



# ROAD BOND PROGRAM

## Construction Summary Report

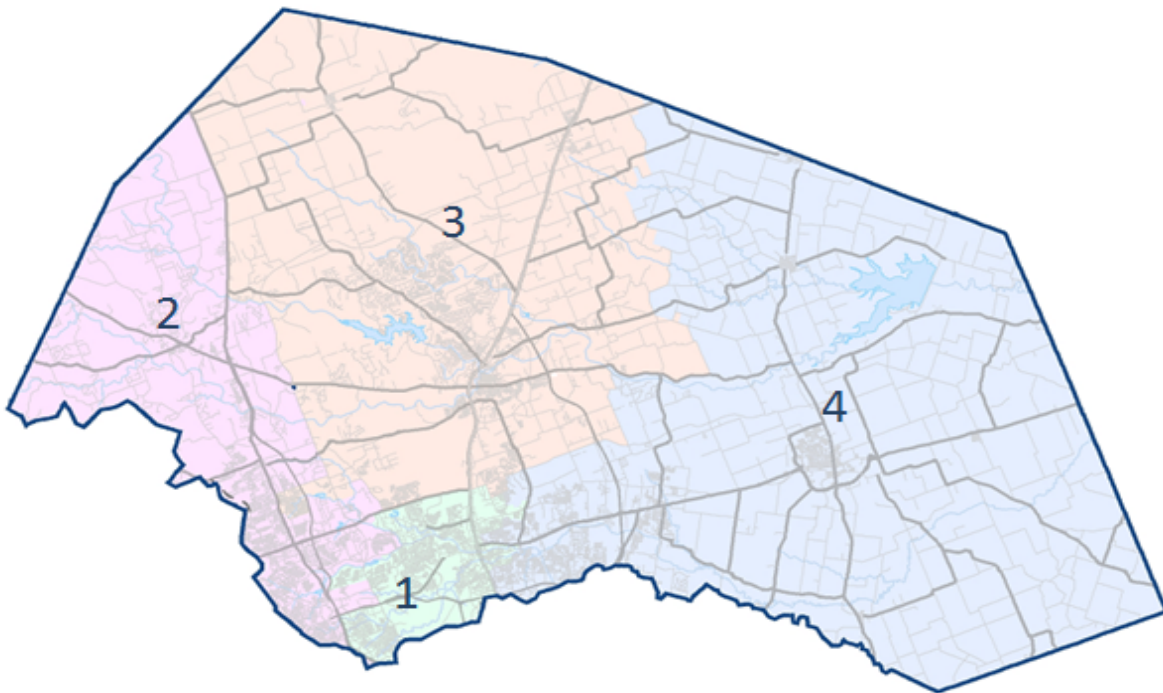
County Judge  
Dan Gattis

Commissioners  
Terry Cook  
Cynthia Long  
Valerie Covey  
Larry Madsen

# March 2018

[WWW.ROADBOND.ORG](http://WWW.ROADBOND.ORG)

Volume XVII - Issue No.03



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 FEBRUARY 2018

#### **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
- Arterial H – Feb 2018

# **WILLIAMSON COUNTY**

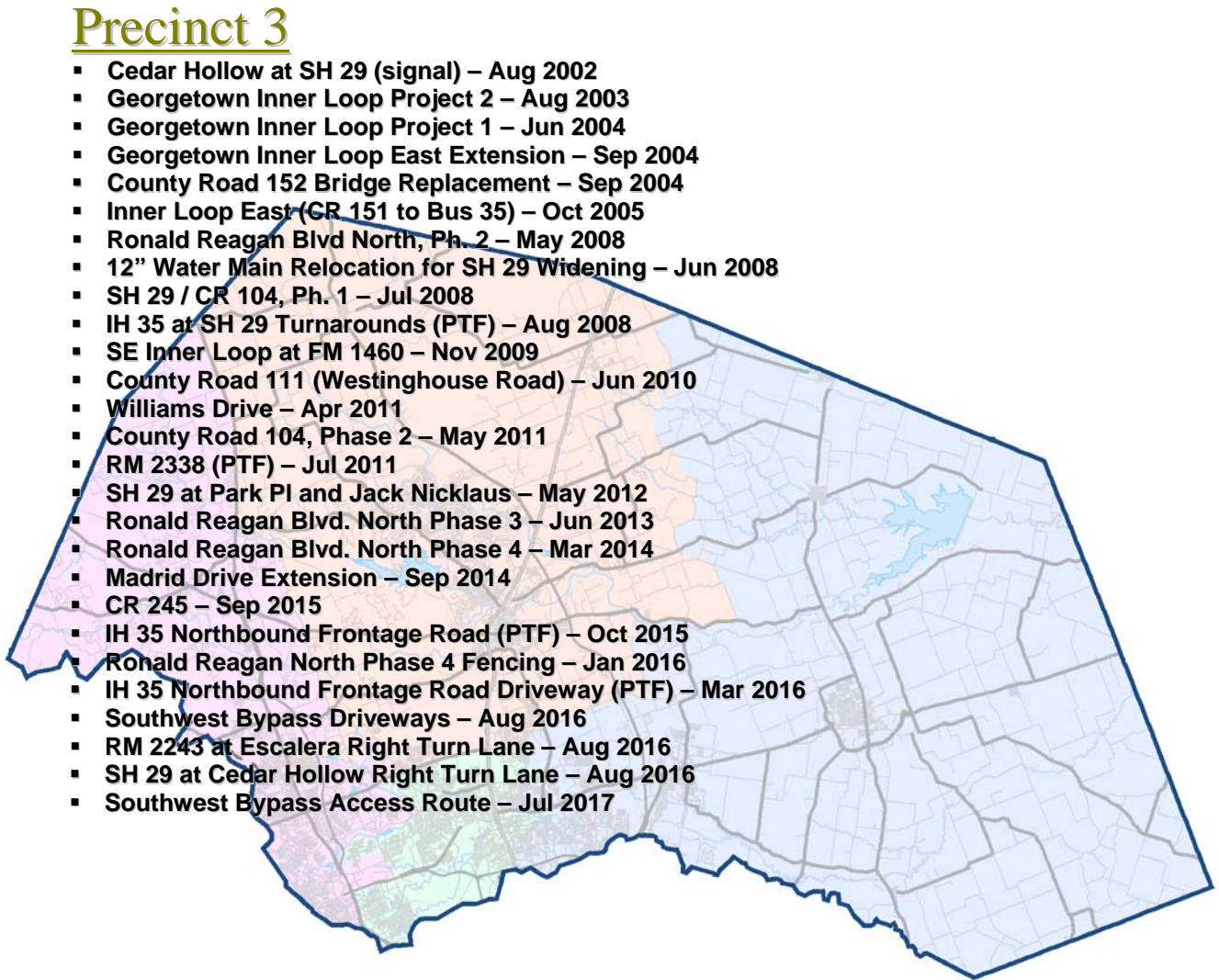
## **ROAD BOND PROGRAM**

### **COMPLETED PROJECTS**

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF FEBRUARY 2018

#### **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**

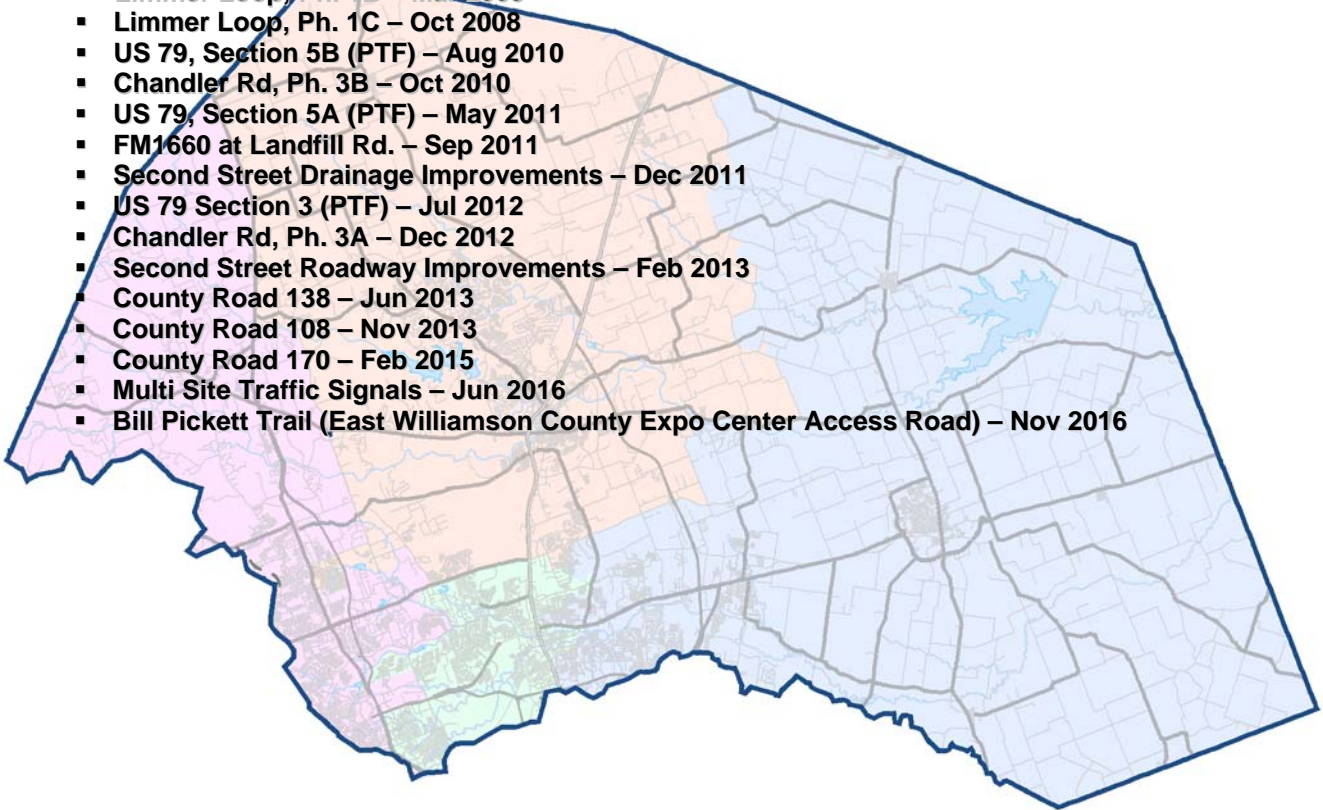
## **ROAD BOND PROGRAM**

### **COMPLETED PROJECTS**

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF FEBRUARY 2018

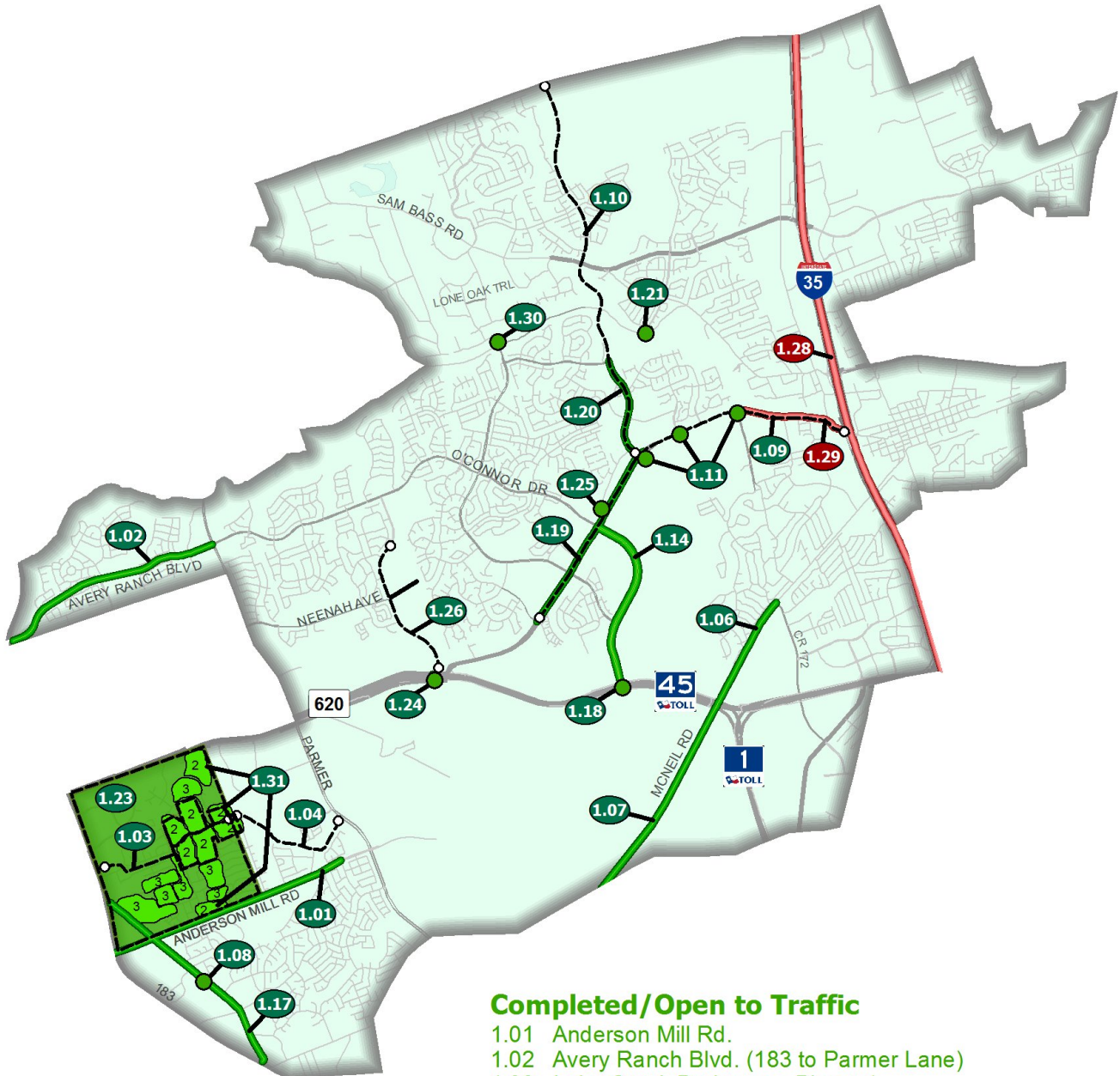
#### **Precinct 4**

- 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) [ ]

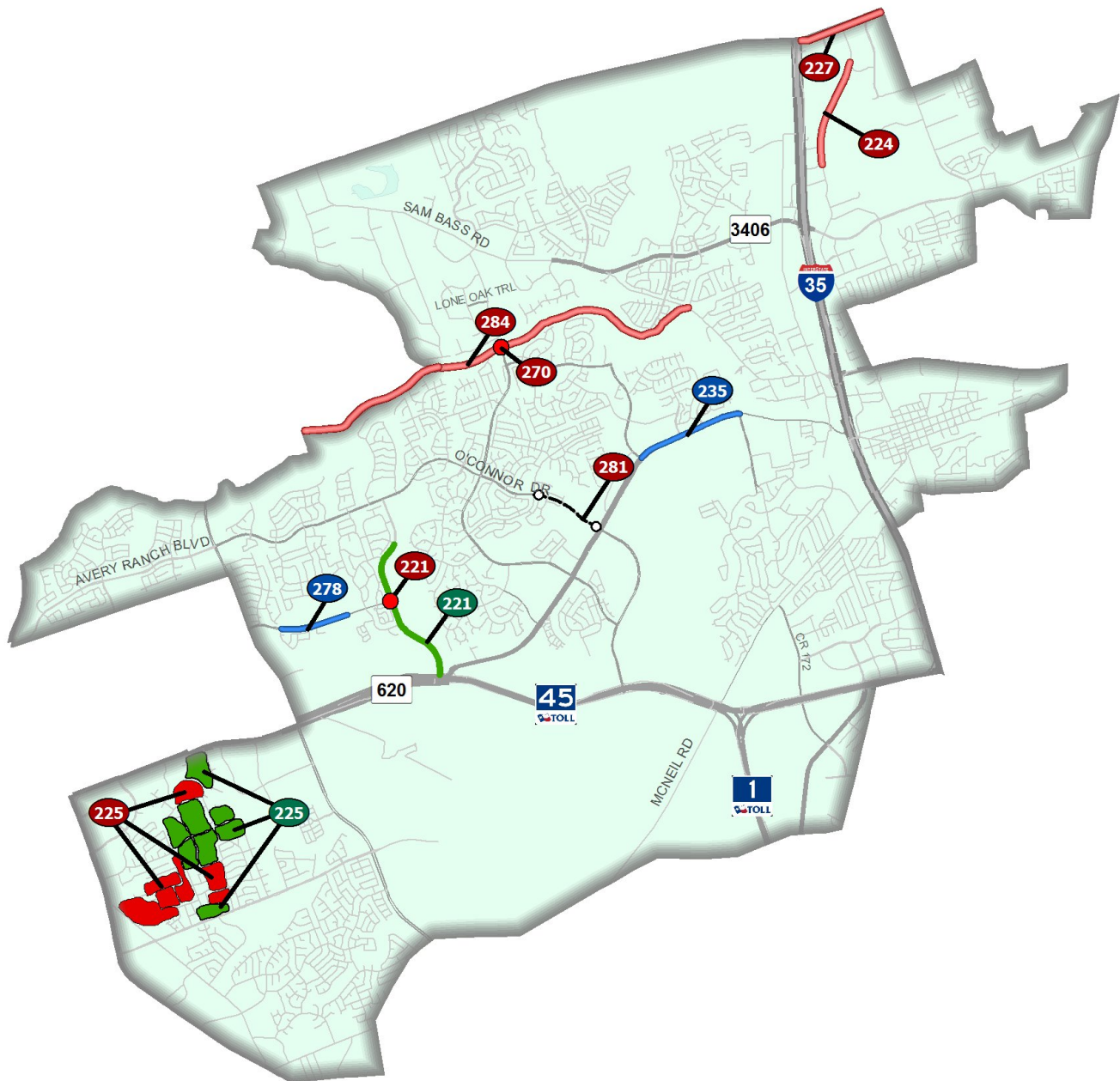
### In Design

- 1.28 IH 35 Operational Analysis
- 1.29 RM 620 (IH 35 to Deep Wood Dr.)



# 2013 ROAD BOND PROGRAM PROJECTS

## PRECINCT 1 - COMMISSIONER COOK



### Completed/Open to Traffic

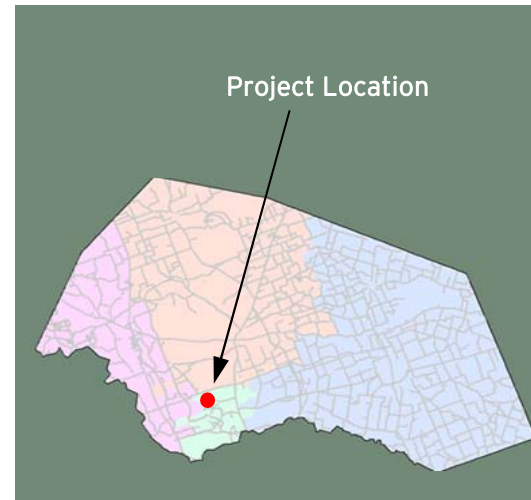
- 221 Pearson Ranch Road
- 225 Forest North Drainage Improvements - Phase 2

### 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

- 221 Pearson Ranch Road (Signal)
- 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)



## 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



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Cox Commercial Construction graded and compacted the curb and gutter at the east and west side of Oaklands. Subcontractor Greater Austin formed and poured slot drain deck and walls on Oaklands. Subcontractor Austin Traffic Signal (ATS) drilled and placed pedestrian pole foundation at the northwest corner of Oaklands. ATS placed ground boxes and conduit for sign at Oaklands and placed traffic signal poles at Hospital Entrance and Oaklands.

**02/09/2018:** Subcontractor Greater Austin formed and placed riprap at Block Walls 1 and 2. Sidewalk was formed and placed between Driveway 8 and Oakland. Pedestrian ramps were placed at Oaklands and Oakwoods.

**02/16/2018:** Topsoil was graded along new sidewalk and new safety end treatments. Subcontractor Greater Austin Development placed forms and poured concrete sidewalks, pedestrian ramps and safety end treatments for drainage structures. Subcontractor Austin Materials paved asphalt on side streets and driveways on Oakwood, Oaklands and the Hospital Driveway.

**02/23/2018:** Excavation began for the sidewalk on west end of project behind the left (north) curb line. Culvert end treatments were backfilled.



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

Williamson County  
Road Bond Program



**RM 620 Safety Improvements (Wyoming Springs to Deep Wood)**
**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	7	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	18	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	31	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	60	76
	12	12/1/2017	12/31/2017	31	\$154,371.19	\$3,861,499.75	63	83
	13	1/1/2018	1/31/2018	31	\$349,918.70	\$4,211,418.45	69	90
	14	2/1/2018	2/28/2018	28	\$331,786.31	\$4,543,204.76	74	97

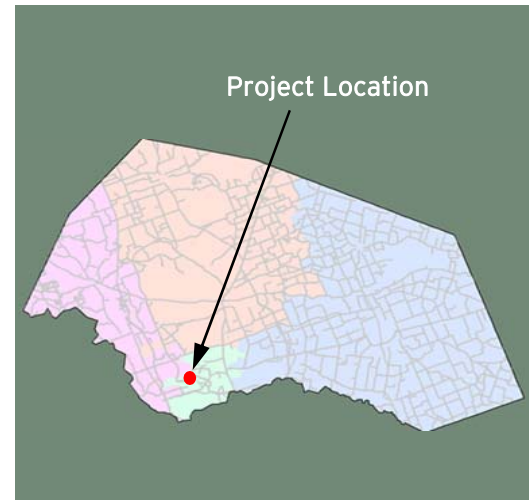
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	10/3/2017	7,495.80	7,495.80

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	1/30/2018	49,456.20	56,952.00

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This Change Order revises the drainage inlets along Oaklands Drive. 3E: County Convenience. Reduction of future maintenance. This Change Order revises the signal conduits and controller cabinet at Oaklands Drive and RM 620.

Adjusted Price = \$6,139,177.70



## Neenah Avenue Widening (Olie Drive to the end of the road)

Project Length: .56 miles  
Roadway Classification: Minor Arterial

Project Schedule: February 2018 - December 2018  
Estimated Construction Cost: \$2.5 Million



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Smith and HNTB met to discuss phasing and constructability. Homeowners and schools have begun to receive notification of upcoming project.

**02/09/2018:** Perimeter barricades were installed and subcontractor Avery Lawn Care installed erosion control devices for Phase 1 work. Clearing the ROW for Phase 1 work began. Test shut outs for the existing waterline began.

**02/16/2018:** Clearing ROW and stripping vegetation continued for the culvert widening. Subcontractor Avery Lawn Care continued installing erosion control devices for Phase 1 work.

**02/23/2018:** Embanking began for the culvert widening. The downstream headwall and wingwalls for the proposed culvert widening were removed. Subcontractor Avery Lawn Care continued installing erosion control devices for Phase 1 work.



Design Engineer: Stantec Consulting  
Contractor: Smith Contracting  
Construction Observation:  
Ryan River, HNTB

Williamson County  
Road Bond Program

**Neenah Avenue Widening (Olive Dr to end of road)**  
**Project No. 1710-194**

Original Contract Price = \$2,529,398.54

<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>	
10/17/2017	12/6/2017	1/26/2018	2/5/2018			350	0	350	
<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	2/5/2018	2/28/2018	24	\$125,365.50	\$125,365.50	\$13,929.50	\$13,929.50	5.5	7
Adjusted Price =									\$2,529,446.54

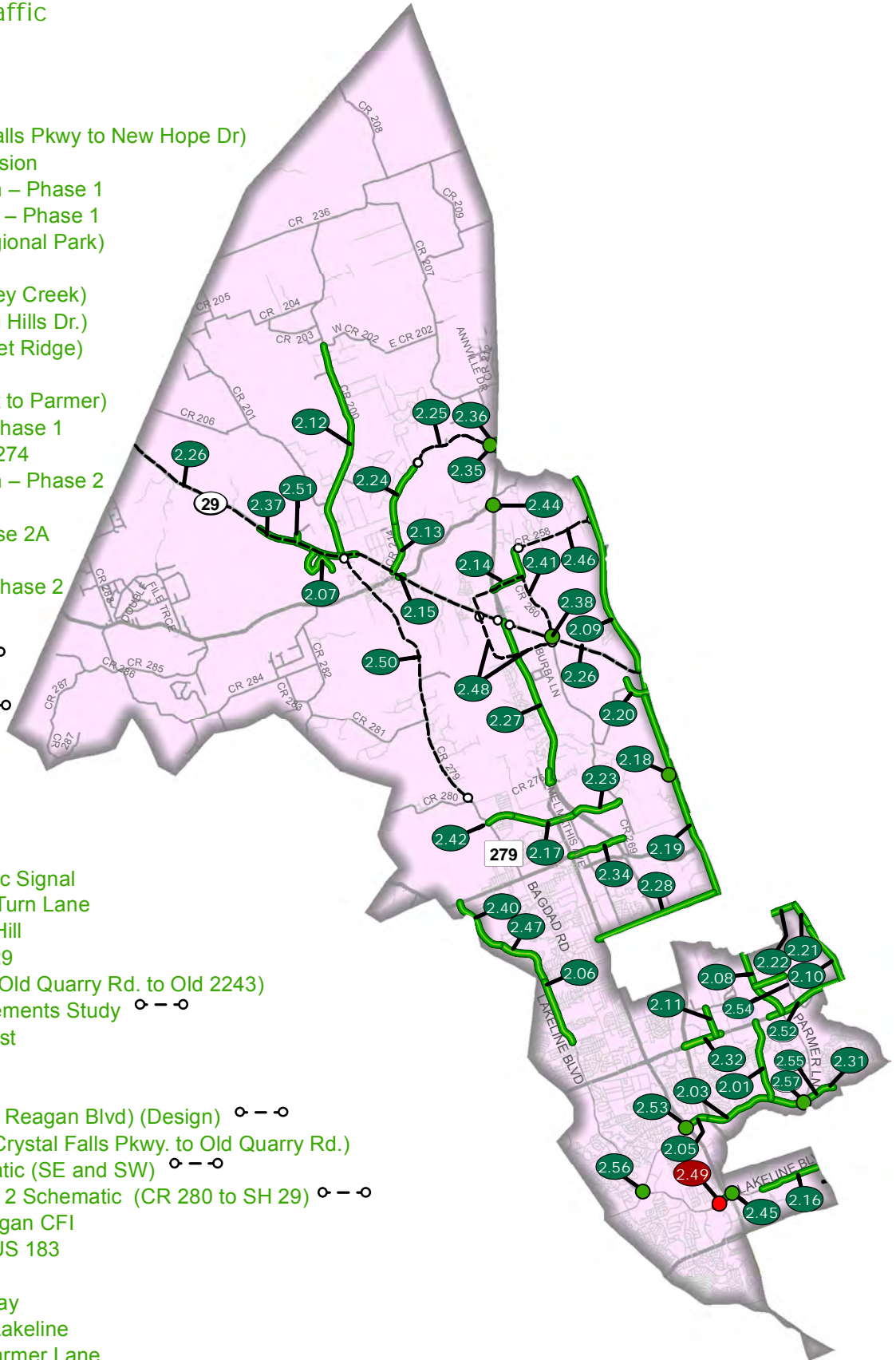
## 2006 ROAD BOND PROGRAM PROJECTS PRECINCT 2 - COMMISSIONER LONG

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

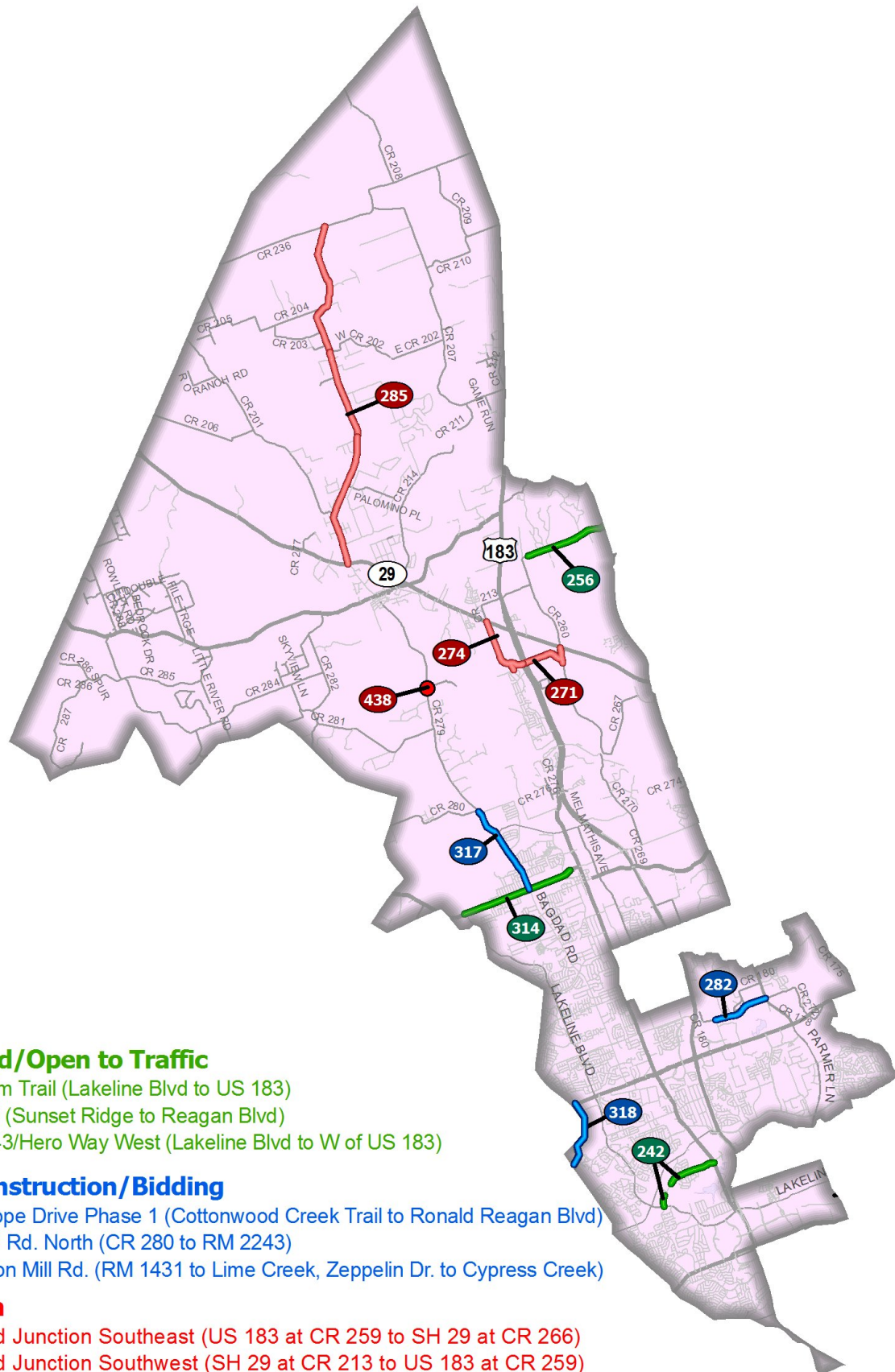
- #### 2.49 Lakeline Blvd. Right Turn Lanes





# 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)**  
**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
18	12/1/2017	12/31/2017	0	\$493.92	\$5,717,685.63	\$9.93	\$116,687.31	96	97
19	1/1/2018	1/31/2018	0	\$31,113.85	\$5,748,799.48	\$634.98	\$117,322.29	97	97

3/2/2018 Comments - The Contractor is working on Close Out Documents.

<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	11/7/2017	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.

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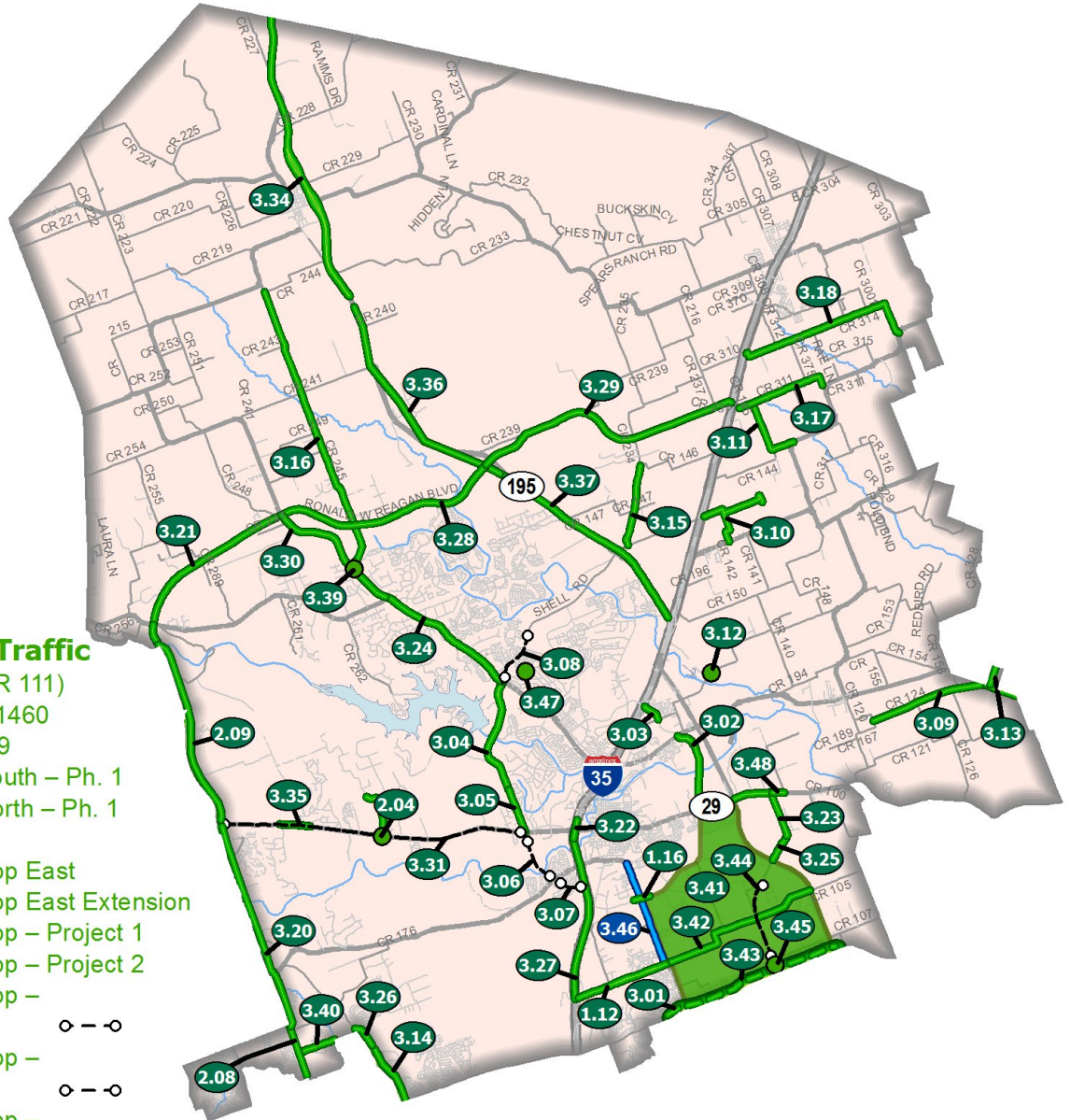
Adjusted Price = \$6,076,664.61

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# 2006 ROAD BOND PROGRAM PROJECTS

## PRECINCT 3 - COMMISSIONER COVEY



### 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)
- 3.45 CR 110 Middle (North of Limmer Loop to CR 107)
- 3.47 Madrid Drive Extension

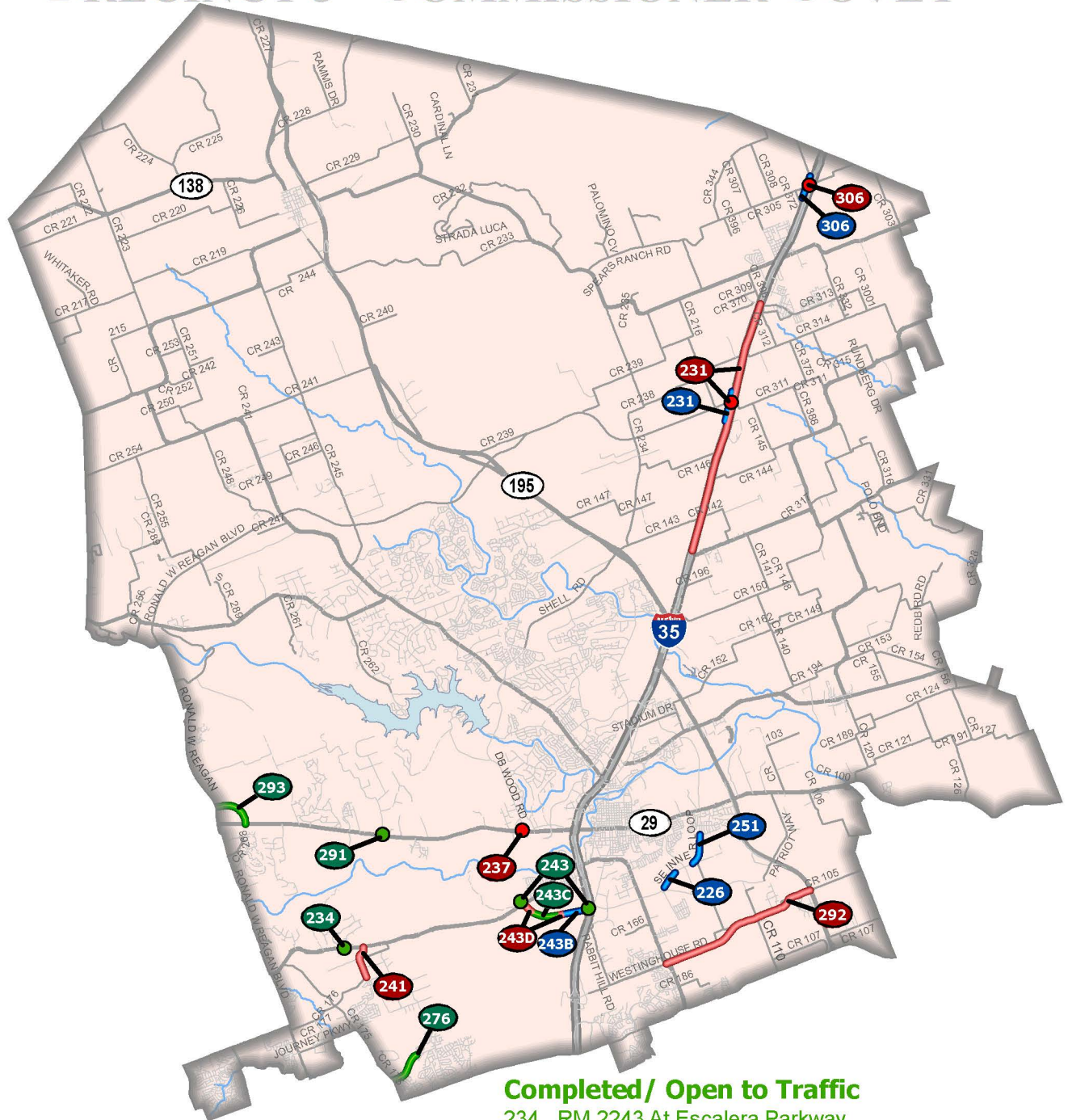
### Under Construction/Bidding

- 3.46 FM 1460 North



# 2013 ROAD BOND PROGRAM PROJECTS

## PRECINCT 3 - COMMISSIONER COVEY



### Completed/ Open to Traffic

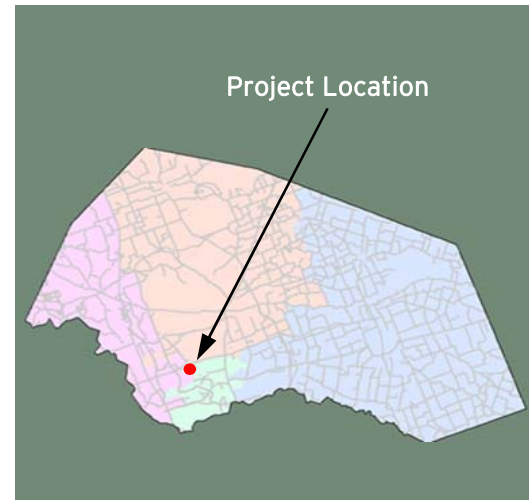
- 234 RM 2243 At Escalera Parkway
- 243 Southwest Bypass Driveways
- 243c Southwest Bypass Access Route
- 276 Arterial H Extension Phase 1 (CR 175 to Massey Way)
- 291 SH 29 At Cedar Hollow
- 293 Kauffman Loop Phase 1 (NE quadrant of Reagan at SH 29)

### 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)
- 306 Relocation of 48" Williamson County Regional Raw Waterline - Line A

### 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

Project Schedule: June 2017 - March 2018

Estimated Construction Cost: \$3.4 Million



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Patin Construction completed the topsoil within the ROW and drill seeded for vegetation. Fine grading of the flexible base is underway. General cleanup is ongoing as well as the haul-off of excess materials.

**02/09/2018:** The flexible base was completed throughout the project. Subcontractor Wheeler/Apac placed the prime coat and paved the 3" lift of asphalt. The striping contractor will place pavement marking after the surface course of asphalt is paved.

**02/16/2018:** Subcontractor Wheeler/Apac completed the final course of asphalt on the project.

**02/23/2018:** Subcontractor TRP placed pavement markers and installed the permanent dead-end barricades.



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	120	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>
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	10	0
3	8/1/2016	8/31/2016	0	\$93,893.40	\$410,838.39	\$10,432.60	\$45,648.71	13	0
4	9/1/2016	9/30/2016	0	\$206,817.21	\$617,655.60	\$22,979.69	\$68,628.40	20	0
5	6/4/2017	6/30/2017	27	\$47,340.00	\$664,995.60	\$5,260.00	\$73,888.40	22	10
6	7/1/2017	8/31/2017	62	\$587,022.75	\$1,252,018.35	\$65,224.75	\$139,113.15	41	33
7	9/1/2017	9/30/2017	30	\$320,055.75	\$1,572,074.10	\$35,561.75	\$174,674.90	51	44
8	10/1/2017	10/31/2017	31	\$158,107.95	\$1,730,182.05	\$17,567.55	\$192,242.45	57	56
9	11/1/2017	11/30/2017	30	\$140,265.17	\$1,870,447.22	\$15,585.02	\$207,827.47	61	67
10	12/1/2017	12/31/2017	31	\$186,341.94	\$2,056,789.16	\$20,704.66	\$228,532.13	67	78
11	1/1/2018	1/31/2018	31	\$412,576.91	\$2,469,366.07	\$45,841.88	\$274,374.01	81	90
12	2/1/2018	2/28/2018	28	\$600,971.37	\$3,070,337.44	-\$211,714.06	\$62,659.95	92	100

6/2/2017 Comments - Substantial Completion was granted as of February 28, 2018

<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

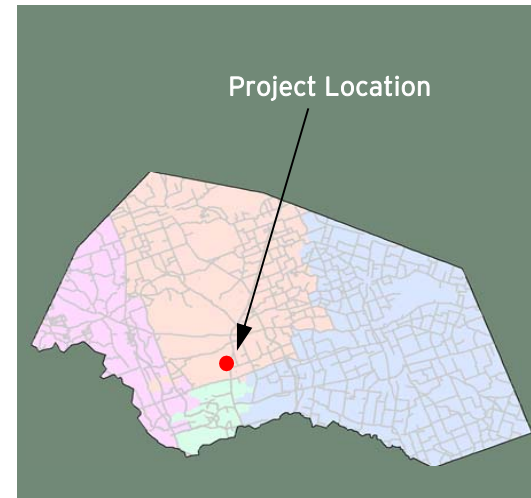
4C: Third Party Accommodation. Compliance requirements of new laws and/or policies (impacting third party). Project delayed, due to TCEQ approval process for Water Quality pond design changes. 2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). Design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

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	1/23/2018	58,143.87	190,914.87

3E. County Convenience. Reduction of future maintenance. This change order adds soil retention blanket to the contract to prevent erosion and to establish vegetation on the slopes and along the roadway. 1B. Design Error or Omission. This change order also adds items to the contract for work shown in the plans but not included in the summary of items and quantities. 2E: Differing Site Conditions. (unforeseeable) Miscellaneous difference in site conditions (unforeseeable)(Item 9). This Change Order deletes lime treated subgrade items due to the quality of the material encountered at subgrade elevation.

Adjusted Price = \$3,401,849.67





## 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



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Jordan Foster excavated the wall leveling pads for Retaining Walls 2, 3 and 4. Subcontractor Texas Highway Walls continued to place panels, install straps and rock backfill for Wall 1.

**02/09/2018:** Excavation for the wall leveling pads for Retaining Walls 2 and 3 continued. Embankment was placed along Wall 1. Subcontractor Texas Highway Walls continued to place panels, install straps, rock backfill and coping for Wall 1.

**02/16/2018:** The drop inlet at Culvert 4, the 24" lateral line 5 off Culvert 4, and the drop inlet on lateral line 5 were installed. Bent 3 and 4 footings were placed and the column forms for Abutment 9 are being assembled. Embankment continues to be placed along Wall 1. Subcontractor Texas Highway Walls finished everything on Wall 1 except the cast in-place portion of the coping. The rod busters are tying steel for the columns at Bent 8.

**02/23/2018:** The steel cages were set for the columns at Abutment 9 and embankment continued to be placed along Wall 1.



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

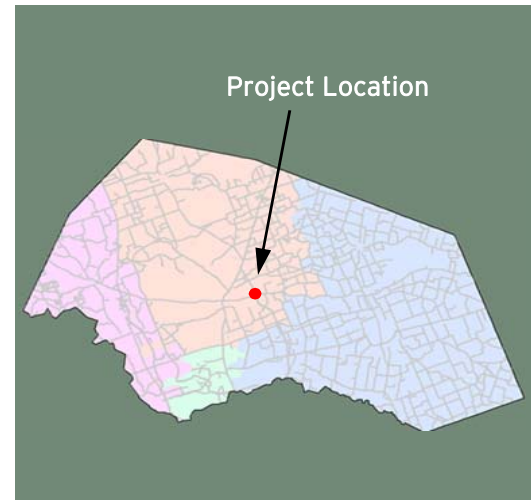
Williamson County  
Road Bond Program



**Southwest Bypass Segment 1 (southbound IH 35 to .5 miles west)**  
**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
4	12/1/2017	12/31/2017	31	\$175,883.70	\$1,763,143.51	\$9,257.04	\$67,450.33	32	39
5	1/1/2018	1/31/2018	31	\$568,442.13	\$2,331,585.64	\$97,363.96	\$164,814.29	44	49
6	2/1/2018	2/28/2018	28	\$282,226.98	\$2,613,812.62	\$14,854.05	\$179,668.34	49	57
<u>Change Order Number</u>			<u>Approved</u>	<u>Cost This CO</u>			<u>Total COs</u>		
01			12/12/2017	114,077.58			114,077.58		
3F: County Convenience. Additional work desired by the County. This Change Order adds a stub-out of 380 feet to the east end of the Southwest Bypass for future connection to the Southeast Inner Loop at the IH-35 frontage road. All related items and quantities will be overruns or underruns of current Contract items.									
						Adjusted Price = \$5,713,278.44			



## 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



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Chasco Contractors formed and poured the upstream headwall and rip rap for Culvert 2. Excavation continued on the northern County Offices driveway and the ditch and roadway along the proposed southbound lanes between Culvert 1 and the north end of the project. The 2" force main relocation began.

**02/09/2018:** Concrete was placed for the northern driveway. Excavation of the ditch and roadway continued along the proposed southbound lanes between Culvert 1 and the north end of the project. Installation and tie-in of the relocated 2" force main for the Central Maintenance Facility was completed.

**02/16/2018:** Ditch excavation began along the proposed southbound lanes between Culvert 1 and the south end of the project. Concrete crews formed the northern driveway to the Power Plant for concrete placement and began forming for rip rap between Culvert 1 and the southern County driveway.

**02/23/2018:** Concrete was placed for the northern driveway to the Power Plant. Ditch excavation continued along the proposed southbound. A section of rip rap concrete was formed and poured between Culvert 1 and the southern County driveway.



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

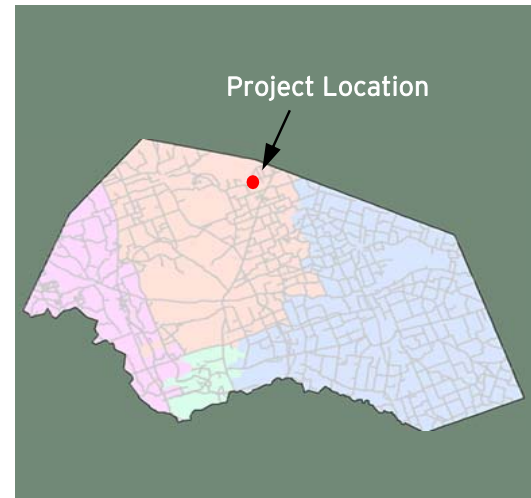
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u>	<u>% Time Used</u>
1	9/28/2017	10/31/2017	34	\$324,036.00	\$324,036.00	\$36,004.00	\$36,004.00	7	11
2	11/1/2017	11/30/2017	30	\$429,129.00	\$753,165.00	\$47,681.00	\$83,685.00	16	21
3	12/1/2017	1/31/2018	62	\$460,398.44	\$1,213,563.44	\$51,155.38	\$134,840.38	25	42
4	2/1/2018	2/28/2018	28	\$52,007.22	\$1,265,570.66	\$5,778.58	\$140,618.96	26	51

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	12/5/2017	6,050.40	6,050.40

3E: County Convenience. Reduction of future maintenance. This Change Order revises the hot mix asphalt (HMAC) pavement section on the Inner Loop from one 2" lift of Type C HMAC to one 2" lift of Type D HMAC.

Adjusted Price = \$5,353,017.00





## Williamson County Regional Raw Water Line Relocation (Ronald Reagan Blvd at IH 35 and CR 305 at IH 35)

Project Length: .2 Miles  
Roadway Classification: Water Line Relocation

Project Schedule: January 2018 - March 2018  
Estimated Construction Cost: \$1.2 Million



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Santa Clara completed the casing pipe installation at the CR 305 site, excavated the bore pit at the Ronald Reagan site and began the 97' bore underneath Ronald Reagan.

**02/09/2018:** Santa Clara completed the casing pipe installation and the 36" pilot bore at the Ronald Reagan site. The 6" bore began today. The CR 305 site was prepped to begin pushing the 48" ductile iron pipe through the 66" casing pipe.

**02/16/2018:** Santa Clara continued the 66" bore under Ronald Reagan.

**02/23/2018:** Santa Clara completed the 66" bore under Ronald Reagan and began placing the casing spacers on the 48" ductile iron pipe at both sites.



Design Engineer: Cobb Fendley  
Contractor: Santa Clara Construction  
Construction Observation:  
Ryan River, HNTB

Williamson County  
Road Bond Program

**Williamson County Regional Raw Water Line  
Project No. 1708-187**

Original Contract Price = \$1,232,539.10

<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>	
10/3/2017	11/14/2017	1/12/2018	1/22/2018			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>% (\$) Used</u>	<u>% Time Used</u>
1	1/22/2018	2/6/2018	16	\$145,027.80	\$145,027.80	\$16,114.20	\$16,114.20	13.1	27
2	2/7/2018	3/5/2018	27	\$611,849.99	\$756,877.79	\$67,983.34	\$84,097.54	68.2	72
Adjusted Price =								\$1,232,587.10	



# 2006 ROAD BOND PROGRAM PROJECTS

## PRECINCT 4 - COMMISSIONER MADSEN

### In Design

4.35 FM 1660 (PTF)

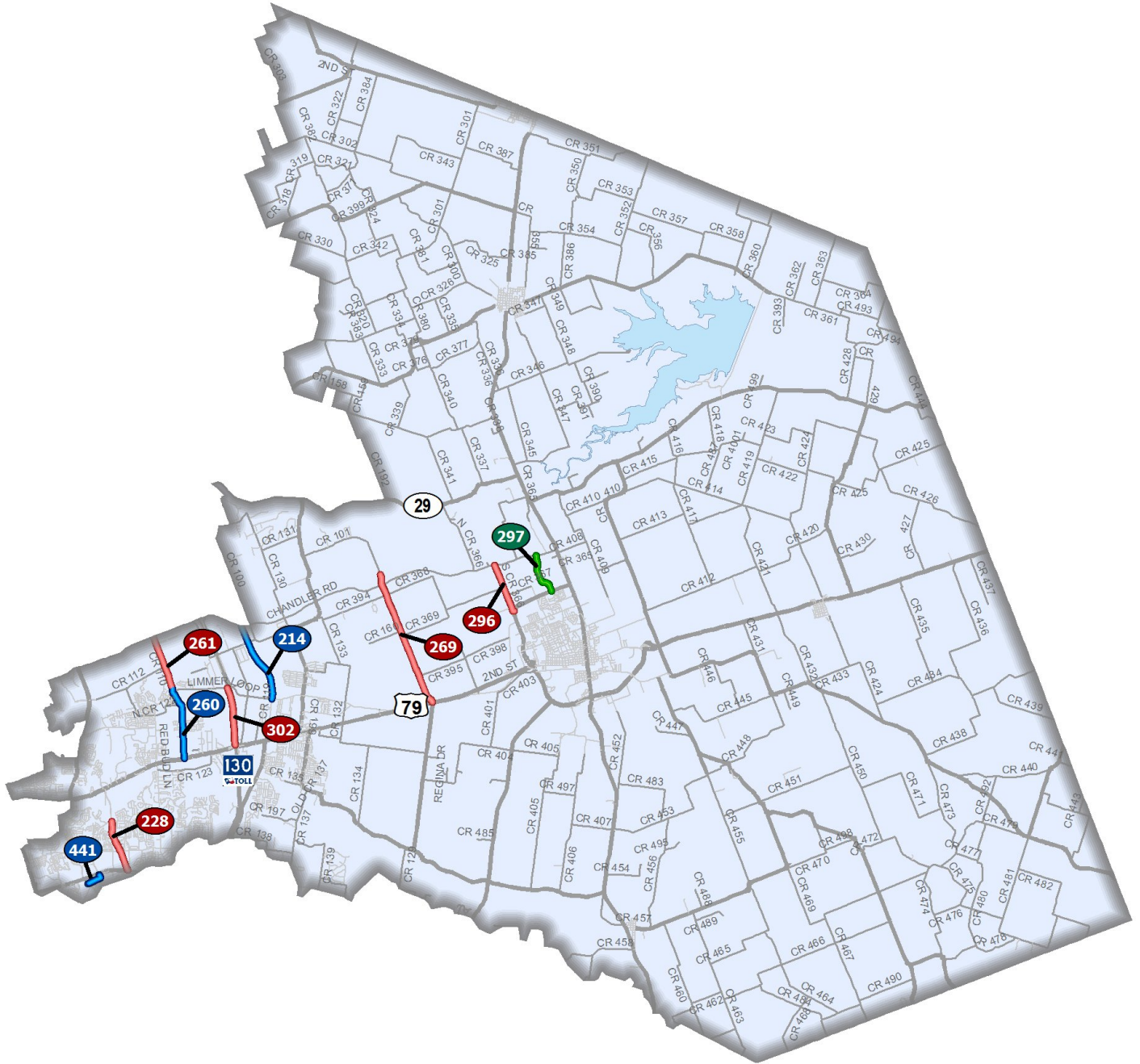
### Completed/Open to Traffic

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



# 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.)

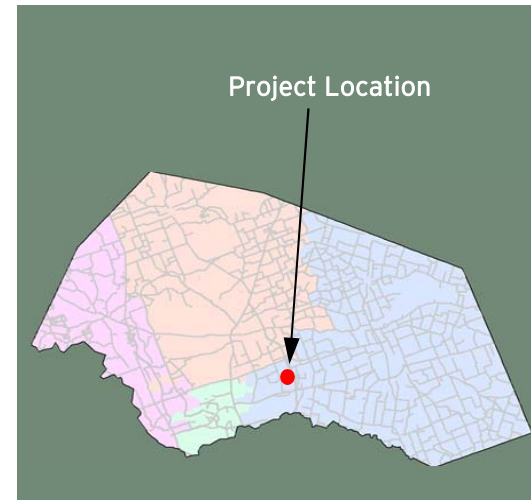
261 CR 110 Middle (N Limmer Loop to CR 107)

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



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Chasco Constructors formed and poured concrete for the ADA ramps/sidewalk at Parma. Flexible base was placed at the Parma intersection and at Limmer Loop in preparation for asphalt. A low profile barrier was installed at McNutt Creek Bridge for the upcoming traffic switch. Subcontractor Wheeler placed asphalt at Parma and the CR 122 intersection. Subcontractor Flasher installed signs and sign foundations between CR 122 and US 79.

**02/09/2018:** Traffic was switched on to new pavement between US 79 and CR 122. Chasco Constructors continued earthwork operations between McNutt Creek Bridge and CR 122. 5' x 4' boxes were installed and excavation continued for the headwall south of Parma.

**02/16/2018:** Earthwork continued between McNutt Creek Bridge and CR 122. The installation of 5' x 4' box culverts was completed.

**02/23/2018:** Concrete was formed and placed for the headwall footing south of Parma. The existing box culvert at McNutt Creek was removed. Subcontractor Wheeler placed asphalt at Limmer Loop for the temporary detour. Traffic was shifted on to new asphalt at Limmer Loop.



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
10	12/1/2017	12/31/2017	31	\$176,721.48	\$7,299,121.03	\$19,635.72	\$811,013.45	72	69
11	1/1/2018	1/31/2018	31	\$408,025.00	\$7,707,146.03	\$45,336.11	\$856,349.56	76	75
12	2/1/2018	2/28/2018	28	\$269,828.24	\$7,976,974.27	\$29,980.92	\$886,330.48	79	81

<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

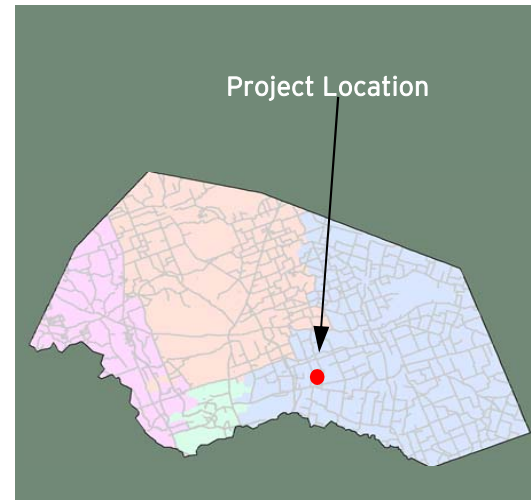
2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order substitutes a wingwall with a special drop inlet due to safety slope reasons. The proposed culvert upstream flowline was approximately 4' below ditch profile grades, 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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	12/12/2017	31,812.74	28,815.43

3E: County Convenience. Reduction of future maintenance. This Change Order replaces surface hot mix Type C to Type D, supplements the Type 4 seeding mix with Type 11 (Bermuda), and adds additional concrete pipe and end treatment items at utility poles. 3H: County Convenience. Cost savings opportunity discovered during construction. This Change Order also substitutes single-slope portable concrete barrier with low profile concrete barrier (LPCB).

Adjusted Price = \$11,253,404.45





## County Road 119

(Limmer Loop to Chandler Rd)

Project Length: 2.35 Miles

Roadway Classification: Suburban Collector

Project Schedule: December 2017-March 2019

Estimated Construction Cost: \$6.6 Million



## FEBRUARY 2018 IN REVIEW

**02/02/2018:** Joe Bland continued stripping topsoil along the west side of CR 119. Excavation continued in the proposed drainage easements at Culverts A & B on the east side of CR 119 north of Limmer Loop. Subcontractor Triple A Fence finished installing new fence on the west side of Culvert B and started new fence on the east side of CR 119 between Culvert A & B, north of Limmer Loop.

**02/09/2018:** Excavation continued the proposed drainage easements at Culverts A & B and in the drainage easement south of Chandler Road.

**02/16/2018:** Excavation for the drainage ditches continued between Limmer Loop and CR 118 and the excavation was completed in the drainage easement south of Chandler Road.

**02/23/2018:** Subgrade was cut between Limmer Loop and CR 118. Excavation for the drainage ditches between Limmer Loop and CR 118 continued.



Design Engineer: Stantec Consulting  
Contractor: Joe Bland Construction  
Construction Observation:  
Seth Turvey, HNTB

Williamson County  
Road Bond Program

**CR 119 (Limmer Loop to Chandler Rd)**  
**Project No. 1708-186**

Original Contract Price = \$6,640,302.71

<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>	
10/25/2017	11/15/2017	12/8/2017	12/18/2017			450		450	
<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	12/1/2017	12/31/2017	31	\$65,613.60	\$65,613.60	\$7,290.40	\$7,290.40	1	7
2	1/1/2018	1/31/2018	31	\$473,860.64	\$539,474.24	\$52,651.18	\$59,941.58	9	14
3	2/1/2018	2/28/2018	28	\$323,428.91	\$862,903.15	\$35,936.55	\$95,878.13	14	20
Adjusted Price =									\$6,640,302.71