



ROAD BOND PROGRAM

Construction Summary Report

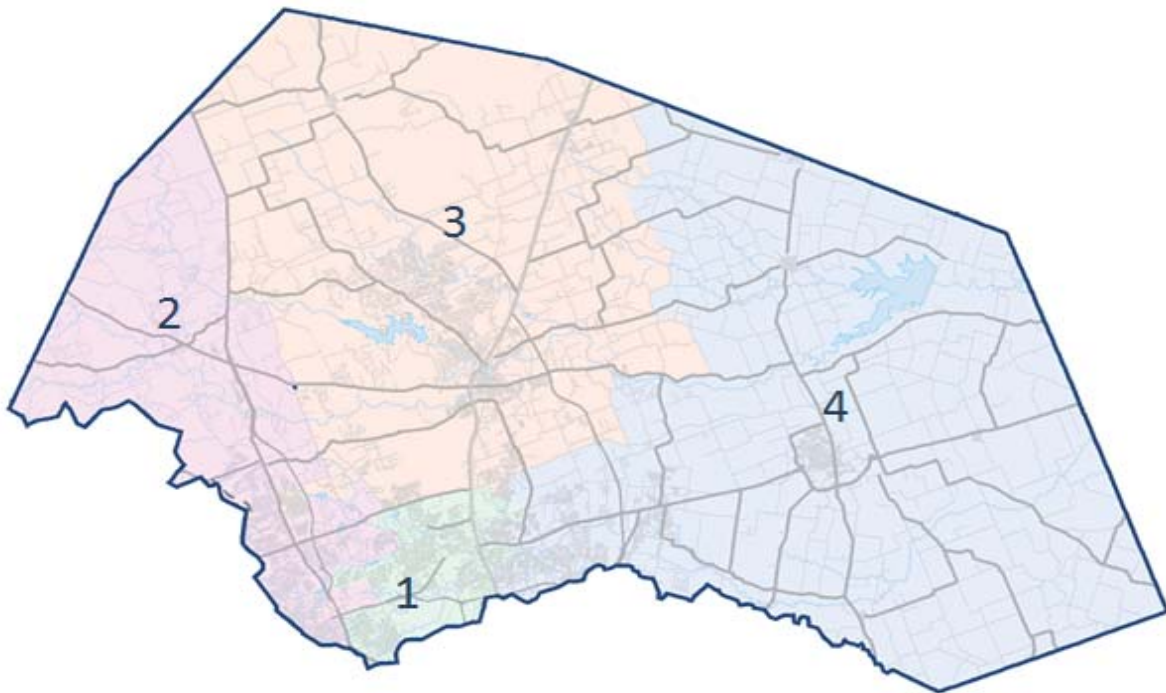
County Judge
Bill Gravell, Jr.

Commissioners
Terry Cook
Cynthia Long
Valerie Covey
Russ Boles

May 2020

WWW.ROADBOND.ORG

Volume XIX - Issue No.05



Presented By:



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WILLIAMSON COUNTY

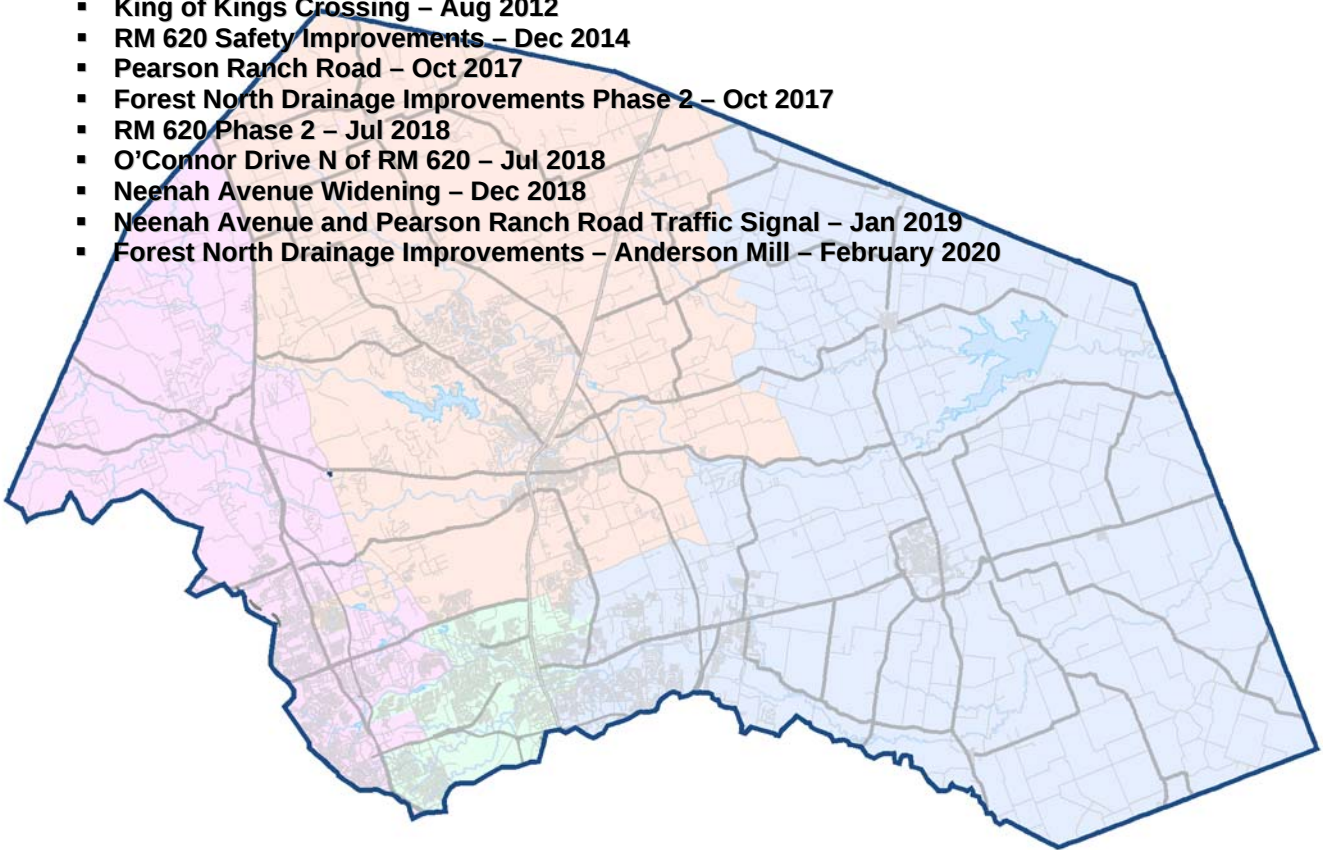
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF APRIL 2020

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 Drainage Improvements Phase 2 – Oct 2017
- RM 620 Phase 2 – Jul 2018
- O'Connor Drive N of RM 620 – Jul 2018
- Neenah Avenue Widening – Dec 2018
- Neenah Avenue and Pearson Ranch Road Traffic Signal – Jan 2019
- Forest North Drainage Improvements – Anderson Mill – February 2020



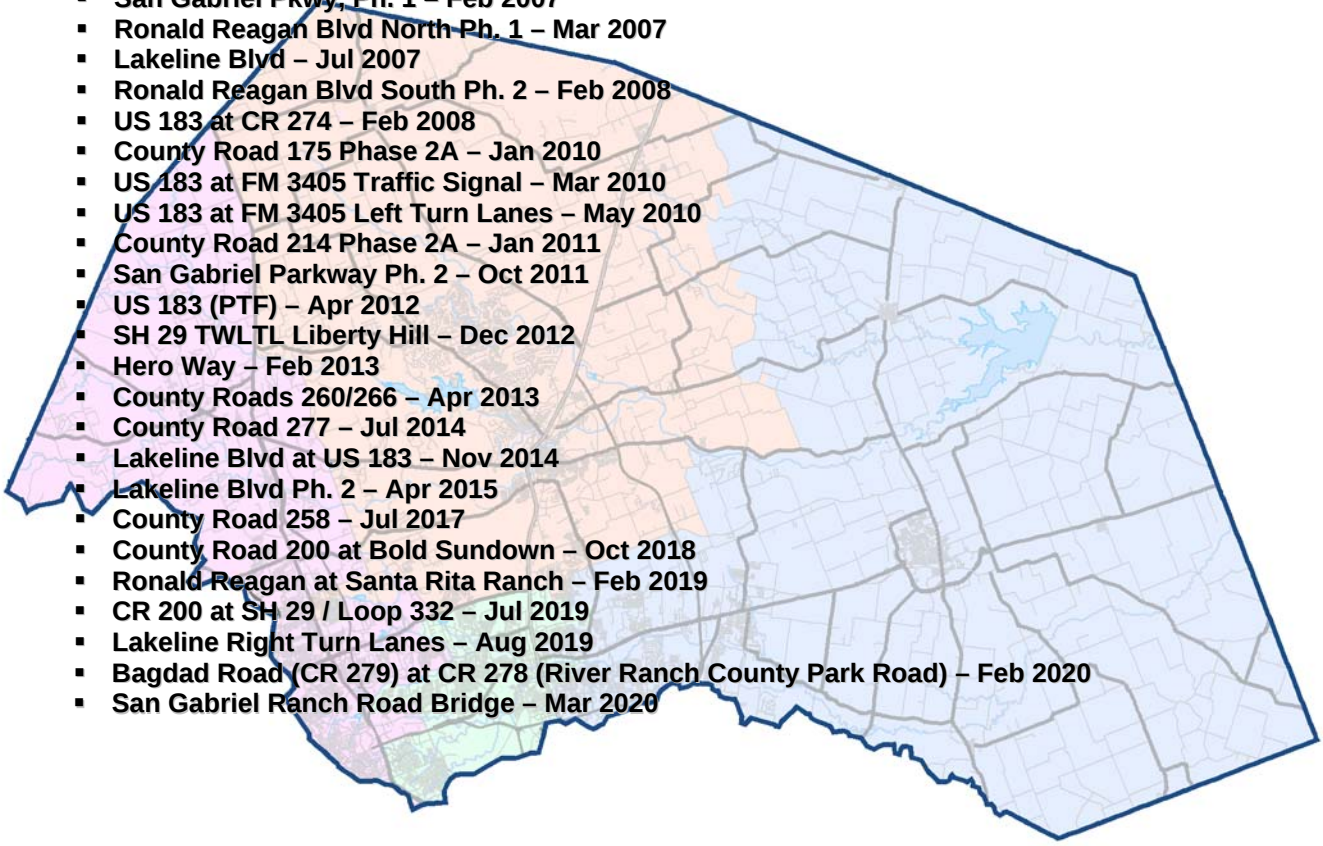
WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF APRIL 2020

Precinct 2

- 
- A map of Williamson County, Texas, with Precinct 2 highlighted in orange. The map shows major roads and geographical features like Lake Fork. The list of completed projects is overlaid on the left side of the map.
- 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
 - County Road 200 at Bold Sundown – Oct 2018
 - Ronald Reagan at Santa Rita Ranch – Feb 2019
 - CR 200 at SH 29 / Loop 332 – Jul 2019
 - Lakeline Right Turn Lanes – Aug 2019
 - Bagdad Road (CR 279) at CR 278 (River Ranch County Park Road) – Feb 2020
 - San Gabriel Ranch Road Bridge – Mar 2020

WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF APRIL 2020

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 Intersection – Aug 2016
- SH 29 at Cedar Hollow Right Intersection Improvements – Aug 2016
- Southwest Bypass Access Route – Jul 2017
- Arterial H Extension Phase I – Feb 2018
- Relocation of Williamson County Regional Raw Water Line – Apr 2018
- Southwest Bypass Segment 1 – Sep 2018
- Inner Loop Improvements – Dec 2018
- Southwest Bypass Segment 2 – Jan 2020

WILLIAMSON COUNTY

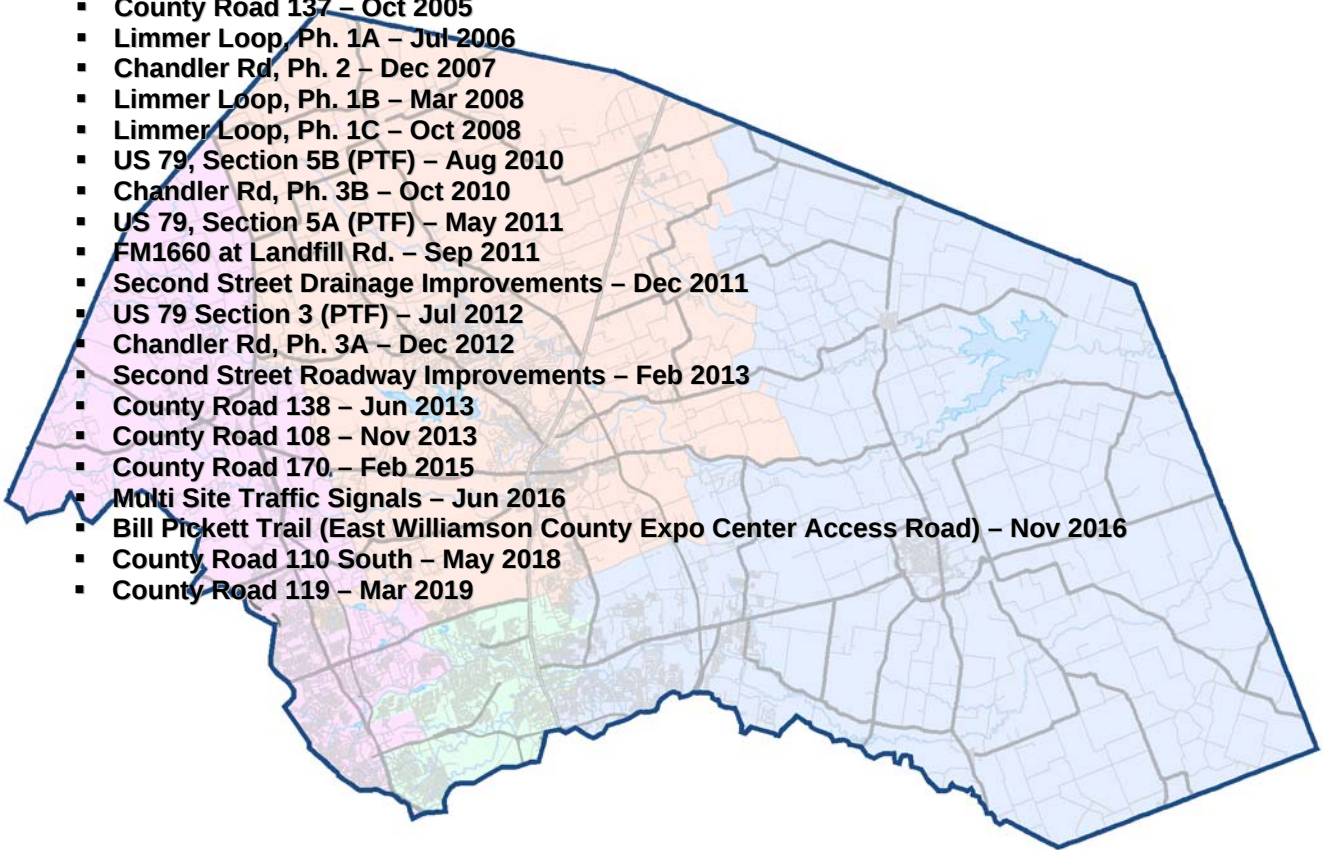
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF APRIL 2020

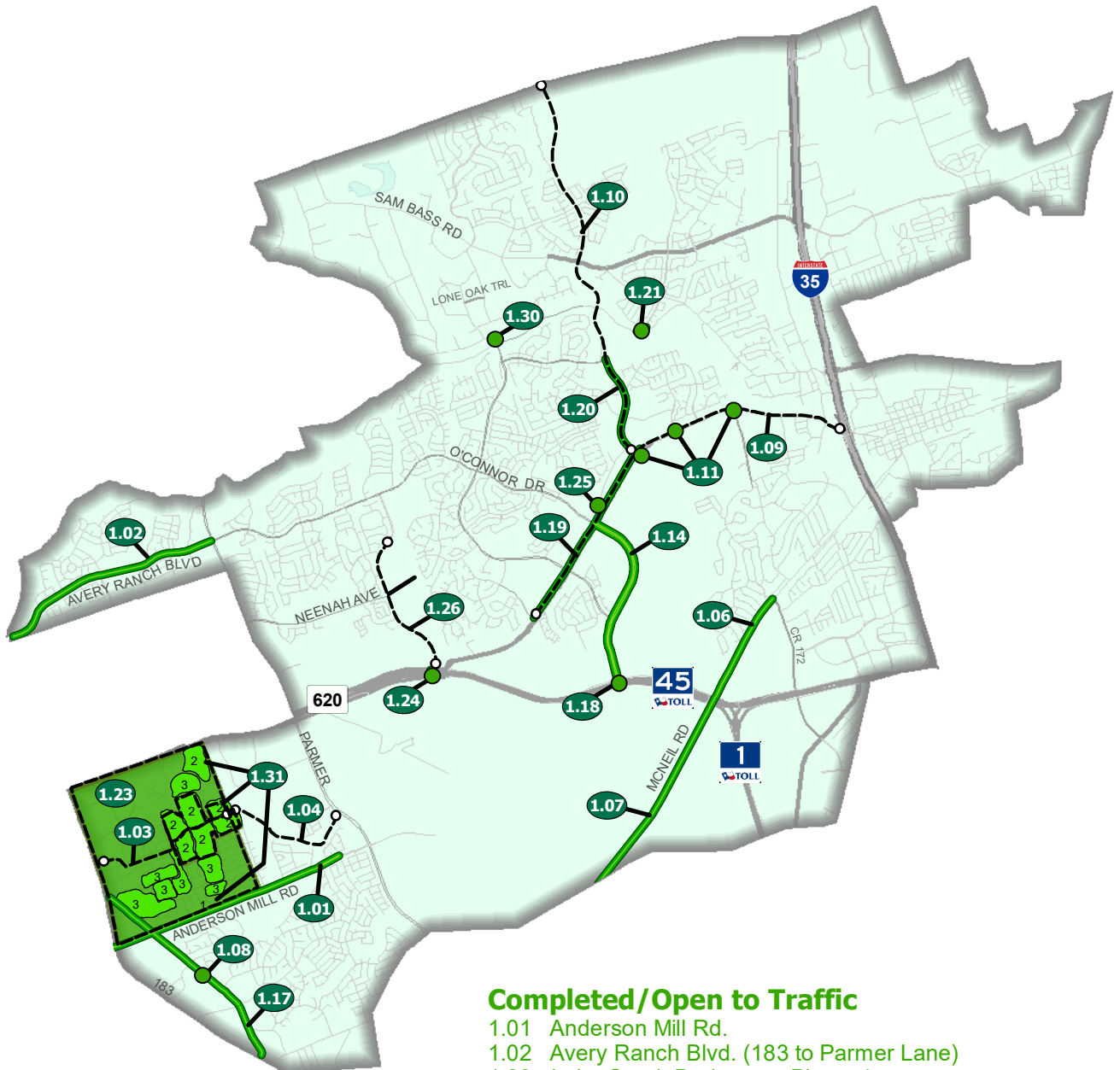
Precinct 4

- 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
- County Road 119 – Mar 2019



2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 1 - COMMISSIONER COOK

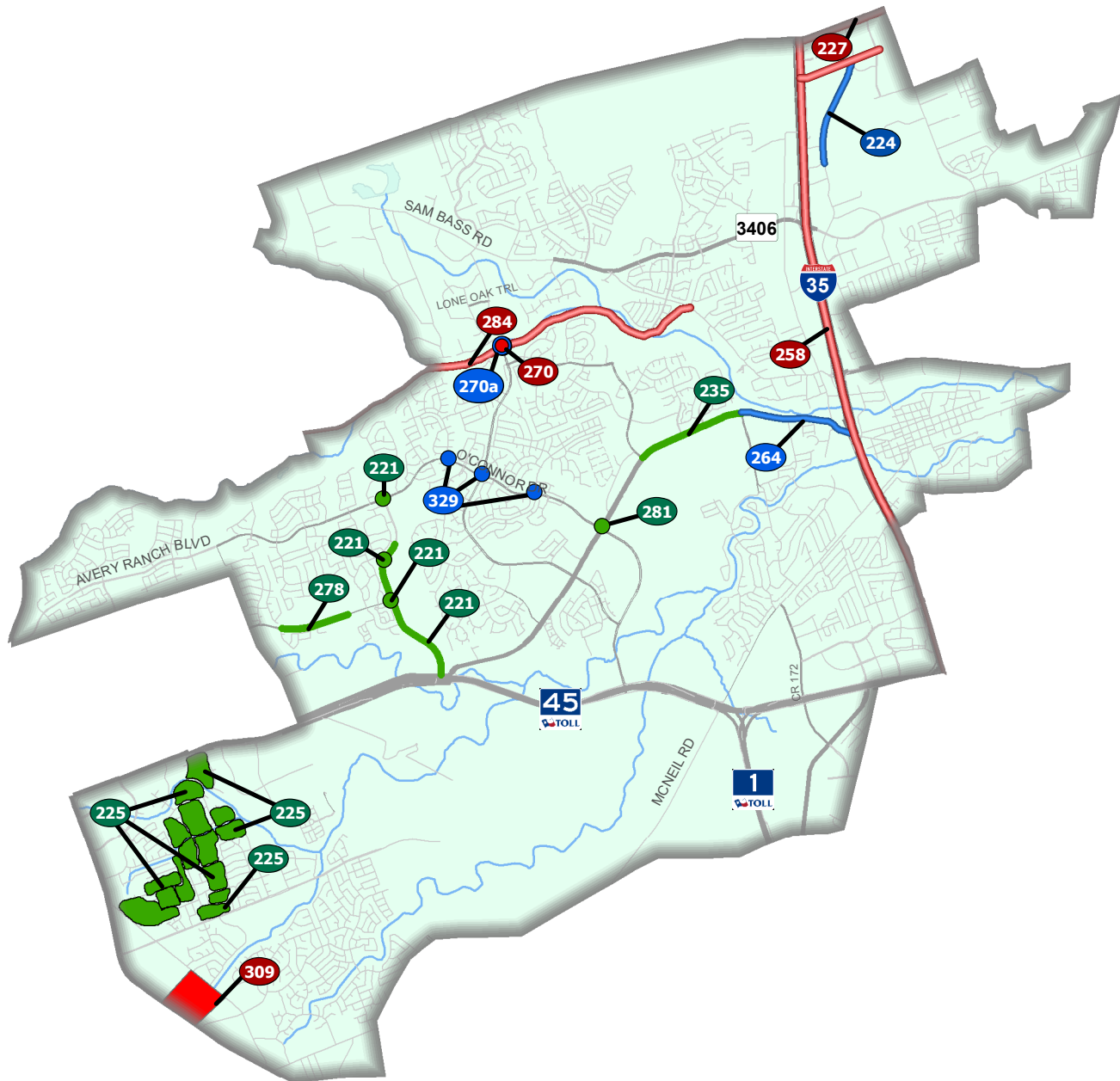


Completed/Open to Traffic

- 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)

2013 ROAD BOND PROGRAM PROJECTS

PRECINCT 1 - COMMISSIONER COOK



Completed/Open to Traffic

- 221 Pearson Ranch Road
- 221 Pearson Ranch Road at Avery Ranch Boulevard Traffic Signal
- 221 Pearson Ranch Road and Iveans Way Pedestrian Crossing
- 221 Neenah Avenue and Pearson Ranch Road Traffic Signal
- 225 Forest North Drainage Improvements Phase 2
- 225 Forest North Drainage Improvements Phase 3 (Design)
- 225 Forest North Drainage Improvements Anderson Mill Zone
- 235 RM 620 Phase 2 (Wyoming Springs to Deep Wood Drive)
- 278 Neenah Avenue Widening (Olive Hill Drive to 0.5 miles east of Olive Hill Drive)
- 281 O'Connor Drive North of RM 620

Under Construction/Bidding

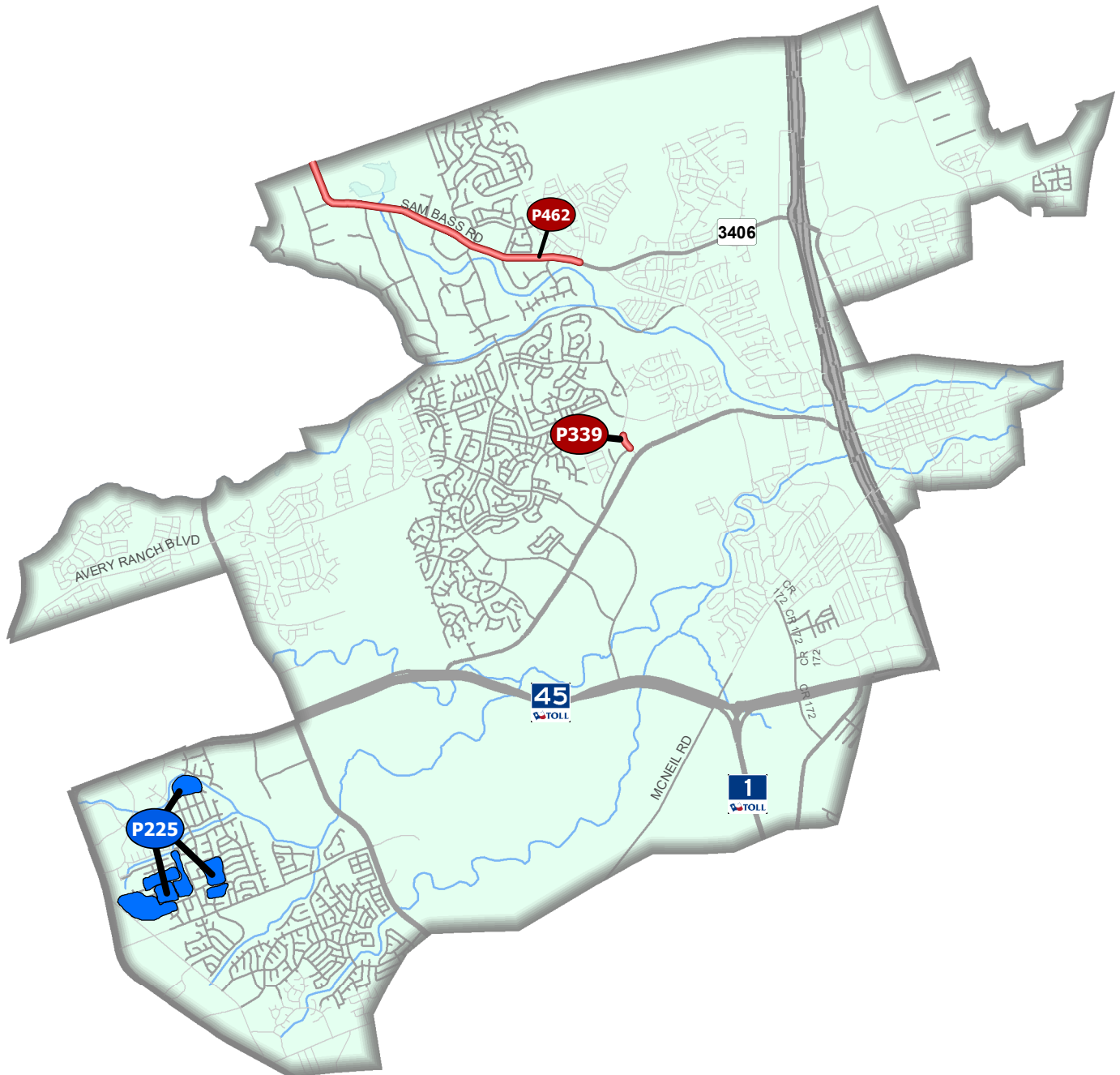
- 224 North Mays Street Extension (Paloma Drive to Oakmont Drive)
- 264 RM 620 at Railroad / Chisholm Trail (IH 35 Frontage Road to Deep Wood Drive)
- 270a Great Oaks Drive Waterline Relocations
- 329 O'Connor Drive Traffic Signals (Morgan Hill, Great Oaks and Liberty Walk Intersections)

In Design

- 227 University Boulevard Widening (IH 35 to Sunrise Road)
- 258 IH 35 Corridor Operational Analysis (SH 45 to RM 1431)
- 270 Great Oaks Drive Bridge at Brushy Creek
- 284 Hairy Man Road/Brushy Creek Road Safety Improvements (Brushy Bend to Sam Bass Road)
- 309 Pond Springs Road Area Drainage Improvements (Pond Springs Road to US 183)

2019 ROAD BOND PROGRAM PROJECTS

PRECINCT 1 - COMMISSIONER COOK

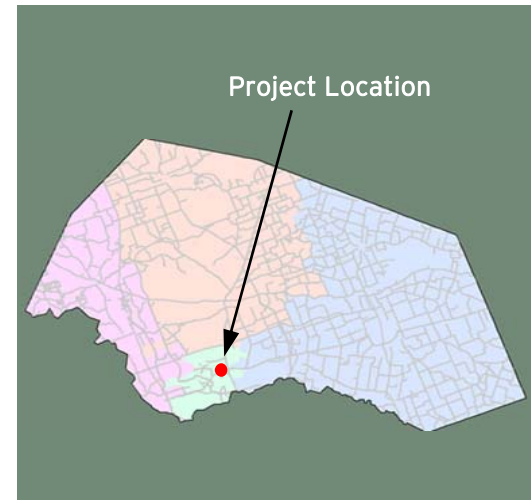


Under Construction/Bidding

P225 Forest North Drainage Improvements Phase 3

In Design

P339 Wyoming Springs Intersection Improvements (At Smyers Lane)
P462 Corridor H/Sam Bass Road (RM 1431 to Wyoming Springs Drive)



North Mays Street Extension Phase 1 (Paloma Drive to Oakmont Drive)

Project Length: 1 mile
Roadway Classification: Arterial Collector

Project Schedule: January 2019 - July 2020
Estimated Construction Cost: \$10.8 Million



APRIL 2020 IN REVIEW

04/03/2020: Capital Excavation placed the final lift of Ty B embankment, from the south end of the Chandler Branch Bridge (Bridge) to the North Mays and Paloma Drive intersection.

04/10/2020: The bridge rail was formed and poured for the northbound side of the Bridge for Span 8,9, and 10. Subcontractor Lone Star Paving placed the second lift of asphalt on North Mays, north of the Bridge.

04/17/2020: The 2nd and 3rd lifts of flexible base were placed from the south end of the Bridge to the North Mays and Paloma Drive intersection. Subcontractor Capstar began installing electrical conduit to future Arterial L.

04/24/2020: The bridge rail was poured for the southbound side of the Bridge for Spans 8,9, and 10. Capstar continued installing electrical conduit.

05/01/2020: Utilities relocations are ongoing. AT&T has completed the copper splice at the north end of the project and should be cleared once the splice holes are filled in and the aerial lines are removed. The south approach slab for the Bridge was formed and poured. Capstar drilled holes for illumination foundations from the Bridge to the north end of the project.



Design Engineer: LJA Engineering
Contractor: Capital Excavation
Construction Observation:
Kyle McCoy, HNTB

Williamson County
Road Bond Program

North Mays Street Extension Phase 1 (Paloma Drive to Oakmont Drive)

Project No. 1810-265

Original Contract Price = \$10,775,835.75

<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>	
11/14/2018	12/4/2018	1/18/2019	1/28/2019			410	0	410	
<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	1/28/2019	1/31/2019	4	\$523,139.40	\$523,139.40	\$58,126.60	\$58,126.60	5	1
2	2/1/2019	2/28/2019	28	\$2,584.80	\$525,724.20	\$287.20	\$58,413.80	5	8
3	3/1/2019	4/30/2019	61	\$102,281.40	\$628,005.60	\$11,364.60	\$69,778.40	6	23
4	5/1/2019	5/31/2019	31	\$593,318.74	\$1,221,324.34	\$65,924.30	\$135,702.70	13	30
5	6/1/2019	6/30/2019	30	\$188,661.93	\$1,409,986.27	\$20,962.44	\$156,665.14	15	38
6	7/1/2019	7/31/2019	31	\$590,007.31	\$1,999,993.58	\$65,556.37	\$222,221.51	21	45
7	8/1/2019	8/31/2019	31	\$628,396.35	\$2,628,389.93	\$69,821.82	\$292,043.33	27	53
8	9/1/2019	9/30/2019	30	\$2,393,911.61	\$5,022,301.54	\$265,990.17	\$558,033.50	52	60
9	10/1/2019	10/31/2019	31	\$724,961.48	\$5,747,263.02	\$80,551.28	\$638,584.78	59	68
10	11/1/2019	11/30/2019	30	\$378,890.89	\$6,126,153.91	\$42,098.99	\$680,683.77	63	75
11	12/1/2019	12/31/2019	31	\$341,316.16	\$6,467,470.07	\$37,924.02	\$718,607.79	67	82
12	1/1/2020	1/31/2020	31	\$258,548.22	\$6,726,018.29	\$28,727.58	\$747,335.37	69	90
13	2/1/2020	2/29/2020	29	\$191,886.33	\$6,917,904.62	\$21,320.70	\$768,656.07	71	97
14	3/1/2020	3/31/2020	31	\$176,371.44	\$7,094,276.06	\$19,596.83	\$788,252.90	73	105
15	4/1/2020	4/30/2020	30	\$395,476.16	\$7,489,752.22	\$43,941.79	\$832,194.69	77	112

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/5/2020	\$0.00	\$ -

4B: Third Party Accommodation. Third party requested work. This Change Order modifies the contract to require that Chandler Creek, LP, a Delaware limited partnership (collectively referred to as "Seller") be an additional insured to Capital Excavation's (Contractor) commercial general liability (CGL) insurance policy and to their commercial auto liability (Auto Liability) insurance policy. Adding the Seller to the Contractor's insurance was in the terms and conditions of the Real Estate Contract between the Chandler Creek, LP and Williamson County. The Real Estate Contract was finalized after the plans were completed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	5/5/2020	\$24,898.18	\$ 24,898.18

3F: County Convenience. Additional work desired by the County. This Change Order compensates the Contractor for modifications to Driveway #1 that include raising the elevation of the driveway to match the current driveway, improving the driveway by adding 6" of flex base to the pavement section, and using higher strength concrete. The driveway elevation was maintained to minimize the impact of flooding on the driveway access. The improvements were necessary due to the high volume of heavy truck and trailer traffic that uses the driveway.

Adjusted Price = \$10,800,733.93

**Forest North Drainage Improvements - Anderson Mill
Project No. 1811-278**

Original Contract Price = \$295,000.00

<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>
12/5/2018	1/15/2019	4/3/2019	4/15/2019	2/7/2020		30	0	30

<u>Invoice</u>	<u>Beginning</u>	<u>Ending</u>	<u>Days</u>	<u>Current</u>	<u>Invoice</u>	<u>Current</u>	<u>Total</u>	<u>% (\$)</u>	<u>% Time</u>
1	4/15/2019	6/20/2019	17	\$145,702.80	\$145,702.80	\$16,189.20	\$16,189.20	53	57
2	6/21/2019	6/30/2019	13	\$45,702.66	\$191,405.46	\$5,078.07	\$21,267.27	70	100

5/1/2020 Comments - Substantial Completion was achieved on February 7, 2020. The Balancing Change Orders are being processed.

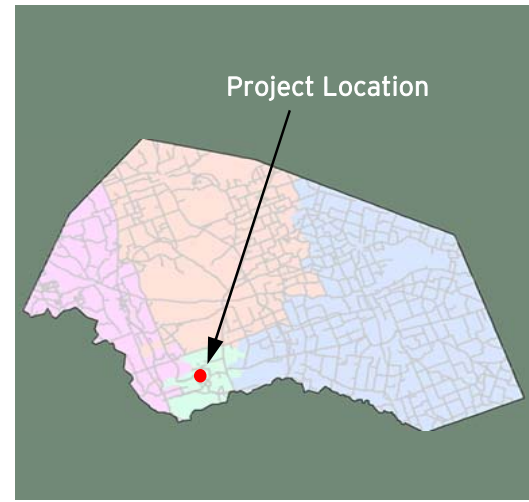
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	9/10/2019	\$1,513.40	\$ 1,513.40

3F: County Convenience. Additional work desired by the County. This Change Order adds drainage improvements on Tottenham Court at the County's request and provides the final balancing of unused items for the 8-inch water line relocation.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	3/24/2020	\$9,477.24	\$ 10,990.64

6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds the relocation of a City of Austin water service line that is in conflict with the new drainage system.

Adjusted Price = \$305,990.64



Great Oaks Drive Water Line

(Brightwater Boulevard to Oak Ridge Drive))

Project Length: .25 miles

Roadway Classification: Water Line Relocations

Project Schedule: March 2020- May 2020

Estimated Construction Cost: \$1.3 Million



APRIL 2020 IN REVIEW

04/03/2020: Brushy Creek Water Line: QA Construction continued installing pipe for the 12" and 24" water lines north of the creek. Fern Bluff Water Line: Subcontractor Mendez Excavating bored for the 12" water line pipe.

04/10/2020: Brushy Creek Water Line: Installation of the 12" and 24" pipe north of the creek was completed. Installation of the 6" water line was completed. Contractor for Atmos Gas began to bore their line under the creek.

04/17/2020: Brushy Creek Water Line: The tie-ins on the lines north of the creek were completed. Fern Bluff Water Line: Bore 2 continued. Subcontractor Town Lake installed bat prevention materials under the Brushy Creek bridge.

04/24/2020: Brushy Creek Water Line: The remaining 6", 12" and 24" water line pipes were excavated and installed to the tie ins at the existing pipes. Fern Bluff Water Line: The 12" water line pipe was installed west of Great Oaks.

05/01/2020: Brushy Creek Water Line: Water connections were cancelled due to ground water draining from the inside of the encasement. Fern Bluff Water Line: Excavation continued on the west end to expose the end of the encasement pipe. Atmos Gas contractor continued trenching for their gas line.



Design Engineer: Cobb Fendley
Contractor: QA Construction
Construction Observation:
Clayton Weber, HNTB

Williamson County
Road Bond Program

Great Oaks Water Line Relocations
Project No. 3185

Original Contract Price = \$1,325,000.00

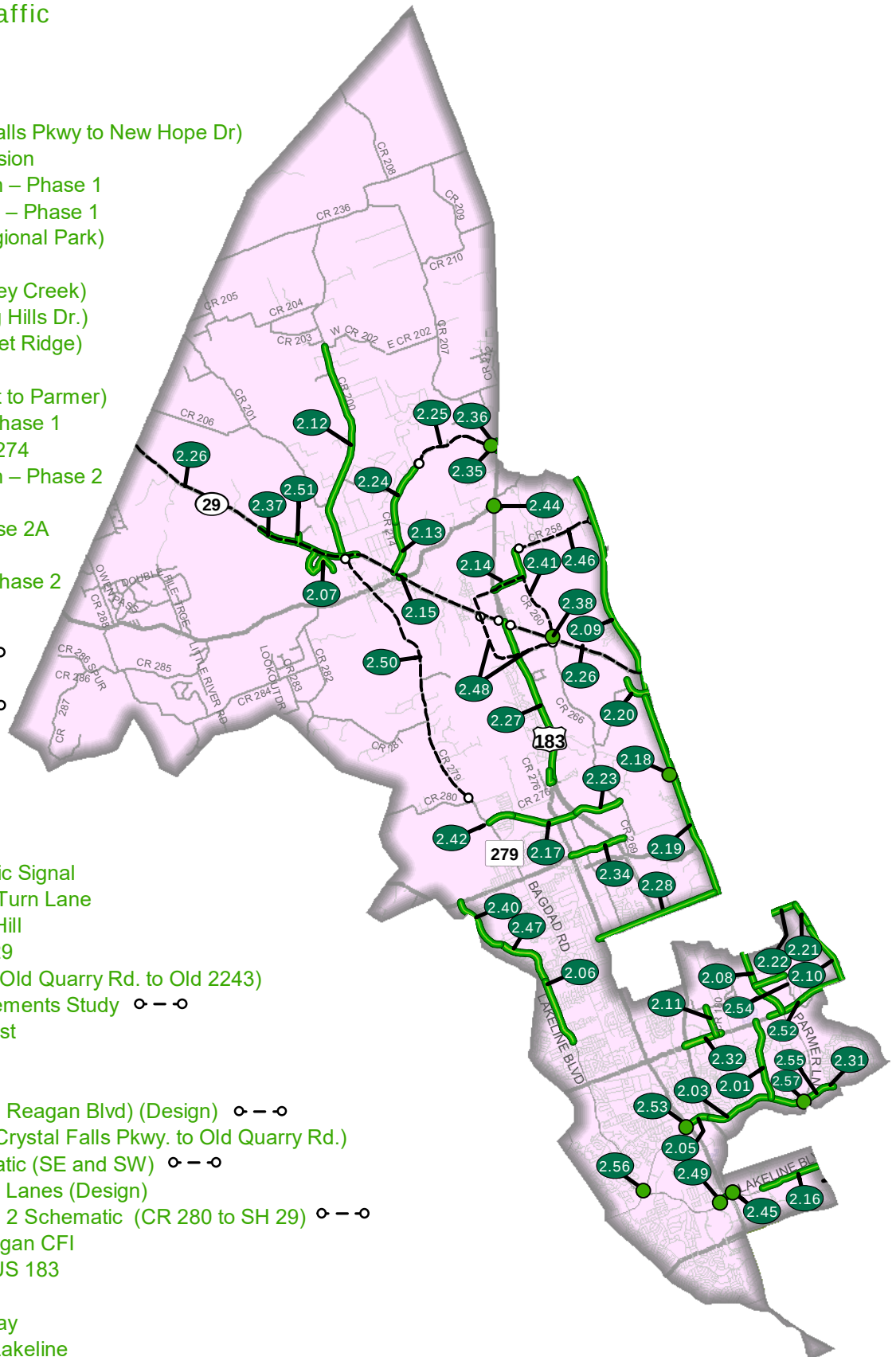
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
1/7/2020	2/4/2020	2/19/2020	2/24/2020			60	0	60	
<u>Invoice</u>	<u>Beginning</u>	<u>Ending</u>	<u>Days</u>	<u>Current</u>	<u>Invoice</u>	<u>Current</u>	<u>Total</u>	<u>% (\$)</u>	<u>% Time</u>
1	2/24/2020	3/2/2020	8	\$336,836.04	\$336,836.04	\$37,426.23	\$37,426.23	28	13
2	3/2/2020	3/27/2020	26	\$359,779.20	\$696,615.24	\$39,975.46	\$77,401.69	58	57
Adjusted Price =								\$1,325,000.00	

2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 2 - COMMISSIONER LONG

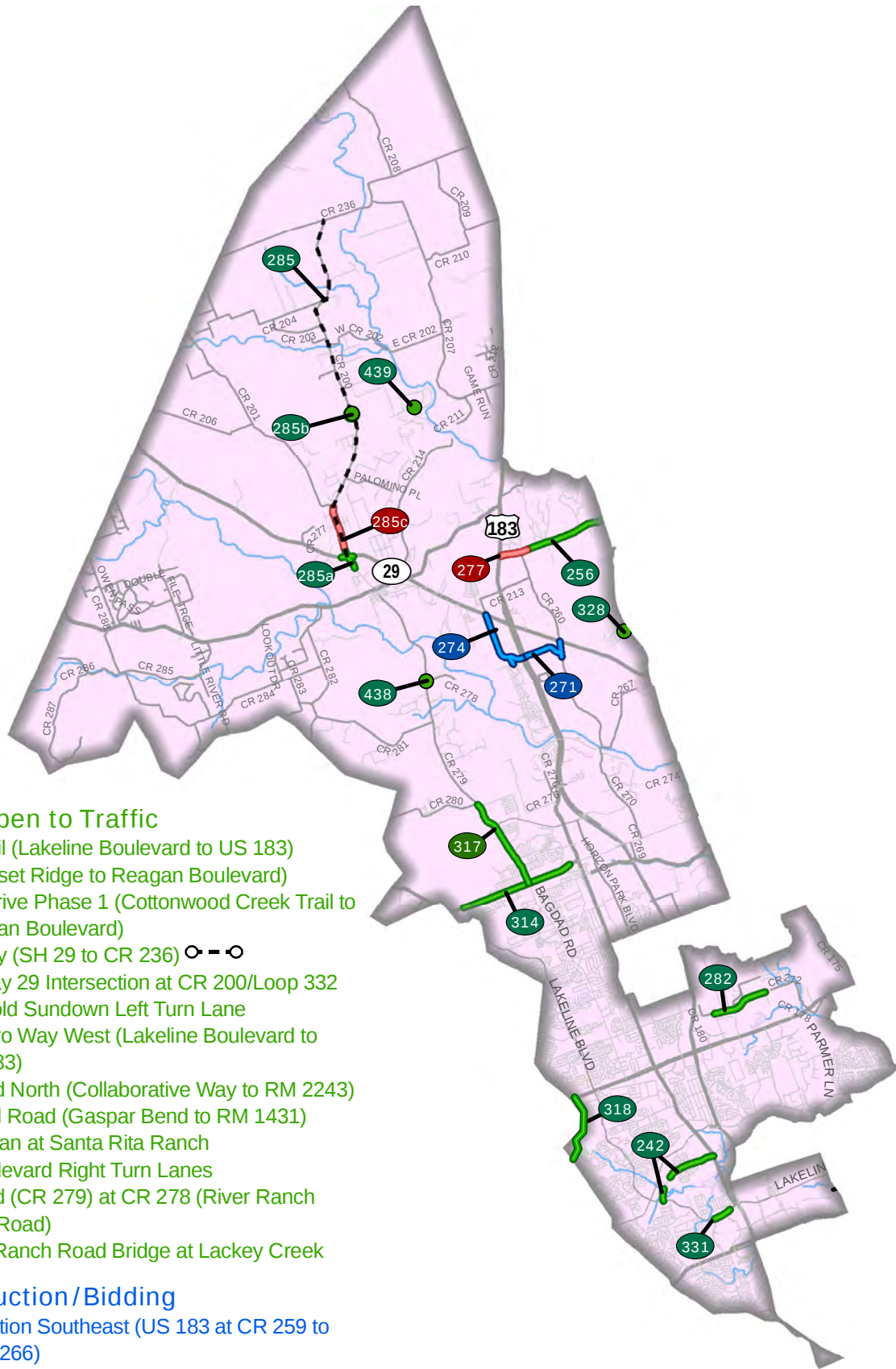
Completed/Open to Traffic

- 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) ○ – ○
- 2.49 Lakeline Blvd. Right Turn Lanes (Design)
- 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



2013 ROAD BOND PROGRAM PROJECTS

PRECINCT 2 - COMMISSIONER LONG



Completed/Open to Traffic

- 242 Little Elm Trail (Lakeline Boulevard to US 183)
- 256 CR 258 (Sunset Ridge to Reagan Boulevard)
- 282 New Hope Drive Phase 1 (Cottonwood Creek Trail to Ronald Reagan Boulevard)
- 285 CR 200 Study (SH 29 to CR 236) ○ - - ○
- 285a State Highway 29 Intersection at CR 200/Loop 332
- 285b CR 200 at Bold Sundown Left Turn Lane
- 314 Old 2243/Hero Way West (Lakeline Boulevard to west of US 183)
- 317 Bagdad Road North (Collaborative Way to RM 2243)
- 318 Anderson Mill Road (Gaspar Bend to RM 1431)
- 328 Ronald Reagan at Santa Rita Ranch
- 331 Lakeline Boulevard Right Turn Lanes
- 438 Bagdad Road (CR 279) at CR 278 (River Ranch County Park Road)
- 439 San Gabriel Ranch Road Bridge at Lackey Creek

Under Construction/Bidding

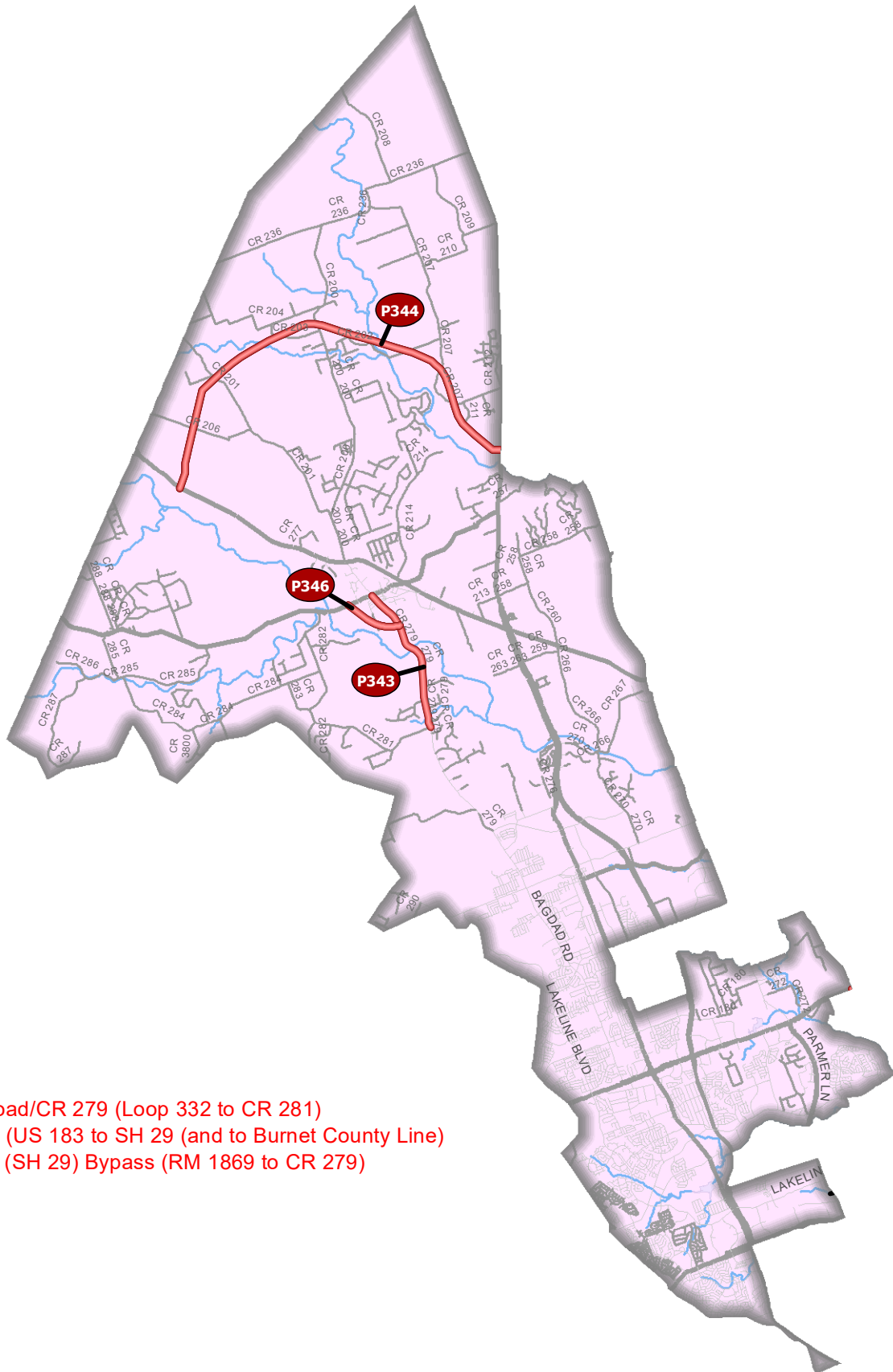
- 271 Seward Junction Southeast (US 183 at CR 259 to SH 29 at CR 266)
- 274 Seward Junction Southwest (SH 29 at CR 213 to US 183 at CR 259)

In Design

- 277 CR 258 Extension (US 183 to Sunset Ridge Drive)
- 285c CR 200 (CMTA Railroad to CR 201)

2019 ROAD BOND PROGRAM PROJECTS

PRECINCT 2 - COMMISSIONER LONG



In Design

- P343 Bagdad Road/CR 279 (Loop 332 to CR 281)
- P344 Corridor I2 (US 183 to SH 29 (and to Burnet County Line))
- P346 Liberty Hill (SH 29) Bypass (RM 1869 to CR 279)

Bagdad Road (CR 279) at CR 278 (River Ranch County Park Road)
Project No. 1805-229

Original Contract Price = \$2,959,000.00

<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>	
8/15/2018	9/11/2018	10/18/2018	10/28/2018	2/13/2020		480		480	
<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	10/28/2018	12/31/2018	65	\$7,296.69	\$7,296.69	\$810.74	\$810.74	0	14
2	1/1/2019	1/31/2019	31	\$204,653.21	\$211,949.90	\$22,739.25	\$23,549.99	8	20
3	2/1/2019	2/28/2019	28	\$159,772.72	\$371,722.62	\$17,752.52	\$41,302.51	14	26
4	3/1/2019	3/31/2019	31	\$137,964.55	\$509,687.17	\$15,329.40	\$56,631.91	19	32
5	4/1/2019	4/30/2019	30	\$194,875.30	\$704,562.47	\$21,652.81	\$78,284.72	26	39
6	5/1/2019	5/31/2019	31	\$136,748.31	\$841,310.78	\$15,194.26	\$93,478.98	31	45
7	6/1/2019	6/30/2019	30	\$1,833.75	\$843,144.53	\$203.75	\$93,682.73	31	51
8	7/1/2019	7/31/2019	31	\$52,512.42	\$895,656.95	\$5,834.67	\$99,517.40	33	58
9	8/1/2019	8/31/2019	31	\$200,547.82	\$1,096,204.77	\$22,283.13	\$121,800.53	40	64
10	9/1/2019	9/30/2019	30	\$207,014.36	\$1,303,219.13	\$23,001.60	\$144,802.13	48	70
11	10/1/2019	10/31/2019	31	\$236,499.39	\$1,539,718.52	\$26,277.71	\$171,079.84	57	77
12	11/1/2019	11/30/2019	30	\$123,864.67	\$1,663,583.19	\$13,762.74	\$184,842.58	61	83
13	12/1/2019	12/31/2019	31	\$137,437.19	\$1,801,020.38	\$15,270.80	\$200,113.38	66	90
14	1/1/2020	1/31/2020	31	\$603,824.45	\$2,404,844.83	\$67,091.60	\$267,204.98	89	96
15	2/1/2020	2/29/2020	14	\$78,833.21	\$2,483,678.04	\$8,807.89	\$276,012.87	92	99
16	3/1/2020	3/31/2020	0	\$22,139.21	\$2,505,817.25	\$2,459.98	\$278,472.85	92	99

5/1/2020 Comments - Punchlist items are ongoing.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	11/26/2019	\$53,416.00	\$ 53,416.00

1A: Design Error or Omission. Incorrect PS&E. This change order adds new bid items for the design revision to add a service meter to the 12" waterline. This change order also replaces the DR-18 waterline pipe called for in the plans with a DR-14 pipe inside the park. 3F: County Convenience. Additional work desired by the County. This change order adds new bid items for the connection of 12" waterline to the waterline installed by others at the west end of the park road, for additional tapping saddle for landscape irrigation, and 4" PVC sleeves under roadway for future irrigation and electrical needs in the park. This change order also replaces the Type 1 ground box with a Type D ground box for the communication line along the park road.

Adjusted Price = \$3,012,416.00

San Gabriel Ranch Road Bridge at Lackey Creek (Remuda Drive to San Gabriel Ranch Road)

Project No. 1807-252

Original Contract Price = \$1,425,301.90

<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>	
9/5/2018	9/18/2018	10/12/2018	10/22/2018	3/7/2020		125		125	
<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	11/1/2018	11/30/2018	0	\$20,025.00	\$20,025.00	\$2,225.00	\$2,225.00	2	0
2	12/1/2018	12/31/2018	0	\$6,088.77	\$26,113.77	\$676.53	\$2,901.53	2	0
3	1/1/2019	1/31/2019	0	\$12,825.00	\$38,938.77	\$1,425.00	\$4,326.53	3	0
4	2/1/2019	3/31/2019	0	\$14,943.46	\$53,882.23	\$1,660.38	\$5,986.91	4	0
5	4/1/2019	4/30/2019	15	\$192,636.00	\$246,518.23	\$21,404.00	\$27,390.91	19	12
6	5/1/2019	5/31/2019	18	\$110,889.98	\$357,408.21	\$12,321.11	\$39,712.02	27	26
7	6/1/2019	6/30/2019	12	\$39,727.80	\$397,136.01	\$4,414.20	\$44,126.22	30	36
8	7/1/2019	7/31/2019	20	\$69,883.20	\$467,019.21	\$7,764.80	\$51,891.02	36	52
9	8/1/2019	9/30/2019	43	\$320,467.68	\$787,486.89	\$35,607.52	\$87,498.54	60	86
10	10/1/2019	10/31/2019	17	\$36,404.24	\$823,891.13	\$4,044.92	\$91,543.46	63	100
11	11/1/2019	11/30/2019	10	\$56,562.93	\$880,454.06	\$6,284.77	\$97,828.23	68	108
12	12/1/2019	12/31/2019	20	\$201,899.25	\$1,082,353.31	\$22,433.25	\$120,261.48	83	124
13	1/1/2020	1/31/2020	20	\$75,223.62	\$1,157,576.93	\$8,358.18	\$128,619.66	89	140
14	2/1/2020	2/29/2020	20	\$130,889.46	\$1,288,466.39	\$2,269.80	\$130,889.46	98	156
15	3/1/2020	3/31/2020	7	\$84,133.56	\$1,372,599.95	\$9,348.17	\$140,237.63	105	162
16	4/1/2020	4/30/2020		\$949.72	\$1,373,549.67	\$105.53	\$140,343.16	105	162

5/1/2020 Comments - Substantial Completion was achieved on March 7, 2020.

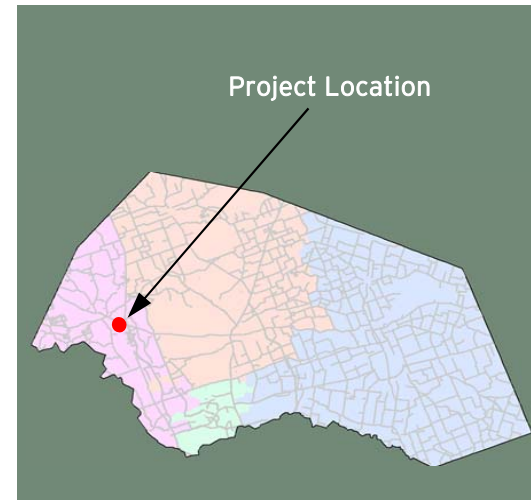
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/21/2019	\$16,166.09	\$ 16,166.09

2E: Differing Site Conditions. Miscellaneous difference in site conditions (unforeseeable). This change order compensates the Contractor for the exploratory work to unclog an existing culvert pipe to expedite dewatering of the pond prior to the start of construction. 6C: Untimely ROW/Utilities. Utilities not clear. This change order compensates the Contractor for the additional cost of double handling rock riprap material caused by the delay in relocation of the AT&T line.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	2/11/2020	\$5,811.00	\$ 21,977.09

1A: Design Error or Omission. Incorrect PSE. This Change Order adds a new item to compensate the Contractor for the cost to fabricate and deliver slot drain cover plates that was deleted from the project. 2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order replaces lime treatment with an additional 6" of flexible base.

Adjusted Price = \$1,447,278.99



Seward Junction Improvements

(SH 29 to CR 266 & CR 266 South of 259 to SH 29)

Project Length: 2.9 Miles

Roadway Classification: Minor Urban Collector

Project Schedule: May 2019 - December 2020

Estimated Construction Cost: \$13.3 Million



APRIL 2020 IN REVIEW

04/10/2020: Southwest: Subcontractor GK Construction continued to tie steel for the eastbound lane from the Tx Materials existing driveway. Subgrade on CR 213 was fine graded, and the 1st course of flexible base was placed and processed. The 18" RCP was installed for Culvert F across CR 213. **Southeast:** Jordan Foster graded, formed, and placed concrete for the riprap at Structure D at the northeast corner of US 183 northbound and CR 259. **US 183 Crossover:** The concrete for the 18" safety end treatment was formed and placed at the outfall of inlet C.02. **PEC Pond:** The concrete for the pond ramp entrance wall was formed and placed. The Contractor began excavating and forming for the splitter box footing.

04/24/2020: Southwest: Paving continued on the eastbound lane from Texas Materials driveway towards US 183 southbound. The dirt crew processed the final course of flexible base for CR 213. Subcontractor GK Construction continued to tie steel for the westbound lane from US 183 southbound. Subcontractor Tx Materials placed the prime coat and the Ty B hot mix asphalt on CR 213 and the SH 29 Widening. **Southeast:** Subcontractor GK Construction began tying steel for CRCP on CR 266 from SH 29 south. **PEC Pond:** Concrete was placed for the splitter box walls and outlet structure footing. Steel began to be tied and forms set for the outlet structure walls.



Design Engineer: K Frieze and Aguirre & Field
Contractor: Jordan Foster Construction
Construction Observation:
Steven Shull / Feng Chen, HNTB

Williamson County
Road Bond Program

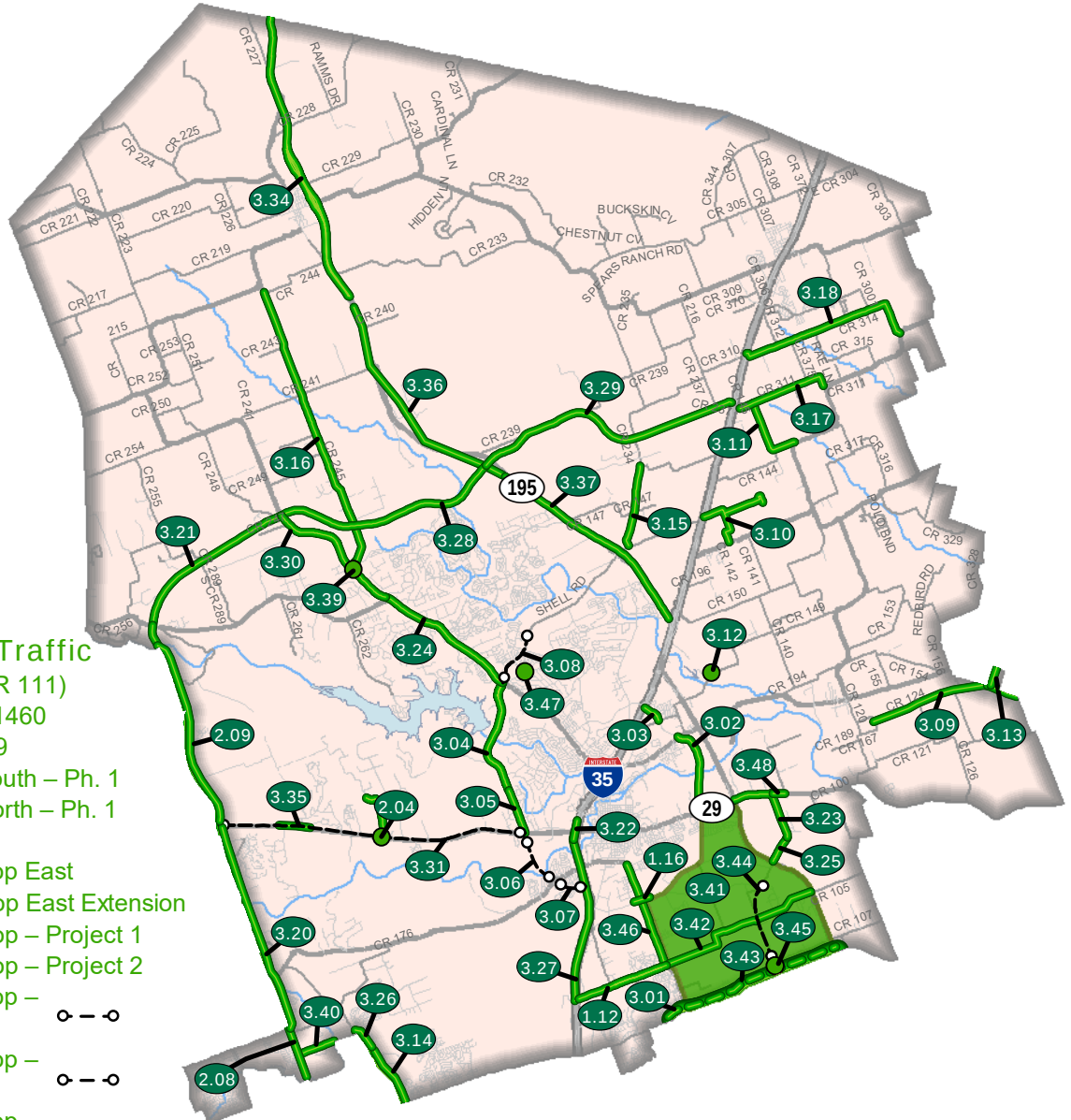
Seward Junction Improvements (SH 29 to CR 266 & CR 259 to SH 29)
Project No. 1812-282

Original Contract Price = \$13,270,258.10

<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>	
12/19/2018	3/5/2019	4/22/2019	5/2/2019			540		540	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	5/2/2019	6/30/2019	60	\$1,138,506.71	\$1,138,506.71	\$126,500.75	\$126,500.75	9	11
2	7/1/2019	7/31/2019	31	\$900,193.70	\$2,038,700.41	\$100,021.52	\$226,522.27	17	17
3	8/1/2019	8/31/2019	31	\$500,440.00	\$2,539,140.41	\$55,604.44	\$282,126.71	21	23
4	9/1/2019	9/30/2019	30	\$781,187.35	\$3,320,327.76	\$86,798.60	\$368,925.31	28	28
5	10/1/2019	10/31/2019	31	\$629,436.02	\$3,949,763.78	\$69,937.33	\$438,862.64	33	34
6	11/1/2019	11/30/2019	30	\$278,357.53	\$4,228,121.31	\$30,928.62	\$469,791.26	35	39
7	12/1/2019	12/31/2019	31	\$499,295.12	\$4,727,416.43	\$55,477.23	\$525,268.49	39	45
8	1/1/2020	1/31/2020	31	\$507,587.04	\$5,235,003.47	\$56,398.56	\$581,667.05	43	51
9	2/1/2020	2/29/2020	29	\$495,830.37	\$5,730,833.84	\$55,092.26	\$636,759.31	48	56
10	3/1/2020	3/31/2020	31	\$1,495,940.26	\$7,226,774.10	\$380,356.53	\$1,017,115.84	62	62
<u>Change Order Number</u>			<u>Approved</u>		<u>Cost This CO</u>		<u>Total COs</u>		
01			2/28/2020		\$112,306.36		\$ 112,306.36		
1A: Design Error or Omission. Incorrect PS&E. This change order revises items and quantities that were entered incorrectly or omitted in the bid tab for Seward Junction SW, Seward Junction SE and PEC Pond.									
Adjusted Price = \$13,382,564.46									

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)
- 3.46 FM 1460 North
- 3.47 Madrid Drive Extension

Completed/ Open to Traffic
 234 RM 2243 at Escalera Parkway
 (Interaction Improvements)

237 SH 29 at DB Wood (Intersection Improvements)
238 Ronald Reagan Boulevard Extension Planning (IH 35 to SH 95)
292 CR 111 / CR 105 Westinghouse (FM 1460 to SH 130)
326 RM 2243 Realignment (183A to Southwest Bypass)
336 Ronald Reagan Boulevard Widening (SH 29 to FM 3405)

231 IH 35 Ramp Reversal and Frontage Road Conversion
(FM 972 to CR 312)

231 Ronald Reagan Boulevard at IH 35 Bridge Replacement

241 CR 176 at RM 2243 Intersection (Safety Improvements)

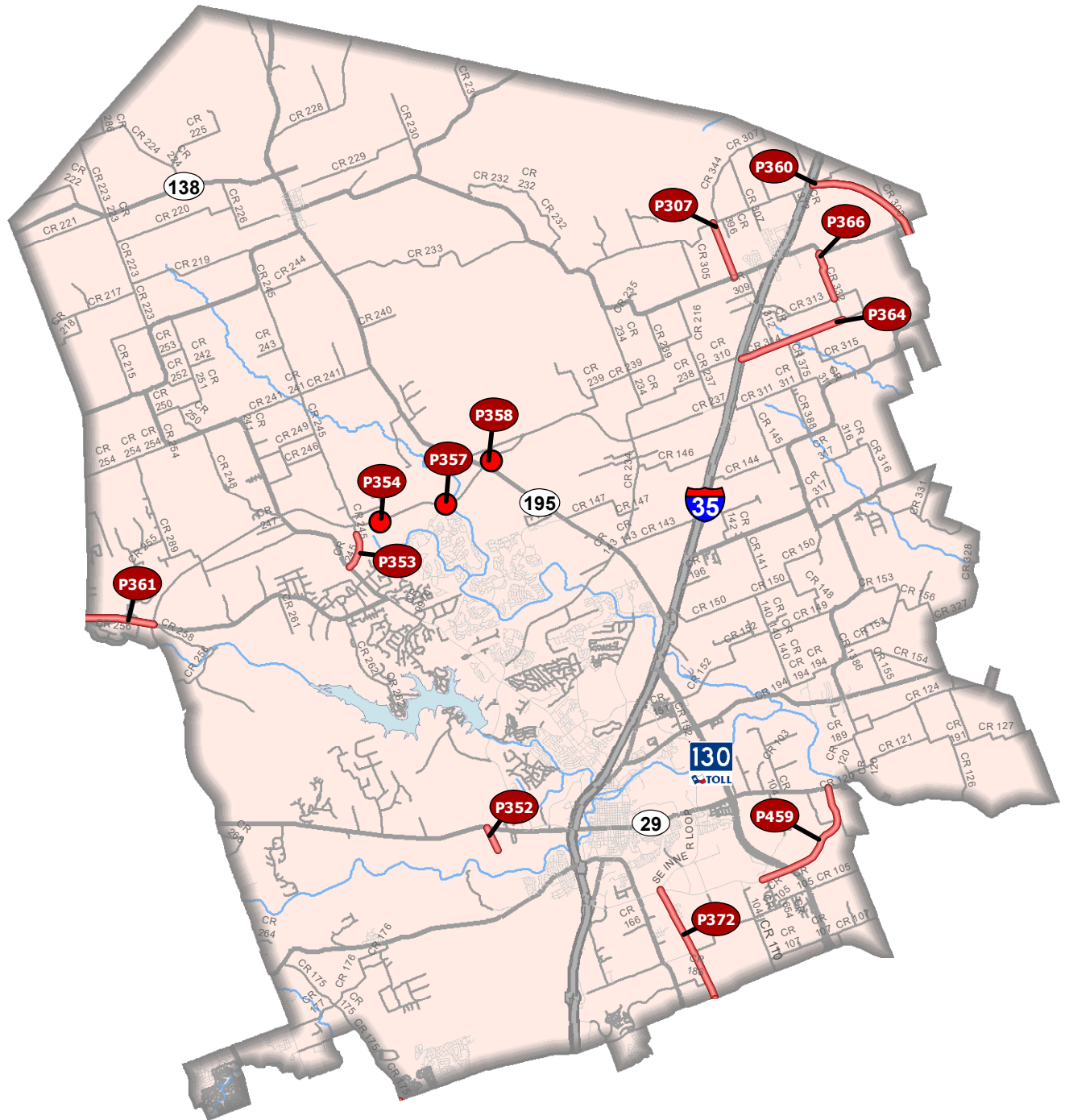
243d Southwest Bypass Segment 2 (Southbound IH 35 to
RM 2243)

226 Inner Loop Safety Improvements (Rockride Lane to Wilco Way)
231 Relocation of 48" Williamson County Regional Raw Waterline - Line B

- 234 RM 2243 at Escalera Parkway
(Intersection Improvements)
- 243a Southwest Bypass Driveways
- 243c Southwest Bypass Access Route
- 251 Inner Loop Safety Improvements
(Belmont Drive to Rockride Lane)
- 276 Arterial H Extension Phase 1
(CR 175 to Massey Way)
- 291 SH 29 at Cedar Hollow
(Intersection Improvements)
- 293 Kauffman Loop Phase 1 - Two Lanes
(northeast quadrant of Reagan at SH 29)
- 306 CR 305 at IH 35 Bridge Replacement
- 306 Relocation of 48" Williamson County
Regional Raw Waterline - Line A
- 453 Southwest Bypass Segment 1
(Southbound IH 35 to 0.5 miles west)

2019 ROAD BOND PROGRAM PROJECTS

PRECINCT 3 - COMMISSIONER COVEY



In Design

- P307 Bud Stockton Extension (CR 305 to FM 487)
- P352 Southwest Bypass Extension (SH 29 to Wolf Ranch Parkway)
- P353 CR 245 (North of RM 2338 to Ronald Reagan Boulevard)
- P354 Ronald Reagan at Silver Spur Boulevard
- P357 Ronald Reagan at Sun City Boulevard
- P358 SH 195 at Ronald Reagan
- P360 Corridor E5 (IH 35 to FM 972)
- P361 Corridor I1 (Ronald Reagan Boulevard to US 183)
- P364 CR 314 Safety Improvement (IH 35 to 1 mile east of IH 35 and Widening from East of CR 315 to CR 332)
- P366 CR 332 Realignment (South of FM 487 to North of CR 313)
- P370 MoKan (Georgetown Inner Loop to University Boulevard)
- P459 Southeast Inner Loop Extension (Corridor C) (Sam Houston Avenue at Patriot Way to SH 29)

Inner Loop Improvements (Wilco Way to Belmont Drive)
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	12/21/2018		300	98	398	
<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	9
2	11/1/2017	11/30/2017	30	\$429,129.00	\$753,165.00	\$47,681.00	\$83,685.00	16	16
3	12/1/2017	1/31/2018	62	\$460,398.44	\$1,213,563.44	\$51,155.38	\$134,840.38	26	32
4	2/1/2018	2/28/2018	28	\$52,007.22	\$1,265,570.66	\$5,778.58	\$140,618.96	27	39
5	3/1/2018	3/31/2018	31	\$346,718.46	\$1,612,289.12	\$38,524.28	\$179,143.24	34	46
6	4/1/2018	4/30/2018	30	\$616,068.50	\$2,228,357.62	\$68,452.05	\$247,595.29	47	54
7	5/1/2018	5/31/2018	31	\$625,661.55	\$2,854,019.17	\$69,517.95	\$317,113.24	60	62
8	6/1/2018	6/30/2018	30	\$940,709.70	\$3,794,728.87	\$104,523.31	\$421,636.55	80	69
9	7/1/2018	7/31/2018	31	\$464,007.65	\$4,258,736.52	\$51,556.40	\$473,192.95	90	77
10	8/1/2018	8/31/2018	31	\$164,300.22	\$4,423,036.74	\$18,255.58	\$491,448.53	93	85
11	9/1/2018	9/30/2018	30	\$55,348.69	\$4,478,385.43	\$6,149.85	\$497,598.38	95	92
12	10/1/2018	10/31/2018	31	\$35,315.10	\$4,513,700.53	\$3,923.90	\$501,522.28	95	100
13	11/1/2018	11/30/2018	30	\$68,351.25	\$4,582,051.78	\$7,594.58	\$509,116.86	97	108
14	12/1/2018	12/22/2018	22	\$67,106.34	\$4,649,158.12	\$7,456.26	\$516,573.12	98	113
15	12/23/2018	2/28/2019	0	\$32,411.02	\$4,681,569.14	\$3,601.23	\$520,174.35	99	113
16	3/1/2019	3/15/2019	0	\$18,154.74	\$4,699,723.88	\$2,017.19	\$522,191.54	99	113
17	3/16/2019	4/30/2019	0	\$499,998.40	\$5,199,722.28	-\$499,998.40	\$22,193.14	99	113

5/1/2020 Comments - Closeout documents are being received.

<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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	9/18/2018	\$ 183,780.89	\$ 227,513.02

3F: County Convenience. Additional work desired by the County. 2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). This Change Order deletes a driveway from Inner Loop that went to the Williamson County Animal Shelter and adds the construction of a new driveway to the shelter from Wilco Way.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/5/2019	\$ 20,171.94	\$ 247,684.96

3F: County Convenience. Additional work desired by the County. 2C: Differing Site Conditions(unforeseeable). New development (conditions changing after PS&E completed). This Change Order deletes a driveway from Inner Loop that went to the Williamson County Animal Shelter and adds the construction of a new driveway to the shelter from Wilco Way.

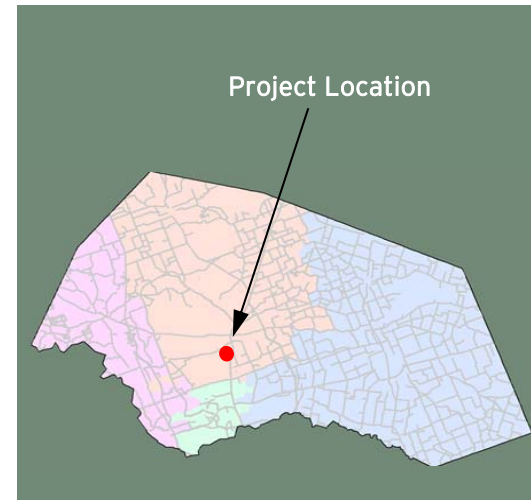
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	6/25/2019	\$ (343,688.29)	\$ (96,003.33)

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order provides the final balancing for the overrun/underrun of Contract quantities on the project as a result of addressing field conditions not accounted for in the original plans and adds time to the contract for work added in Change Order #2. This Change Order also corrects an error in a previously reported quantity.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	3/24/2020	\$7,291.00	\$ (88,712.33)

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable) (Item 9). This Change Order provides the final balancing for the overrun/underrun of Contract quantities on the project as a result of addressing field conditions not accounted for in the original plans and adds time to the contract for work added in Change Order #2. This Change Order also corrects an error in a previously reported quantity

Adjusted Price = \$5,263,983.67



Southwest Bypass Segment 2

(Southbound IH 35 to RM 2243)

Project Length: 1.6 Miles

Roadway Classification: Major Urban Collector

Project Schedule: September 2018 - May 2020

Estimated Construction Cost: \$8.6 Million



APRIL 2020 IN REVIEW

04/03/2020: James Construction monitored the vegetation strip along the ROW for grass growth. Subcontractor Bartlett Tree Service placed fencing in areas to protect trees for the RM 2243 intersection lights.

04/10/2020: Subcontractor Bartlett Tree Service completed fencing to protect trees during the RM 2243 lights.

04/17/2020: The locations of the power poles and the fenced trees were checked, but drilling has not begun.

04/24/2020: Monitoring continued for the vegetation strip along the ROW for grass growth.

05/01/2020: A meeting was held with the County to evaluate a boulder berm to be placed transversely across the west ROW at the north end of the southbound mainlane rock pre-split face. The County will place a gap in the boulders and construct a gate for controlled access to the area. Pedernales Electric Corporation (PEC) began installing electric lines from the north limits of the east ROW of Southwest Bypass toward the traffic signals at FM 2243. Tree fencing is in place.



Design Engineer: HDR Engineering
Contractor: James Construction
Construction Observation:
James Klotz, HNTB

Williamson County
Road Bond Program

Southwest Bypass Segment 2 (Southbound IH 35 to RM 2243)
Project No. 1803-219

Original Contract Price = \$8,087,943.77

<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>	
5/9/2018	6/19/2018	9/14/2018	9/24/2018	1/27/2020		420	0	420	
<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	9/24/2018	10/25/2018	32	\$650,245.50	\$650,245.50	\$72,249.50	\$72,249.50	8	8
2	10/26/2018	11/25/2018	31	\$282,139.19	\$932,384.69	\$31,348.80	\$103,598.30	12	15
3	11/26/2018	12/25/2018	30	\$935,358.18	\$1,867,742.87	\$103,928.69	\$207,526.99	24	22
4	12/26/2018	1/25/2019	31	\$150,358.76	\$2,018,101.63	\$16,706.52	\$224,233.51	26	30
5	1/26/2019	2/25/2019	31	\$87,117.34	\$2,105,218.97	\$9,679.71	\$233,913.22	27	37
6	2/26/2019	3/25/2019	28	\$658,360.62	\$2,763,579.59	\$73,151.18	\$307,064.40	36	44
7	3/26/2019	4/25/2019	31	\$368,480.57	\$3,132,060.16	\$40,942.28	\$348,006.68	41	51
8	4/26/2019	5/25/2019	30	\$518,691.89	\$3,650,752.05	\$57,632.43	\$405,639.11	47	58
9	5/26/2019	6/25/2019	31	\$525,821.35	\$4,176,573.40	\$58,424.60	\$464,063.71	54	65
10	6/26/2019	7/25/2019	30	\$188,830.60	\$4,365,404.00	\$20,981.18	\$485,044.89	56	73
11	7/26/2019	8/25/2019	31	\$468,383.64	\$4,833,787.64	-\$230,635.01	\$254,409.88	59	80
12	8/26/2019	9/25/2019	31	\$246,380.33	\$5,080,167.97	\$12,967.38	\$267,377.26	62	87
13	9/26/2019	10/25/2019	30	\$469,622.82	\$5,549,790.79	\$24,716.99	\$292,094.25	68	95
14	10/26/2019	11/25/2019	31	\$310,326.66	\$5,860,117.45	\$16,332.98	\$308,427.23	72	102
15	11/26/2019	12/25/2019	30	\$456,292.80	\$6,316,410.25	\$24,015.41	\$332,442.64	77	109
16	12/26/2019	1/25/2020	31	\$887,873.95	\$7,204,284.20	\$46,730.21	\$379,172.85	88	116
17	1/26/2020	2/25/2020	2	\$474,385.50	\$7,678,669.70	-\$222,465.31	\$156,707.54	91	117
18	2/26/2020	3/25/2020		\$4,704.38	\$7,683,374.08	\$96.01	\$156,803.55	91	117
19	3/26/2020	4/25/2020		\$360,076.75	\$8,043,450.83	\$7,348.51	\$164,152.06	96	117

5/1/2020 Comments - Fence protection work and Signal work are ongoing.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	4/7/2020	\$300,284.59	\$ 300,284.59

3F: County Convenience. Additional work desired by the County. A ROW agreement with Texas Crushed Stone (TCS) required that 6 driveways be installed on the project and the locations and details were added to the plans after construction began. In addition to the driveways, per Williamson County's request, the southbound frontage road will be converted to two-way to allow eastbound SW Bypass traffic to access the Inner Loop directly. 3E & 3H: County Convenience. Reduction of future maintenance. Cost savings opportunity discovered during construction. Elimination of Wall 6 is safer for the travelling public and will reduce future maintenance costs. 2C: Differing Site Conditions (unforeseeable). New development (conditions changing after PS&E completed). Excavation adjacent to the ROW required the placement of additional metal beam guard fence (MBGF) to protect the travelling public. Also, during construction, excavation near the pond diverted water across a driveway, therefore it was necessary to place concrete pipe (RCP) to channel the water into the pond.

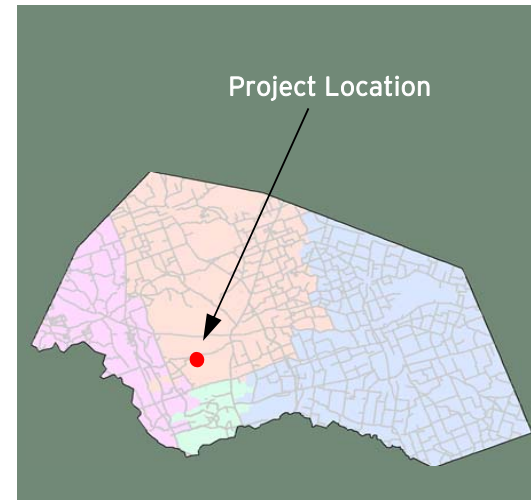
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	4/7/2020	\$155,032.95	\$ 455,317.54

3F: County Convenience. Additional work desired by the County. This Change Order pays for the completion of the signal at RM 2243/Southwest Bypass. The original plans only required the Contractor to install signal poles and illumination. The mast arms were to be delivered to the City of Georgetown for later installation. After the project began, the section of the Bypass constructed by the City of Georgetown opened and a signal warrant study was performed that indicated the intersection met warrants. This Change Order adds pay items for the signal heads, controller cabinet, wiring, vehicle detection system, and the labor and equipment to complete the work for a fully functional signal. This Change order also provides for the payment of retaining wall costs already incurred for Wall 6, prior to the decision to delete that wall from the Contract. Through discussions with the landowner and Engineer, the County decided to remove Wall 6 for safety concerns, maintenance issues and cost savings. It was also decided by the County to install 7 additional cliff overhang gates through negotiations with the landowner.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	4/7/2020	\$46,061.86	\$ 501,379.40

3F: County Convenience. Additional work desired by the County. This Change Order for the tree preservation, trimming, and debris removal. An arborist is required to determine the protection for trees in the work zone. A fence is included in this Change Order for tree protection

Adjusted Price = \$8,589,323.17



CR 176 at RM 2243

(RM 2243 at Parkside Parkway)

Project Length: 1 Mile

Roadway Classification: Rural Arterial

Project Schedule: August 2019 - May 2020

Estimated Construction Cost: \$2.6 Million



APRIL 2020 IN REVIEW

04/03/2020: The fence subcontractor finished installing posts, wire, and gates where required. Subcontractor Flasher laid out small sign locations.

04/10/2020: Subcontractor Flasher installed small signs throughout the project.

04/17/2020: Subcontractor Tx Materials placed the TY D hot mix asphalt on the ROW and on RM 2243. The RM 2243 eastbound lane was milled and then the TY D asphalt was placed.

04/24/2020: Subcontractor Flasher began to place paint striping.

05/01/2020: Joe Bland shouldered up topsoil along west side edge of pavement and performed general site clean-up. Reinforced concrete pipes for Culvert 1 across RM 2243 were delivered and stored on the job. Subcontractor Flasher installed paint striping, pavement markers and hand-work striping (words / arrows / median noses). Thermoplastic striping has begun on the hand work but not on the lane lines. Subcontractor Texas Curb Cut installed a driveway curb-cut near the south end of the project, as requested by the County.



Design Engineer: WSB & Associates
Contractor: Joe Bland Construction
Construction Observation:
Feng Chen, HNTB

Williamson County
Road Bond Program

CR 176 at RM 2243 (RM 2243 at Parkside Parkway)

Project No. 1901-285

Original Contract Price = \$2,447,560.00

<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>
1/8/2019	3/26/2019	7/26/2019	8/5/2019			420	0	420

<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u>	<u>% Time</u>
1	8/5/2019	8/7/2019	3	\$72,005.40	\$72,005.40	\$8,000.60	\$8,000.60	3	1
2	8/8/2019	8/31/2019	24	\$182,903.40	\$254,908.80	\$20,322.60	\$28,323.20	11	6
3	9/1/2019	9/30/2019	30	\$256,030.43	\$510,939.23	\$28,447.83	\$56,771.03	21	14
4	10/1/2019	10/31/2019	31	\$404,602.62	\$915,541.85	\$44,955.84	\$101,726.87	38	21
5	11/1/2019	11/30/2019	30	\$172,401.65	\$1,087,943.50	\$19,155.74	\$120,882.61	46	28
6	12/1/2019	12/31/2019	31	\$49,862.16	\$1,137,805.66	\$5,540.24	\$126,422.85	48	35
7	1/1/2020	1/31/2020	31	\$4,983.70	\$1,142,789.36	\$553.75	\$126,976.60	48	43
8	2/1/2020	2/29/2020	29	\$350,483.90	\$1,493,273.26	-\$48,383.27	\$78,593.33	59	50
9	3/1/2020	3/31/2020	31	\$148,264.69	\$1,641,537.95	\$7,803.40	\$86,396.73	65	57

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	12/17/2019	\$208,869.67	\$ 208,869.67

4B: Third Party Accommodation. Third party requested work. This Change Order adds relocation of the existing Brushy Creek Municipal Utility District (BCMUD) water line along CR 176 and revises the City of Georgetown water line relocations on the project.

Adjusted Price = \$2,656,429.67

2006 ROAD BOND PROGRAM PROJECTS

PRECINCT 4 - COMMISSIONER BOLES

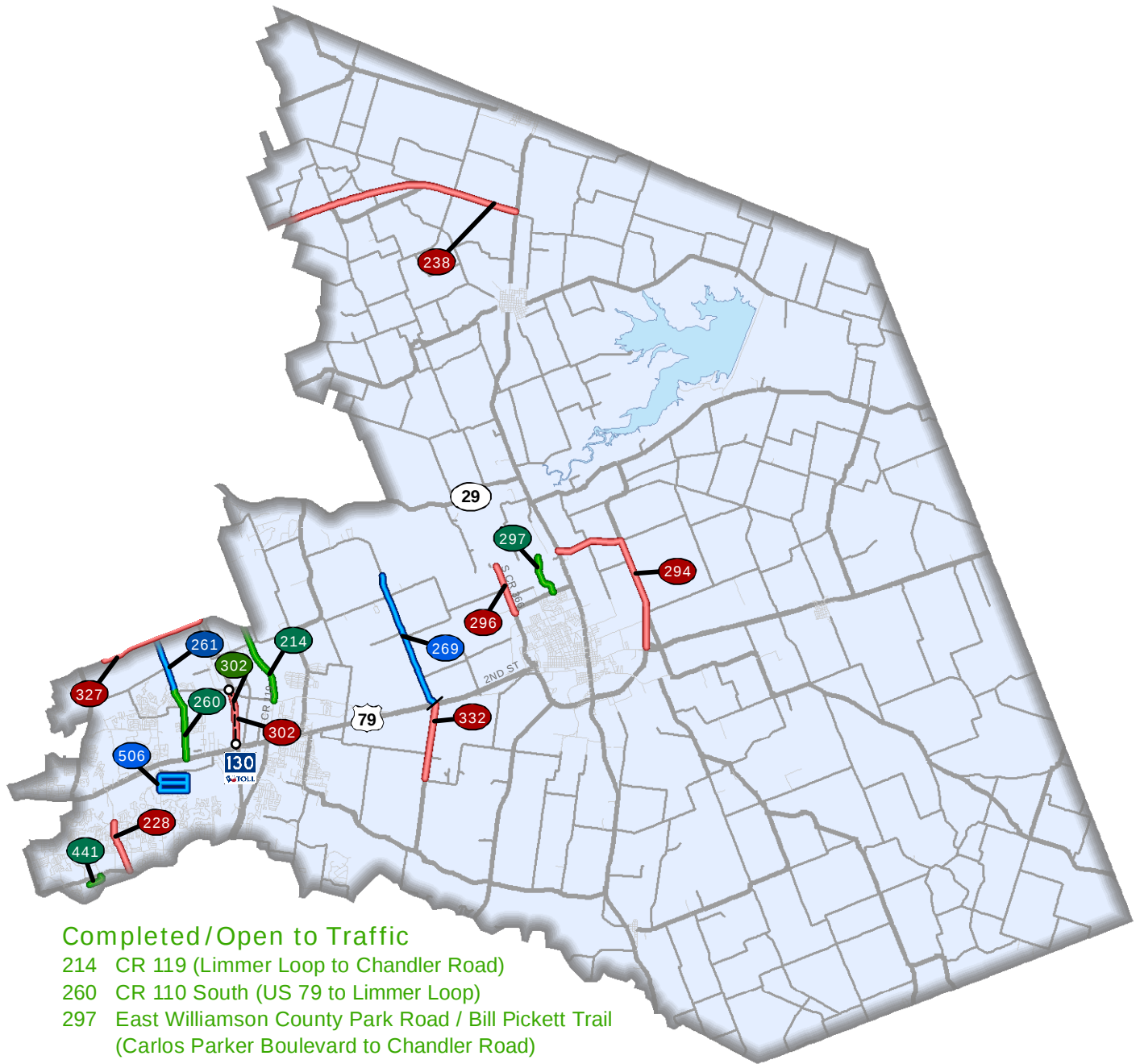
In Design
4.35 FM 1660 (PTF)

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 BOLES



Completed/Open to Traffic

- 214 CR 119 (Limmer Loop to Chandler Road)
- 260 CR 110 South (US 79 to Limmer Loop)
- 297 East Williamson County Park Road / Bill Pickett Trail
(Carlos Parker Boulevard to Chandler Road)
- 441 Roundville Lane (A.W. Grimes Boulevard to EBFR of SH 45)
- 302 SH 130 Traffic Study ○—○

Under Construction/Bidding

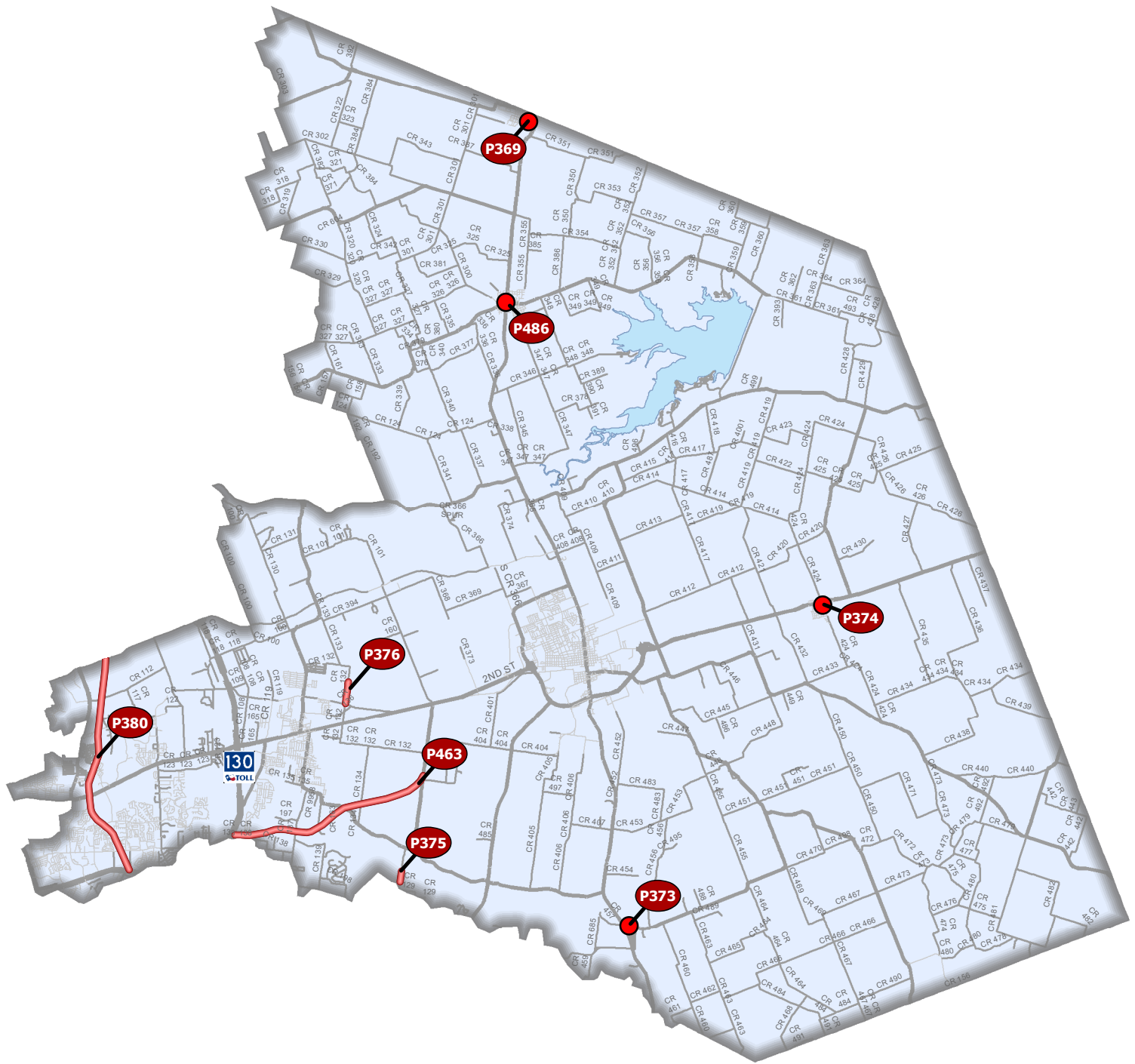
- 261 CR 110 Middle (Limmer Loop to CR 107)
- 269 CR 101 (US 79 to North of Chandler Road)
- 506 Oak Bluff and Greenfield Drainage Improvements

In Design

- 228 Kenney Fort Blvd Segments 2 and 3 (Forest Creek Boulevard to SH 45)
- 238 Ronald Reagan Boulevard Extension (IH 35 to SH 95)
- 294 Chandler Road Extension Phase 1 (Planning) (SH 95 to FM 619)
- 296 CR 366 Widening (Chandler Road to Carlos G. Parker Boulevard)
- 302 SH 130 Frontage Roads Phase 3 (SBFR US 79 to Limmer Loop)
- 327 University Boulevard (Chandler Road) Expansion (FM 1460 to SH 130)
- 332 FM 3349/US 79 Interchange

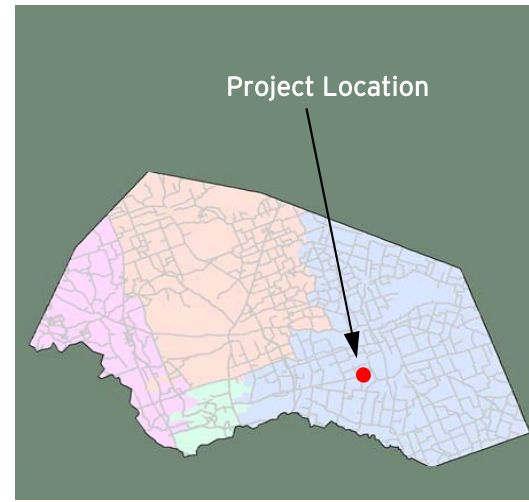
2019 ROAD BOND PROGRAM PROJECTS

PRECINCT 4 - COMMISSIONER BOLES



In Design

- P369 Bartlett Street Project
- P373 Coupland Street Project
- P374 Thrall Street Project
- P375 CR 129 (South of Brushy Creek to North of the South Williamson County Line)
- P376 Hutto Arterial (North of Limmer Loop to South of CR 394)
- P380 MoKan (University Boulevard to SH 45)
- P463 Southeast Loop (Corridor E1) (CR 138 to CR 137)
- P486 Davilla Street Culvert Replacement in Granger



CR 110 Middle

(Limmer Loop to CR 107)

Project Length: 2.2 Miles

Roadway Classification: Urban Arterial

Project Schedule: May 2019 - June 2020

Estimated Construction Cost: \$9.0 Million



APRIL 2020 IN REVIEW

04/03/2020: James Construction compacted flexible base from Culvert B to DeSoto Loop. Subcontractor RSI placed rock filter dams in the ditch from CR 112 to Culvert E. Subcontractor Elite formed curb and gutter north of CR 112.

04/10/2020: Subcontractor Texas Materials placed Type B Hot Mix asphalt at Builders First Driveway and CR 112. Subcontractor J.S. Communications spliced MCI/Verizon optical line at CR 112.

04/17/2020: Subcontractor Tx Materials placed Type B asphalt at University Boulevard, CR 107, and CR 110 Transition. Subcontractor RSI installed metal beam guard fence at Culvert F. Contractor HMI (Century Link) placed wire on the poles from Limmer Loop to north of CR 112.

04/24/2020: 6' X 3' reinforced concrete boxes were installed at Culvert C. Subcontractor G. Carter installed pipe at the traffic signal foundation.

05/01/2020: 12" riprap was placed at the safety end treatment on the south side of University Boulevard. Subcontractor J C Communications spliced fiber optic cable tie in at the north end. Subcontractor G Carter placed traffic signal poles, wire and cable for the traffic signals at University Boulevard.



Design Engineer: Kimley Horn
Contractor: James Construction
Construction Observation:
Dave Thomas, HNTB

Williamson County
Road Bond Program

CR 110 Middle (Limmer Loop to CR 107)
Project No. 1809-261

Original Contract Price = \$8,910,862.73

<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>	
12/14/2018	2/5/2019	4/26/2019	5/6/2019			390		390	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u>	<u>% Time</u>
1	5/6/2019	5/31/2019	26	\$719,064.06	\$719,064.06	\$79,896.01	\$79,896.01	9	7
2	6/1/2019	6/30/2019	30	\$327,805.09	\$1,046,869.15	\$36,422.78	\$116,318.79	13	14
3	7/1/2019	7/31/2019	31	\$406,884.79	\$1,453,753.94	\$45,209.43	\$161,528.22	18	22
4	8/1/2019	8/31/2019	31	\$391,244.33	\$1,844,998.27	\$43,471.59	\$204,999.81	23	30
5	9/1/2019	9/30/2019	30	\$88,385.54	\$1,933,383.81	\$9,820.61	\$214,820.42	24	38
6	10/1/2019	10/31/2019	31	\$295,167.52	\$2,228,551.33	\$32,796.39	\$247,616.81	27	46
7	11/1/2019	11/30/2019	30	\$424,033.35	\$2,652,584.68	\$47,114.82	\$294,731.63	33	54
8	12/1/2019	12/31/2019	31	\$511,268.18	\$3,163,852.86	\$56,807.57	\$351,539.20	39	62
9	1/1/2020	1/31/2020	31	\$385,342.62	\$3,549,195.48	\$42,815.85	\$394,355.05	44	69
10	2/1/2020	2/29/2020	29	\$514,688.36	\$4,063,883.84	\$57,187.60	\$451,542.65	50	77
11	3/1/2020	3/31/2020	31	\$344,124.14	\$4,408,007.98	\$38,236.01	\$489,778.66	54	85
12	4/1/2020	4/19/2020	19	\$293,737.21	\$4,701,745.19	\$32,637.47	\$522,416.13	58	90

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	10/8/2019	\$66,291.83	\$ 66,291.83

1A: Design Error or Omission. Incorrect PS&E. This Change Order revises items and quantities for the traffic signals. 3F: County Convenience. Additional work desired by the County. This Change Order adds items for temporary sediment control fencing (install and remove) and documents the credit to the contract for materials (6'x4' box culvert) furnished by the County.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	12/17/2019	\$31,881.14	\$ 98,172.97

2G: Differing Site Conditions. Unadjusted utility (unforeseeable). This Change Order provides grading of the Limmer Loop ditch at CR 110, due to communication utility conflicts not being adjusted for the previous CR 110 South project. The ditch work must be completed, prior to construction of the requested driveway for the new corner store. The driveway permit has already been submitted to the County by the Developer.

Adjusted Price = \$9,009,035.70