



ROAD BOND PROGRAM

Construction Summary Report

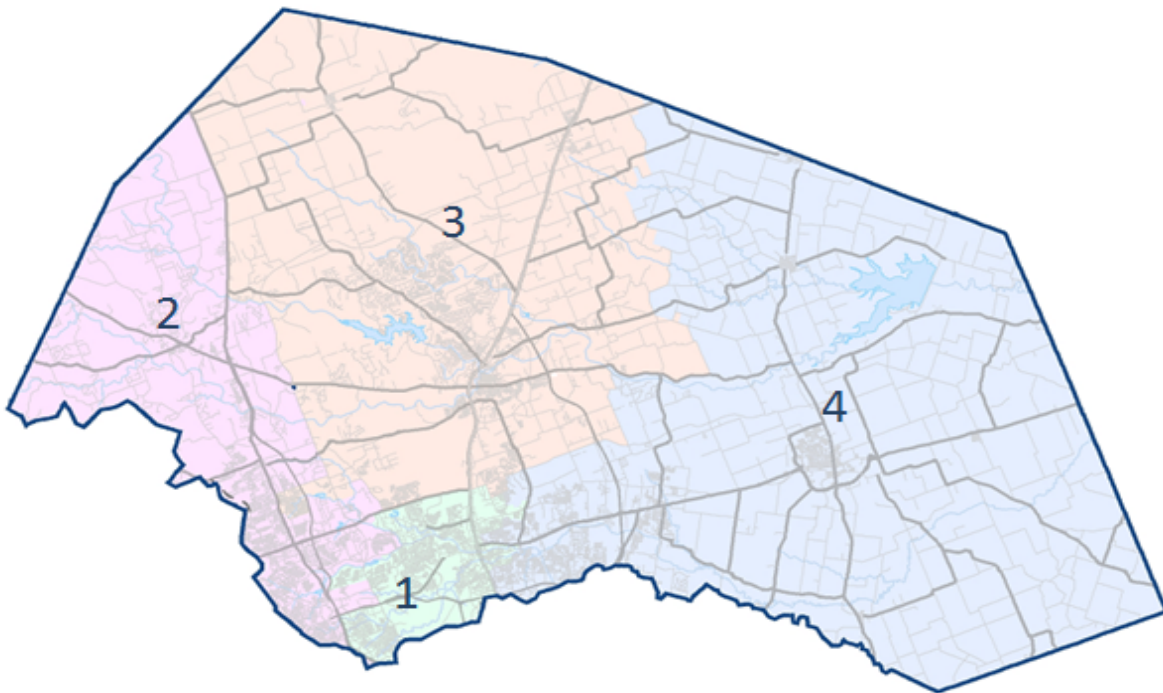
County Judge
Dan Gattis

Commissioners
Terry Cook
Cynthia Long
Valerie Covey
Larry Madsen

July 2018

WWW.ROADBOND.ORG

Volume XVII - Issue No.07



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 JUNE 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

WILLIAMSON COUNTY

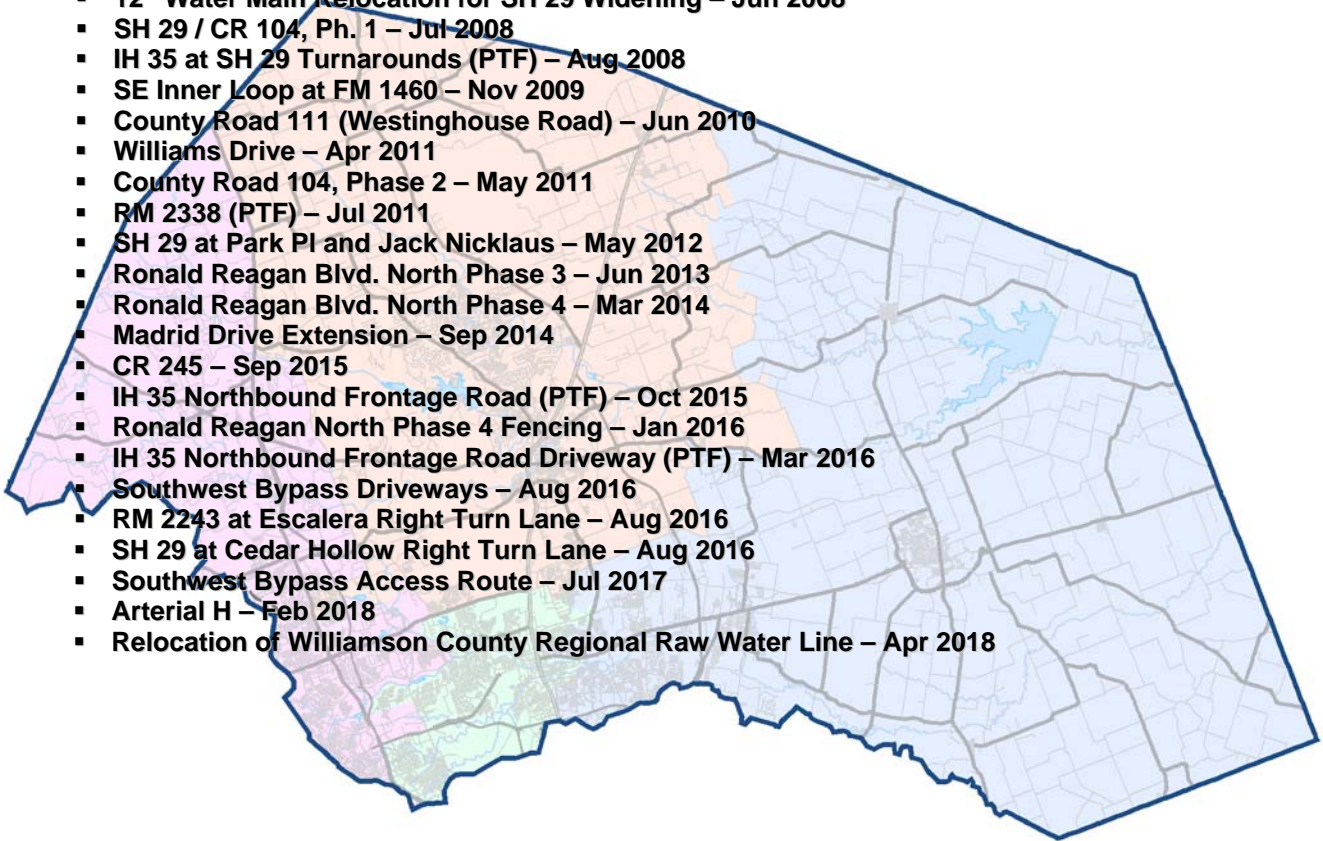
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF JUNE 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
- Arterial H – Feb 2018
- Relocation of Williamson County Regional Raw Water Line – Apr 2018



WILLIAMSON COUNTY

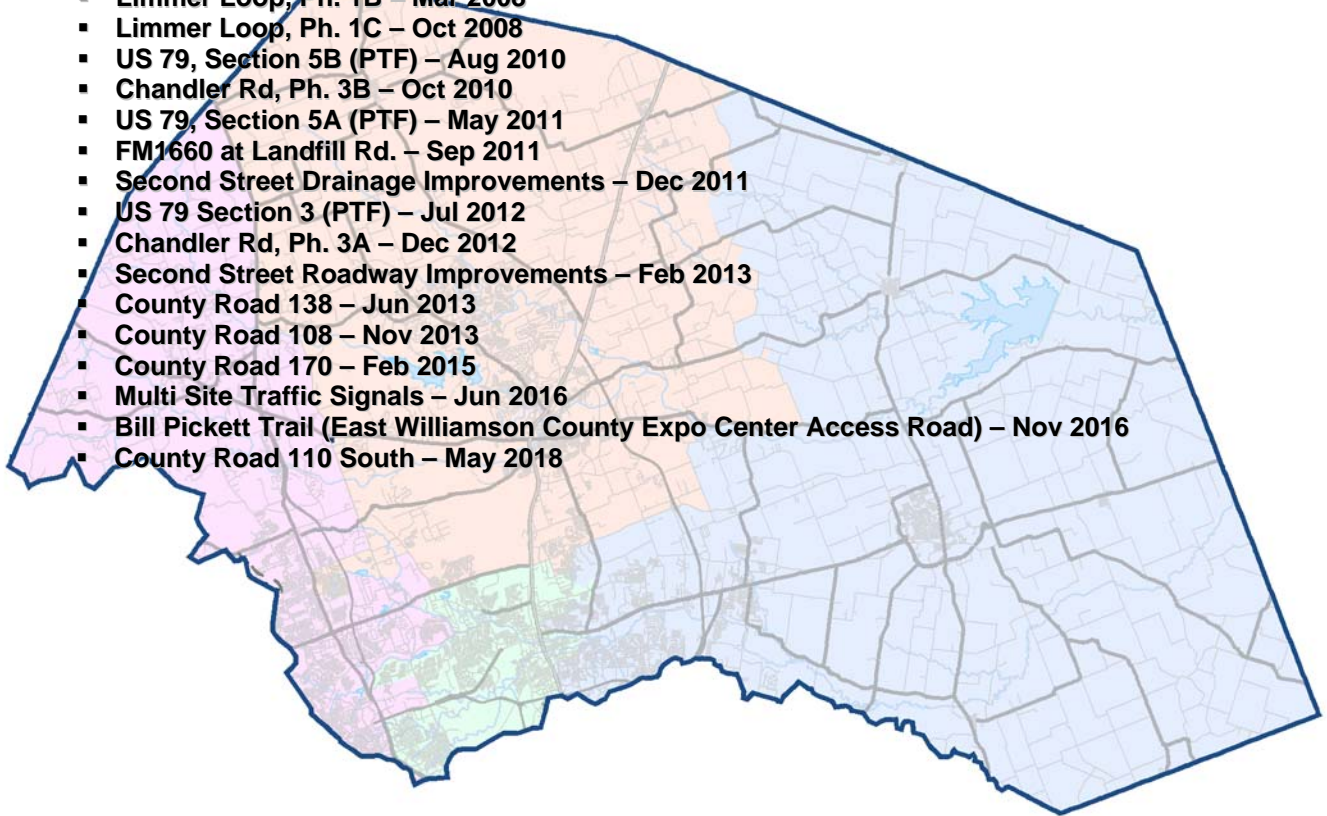
ROAD BOND PROGRAM

COMPLETED PROJECTS

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

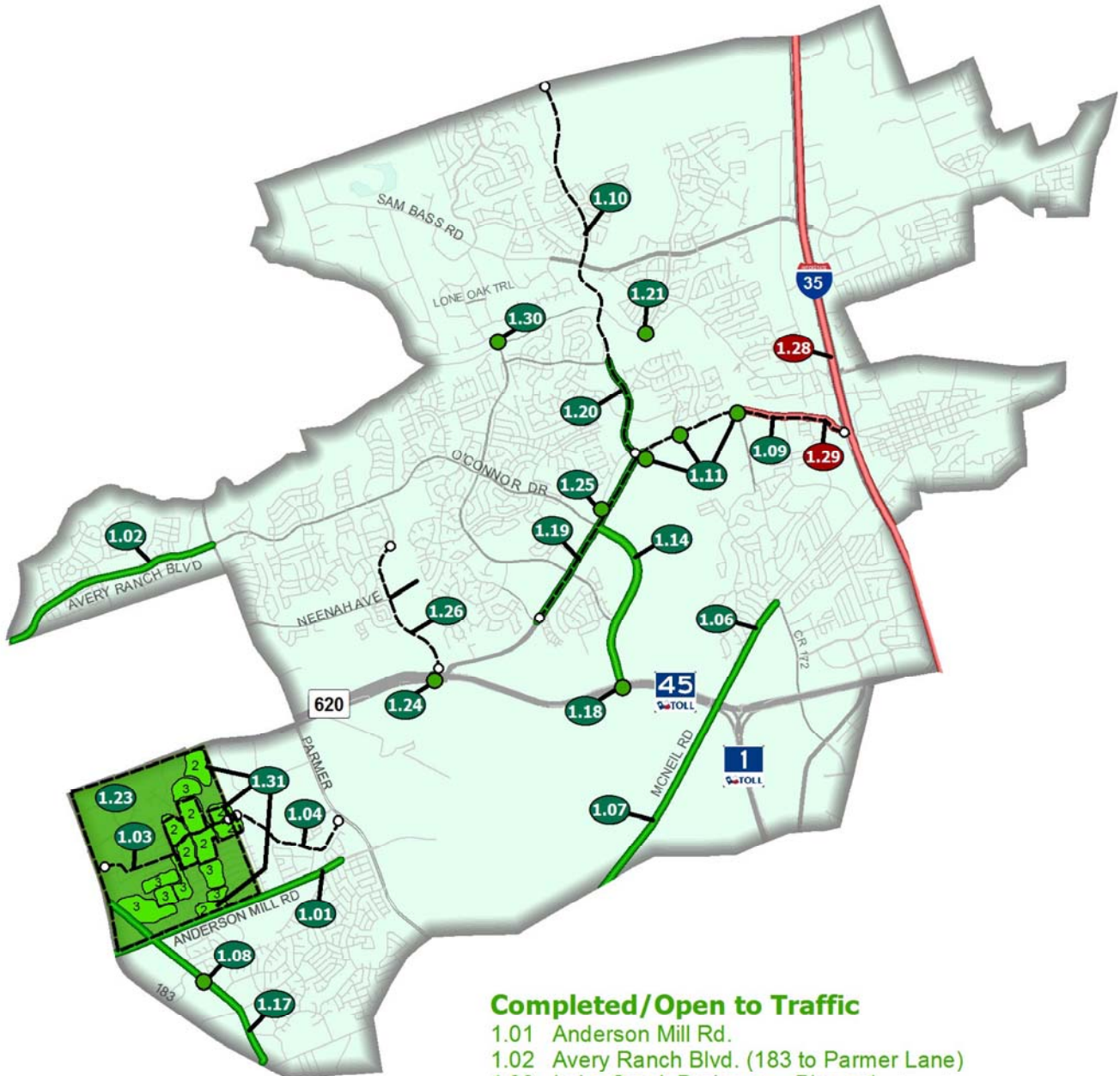
Precinct 4

- 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
- County Road 110 South – May 2018



2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 1 - COMMISSIONER COOK



Completed/Open to Traffic

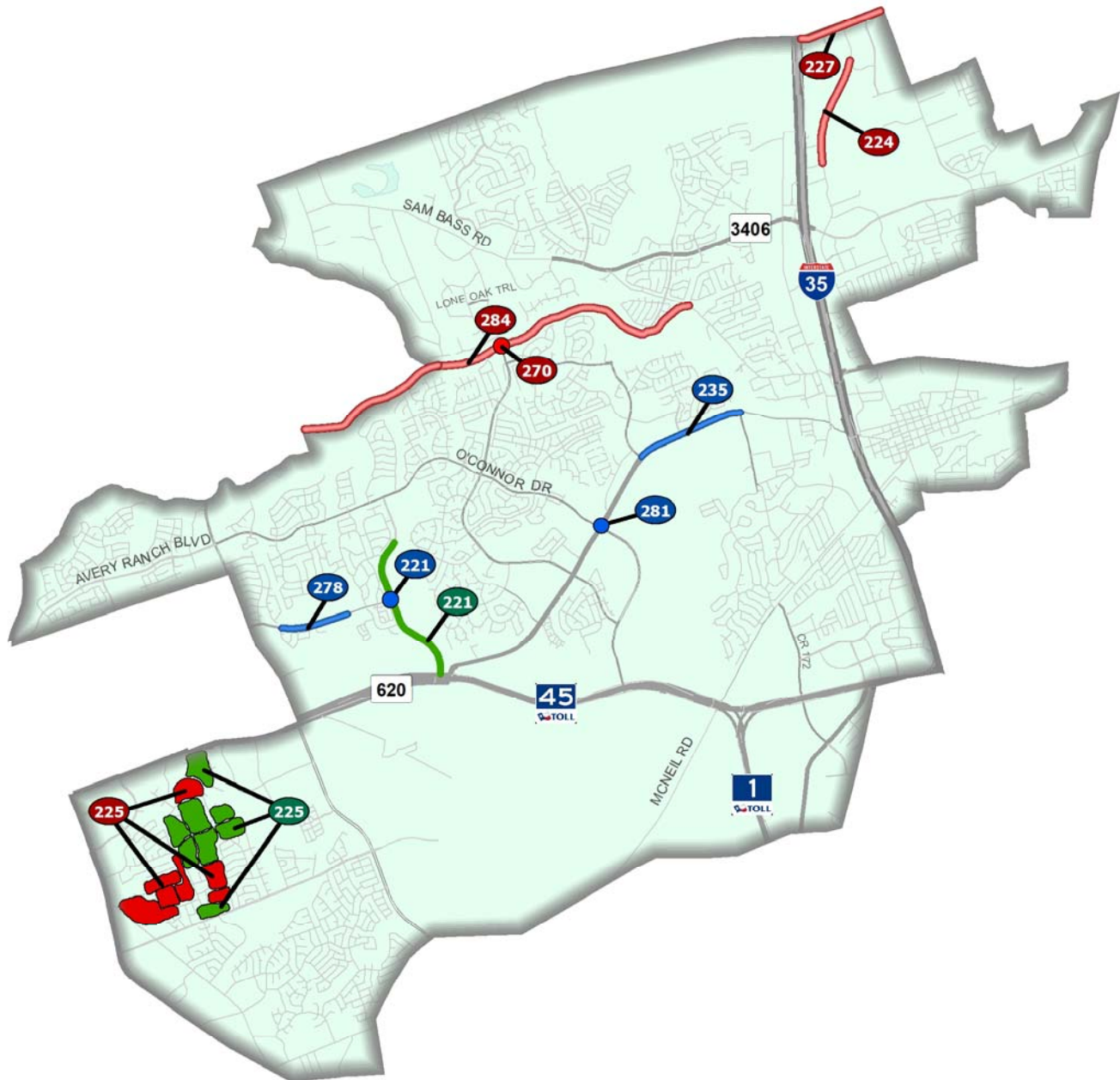
- 1.01 Anderson Mill Rd.
- 1.02 Avery Ranch Blvd. (183 to Parmer Lane)
- 1.03 Lake Creek Drainage – Phase 1 ○—○
- 1.04 Lake Creek Drainage – Phase 2 ○—○
- 1.06 McNeil Road - Phase 1
- 1.07 McNeil Road - Phase 2
- 1.08 Pond Springs at Turtle Rock Signal
- 1.09 RM 620 Feasibility Study ○—○
- 1.10 Wyoming 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

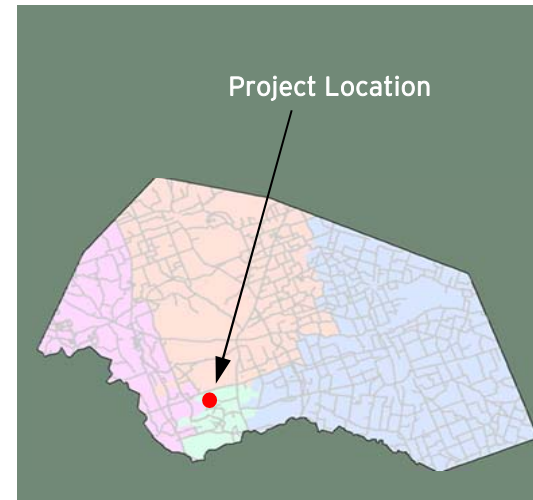
- 221 Pearson Ranch Road
- 225 Forest North Drainage Improvements - Phase 2

Under Construction/Bidding

- 221 Pearson Ranch Road (Signal)
- 235 RM 620 Phase 2 (Wyoming Springs to Deep Wood Drive)
- 278 Neenah Avenue Widening (Olive Hill Drive to end)
- 281 O'Connor Drive North of RM 620

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
- 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 / O'Connor Drive North of RM 620)

Project Length: .9 Miles

Roadway Classification: Urban Principal Arterial

Project Schedule: January 2017-July 2018

Estimated Construction Cost: \$6.3 Million



JUNE 2018 IN REVIEW

6/8/2018: Cox Commercial Construction placed flowable fill for curb placement on the O'Connor portion. Subcontractor Austin Materials placed asphalt throughout the project. A small section of asphalt was milled on the O'Connor project.

6/15/2018: The center median of RM 620 was cleaned and graded and block sod placed. On the O'Connor portion, subcontractor Greater Austin Development placed forms and poured the remaining curb and gutter along the left turn lane and the new median.

6/22/2018: The roadway was milled and swept.

6/29/2018: The curb and gutter were removed and excavated for the removal of the center median at Oaklands. The center median of RM 620 was cleaned. Subcontractor Flasher excavated and set bases for the small roadside signs along the project. Austin Materials milled and paved the final layer of hot mix on the eastbound and westbound lanes.



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

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	30	455

<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	10
3	3/1/2017	3/31/2017	31	\$389,047.00	\$1,128,410.50	18	17
4	4/1/2017	4/30/2017	30	\$516,962.84	\$1,645,373.34	26	24
5	5/1/2017	5/31/2017	31	\$285,725.66	\$1,931,099.00	31	31
6	6/1/2017	6/30/2017	30	\$313,267.57	\$2,244,366.57	36	37
7	7/1/2017	7/31/2017	31	\$274,834.20	\$2,519,200.77	40	44
8	8/1/2017	8/31/2017	31	\$285,281.13	\$2,804,481.90	45	51
9	9/1/2017	9/30/2017	30	\$368,485.34	\$3,172,967.24	51	57
10	10/1/2017	10/31/2017	31	\$299,932.60	\$3,472,899.84	55	64
11	11/1/2017	11/30/2017	30	\$234,228.72	\$3,707,128.56	59	71
12	12/1/2017	12/31/2017	31	\$154,371.19	\$3,861,499.75	62	78
13	1/1/2018	1/31/2018	31	\$349,918.70	\$4,211,418.45	67	84
14	2/1/2018	2/28/2018	28	\$331,786.31	\$4,543,204.76	73	91
15	3/1/2018	3/31/2018	31	\$171,318.93	\$4,714,523.69	75	97
16	4/1/2018	4/30/2018	30	\$203,885.15	\$4,918,408.84	79	104
17	5/1/2018	5/31/2018	31	\$335,106.74	\$5,253,515.58	84	111
18	6/1/2018	6/30/2018	30	\$555,695.76	\$5,809,211.34	93	117

<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.

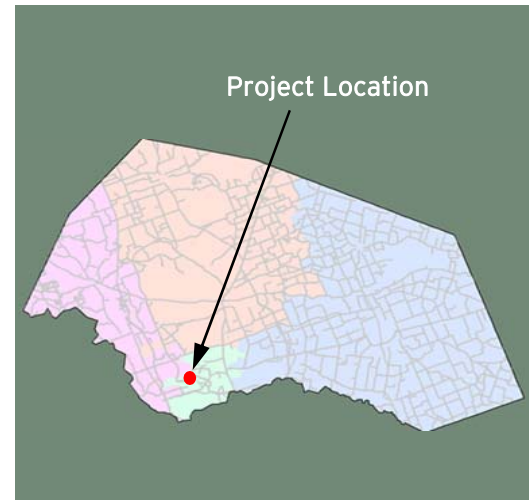
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	1/30/2018	49,456.20	56,952.00

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	5/22/2018	118,664.23	175,616.23

3F: County Convenience. Additional work desired by the County. This Change Order adds modifications to the left turn lane median turn bay on O'Connor Drive, north of RM 620. This is considered a major change order because it changes the project limits. This work was requested by the County.

Adjusted Price = \$6,257,841.93



Neenah Avenue Widening

(Olive Drive to 0.5 mile west of Olive Drive)

Project Length: .56 miles
Roadway Classification: Minor Arterial

Project Schedule: February 2018 - January 2019
Estimated Construction Cost: \$2.5 Million



JUNE 2018 IN REVIEW

6/8/2018: Smith Contracting continued forming and pouring the shared use path (SUP), began forming the SUP retaining wall footing, and formed the 5'x3' culvert safety end treatment's (SET) downstream footing. Excavation continued for the retaining walls in Swale A in front of the Holy Family School. The AT&T subcontractor completed relocating the line in conflict in front of Church and began the relocation of a second line.

6/15/2018: The SUP retaining wall and the downstream 5'x3' box culvert SET were poured. Excavation continued for the north retaining wall. The Holy Family School's west driveway was demolished. An existing 10'x4' box culvert was removed.

6/22/2018: The footing for the north side retaining wall was poured in. Three water line tie-ins were completed and installation of the 36" RCP resumed. The excavation and shaping of Swale A continued.

6/29/2018: The 12'x4' box culverts were installed and the northside retaining wall was poured in front of the Holy Family School's west driveway. Installation was completed for the 36" RCP and the 7'x7' area inlet. Excavation resumed for the north side SUP in front of the Holy Family School.



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

Williamson County
Road Bond Program

Neenah Avenue Widening (Olive Drive to 0.5 mile west of Olive Drive)

Project No. 1710-194

Original Contract Price = \$2,529,398.54

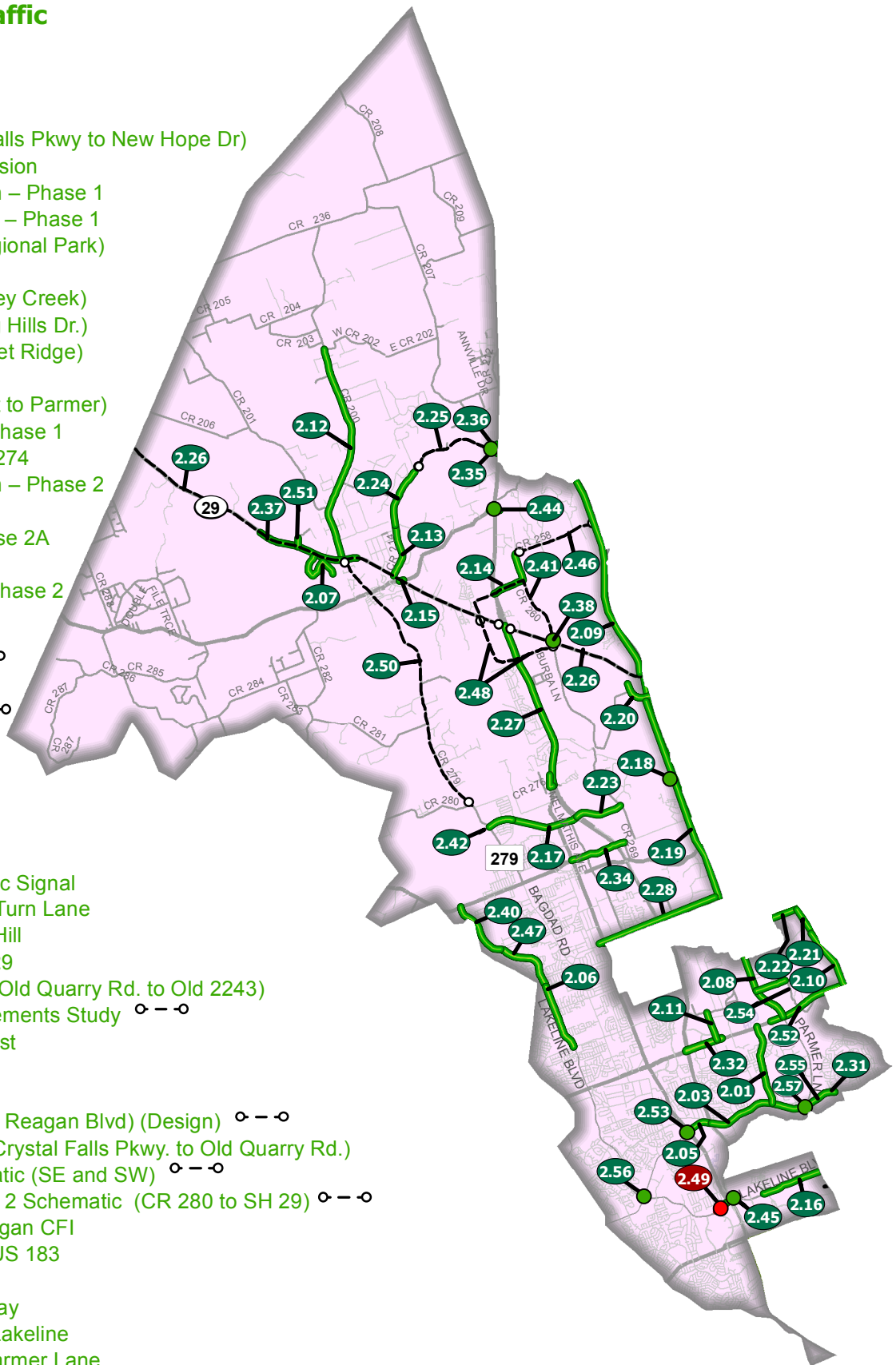
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
10/17/2017	12/6/2017	1/26/2018	2/5/2018			350	0	350	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days 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	2/23/2018	19	\$125,365.50	\$125,365.50	\$13,929.50	\$13,929.50	6	5
2	2/24/2018	3/23/2018	28	\$150,775.20	\$276,140.70	\$16,752.80	\$30,682.30	12	13
3	3/24/2018	4/25/2018	33	\$191,501.10	\$467,641.80	\$21,277.90	\$51,960.20	21	23
4	4/26/2018	5/25/2018	30	\$161,682.75	\$629,324.55	\$17,964.75	\$69,924.95	28	31
5	5/26/2018	6/25/2018	31	\$247,558.88	\$876,883.43	\$27,506.54	\$97,431.49	39	40
Adjusted Price =									\$2,529,398.54

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 Schematic ○ — ○
- 2.26 SH 29 Improvements Study & Schematic ○ — ○
- 2.27 US 183 (PTF)
- 2.28 CR 272
- 2.31 Brushy Creek Road
- 2.32 RM 1431
- 2.34 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

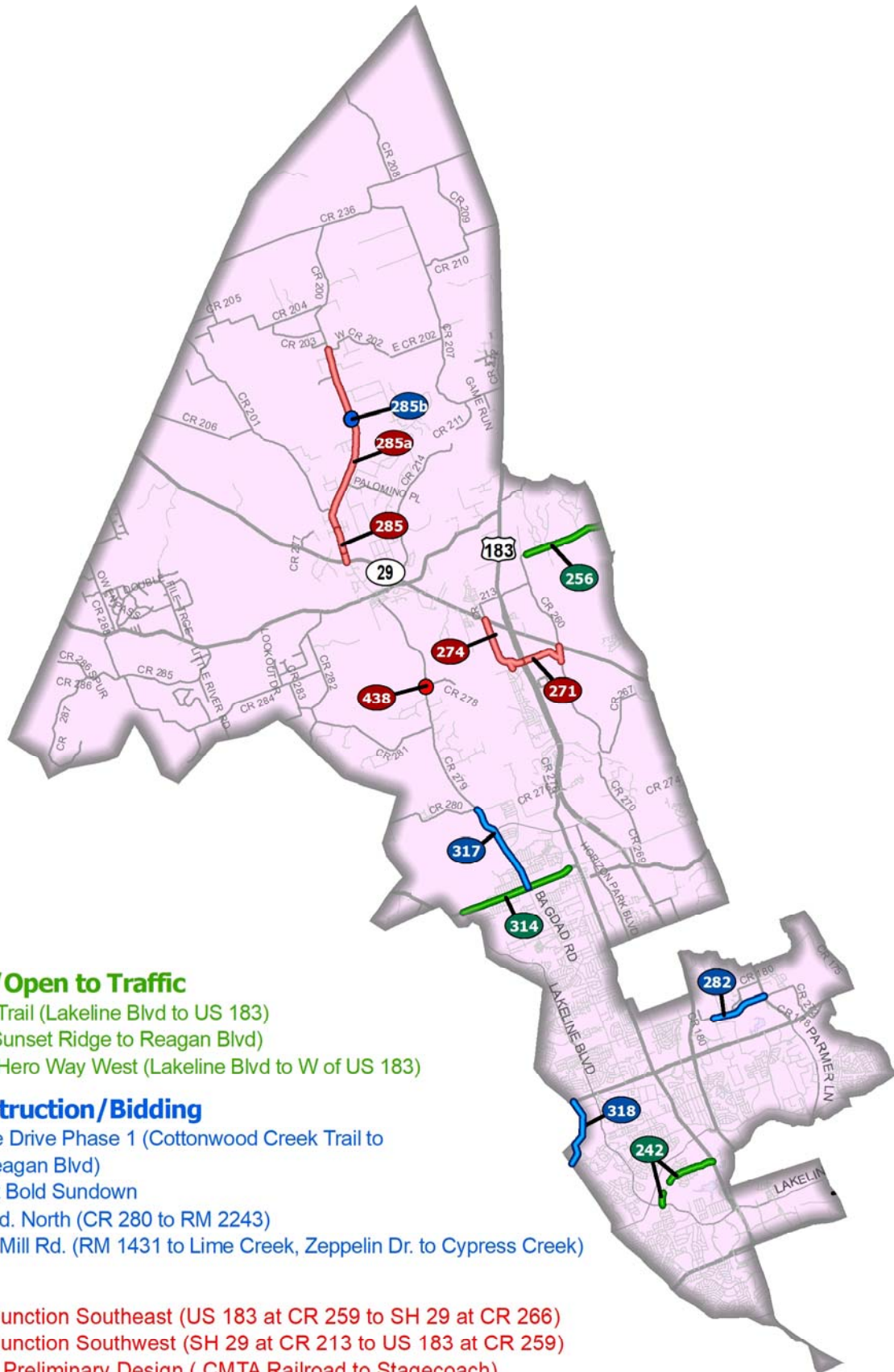


In Design

- 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

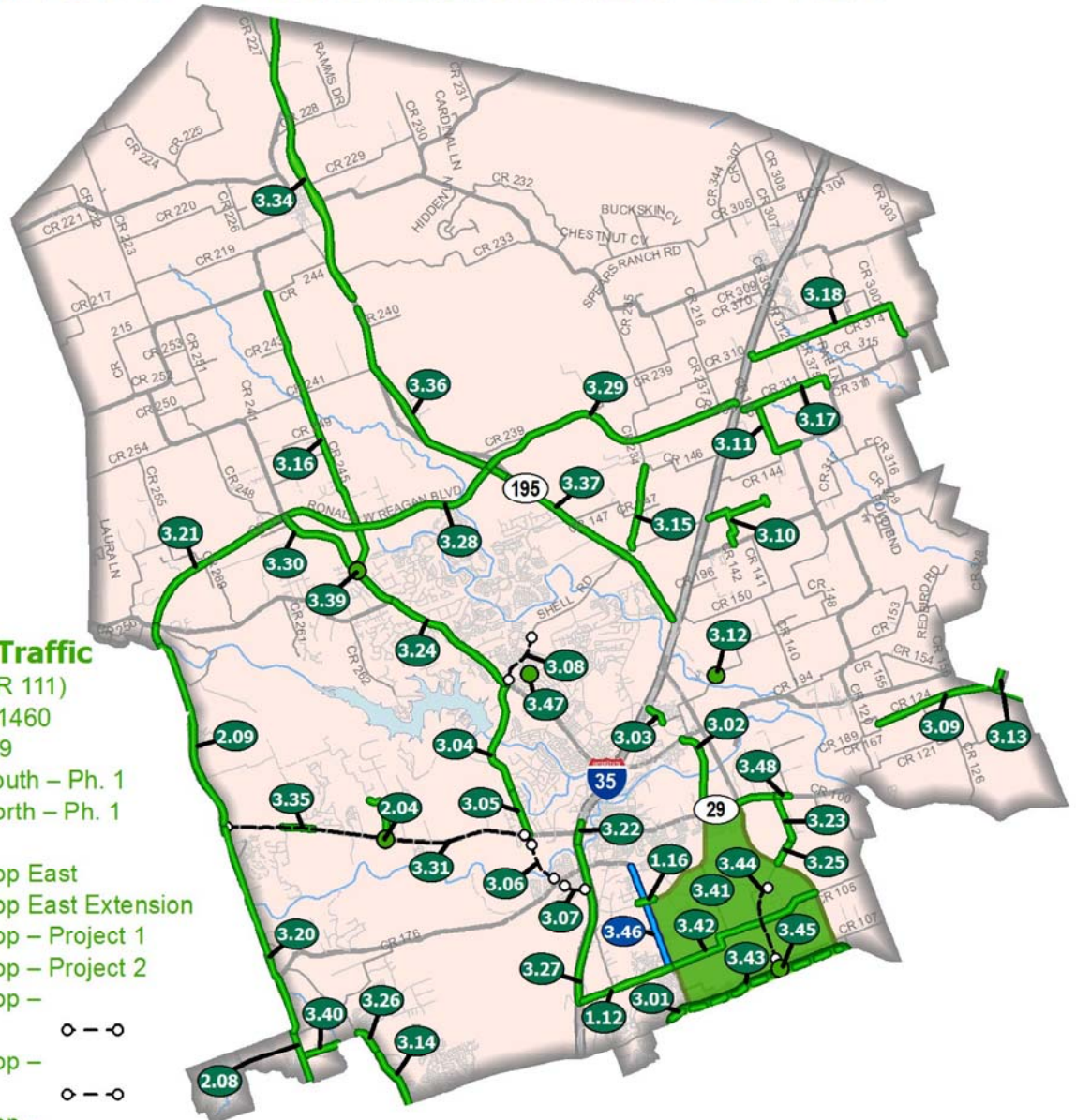
- 282 New Hope Drive Phase 1 (Cottonwood Creek Trail to Ronald Reagan Blvd)
- 285b CR 200 at Bold Sundown
- 317 Bagdad Rd. North (CR 280 to RM 2243)
- 318 Anderson Mill Rd. (RM 1431 to Lime Creek, Zeppelin Dr. to Cypress Creek)

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 (CMTA Railroad to Stagecoach)
- 285a State Highway 29 @ CR 200/Loop 202
- 438 Bagdad Road at CR 278

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

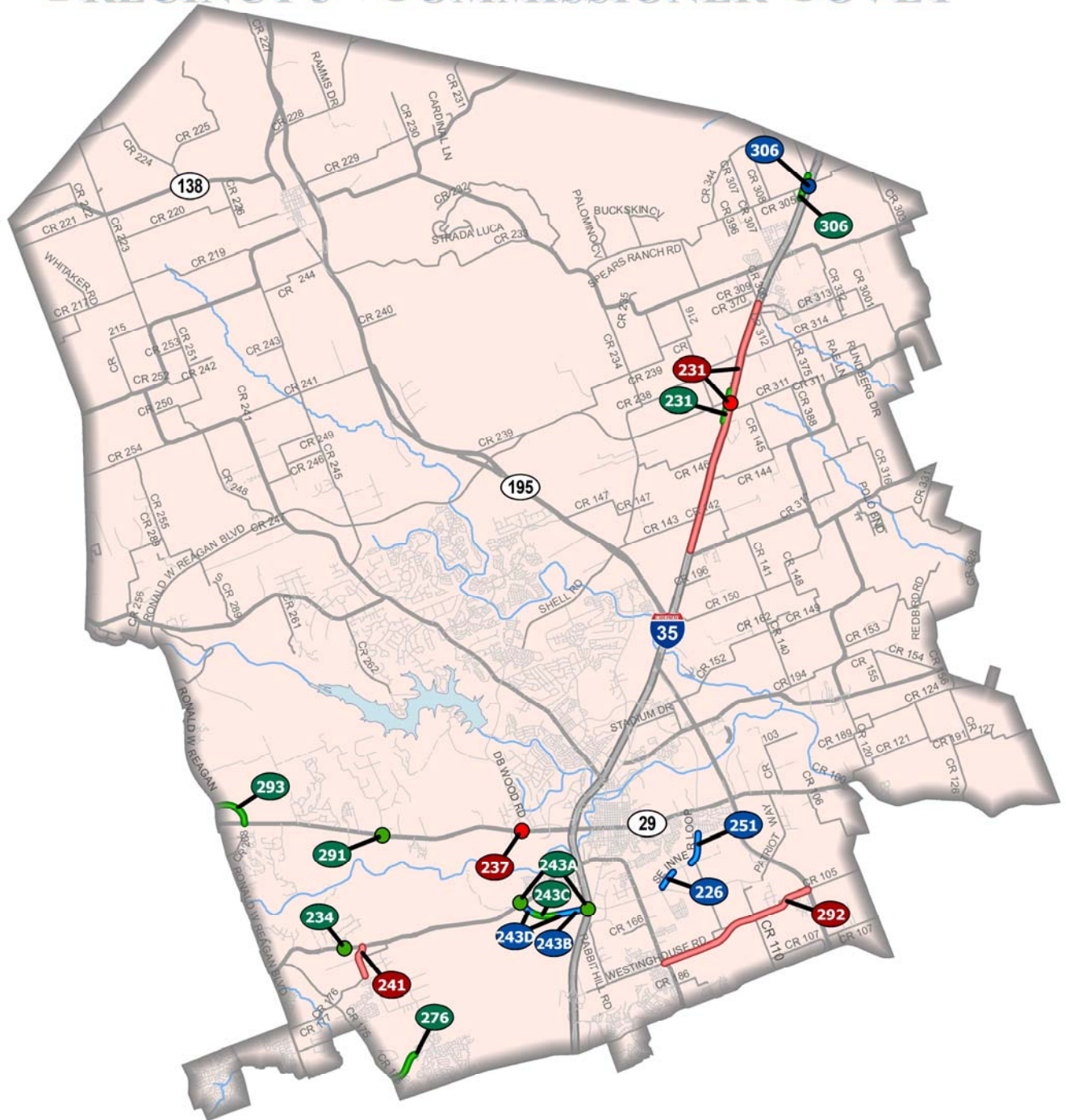
- 3.28 Ronald W. Reagan North - Phase 3
- 3.29 Ronald W. Reagan North - Phase 4
- 3.30 RM 2338 (PTF)
- 3.31 SH 29 Improvements Study & Schematic ○ - ○
- 3.34 SH 195 Project 1
- 3.35 SH 29 at Park Place Dr. & Jack Nicklaus Blvd.
- 3.36 SH 195 Project 2
- 3.37 SH 195 Project 3
- 3.39 CR 245 Realignment
- 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



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)
- 292 CR 111 / CR 105 Westinghouse Rd.(FM 1460 to SH 130)

Under Construction/Bidding

- 226 Inner Loop Safety Improvements (Rockride Lane to Wilco Way)
- 243b Southwest Bypass Segment 1
- 243d Southwest Bypass Segment 2
- 251 Inner Loop Safety Improvements (Belmont Drive to Rockride Lane)
- 306 CR 305 At IH 35 - Design (Bridge Replacement)

Completed/ Open to Traffic

- 231 Relocation of 48" Williamson County Regional Raw Waterline - Line B
- 234 RM 2243 At Escalera Parkway
- 243a 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)
- 306 Relocation of 48" Williamson County Regional Raw Waterline - Line A

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>	
		6/3/16 (Limited) 2/17/2017 (Amended Limited)							
4/20/2016	5/16/2016	5/26/2017	6/5/2017	2/28/2018		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	21	10
6	7/1/2017	8/31/2017	62	\$587,022.75	\$1,252,018.35	\$65,224.75	\$139,113.15	40	33
7	9/1/2017	9/30/2017	30	\$320,055.75	\$1,572,074.10	\$35,561.75	\$174,674.90	50	44
8	10/1/2017	10/31/2017	31	\$158,107.95	\$1,730,182.05	\$17,567.55	\$192,242.45	55	56
9	11/1/2017	11/30/2017	30	\$140,265.17	\$1,870,447.22	\$15,585.02	\$207,827.47	60	67
10	12/1/2017	12/31/2017	31	\$186,341.94	\$2,056,789.16	\$20,704.66	\$228,532.13	66	78
11	1/1/2018	1/31/2018	31	\$412,576.91	\$2,469,366.07	\$45,841.88	\$274,374.01	79	90
12	2/1/2018	2/28/2018	28	\$600,971.37	\$3,070,337.44	-\$211,714.06	\$62,659.95	90	100
13	3/1/2018	5/31/2018	0	\$62,161.90	\$3,132,499.34	\$1,268.61	\$63,928.56	92	100

7/1/2018 Comments - The Contractor is working on punch list items.

<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.

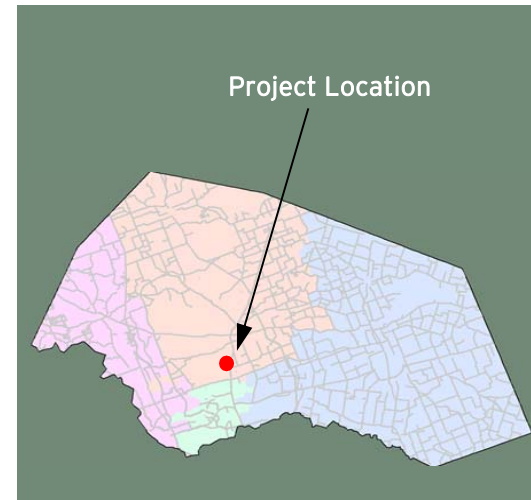
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	1/23/2018	58,143.87	190,914.87

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	5/8/2018	63,231.96	254,146.83

1B: Design Error or Omission. Other. This Change Order corrects errors in the plan quantity for excavation, flex base, hot mix and pavement markings and adds the construction of a side street tie-in (Tavarez Drive). 2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable)(Item 9). This change order also adds excavation of undesirable material and embankment to replace it with quality material at subgrade prior to placement of the flex base. 3F: County Convenience. Additional work desired by the County: Small signs were added to improve safety and rock berms were added to minimize erosion on the project.

Adjusted Price = \$3,465,081.63



Southwest Bypass Segment 1 (IH 35 Southbound to .5 miles west)

Project Length: .5 Mile
Roadway Classification: Collector

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



JUNE 2018 IN REVIEW

6/8/2018: Jordan Foster graded the roadway access for the beam trucks. Finished subgrade was placed and processed between the east end and Abutment 1. Girders were set on spans 1-3 and 4-8. Bearing seat clearances were checked under the girders during these times and all bracing is in place.

6/15/2018: Flexible base was placed on the project on both sides of the bridge. Bridge deck panels were delivered for placement on the beams.

6/22/2018: Flexible base was placed on both sides of the bridge. Panel fills and panels began to be placed in Span 8. Grading resumed on the east side of the project. Subcontractor Aaron Concrete slipformed curb and gutter at the east end.

6/29/2018: Panel fills and panels began to be placed in Span 7. Topsoil was placed on the east side of the project. Construction of Retaining Wall 1 Flume. Aaron Concrete slip formed curb on the last portion and on the west end.



Design Engineer: HDR Engineering
Contractor: Jordan Foster Construction
Construction Observation:
Pat De Los Santos, HNTB

Williamson County
Road Bond Program

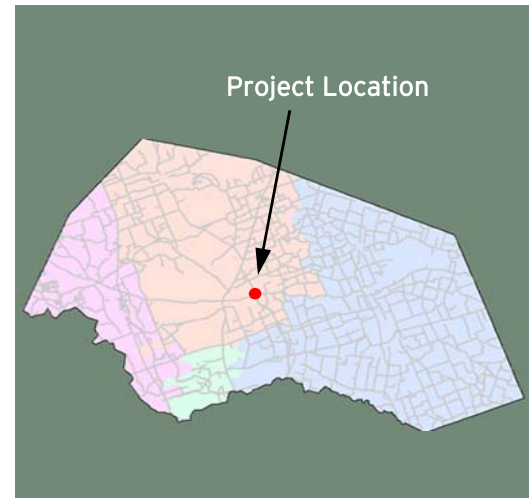
Southwest Bypass Segment 1 (southbound IH 35 to 0.5 miles west)
2017-0065-CIP

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	\$458,144.63	\$939,731.93	\$24,112.88	\$49,459.58	17	21
3	11/1/2017	11/30/2017	30	\$165,940.58	\$1,105,672.51	\$8,733.71	\$58,193.29	20	30
4	12/1/2017	12/31/2017	31	\$175,800.58	\$1,281,473.09	\$9,252.66	\$67,445.95	24	39
5	1/1/2018	1/31/2018	31	\$568,442.13	\$1,849,915.22	\$29,918.01	\$97,363.96	34	49
6	2/1/2018	2/28/2018	28	\$282,226.98	\$2,132,142.20	\$14,854.05	\$112,218.01	39	57
7	3/1/2018	3/31/2018	31	\$696,205.12	\$2,828,347.32	\$36,642.70	\$148,860.71	52	66
8	4/1/2018	4/30/2018	30	\$424,409.91	\$3,252,757.23	\$22,337.04	\$171,197.75	60	75
9	5/1/2018	5/31/2018	31	\$267,712.89	\$3,520,470.12	\$14,089.28	\$185,287.03	65	84
10	6/1/2018	6/30/2018	30	\$352,872.20	\$3,873,342.32	\$18,572.22	\$203,859.25	71	93

<u>01</u>	<u>Approved</u> 12/12/2017	<u>Cost This CO</u> 114,077.58	<u>Total COs</u> 114,077.58
Additional work desired by the City. 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 - July 2018

Estimated Construction Cost: \$5.4 Million



JUNE 2018 IN REVIEW

6/8/2018: CMF: Final paving began and all but one lane has been completed. WW: Chasco Constructors cut flexible base to grade. The safety end treatments (SETs) at Culvert 2 were poured. Excavation continued on the upstream end of the 42" pipe. The brick siding on the Williamson County Juvenile Justice Center entrance has been removed.

6/15/2018: CMF: Subcontractor Apac/Wheeler completed the surface hot mix placement. Subcontractor RSI seeded and installed blanket. Subcontractor DIJ striped. WW: Sidewalk and curb and gutter were formed and placed. A concrete liner for Pond B was placed. Subcontractor Apac/Wheeler placed 3" of hot mix.

6/22/2018: CMF: Subcontractor Flasher Equipment installed the roadway signs. WW: Flowable fill was poured in Pond A and the concrete riprap apron was placed at the inlet for Pond A. Curb and gutter continued to be formed.

6/29/2018: CMF: Flasher Equipment installed the remaining roadway signs. WW: The Animal Shelter driveway was poured and the sidewalk continued to be formed and poured east of the Animal Shelter driveway. The toe ditch excavation around Ponds A and B was completed.



Design Engineer: Rodriguez
Transportation Group / Bridgefarmer
Contractor: Chasco Constructors
Construction Observation:
Steven Shull, HNTB

Williamson County
Road Bond Program

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

Original Contract Price = \$5,352,696.00

<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	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
5	3/1/2018	3/31/2018	31	\$346,718.46	\$1,612,289.12	\$3,524.28	\$144,143.24	33	62
6	4/1/2018	4/30/2018	30	\$616,068.50	\$2,228,357.62	\$68,452.05	\$212,595.29	45	72
7	5/1/2018	5/31/2018	31	\$654,961.95	\$2,883,319.57	\$72,773.35	\$285,368.64	59	82
8	6/1/2018	6/30/2018	30	\$940,709.70	\$3,824,029.27	\$104,523.31	\$389,891.95	78	92

<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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	6/5/2018	37,681.73	43,732.13

3F: County Convenience. Additional work desired by the County. This Change Order pays for various additional items of work on the Central Maintenance portion of the project that include: excavation of unsuitable material encountered at subgrade and embanking quality material in its place, level up asphalt on the existing pavement, reconstruction of the remaining portion of the County Annex parking lot, relocation of the existing force main outside the limits of new parking lots, installation of conduit sleeves under the new parking lot for future irrigation and a revised seed mixture to match the existing campus lawn. 2C: Differing Site Conditions. New development (conditions changing after PS&E completed). Changes at the Wilco Way portion of the project include overrun in excavation cost due to change in the Construction Sequence requested by TCEQ and changes to the seed mixture. 2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable)(item 9). Pay item for 18" deep pavement repair (351-6011) will be deleted. The item will not be used because the repair of failures in the existing pavement does not require it.

Adjusted Price = \$5,396,428.13

**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	4/14/2018		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	27
2	2/7/2018	3/5/2018	27	\$611,849.99	\$756,877.79	\$67,983.34	\$84,097.54	68	72
3	3/7/2018	4/14/2018	39	\$324,523.92	\$1,081,401.71	\$36,058.21	\$120,155.75	97	137
4	4/15/2018	7/3/2018	80	\$693.00	\$1,082,094.71	\$77.00	\$120,232.75	98	270
7/1/2018	Comments -	The Certificate of Completion was issued 6/12/18. The balancing change order is being processed. As-built plans have been received and are being reviewed.							

Adjusted Price = \$1,232,539.10

2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 4 - COMMISSIONER MADSEN

In Design

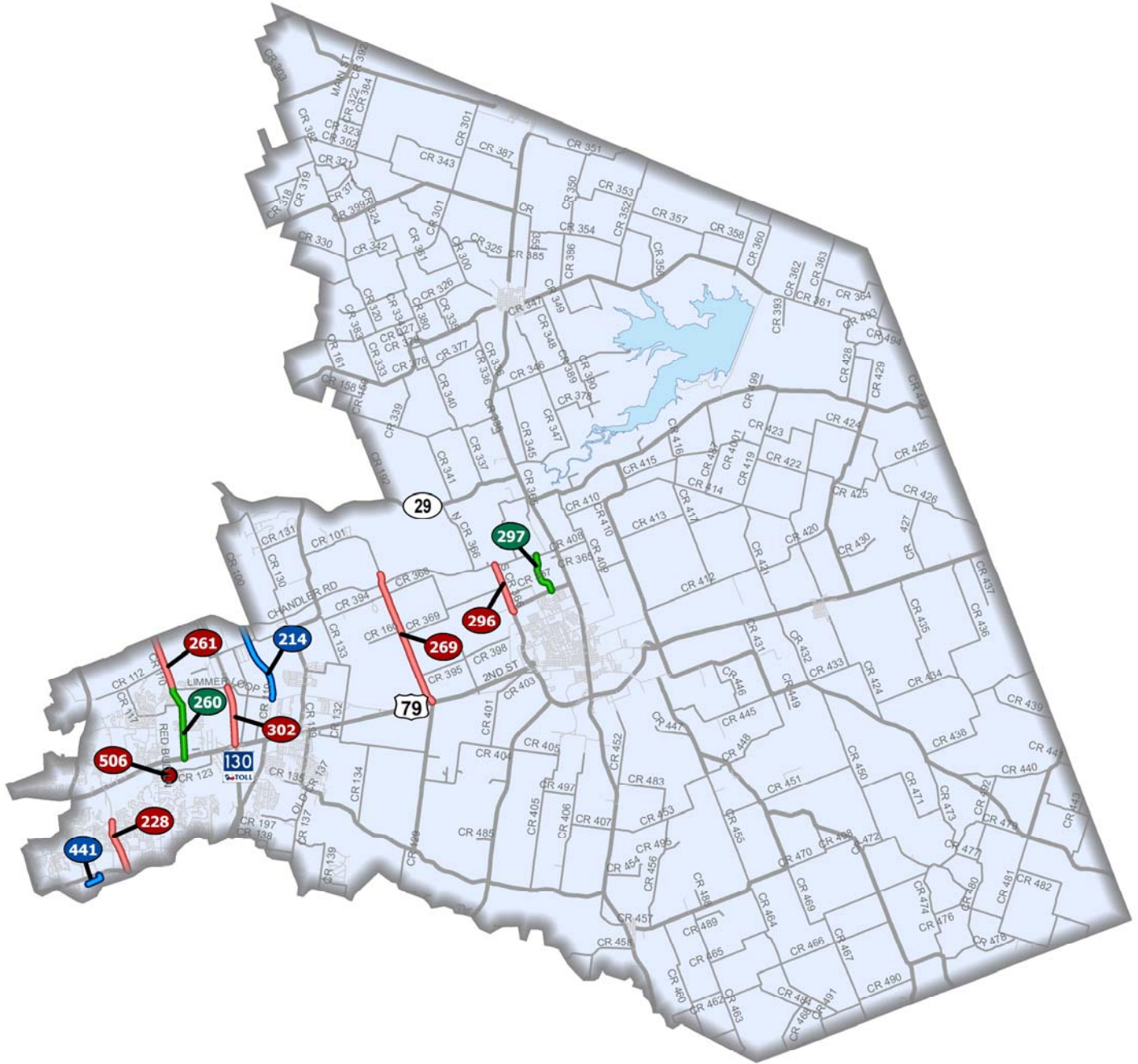
4.35 FM 1660 (PTF)

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

- 260 CR 110 South (US 79 to Limmer Loop)
- 297 Bill Pickett Trail (Carlos Parker Blvd to Chandler Road)

Under Construction/Bidding

- 214 CR 119
- 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)
- 506 Greenfield and Oak Bluff Drainage Improvements (south of CR 123 between Red Bud and CR 110)

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	5/23/2018		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
13	3/1/2018	3/31/2018	31	\$356,056.48	\$8,333,030.75	\$39,561.82	\$925,892.30	82	87
14	4/1/2018	4/30/2018	30	\$729,037.53	\$9,062,068.28	\$81,004.17	\$1,006,896.47	89	93
15	5/1/2018	5/31/2018	31	\$224,708.26	\$9,286,776.54	\$24,967.59	\$1,031,864.06	92	99

7/1/2018 Comments - Contractor continued watering to establish vegetation. All other punchlist items have been completed.

<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.

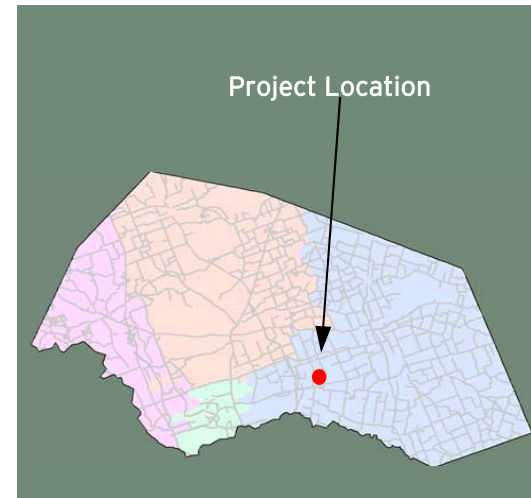
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/19/2017	2,840.00	-2,997.31

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: \$6.7 Million



JUNE 2018 IN REVIEW

6/8/2018: Joe Bland began lime treatment of roadway subgrade between Culverts A and B. Subcontractor Greater Austin Development began tying steel and placing forms for the bridge railing and placed concrete for the second bridge approach slab.

6/15/2018: Lime treating the subgrade continued between Culverts A and B. The installation of precast culvert sections for Culvert E-1 at CR 118 began. Subcontractor Greater Austin Development placed concrete for the bridge rail on the east side of the bridge.

6/22/2018: The lime treated subgrade was compacted between Culverts A and B and treatment of subgrade began south of Culvert A. Subcontractor Greater Austin Development continued to place concrete for the bridge rail on the west side of the bridge.

6/29/2018: Driveway pipe installation began. Embankment continued north of the Cottonwood Creek bridge. Subcontractor Greater Austin Development finished the bridge rail on the west side of the bridge. Subcontractor BMP Specialists placed temporary seeding in the ditches. Oncor provided the power for the signal system at CR 119 and Limmer Loop.



Design Engineer: Stantec Consulting
Contractor: Joe Bland Construction
Construction Observation:
David Boone, 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
4	3/1/2018	3/31/2018	31	\$229,232.44	\$1,092,135.59	\$25,470.27	\$121,348.40	18	27
5	4/1/2018	4/30/2018	30	\$630,740.24	\$1,722,875.83	\$70,082.25	\$191,430.65	29	34
6	5/1/2018	5/31/2018	31	\$298,792.28	\$2,021,668.11	\$33,199.14	\$224,629.79	34	40
7	6/1/2018	6/30/2018	30	\$448,853.39	\$2,470,521.50	\$49,872.60	\$274,502.39	41	47
Adjusted Price =									\$6,640,302.71