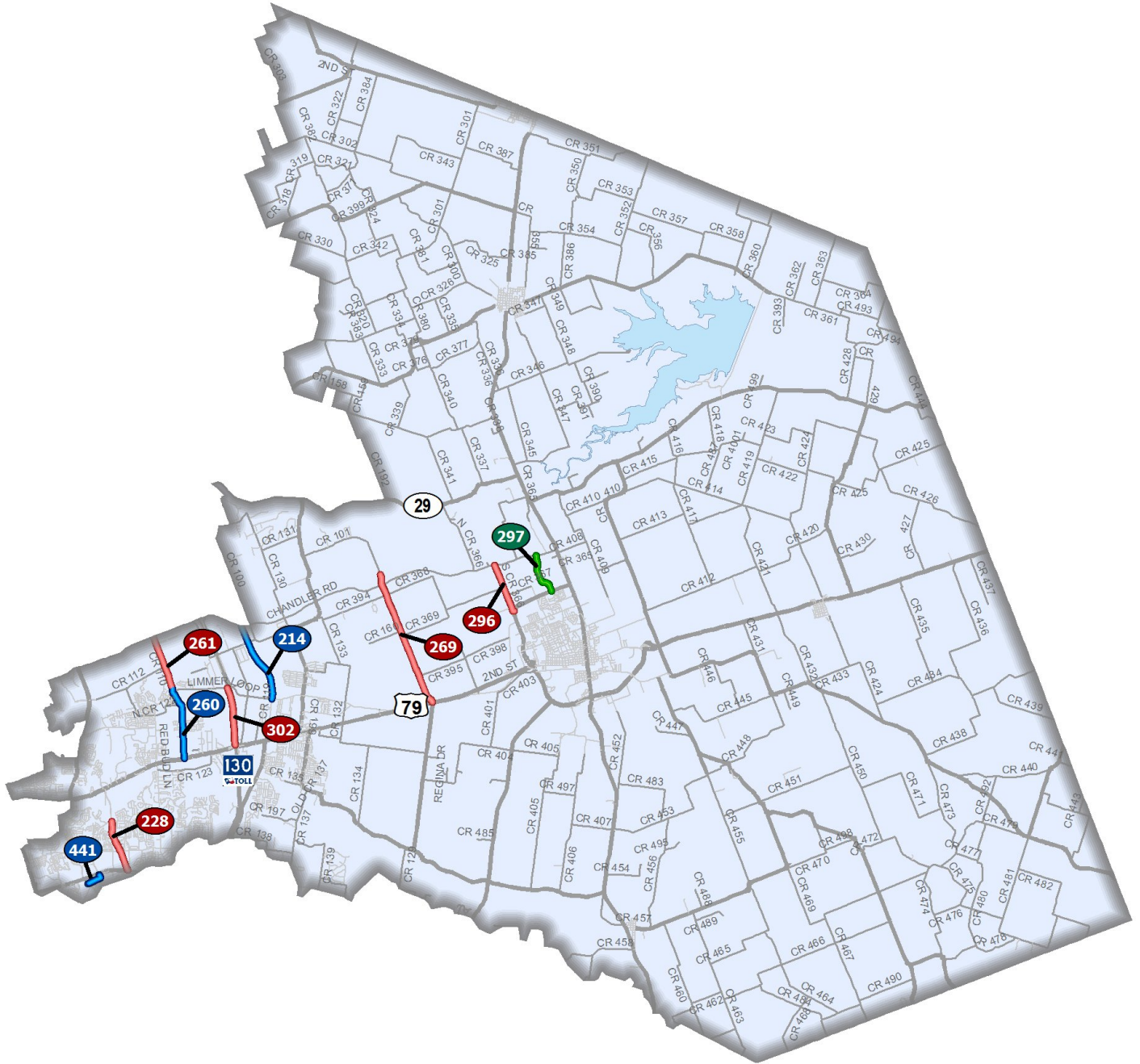


Completed/Open to Traffic

- | | | |
|---|---|--|
| 3.13 CR 157 | 4.18 CR 412 | |
| 4.01 Bridge Replacements Phase 1 (CR 390, 406, 427) | 4.19 CR 466 | |
| 4.02 CR 424 Bridge Replacement | 4.20 FM 397 at SH 95 Signal | |
| 4.03 Chandler Rd. - Phase 1 | 4.21 Gattis School Rd. ROW | |
| 4.04 CR 100 | 4.22 Limmer Loop - Phase 1A | |
| 4.05 CR 112 - Phase 1 | 4.23 Thrall School Zone | |
| 4.06 CR 119 | 4.24 US 79 - Section 1 | |
| 4.07 CR 122 at US 79 | 4.25 US 79 - Section 2 | |
| 4.08 CR 124 | 4.26 US 79 - Section 3A | |
| 4.09 CR 132 | 4.27 Chandler Rd. - Phase 2 | |
| 4.10 CR 136 | 4.28 Limmer Loop - Phase 1B | |
| 4.11 CR 137 | 4.29 CR 113 / Old Settlers Blvd. | |
| 4.12 CR 138 & CR 139 Alignment Study | 4.30 Limmer Loop - Phase 1C | |
| 4.13 CR 300 & CR 301 | 4.31 Kenney Fort Boulevard - Phase 1 | |
| 4.14 CR 302 | 4.33 Chandler Rd. - Phase 3A | |
| 4.15 CR 347 & CR 348 | 4.34 Chandler Rd. - Phase 3B | |
| 4.16 CR 368 & CR 369 (CR 101 to CR 366) | 4.36 Gattis School Road | |
| 4.17 CR 404 | 4.37 US 79 - Section 3 (PTF) | |
| | 4.38 2nd Street Improvements | |
| | 4.39 2nd Street Drainage Improvements | |
| | 4.40 US 79 Section 5A (PTF) | |
| | 4.41 US 79 Section 5B (PTF) | |
| | 4.43 FM 1460 Section 2 | |
| | 4.44 CR 138 | |
| | 4.45 CR 170 | |
| | 4.46 FM 1660 at Landfill Rd. (CR 128) | |
| | 4.48 CR 119 | |
| | 4.49 CR 108 | |
| | 4.50 CR 351 at Donahoe Creek | |
| | 4.51 CR 110/ Arterial A Study Area | |
| | 4.52 University Blvd. (Chandler Rd.) Expansion | |
| | 4.54 CR 110 South - (Design) (US 79 to Limmer Lp) | |
| | 4.55 CR 110 Middle (North of Limmer Loop to CR 107) | |
| | 4.56 CR 110 at University Blvd. (Signal) | |
| | 4.57 Gattis School Rd. at Winterfield Dr. (Signal) | |
| | 4.58 Tradesman Park Crossing | |

2013 ROAD BOND PROGRAM PROJECTS

PRECINCT 4 - COMMISSIONER MADSEN



Completed/Open to Traffic

297 Bill Pickett Trail (Carlos Parker Blvd to Chandler Road)

Under Construction/Bidding

214 CR 119

260 CR 110 South (US 79 to Limmer Loop)

441 Roundville Lane (A.W. Grimes Blvd. to EBFR of SH 45)

In Design

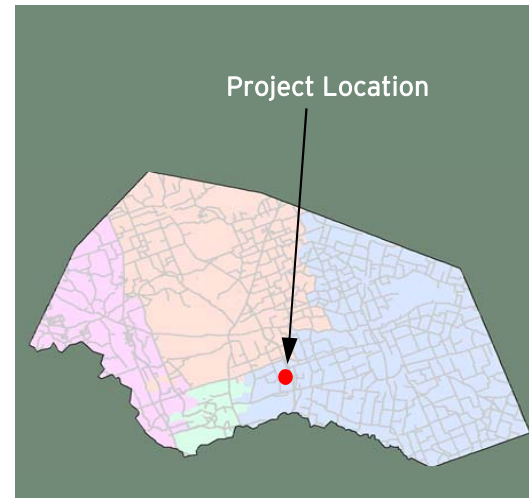
228 Kenney Fort Blvd. Ph. 1 (Forest Creek Blvd. to Gattis School Rd.)

261 CR 110 Middle (N Limmer Loop to CR 107)

269 CR 101 (US 79 to North of Chandler Rd.)

296 CR 366 Widening - Chandler Rd. to Carlos G. Parker Blvd.

302 SH 130 Frontage Roads Phase 3 (SBFR US 79 to Limmer Loop)



County Road 110 South (US 79 to Limmer Loop)

Project Length: 2.25 Miles
Roadway Classification: Minor Urban Arterial

Project Schedule: January 2017-June 2018
Estimated Construction Cost: \$11.2 Million



NOVEMBER 2017 IN REVIEW

11/3/2017: Concrete for railings was placed on the southeast retaining wall and west side at the McNutt Creek Bridge. Curb was placed on the McNutt Creek Bridge. Flexible base was processed from Mozart to north of CR 122.

11/10/2017: Flexible base was placed on both ends of the McNutt Creek Bridge. Curb and gutter was placed from Mozart to north of CR 110, on Mozart and on the northwest end of the McNutt Creek Bridge.

11/17/2017: Concrete for riprap was placed at the drop inlet at Culvert 4. Subcontractor Wheeler Coatings placed 4" of asphalt from Mozart to CR 122, at the Mozart intersection, at the north end of the McNutt Creek Bridge, north of the US 79 intersection, and in the east median of the US 79 crossover.

11/24/2017: Sidewalk was placed at the McNutt Creek Bridge. Excavation for the temporary widening north of US 79 began. Concrete driveways were placed at the church and a residence.

12/01/2017: All concrete driveways were placed between CR 122 and Limmer Loop. Flexible base was placed on the widening of Limmer Loop and north of the US 79 intersection. The ditch on the west side of CR 110 was excavated.



Design Engineer: Dannenbaum
Contractor: Chasco Constructors
Construction Observation:
David Boone, HNTB

Williamson County
Road Bond Program

CR 110 South (US 79 to Limmer Loop)
Project No. 1604-075

Original Contract Price = \$11,224,589.02

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
9/27/2016	10/17/2016	1/3/2017	1/13/2017			510	0	510	
<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	1/13/2017	3/31/2017	78	\$1,644,069.60	\$1,644,069.60	\$182,674.40	\$182,674.40	16	15
2	4/1/2017	4/30/2017	30	\$393,511.50	\$2,037,581.10	\$43,723.50	\$226,397.90	20	21
3	5/1/2017	5/31/2017	31	\$582,730.20	\$2,620,311.30	\$64,747.80	\$291,145.70	26	27
4	6/1/2017	6/30/2017	30	\$630,479.66	\$3,250,790.96	\$70,053.30	\$361,199.00	32	33
5	7/1/2017	7/31/2017	31	\$803,057.63	\$4,053,848.59	\$89,228.62	\$450,427.62	40	39
6	8/1/2017	8/31/2017	31	\$1,287,965.24	\$5,341,813.83	\$143,107.25	\$593,534.87	53	45
7	9/1/2017	9/30/2017	30	\$469,097.52	\$5,810,911.35	\$52,121.95	\$645,656.82	57	51
8	10/1/2017	10/31/2017	31	\$875,490.26	\$6,686,401.61	\$97,276.69	\$742,933.51	66	57
9	11/1/2017	11/30/2017	30	\$435,997.94	\$7,122,399.55	\$48,444.22	\$791,377.73	70	63

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	6/15/2017	-5,837.31	-5,837.31

1A: Design Error or Omission. Incorrect PS&E. The proposed flow of water from Box Culvert 6 went through the middle of a downstream property; therefore, a redesign and relocation of Culvert 6 was necessary. 4B: Third Party Accommodation. Third party requested work. The property owner at the downstream end of the proposed culvert requested that the water flow around his property limits, as it does in the current conditions. 2C: Differing Site Conditions. New development (conditions changing after PS&E completed). The Mozart Street connection to CR 110 South was permitted and built after the completion of the CR 110 South roadway plans and plan revisions were required to tie-in properly

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/19/2017	2,840.00	-2,997.31

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order substitutes a wingwall with a special drop inlet due to safety slope reasons. The proposed culvert upstream flowline was approximately 4' below ditch profile grades, which would have resulted in an extremely steep backslope at the end of the culvert. 4B: Third Party Accommodation. Third party requested work. This Change Order also addresses over-runs and under-runs for various waterline components and includes substituting the HDPE bore pipe for steel encasement pipe at the request of Seminole Pipeline.

Adjusted Price = \$11,253,404.45