



ROAD BOND PROGRAM

Construction Summary Report

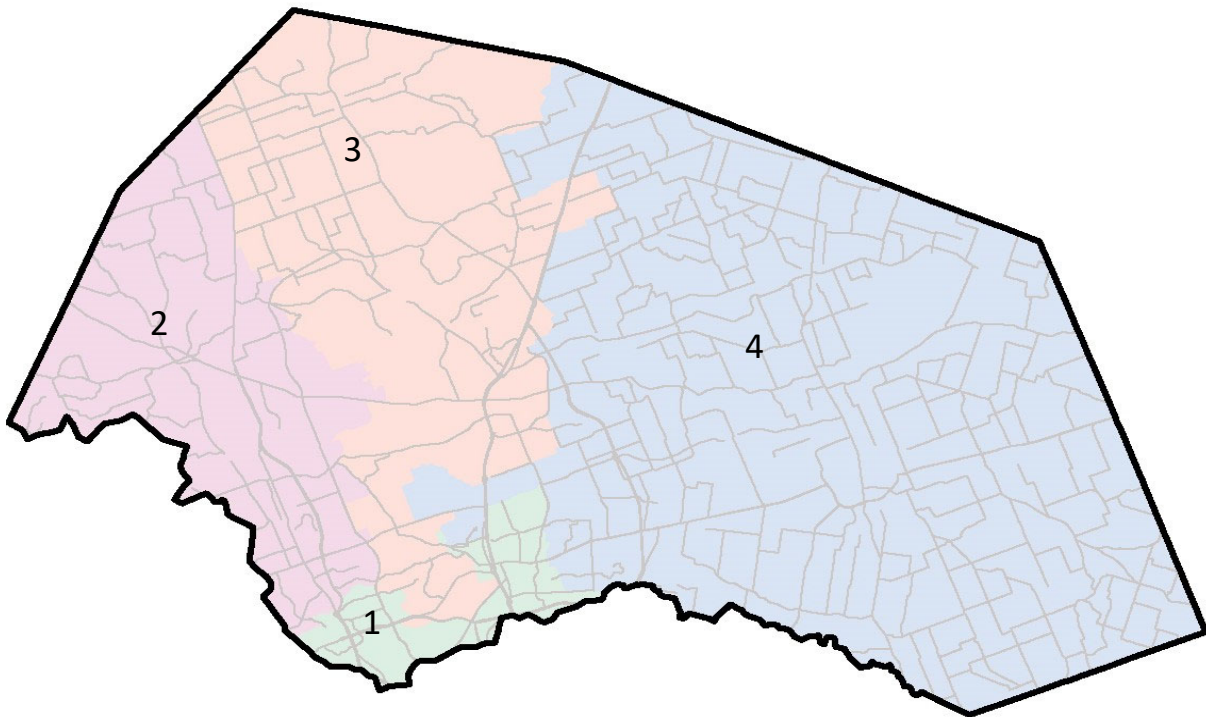
County Judge
Bill Gravell, Jr.

Commissioners
Terry Cook
Cynthia Long
Valerie Covey
Russ Boles

December 2022

WWW.ROADBOND.ORG

Volume XXI - Issue No.12



Presented By:



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WILLIAMSON COUNTY

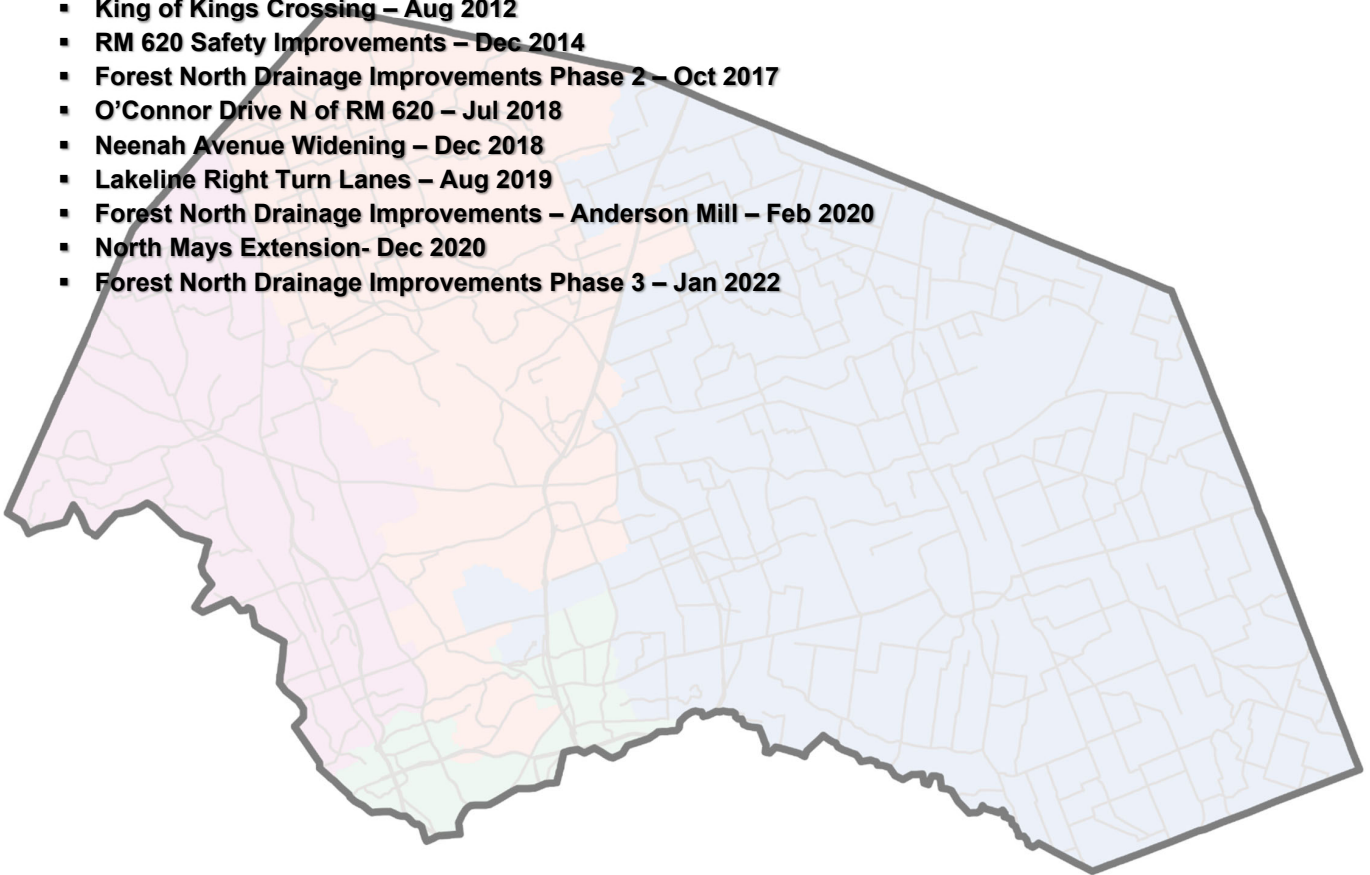
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2022

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
- Forest North Drainage Improvements Phase 2 – Oct 2017
- O'Connor Drive N of RM 620 – Jul 2018
- Neenah Avenue Widening – Dec 2018
- Lakeline Right Turn Lanes – Aug 2019
- Forest North Drainage Improvements – Anderson Mill – Feb 2020
- North Mays Extension- Dec 2020
- Forest North Drainage Improvements Phase 3 – Jan 2022



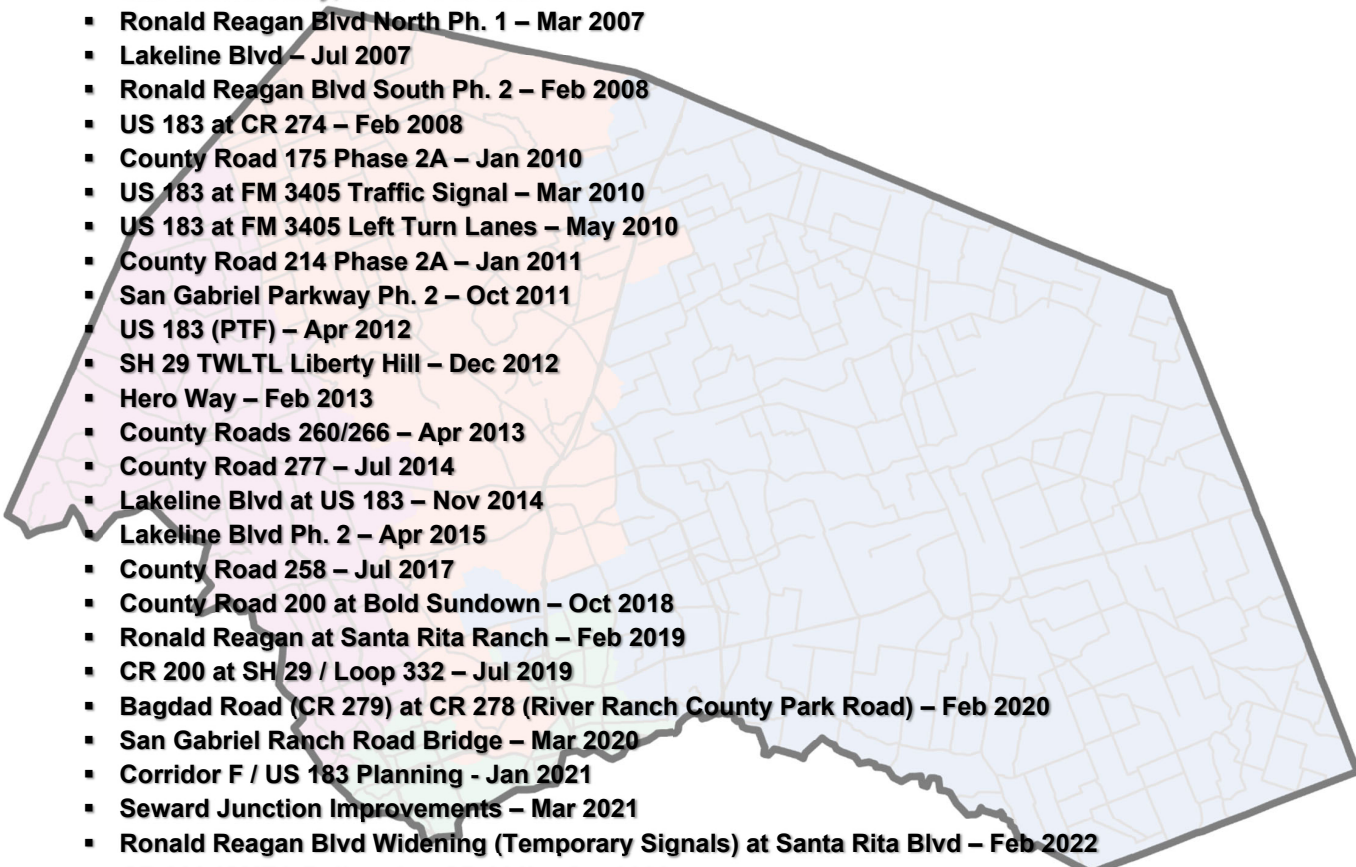
WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2022

Precinct 2

- 
- A map of Williamson County, Texas, with Precinct 2 highlighted in orange. The map shows the county's irregular shape and internal road network. Precinct 2 is located in the western part of the county, roughly between US 183 and US 29, and between Lakeline Blvd and County Road 200. The list of 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
 - Bagdad Road (CR 279) at CR 278 (River Ranch County Park Road) – Feb 2020
 - San Gabriel Ranch Road Bridge – Mar 2020
 - Corridor F / US 183 Planning - Jan 2021
 - Seward Junction Improvements – Mar 2021
 - Ronald Reagan Blvd Widening (Temporary Signals) at Santa Rita Blvd – Feb 2022
 - CR 200 (CMTA Railroad to CR 201) – Oct 2022

WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2022

Precinct 3

- 
- A map of Williamson County, Texas, with Precinct 3 highlighted in light blue. The map shows the county's irregular shape and internal road network. Precinct 3 is located in the western part of the county, roughly between the IH 35 corridor and the western border. The list of projects is organized into two columns, with the left column corresponding to the western part of Precinct 3 and the right column corresponding to the eastern part.
- 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 Relo. 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 NB 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 Int. Imp. – Aug 2016
 - Southwest Bypass Access Route – Jul 2017
 - Pearson Ranch Road – Oct 2017
 - Arterial H Extension Phase I – Feb 2018
 - Relo. of Williamson County Regional WL – Apr 2018
 - RM 620 Phase 2 – Jul 2018
 - Southwest Bypass Segment 1 – Sept 2018
 - Inner Loop Improvements – Dec 2018
 - Neenah Ave./Pearson Ranch Rd. Signal – Jan 2019
 - Southwest Bypass Segment 2 – Jan 2020
 - Great Oaks Dr. Water Line Relocations – Jun 2020
 - CR 176 @ RM 2243 – Oct 2020
 - Corridor H/Sam Bass Rd. Int. Signals – May 2021
 - Ronald Reagan Blvd./Silver Spur Blvd. – Jun 2021
 - Ronald Reagan Boulevard at Sun City – Jun 2021
 - IH 35 Ramp Reversals/FR Conversion – Sept 2021
 - O'Connor Drive Traffic Signals – Nov 2021
 - Hairy Man Rd./Brushy Creek Rd. Imp- Dec 2021
 - Ronald Reagan Blvd. at IH 35 Bridge – Dec 2021
 - Wyoming Springs Intersection Improvements (At Smyers Lane) – July 2022

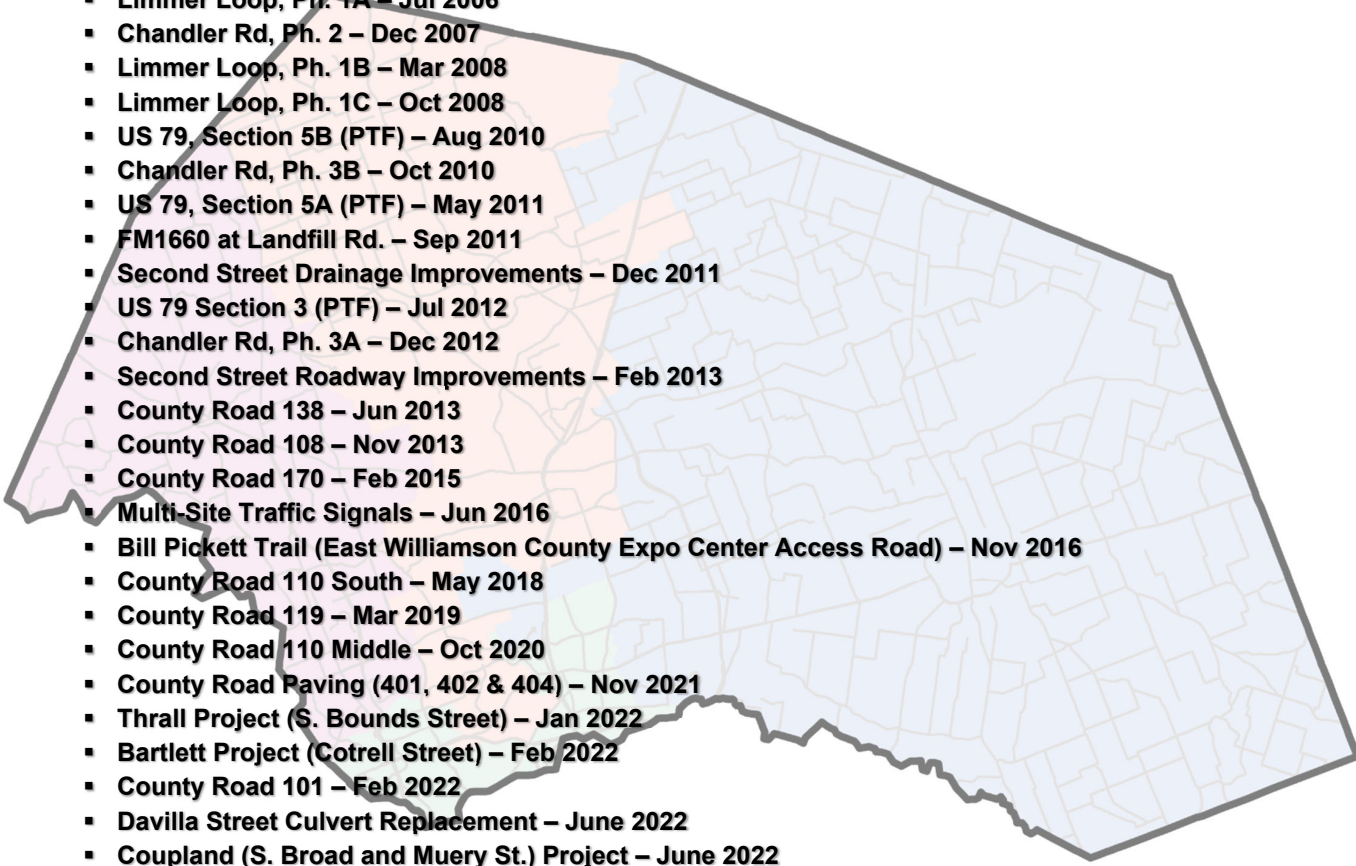
WILLIAMSON COUNTY

ROAD BOND PROGRAM

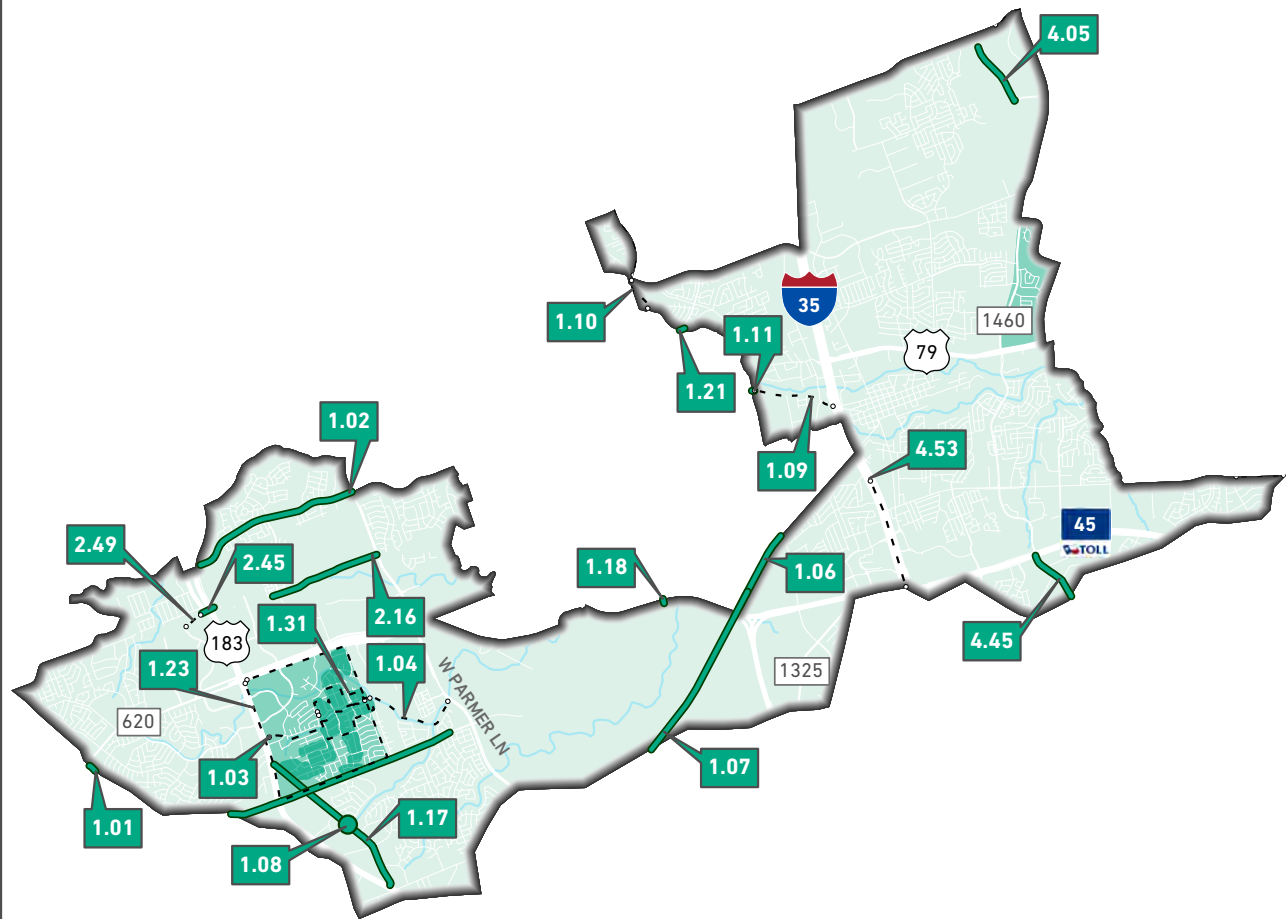
COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF NOVEMBER 2022

Precinct 4

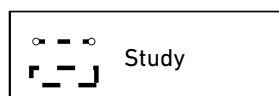
- 
- A map of Williamson County, Texas, with Precinct 4 highlighted in light blue. The map shows the county's irregular shape and internal road network. Precinct 4 is located in the western part of the county, near the border with Garza County. The list of completed projects is overlaid on the map, with some projects specifically located within the precinct boundaries.
- 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
 - County Road 110 Middle – Oct 2020
 - County Road Paving (401, 402 & 404) – Nov 2021
 - Thrall Project (S. Bounds Street) – Jan 2022
 - Bartlett Project (Cotrell Street) – Feb 2022
 - County Road 101 – Feb 2022
 - Davilla Street Culvert Replacement – June 2022
 - Coupland (S. Broad and Muery St.) Project – June 2022
 - CR 404 Hutto Water Line Realignment – Sept 2022

2000/2006 Road Bond Program Projects Precinct 1 - Commissioner Cook



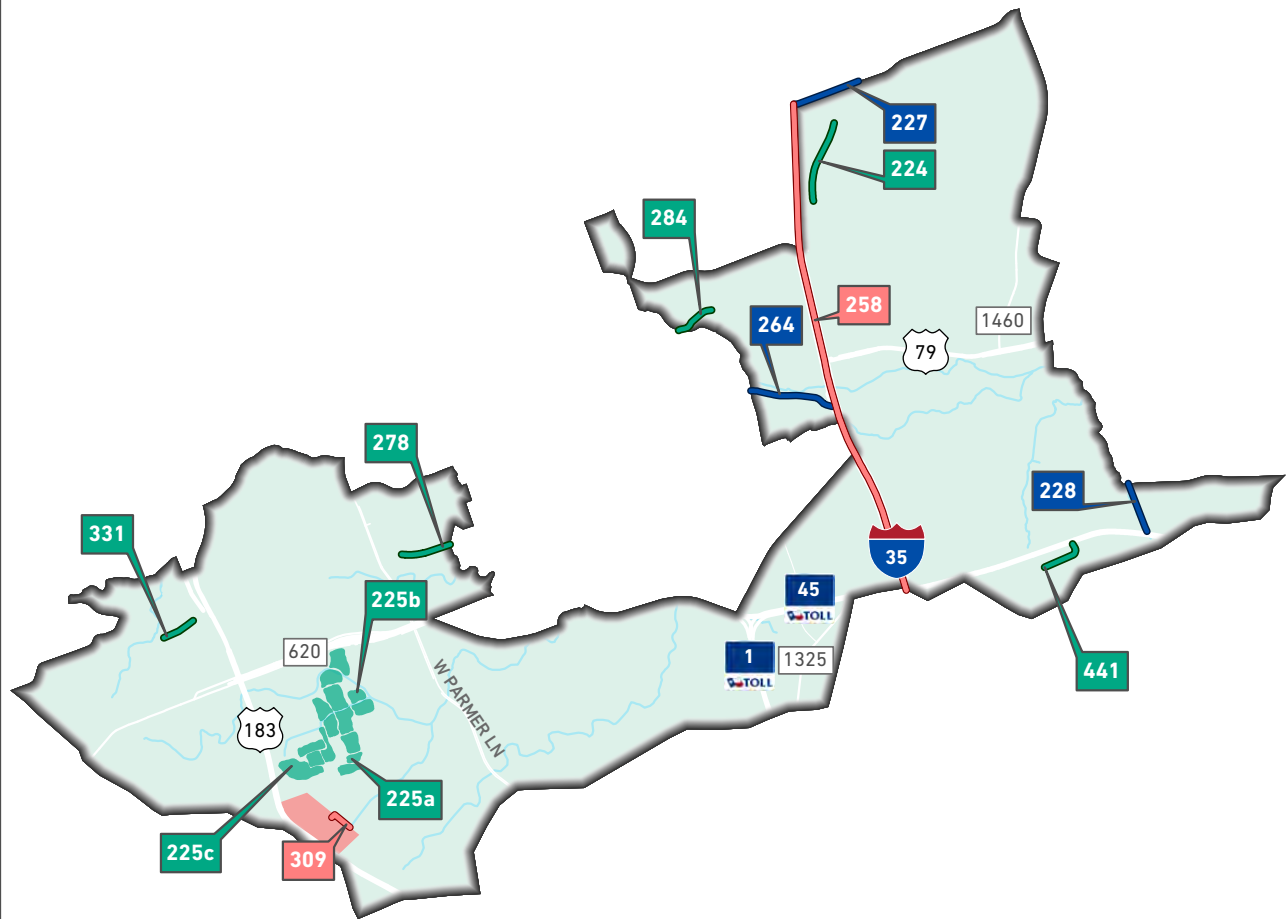
Completed/Open to Traffic

- 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 ☒ - - ☒
- 1.10 Wyoming Springs North ☒ - - ☒
- 1.11 RM 620 Interim Improvements - Phase 1
- 1.17 Pond Springs Road
- 1.18 O'Connor Overpass at SH 45
- 1.21 CR 174 (Hairy Man Rd.) Bridge Rail Rehab
- 1.23 Forest North Drainage Improvements - Phase 1 ☒ - - ☒
- 1.31 Forest North Drainage Improvements - Phase 2 ☒ - - ☒
- 1.31 Forest North Drainage Improvements - Phase 3 ☒ - - ☒
- 2.16 Lakeline Blvd. (Lyndhurst to Parmer Lane)
- 2.45 Lakeline Blvd. at US 183
- 2.49 Lakeline Blvd. Right Turn Lanes ☒ - - ☒
- 4.05 CR 112 - Phase 1
- 4.45 CR 170
- 4.53 IH 35 Operational Analysis ☒ - - ☒



2013 ROAD BOND PROGRAM PROJECTS

Precinct 1 - Commissioner Cook



In Design

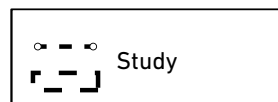
- 258 IH 35 Corridor Operational Analysis (SH 45 to RM 1431)
- 309 Pond Springs Road Area Drainage Improvements (Pond Springs Road area)

Under Construction/Bidding

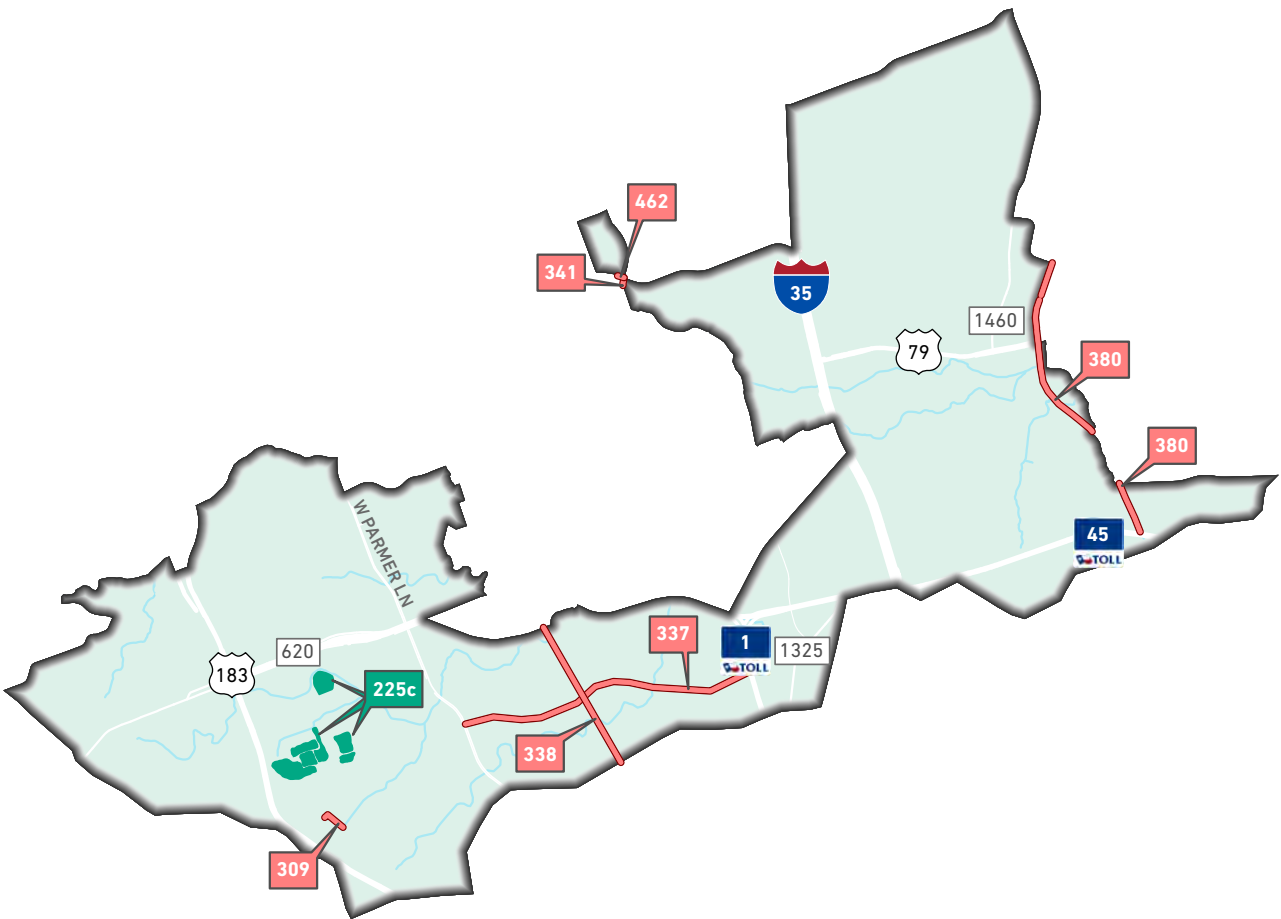
- 227 University Boulevard Widening (IH 35 to Sunrise Road)
- 228 Kenney Fort Boulevard Segments 2 and 3 (Forest Creek Boulevard to SH 45)
- 264 RM 620 at Railroad / Chisholm Trail (IH 35 Frontage Road to Deep Wood Drive)

Completed/Open to Traffic

- 224 North Mays Extension (Paloma Drive to Oakmont Drive)
- 225a Forest North Drainage Improvements Anderson Mill Zone
- 225b Forest North Drainage Improvements Phase 2
- 225c Forest North Drainage Improvements Phase 3 (Design)
- 278 Neenah Avenue Widening (Olive Hill Drive to 0.5 miles east of Olive Hill Drive)
- 284 Hairy Man Road/Brushy Creek Road Safety Improvements (Brushy Bend to Sam Bass Road)
- 331 Lakeline Boulevard Right Turn Lanes
- 441 Roundville Lane (A.W. Grimes Boulevard to EBFR of SH 45)



2019 ROAD BOND PROGRAM PROJECTS Precinct 1 - Commissioner Cook

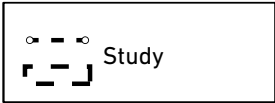


In Design

- 309 Pond Springs Road Area Drainage Improvements
- 337 Anderson Mill Road (FM734-Loop1)
- 338 RM 620/SH 45 intersection to McNeil Road
- 341 Wyoming Springs Extension (Brightwater Boulevard/Creek Bend to Sam Bass Road)
- 380 MoKan (University Boulevard to SH 45)
- 462 Corridor H/Sam Bass Road (RM 1431 to Wyoming Springs Drive)

Completed/Open to Traffic

- 225c Forest North Drainage Improvements Phase 3



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>Completion Certificate</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 | 12/16/2020 | | 410 | 279 | 689 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> | <u>% Time 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 | 5 |
| 3 | 3/1/2019 | 4/30/2019 | 61 | \$102,281.40 | \$628,005.60 | \$11,364.60 | \$69,778.40 | 6 | 13 |
| 4 | 5/1/2019 | 5/31/2019 | 31 | \$593,318.74 | \$1,221,324.34 | \$65,924.30 | \$135,702.70 | 12 | 18 |
| 5 | 6/1/2019 | 6/30/2019 | 30 | \$188,661.93 | \$1,409,986.27 | \$20,962.44 | \$156,665.14 | 13 | 22 |
| 6 | 7/1/2019 | 7/31/2019 | 31 | \$590,007.31 | \$1,999,993.58 | \$65,556.37 | \$222,221.51 | 19 | 27 |
| 7 | 8/1/2019 | 8/31/2019 | 31 | \$628,396.35 | \$2,628,389.93 | \$69,821.82 | \$292,043.33 | 25 | 31 |
| 8 | 9/1/2019 | 9/30/2019 | 30 | \$2,393,911.61 | \$5,022,301.54 | \$265,990.17 | \$558,033.50 | 47 | 36 |
| 9 | 10/1/2019 | 10/31/2019 | 31 | \$724,961.48 | \$5,747,263.02 | \$80,551.28 | \$638,584.78 | 54 | 40 |
| 10 | 11/1/2019 | 11/30/2019 | 30 | \$378,890.89 | \$6,126,153.91 | \$42,098.99 | \$680,683.77 | 58 | 45 |
| 11 | 12/1/2019 | 12/31/2019 | 31 | \$341,316.16 | \$6,467,470.07 | \$37,924.02 | \$718,607.79 | 61 | 49 |
| 12 | 1/1/2020 | 1/31/2020 | 31 | \$258,548.22 | \$6,726,018.29 | \$28,727.58 | \$747,335.37 | 64 | 54 |
| 13 | 2/1/2020 | 2/29/2020 | 29 | \$191,886.33 | \$6,917,904.62 | \$21,320.70 | \$768,656.07 | 65 | 58 |
| 14 | 3/1/2020 | 3/31/2020 | 31 | \$176,371.44 | \$7,094,276.06 | \$19,596.83 | \$788,252.90 | 67 | 62 |
| 15 | 4/1/2020 | 4/30/2020 | 30 | \$395,476.16 | \$7,489,752.22 | \$43,941.79 | \$832,194.69 | 71 | 67 |
| 16 | 5/1/2020 | 5/31/2020 | 31 | \$277,797.27 | \$7,767,549.49 | \$30,866.36 | \$863,061.05 | 73 | 71 |
| 17 | 6/1/2020 | 6/30/2020 | 30 | \$385,340.38 | \$8,152,889.87 | \$42,815.60 | \$905,876.65 | 77 | 75 |
| 18 | 7/1/2020 | 7/31/2020 | 31 | \$418,604.43 | \$8,571,494.30 | \$46,511.61 | \$952,388.26 | 81 | 80 |
| 19 | 8/1/2020 | 8/31/2020 | 31 | \$202,731.51 | \$8,774,225.81 | \$22,525.72 | \$974,913.98 | 83 | 84 |
| 20 | 9/1/2020 | 9/30/2020 | 30 | \$117,670.32 | \$8,891,896.13 | \$13,074.48 | \$987,988.46 | 84 | 89 |
| 21 | 10/1/2020 | 10/31/2020 | 31 | \$305,827.52 | \$9,197,723.65 | \$33,980.83 | \$1,021,969.29 | 87 | 93 |
| 22 | 11/1/2020 | 11/30/2020 | 30 | \$190,635.28 | \$9,388,358.93 | \$21,181.70 | \$1,043,150.99 | 89 | 98 |
| 23 | 12/1/2020 | 12/31/2020 | 16 | \$338,985.41 | \$9,727,344.34 | \$37,665.05 | \$1,080,816.04 | 92 | 100 |
| 24 | 1/1/2021 | 2/28/2021 | 0 | \$165,603.43 | \$9,892,947.77 | \$18,400.38 | \$1,099,216.42 | 94 | 100 |
| 25 | 3/1/2021 | 5/31/2021 | 0 | \$1,535,933.64 | \$11,428,881.41 | -\$1,099,216.42 | \$0.00 | 97 | 100 |
| 26 | 6/1/2021 | 12/31/2021 | 0 | \$18,800.00 | \$11,447,681.41 | \$0.00 | \$0.00 | 97 | 100 |
| 27 | 1/1/2022 | 5/31/2022 | 0 | \$264,978.20 | \$11,712,659.61 | \$0.00 | \$0.00 | 100 | 100 |

11/30/2022 Comments - Contractor has completed the electrical work and submitted the meter application to the City of Round Rock

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 5/5/2020 | \$0.00 | \$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 | \$24,898.11 | \$ 24,898.11 |

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.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 03 | 10/6/2020 | \$67,872.45 | \$ 92,770.56 |

3F: County Convenience. Additional work desired by the County. This Change Order compensates the Contractor for adding electronic portable changeable message boards to provide advance notification of the closure of North Mays, from Jeffery Way to Paloma Drive. The Change Order also adds compensation for the removal of the City of Round Rock Public Safety Training Center sign. Electrical ground boxes and installation of illumination on the Chandler Branch bridge will be added at the request of Oncor.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 04 | 10/6/2020 | \$21,002.40 | \$ 113,772.96 |

1A: Design Error or Omission. Incorrect PS&E. This Change Order adds a 24" encasement to the relocation of the new City of Round Rock 12" Water Line A that crosses the roadway at the north end of the project. The installation of the water line was included in the plans, but the encasement was not. The encasement is required to protect the water line under the roadway.

| | | | |
|----------------------------|-----------------|---------------------|------------------|
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
| 05 | 2/23/2021 | \$194,528.81 | \$ 308,301.77 |

2G: Unadjusted utility (unforeseeable). This Change Order adds various changes to the project, including the additional cost of hauling embankment material due to delays in the relocation of existing utilities. 3F: Additional work desired by the County. Pay items were added for electronic changeable message boards that have been used during road closures at the south end of the project, a driveway on North Mays Street north of the City of Round Rock Public Safety Training Center, and traffic control devices that were added at the northbound lane drop transition at the north end of the project. 2E: Differing Site Conditions (unforeseeable). This Change Order also includes adjustment of existing water valve risers, a manhole in the North Mays Street and Paloma Drive intersection, and a wall along the sidewalk in front of the City of Round Rock Public Safety Training Center.

| | | | |
|----------------------------|-----------------|---------------------|------------------|
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
| 6 | 3/23/2021 | \$364,733.96 | \$ 673,035.73 |

6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds a pay item to compensate the Contractor for extended project overhead costs caused by delays to the utility relocation.

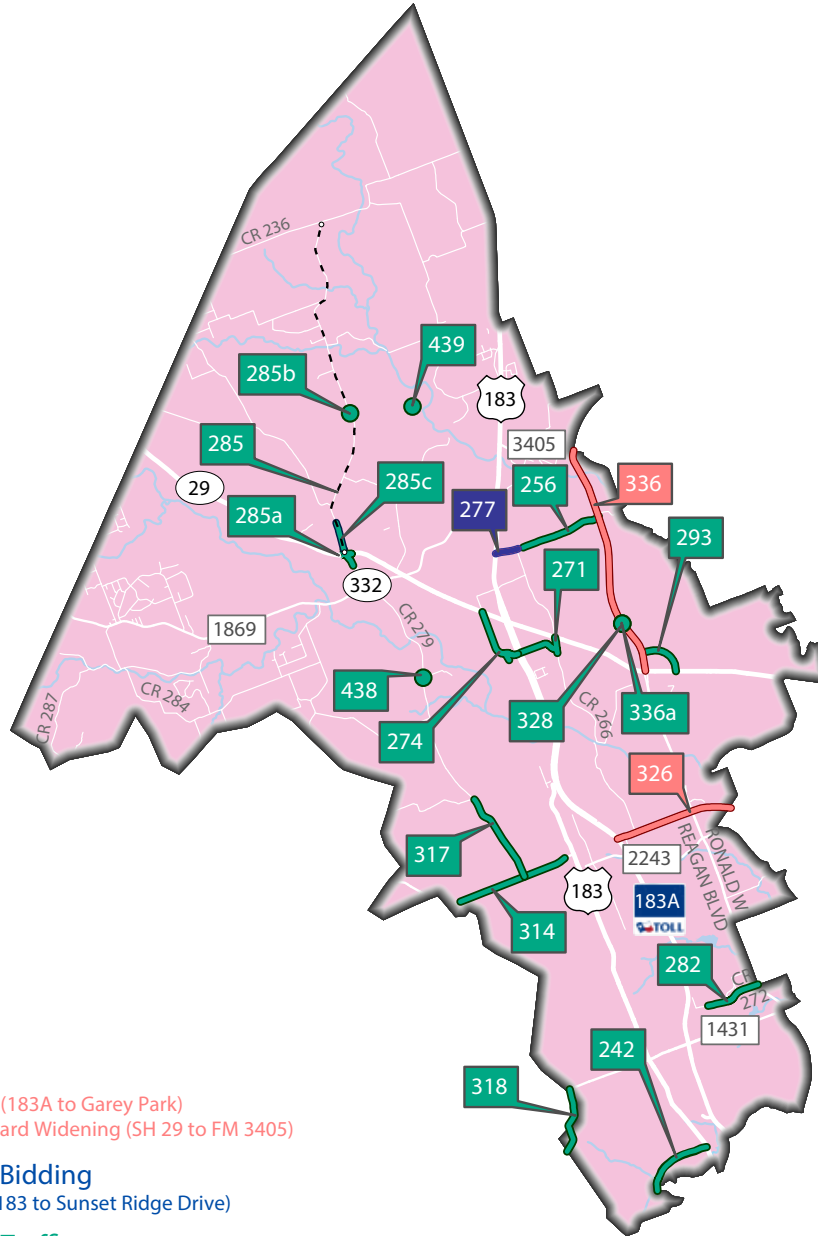
| | | | |
|----------------------------|-----------------|---------------------|------------------|
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
| 7 | 4/12/2022 | \$302,109.20 | \$ 975,144.93 |

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This Change Order provides the interim 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. This Change Order adds items to compensate the contractor for various work including installation of soil stabilization measures under the bridge. 4B: Third Party Accommodation. Third party requested work. This Change Order also adds a Force Account item to pay for the installation of Oncor illumination poles, wire and conduit south of the bridge.

Adjusted Price = \$11,750,980.68

2013 ROAD BOND PROGRAM PROJECTS

Precinct 2 - Commissioner Long



In Design

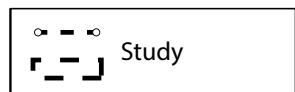
- 326 RM 2243 Realignment (183A to Garey Park)
- 336 Ronald Reagan Boulevard Widening (SH 29 to FM 3405)

Under Construction/Bidding

- 277 CR 258 Extension (US 183 to Sunset Ridge Drive)

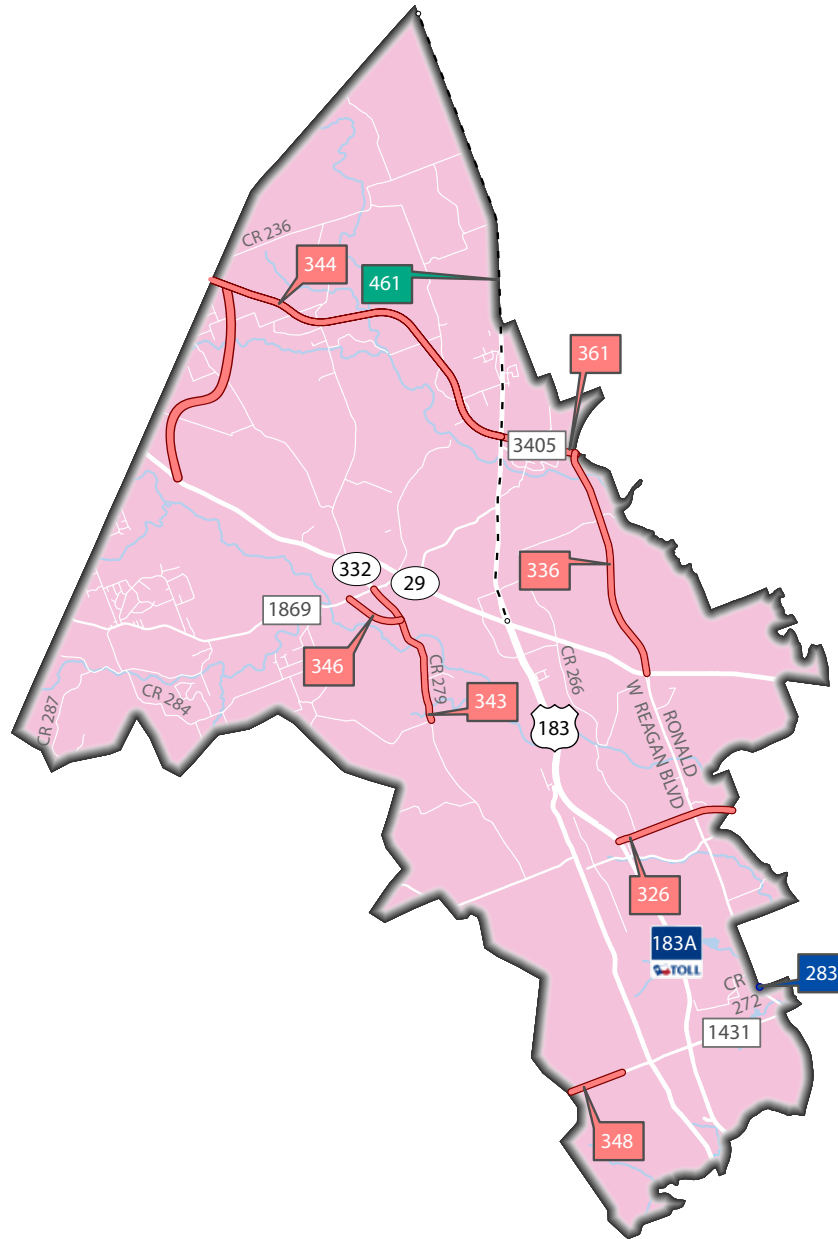
Completed/Open to Traffic

- 242 Little Elm Trail (Lakeline Boulevard to US 183)
- 256 CR 258 (Sunset Ridge to Reagan Boulevard)
- 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)
- 282 New Hope Drive Phase 1 (Cottonwood Creek Trail to Ronald Reagan Boulevard)
- 285 CR 200 Study and Schematic (SH 29 to CR 236)
- 285a SH 29 Intersection at CR 200/Loop 332
- 285b CR 200 at Bold Sundown Left Turn Lane
- 285c CR 200 (CMTA Railroad to CR 201)
- 293 Kauffman Loop Phase 1 - Two Lanes (northeast quadrant of Reagan at SH 29)
- 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
- 336a Ronald Reagan Boulevard Widening & Temp Signals at Santa Rita Boulevard
- 438 Bagdad Road (CR 279) at CR 278 (River Ranch County Park Road)
- 439 San Gabriel Ranch Road Bridge at Lackey Creek



2019 ROAD BOND PROGRAM PROJECTS

Precinct 2 - Commissioner Long



In Design

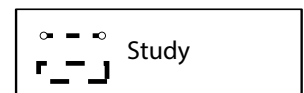
- 326 RM 2243 Realignment (US 183A to Garey Park)
- 336 Ronald Reagan Boulevard Widening (SH 29 to FM 3405)
- 343 Bagdad Road/CR 279 (Loop 332 to CR 281/Leander City Limits)
- 344 Corridor I2 (Burnet County Line to US 183)
- 346 Liberty Hill (SH 29) Bypass (RM 1869 to CR 279)
- 348 Whitestone Boulevard Widening (Bagdad Road to Anderson Mill Road)
- 361 Corridor I1 (FM 3405) (US 183 to Ronald Reagan Boulevard)

Under Construction/Bidding

- 283 New Hope Drive Extension Phase 2A (Ronald Reagan Boulevard to Sam Bass Road)

Completed/Open to Traffic

- 461 Corridor F/US 183 (Williamson/Burnet County Line to SH 29)



CR 200 Reconstruction
Project No. T5023

Original Contract Price = \$4,975,515.09

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------------|------------------------------|
| 9/8/2021 | 9/30/2021 | 11/15/2021 | 11/25/2021 | 10/7/2022 | | 308 | 0 | 308 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 11/15/2021 | 12/3/2021 | 19 | \$322,884.45 | \$322,884.45 | \$35,876.05 | \$35,876.05 | 7 | 6 |
| 2 | 12/4/2021 | 12/31/2021 | 28 | \$243,429.75 | \$566,314.20 | \$27,047.75 | \$62,923.80 | 13 | 15 |
| 3 | 1/1/2022 | 1/28/2022 | 28 | \$322,421.76 | \$888,735.96 | \$35,824.64 | \$98,748.44 | 20 | 24 |
| 4 | 1/29/2022 | 2/28/2022 | 31 | \$522,074.39 | \$1,410,810.35 | \$58,008.27 | \$156,756.71 | 31 | 34 |
| 5 | 3/1/2022 | 3/28/2022 | 28 | \$360,789.80 | \$1,771,600.15 | \$40,087.75 | \$196,844.46 | 39 | 44 |
| 6 | 3/29/2022 | 4/29/2022 | 32 | \$353,052.72 | \$2,124,652.87 | \$39,228.08 | \$236,072.54 | 47 | 54 |
| 7 | 4/30/2022 | 5/27/2022 | 28 | \$352,739.26 | \$2,477,392.13 | \$39,193.25 | \$275,265.79 | 55 | 63 |
| 8 | 5/28/2022 | 7/1/2022 | 35 | \$185,880.12 | \$2,663,272.25 | \$20,653.35 | \$295,919.14 | 59 | 74 |
| 9 | 7/2/2022 | 8/1/2022 | 31 | \$258,962.10 | \$2,922,234.35 | \$28,773.57 | \$324,692.71 | 65 | 84 |
| 10 | 8/2/2022 | 9/2/2022 | 32 | \$660,525.72 | \$3,582,760.07 | \$73,391.74 | \$398,084.45 | 80 | 95 |
| 11 | 9/3/2022 | 9/30/2022 | 28 | \$865,676.01 | \$4,448,436.08 | -\$307,300.04 | \$90,784.41 | 91 | 104 |
| 12 | 10/1/2022 | 10/31/2022 | 6 | \$95,705.92 | \$4,544,142.00 | \$1,953.18 | \$92,737.59 | 93 | 106 |

11/30/2022 Comments - Smith Contracting continued working on miscellaneous punch list items

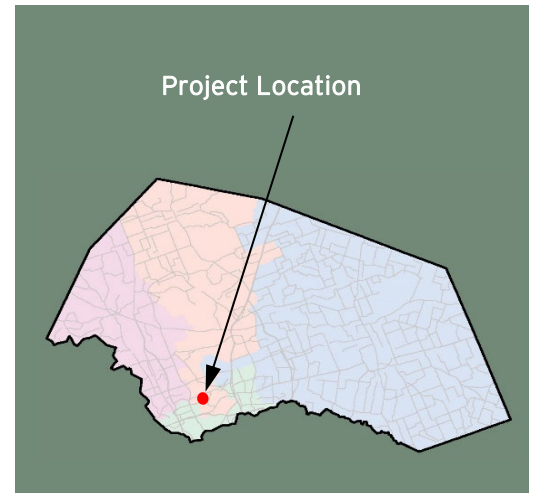
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 9/13/2022 | \$ 26,798.12 | \$ 26,798.12 |

1. Design Error and Omission: 1B.Other: This Change Order provides payment for additional drainage pipes needed to maintain positive drainage during the PH 1 construction of the detours. It also provides payment for the roadway signage called out in the plans, but not accounted for in the bid tabs and stripe elimination needed for the different phases of construction. 2. Differing Site Conditions (unforeseeable) 2G:Unadjusted Utility (Unforeseeable) This Change Order also provides payment to the contractor for lowering an AT&T line in-place so that Culvert 1 could be installed.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 9/13/2022 | \$ 4,058.92 | \$ 30,857.04 |

4B. Third Party Accommodation. Third party requested work. This Change Order provides payment to the contractor for replacing the existing concrete driveways at the entrances to the City of Liberty Hill's Park and revising the asphalt driveway quantity. With the existing driveways being concrete, it was requested by the City to go back in concrete.

Adjusted Price = \$5,006,372.13



CR 258 Extension (US 183 to Sunset Ridge Drive)

Project Length: 0.526 Miles
Roadway Classification: Major Collector

Project Schedule: October 2022 - January 2024
Estimated Construction Cost: \$6.2 Million



NOVEMBER 2022 IN REVIEW

11/4/22: Joe Bland Construction (JBC) began to build a construction entrance off CR 258 and started to clear ROW for the water line construction. Subcontractor BMP installed the silt fence and erosion control logs on the north side of the easement.

11/11/22: JBC cleared ROW, continued stripping topsoil, and removed trees and underbrush for water line construction.

11/18/22: JBC started clearing ROW, stripping topsoil, removed trees and underbrush for the roadway construction. JBC started pre-trenching for the water line. JBC installed concrete barrier and crash cushions for the Ronald Reagan widening at Elizabeth Parkway. Subcontractor BMP installed the silt fence for the roadway construction.

11/25/22: No work performed this week due to the inclement weather and holiday.



Design Engineer: American
Sturcturepoint
Contractor: Joe Bland Construction
Construction Observation:
Bruce Thurin, HNTB

Williamson County
Road Bond Program

**CR 258 Extension
Project No. 22IFB141**

Original Contract Price = \$5,836,754.36

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> |
|----------------|--------------|--------------------------|-------------------|-------------------------------|-------------------------------|-----------------------|-------------------|-------------------|
| 9/14/2022 | 9/27/2022 | 11/28/2022 | 12/8/2022 | | | 395 | | 395 |

11/30/2022 Comments- Notice to Proceed was issued on 11/28/22 with time charges starting on 12/8/22.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 11/11/2022 | \$ - | \$ - |

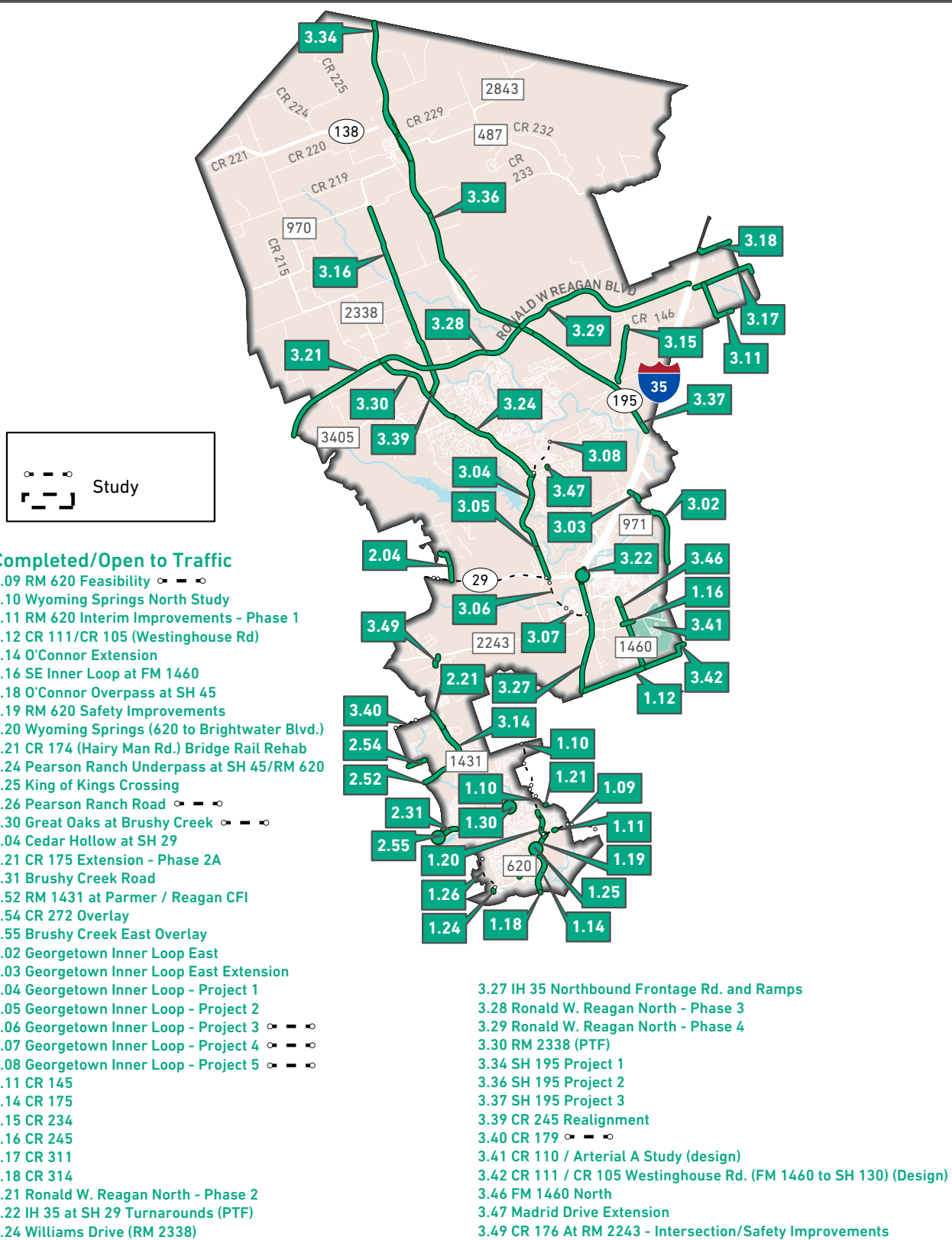
4B: Third Party Accommodation. Third party requested work. This Change Order modifies the Contract to require that City of Georgetown, (collectively referred to as the "City") be an additional insured to Joe Bland Construction's, L.P. (Contractor) commercial general liability (CGL) insurance policy and to their commercial auto liability (Auto Liability) insurance policy. Adding the City to the Contractor's insurance was in the terms and conditions of the Interlocal Agreement between the City and Williamson County.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 11/22/2022 | \$ 422,565.69 | \$ 422,565.69 |

3. County Convenience 3F: Additional Work Desired By The County: This Change Order adds items to the Contract for safety improvements needed at Ronald Reagan and Elizabeth Parkway. Ronald Reagan will be widened along the west side of the roadway to allow for a left turn lane into Elizabeth Parkway.

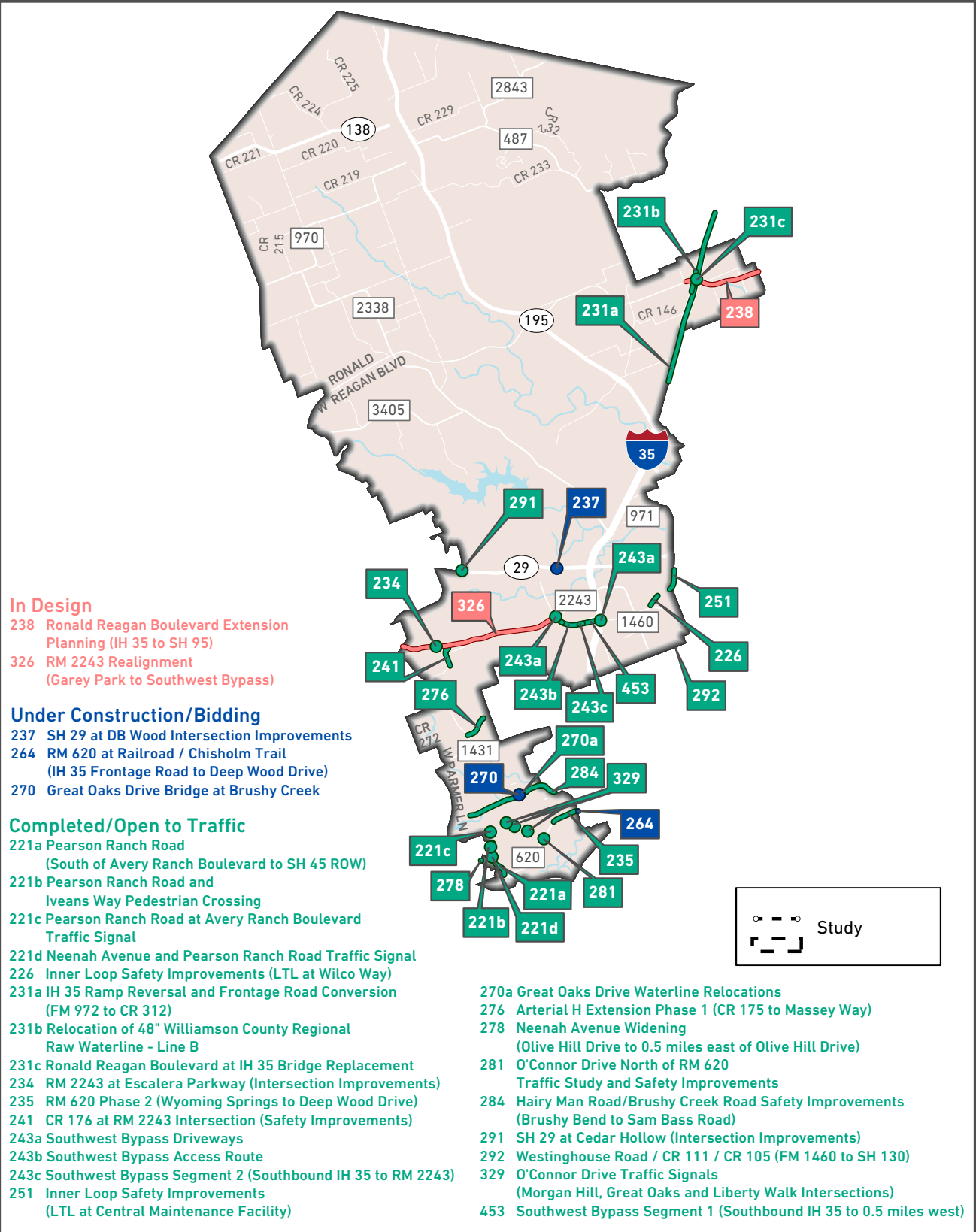
Adjusted Price = \$6,259,320.05

Precinct 3 - Commissioner Covey



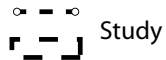
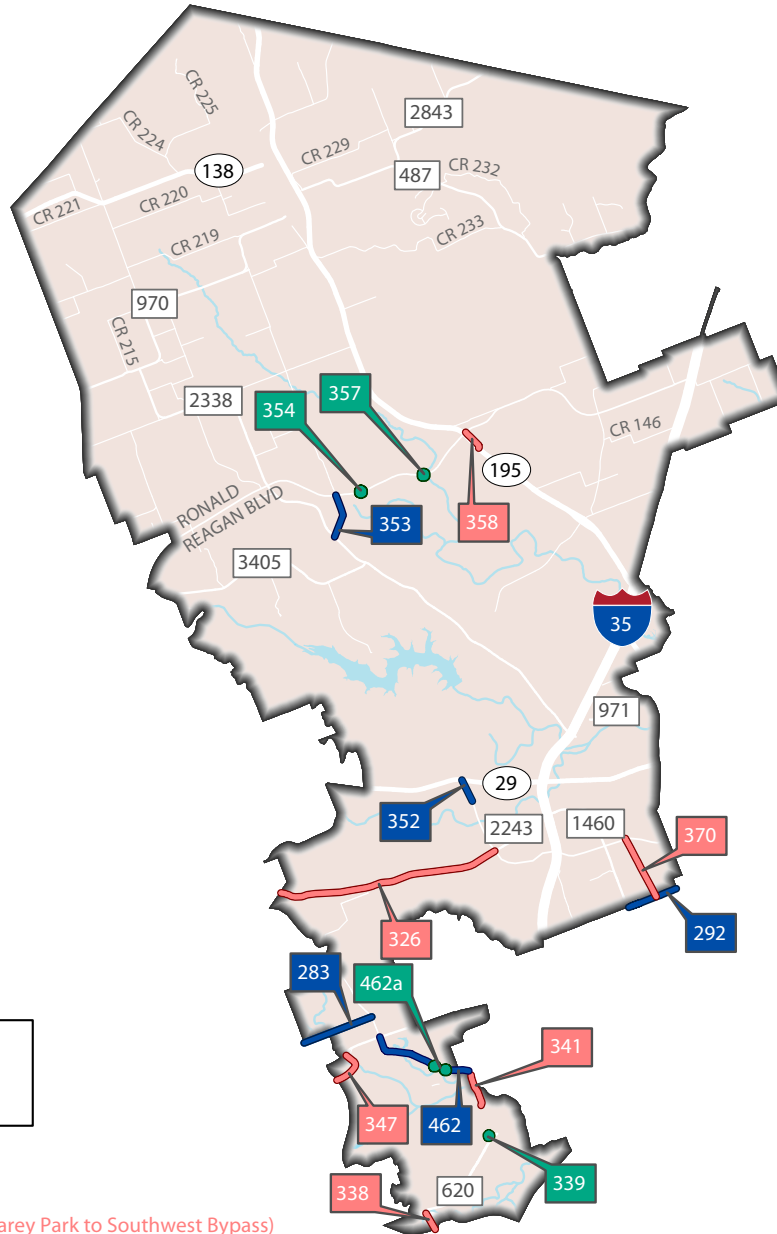
2013 ROAD BOND PROGRAM PROJECTS

Precinct 3 - Commissioner Covey



2019 ROAD BOND PROGRAM PROJECTS

Precinct 3 - Commissioner Covey



In Design

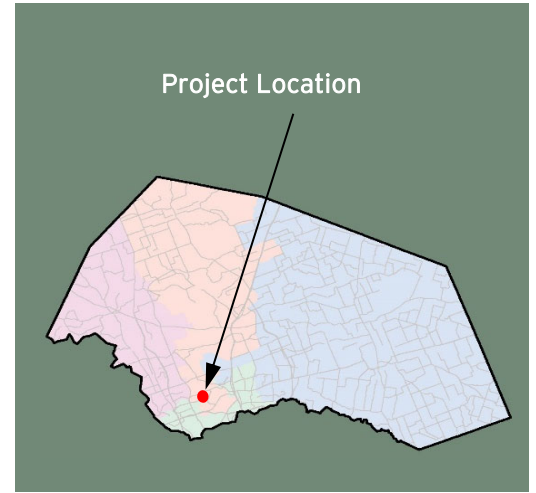
- 326 RM 2243 Realignment (Garey Park to Southwest Bypass)
- 338 RM 620/SH 45 intersection to McNeil Road
- 341 Wyoming Springs Extension (Brightwater Boulevard/Creek Bend to Sam Bass Road)
- 347 Toro Grande Boulevard Extension (Whitestone Boulevard to Parmer Lane)
- 358 SH 195 at Ronald Reagan Boulevard
- 370 MoKan (Georgetown Inner Loop to University Boulevard)

Under Construction/Bidding

- 292 CR111/CR105 Westinghouse (FM 1460 to SH 130)
- 283 New Hope Drive Extension Phase 2A (Ronald Reagan Boulevard to Sam Bass Road)
- 352 Southwest Bypass Extension (SH 29 to Wolf Ranch Parkway)
- 353 CR 245 (North of RM 2338 to Ronald Reagan Boulevard)
- 462 Corridor H/Sam Bass Road (RM 1431 to Wyoming Springs Drive)

Completed/Open to Traffic

- 339 Wyoming Springs Intersection Improvements (At Smyers Lane)
- 354 Ronald Reagan at Silver Spur Boulevard
- 357 Ronald Reagan at Sun City Boulevard
- 462a Corridor H/Sam Bass Road Interim Traffic Signals (Walsh Ranch Boulevard and Great Oaks Drive Intersections)



Great Oaks Drive Bridge at Brushy Creek (Along Great Oaks Drive from Brightwater Blvd to Oak Ridge Drive)

Project Length: 0.191 Miles
Roadway Classification: Major Collector

Project Schedule: September 2021 - Spring 2023
Estimated Construction Cost: \$10.7 Million



NOVEMBER 2022 IN REVIEW

11/4/22: The Phase 3 traffic switch to the new bridge was implemented. DeNucci Constructors installed the portable traffic barrier on the west side of the new bridge. DeNucci began excavating the existing Great Oaks southbound roadway south of Brushy Creek Road. Subcontractors AWP and DIJ set the signs and placed striping for the Phase 3 traffic control.

11/11/22: DeNucci Constructors poured the top leveling pad on both the right and left retaining walls along Brushy Creek Road. DeNucci began potholing the Round Rock 54" wastewater Line at the west footing for bridge Bent 2.

11/18/22: DeNucci Constructors prepared the subgrade and hauled in flexible base for the Brushy Creek Road west tie in. Subcontractor MG Drilling drilled and poured the drill shafts for the west footing at Bent 2.

11/25/22: DeNucci Constructors formed and poured the anchor slab at various locations on both the retaining walls along Brushy Creek Road. DeNucci set the steel and poured the drill shafts at Bent 2. Subcontractor MG Drilling drilled the shafts for footing 1 at Bent 2. Subcontractor GK Construction tied the steel for footing 1 at Bent 2.



Design Engineer: P.E. Structural
Contractor: DeNucci Constructors
Construction Observation:
Tracy Cooper, HNTB

Williamson County
Road Bond Program

Great Oaks Drive Improvements at Brushy Creek

Project No. T4327

Original Contract Price = \$10,580,634.11

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------------|------------------------------|
| 6/30/2021 | 8/3/2021 | 9/3/2021 | 9/13/2021 | | | 585 | | 585 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 9/13/2021 | 9/30/2021 | 18 | \$299,881.08 | \$299,881.08 | \$33,320.12 | \$33,320.12 | 3 | 3 |
| 2 | 10/1/2021 | 10/31/2021 | 31 | \$305,937.90 | \$605,818.98 | \$33,993.10 | \$67,313.22 | 6 | 8 |
| 3 | 11/1/2021 | 11/30/2021 | 30 | \$353,916.66 | \$959,735.64 | \$39,324.07 | \$106,637.29 | 10 | 14 |
| 4 | 12/1/2021 | 12/31/2021 | 31 | \$323,378.73 | \$1,283,114.37 | \$35,930.97 | \$142,568.26 | 13 | 19 |
| 5 | 1/1/2022 | 1/31/2022 | 31 | \$388,799.66 | \$1,671,914.03 | \$43,199.97 | \$185,768.23 | 17 | 24 |
| 6 | 2/1/2022 | 2/28/2022 | 28 | \$496,378.98 | \$2,168,293.01 | \$55,153.22 | \$240,921.45 | 22 | 29 |
| 7 | 3/1/2022 | 3/31/2022 | 31 | \$243,581.01 | \$2,411,874.02 | \$27,064.55 | \$267,986.00 | 25 | 34 |
| 8 | 4/1/2022 | 4/30/2022 | 30 | \$232,084.08 | \$2,643,958.10 | \$25,787.13 | \$293,773.13 | 27 | 39 |
| 9 | 5/1/2022 | 5/31/2022 | 31 | \$754,642.60 | \$3,398,600.70 | \$83,849.18 | \$377,622.31 | 35 | 45 |
| 10 | 6/1/2022 | 6/30/2022 | 30 | \$340,143.43 | \$3,738,744.13 | \$37,793.71 | \$415,416.02 | 39 | 50 |
| 11 | 7/1/2022 | 7/31/2022 | 31 | \$475,914.67 | \$4,214,658.80 | \$52,879.41 | \$468,295.43 | 44 | 55 |
| 12 | 8/1/2022 | 8/31/2022 | 31 | \$373,966.90 | \$4,588,625.70 | \$41,551.87 | \$509,847.30 | 48 | 60 |
| 13 | 9/1/2022 | 9/30/2022 | 30 | \$334,474.19 | \$4,923,099.89 | \$37,163.80 | \$547,011.10 | 51 | 65 |
| 14 | 10/1/2022 | 10/31/2022 | 31 | \$596,227.60 | \$5,519,327.49 | \$66,247.51 | \$613,258.61 | 57 | 71 |

11/30/2022 Comments - Phase 3 is ongoing with an anticipated completion date of April 2023.

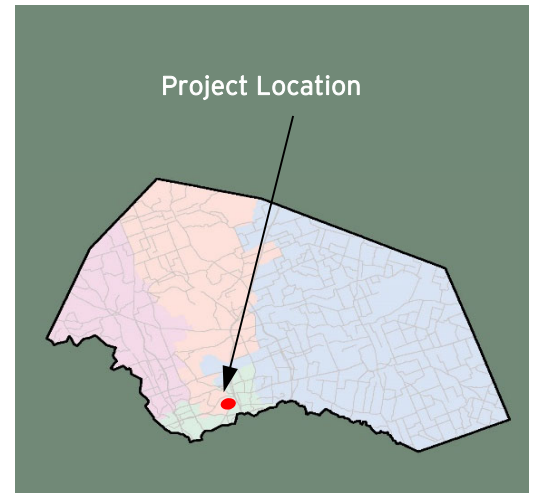
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 3/29/2022 | \$ 29,487.96 | \$ 29,487.96 |

4B: Third Party Accommodation. Third Party Requested Work, 2E: Differing Site Condition. Miscellaneous difference in site conditions (unforeseeable), 6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds items to pay the Contractor to pour a concrete cap over an existing City of Round Rock (CORR) wastewater manhole at Bent, excavate to find an existing CORR wastewater line trench, and for standby costs due to a conflict with existing ATT line at Culvert C.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 9/13/2022 | \$ 100,234.16 | \$ 129,722.12 |

6C. Untimely ROW/Utilities. Utilities not clear. This Change Order adds an item to pay the Contractor for emergency repairs to the existing City of Round Rock wastewater line that was damaged while drilling for a drill shaft for the Hairy Man bridge abutment. Cost sharing (one third) was agreed to by the County with the contractor, DeNucci Constructors.

Adjusted Price = \$10,710,356.23



**CR 111 Westinghouse Road
(FM 1460 to SH 130 and CR 110 North to CR 111)**

**Project Length: 4.633 Miles
Roadway Classification: Rural Collector**

**Project Schedule: January 2022 - Spring 2024
Estimated Construction Cost: \$21.8 Million**



NOVEMBER 2022 IN REVIEW

11/4/22: Capital Excavation continued open-trenching for the 36-inch steel casing with 24-inch water line across the section of CR 110 at the west side of Bell Gin Road, and a 4-inch water line parallel to CR110 North. Subcontractor Tom Arnold Drilling plugged two water wells at Bell Gin Road and CR 105 Spur.

11/11/22: Capital Excavation bored across the road east of Bell Gin for a 20-inch steel casing and a 12-inch water line. Capital excavated subgrade for the road west of Gateway School and Bell Gin Road. The contractor placed concrete for driveway west of Culvert 2 and flexible base for driveways west of Bell Gin Road. The contractor began placing the storm drain systems west of Gateway School and Bell Gin Road.

11/18/22: Capital Excavation connected a new 24-inch and 16-inch water lines to existing water lines between Rock Ride and Bell Gin Road and the CR 105 Spur. Capital excavated, graded subgrade and began placing flexible base for the road west of Gateway School and west of Bell Gin Road. The contractor completed placing the storm drain west of Gateway School.

11/25/22: Capital Excavation began boring for a 4-inch steel casing across the roadway west of SH 130. Capital placed a second lift of flexible base for proposed road west of Gateway School and West of Bell Gin Road.



**Design Engineer: Steger Bizzell
Contractor: Capital Excavation
Construction Observation:
Chuck Evans, HNTB**

**Williamson County
Road Bond Program**

CR 111 Westinghouse Road
Project No. 22IFB39

Original Contract Price = \$21,024,332.88

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------------|------------------------------|
| 12/15/2021 | 1/11/2022 | 1/20/2022 | 1/30/2022 | | | 700 | | 700 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 2/1/2022 | 2/28/2022 | 28 | \$142,149.86 | \$142,149.86 | \$15,794.43 | \$15,794.43 | 1 | 4 |
| 2 | 3/1/2022 | 3/31/2022 | 31 | \$1,624,724.26 | \$1,766,874.12 | \$180,524.92 | \$196,319.35 | 9 | 8 |
| 3 | 4/1/2022 | 4/30/2022 | 30 | \$1,286,121.32 | \$3,052,995.44 | \$142,902.37 | \$339,221.72 | 16 | 13 |
| 4 | 5/1/2022 | 5/31/2022 | 31 | \$1,110,146.62 | \$4,163,142.06 | \$123,349.64 | \$462,571.36 | 21 | 17 |
| 5 | 6/1/2022 | 6/30/2022 | 30 | \$482,208.08 | \$4,645,350.14 | \$53,578.66 | \$516,150.02 | 24 | 21 |
| 6 | 7/1/2022 | 7/31/2022 | 31 | \$787,719.86 | \$5,433,070.00 | \$87,524.44 | \$603,674.46 | 28 | 26 |
| 7 | 8/1/2022 | 8/31/2022 | 31 | \$822,906.88 | \$6,255,976.88 | \$91,434.10 | \$695,108.56 | 32 | 30 |
| 8 | 9/1/2022 | 9/30/2022 | 30 | \$1,707,686.45 | \$7,963,663.33 | \$189,742.92 | \$884,851.48 | 41 | 35 |
| 9 | 10/1/2022 | 10/31/2022 | 31 | \$1,107,286.40 | \$9,070,949.73 | \$123,031.82 | \$1,007,883.30 | 46 | 39 |

11/30/2022 Comments - Roadway construction, storm sewer, and installation of water lines continues.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 5/3/2022 | \$233,364.00 | \$ 233,364.00 |

2 Differing in site conditions. (Unforeseeable) 2E. Miscellaneous difference in site conditions (unforeseeable) (item 9): This change order compensates the Contractor for over-excavating unsuitable material and importing embankment material from offsite that meets the requirements in the specifications. With the limited areas on the project to find suitable material it was agreed to import the required material. A Force Account item has been created to cover half of the cost of the imported material and half of the trucking. This amount is to cover this area and any other areas that may be encountered on site.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 5/3/2022 | \$7,553.84 | \$ 240,917.84 |

1B. Design Error or Omission. Other: This change order compensates the Contractor for upsize changes in 6 inlet and 1 junction box to accommodate pipe size design. The revisions affected estimate page 15, summary page 18, storm drainage pages; 149 for Inlet C-5 and C-6, page 150 for Inlets E-4 and E-5, page 151 for Inlet F-6, page 153 for Inlet I-6 and page 154 for Junction Box K.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 03 | 7/14/2022 | \$20,307.20 | \$ 261,225.04 |

1. Design Error or Omission. 1A: incorrect PS&E. This Change Order is in response to RFI 22 that updated the quantity for pay item 106-6002 OBLITERATING ABANDONED ROADWAY. The item has been recalculated and the difference is included in this Change Order to cover the actual quantity.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 04 | 7/13/2022 | \$454,267.40 | \$ 715,492.44 |

1. Design Error or omission. 1B. Other: This Change Order updates the bid item quantities that were revised in the plan set summary sheet, but not reflected in the Bid Form. The Change Order also includes pay items for 2 new items that were identified in the plans, but inadvertently left off the Bid Form.

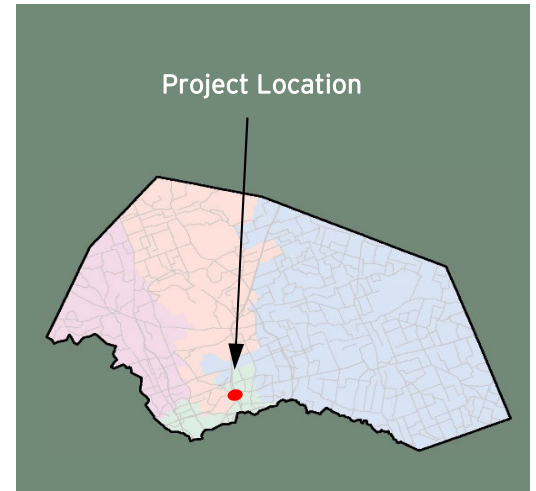
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 05 | 11/22/2022 | \$41,134.66 | \$ 756,627.10 |

1. Design Error or Omission. 1B. Other. The existing section of the roadway in front of Gateway School was constructed prior to the project letting. This portion of the roadway was to remain in place and the proposed roadway was to tie into it. The contractor constructed around this portion of the roadway so that the tie-ins would work with the current plan design. 1B. Other. This Change Order also adds items for flowable fill and concrete dissipaters at the culvert outfalls.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 06 | 11/22/2022 | \$24,159.20 | \$ 780,786.30 |

2. Differing Site Conditions: (Unforeseeable) 2J. Other: While clearing the ROW, 4 water wells were encountered. This Change Order provides payment to the Contractor for having the plugging and abandoning four (4) wells, by a licensed water well company. Upon completion of the well abandonment, plugging reports will be filed.

Adjusted Price = \$21,805,119.18



Southwest Bypass Extension (SH 29 to Wolf Ranch Parkway)

Project Length: .905 Miles
Roadway Classification: Minor Arterial

Project Schedule: August 2022 - Summer 2023
Estimated Construction Cost: \$4.3 Million



NOVEMBER 2022 IN REVIEW

11/4/22: Joe Bland Construction (JBC) continued milling the roadway to subgrade and excavating the ditches on the east and west side of the roadway from Wolf Ranch to SH 29. JBC graded for sidewalk south of Wolf Ranch Road and east of existing Southwest Bypass. JBC formed and placed sidewalk next to apartments.

11/11/22: JBC continued milling the roadway to subgrade and excavating the ditches along the roadway from Wolf Ranch to SH 29. JBC placed topsoil in the ditch along west side. JBC continued to form and place concrete sidewalk next to the apartments.

11/18/22: JBC continued milling the roadway to subgrade and excavating the ditches along the roadway from Wolf Ranch to SH 29. JBC formed and placed concrete sidewalk along the east side of the SW Bypass south of Wolf Ranch Parkway.

11/25/22: JBC continued milling the roadway to subgrade and excavating the ditches along the proposed roadway from Wolf Ranch to SH 29. JBC formed and placed concrete sidewalk along the east side of the SW Bypass.



Design Engineer: LJA
Contractor: Joe Bland Construction
Construction Observation:
Dave Thomas, HNTB

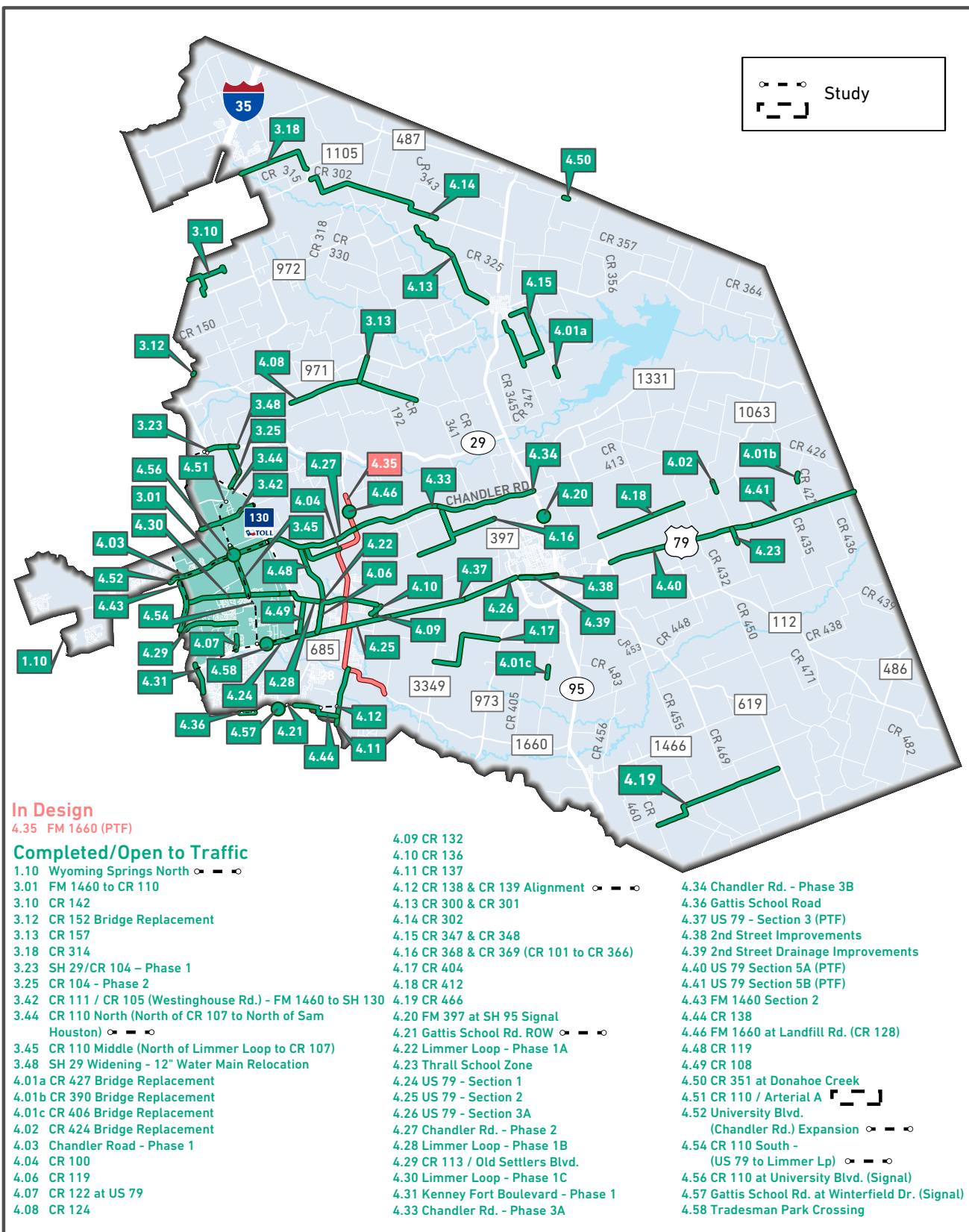
Williamson County
Road Bond Program

Project Name: Southwest Bypass Extension
Project No. 22IFB110

Original Contract Price = \$4,288,543.00

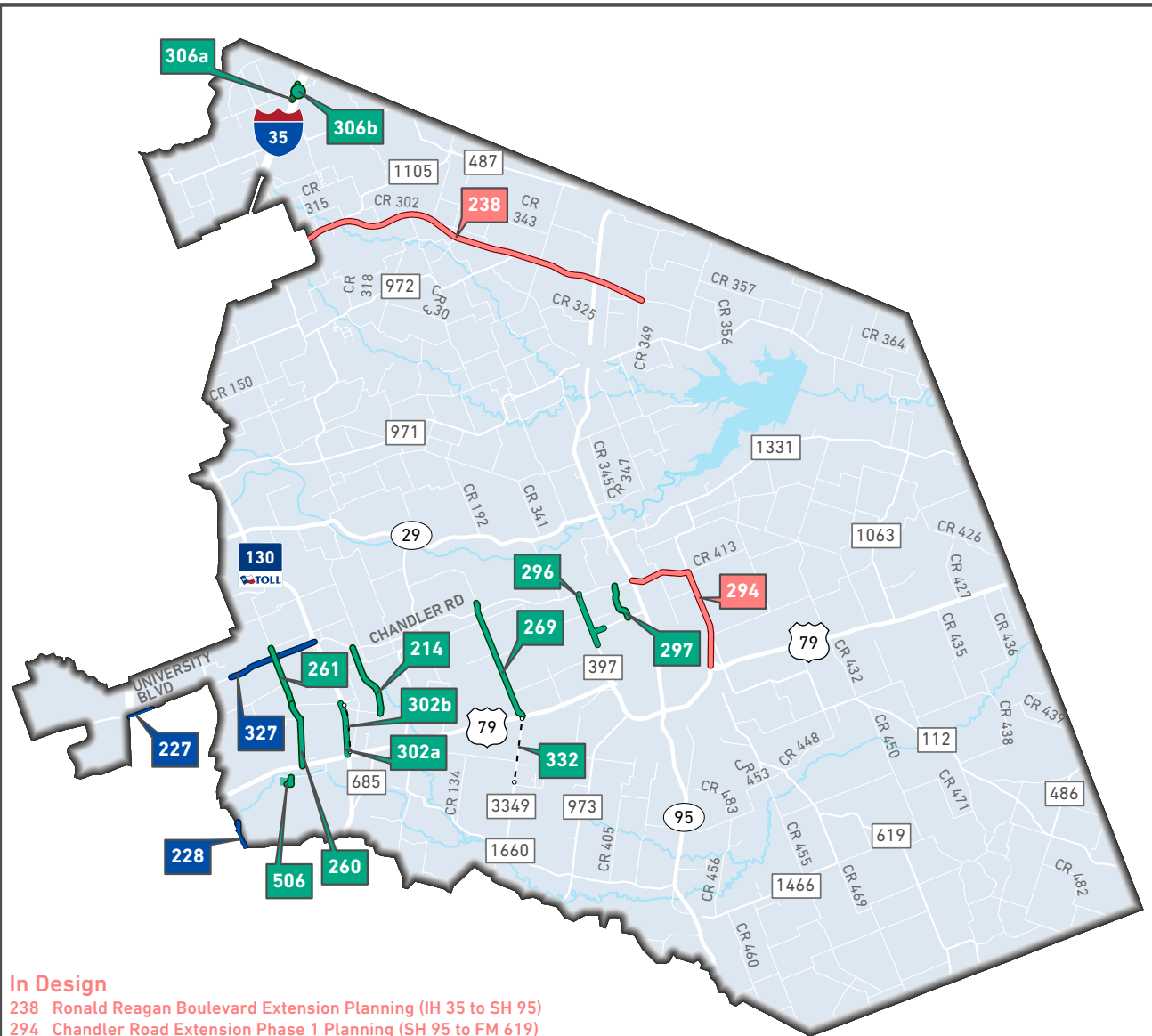
| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|---|--------------------------|---------------------|-------------------------------|-------------------------------|---------------------------------|------------------------|------------------------------|------------------------------|
| 6/23/2022 | 7/12/2022 | 8/18/2022 | 8/29/2022 | | | 239 | | 239 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 8/29/2022 | 8/31/2022 | 3 | \$77,542.20 | \$77,542.20 | \$8,615.80 | \$8,615.80 | 2 | 1 |
| 2 | 9/1/2022 | 9/30/2022 | 30 | \$126,769.50 | \$204,311.70 | \$14,085.50 | \$22,701.30 | 5 | 14 |
| 3 | 10/1/2022 | 10/31/2022 | 31 | \$460,653.35 | \$664,965.05 | \$51,183.71 | \$73,885.01 | 17 | 27 |
| 11/30/2022 | Comments - Contractor continues excavating drainage ditches and subgrade and placing concrete sidewalks throughout the project. | | | | | | | | |
| | | | | | | Adjusted Price = \$4,288,543.00 | | | |

2000/2006 Road Bond Program Projects Precinct 4 - Commissioner Boles



2013 ROAD BOND PROGRAM PROJECTS

Precinct 4 - Commissioner Boles



In Design

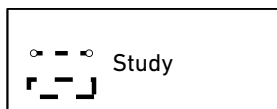
- 238 Ronald Reagan Boulevard Extension Planning (IH 35 to SH 95)
- 294 Chandler Road Extension Phase 1 Planning (SH 95 to FM 619)

Under Construction/Bidding

- 227 University Boulevard Widening (IH 35 to Sunrise Road)
- 228 Kenney Fort Boulevard Segments 2 and 3 (Forest Creek Boulevard to SH 45)
- 327 University Boulevard (Chandler Road) Expansion (FM 1460 to SH 130)

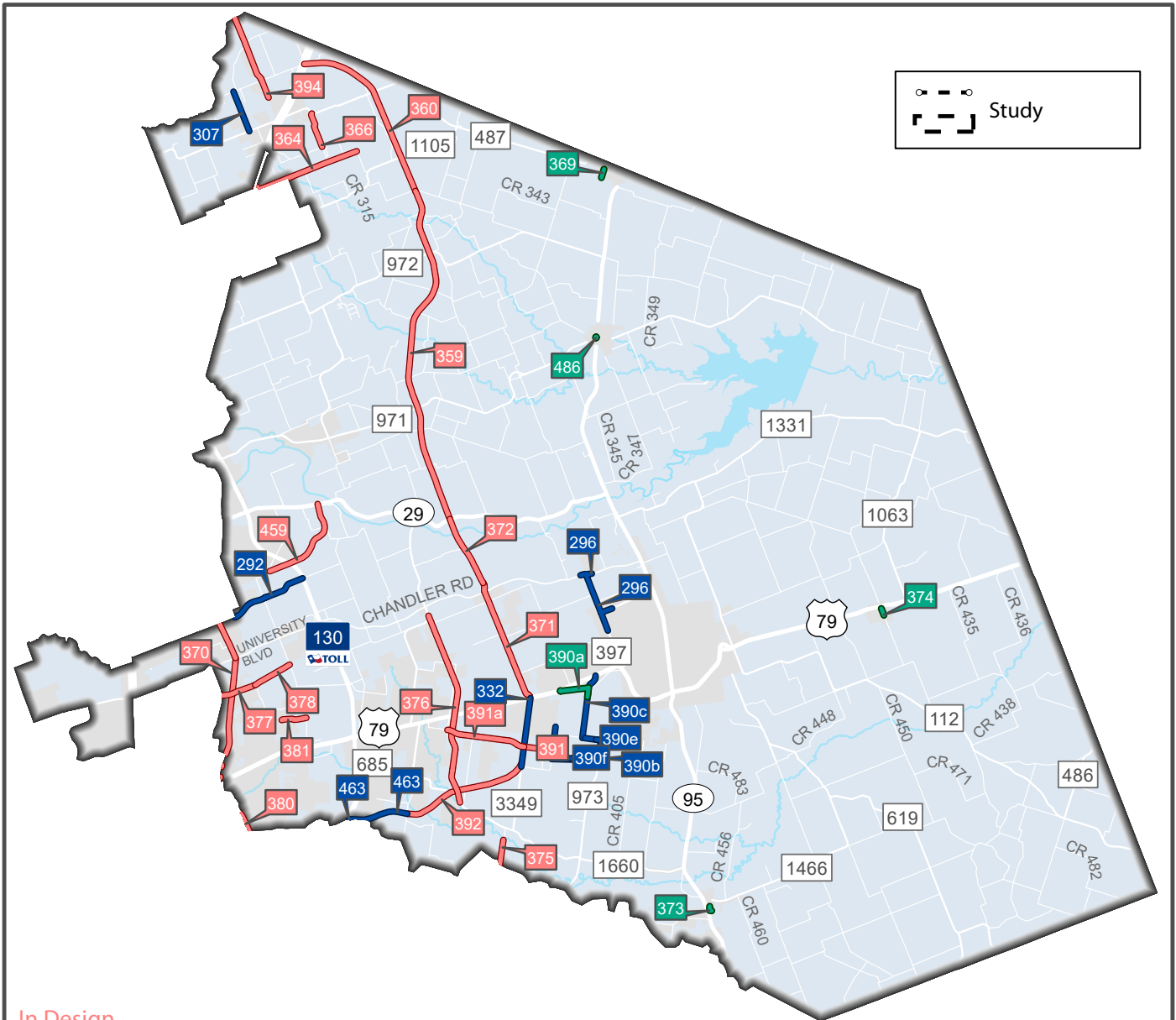
Completed/Open to Traffic

- 214 CR 119 (Limmer Loop to Chandler Road)
- 260 CR 110 South (US 79 to Limmer Loop)
- 261 CR 110 Middle (Limmer Loop to CR 107)
- 296 CR 366 Widening (Chandler Road to Carlos G. Parker Boulevard)
- 269 CR 101 (US 79 to North of Chandler Road)
- 297 East Williamson County Park Road / Bill Pickett Trail (Carlos Parker Boulevard to Chandler Road)
- 302a SH 130 Frontage Roads Phase 3 (Southbound Frontage Road US 79 to Limmer Loop)
- 302b SH 130 Traffic
- 306a Relocation of 48" Williamson County Regional Raw Waterline - Line A
- 306b CR 305 at IH 35 Bridge Replacement
- 332 FM 3349/US 79 Interchange (US 79 to CR 404)
- 506 Oak Bluff and Greenfield Drainage Improvements



2019 ROAD BOND PROGRAM PROJECTS

Precinct 4 - Commissioner Boles



In Design

- 359 Corridor E4 (Future SH 29 to Ronald Reagan Extension / Corridor D)
- 360 Corridor E5 (Ronald Reagan Extension / Corridor D to IH 35 / CR 305)
- 364 CR 314 Safety Improvement (IH 35 Northbound Frontage Rd to East of CR 3001)
- 366 CR 332 Realignment (South of FM 487 to North of CR 313)
- 370 MoKan (Georgetown Inner Loop to University Boulevard)
- 371 Corridor E2 (US 79 to Chandler Road / Corridor B2)
- 372 Corridor E3 (Chandler Road / Corridor B2 to Future SH 29)
- 375 CR 129 (South of Brushy Creek to North of the South Williamson County Line)
- 376 CR 134/CR 132 Extension (Hutto Arterial)
- 377 CR 112 Widening (FM 1460/A.W. Grimes to CR 117)
- 378 CR 112 Widening (CR 117 to CR 110)
- 380 MoKan (University Boulevard to SH 45)
- 381 Old Settlers Boulevard (North Red Bud Lane/CR 122 to CR 110)
- 391 CR 404 Realignment (CR 404 to FM 3349)
- 391a CR 132 Realignment
- 392 Southeast Loop Segment 2, Phase 1 (CR 137 to CR 404)
- 394 CR 307 Reconstruction (CR 307 North of CR 305 Jarrell)
- 459 Southeast Inner Loop Extension (Corridor C)
(Sam Houston Avenue at Patriot Way to SH 29)

Under Construction/Bidding

- 292 CR 111/CR 105 Westinghouse (FM 1460 to SH 130)
- 296 CR 366 (Chandler Road to Carlos G. Parker Boulevard Northwest)
- 307 Bud Stockton Extension (CR 305 to FM 487)
- 332 FM 3349/US 79 Interchange (US 79 to CR 404)
- 390c CR 401/CR 404 Improvements (US 79 to CR 404)
- 390e CR 404 at FM 973 (CR 404)
- 390f Future County Road (CR 404 to FM 973)
- 463 Southeast Loop Segment 1, Phase 1
(Corridor E1) (CR 138 to CR 137)

Completed/Open to Traffic

- 369 Bartlett Project (Cotrell Street)
- 373 Coupland Street Project (S. Broad & Muery Streets)
- 390a CR Improvements and Paving
(CR 401, CR 402, CR 404)
- 390b CR 404 Hutto Water Line Realignment (Along future CR 404, from CR 404 to CR 404 at FM 973)
- 374 Thrall Street Project - S. Bounds Street
- 486 Granger Project (Davilla Street Culvert)
(Davilla Street to N Walton Street)

CR 101 (US 79 to Chandler Road)
Project No. 2138

Original Contract Price = \$13,092,842.00

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|-------------------|---------------|
| 10/10/2019 | 11/5/2019 | 6/26/2020 | 7/6/2020 | 3/1/2022 | | 540 | | 540 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> | <u>% Time</u> |
| 1 | 7/6/2020 | 7/25/2020 | 20 | \$366,881.43 | \$366,881.43 | \$40,764.60 | \$40,764.60 | 3 | 4 |
| 2 | 7/26/2020 | 8/30/2020 | 36 | \$2,072,374.48 | \$2,439,255.91 | \$230,263.83 | \$271,028.43 | 21 | 10 |
| 3 | 8/31/2020 | 9/23/2020 | 24 | \$66,831.99 | \$2,506,087.90 | \$7,425.78 | \$278,454.21 | 21 | 15 |
| 4 | 9/24/2020 | 10/25/2020 | 32 | \$531,044.64 | \$3,037,132.54 | \$59,004.96 | \$337,459.17 | 26 | 21 |
| 5 | 10/26/2020 | 11/29/2020 | 35 | \$424,017.35 | \$3,461,149.89 | \$47,113.04 | \$384,572.21 | 30 | 27 |
| 6 | 11/30/2020 | 12/27/2020 | 28 | \$709,324.00 | \$4,170,473.89 | \$78,813.77 | \$463,385.98 | 36 | 32 |
| 7 | 12/28/2020 | 1/27/2021 | 31 | \$294,970.38 | \$4,465,444.27 | \$32,774.49 | \$496,160.47 | 38 | 38 |
| 8 | 2/1/2021 | 2/28/2021 | 28 | \$293,948.14 | \$4,759,392.41 | \$32,660.91 | \$528,821.38 | 41 | 43 |
| 9 | 3/1/2021 | 3/31/2021 | 31 | \$367,172.81 | \$5,126,565.22 | \$40,796.97 | \$569,618.35 | 44 | 49 |
| 10 | 4/1/2021 | 4/30/2021 | 30 | \$421,691.16 | \$5,548,256.38 | \$46,854.58 | \$616,472.93 | 47 | 55 |
| 11 | 5/1/2021 | 5/31/2021 | 31 | \$703,963.56 | \$6,252,219.94 | \$78,218.17 | \$694,691.10 | 53 | 60 |
| 12 | 6/1/2021 | 6/30/2021 | 30 | \$348,806.38 | \$6,601,026.32 | \$38,756.27 | \$733,447.37 | 56 | 66 |
| 13 | 7/1/2021 | 7/31/2021 | 31 | \$450,541.31 | \$7,051,567.63 | \$50,060.14 | \$783,507.51 | 60 | 72 |
| 14 | 8/1/2021 | 8/31/2021 | 31 | \$759,767.66 | \$7,811,335.29 | \$84,418.63 | \$867,926.14 | 67 | 77 |
| 15 | 9/1/2021 | 9/30/2021 | 30 | \$572,768.63 | \$8,384,103.92 | \$63,640.93 | \$931,567.07 | 71 | 83 |
| 16 | 10/1/2021 | 10/31/2021 | 31 | \$731,491.99 | \$9,115,595.91 | -\$451,798.89 | \$479,768.18 | 74 | 89 |
| 17 | 11/1/2021 | 11/30/2021 | 30 | \$496,699.04 | \$9,612,294.95 | \$26,142.05 | \$505,910.23 | 78 | 94 |
| 18 | 12/1/2021 | 12/31/2021 | 31 | \$786,832.47 | \$10,399,127.42 | \$41,412.24 | \$547,322.47 | 84 | 100 |
| 19 | 1/1/2022 | 1/31/2022 | 31 | \$168,386.88 | \$10,567,514.30 | \$8,862.46 | \$556,184.93 | 85 | 106 |
| 20 | 2/1/2022 | 2/28/2022 | 28 | \$662,254.39 | \$11,229,768.69 | \$34,855.50 | \$591,040.43 | 91 | 111 |
| 21 | 3/1/2022 | 3/31/2022 | 1 | \$174,865.08 | \$11,404,633.77 | \$9,203.42 | \$600,243.85 | 92 | 111 |
| 22 | 4/1/2022 | 4/30/2022 | 0 | \$427,447.18 | \$11,832,080.95 | -\$358,772.84 | \$241,471.01 | 93 | 111 |
| 23 | 5/1/2022 | 5/31/2022 | 0 | \$58,135.36 | \$11,890,216.31 | \$1,186.44 | \$242,657.45 | 93 | 111 |
| 24 | 6/1/2022 | 6/30/2022 | 0 | \$1,755.09 | \$11,891,971.40 | \$35.81 | \$242,693.26 | 93 | 111 |
| 25 | 7/1/2022 | 7/31/2022 | 0 | \$1,665.44 | \$11,893,636.84 | \$33.99 | \$242,727.25 | 93 | 111 |
| 26 | 8/1/2022 | 9/30/2022 | 0 | \$36,850.58 | \$11,930,487.42 | \$752.05 | \$243,479.30 | 93.4 | 111 |

11/30/2022 Comments - Processing Final Balancing Change Order and coordinating final acceptance with the contractor.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 9/14/2021 | \$ 139,570.57 | \$ 139,570.57 |

3F: County Convenience. Additional work desired by the County. This Change Order adds various changes to the project, including additional pipe underdrains to help alleviate groundwater, concrete used to backfill Culvert 4, and use of full-depth asphalt on side roads and intersections to expedite reconstruction of roadways.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 9/14/2021 | \$ 87,600.15 | \$ 227,170.72 |

3F: County Convenience. Additional work desired by the County. This Change Order documents the change in the method of installation of the 24" waterline encasement pipe across CR 368 and CR 101 and adds 4 - 4" bores and water meter relocations to the contract.

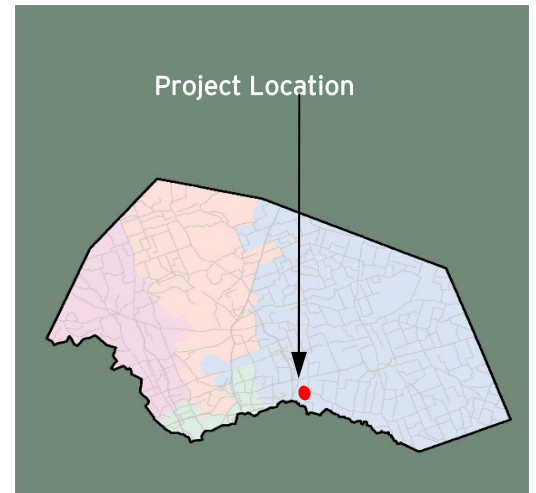
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 03 | 9/28/2021 | \$ 81,281.83 | \$ 308,452.55 |

3B: County Convenience. Public relations improvement. This change order changes the pavement section from typical flexible base to full-depth asphalt at south end tie-in to existing pavement, adds a driveway for a landowner and adds a sixth wire and water gap fence across Little Mustang Creek.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 04 | 9/28/2021 | \$ (366,519.81) | \$ (58,067.26) |

3C: County Convenience. Implementation of a Value Engineering finding. This Change Order removes quantities for various Jonah Water SUD water line items, due to an alignment shift at the southern end of the project at the US 79 intersection. 3F: County Convenience. Additional work desired by the County. This change order adds a force account item to the contract to compensate the contractor for pavement repairs in the roadway and to perform grading to prevent future saturation.

Adjusted Price = \$13,034,774.74



Southeast Loop Segment 1, Phase 1

(Northbound Frontage of SH 130 to CR 137)

Project Length: 1.848 Miles

Roadway Classification: Rural Collector

Project Schedule: July 2021 - Summer 2023

Estimated Construction Cost: \$11.7 Million



NOVEMBER 2022 IN REVIEW

11/4/22: James Construction (JCG) continued placing drainage pipe at the west end of the project. Subcontractor Elite Curb formed and poured the curb and gutter for the Bridge Church Driveway. Subcontractor TEM placed erosion control blankets between the Bridge Church and the SCS Pond. Subcontractor GK Construction tied steel for spans 4, 5, 6 and 7 on the SCS Pond 21 Bridge.

11/11/22: JCG poured the remainder of the SCS Pond 21 Bridge deck and poured the concrete sidewalk between the Tributary Bridge and the SCS Pond 21 Bridge. JCG chip sealed and placed asphalt on the Bridge Church and the Covered Bridge Community driveways. Subcontractor TEM placed erosion control blankets and silt fence around the SCS Pond.

11/18/22: JCG began working on the CR 137 tie-in by excavating the shoulder and placing flexible base. JCG poured both approach slabs on the SCS Pond 21 Bridge and the concrete riprap at both abutments for the Tributary Bridge. JCG began placing the steel for the bridge railing on the Tributary Bridge.

11/25/22: JCG continued working on the CR 137 tie-in by excavating the shoulder and placing flexible base. JCG placed the reinforced steel for railings for all the MSE walls and formed the curb and gutter tie-ins to the SCS Pond 21 Bridge.



Design Engineer: RTG
Contractor: James Construction
Construction Observation:
Kyle McCoy, HNTB

Williamson County
Road Bond Program

Project Name: Southeast Loop Segment 1, Phase 1

Project No. T3346

Original Contract Price = \$11,526,789.09

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------------|------------------------------|
| 3/30/2021 | 4/27/2021 | 7/12/2021 | 7/19/2021 | | | 534 | 24 | 558 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 7/19/2021 | 8/31/2021 | 44 | \$767,411.06 | \$767,411.06 | \$85,267.90 | \$85,267.90 | 7 | 8 |
| 2 | 9/1/2021 | 9/30/2021 | 30 | \$328,739.28 | \$1,096,150.34 | \$36,526.58 | \$121,794.48 | 10 | 13 |
| 3 | 10/1/2021 | 10/31/2021 | 31 | \$221,811.16 | \$1,317,961.50 | \$24,645.69 | \$146,440.17 | 12 | 19 |
| 4 | 11/1/2021 | 11/30/2021 | 30 | \$278,008.69 | \$1,595,970.19 | \$30,889.85 | \$177,330.02 | 15 | 24 |
| 5 | 12/1/2021 | 12/31/2021 | 31 | \$331,070.23 | \$1,927,040.42 | \$36,785.58 | \$214,115.60 | 18 | 30 |
| 6 | 1/1/2022 | 1/31/2022 | 31 | \$624,535.89 | \$2,551,576.31 | \$69,392.88 | \$283,508.48 | 24 | 35 |
| 7 | 2/1/2022 | 2/28/2022 | 28 | \$352,666.85 | \$2,904,243.16 | \$39,185.20 | \$322,693.68 | 27 | 40 |
| 8 | 3/1/2022 | 3/31/2022 | 31 | \$815,310.79 | \$3,719,553.95 | \$90,590.09 | \$413,283.77 | 35 | 46 |
| 9 | 4/1/2022 | 4/30/2022 | 30 | \$741,856.71 | \$4,461,410.66 | \$82,428.53 | \$495,712.30 | 42 | 51 |
| 10 | 5/1/2022 | 5/31/2022 | 31 | \$625,433.98 | \$5,086,844.64 | \$69,492.66 | \$565,204.96 | 48 | 57 |
| 11 | 6/1/2022 | 6/30/2022 | 30 | \$498,845.27 | \$5,585,689.91 | \$55,427.25 | \$620,632.21 | 53 | 62 |
| 12 | 7/1/2022 | 7/31/2022 | 31 | \$521,580.90 | \$6,107,270.81 | \$57,953.44 | \$678,585.65 | 58 | 68 |
| 13 | 8/1/2022 | 8/31/2022 | 31 | \$672,002.44 | \$6,779,273.25 | \$74,666.93 | \$753,252.58 | 64 | 73 |
| 14 | 9/1/2022 | 9/30/2022 | 30 | \$936,075.41 | \$7,715,348.66 | \$104,008.38 | \$857,260.96 | 73 | 79 |
| 15 | 10/1/2022 | 10/31/2022 | 31 | \$851,880.44 | \$8,567,229.10 | -\$406,354.16 | \$450,906.80 | 77 | 84 |
| 16 | 11/1/2022 | 11/30/2022 | 30 | \$625,070.26 | \$9,192,299.36 | \$32,898.43 | \$483,805.23 | 82 | 90 |

11/30/2022 Comments - Asphalt paving, storm sewer and bridge work at the SCS Pond and Tributary Creek continues.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 8/3/2021 | \$ 148,710.35 | \$ 148,710.35 |

6B. This Change Order adds the installation of barbed wire fence and gates along the north and south sides of the right of way on the Wolfe property. The Contractor will not be able to start work until the fence is installed. Twenty four (24) days are being added to the contract to compensate the contractor for this impact.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 10/4/2002 | \$73,007.39 | \$221,717.74 |

2C. Differing site conditions (Unforeseeable). New development (conditions changing after PS&E completed): This Change Order documents various changes to the contract related to new developer and Church driveways on the west end of the project. 3F. County Convenience. Additional work desired by the County: In addition to the driveways, the bridge rail was changed along the bridge to a more appealing look. 1B. Design Error or Omission. Other: Additional excavation was needed in Pond 21 to create more volume and line EA had to be adjusted for optimum flow along Wall 4.

Adjusted Price = \$11,748,506.83

Project Name: Coupland (S. Broad and Muery St.) Project
Project No. 21IFB20

Original Contract Price = \$519,919.00

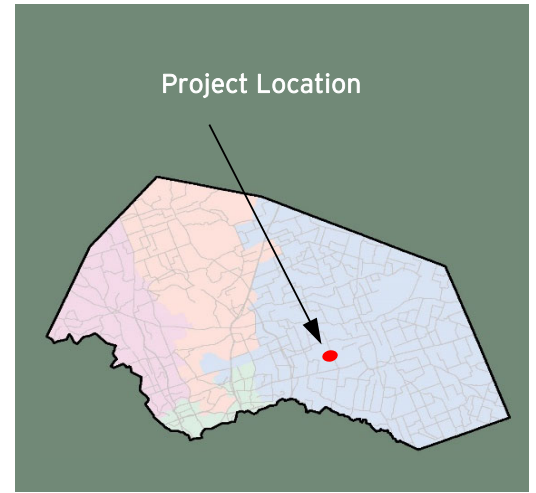
| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------------|------------------------------|
| 10/13/2021 | 10/27/2021 | 3/25/2022 | 4/5/2022 | 6/15/2022 | | 96 | | 96 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 4/5/2022 | 7/8/2022 | 72 | \$284,289.95 | \$284,289.95 | \$31,587.77 | \$31,587.77 | 70 | 75 |
| 2 | 9/9/2022 | 9/23/2022 | 0 | \$156,134.52 | \$440,424.47 | -\$22,599.52 | \$8,988.25 | 99.7 | 75 |

11/30/2022 Comments - Coordinating final paperwork with the Contractor.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 9/14/2022 | \$ (68,961.25) | \$ (68,961.25) |

2. Differing Site Conditions. 2E. Miscellaneous difference in site conditions (unforeseeable). 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. This Change Order also revises the pavement section and adds drainage improvements along Broad and Muery Street.

Adjusted Price = \$450,957.75



CR 401 Reconstruction

Project Length: 1.253 Miles
Roadway Classification: Rural Collector

Project Schedule: April 2022 - Summer 2023
Estimated Construction Cost: \$13.3 Million



NOVEMBER 2022 IN REVIEW

11/4/22: James Construction (JCG) completed the temporary embankment on the north side of the Mustang Creek Tributary Bridge. The contractor began grading and forming the concrete rip rap in the southbound ditch line along Cr 401. Subcontractor Texas Materials placed temporary asphalt on the north side of the bridge for the Phase 2 traffic alignment.

11/11/22: JCG began placing topsoil along the ditches in the green field area. Subcontractor Texas Materials placed seal coat and paved asphalt in the green field section and south end of the project. Subcontractor Sexton placed the temporary water line around the bore pit on the north side of the Mustang Creek Tributary and continued excavating the bore pit.

11/18/22: JCG removed and placed concrete barrier to allow work in the center median of US 79. Subcontractor Texas Materials paved asphalt south of the bridge at the south tie-in, and for the detour south of the bridge. Subcontractor Sexton finished the bore pit and began boring on the north side of the Mustang Creek Tributary for the City of Taylor water line.

11/25/22: JCG removed forms from the rip rap in the ditch line along southbound CR 401. The contractor began cleaning the new asphalt for the upcoming striping work.



Design Engineer: HNTB
Contractor: James Construction
Construction Observation:
 Kyle McCoy, HNTB

Williamson County
Road Bond Program

Project Name: CR 401 Reconstruction Project
Project No. 22IFB57

Original Contract Price = \$12,673,200.94

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------------|------------------------------|
| 3/11/2022 | 3/22/2022 | 4/21/2022 | 5/2/2022 | | | | 505 | -70 | 435 |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 4/14/2022 | 4/21/2022 | 0 | \$541,350.00 | \$541,350.00 | \$60,150.00 | \$60,150.00 | 5 | 0 |
| 2 | 4/22/2022 | 5/31/2022 | 30 | \$213,264.25 | \$754,614.25 | \$23,696.03 | \$83,846.03 | 6 | 7 |
| 3 | 6/1/2022 | 7/1/2022 | 31 | \$1,394,793.70 | \$2,149,407.95 | \$154,977.08 | \$238,823.11 | 18 | 14 |
| 4 | 7/2/2022 | 7/31/2022 | 30 | \$690,418.59 | \$2,839,826.54 | \$76,713.17 | \$315,536.28 | 24 | 21 |
| 5 | 8/1/2022 | 8/31/2022 | 31 | \$276,688.62 | \$3,116,515.16 | \$30,743.18 | \$346,279.46 | 26 | 28 |
| 6 | 9/1/2022 | 9/30/2022 | 30 | \$784,682.38 | \$3,901,197.54 | \$87,186.93 | \$433,466.39 | 33 | 35 |
| 7 | 10/1/2022 | 10/31/2022 | 31 | \$776,738.57 | \$4,677,936.11 | \$86,304.29 | \$519,770.68 | 39 | 42 |
| 8 | 11/1/2022 | 11/30/2022 | 30 | \$875,684.24 | \$5,553,620.35 | \$97,298.25 | \$617,068.93 | 46 | 49 |

11/30/2022 Comments - Roadway work and Mustang Creek Tributary Bridge work continues.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 9/15/2022 | \$ 13,315.52 | \$ 13,315.52 |

3G. County Convenience. Compliance requirements of new laws and/or policies. Revised the pavement section within the US 79 TxDOT ROW to meet their requirements and revised some signal phasing/timing at the proposed intersection of US 79 and CR 401.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 9/20/2022 | \$ 414,400.00 | \$ 427,715.52 |

4B. Third Party Accommodation. Third party requested work. This Change Order reduces the Contract Time by 70 days, from 505 Calendar days to 435 Calendar Days with a maximum incentive cap. This acceleration in the Contract Time is necessary, in order to meet the County's project delivery deadline of 7/31/2023.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 03 | 10/5/2022 | \$ 214,351.37 | \$ 642,066.89 |

3F. County Convenience. Additional work desired by the County. This Change Order changes the City of Taylor water line pipe material from ductile iron to PVC. This is necessary, due to the availability of materials.

Adjusted Price = \$13,315,267.83

Project Name: CR 404 Hutto Water Line HDPE Pipe**Project No. 22IFB96**

Original Contract Price = \$1,862,199.25

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|---|--------------------------|---------------------|-------------------------------|-------------------------------|---------------------------------|------------------------|------------------------------|------------------------------|
| 5/2/2022 | 5/10/2022 | 5/13/2022 | 5/23/2022 | 9/30/2022 | | 30 | | 30 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$)</u> <u>Used</u> | <u>% Time</u> <u>Used</u> |
| 1 | 5/23/2022 | 5/31/2022 | 9 | \$1,435,719.80 | \$1,435,719.80 | \$75,564.20 | \$75,564.20 | 81 | 30 |
| 2 | 6/1/2022 | 6/30/2022 | 30 | \$115,763.68 | \$1,551,483.48 | \$6,092.83 | \$81,657.03 | 88 | 130 |
| 3 | 7/1/2022 | 7/31/2022 | 31 | \$91,900.31 | \$1,643,383.79 | \$4,836.85 | \$86,493.88 | 93 | 233 |
| 4 | 8/1/2022 | 8/31/2022 | 31 | \$93,601.60 | \$1,736,985.39 | \$4,926.40 | \$91,420.28 | 98 | 337 |
| 5 | 9/1/2022 | 9/30/2022 | 30 | \$8,353.90 | \$1,745,339.29 | \$439.68 | \$91,859.96 | 99 | 437 |
| 11/30/2022 | Comments - Processing final balancing change order and close out paperwork with the contractor. | | | | | | | | |
| | | | | | | Adjusted Price = \$1,862,199.25 | | | |

Project Name: CR 404 Hutto Water Line Realignment
Project No. T5045

Original Contract Price = \$2,897,639.00

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|-----------------------|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------|------------------------|
| 8/25/2021 | 9/14/2021 | 5/13/2022 | 5/23/2022 | 10/4/2022 | | 65 | | 65 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$) Used</u> | <u>% Time Used</u> |
| 1 | 1/12/2022 | 2/6/2022 | 0 | \$49,500.00 | \$49,500.00 | \$5,500.00 | \$5,500.00 | 2 | 0 |
| 2 | 2/7/2022 | 4/30/2022 | 0 | \$144,305.28 | \$193,805.28 | \$16,033.92 | \$21,533.92 | 6 | 0 |
| 3 | 5/23/2022 | 6/30/2022 | 39 | \$397,058.96 | \$590,864.24 | \$44,117.66 | \$65,651.58 | 19 | 60 |
| 4 | 7/1/2022 | 7/31/2022 | 31 | \$817,451.13 | \$1,408,315.37 | \$90,827.91 | \$156,479.49 | 46 | 108 |
| 5 | 8/1/2022 | 8/31/2022 | 31 | \$939,288.59 | \$2,347,603.96 | -\$32,921.39 | \$123,558.10 | 72 | 155 |
| 6 | 9/1/2022 | 9/30/2022 | 30 | \$437,512.66 | \$2,785,116.62 | \$23,026.99 | \$146,585.09 | 86 | 202 |
| 7 | 10/1/2022 | 10/31/2022 | 0 | \$215,612.00 | \$3,000,728.62 | \$11,348.00 | \$157,933.09 | 92 | 202 |

11/30/2022 Comments - The contractor continued working on miscellaneous punch list items.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 01 | 6/9/2022 | \$ (232,550.27) | \$ (232,550.27) |

3F. County Convenience. Additional work desired by the County. This Change Order revises the original water line pipe design from 18 inch ductile iron to 24 inch HDPE pipe. Due to the Contract value of this requested change, the 24 inch HDPE pipe material and the fusion of that pipe is also being removed from this Contract and will be bid under a separate Contract.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 02 | 7/12/2022 | \$ 625,239.52 | \$ 392,689.25 |

3F. County Convenience. Additional work desired by the County. This Change Order adds the relocation of the Jonah Water line along CR 401 that is currently in conflict with the CR 401 Reconstruction project. It is necessary to add this scope to this Contract, in order to meet Samsung's deadline of 7/31/2023.

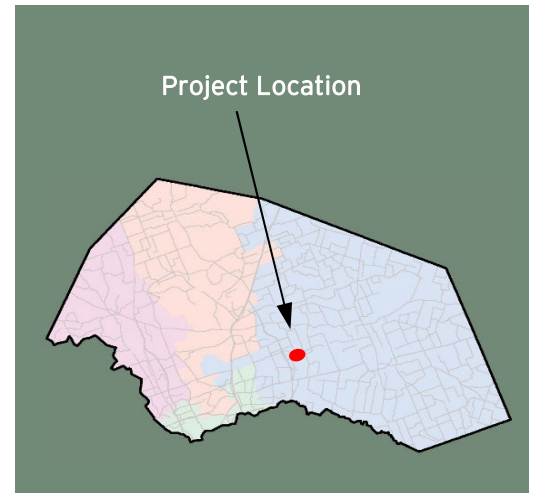
| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 03 | 11/22/2022 | 47,778.00 | 440,467.25 |

2G. Unadjusted utility (unforeseeable). This Change Order adds the installation of a temporary bypass water line to avoid conflict of the proposed drill shafts for the bridge at Mustang Creek Tributary 2.

| <u>Change Order Number</u> | <u>Approved</u> | <u>Cost This CO</u> | <u>Total COs</u> |
|----------------------------|-----------------|---------------------|------------------|
| 04 | 11/22/2022 | 89,204.91 | 529,672.16 |

2I: Additional safety needs (unforeseeable). This Change Order is to pay the Contractor for performing flagging and monitoring operations while jacking and boring an encasement pipe with a water line carrier pipe underneath the Union Pacific Rail Road (UPRR) tracks. Flagging and track monitoring is required by UPRR, when there is work in or under their Right of Way.

Adjusted Price = \$3,427,311.16



**Future County Road
(CR 404 to FM 973)**

**Project Length: 1.466 Miles
Roadway Classification: Rural Major Collector**

**Project Schedule: August 2022 - Fall 2023
Estimated Construction Cost: \$11.3 Million**



NOVEMBER 2022 IN REVIEW

11/4/22: Chasco Constructors continued stripping and stockpiling topsoil and excavating down to subgrade throughout the project. Concrete crews formed and poured concrete for columns on bents 5 and 6 of the bridge. Chasco poured concrete for bridge Abutment 1 back wall.

11/11/22: Chasco Constructors continued stripping and stockpiling topsoil and excavating down to subgrade throughout the project. Chasco formed the bent cap for bridge Bent 3. Chasco completed the removal of all foundations for structures previously on site.

11/18/22: Chasco Constructors poured concrete for the bent cap for bridge Bent 3, abutment 9, and columns 1-5 on bent 7. Chasco began grading and placing stone for Boggy Creek Tributary.

11/25/22: Chasco Constructors continued stripping and stockpiling topsoil and excavating down to subgrade throughout the project. Chasco began placing steel and forms for abutment 9 backwall. The contractor continued grading and placing stone for Boggy Creek Tributary. The contractor placed rip rap and backfilled Pond 2 near FM 973.



**Design Engineer: HNTB
Contractor: Chasco
Construction Observation:
Bruce Williams, HNTB**

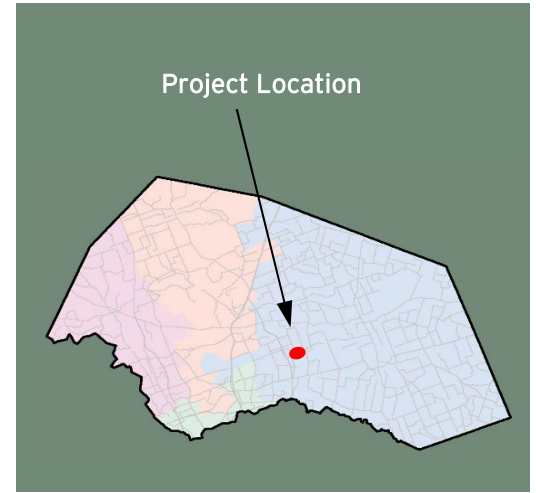
**Williamson County
Road Bond Program**

Project Name: Future County Road**Project No. 22IFB126**

Original Contract Price = \$11,289,929.00

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> | |
|-----------------------|---|--------------------------|---------------------|-------------------------------|-------------------------------|--------------------------|------------------------|------------------------|------------------------|
| 7/12/2022 | 7/19/2022 | 8/5/2022 | 8/15/2022 | | | 413 | | 413 | |
| <u>Invoice Number</u> | <u>Beginning Date</u> | <u>Ending Date</u> | <u>Days Charged</u> | <u>Current Invoice</u> | <u>Invoiced Total</u> | <u>Current Retainage</u> | <u>Total Retainage</u> | <u>% (\$) Used</u> | <u>% Time Used</u> |
| 1 | 8/15/2022 | 9/27/2022 | 44 | \$415,099.80 | \$415,099.80 | \$46,122.20 | \$46,122.20 | 4 | 11 |
| 2 | 9/28/2022 | 10/31/2022 | 34 | \$1,256,916.42 | \$1,672,016.22 | \$139,657.38 | \$185,779.58 | 16 | 19 |
| 11/30/2022 | Comments - Contractor completed drilled shafts and columns, working on bent caps; continued excavating down to subgrade throughout the project. | | | | | | | | |

Adjusted Price = \$11,289,929.00



FM 3349 at US 79
(FM 3349 from US 79 to CR 404 and new interchange on US 79 at FM 3349 and CR 101)

Project Length: 4.108 Miles
Roadway Classification: Rural Major Collector

Project Schedule: October 2022 - Summer 2025 (Roadwork)
Estimated Construction Cost: \$81.9 Million



NOVEMBER 2022 IN REVIEW

11/4/22: James Construction (JCG) survey crews continued staking the ROW along FM 3349 northbound. Subcontractor 1 Priority completed removing asbestos abatement material from existing structure at the gun store location. Subcontractor AKF began installing 8-inch erosion control log along northbound FM3349. Subcontractor Texas Traffic and Barricade began setting project barricade and traffic drums along FM 3349.

11/11/22: Subcontractor AKF completed installing 8-inch erosion control logs along northbound FM 3349. Subcontractor Austin Wood completed removing trees within the proposed ROW.

11/18/22: JCG continued setting up field offices and grading construction yard. Subcontractor AKF continued installing 8-inch erosion control logs on the right side of the ROW.

11/25/22: JCG continued setting up field offices and grading at the construction yard. JCG demolished the existing house at the gun store location and began demolishing the existing house at FM3349 and CR 101.



Design Engineer: HDR
Contractor: James Construction
Construction Observation:
Asif Mirzazada, HNTB

Williamson County
Road Bond Program

Project Name: FM 3349 at US 79

Project No. 22IFB139

Original Contract Price = \$81,941,038.13

| <u>Letting</u> | <u>Award</u> | <u>Notice To Proceed</u> | <u>Begin Work</u> | <u>Substantial Completion</u> | <u>Completion Certificate</u> | <u>Total Bid Days</u> | <u>Days Added</u> | <u>Total Days</u> |
|----------------|--------------|------------------------------|-----------------------|-----------------------------------|-----------------------------------|---------------------------|-----------------------|-----------------------|
| 8/24/2022 | 9/26/2022 | 10/6/2022 | 10/17/2022 | | | 1394 | | 1394 |

11/30/2022 Comments - Contractor demolished existing structures, staked ROW, and installed environmental controls.

Adjusted Price = \$81,941,038.13