



ROAD BOND PROGRAM

Construction Summary Report

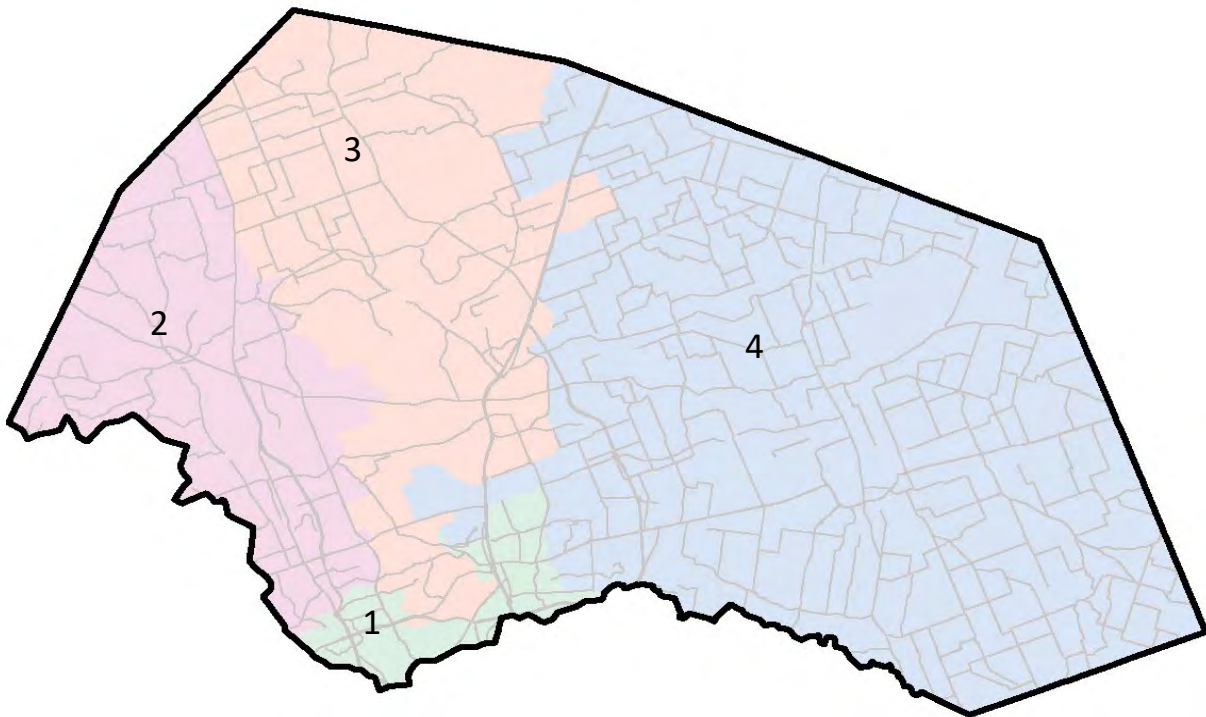
County Judge
Bill Gravell, Jr.

Commissioners
Terry Cook
Cynthia Long
Valerie Covey
Russ Boles

June 2023

WWW.ROADBOND.ORG

Volume XXIII - Issue No.6



Presented By:



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WILLIAMSON COUNTY

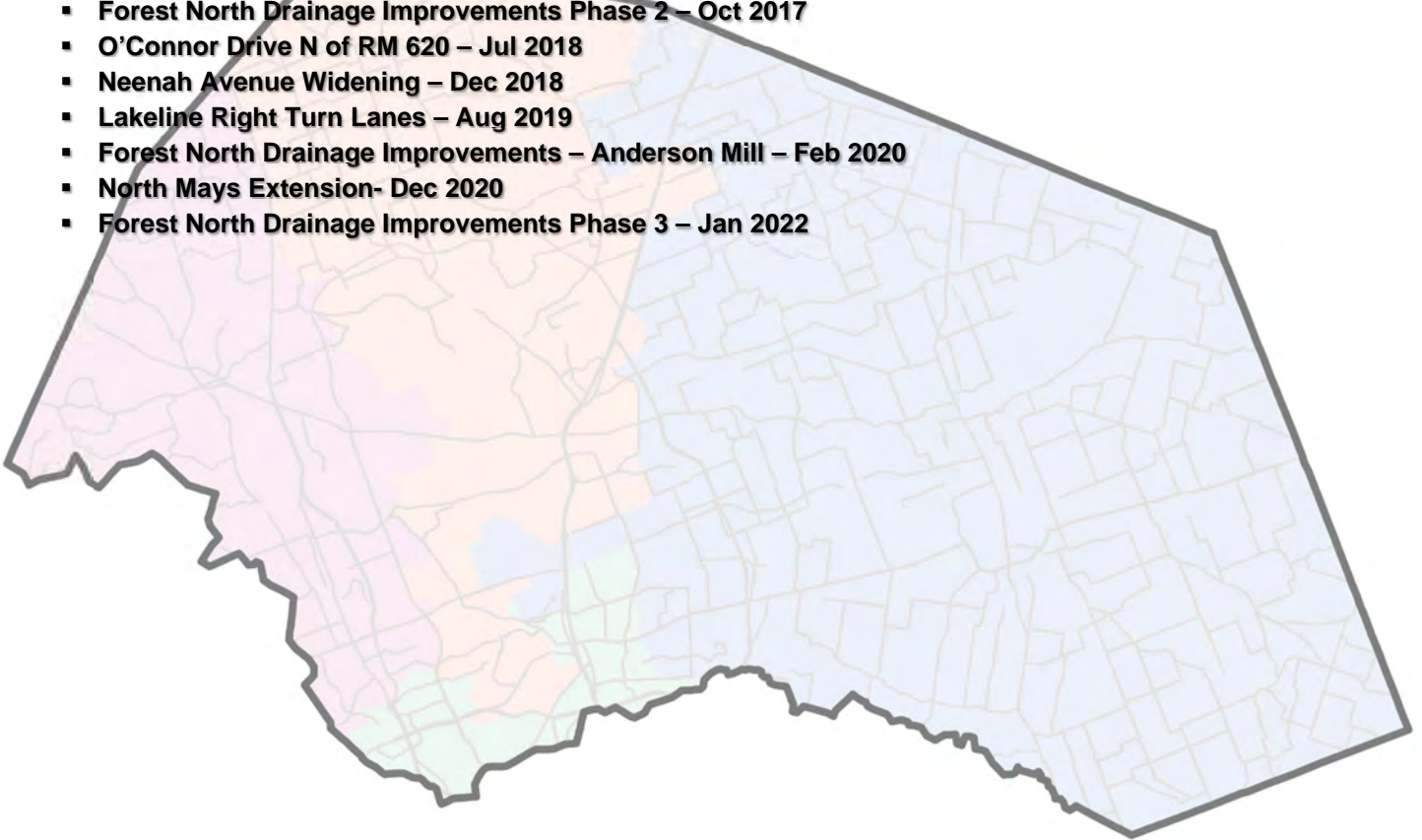
ROAD BOND PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF MAY 2023

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 MAY 2023

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 the 97th and 103rd meridians and the 32nd and 35th parallels. 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
 - 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 MAY 2023

Precinct 3

- 
- A map of Williamson County, Texas, with Precinct 3 highlighted in pink. The map shows the county's irregular shape and internal road network. Precinct 3 is located in the western part of the county, covering areas around Georgetown and the Inner Loop.
- 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
 - SH 29 at DB Wood Int. Improvements – Mar 2023

WILLIAMSON COUNTY

ROAD BOND PROGRAM

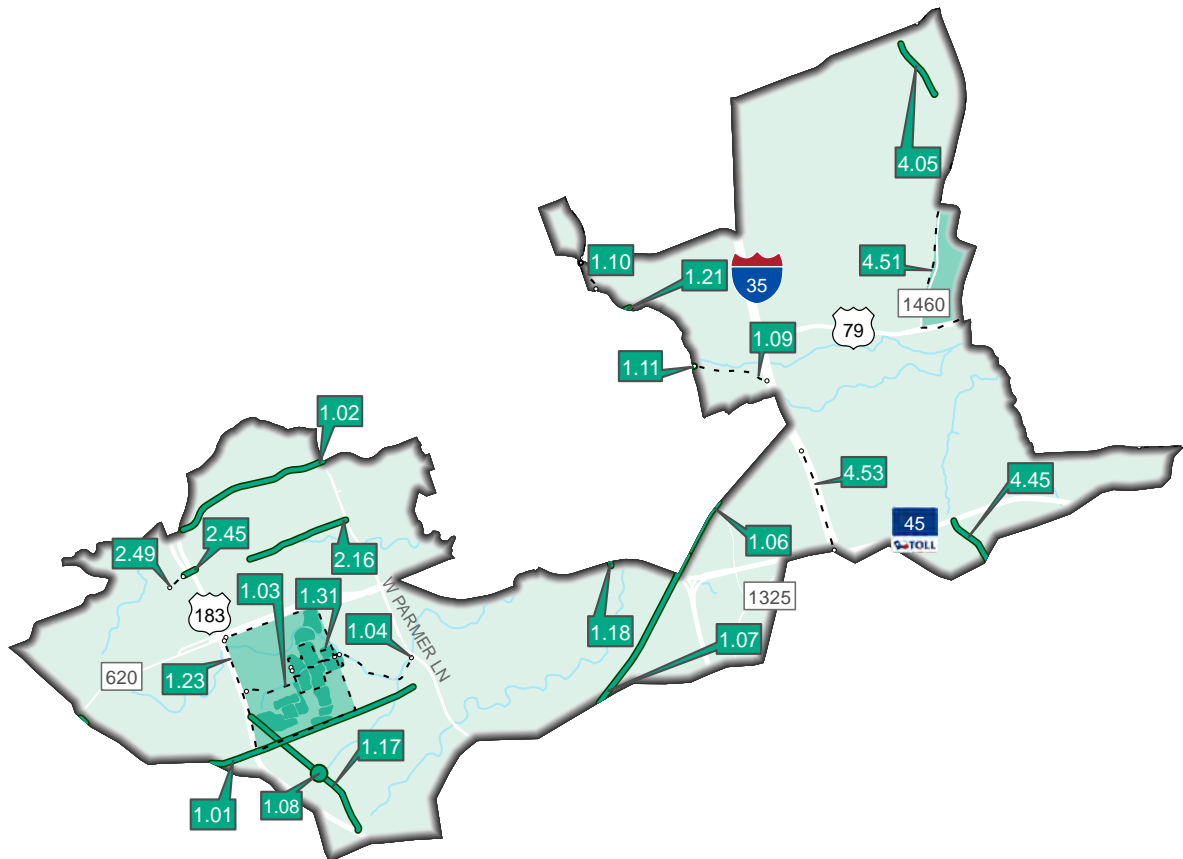
COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF MAY 2023

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
- 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
- University Boulevard Widening – Apr 2023

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



Completed/Open to Traffic

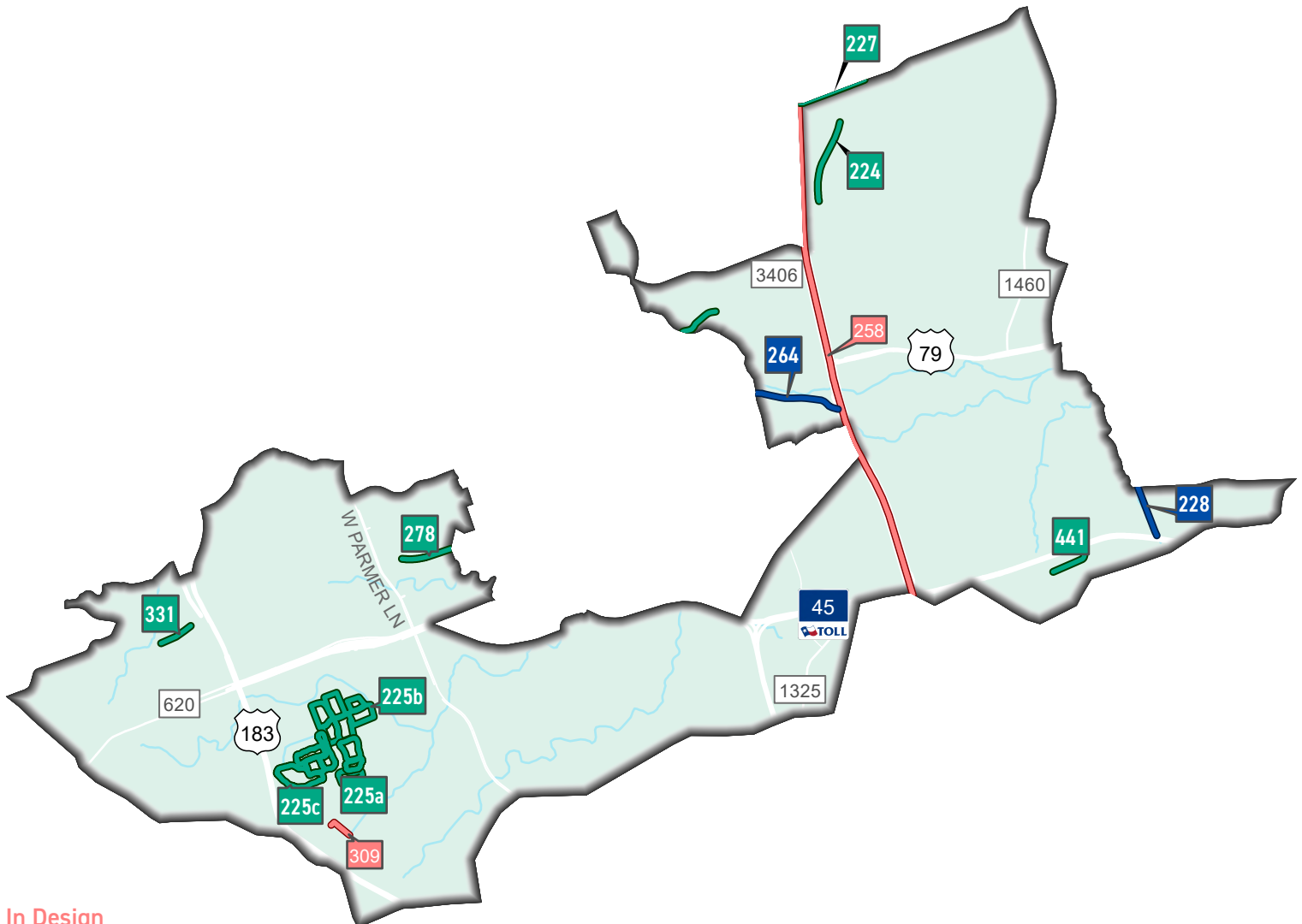
- 1.01 Anderson Mill Rd.
- 1.02 Avery Ranch Blvd. (183 to Parmer Lane)
- 1.03 Lake Creek Drainage - Phase 1 ----
- 1.04 Lake Creek Drainage - Phase 2 ----
- 1.06 McNeil Road - Phase 1
- 1.07 McNeil Road - Phase 2
- 1.08 Pond Springs at Turtle Rock Signal
- 1.09 RM 620 Feasibility ----
- 1.10 Wyoming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

[---] Study

2013 ROAD BOND PROGRAM PROJECTS

Precinct 1 - Commissioner Cook



In Design

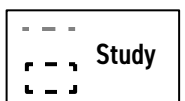
- 258 IH 35 Corridor Operational Analysis (SH 45 to RM 1431)
- 309 Pond Springs Road Area Drainage Improvements (Pond Springs Road to US 183)

Under Construction/Bidding

- 228 Kenney Fort Blvd 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)

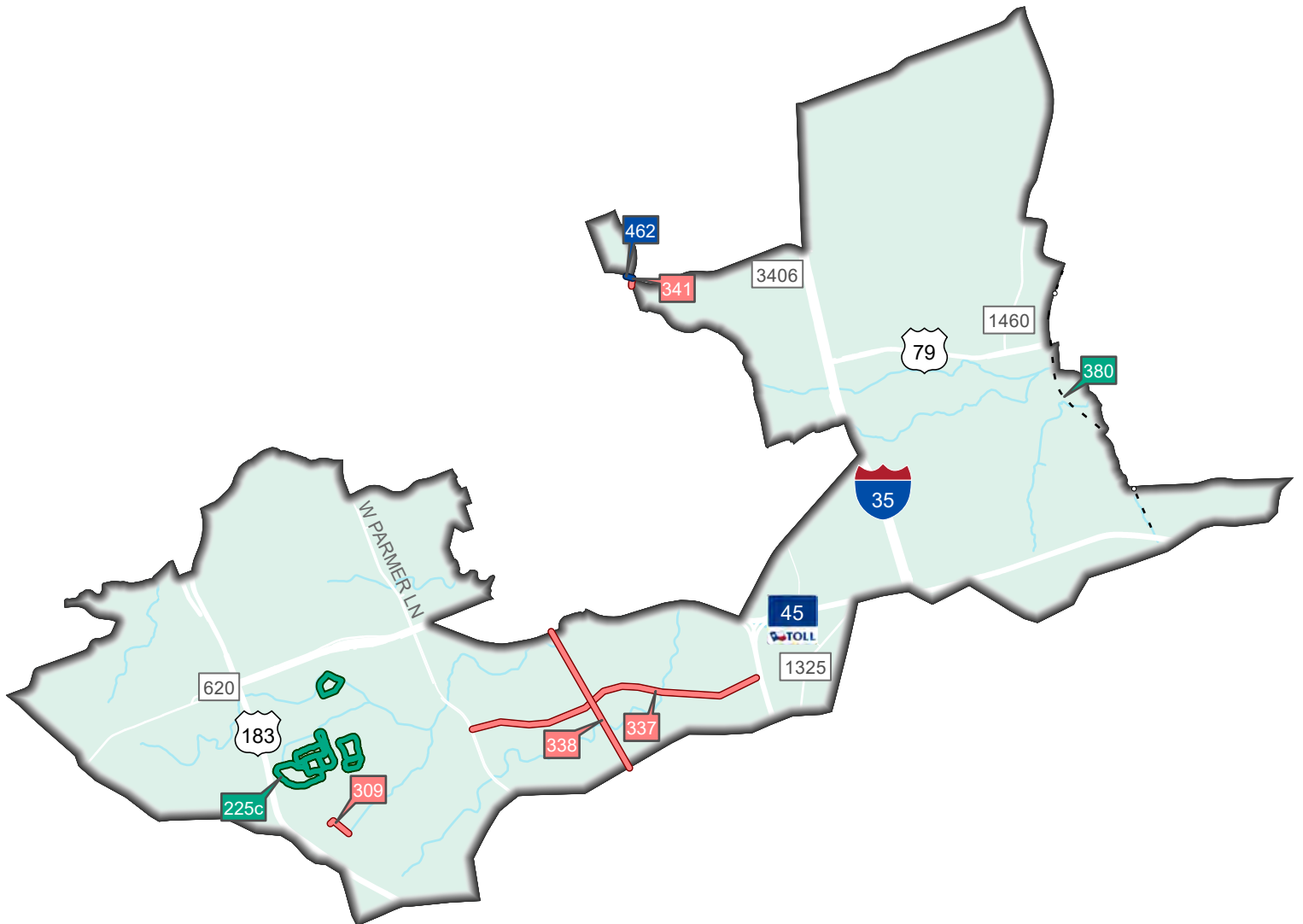
Completed/Open to Traffic

- 224 North Mays Street 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)
- 227 University Boulevard Widening (IH 35 to Sunrise Road)
- 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

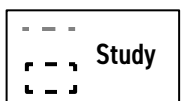
- 309 Pond Springs Road Area Drainage Improvements
- 337 Anderson Mill Road (FM734-Loop1)
- 338 RM 620/SH 45 intersection to McNeil Road
- 341 Wyoming Springs Extension (Brightwater Boulevard/Creek Bend to Sam Bass Road)

Under Construction/Bidding

- 462 Corridor H/Sam Bass Road (RM 1431 to Wyoming Springs Drive)

Completed/Open to Traffic

- 225c Forest North Drainage Improvements Phase 3
- 380 MoKan (University Boulevard to SH 45)



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>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	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	99.67	100
28	6/1/2022	12/31/2022	0	\$37,397.98	\$11,750,057.59	\$0.00	\$0.00	99.99	100

5/31/2023 Comments - ATS to submit as-built wiring diagram to the EOR to determine if a new breaker is needed

<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

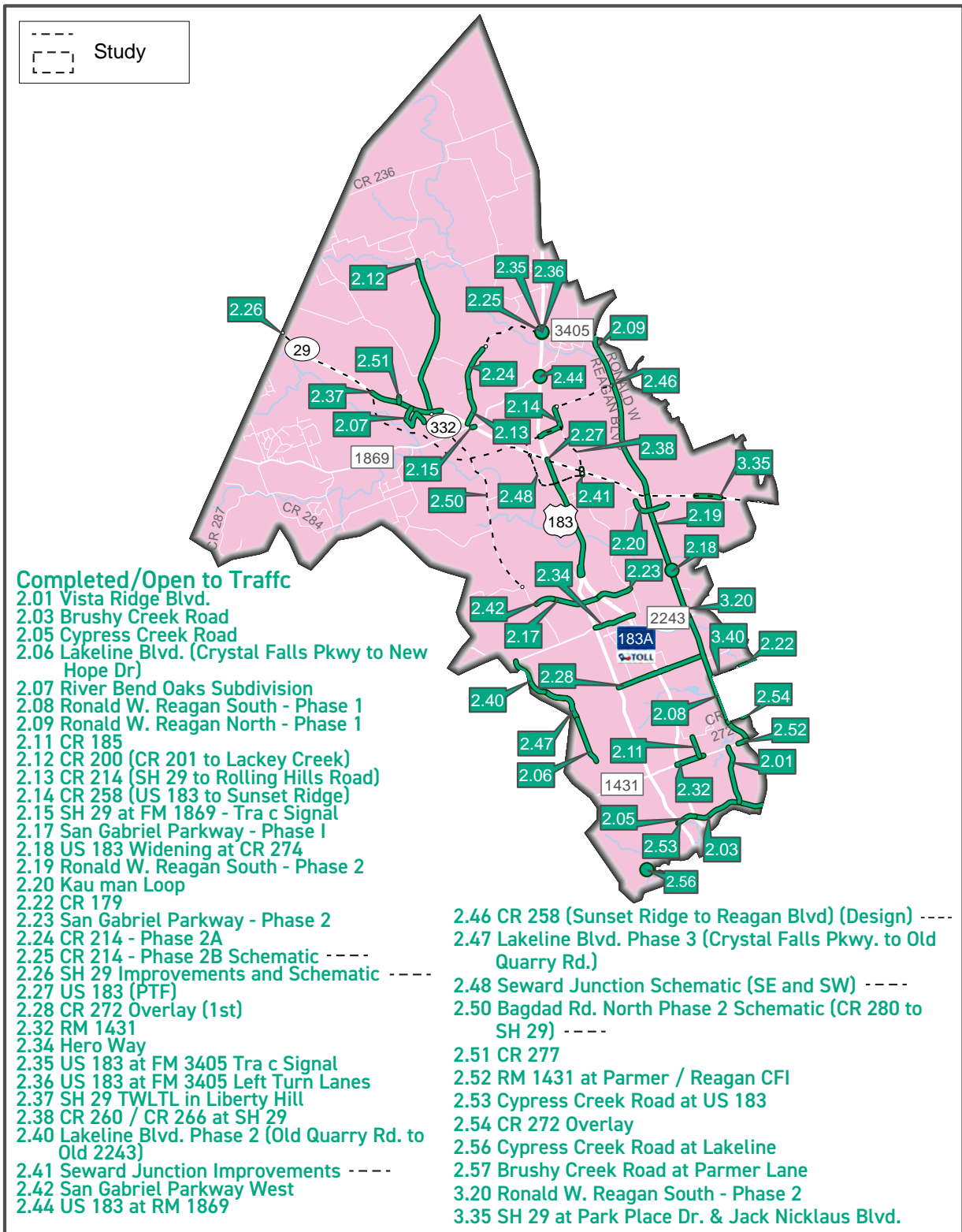
6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds a pay item to compensate the Contractor for extended project overhead costs caused by delays to the utility relocation.

<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.

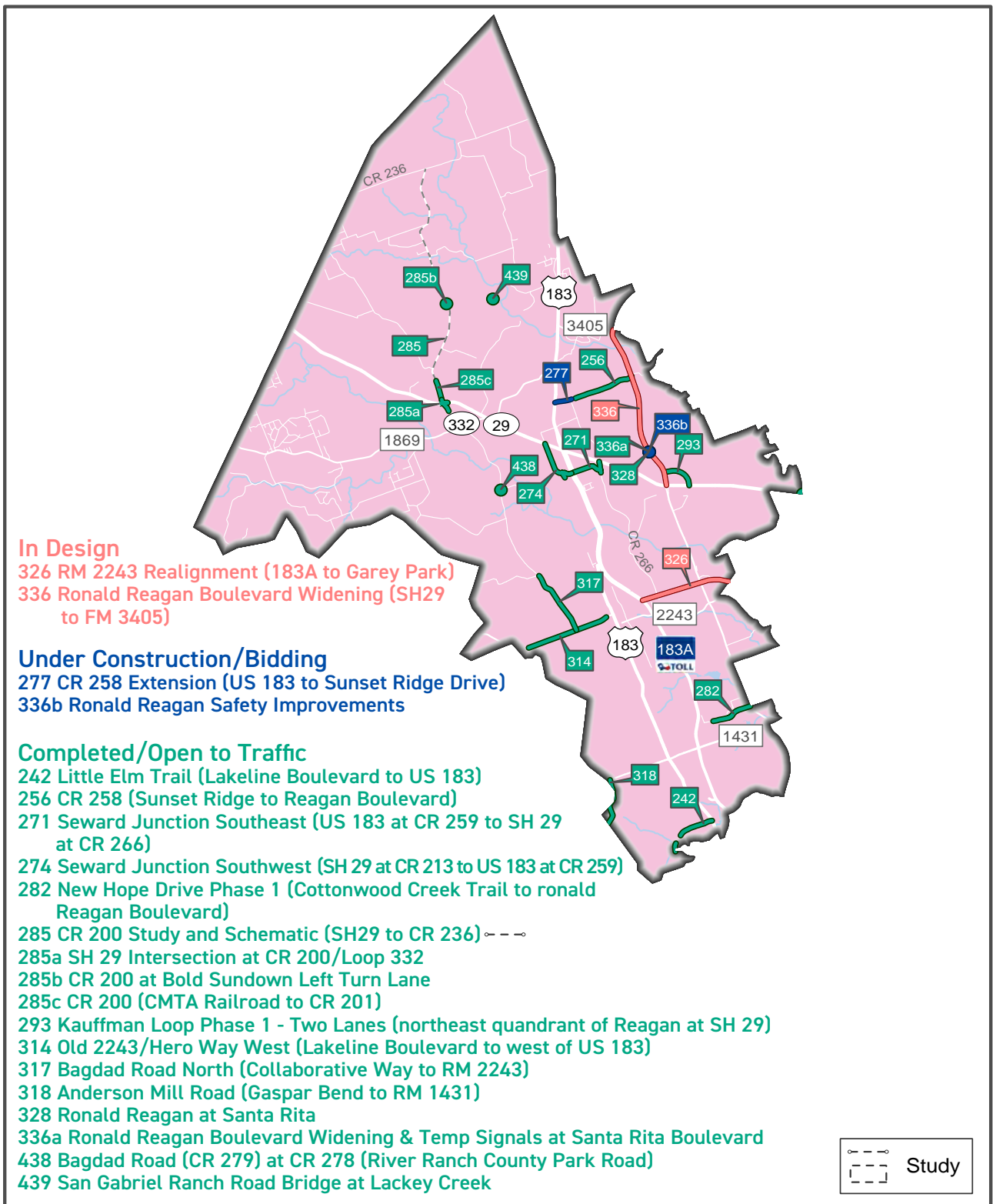
Adjusted Price = \$11,750,980.68

2000/2006 Road Bond Program Projects Precinct 2 - Commissioner Long



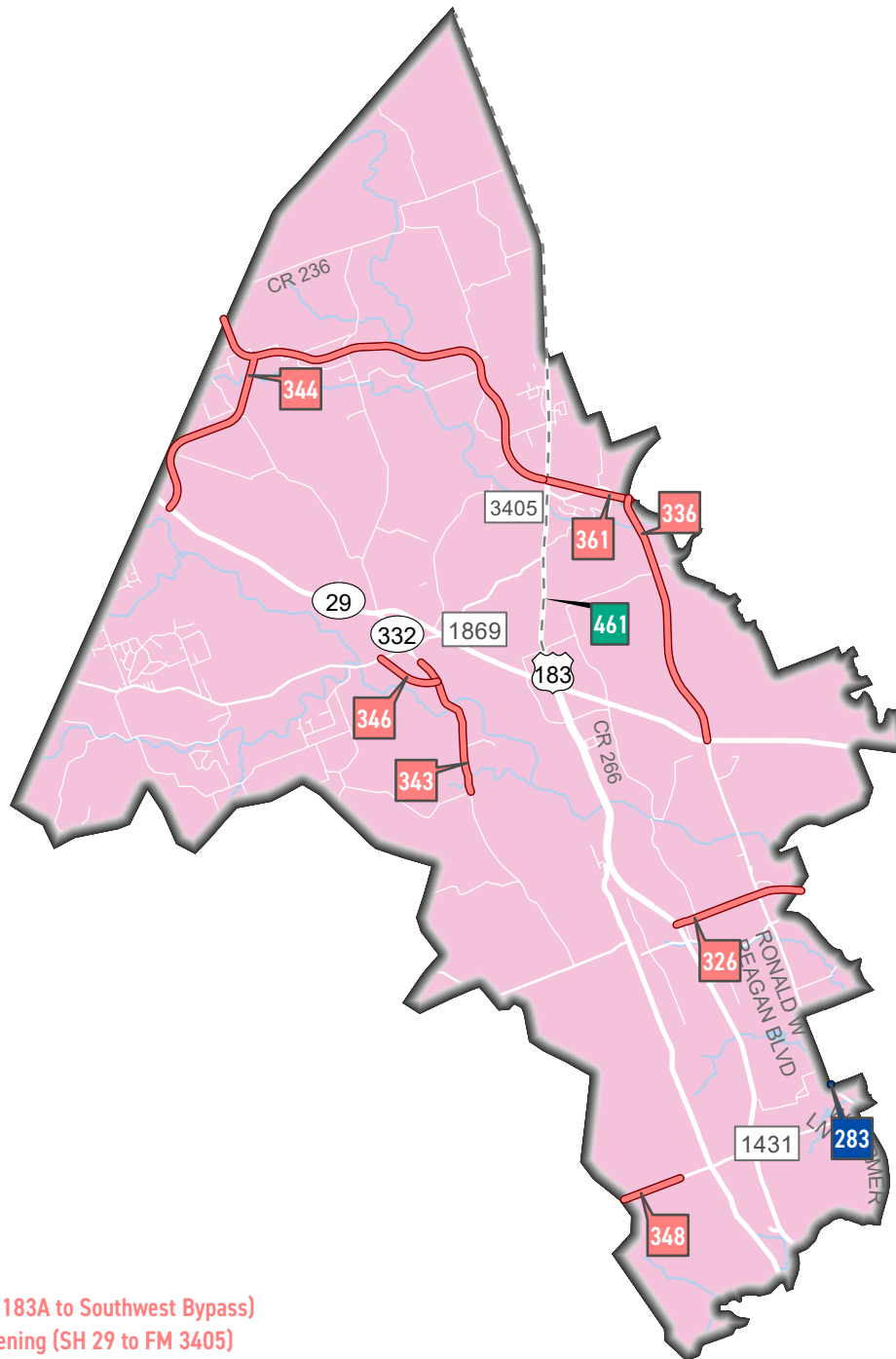
2013 ROAD BOND PROGRAM PROJECTS

Precinct 2 - Commissioner Long



2019 ROAD BOND PROGRAM PROJECTS

Precinct 2 - Commissioner Long



In Design

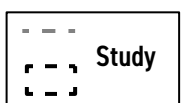
- 326 RM 2243 (Hero Way) (US 183A to Southwest Bypass)
- 336 Ronald Reagan Blvd. Widening (SH 29 to FM 3405)
- 343 Bagdad Road/CR 279 (Loop 332 to CR 281/Leander City Limits)
- 344 Corridor I2 (Burnet County Line to US 183)
- 346 Liberty Hill (SH 29) Bypass (RM 1869 to CR 279)
- 348 Whitestone Boulevard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

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	8	6
2	12/4/2021	12/31/2021	28	\$243,429.75	\$566,314.20	\$27,047.75	\$62,923.80	14	15
3	1/1/2022	1/28/2022	28	\$322,421.76	\$888,735.96	\$35,824.64	\$98,748.44	21	24
4	1/29/2022	2/28/2022	31	\$522,074.39	\$1,410,810.35	\$58,008.27	\$156,756.71	34	34
5	3/1/2022	3/28/2022	28	\$360,789.80	\$1,771,600.15	\$40,087.75	\$196,844.46	42	44
6	3/29/2022	4/29/2022	32	\$353,052.72	\$2,124,652.87	\$39,228.08	\$236,072.54	51	54
7	4/30/2022	5/27/2022	28	\$352,739.26	\$2,477,392.13	\$39,193.25	\$275,265.79	59	63
8	5/28/2022	7/1/2022	35	\$185,880.12	\$2,663,272.25	\$20,653.35	\$295,919.14	64	74
9	7/2/2022	8/1/2022	31	\$258,962.10	\$2,922,234.35	\$28,773.57	\$324,692.71	70	84
10	8/2/2022	9/2/2022	32	\$660,525.72	\$3,582,760.07	\$73,391.74	\$398,084.45	86	95
11	9/3/2022	9/30/2022	28	\$865,676.01	\$4,448,436.08	-\$307,300.04	\$90,784.41	98	104
12	10/1/2022	10/31/2022	6	\$95,705.92	\$4,544,142.00	\$1,953.18	\$92,737.59	100	100
13	11/1/2022	3/31/2023	0	\$61,767.99	\$4,605,909.99	-\$46,213.25	\$46,524.34	100	100

5/31/2023 Comments - The required vegetative coverage has been achieved and the Engineer of Record is preparing an acceptance letter to send to TCEQ.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	9/14/2022	\$ 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.

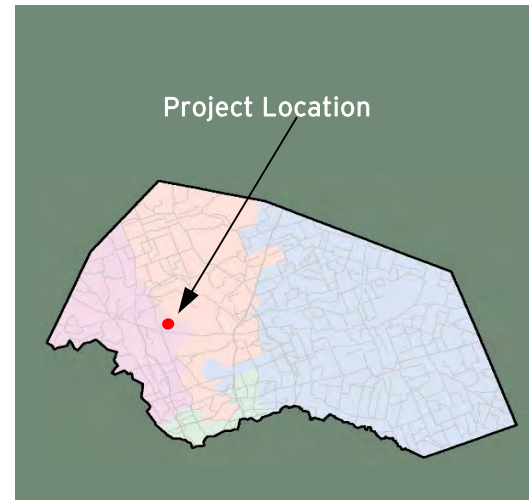
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/14/2022	\$ 4,058.92	\$ 30,857.04

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	3/22/2023	-353,937.79	-323,080.75

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.

Adjusted Price = \$4,652,434.34



CR 258 Extension

(US 183 to Sunset Ridge Drive)

Project Length: 0.526 Miles

Roadway Classification: Major Collector

Project Schedule: October 2022 - Early 2024

Estimated Construction Cost: \$6.3 Million



MAY 2023 IN REVIEW

5/5/2023: Joe Bland Construction (JBC) continued placing flexible base in the middle third of the CR 258 Extension and continued processing embankment for the Sunset Ridge Driveway. The contractor continued pouring concrete riprap in various locations.

5/12/2023: JBC continued placing flexible base on Questa Trail and began cutting subgrade from the west end to the SH 183 tie-in. JBC began installation of storm sewer manholes.

5/19/2023: JBC continued excavation and embankment throughout the project. The contractor installed steel encased water line and storm drain pipe near the east end of project.

5/26/2023: JBC finished placing the flexible base at the west end of the project near the US 183 entrance. The contractor completed installing the 18-inch steel casing across CR 258.



Design Engineer: American Structurepoint
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	
<u>Invoice</u>	<u>Beginning</u>	<u>Ending</u>	<u>Days</u>	<u>Current</u>	<u>Invoiced</u>	<u>Current</u>	<u>Total</u>	<u>% (\$)</u>	<u>% Time</u>
<u>Number</u>	<u>Date</u>	<u>Date</u>	<u>Charged</u>	<u>Invoice</u>	<u>Total</u>	<u>Retainage</u>	<u>Retainage</u>	<u>Used</u>	<u>Used</u>
1	11/1/2022	11/30/2022	0	\$47,590.20	\$47,590.20	\$5,287.80	\$5,287.80	1	0
2	12/1/2022	1/31/2023	55	\$536,565.20	\$584,155.40	\$59,618.36	\$64,906.16	10	14
3	2/1/2023	2/28/2023	28	\$463,314.38	\$1,047,469.78	\$51,479.37	\$116,385.53	19	21
4	3/1/2023	3/31/2023	31	\$354,614.85	\$1,402,084.63	\$39,401.65	\$155,787.18	25	29
5	4/1/2023	4/30/2023	30	\$455,839.20	\$1,857,923.83	\$50,648.80	\$206,435.98	33	36

5/31/2023 Comments- Contractor continued roadway excavation and embankment, poured concrete headwalls, riprap and ribbon curb in various locations.

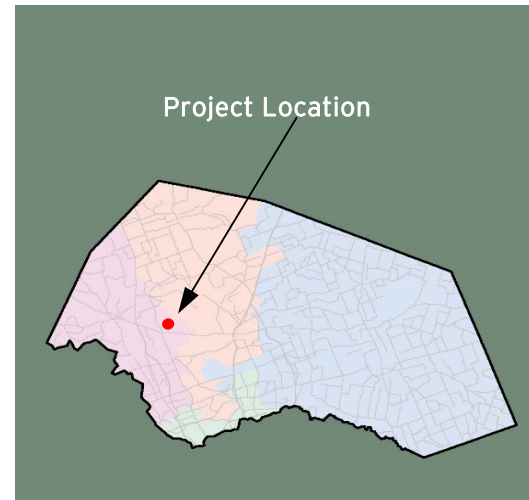
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	11/11/2022	\$ -	\$ -

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



Ronald Reagan Blvd. at Elizabeth Park Blvd. Temporary Signals

Project Length: 0.526 Miles

Roadway Classification: Signals

Project Schedule: April 2023 - Fall 2023

Estimated Construction Cost: \$.2 Million



MAY 2023 IN REVIEW

5/5/2023: Levy Company continued submitting material specifications. Notice to Proceed was issued for 4/7/23 with contract time starting on 4/17/23.

5/12/2023: Levy Construction installed four wooden signals poles and began potholing existing underground utilities before trenching the underground conduits.

5/19/2023: Levy Construction excavated and set forms for ground boxes and controller pad. Levy started installing strand wire for traffic signal heads.

5/26/2023: Levy Construction finished drilling guy wire anchors and completed installing all wooden poles. Levy poured concrete for the controller pad, guy wire anchors, and ground boxes. Levy began installing electrical services on the wooden poles.



Design Engineer: CP&Y
Contractor: Levy Construction
Construction Observation:
Bruce Thurin, HNTB

Williamson County
Road Bond Program

Ronald Reagan at Elizabeth Park Temporary Signals
Project No. 23IFB21

Original Contract Price = \$216,902.22

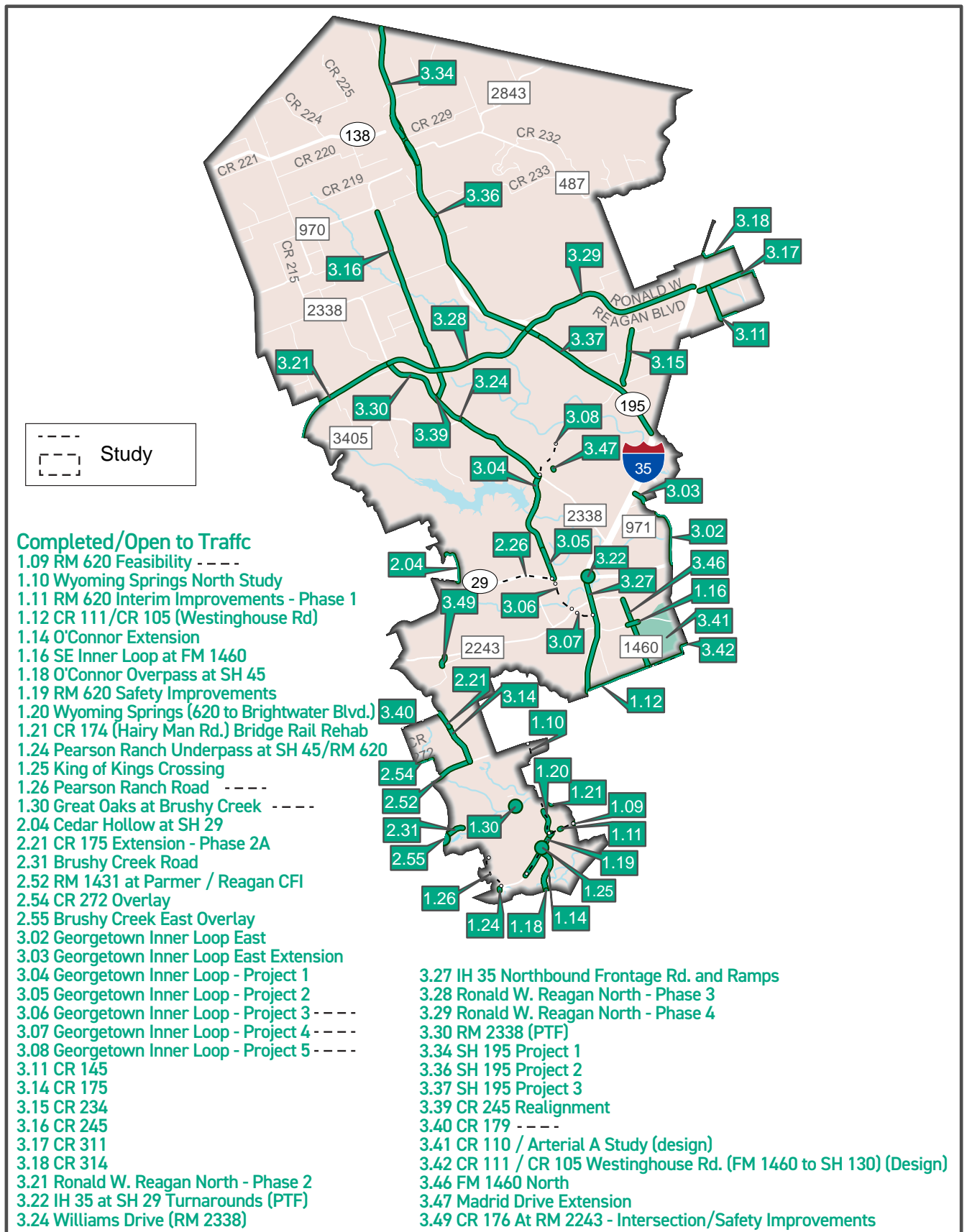
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>		<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
2/7/2023	2/28/2023	4/7/2023	4/17/2023				135		135
<u>Invoice</u>	<u>Beginning</u>	<u>Ending</u>	<u>Days</u>	<u>Current</u>	<u>Invoiced</u>	<u>Current</u>	<u>Total</u>	<u>% (\$)</u>	<u>% Time</u>
<u>Number</u>	<u>Date</u>	<u>Date</u>	<u>Charged</u>	<u>Invoice</u>	<u>Total</u>	<u>Retainage</u>	<u>Retainage</u>	<u>Used</u>	<u>Used</u>
1	4/1/2023	4/30/2023	14	\$30,069.40	\$30,069.40	\$3,341.04	\$3,341.04	14	10
2	5/1/2023	5/31/2023	31	\$64,940.18	\$95,009.58	\$7,215.58	\$10,556.62	43	33
5/31/2023	Comments - Levy Construction installed electrical service box, guy wire anchors, strand wires and signal wires crossing Ronald Reagan.								

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	5/24/2023	\$28,245.75	\$ 28,245.75

2. Unadjusted utility (unforeseeable). 2G. Other: This Change Order will add and remove items from the project due to unforeseen changes in field conditions. The project conditions have been altered since the initial design and this Change Order will correct these issues. This Change order will also compensate the contractor for installing a temporary controller so that the signal can be activated immediately rather than waiting on the permanent controller which has a long lead-time for delivery.

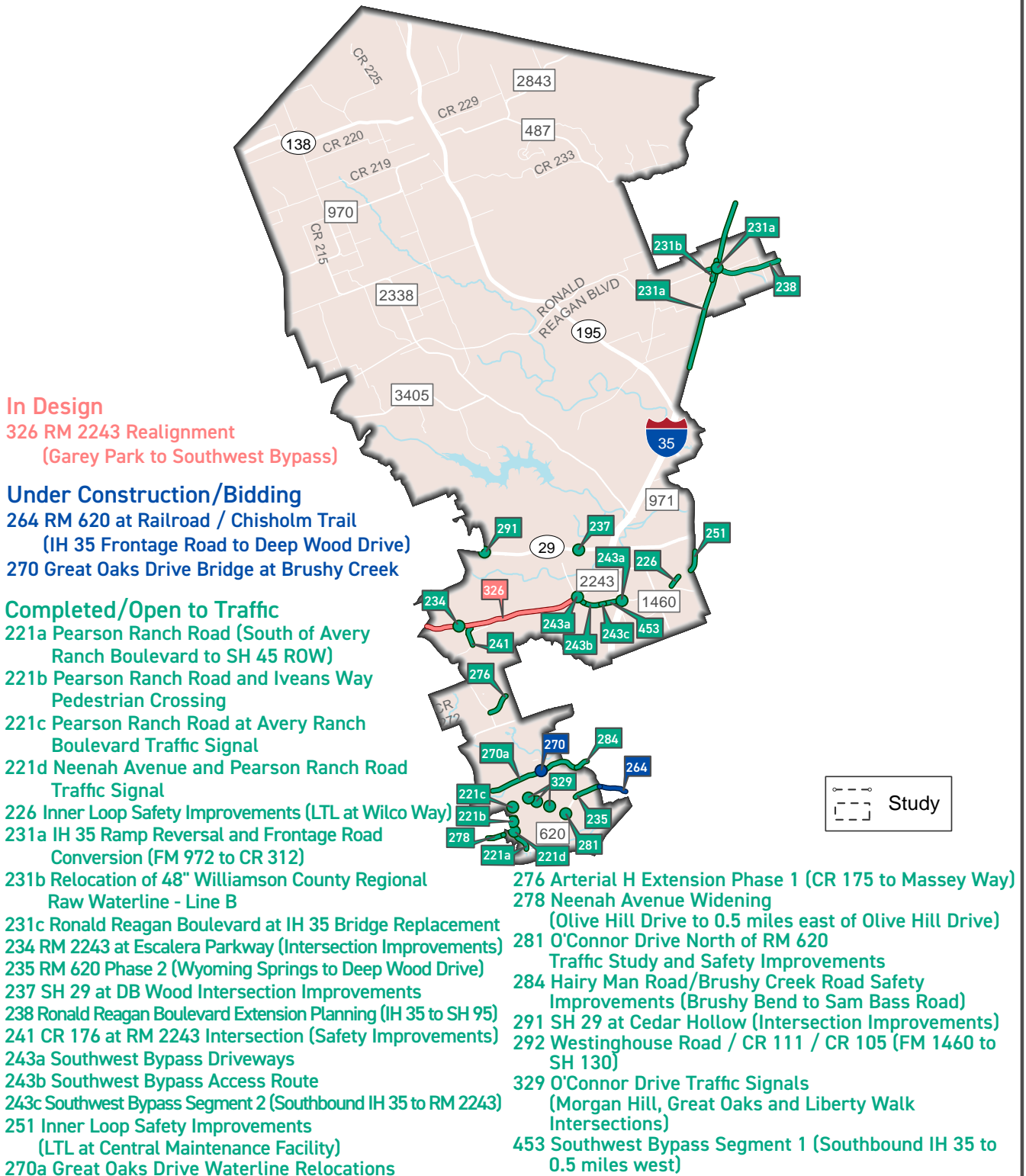
Adjusted Price = \$245,147.97

2000/2006 Road Bond Program Projects Precinct 3 - Commissioner Covey

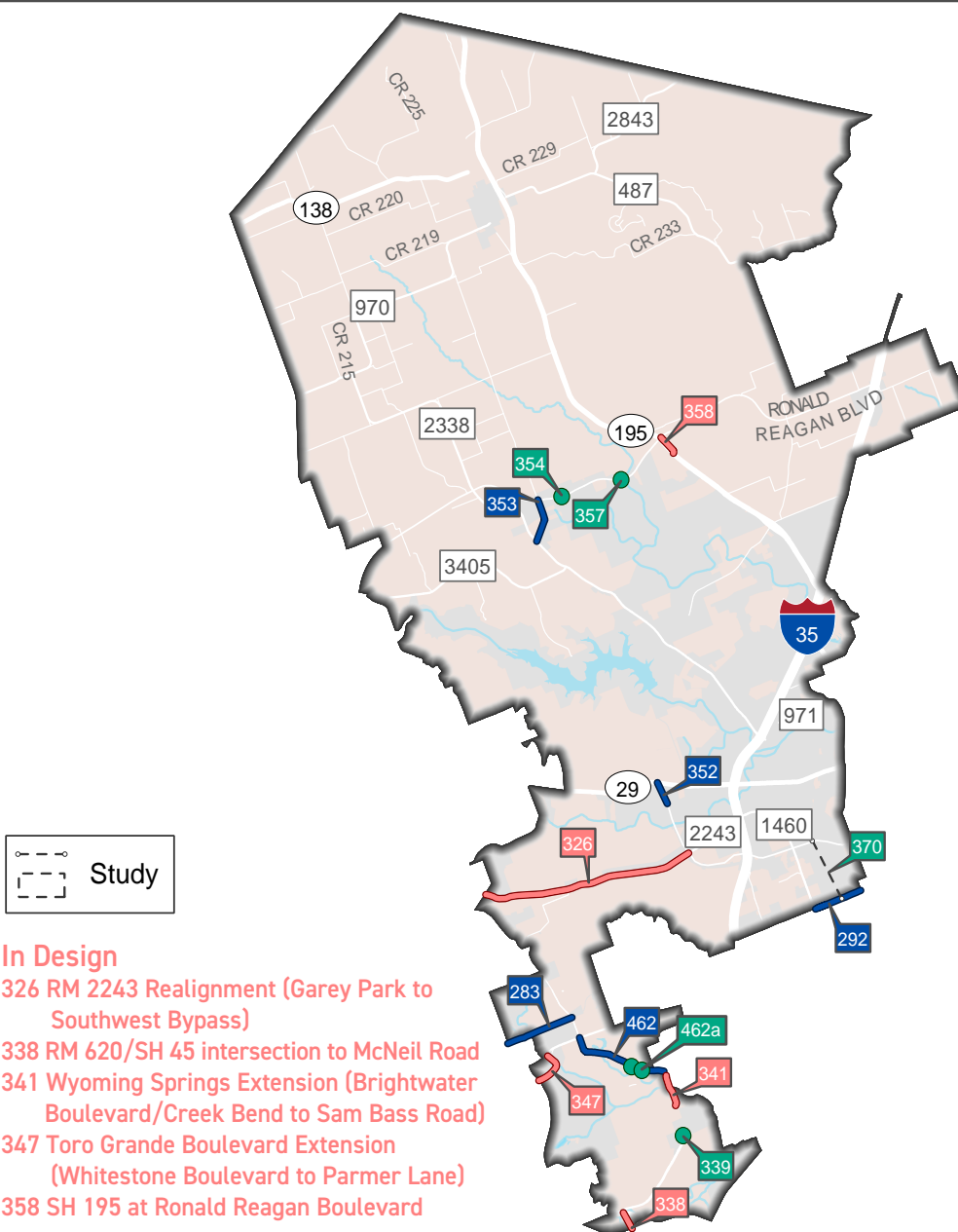


2013 ROAD BOND PROGRAM PROJECTS

Precinct 3 - Commissioner Covey



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

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

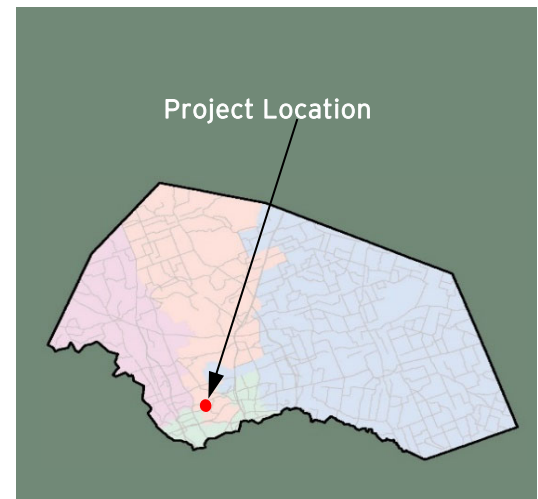
339 Wyoming Springs Intersection Improvements (At Smyers Lane)

354 Ronald Reagan at Silver Spur Boulevard

357 Ronald Reagan at Sun City Boulevard

370 MoKan (Georgetown Inner Loop to University 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 - Summer 2023

Estimated Construction Cost: \$10.7 Million



MAY 2023 IN REVIEW

5/5/2023: DeNucci Constructors formed and poured two sections of retaining Wall 1B, along the south bank of Brushy Creek. DeNucci formed curb and gutter on the north and south ends of the bridge. Subcontractor Greater Austin poured the bridge deck slab on the Great Oaks Bridge, Span 2.

5/12/2023: DeNucci excavated for and poured the footing for the last panel of Wall 1A along the south bank of Brushy Creek. Greater Austin also placed steel and poured the bridge deck slab on the northwest corner of the Brushy Creek Road and Great Oaks Bridge intersection.

5/19/2023: DeNucci prepared subgrade, formed and poured a section of the rip rap median south of the bridge on Great Oaks Drive. Subcontractor Alpha Paving placed the prime coat on the roadway base for Great Oaks Drive.

5/26/2023: DeNucci poured the last panel of Wall 1A. Subcontractor Alpha Paving placed the seal coat and hot-mix asphalt on southbound Great Oaks Drive at the north and south ends of the bridge.



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

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	47	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
15	11/1/2022	11/30/2022	30	\$150,522.30	\$5,669,849.79	\$16,724.70	\$629,983.31	59	76
16	12/1/2022	12/31/2022	31	\$210,284.10	\$5,880,133.89	\$23,364.90	\$653,348.21	61	81
17	1/1/2023	1/31/2023	31	\$487,668.38	\$6,367,802.27	\$54,185.38	\$707,533.59	66	86
18	2/1/2023	2/28/2023	28	\$319,021.56	\$6,686,823.83	\$35,446.84	\$742,980.43	69	91
19	3/1/2023	3/31/2023	31	\$481,061.68	\$7,167,885.51	\$53,451.29	\$796,431.72	74	97
20	4/1/2023	4/30/2023	30	\$1,102,824.63	\$8,270,710.14	-\$361,131.19	\$435,300.53	81	102

5/31/2023 Comments - Contractor finished placing concrete at the bridge deck and started installing rebar and forms for concrete barrier. They also continued running wires for traffic signals and placing flex base in the parking lot area, placed hot mix asphalt on Great Oaks and finished the concrete retaining wall by the south bank of Brushy Creek.

<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	9/14/2022	\$ 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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	3/2/2023	27,926.96	157,649.08

1A: Incorrect PS&E. This Change Order adds items to pay for traffic rail Junction Boxes, a 36' tall traffic signal pole, an Electric Service TY A, a Guardrail End Treatment, and Removable Work Zone Pavement Markings. These items of work were not properly addressed in the project plan set.

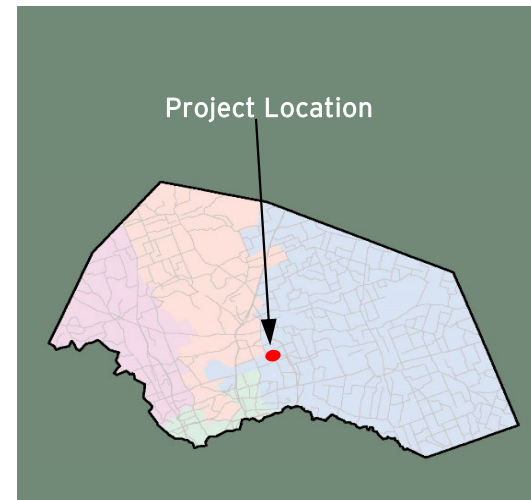
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/2/2023	11,820.42	169,469.50

3L. County Convenience. Revising safety work/measures desired by the County. This Change Order adds a pay item for additional pavement widening to improve the turning radius at the south end of the existing Great Oaks bridge over Brushy Creek.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	3/22/2023	2,831.80	172,301.30

2. Differing Site Conditions. 2E. Miscellaneous difference in site conditions (unforeseeable)(Item 9). This Change Order adds an item to pay for additional signs needed at the Oak Ridge Drive and Great Oaks Drive intersection during Phase 3 construction. This Change Order also adds an item to pay for water valves to be adjusted on the southwest corner of the existing Great Oaks Drive and Brushy Creek Road intersection.

Adjusted Price = \$10,752,935.41



**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: \$22.1 Million**



MAY 2023 IN REVIEW

5/5/2023: Capital Excavation poured concrete for the footing and headwall at the east side of the culvert at CR 104. Capital placed concrete riprap along the northwest side of Culvert 5 and placed stone matrix at Culvert 6.

5/12/2023: Capital began boring for 24-inch steel casing across the road, east of Gateway School. Capital closed road at Spur CR 105 and began excavating the ditch and for the roadway.

5/19/2023: Capital poured concrete for the sidewalk in front of Circle K at FM 1460. Capital continued processing flexible base east of Bell Gin Road. Capital installed the 16-inch water line across Bell Meadows Road.

5/26/2023: Capital poured concrete for the sidewalk at Higgs Road. Capital continued processing flexible base, east of Bell Gin Road. The contractor placed four inches of hot mix asphalt at FM 1460, Jacobs Way to CR 105 Spur, east of Bell Gin Road, and west of SH 130.



**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	15	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	23	21
6	7/1/2022	7/31/2022	31	\$787,719.86	\$5,433,070.00	\$87,524.44	\$603,674.46	27	26
7	8/1/2022	8/31/2022	31	\$822,906.88	\$6,255,976.88	\$91,434.10	\$695,108.56	31	30
8	9/1/2022	9/30/2022	30	\$1,707,686.45	\$7,963,663.33	\$189,742.92	\$884,851.48	40	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
10	11/1/2022	11/30/2022	30	\$518,917.48	\$9,589,867.21	\$57,657.50	\$1,065,540.80	48	43
11	12/1/2022	12/31/2022	31	\$1,285,779.15	\$10,875,646.36	-\$493,138.36	\$572,402.44	52	48
12	1/1/2023	1/31/2023	31	\$620,120.59	\$11,495,766.95	\$32,637.93	\$605,040.37	55	52
13	2/1/2023	2/28/2023	28	\$846,149.01	\$12,341,915.96	\$44,534.15	\$649,574.52	59	56
14	3/1/2023	3/31/2023	31	\$639,962.65	\$12,981,878.61	\$33,682.25	\$683,256.77	62	61
15	4/1/2023	4/30/2023	30	\$717,084.56	\$13,698,963.17	\$37,741.29	\$720,998.06	65	65

5/31/2023 Comments - Contractor placed the base course of HMA at various locations, continued roadway work, storm sewer pipe and box culverts, and installation of water lines throughout the project.

<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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	12/14/2022	\$28,440.00	\$ 809,226.30

1B. Design Error or Omission. 1B. Other: This Change Order provides additional items to the Contract for adjusting an existing headwall, wingwalls and adding concrete rail along an existing culvert that is to remain in place. Due to the height of the existing culvert, the proposed roadway can not be built to the proposed width. Raising the headwall and constructing the rail will allow for the roadway portion to be constructed to the proposed width. This rail will mirror the existing rail along the upstream portion of the existing culvert.

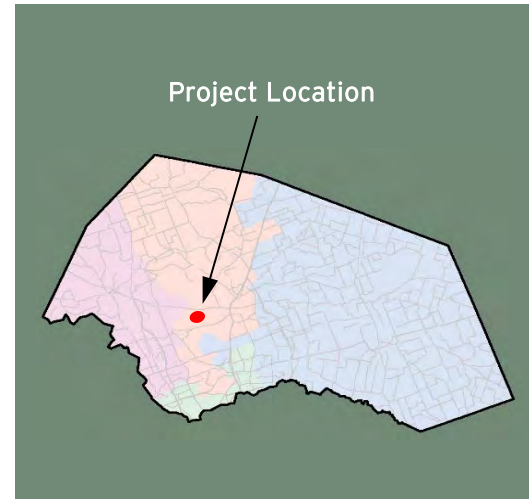
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	12/14/2022	\$276,200.00	\$ 1,085,426.30

4B. Third Party Accommodation. Third party requested work: MBC Development has requested additional sleeves to be installed across CR 111 for their future development on both sides of the roadway. The Developer Agreement has been amended to reflect the change and the Developer has funded Williamson County for this additional work.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
09	4/25/2023	\$14,282.00	\$ 1,099,708.30

1. Design Error or Omission. 1B Other: This Change Order compensates the contractor for relocating the existing service line to tie into the new meter location. The meter was relocated outside of the new ROW per the plans, but the plans did not show a service line connection for the residence back in at this location. Per the ILA, the County must, at its own expense, pay all cost related to the relocation of Jonah's water lines.

Adjusted Price = \$22,124,041.18



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



MAY 2023 IN REVIEW

5/5/2023: Joe Bland Construction (JBC) continued placing topsoil and cleaning up throughout job site. Subcontractor DIJ striped near Wolff Ranch.

5/12/2023: JBC continued vegetative watering on Southwest Bypass and SH 29. Subcontractor BMP seeded, fertilized and placed soil retention blankets on east side of Southwest Bypass from Culvert 2 headwall to Wolf Ranch Parkway.

5/19/2023: JBC completed the traffic switch by placing westbound traffic on Wolf Ranch. JBC continued vegetative watering on Southwest Bypass and SH 29. JBC formed curb and gutter on Wolf Ranch.

5/26/2023: Subcontractor TRP installed bases for small signs on Wolf Ranch and Southwest Bypass. Subcontractor State to State installed new fiber optics box and moved existing fiber optics line from under the road at SH 29. Subcontractor ACLC removed cable from overhead poles on SH 29.



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

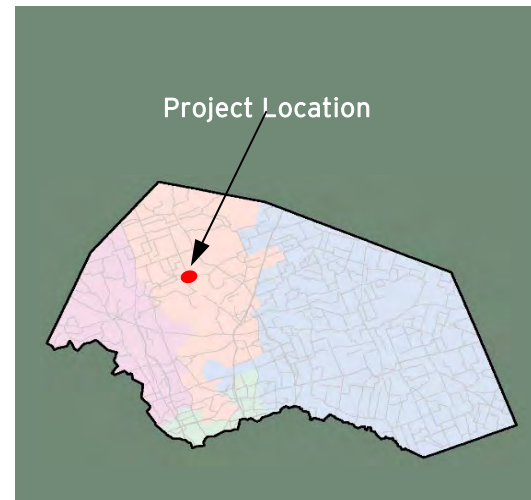
**Williamson County
Road Bond Program**

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
4	11/1/2022	11/30/2022	30	\$148,852.80	\$813,817.85	\$16,539.20	\$90,424.21	21	39
5	12/1/2022	12/31/2022	31	\$180,500.40	\$994,318.25	\$20,055.60	\$110,479.81	26	52
6	1/1/2023	1/31/2023	31	\$308,200.50	\$1,302,518.75	\$34,244.50	\$144,724.31	34	65
7	2/1/2023	2/28/2023	28	\$424,385.10	\$1,726,903.85	\$47,153.90	\$191,878.21	45	77
8	3/1/2023	3/31/2023	31	\$778,428.08	\$2,505,331.93	-\$60,018.63	\$131,859.58	61	90
9	4/1/2023	4/30/2023	30	\$585,017.55	\$3,090,349.48	\$30,790.39	\$162,649.97	76	103
5/31/2023	Comments -	Contractor installed small signs, shouldered up and placed top soil along the new roadway, and installed permanent pavement markings and markers throughout the project.							

Adjusted Price = \$4,288,543.00



**CR 245 Reconstruction
(North of RM 2338 to Ronald Reagan Boulevard)**

**Project Length: 0.962 Miles
Roadway Classification: Suburban Arterial**

**Project Schedule: January 2023 - Spring 2024
Estimated Construction Cost: \$6.97 Million**



MAY 2023 IN REVIEW

5/5/2023: Joe Bland Construction (JBC) continued roadway excavation and embankment. JBC hauled in and processed flexible base by Rock Hollow Drive. Subcontractor Greater Austin poured concrete for bridge bent cap, remaining columns, and continued forming up for abutment backwall.

5/12/2023: JBC continued roadway excavation and embankment on the north end of the project. Subcontractor Greater Austin poured concrete for bridge abutment backwall and continued forming bridge caps.

5/19/2023: JBC a continued processing flexible base near Rocky Hollow Road. Subcontractor Greater Austin placed concrete for bridge abutment backwall. Greater Austin began forming concrete rip rap by both bridge abutments.

5/26/2023: JBC continued processing flexible base at north end of project. JBC began installing drainage lines at Rocky Hollow Drive. Subcontractor Greater Austin placed concrete rip rap at the bridge abutments. Greater Austin formed up and tied steel.



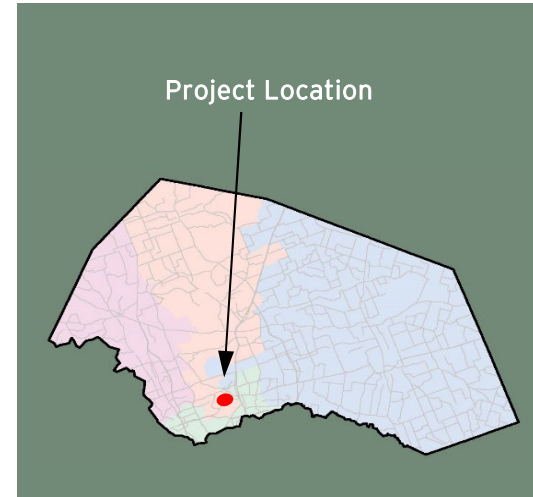
**Design Engineer: Bridgefarmer
Contractor: Joe Bland Construction
Construction Observation:
Joseph Jones, HNTB**

**Williamson County
Road Bond Program**

Project Name: CR 245 Reconstruction**Project No. 23IFB12**

Original Contract Price = \$6,969,195.21

<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>	
12/6/2022	12/13/2022	2/1/2023	2/10/2023			423		423	
<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	2/10/2023	2/28/2023	19	\$143,464.59	\$143,464.59	\$15,940.51	\$15,940.51	2	4
2	3/1/2023	3/31/2023	31	\$355,908.11	\$499,372.70	\$39,545.35	\$55,485.86	8	12
3	4/1/2023	4/30/2023	30	\$378,182.90	\$877,555.60	\$42,020.32	\$97,506.18	14	19
5/31/2023	Comments -	Contractor continued to work on concrete bent caps, storm drain systems, placing embankment and flex base, and rock riprap at bridge abutments.							
						Adjusted Price = \$6,969,195.21			



**Corridor H/Sam Bass Road
(RM 1431 to Wyoming Springs Drive)**

**Project Length: 2.578 Miles
Roadway Classification: Urban Minor Arterial**

**Project Schedule: January 2022 - Summer 2025
Estimated Construction Cost: \$36.1 Million**



MAY 2023 IN REVIEW

5/5/2023: Subcontractor Badger continued potholing for the Aqua Water line, the BCMUD water lines, and Round Rock water line in various locations. Subcontractor Austin Wood Recycling continued removing brush and trees at various locations, prior to the water line relocations.

5/12/2023: Cash Construction continued removing property fencing at various locations. Subcontractor HL Chapman began trenching for the Round Rock water line on the north side of Sam Bass near Mayfield Drive.

5/19/2023: Subcontractor Austin Wood Recycling continued removing brush and trees at various locations. Subcontractor HL Chapman continued trenching for the Round Rock water line on the north side of Sam Bass near between Mayfield Drive and Thousand Oaks.

5/26/2023: Cash Construction began fusing the water bypass pipe east of Great Oaks Drive. Subcontractor HL Chapman continued trenching for the Round Rock water line and the Aqua water line.



**Design Engineer: K Friese
Contractor: Cash Construction
Construction Observation:
Tracy Cooper, HNTB**

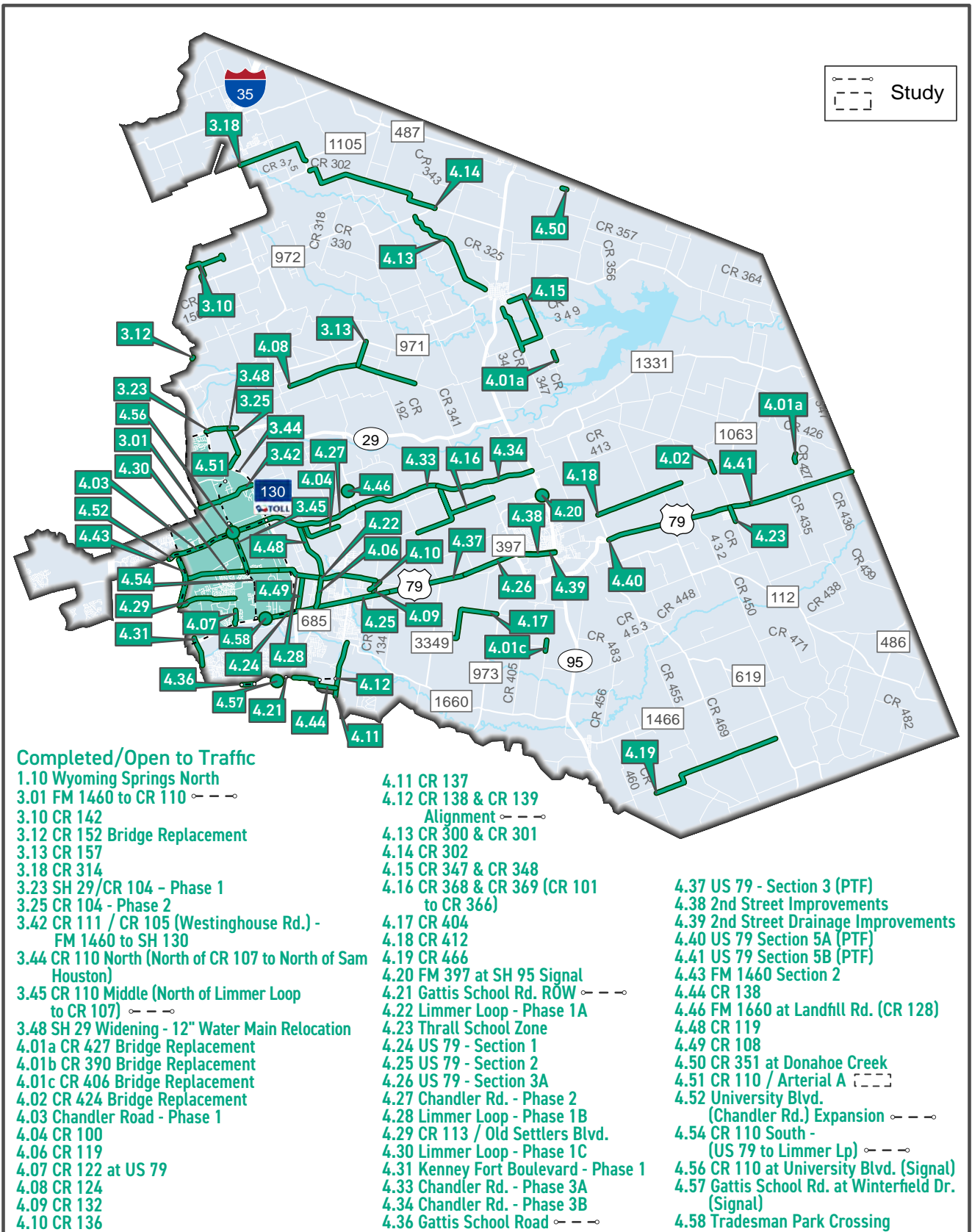
**Williamson County
Road Bond Program**

Corridor H/Sam Bass Road
Project No. 23IFB8

Original Contract Price = \$36,145,959.00

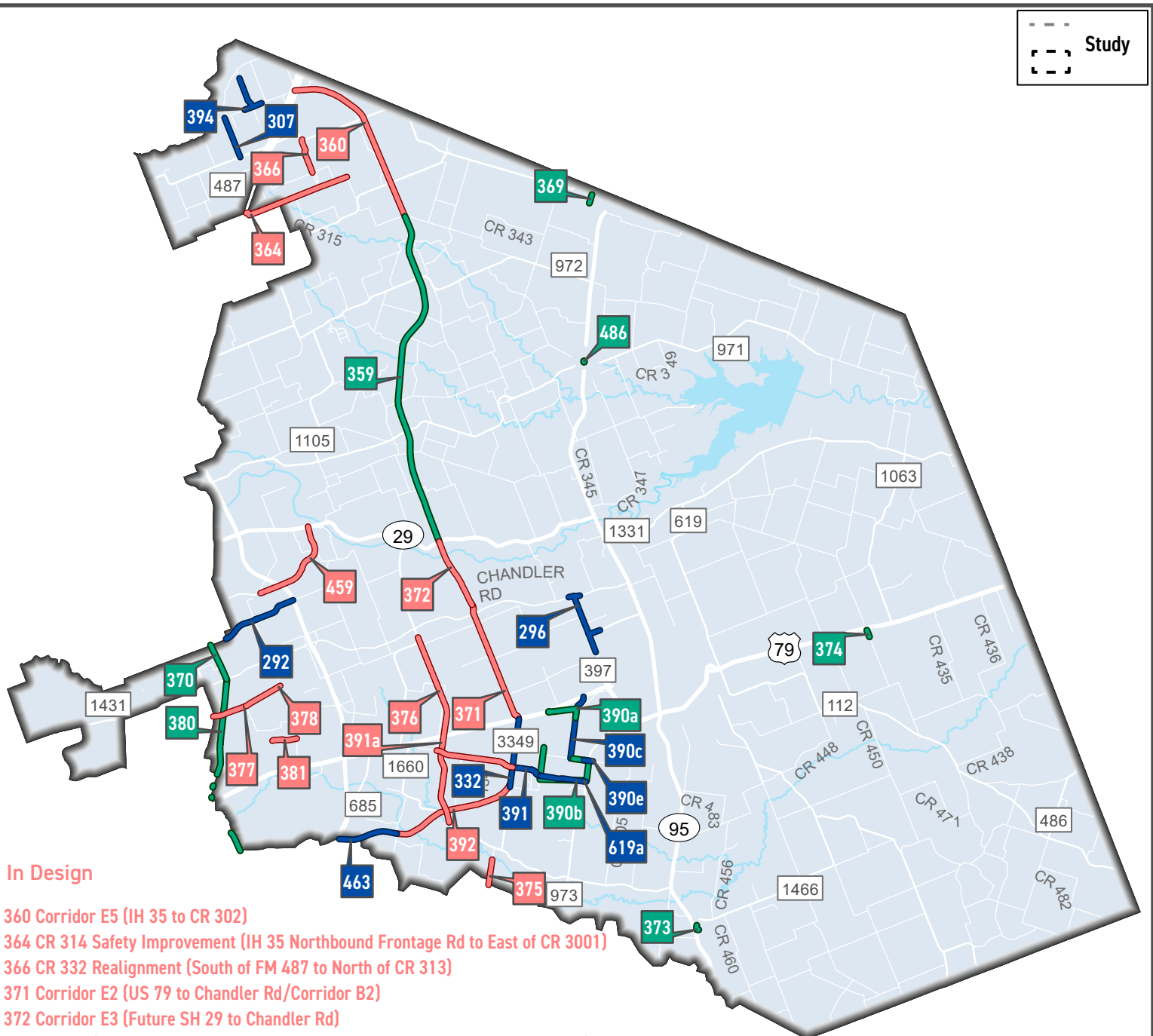
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>		<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
12/20/2022	1/13/2023	3/13/2023	3/23/2023				911		911
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</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	4/1/2023	4/30/2023	30	\$21,095.55	\$21,095.55	\$2,343.95	\$2,343.95	0	3
5/31/2023	Comments -	Contractor continued clearing and grubbing and removing trees and property fencing at various locations; they finished fusing the HDPE the water bypass pipe, and continued pre-trenching for the CORR and BCMUD water lines.							
							Adjusted Price = \$36,145,959.00		

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



2019 ROAD BOND PROGRAM PROJECTS

Precinct 4 - Commissioner Boles



In Design

- 360 Corridor E5 (IH 35 to CR 302)
- 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)
- 371 Corridor E2 (US 79 to Chandler Rd/Corridor B2)
- 372 Corridor E3 (Future SH 29 to Chandler Rd)
- 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)
- 381 Old Settlers Boulevard (North Red Bud Lane/CR 122 to CR 110)
- 391a CR 132 Realignment
- 392 Southeast Loop Segment 2 (CR 137 to CR 404)
- 459 Southeast Inner Loop Extension (Corridor C) (Sam Houston Avenue at Patriot Way to SH 29)

Under Construction/Bidding

- 292 CR111/CR105 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)

- 391 CR 404 Realignment (CR 404 to FM 3349)
- 394 CR 307 Reconstruction (CR 307 North of CR 305 Jarrell)
- 463 Southeast Loop Segment 1, Phase 1 (Corridor E1) (CR 138 to CR 137)
- 619a Samsung Highway (Future County Road) (CR 404 to FM 973)

Completed/Open to Traffic

- 359 Corridor E4 (Future SH 29 to Ronald Reagan Extension/Corridor D)
- 369 Bartlett Project (Cottrell Street)
- 370 MoKan (Georgetown Inner Loop to University Boulevard)
- 373 Coupland Street Project (S. Broad & Muery Streets)
- 374 Thrall Street Project - S Bounds Street
- 380 MoKan (University Boulevard to SH 45)
- 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)
- 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	7/28/2022		540	64	604
<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	3
2	7/26/2020	8/30/2020	36	\$2,072,374.48	\$2,439,255.91	\$230,263.83	\$271,028.43	22	9
3	8/31/2020	9/23/2020	24	\$66,831.99	\$2,506,087.90	\$7,425.78	\$278,454.21	23	13
4	9/24/2020	10/25/2020	32	\$531,044.64	\$3,037,132.54	\$59,004.96	\$337,459.17	27	19
5	10/26/2020	11/29/2020	35	\$424,017.36	\$3,461,149.90	\$47,113.04	\$384,572.21	31	24
6	11/30/2020	12/27/2020	28	\$709,323.98	\$4,170,473.88	\$78,813.77	\$463,385.98	38	29
7	12/28/2020	1/27/2021	31	\$294,970.38	\$4,465,444.26	\$32,774.49	\$496,160.47	40	34
8	2/1/2021	2/28/2021	28	\$293,948.14	\$4,759,392.40	\$32,660.91	\$528,821.38	43	39
9	3/1/2021	3/31/2021	31	\$367,172.81	\$5,126,565.21	\$40,796.97	\$569,618.35	46	44
10	4/1/2021	4/30/2021	30	\$421,691.16	\$5,548,256.37	\$46,854.58	\$616,472.93	50	49
11	5/1/2021	5/31/2021	31	\$703,963.56	\$6,252,219.93	\$78,218.17	\$694,691.10	56	54
12	6/1/2021	6/30/2021	30	\$348,806.38	\$6,601,026.31	\$38,756.27	\$733,447.37	59	59
13	7/1/2021	7/31/2021	31	\$450,541.31	\$7,051,567.62	\$50,060.14	\$783,507.51	63	64
14	8/1/2021	8/31/2021	31	\$759,767.66	\$7,811,335.28	\$84,418.63	\$867,926.14	70	69
15	9/1/2021	9/30/2021	30	\$572,768.63	\$8,384,103.91	\$63,640.96	\$931,567.10	75	74
16	10/1/2021	10/31/2021	31	\$731,491.99	\$9,115,595.90	-\$451,798.89	\$479,768.21	78	79
17	11/1/2021	11/30/2021	30	\$496,699.04	\$9,612,294.94	\$26,142.05	\$505,910.26	82	84
18	12/1/2021	12/31/2021	31	\$786,832.47	\$10,399,127.41	\$41,412.24	\$547,322.50	89	89
19	1/1/2022	1/31/2022	31	\$168,386.88	\$10,567,514.29	\$8,862.46	\$556,184.96	90	95
20	2/1/2022	2/28/2022	28	\$662,254.39	\$11,229,768.68	\$34,855.50	\$591,040.46	96	99
21	3/1/2022	3/31/2022	1	\$174,865.08	\$11,404,633.76	\$9,203.42	\$600,243.88	97	99
22	4/1/2022	4/30/2022	0	\$427,447.18	\$11,832,080.94	-\$358,772.84	\$241,471.04	98	100
23	5/1/2022	5/31/2022	0	\$58,135.36	\$11,890,216.30	\$1,186.44	\$242,657.48	98	100
24	6/1/2022	6/30/2022	0	\$1,755.09	\$11,891,971.39	\$35.81	\$242,693.29	98	100
25	7/1/2022	7/31/2022	0	\$1,665.44	\$11,893,636.83	\$33.99	\$242,727.28	98	100
26	8/1/2022	9/30/2022	0	\$36,850.58	\$11,930,487.41	\$752.05	\$243,479.33	98.6	100
27	10/1/2022	4/30/2023	0	\$421,720.72	\$12,352,208.13	-\$243,479.33	\$0.00	100.0	100

5/31/2023 Comments - Reconciling final contract quantities with the contractor, final balancing change order in process, coordinating final acceptance with the contractor.

Change Order Number Approved Cost This CO Total COs
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.

Change Order Number Approved Cost This CO Total COs
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.

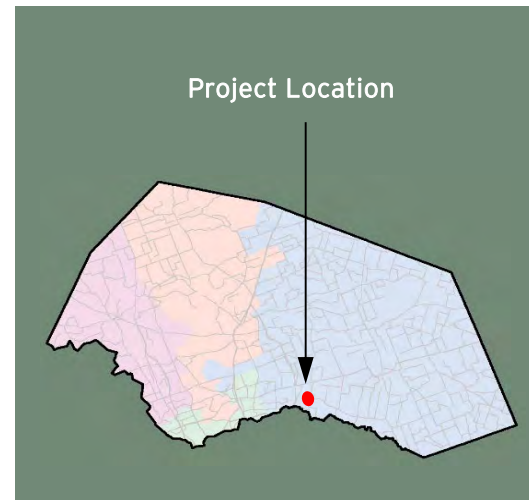
Change Order Number Approved Cost This CO Total COs
03 9/28/2021 \$ 81,281.83 \$ 308,452.55
3B: County Convenience. Public relations improvement. This change order changes the pavement section from typical flexible base to full-depth asphalt at south end tie-in to existing pavement, adds a driveway for a landowner and adds a sixth wire and water gap fence across Little Mustang Creek.

Change Order Number Approved Cost This CO Total COs
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.

Change Order Number Approved Cost This CO Total COs
05 12/21/2022 \$ (727,246.14) \$ (785,313.40)
2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This Change Order provides the final balancing for the overrun and 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 adds items to the contract to compensate the Contractor for various work including the removal of the drainage pipe at Driveway 19, installing a box culvert and the safety end treatments for the culvert per RFI 20, compensation for unused water line materials that could not be restocked, and compensation for relocation of encasement due to changing field conditions.

Change Order Number Approved Cost This CO Total COs
06 4/24/2023 \$ 40,347.72 \$ (744,965.68)
2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions (unforeseeable). This Change Order provides the final balancing for the overrun and underrun of Contract quantities on the project as a result of addressing field conditions not accounted for in the original plans.

Adjusted Price = \$12,347,876.32



East Wilco Highway (Southeast Loop Segment 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: \$12.1 Million



MAY 2023 IN REVIEW

5/5/2023: James Construction (JCG) continued repair on the C221 rail. Subcontractor Elite formed and poured the sections of curb that were removed.

5/12/2023: JCG continued repair on the C221 rail and placed topsoil throughout the project. JCG began working on punch list items.

5/19/2023: JCG placed the sealant and handrail for the C221 rail on both bridges and began placing the sealant on the SSTR rails. Subcontractor TEM seeded all new topsoil, removed silt fence, and placed rock filter dams along various ditch lines throughout the project.

5/26/2023: James Construction (JCG) continued placing topsoil throughout project and working on punch list items. Subcontractor TEM seeded topsoil and placed rock filter dams along various ditch lines throughout the project.



Design Engineer: RTG

Contractor: James Construction

Construction Observation:

Kyle McCoy, HNTB

Project Name: East Wilco Highway (Southeast Loop Segment 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>% Time 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	23	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	34	46
9	4/1/2022	4/30/2022	30	\$741,856.71	\$4,461,410.66	\$82,428.53	\$495,712.30	41	51
10	5/1/2022	5/31/2022	31	\$625,433.98	\$5,086,844.64	\$69,492.66	\$565,204.96	47	57
11	6/1/2022	6/30/2022	30	\$498,845.27	\$5,585,689.91	\$55,427.25	\$620,632.21	51	62
12	7/1/2022	7/31/2022	31	\$521,580.90	\$6,107,270.81	\$57,953.44	\$678,585.65	56	68
13	8/1/2022	8/31/2022	31	\$672,002.44	\$6,779,273.25	\$74,666.93	\$753,252.58	62	73
14	9/1/2022	9/30/2022	30	\$936,075.41	\$7,715,348.66	\$104,008.38	\$857,260.96	71	79
15	10/1/2022	10/31/2022	31	\$851,880.44	\$8,567,229.10	-\$406,354.16	\$450,906.80	75	84
16	11/1/2022	11/30/2022	30	\$625,071.12	\$9,192,300.22	\$32,898.48	\$483,805.28	80	90
17	12/1/2022	12/31/2022	31	\$290,510.48	\$9,482,810.70	\$15,290.02	\$499,095.30	83	95
18	1/1/2023	1/31/2023	31	\$55,998.20	\$9,538,808.90	\$2,947.27	\$502,042.57	83	101
19	2/1/2023	2/28/2023	28	\$161,924.00	\$9,700,732.90	\$8,522.32	\$510,564.89	85	106
20	3/1/2023	3/31/2023	31	\$291,588.78	\$9,992,321.68	\$15,346.78	\$525,911.67	87	111
21	4/1/2023	4/30/2023	30	\$160,641.77	\$10,152,963.45	\$8,454.83	\$534,366.50	88	117

5/31/2023 Comments - Contractor placed the final lift of asphalt, installed MBGF, small signs and markers.

<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	10/4/2022	\$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.

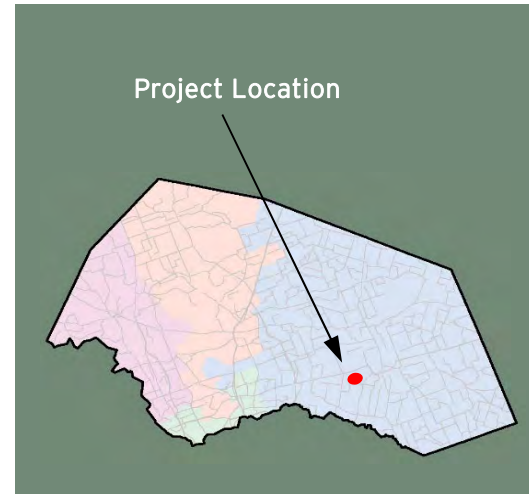
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	2/28/2023	\$177,807.62	399,525.36

1A. Incorrect PS&E. This Change Order replaces the SGT and MBGF with Crash Cushion Attenuators on the proposed eastbound lane at both bridges due to them not being able to be installed per plan because of the post locations being in the MSE rock backfill. 2E. Miscellaneous difference in site conditions (unforeseeable)(Item 9). This Change Order also compensates the contractor for replacing a portion of an existing concrete driveway that needed to be removed to install the 48in RCP on Line B35.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/28/2023	156,231.96	555,757.32

2. Differing Site Conditions (Unforeseeable) 2E: Miscellaneous difference in site conditions (unforeseeable)(Item 9): This Change Order is adding items to the Contract that have been previously paid for under the existing Force Account line item.

Adjusted Price = \$12,082,546.41



CR 401 Reconstruction

Project Length: 1.253 Miles

Roadway Classification: Rural Collector

Project Schedule: April 2022 - Summer 2023

Estimated Construction Cost: \$13.5 Million



MAY 2023 IN REVIEW

5/5/2023: James Construction (JCG) continued processing flexible base on the eastern half of the CR 401 and CR 402 intersection. Subcontractor Texas Materials primed, placed seal coat, and paved the Phase 2 portion of CR 401. Subcontractor Sexton worked on the water line north of US 79.

5/12/2023: JCG formed and poured the driveway to Clark Travel on the north side of US 79. Subcontractor TexOp milled out the remaining CR 401 roadway. Subcontractor Sexton worked on the water line north of US 79.

5/19/2023: JCG completed processing flexible base on the eastern half of the CR 401 and CR 402 intersection. JCG formed and poured rip rap on the slope of southwest corner at the Mustang Creek Tributary Bridge.

5/26/2023: JCG excavated the plug area in the middle of CR 401 south of the Mustang Creek Tributary Bridge. Subcontractor Texas Materials paved the plug area in the middle of CR 404 and the crossover at US 79.



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	23	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	32	35
7	10/1/2022	10/31/2022	31	\$776,738.57	\$4,677,936.11	\$86,304.29	\$519,770.68	38	42
8	11/1/2022	11/30/2022	30	\$875,684.24	\$5,553,620.35	\$97,298.25	\$617,068.93	46	49
9	12/1/2022	12/31/2022	31	\$422,000.74	\$5,975,621.09	\$46,888.97	\$663,957.90	49	56
10	1/1/2023	1/31/2023	31	\$616,120.11	\$6,591,741.20	\$68,457.79	\$732,415.69	54	63
11	2/1/2023	2/28/2023	28	\$598,319.58	\$7,190,060.78	\$66,479.95	\$798,895.64	59	70
12	3/1/2023	3/31/2023	31	\$603,951.86	\$7,794,012.64	\$67,105.76	\$866,001.40	64	77
13	4/1/2023	4/30/2023	30	\$945,657.20	\$8,739,669.84	-\$406,018.78	\$459,982.62	68	84
14	5/1/2023	5/31/2023	31	\$1,082,327.54	\$9,821,997.38	\$56,964.61	\$516,947.23	77	91

5/31/2023 Comments - Contractor continued forming and pouring concrete rip rap on the back slope on the E side of CR 401, completed paving base course on CR 401 N and S of the bridge and N of US 79, and placed the vault and began installing the COT water line metering station. The Contractor switched the traffic closure at the CR 401 and CR 402 intersection.

<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.

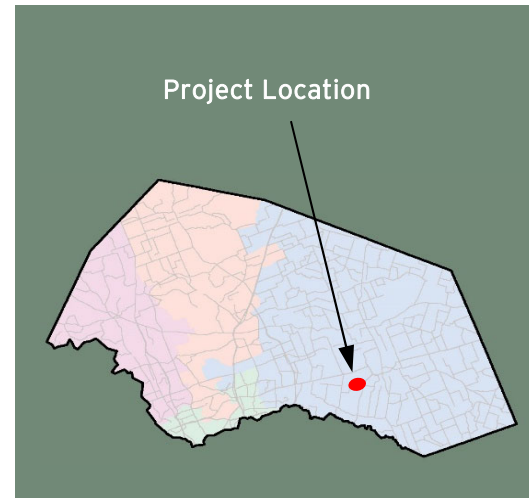
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/5/2022	\$ 214,351.37	\$ 642,066.89

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	2/28/2023	\$ 188,826.95	\$ 830,893.84

2G. Differing in site conditions. Unadjusted Utility (Unforeseeable) This Change Order adds new items to the Contract to adjust the existing 16in City of Taylor water line on the north side of US 79 which is in conflict with the proposed pavement and ditch cuts. 4B. Third Party Requested Work. An additional 6in line and fire hydrant assembly are being added at the request of the City of Taylor.

Adjusted Price = \$13,504,094.78



**Samsung Highway (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**



MAY 2023 IN REVIEW

5/5/2023: Chasco poured concrete for the safety end treatments. Subcontractor Aaron Construction poured concrete for the bridge rails on the Boggy Creek Tributary Bridge.

5/12/2023: Chasco continued removing bridge overhang forms on the Boggy Creek Tributary Bridge. Chasco placed forms and tied steel for riprap placement. Chasco continued hauling off topsoil from the project.

5/19/2023: Chasco continued removing bridge overhang forms on the Boggy Creek Tributary Bridge. Chasco continued hauling off topsoil from the project. Subcontractor Texas Materials applied prime and seal coat.

5/26/2023: Chasco completed removing bridge overhang forms on the Boggy Creek Tributary Bridge. Chasco continued hauling off topsoil from the project. Subcontractor Texas Materials began paving hot mix asphalt on the east side of the Boggy Creek Tributary Bridge.



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

**Williamson County
Road Bond Program**

Project Name: Samsung Highway (Future County Road) (CR 404 to FM 973)**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

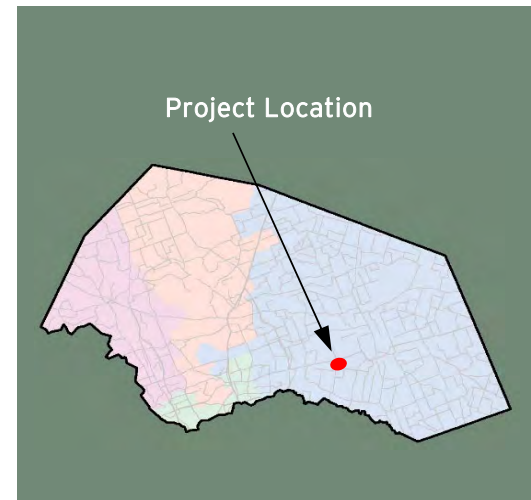
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoiced Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	8/15/2022	9/27/2022	44	\$415,099.80	\$415,099.80	\$46,122.20	\$46,122.20	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
3	11/1/2022	11/30/2022	30	\$529,743.42	\$2,201,759.64	\$58,860.38	\$244,639.96	22	26
4	12/1/2022	12/31/2022	31	\$196,710.30	\$2,398,469.94	\$21,856.70	\$266,496.66	24	34
5	1/1/2023	1/31/2023	31	\$942,884.78	\$3,341,354.72	\$104,764.98	\$371,261.64	33	41
6	2/1/2023	2/28/2023	28	\$895,707.90	\$4,237,062.62	\$99,523.10	\$470,784.74	42	48
7	3/1/2023	3/31/2023	31	\$2,066,773.05	\$6,303,835.67	\$229,641.45	\$700,426.19	62	55
8	4/1/2023	4/30/2023	30	\$1,637,718.64	\$7,941,554.31	-\$282,449.65	\$417,976.54	74	63

5/31/2023 Comments - Contractor began shouldering up the paving on the west end of the project, continued hauling off topsoil, completed placing grooves on the Boggy Creek Tributary Bridge and paved the first lift of hot mix asphalt throughout the project.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	1/24/2023	41,260.00	41,260.00

1B. Design Error or Omission. Other: This Change Order adds two items to the Contract for installing a 4' x 2' box culvert (EE) and related wingwalls/headwalls. The work was shown in the plans but not included in the bid tab. This Change Order also removes SET (TY 1) (S=5ft)(HW=3FT) (6:1) (C) item. The work was removed from the plans but the item was left in the bid tab. These plan revisions were made prior to bidding due to outstanding items on the TxDOT permit for the work at the FM 973 tie-in.

Adjusted Price = \$11,331,189.00



**East Wilco Highway (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: \$82.9 Million**



MAY 2023 IN REVIEW

5/5/2023: James Construction (JCG) poured abutment 1 of the Boggy Creek Bridge. Subcontractor Lone Star Paving primed and will pave asphalt in center median of US79.

5/12/2023: JCG continued pouring the bent caps for northbound FM 3349 Bridge and the southbound FM 3349 Bridge. Subcontractor Patin continued the 12" water line relocation at the Jug Handle and US 79 intersection.

5/19/2023: JCG continued forming and pouring bent caps for the Southbound FM 3349 Bridge and Abutment 18 of the Northbound FM 3349 Bridge. The contractor continued processing embankment and lime treatment at the Jug Handle.

5/26/2023: JCG continued processing embankment and flexible base at the Jug Handle. Subcontractor ESSi began small sign installation for the turnaround at US 79 and Jug Handle. Subcontractor Patin Construction continued installing the 24-inch steel casing at Southbound FM 3349.



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

**Williamson County
Road Bond Program**

Project Name: East Wilco Highway (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	
<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	10/18/2022	11/25/2022	39	\$755,690.77	\$755,690.77	\$0.00	\$0.00	1	2
2	11/26/2022	12/25/2022	30	\$5,128,955.59	\$5,884,646.36	\$0.00	\$0.00	7	0
3	12/26/2022	1/25/2023	31	\$1,448,580.10	\$7,333,226.46	\$0.00	\$0.00	9	7
4	1/26/2023	2/25/2023	31	\$1,272,882.90	\$8,606,109.36	\$0.00	\$0.00	10	9
5	2/26/2023	3/25/2023	28	\$2,922,159.15	\$11,528,268.51	\$0.00	\$0.00	14	11
6	3/26/2023	4/25/2023	31	\$1,419,905.85	\$12,948,174.36	\$0.00	\$0.00	16	14
7	4/26/2023	5/25/2023	30	\$1,672,497.88	\$14,620,672.24	\$0.00	\$0.00	18	16

5/31/2023 Comments - Contractor continued processing embankment and flexible base at the Jug Handle, continued small sign installation and installation of steel casing and water line pipe. Contractor began installation of traffic signal components at the intersections of US 79 and Jug Handle.

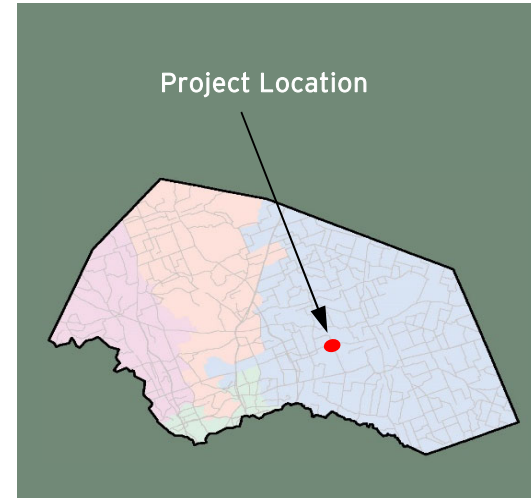
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	4/25/2023	925,354.41	925,354.41

3. County Convenience. 3L Revising safety work/measures desired by the County: This Change Order provides funds to compensate the contractor for installing safety improvements on US 79 until the permanent overpasses are built. By installing these traffic control measures the drivers traveling north bound on FM 3349 can no longer proceed straight or make a left turn at the US 79 intersection. The same will apply for traffic traveling south on CR 101. Drivers will need to make a right turn on US 79

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	4/25/2023	82,000.00	1,007,354.41

3. County Convenience. 3L Revising safety work/measures desired by the County: The original bid item 36-inch Ductile Iron Pipe has long lead time of material procurement and is not readily available. Contractor proposed two options with shorter lead time to the City of Hutto as alternatives. City of Hutto has approved option 2, which is 36-inch PVC DR 18 pipe as an alternative with \$82,000 increase in cost to the current item and allows contractor to procure material quicker. The cost of this material change is 100% reimbursable by the City of Hutto.

Adjusted Price = \$82,948,392.54



CR 366 Reconstruction (Chandler Road to Carlos G. Parker Boulevard)

Project Length: 2.751 Miles
Roadway Classification: Rural Arterial

Project Schedule: January 2023 - Summer 2024
Estimated Construction Cost: \$17.7 Million



MAY 2023 IN REVIEW

5/5/2023: James Construction (JCG) continued lime treatment and processing subgrade along CR 366. JCG continued to process embankment at CR 366 and Carlos G. Parker Blvd.

5/12/2023: JCG began lime slurry treatment along CR 366. JCG continued to process embankment at CR 366 and Carlos G Parker Blvd.

5/19/2023: JCG continued lime slurry treatment along CR 366. JCG began processing embankment at CR 366 and Chandler Road. Subcontractor Patin began installing the water line for the City of Taylor and Jonah at CR 366 and CR 397.

5/26/2023: JCG continued lime slurry treatment and processing subgrade along CR 366. JCG began processing embankment at CR 366 and Chandler Road. Subcontractor Patin continued installing water lines for the City of Taylor and Jonah at CR 366 and CR 397.



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

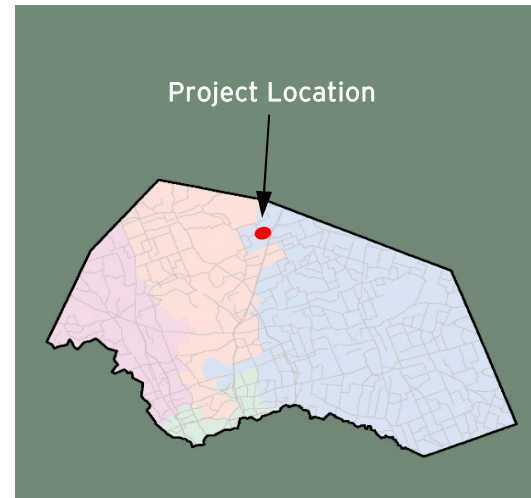
**Williamson County
Road Bond Program**

CR 366 (Chandler Road to Carlos G. Parker Boulevard)**Project No. 22IFB138**

Original Contract Price = \$17,694,262.46

<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>	
8/31/2022	9/28/2022	12/27/2022	1/6/2023			515		515	
<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	1/6/2023	2/28/2023	54	\$1,184,919.53	\$1,184,919.53	\$131,657.73	\$131,657.73	7	10
2	3/1/2023	3/31/2023	31	\$220,649.15	\$1,405,568.68	\$24,516.57	\$156,174.30	9	17
3	4/1/2023	4/30/2023	30	\$195,624.79	\$1,601,193.47	\$21,736.09	\$177,910.39	10	22
4	5/1/2023	5/31/2023	31	\$540,591.96	\$2,141,785.43	\$60,065.77	\$237,976.16	13	28
5/31/2023	Comments -	Contractor continued lime slurry treatment and mixing of lime stabilized material along CR 366, processed embankment, and continued installing water lines for the City of Taylor and Jonah.							

Adjusted Price = \$17,694,262.46



Bud Stockton Extension (CR 305 to FM487)

Project Length: 1.78 Miles
Roadway Classification: Rural Arterial

Project Schedule: Early 2023 - Fall 2023
Estimated Construction Cost: \$5.9 Million



MAY 2023 IN REVIEW

5/5/2023: Cash Construction continued hauling in and processing Type C embankment material. Cash continued excavating ditches and driveways. Cash began installing drainage pipe and replaced culvert A at Bud Stockton and FM 487.

5/12/2023: Cash Construction continued hauling in and processing Type C embankment material on the north end of project. Cash continued installing drainage items. Subcontractor TRP began installing signs and barricades for the upcoming road closure and detour on CR 305.

5/19/2023: Cash Construction continued hauling in and processing embankment material at the north end of project. Cash continued installing drainage lines. The contractor began the road closure on CR 305 and excavating to subgrade.

5/26/2023: Cash Construction continued processing flexible base from FM 487 intersection to CR 305. Cash began lime treating subgrade on CR 305.



Design Engineer: Pape-Dawson
Contractor: Cash Construction
Construction Observation:
Joseph Jones, HNTB

Williamson County
Road Bond Program

Bud Stockton Extension (CR 305 to FM 487)**Project No. 23IFB13**

Original Contract Price = \$5,917,275.00

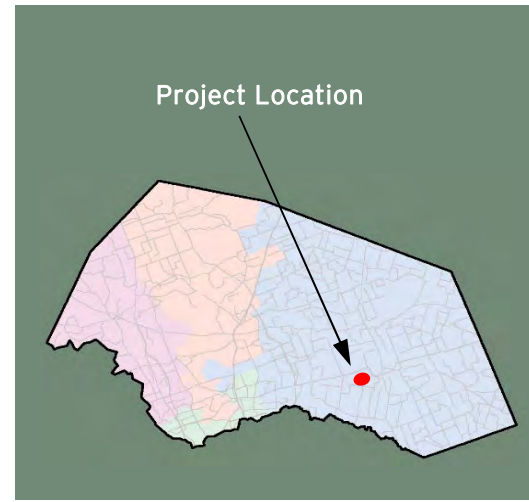
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
12/12/2022	12/20/2022	1/3/2023	2/9/2023			177		177	
<u>Invoice</u>	<u>Beginning</u>	<u>Ending</u>	<u>Days</u>	<u>Current</u>	<u>Invoiced</u>	<u>Current</u>	<u>Total</u>	<u>% (\$)</u>	<u>% Time</u>
<u>Number</u>	<u>Date</u>	<u>Date</u>	<u>Charged</u>	<u>Invoice</u>	<u>Total</u>	<u>Retainage</u>	<u>Retainage</u>	<u>Used</u>	<u>Used</u>
1	2/1/2023	2/28/2023	16	\$173,685.65	\$173,685.65	\$19,298.41	\$19,298.41	3	9
2	3/1/2023	3/31/2023	31	\$509,595.69	\$683,281.34	\$56,622.07	\$75,920.48	13	27
3	4/1/2023	4/30/2023	30	\$596,757.76	\$1,280,039.10	\$66,306.42	\$142,226.90	24	44

5/31/2023 Comments - Contractor continued processing flexible base from the FM 487 intersection to CR 305, completed lime treating subgrade on CR 305, and continued material haul off and excavation along FM 487.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	3/7/2023	\$ 35,830.59	\$ 35,830.59

6D. Untimely ROW/Utilities. Other.: As part of the ROW Agreement, Williamson County is responsible for installing the new fence along the ROW. The Agreement was finalized after the design, so the items were not included in the bid documents. Also, temporary fence must be installed around the existing pond while the pond is being backfilled.

Adjusted Price = \$5,953,105.59



CR 404 at FM 973 Improvements

Project Length: 1.477 Miles

Roadway Classification: Rural Minor Arterial

Project Schedule: Early 2023 - Summer 2023

Estimated Construction Cost: \$4.6 Million



MAY 2023 IN REVIEW

5/5/2023: Jordan Foster (JFC) lime treated subgrade on the northbound FM 973 widening. JFC continued processing subgrade on the east section of CR 404. The contractor continued setting drainage pipes at the driveways at the south end of the project. Subcontractor Flasher set permanent signs on West CR 404.

5/12/2023: JFC continued lime treating subgrade and began placing flexible base on the northbound FM 973 widening.

5/19/2023: JFC continued placing flexible base on the northbound FM 973 widening and CR 404 east. JFC placed flowable fill in the wedge tie-in at the south end of the project.

5/26/2023: JFC continued placing flexible base on the northbound FM 973 widening and CR 404 east. JFC placed flowable fill in the old cross drainage structure on the south side of the FM 973 and CR 404 intersection. The contractor lime treated the southbound widening of FM 973 just north of CR 404.



Design Engineer: HNTB
Contractor: Jordan Foster Construction
Construction Observation:
Kyle McCoy, HNTB

Williamson County
Road Bond Program

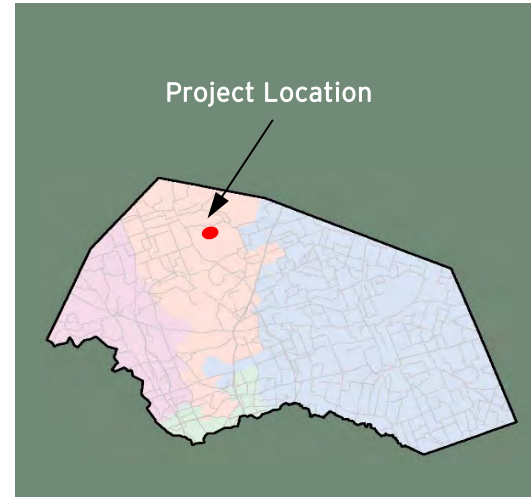
Project Name: CR 404 at FM 973

Project No. 23IFB6

Original Contract Price = \$4,622,143.93

<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>	
11/22/2022	12/6/2022	2/1/2023	2/10/2023			150		150	
<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	2/10/2023	2/28/2023	19	\$358,668.36	\$358,668.36	\$39,852.04	\$39,852.04	9	13
2	3/1/123	3/31/2023	31	\$668,378.84	\$1,027,047.20	\$74,264.32	\$114,116.36	25	33
3	4/1/2023	4/30/2023	30	\$601,756.01	\$1,628,803.21	\$66,861.78	\$180,978.14	39	53
5/31/2023	Comments -	Contractor completed placing flexible base on the northbound FM 973 widening and south side of CR 404 east of FM 973. The Contractor shifted traffic on CR 404 E of FM 973 and started subgrade excavation; they also began grading the slopes of the northbound widening throughout the project.							

Adjusted Price = \$4,622,143.93



**CR 307 and CR 305
(CR 307 North of CR 305)**

**Project Length: 0.75 Miles
Roadway Classification: Rural Local**

**Project Schedule: Spring 2023 - Summer 2023
Estimated Construction Cost: \$2.8 Million**



MAY 2023 IN REVIEW

5/5/2023: Joe Bland Construction continued excavation of ditches and cut areas for proposed roadway along CR 307 and began embankment operation in fill areas.

5/12/2023: Joe Bland Construction continued excavation of ditches and cut areas for proposed roadway along CR 307 and continued embankment operation in fill areas. JBC began removing topsoil and potholed to locate existing utilities along CR 305.

5/19/2023: Joe Bland Construction continued removing topsoil and potholing to locate existing utilities along CR 305. JBC continued excavation of ditches and cut areas and began embankment operations in fill areas for proposed roadway along CR 307.

5/26/2023: Joe Bland Construction began lime treating subgrade on CR 307.



**Design Engineer: K.C. Engineering
Contractor: Joe Bland Construction
Construction Observation:
Joseph Jones, HNTB**

**Williamson County
Road Bond Program**

CR 307 and CR 305
Project No. 23IFB34

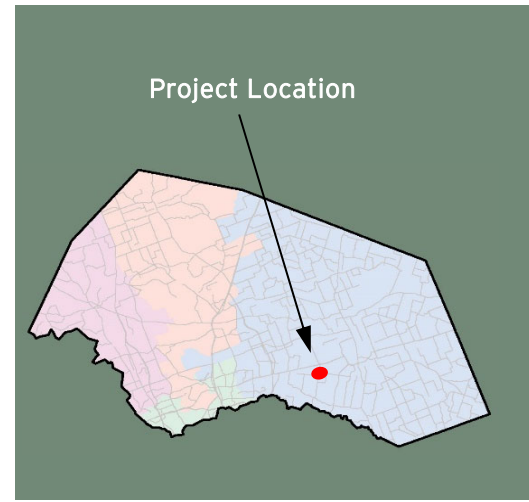
Original Contract Price = \$2,796,832.80

<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>
2/22/2023	3/7/2023	4/7/2023	4/17/2023			120		120

<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	4/1/2023	4/30/2023	13	\$105,372.90	\$105,372.90	\$11,708.10	\$11,708.10	4	11

5/31/2023 Comments - Contractor continued lime treating subgrade on CR 307 and began hauling in and processing flexible base on CR 307.

Adjusted Price = \$2,796,832.80



**Samsung Highway (CR 404 Realignment)
(CR 404 to FM 3349)**

Project Length: 0.942 Miles
Roadway Classification: Urban Major Collector

Project Schedule: Spring 2023 - Summer 2024
Estimated Construction Cost: \$5.1 Million



MAY 2023 IN REVIEW

5/5/2023: Capital Excavation began stripping topsoil on the west end of the project. Fuquay continued installing silt fence along the right-of-way throughout the project.

5/12/2023: Capital Excavation continued stripping topsoil on the west end of the project. Fuquay continued installing silt fence along the right-of-way throughout the project.

5/19/2023: Capital Excavation continued stripping and stockpiling topsoil on the west end of the project.

5/26/2023: Capital Excavation continued stripping and stockpiling topsoil and started roadway and ditch excavation throughout the project.



Design Engineer: RPS
Contractor: Capital Excavation Company
Construction Observation:
Kyle McCoy, HNTB

**Williamson County
Road Bond Program**

Samsung Highway (CR 404 Realignment) (FM 3349 to CR 404)
Project No. 23IFB33

Original Contract Price = \$5,139,487.45

<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>
2/15/2023	2/28/2023	4/12/2023	4/24/2023			312		312

5/31/2023 Comments - Contractor continued stripping and stockpiling topsoil, and started roadway and ditch excavation.

Adjusted Price = \$5,139,487.45