



ROAD BOND PROGRAM

Construction Summary Report

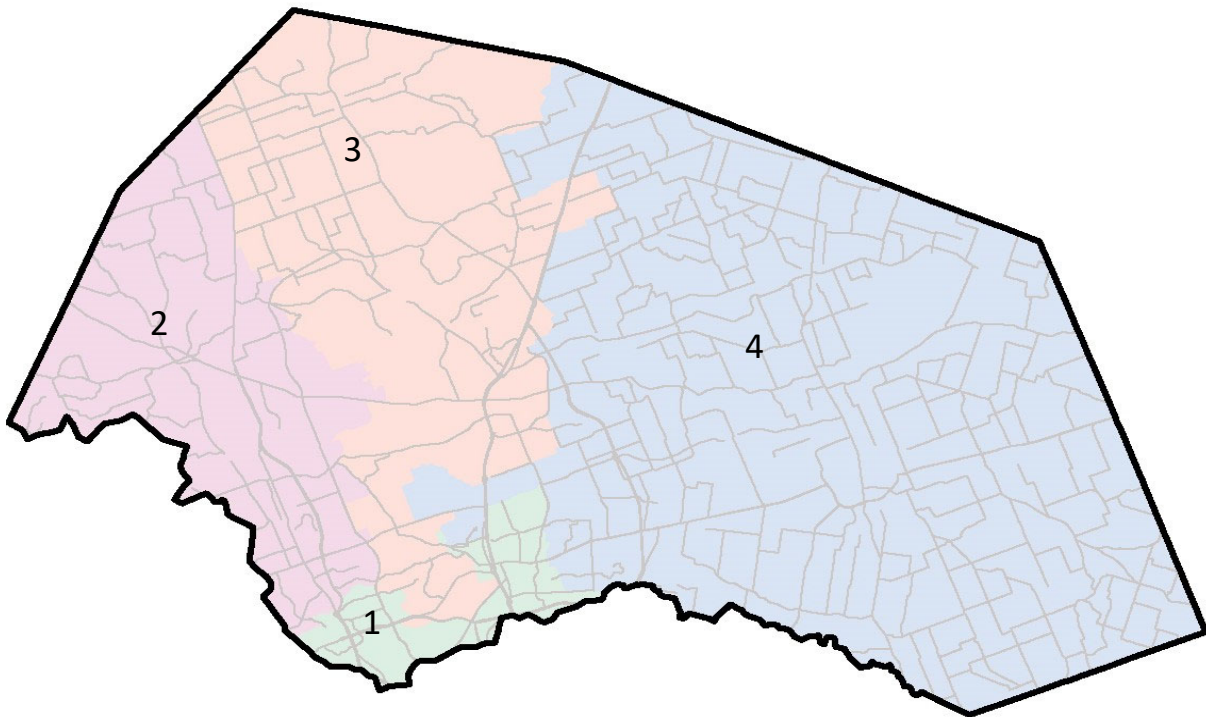
County Judge
Bill Gravell, Jr.

Commissioners
Terry Cook
Cynthia Long
Valerie Covey
Russ Boles

July 2023

WWW.ROADBOND.ORG

Volume XXIII - Issue No.7



Presented By:

HNTB

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WILLIAMSON COUNTY

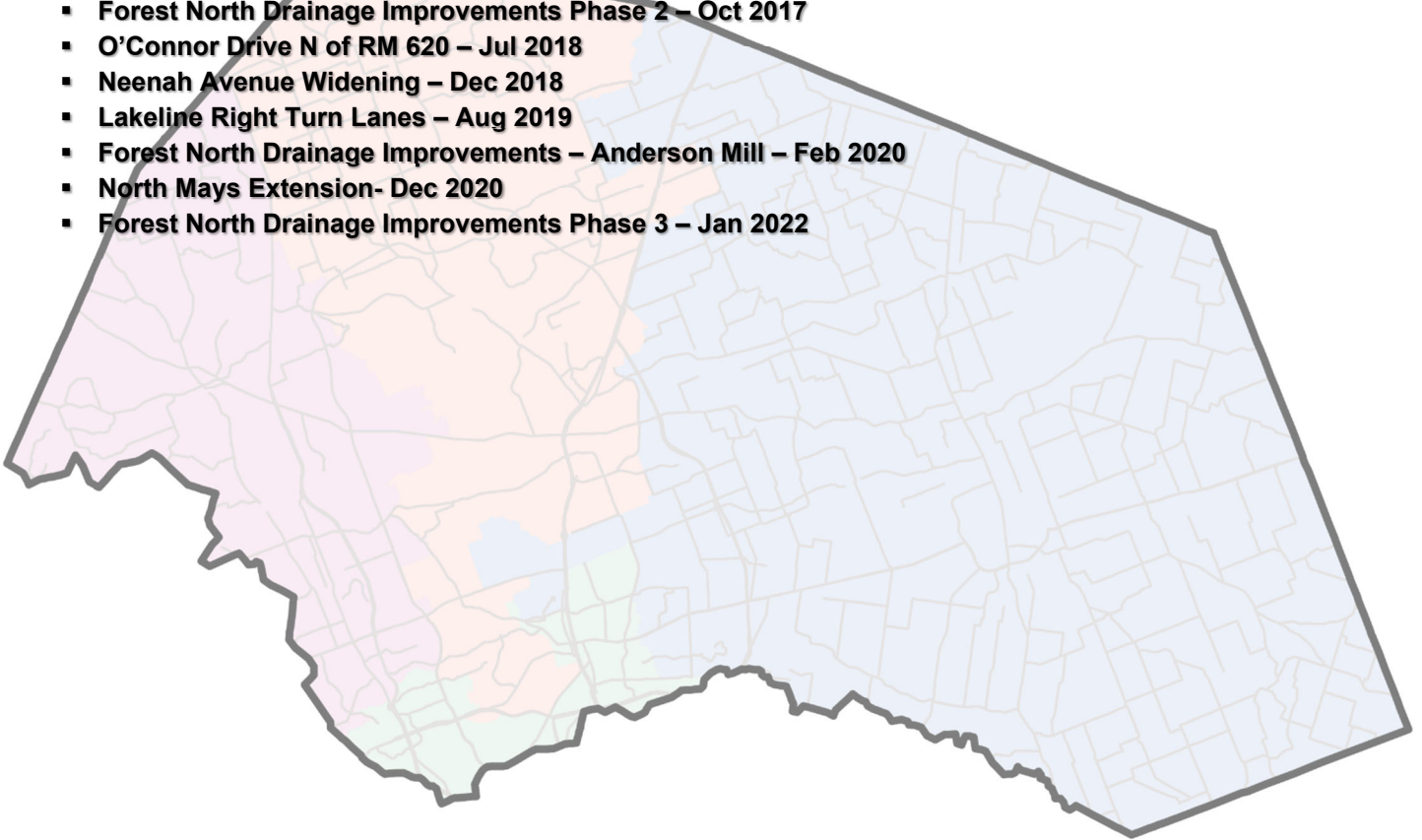
ROAD BOND PROGRAM

COMPLETED PROJECTS

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

Precinct 2

- RM 1869 at SH 29 (signal) – Aug 2002
- River Bend Oaks – Feb 2003
- County Road 175 – Jun 2003
- County Road 200 – Sep 2003
- Ronald Reagan Blvd, South Ph. 1 – Dec 2004
- County Road 214 – Feb 2005
- County Road 258 – Sep 2006
- San Gabriel Pkwy, Ph. 1 – Feb 2007
- Ronald Reagan Blvd North Ph. 1 – Mar 2007
- Lakeline Blvd – Jul 2007
- Ronald Reagan Blvd South Ph. 2 – Feb 2008
- US 183 at CR 274 – Feb 2008
- County Road 175 Phase 2A – Jan 2010
- US 183 at FM 3405 Traffic Signal – Mar 2010
- US 183 at FM 3405 Left Turn Lanes – May 2010
- County Road 214 Phase 2A – Jan 2011
- San Gabriel Parkway Ph. 2 – Oct 2011
- US 183 (PTF) – Apr 2012
- SH 29 TWLTL Liberty Hill – Dec 2012
- Hero Way – Feb 2013
- County Roads 260/266 – Apr 2013
- County Road 277 – Jul 2014
- Lakeline Blvd at US 183 – Nov 2014
- Lakeline Blvd Ph. 2 – Apr 2015
- County Road 258 – Jul 2017
- 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

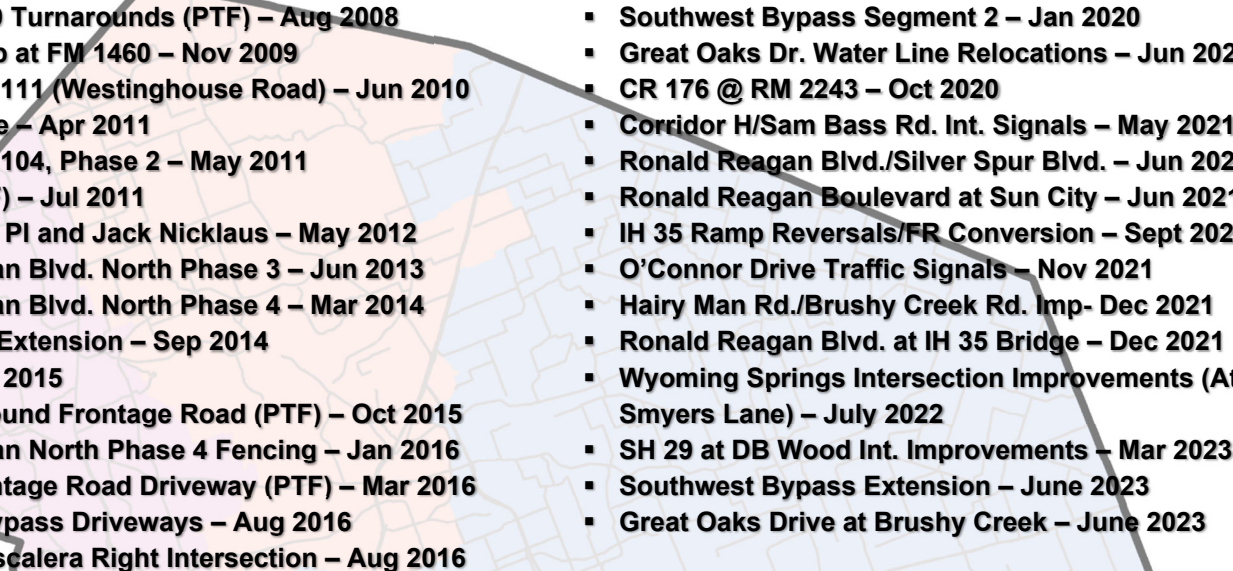
WILLIAMSON COUNTY

ROAD BOND PROGRAM

COMPLETED PROJECTS

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

Precinct 3

- 
- A map of Williamson County, Texas, with Precinct 3 highlighted in light blue. The map shows the county's irregular shape and internal road network. Precinct 3 is located in the central-eastern part of the county, covering areas around Georgetown and the northern part of the county seat, Williamson.
- 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
 - Southwest Bypass Extension – June 2023
 - Great Oaks Drive at Brushy Creek – June 2023

WILLIAMSON COUNTY

ROAD BOND PROGRAM

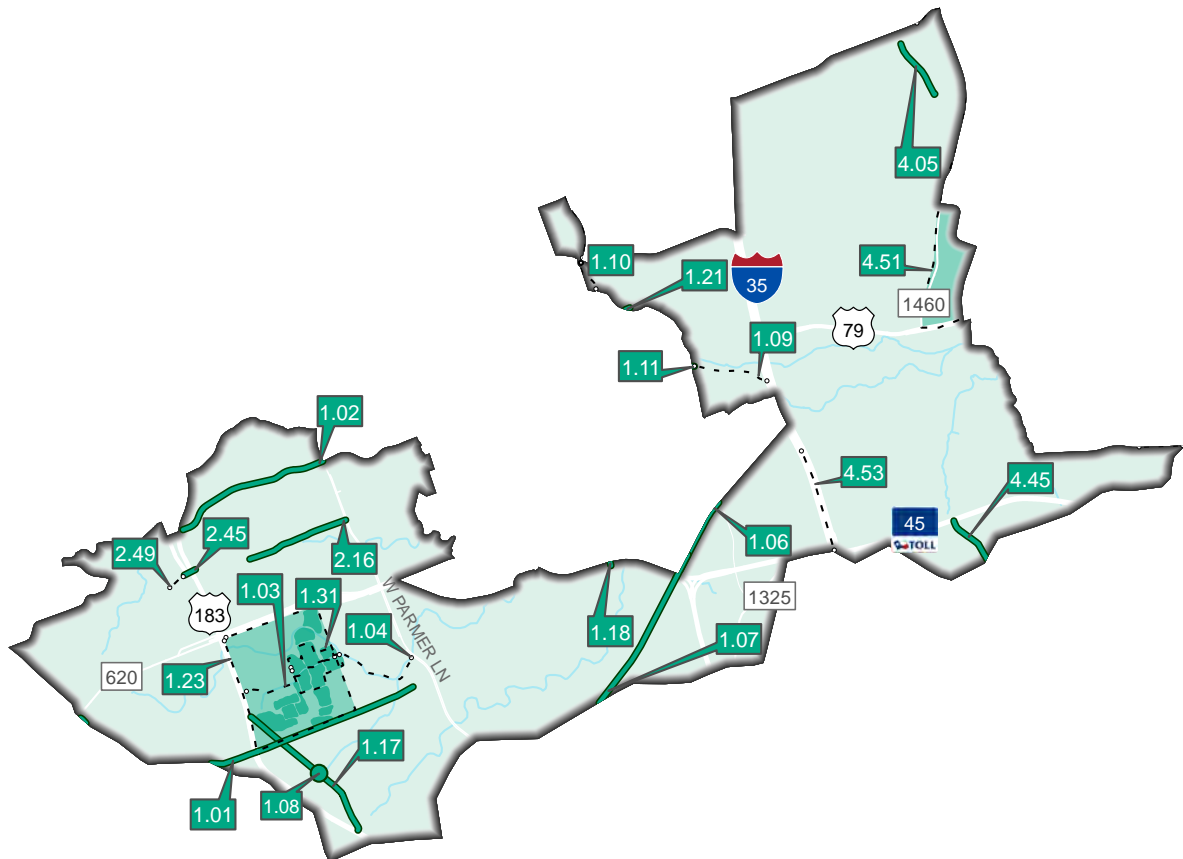
COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF JUNE 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

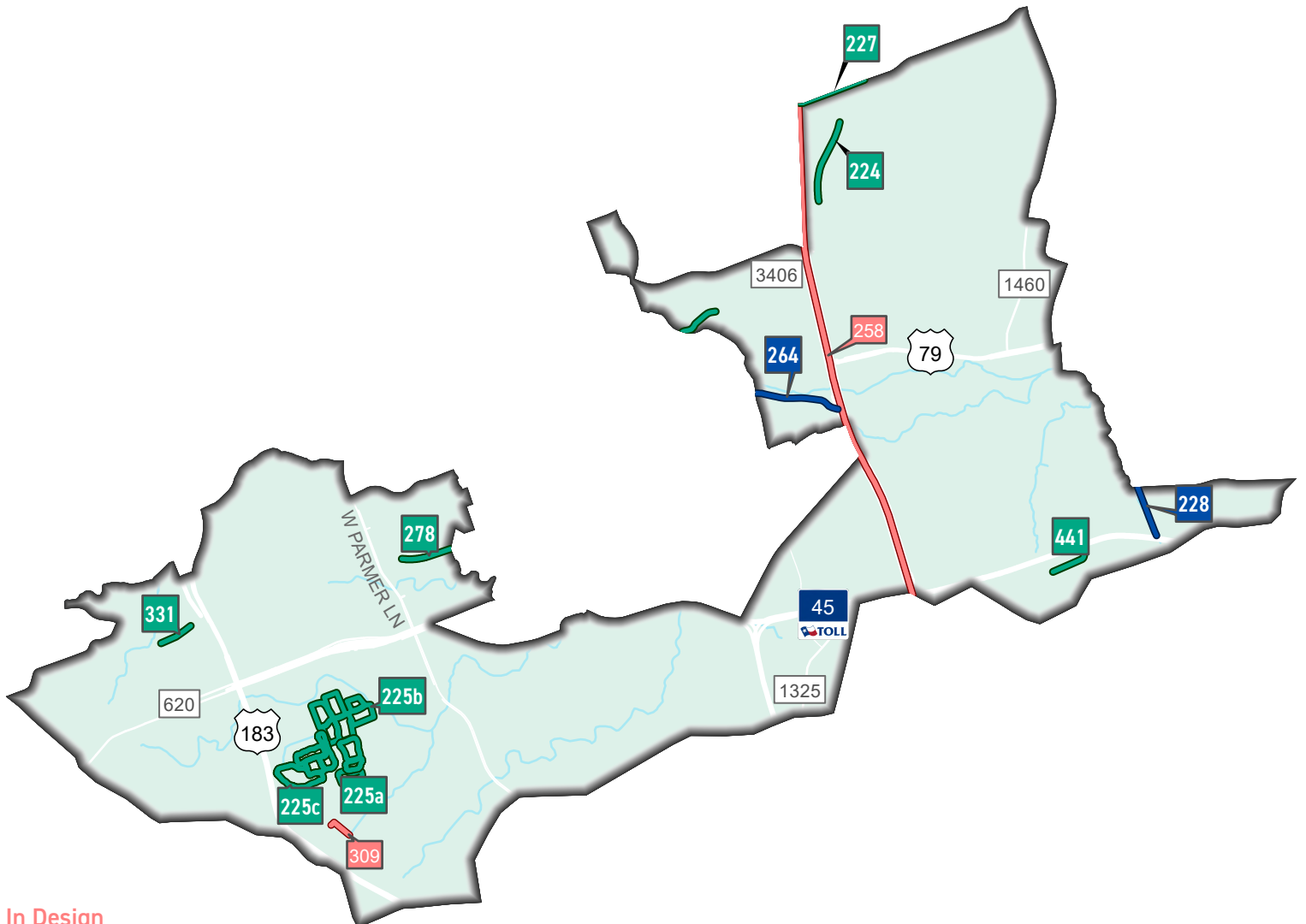
- 1.01 Anderson Mill Rd.
- 1.02 Avery Ranch Blvd. (183 to Parmer Lane)
- 1.03 Lake Creek Drainage - Phase 1 ----
- 1.04 Lake Creek Drainage - Phase 2 ----
- 1.06 McNeil Road - Phase 1
- 1.07 McNeil Road - Phase 2
- 1.08 Pond Springs at Turtle Rock Signal
- 1.09 RM 620 Feasibility ----
- 1.10 Wyoming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

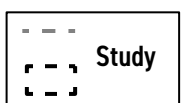
- 258 IH 35 Corridor Operational Analysis (SH 45 to RM 1431)
- 309 Pond Springs Road Area Drainage Improvements (Pond Springs Road to US 183)

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)

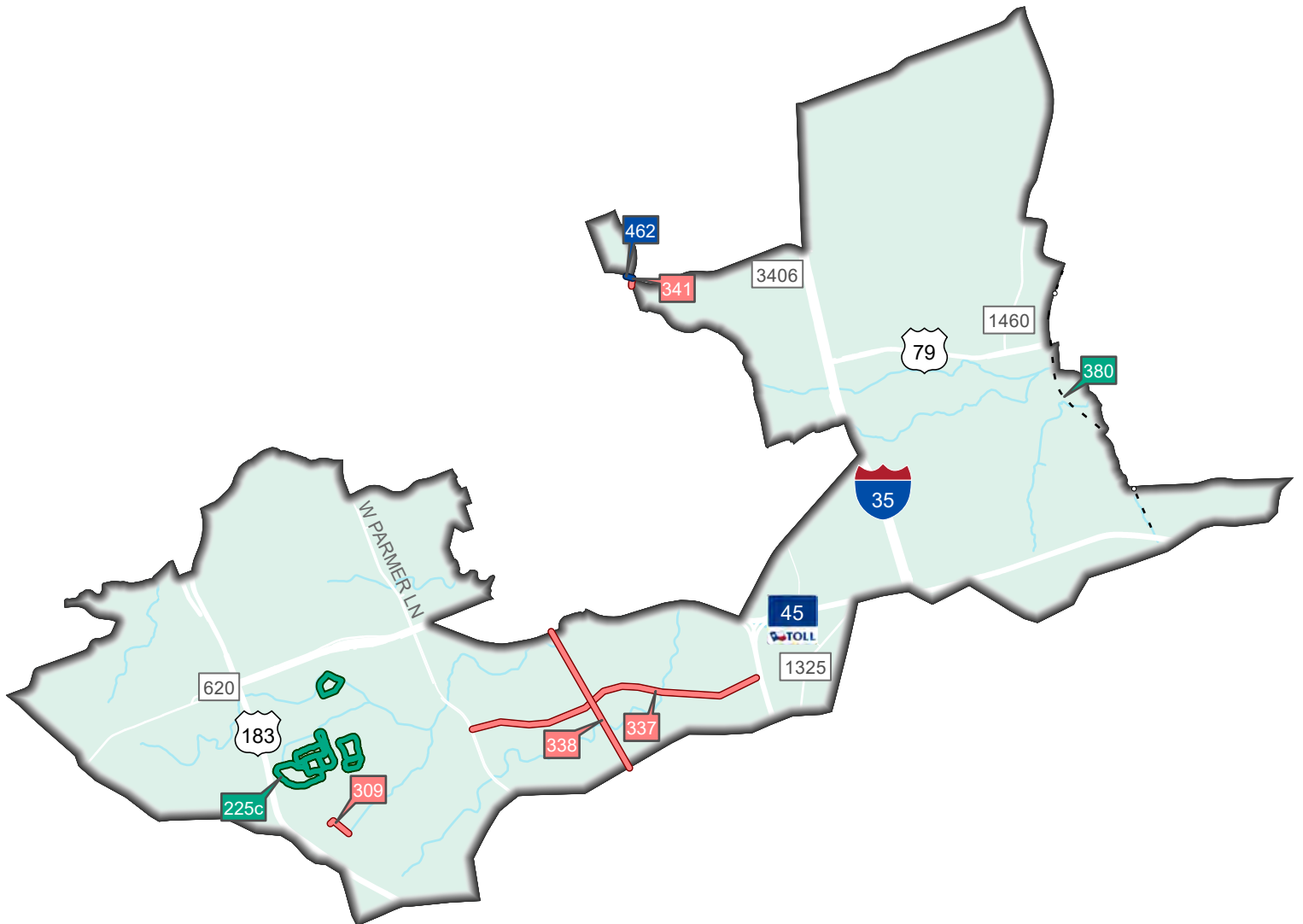
Completed/Open to Traffic

- 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

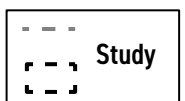
- 309 Pond Springs Road Area Drainage Improvements
- 337 Anderson Mill Road (FM734-Loop1)
- 338 RM 620/SH 45 intersection to McNeil Road
- 341 Wyoming Springs Extension (Brightwater Boulevard/Creek Bend to Sam Bass Road)

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>% (\$) Used</u>	<u>% Time Used</u>
1	1/28/2019	1/31/2019	4	\$523,139.40	\$523,139.40	\$58,126.60	\$58,126.60	5	1
2	2/1/2019	2/28/2019	28	\$2,584.80	\$525,724.20	\$287.20	\$58,413.80	5	5
3	3/1/2019	4/30/2019	61	\$102,281.40	\$628,005.60	\$11,364.60	\$69,778.40	6	13
4	5/1/2019	5/31/2019	31	\$593,318.74	\$1,221,324.34	\$65,924.30	\$135,702.70	12	18
5	6/1/2019	6/30/2019	30	\$188,661.93	\$1,409,986.27	\$20,962.44	\$156,665.14	13	22
6	7/1/2019	7/31/2019	31	\$590,007.31	\$1,999,993.58	\$65,556.37	\$222,221.51	19	27
7	8/1/2019	8/31/2019	31	\$628,396.35	\$2,628,389.93	\$69,821.82	\$292,043.33	25	31
8	9/1/2019	9/30/2019	30	\$2,393,911.61	\$5,022,301.54	\$265,990.17	\$558,033.50	47	36
9	10/1/2019	10/31/2019	31	\$724,961.48	\$5,747,263.02	\$80,551.28	\$638,584.78	54	40
10	11/1/2019	11/30/2019	30	\$378,890.89	\$6,126,153.91	\$42,098.99	\$680,683.77	58	45
11	12/1/2019	12/31/2019	31	\$341,316.16	\$6,467,470.07	\$37,924.02	\$718,607.79	61	49
12	1/1/2020	1/31/2020	31	\$258,548.22	\$6,726,018.29	\$28,727.58	\$747,335.37	64	54
13	2/1/2020	2/29/2020	29	\$191,886.33	\$6,917,904.62	\$21,320.70	\$768,656.07	65	58
14	3/1/2020	3/31/2020	31	\$176,371.44	\$7,094,276.06	\$19,596.83	\$788,252.90	67	62
15	4/1/2020	4/30/2020	30	\$395,476.16	\$7,489,752.22	\$43,941.79	\$832,194.69	71	67
16	5/1/2020	5/31/2020	31	\$277,797.27	\$7,767,549.49	\$30,866.36	\$863,061.05	73	71
17	6/1/2020	6/30/2020	30	\$385,340.38	\$8,152,889.87	\$42,815.60	\$905,876.65	77	75
18	7/1/2020	7/31/2020	31	\$418,604.43	\$8,571,494.30	\$46,511.61	\$952,388.26	81	80
19	8/1/2020	8/31/2020	31	\$202,731.51	\$8,774,225.81	\$22,525.72	\$974,913.98	83	84
20	9/1/2020	9/30/2020	30	\$117,670.32	\$8,891,896.13	\$13,074.48	\$987,988.46	84	89
21	10/1/2020	10/31/2020	31	\$305,827.52	\$9,197,723.65	\$33,980.83	\$1,021,969.29	87	93
22	11/1/2020	11/30/2020	30	\$190,635.28	\$9,388,358.93	\$21,181.70	\$1,043,150.99	89	98
23	12/1/2020	12/31/2020	16	\$338,985.41	\$9,727,344.34	\$37,665.05	\$1,080,816.04	92	100
24	1/1/2021	2/28/2021	0	\$165,603.43	\$9,892,947.77	\$18,400.38	\$1,099,216.42	94	100
25	3/1/2021	5/31/2021	0	\$1,535,933.64	\$11,428,881.41	-\$1,099,216.42	\$0.00	97	100
26	6/1/2021	12/31/2021	0	\$18,800.00	\$11,447,681.41	\$0.00	\$0.00	97	100
27	1/1/2022	5/31/2022	0	\$264,978.20	\$11,712,659.61	\$0.00	\$0.00	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

6/30/2023 Comments - ATS ordered electrical parts needed to solve electrical issues.

Change Order Number	Approved	Cost This CO	Total COs
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.

Change Order Number	Approved	Cost This CO	Total COs
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.

Change Order Number	Approved	Cost This CO	Total COs
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.

Change Order Number	Approved	Cost This CO	Total COs
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.

Change Order Number	Approved	Cost This CO	Total COs
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

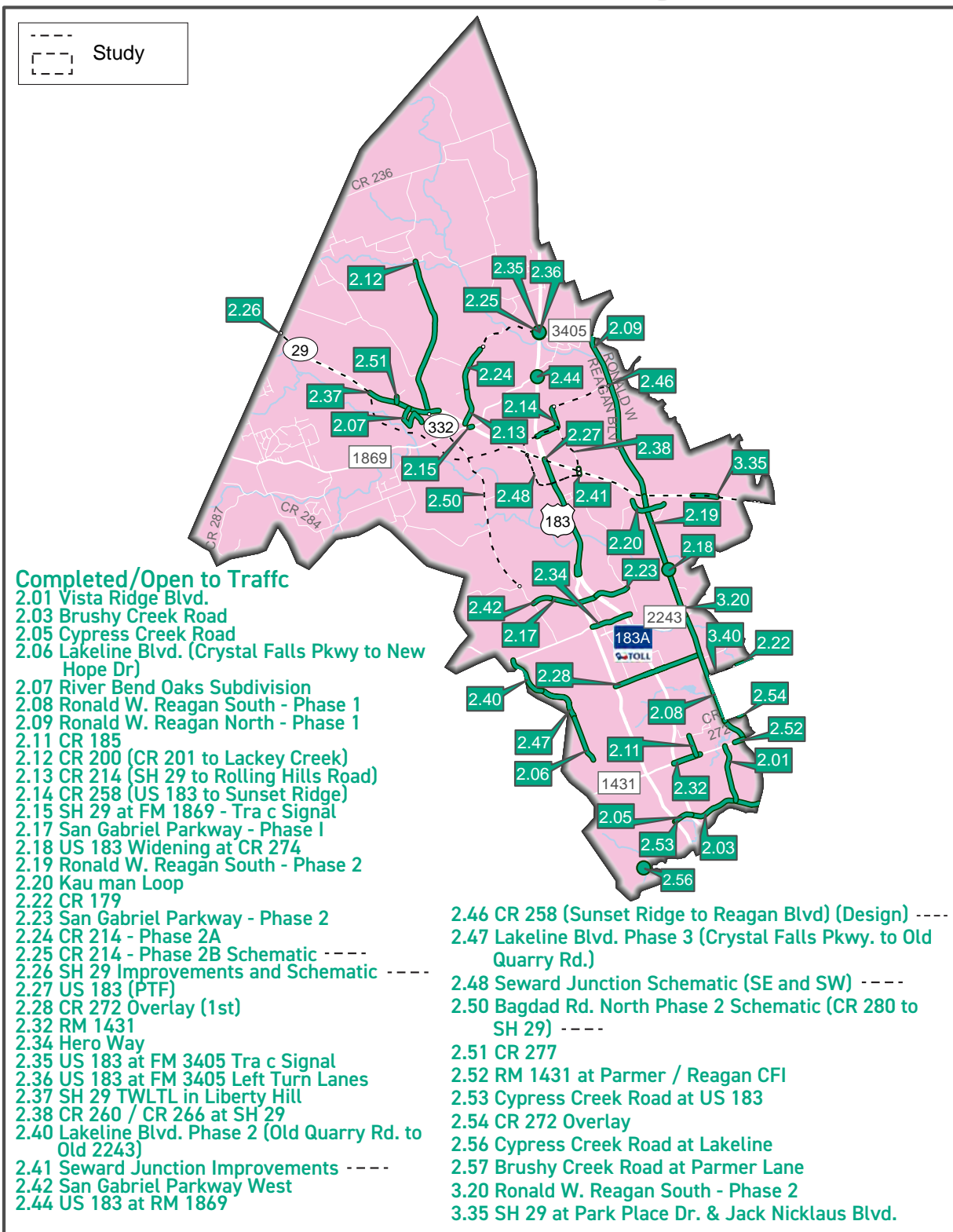
6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds a pay item to compensate the Contractor for extended project overhead costs caused by delays to the utility relocation.

<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.

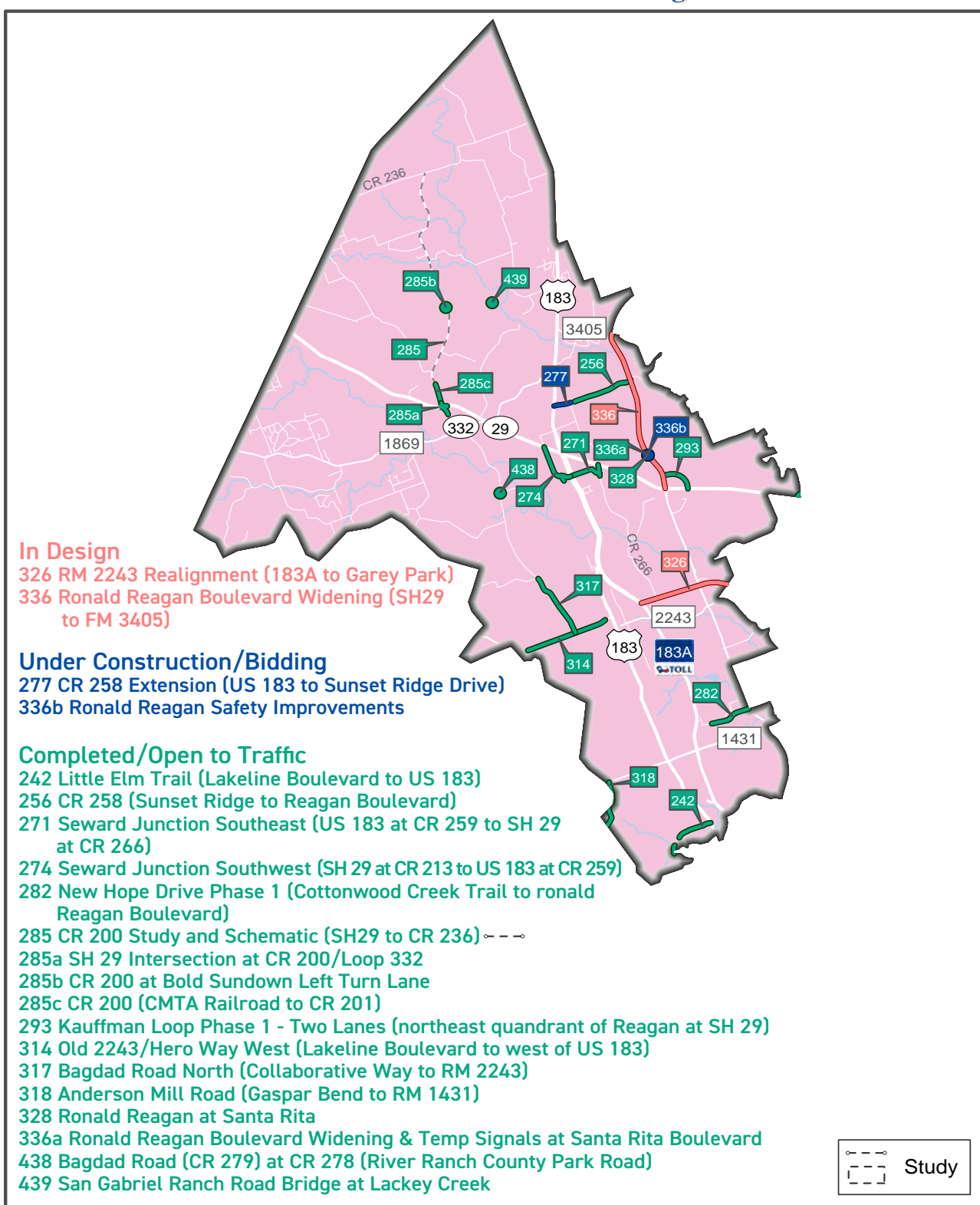
Adjusted Price = \$11,750,980.68

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

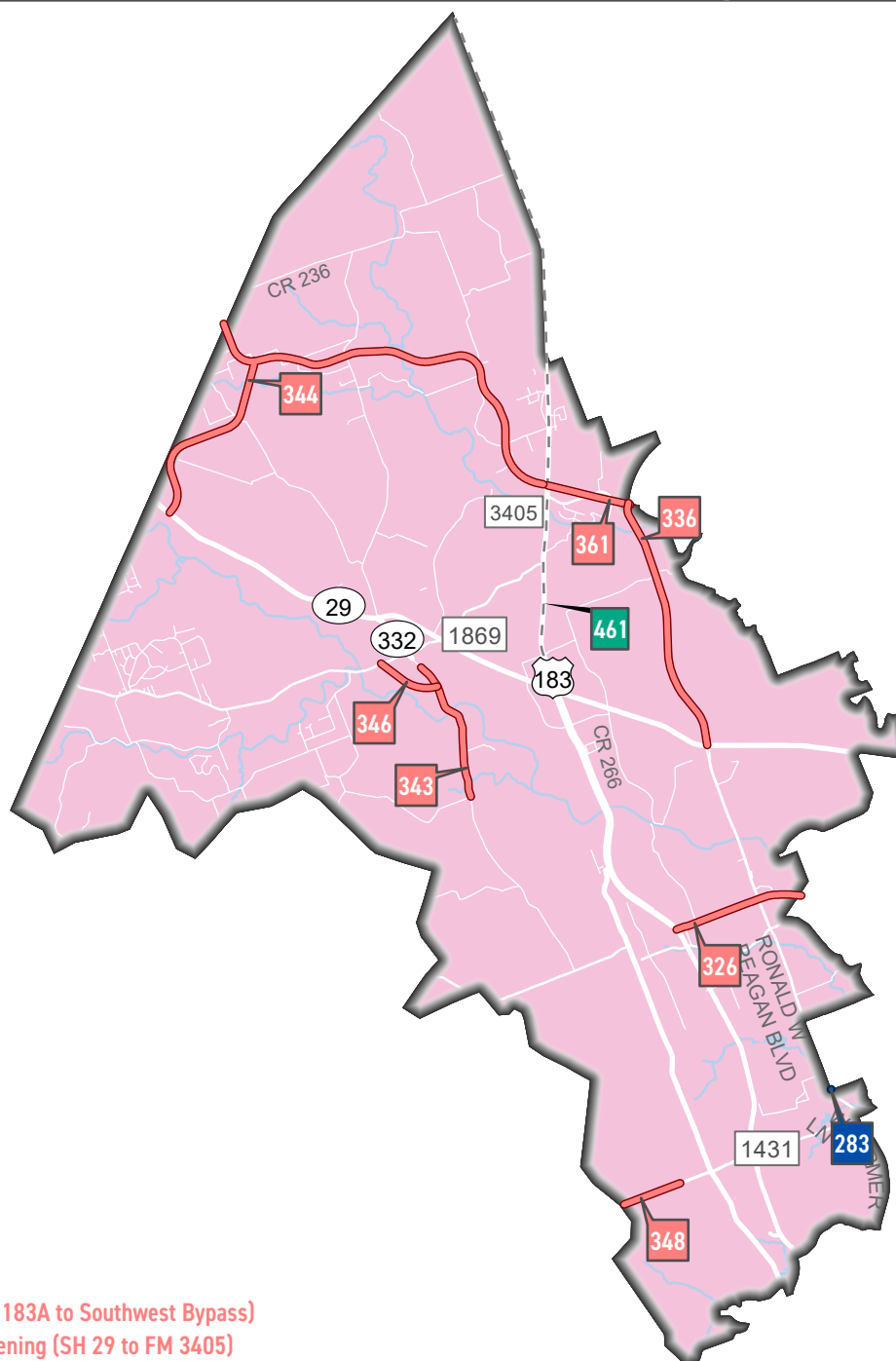


2013 ROAD BOND PROGRAM PROJECTS

Precinct 2 - Commissioner Long



Precinct 2 - Commissioner Long



In Design

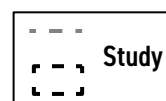
- 326 RM 2243 (Hero Way) (US 183A to Southwest Bypass)
336 Ronald Reagan Blvd. Widening (SH 29 to FM 3405)
343 Bagdad Road/CR 279 (Loop 332 to CR 281/Leander City Limits)
344 Corridor I2 (Burnet County Line to US 183)
346 Liberty Hill (SH 29) Bypass (RM 1869 to CR 279)
348 Whitestone Boulevard Widening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

6/30/2023 Comments - Engineer of Record sent letter to TCEQ, final documentation received from the Contractor, final payment is being processed.

<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.

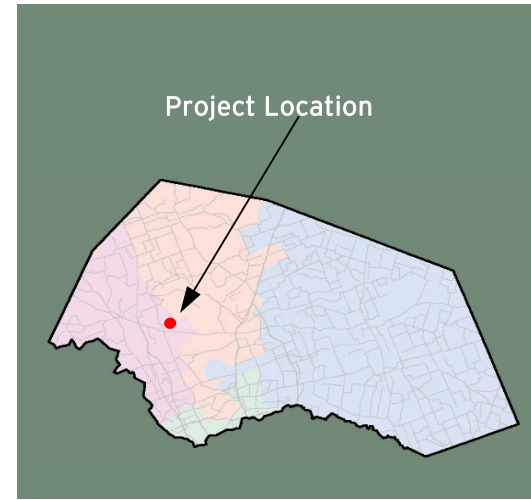
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/14/2022	\$ 4,058.92	\$ 30,857.04

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



JUNE 2023 IN REVIEW

6/2/2023: Joe Bland Construction (JBC) poured ribbon curb on both sides of Questa Trail. JBC installed rock berms in various locations.

6/9/2023: Joe Bland Construction (JBC) continued excavation, embankment, and spreading topsoil throughout the project. Subcontractor Lone Star Paving placed prime for CR 258 and Questa Trail.

6/16/2023: Joe Bland Construction (JBC) continued spreading topsoil throughout the project. Subcontractor LoneStar Paving seal coated and paved asphalt for CR 258 , Questa Trail and Driveway 3.

6/23/2023: On 6/19/23, JBC set up a detour and closed CR 258 to through traffic on 6/19/23. JBC began installing storm sewer crossings under the roadway.

6/30/2023: Joe Bland Construction (JBC) continued pouring concrete riprap in various locations. Subcontractor BMP installed metal beam guard fence along both sides of the new 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
6	5/1/2023	5/31/2023	31	\$1,166,374.04	\$3,024,297.87	\$129,597.12	\$336,033.10	55	44

6/30/2023 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.

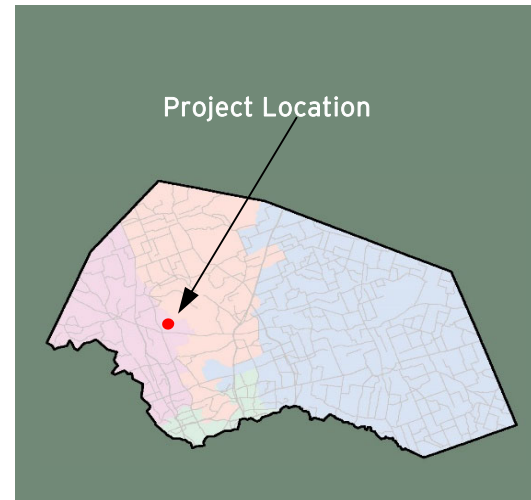
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	11/22/2022	\$ 422,565.69	\$ 422,565.69

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	6/6/2023	22,263.50	444,829.19

4D. Third Party Accommodation. Other. This Change Order compensates the Contractor for additional work to install sleeves for future utilities across CR 258 and Questa Trail. The payment will be split between the Developer and Williamson County. This method of payment was agreed on between the Developer and Williamson County.

Adjusted Price = \$6,281,583.55



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



JUNE 2023 IN REVIEW

6/2/2023: Levy Construction installed electrical service box, guy wire anchors, strand wires and signal wires crossing at Ronald Reagan Blvd.

6/9/2023: Levy Construction installed all the signal heads on the strand wires, installed wire from controller to signal heads, and installed the illumination and cameras.

6/16/2023: Levy Construction worked on miscellaneous wiring. Pedernales Electric Cooperative energized the electric meter to the signals.

6/23/2023: Levy Construction began flashing the signals on 6/23/23.

6/30/2023: Levy Construction continued flashing the signals. The traffic signals are anticipated to be fully activated on 7/6/23.



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
3	6/1/2023	6/30/2023	30	\$100,190.44	\$195,200.02	-\$282.93	\$10,273.69	84	56

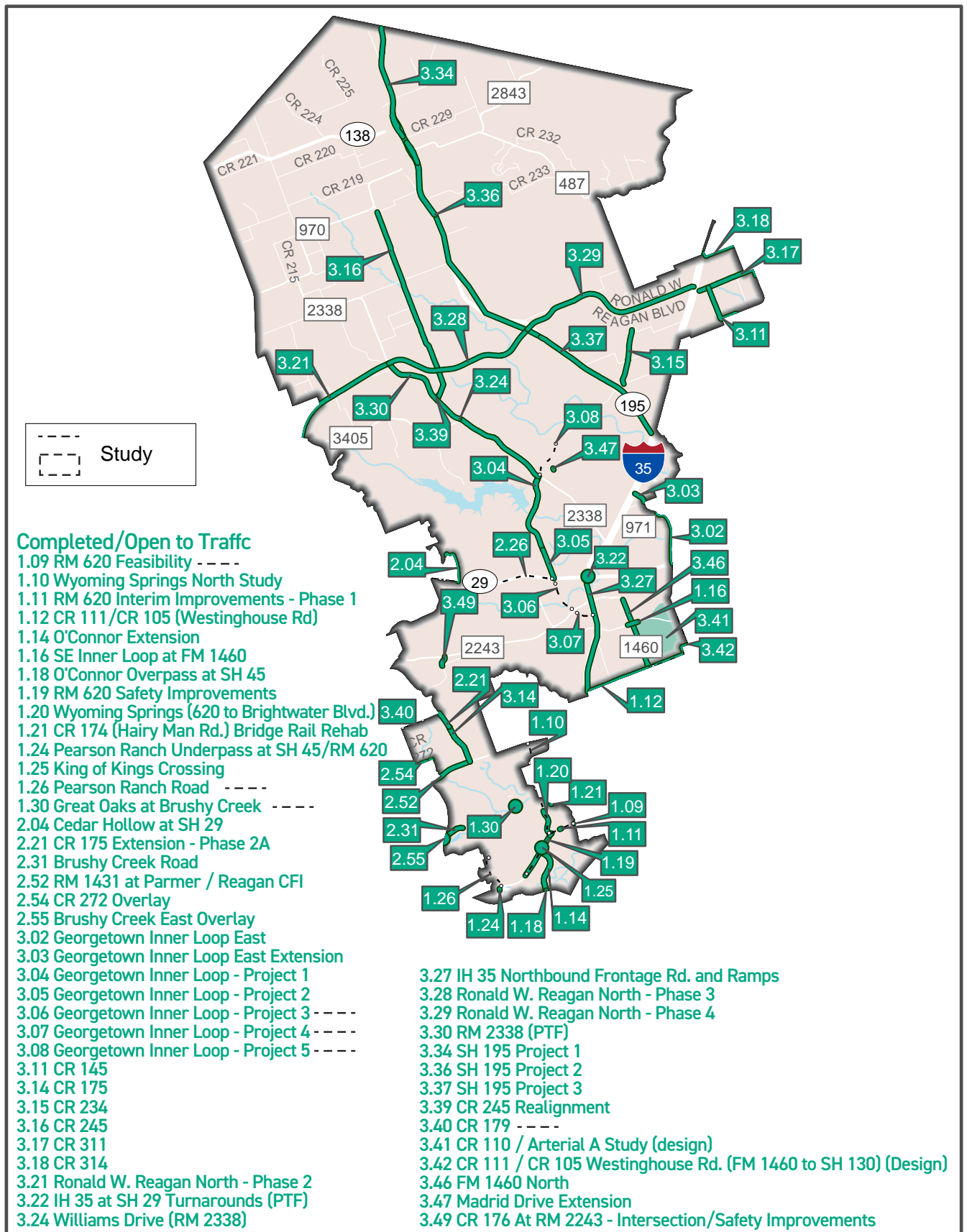
6/30/2023 Comments - Levy Construction continued flashing the signals. The traffic signals are scheduled to be fully activated on 7/6/2023.

<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

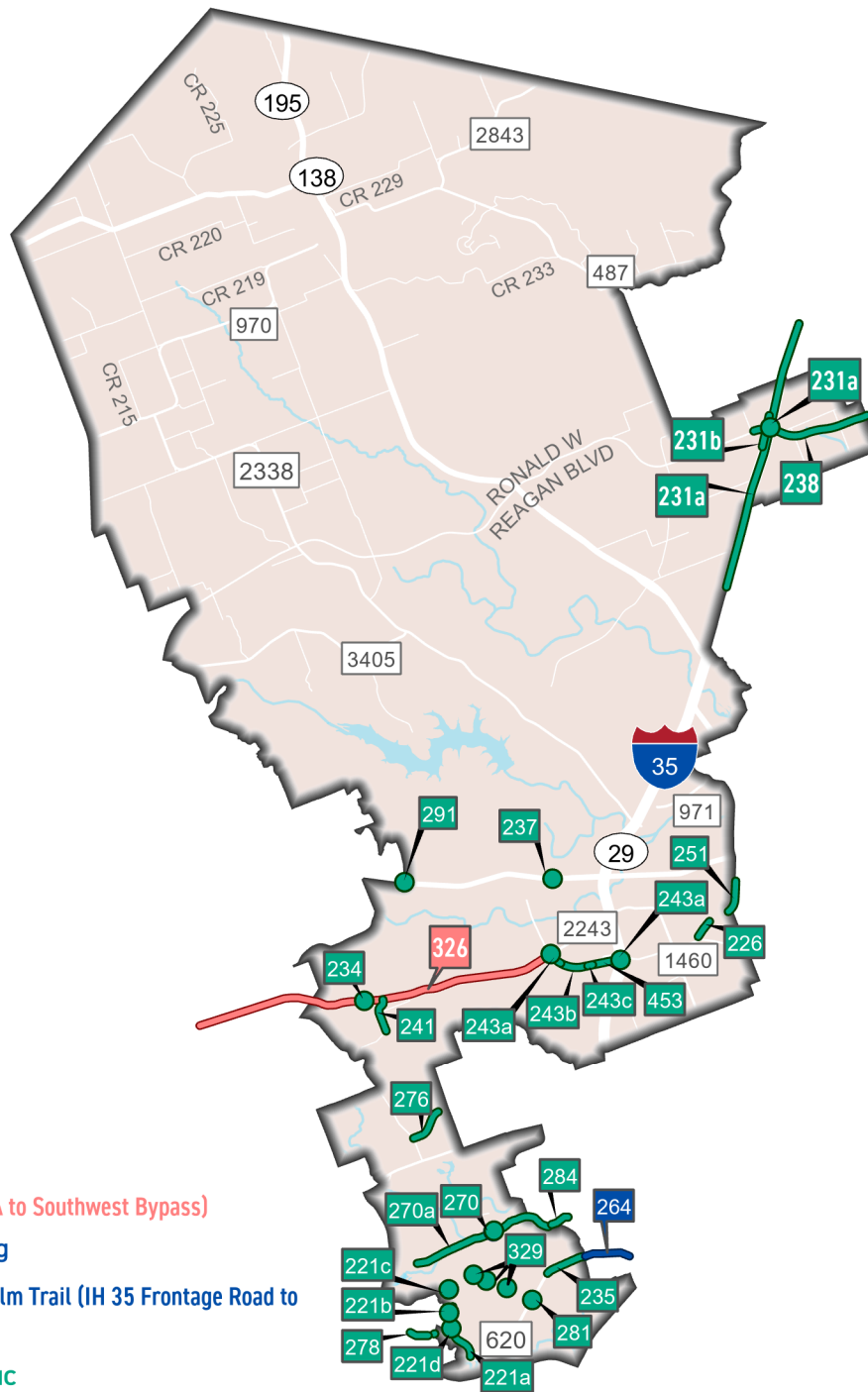
2. Unadjusted utility (unforeseeable). 2G. Other: This Change Order will add and remove items from the project due to unforeseen changes in field conditions. The project conditions have been altered since the initial design and this Change Order will correct these issues. This Change order will also 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



Precinct 3 - Commissioner Covey



In Design

326 RM 2243 Realignment (183A to Southwest Bypass)

Under Construction/Bidding

264 RM 620 at Railroad / Chisholm Trail (IH 35 Frontage Road to Deep Wood Drive)

Completed/Open to Traffic

221a Pearson Ranch Road (South of Avery Ranch Boulevard to SH 45 ROW)

221b Pearson Ranch Road and Iveans Way Pedestrian Crossing

221c Pearson Ranch Road at Avery Ranch Boulevard Traffic Signal

221d Neenah Avenue and Pearson Ranch Road Traffic Signal

226 Inner Loop Safety Improvements (LTL at Wilco Way)

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

231b Relocation of 48" Williamson County Regional Raw Waterline - Line B

231c Ronald Reagan Boulevard at IH 35 Bridge Replacement

234 RM 2243 at Escalera Parkway (Intersection Improvements)

235 RM 620 Phase 2 (Wyoming Springs to Deep Wood Drive)

237 SH 29 at DB Wood (Intersection Improvements)

238 Ronald Reagan Boulevard Extension Planning (IH 35 to SH 95)

241 CR 176 at RM 2243 Intersection (Safety Improvements)

243a Southwest Bypass Driveways

243b Southwest Bypass Access Route

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

251 Inner Loop Safety Improvements (LTL at Central Maintenance Facility)

270 Great Oaks Drive Bridge at Brushy Creek

270a Great Oaks Drive Waterline Relocations

276 Arterial H Extension Phase 1 (CR 175 to Massey Way)

278 Neenah Avenue Widening (Olive Hill Drive to 0.5 miles east of Olive Hill Drive)

281 O'Connor Drive North of RM 620 Traffic Study and Safety Improvements

284 Hairy Man Road/Brushy Creek Road Safety Improvements

204 Mainly Main Road/Brushy Cr.
(Brushy Bend to Sam Bass Road)

291 SH 29 at Cedar Hollow (Intersection Improvements)

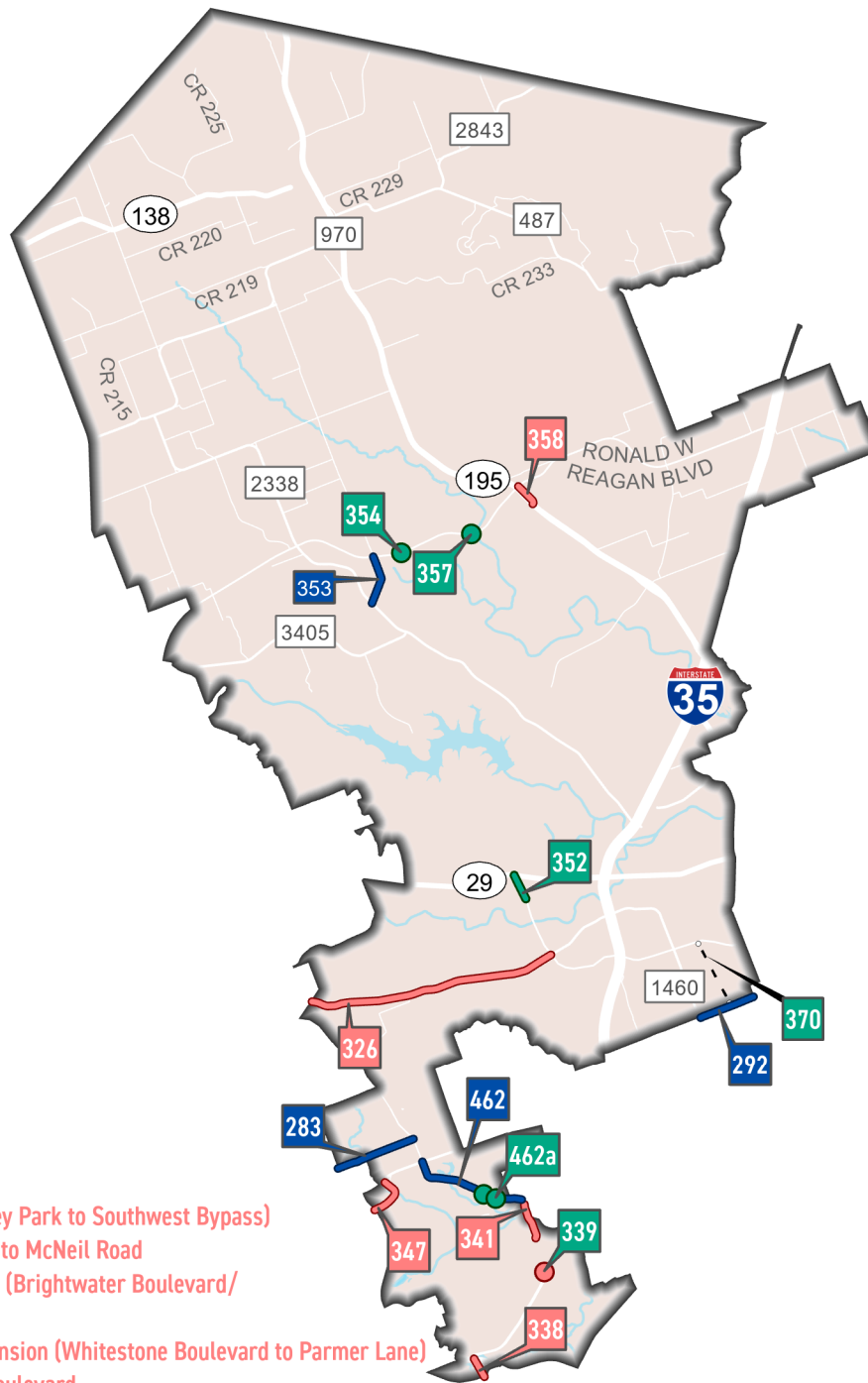
292 Westinghouse Road/CR 111/CR 105 (FM 1460 to SH 130)

329 O'Connor Drive Traffic Signals (Morgan Hill, Great Oaks and Liberty Walk Intersections)

453 Southwest Bypass Segment 1 (Southbound IH 35 to 0.5 miles west)

2019 ROAD BOND PROGRAM PROJECTS

Precinct 3 - Commissioner Covey



In Design

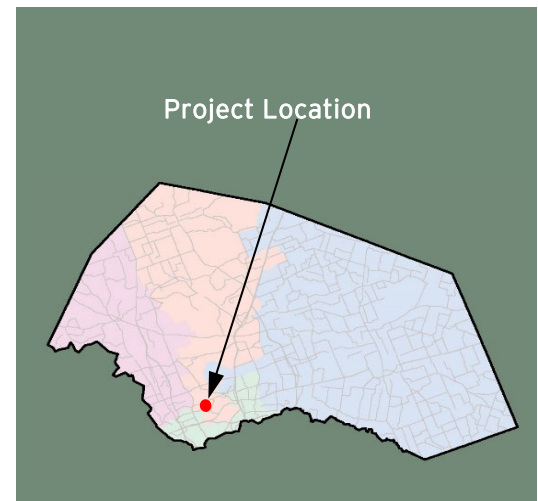
- 326 RM 2243 Realignment (Garey Park to Southwest Bypass)
- 338 RM 620/SH 45 intersection to McNeil Road
- 341 Wyoming Springs Extension (Brightwater Boulevard/Creek Bend to Sam Bass Road)
- 347 Toro Grande Boulevard Extension (Whitestone Boulevard to Parmer Lane)
- 358 SH 195 at Ronald Reagan Boulevard

Under Construction/Bidding

- 283 New Hope Drive Extension Phase 2A (Ronald Reagan Boulevard to Sam Bass Road)
- 292 CR 111/CR 105 Westinghouse (FM 1460 to SH 130)
- 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)
- 352 Southwest Bypass Extension (SH 29 to Wolf Ranch Parkway)
- 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 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



JUNE 2023 IN REVIEW

6/2/2023: DeNucci Constructors backfilled the last panel of Wall 1A and the south bank of Brushy Creek. DeNucci began running wire for the traffic signal.

6/9/2023: DeNucci set the last traffic signal pole and continued running wire for the traffic signal. Subcontractor Penhall installed the beam protection carbon fiber above the parking lot driveway.

6/16/2023: DeNucci poured the concrete dissipaters downstream of Culvert A and the center median just south of the bridge. Subcontractor GK Construction tied the reinforcing steel for the parking lot north of Brushy Creek Road.

6/23/2023: DeNucci opened the southbound lanes of Great Oaks Dr. to traffic. DeNucci activated the traffic signal to flashing red four-way. Subcontractor DIJ striped Great Oaks Dr. and Brushy Creek Road.

6/30/2023: DeNucci Constructors activated the traffic signal to full operation and installed the pedestrian signal heads. DeNucci began sealing the remaining concrete parking lot joints. The Ribbon Cutting ceremony was held on 6/27/23.



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>% Time 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
21	5/1/2023	5/31/2023	31	\$398,266.76	\$8,668,976.90	\$20,961.41	\$456,261.94	85	107

6/30/2023 Comments - Contractor activated the traffic signal to full operation and installed the pedestrian signal heads. Contractor completed the fence installation along southbound Great Oaks and over the box culvert headwalls near the park. A Ribbon Cutting ceremony was held on 6/27/23.

<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.

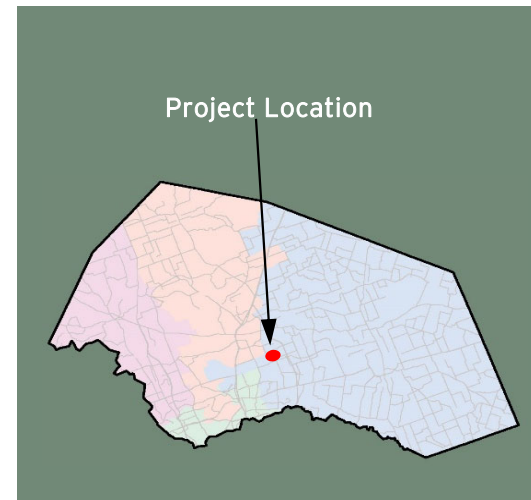
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/2/2023	11,820.42	169,469.50

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**



JUNE 2023 IN REVIEW

6/2/2023: Capital Excavation began the connections for the new water lines throughout project east of Higgs Road. Subcontractor Texas Materials placed under seal and 4-inches of asphalt at FM 1460 through the Valero driveway

6/9/2023: Capital began the connections for the new water lines east of Higgs Road. Capital placed curb and gutter at various locations.

6/16/2023: Capital excavated subgrade at the CR 105 Spur and continued installing culverts. Subcontractor ESSI placed seed, fertilizer, and soil retention blankets throughout the project.

6/23/2023: Capital closed Higgs Road, excavated to subgrade, and placed flexible base. The contractor excavated for the Gaelic Drive extension and placed flexible base.

6/30/2023: Capital prepared flexible base to place prime from CR 105 Spur to Bell Meadows Road and also at Maple, Higgs, and Gaelic Streets. Capital began forming and placing concrete for the headwall at Culvert 9.



**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	45	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
16	5/1/2023	5/31/2023	31	\$661,601.87	\$14,360,565.04	\$34,821.15	\$755,819.21	68	69

6/30/2023 Comments - Contractor prepared flexible base, excavated to subgrade, and placed HMA pavement at several locations; they continued forming and placing concrete for the headwalls 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.

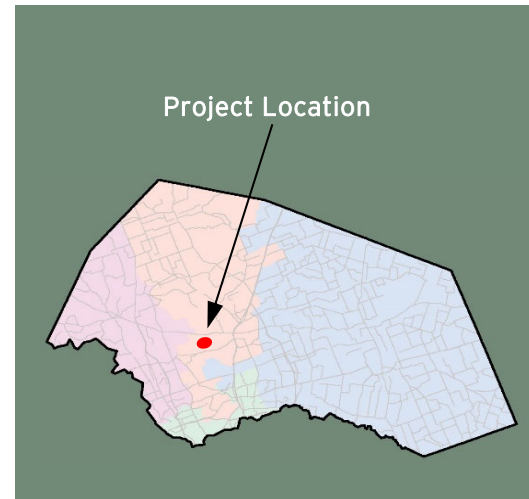
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
09	4/25/2023	\$14,282.00	\$ 1,099,708.30

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.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
10	6/6/2023	\$39,507.50	\$ 1,139,215.80

2E. Differing in Site Conditions. Miscellaneous difference in site conditions (unforeseeable)(Item 9). This Change Order compensates the contractor for removing and replacing the existing concrete driveway at the Valero gas station as well as removing the sidewalk that is in conflict with the proposed roadway widening.

Adjusted Price = \$22,163,548.68



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



JUNE 2023 IN REVIEW

6/2/2023: Subcontractor TRP installed small signs on Southwest Bypass and Wolff Ranch. PEC removed poles from the turn lane on SH 29.

6/9/2023: Subcontractor TRP installed small signs on SH 29. Subcontractor Lone Star Paving milled and paved the SH 29 turn lane.

6/16/2023: Joe Bland Construction (JBC) removed the construction detour from Southwest Bypass to Wolf Ranch Parkway. Subcontractor TRP installed small signs on SH 29. Subcontractor Austin Traffic Signals activated the traffic signals on SH 29 to begin flashing.

6/23/2023: Subcontractor Austin Traffic Signal activated traffic signals at SH 29 and Southwest Bypass. A ribbon cutting ceremony was held on 6/23/23.

6/30/2023: JBC continued removing the construction detour from Southwest Bypass to Wolf Ranch Parkway and began placing topsoil on side slopes. JBC placed stone riprap in the ditch, south of Wolf Ranch, along the east side of Southwest Bypass.



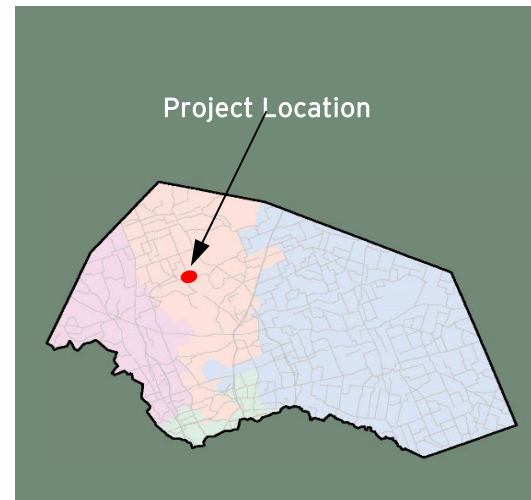
Design Engineer: LJA
Contractor: Joe Bland Construction
Construction Observation:
Dave Thomas, HNTB

Williamson County
Road Bond Program

Project Name: Southwest Bypass Extension
Project No. 22IFB110

Original Contract Price = \$4,288,543.00

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
6/23/2022	7/12/2022	8/18/2022	8/29/2022			239		239	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoiced Total</u>	<u>Current Retainage</u>	<u>Total Retainage</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	8/29/2022	8/31/2022	3	\$77,542.20	\$77,542.20	\$8,615.80	\$8,615.80	2	1
2	9/1/2022	9/30/2022	30	\$126,769.50	\$204,311.70	\$14,085.50	\$22,701.30	5	14
3	10/1/2022	10/31/2022	31	\$460,653.35	\$664,965.05	\$51,183.71	\$73,885.01	17	27
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
10	5/1/2023	5/31/2023	31	\$109,588.94	\$3,199,938.42	\$5,767.84	\$168,417.81	79	115
6/30/2023	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. A Ribbon Cutting Ceremony was held on 6/23/23.							
						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**



JUNE 2023 IN REVIEW

6/2/2023: Joe Bland (JBC) began installing drainage lines for driveways. JBC began installing rock rip rap under bridge area. Subcontractor Greater Austin placed concrete rip rap at the bridge abutments.

6/9/2023: JBC continued installing drainage lines for driveways. JBC continued installing rock rip rap under bridge area.

6/16/2023: JBC continued spreading topsoil along completed areas of flexible base on south end of project from RM 2338 up to Smokestack Lane. Subcontractor Greater Austin began forming for flowable fill at the bridges.

6/23/2023: JBC began excavating and processing flexible base for driveways on north end of the project. Subcontractor Greater Austin continued forming and pouring flowable fill at the bridge abutments.

6/30/2023: JBC continued processing flexible base on north end of the project. Subcontractor Lonestar Paving began installing prime and seal coat on completed flexible base areas.



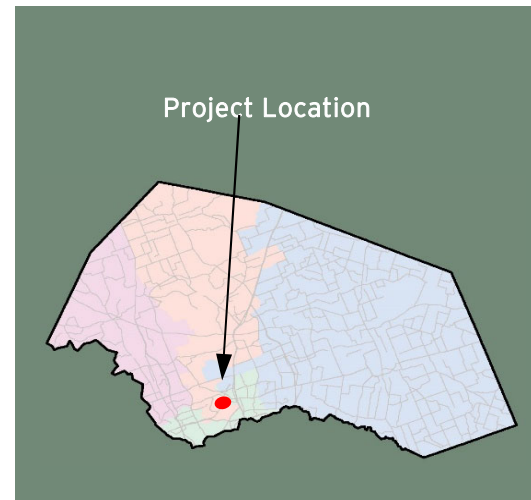
**Design Engineer: Bridgefarmer
Contractor: Joe Bland Construction
Construction Observation:
Joseph Jones, HNTB**

**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
4	5/1/2023	5/31/2023	31	\$541,611.28	\$1,419,166.88	\$60,179.03	\$157,685.21	23	26
6/30/2023	Comments -	Contractor continued to work on concrete bent caps, storm drain systems, placing embankment and flex base, rock riprap at bridge abutments and installed prime and seal coat.							
						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: \$33.8 Million**



JUNE 2023 IN REVIEW

6/2/2023: Cash Construction continued removing property fencing at various locations. Subcontractor HL Chapman continued trenching for the Round Rock water line at the north side of Sam Bass.

6/9/2023: Cash excavated the bore pit for the Round Rock water line south of FM 1431. Cash completed fusing the water bypass pipe east of Great Oaks Dr.

6/16/2023: Subcontractor HL Chapman trenched for the storm sewer on the east side of Sam Bass just south of RM 1431. Subcontractor Badger potholed for existing utility lines between Deer Trail and Great Oaks Dr.

6/23/2023: Cash Construction began to excavate the bore pit for the Round Rock water line south of the dam for Dry Fork Creek. Subcontractor HL Chapman continued trenching for the Round Rock water line.

6/30/2023: Cash Construction assisted with backfilling the water line trenching areas. Subcontractor HL Chapman continued trenching for the Round Rock water line along the north side of Sam Bass near Great Oaks.



**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</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	30	\$21,095.55	\$21,095.55	\$2,343.95	\$2,343.95	0	3
2	5/1/2023	5/31/2023	31	\$511,459.79	\$532,555.34	\$56,828.87	\$59,172.82	2	7

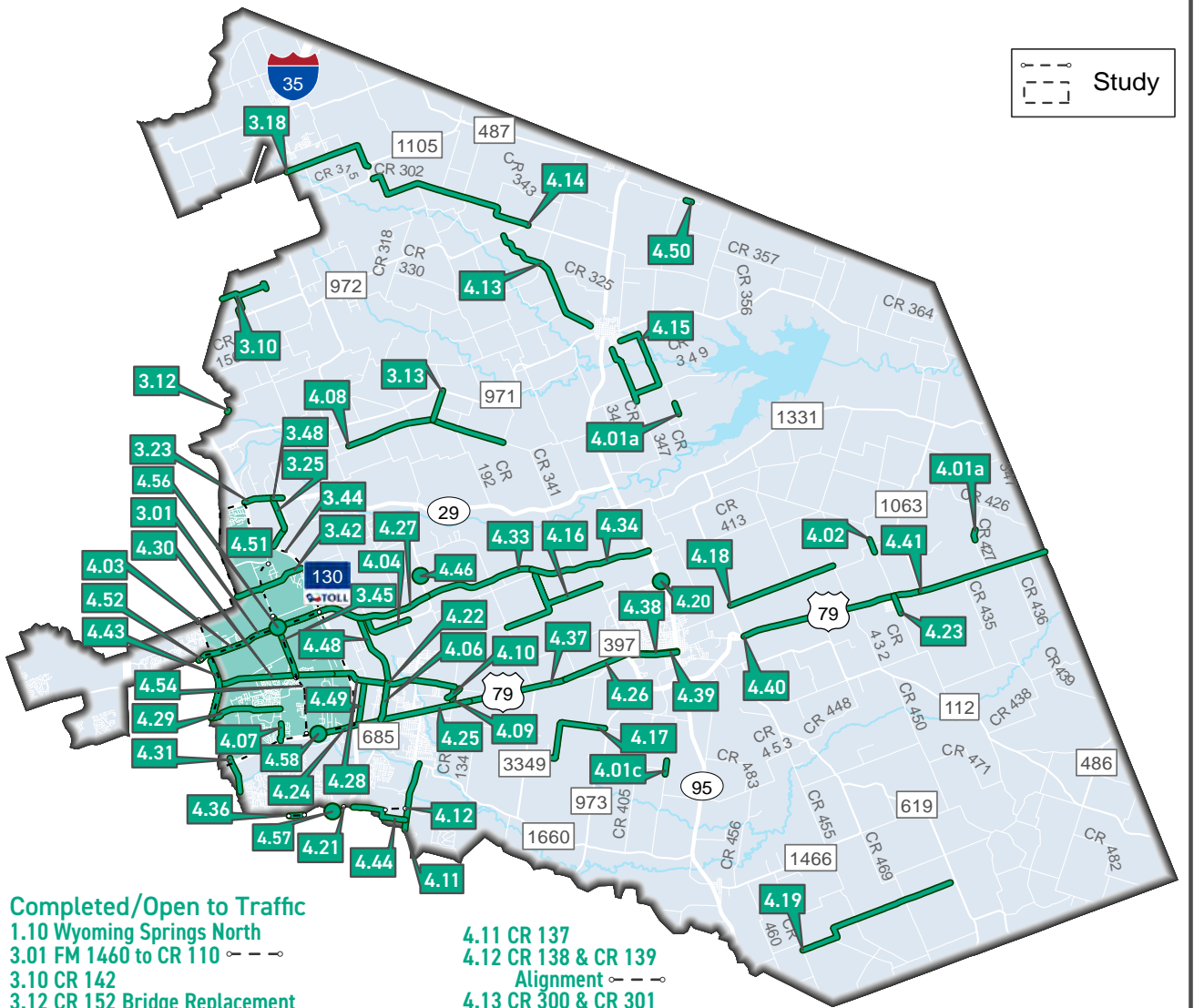
6/30/2023 Comments - Contractor excavated the bore pit, set trench boxes, and began trenching for the CORR and BCMUD water lines.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	6/27/2023	\$ (2,394,078.12)	\$ (2,394,078.12)

1B: Design Error or Omission. Other. This Change Order revises the earthwork quantities, BCMUD water line items and driveway quantities, per plan revisions issued after the Bid was awarded. The quantity for Item 110-6001 excavation was reduced by over 25% and the unit price is revised because it is considered a major bid item per the Contract.

Adjusted Price = \$33,751,880.88

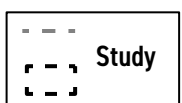
2000/2006 Road Bond Program Projects Precinct 4 - Commissioner Boles



Completed/Open to Traffic

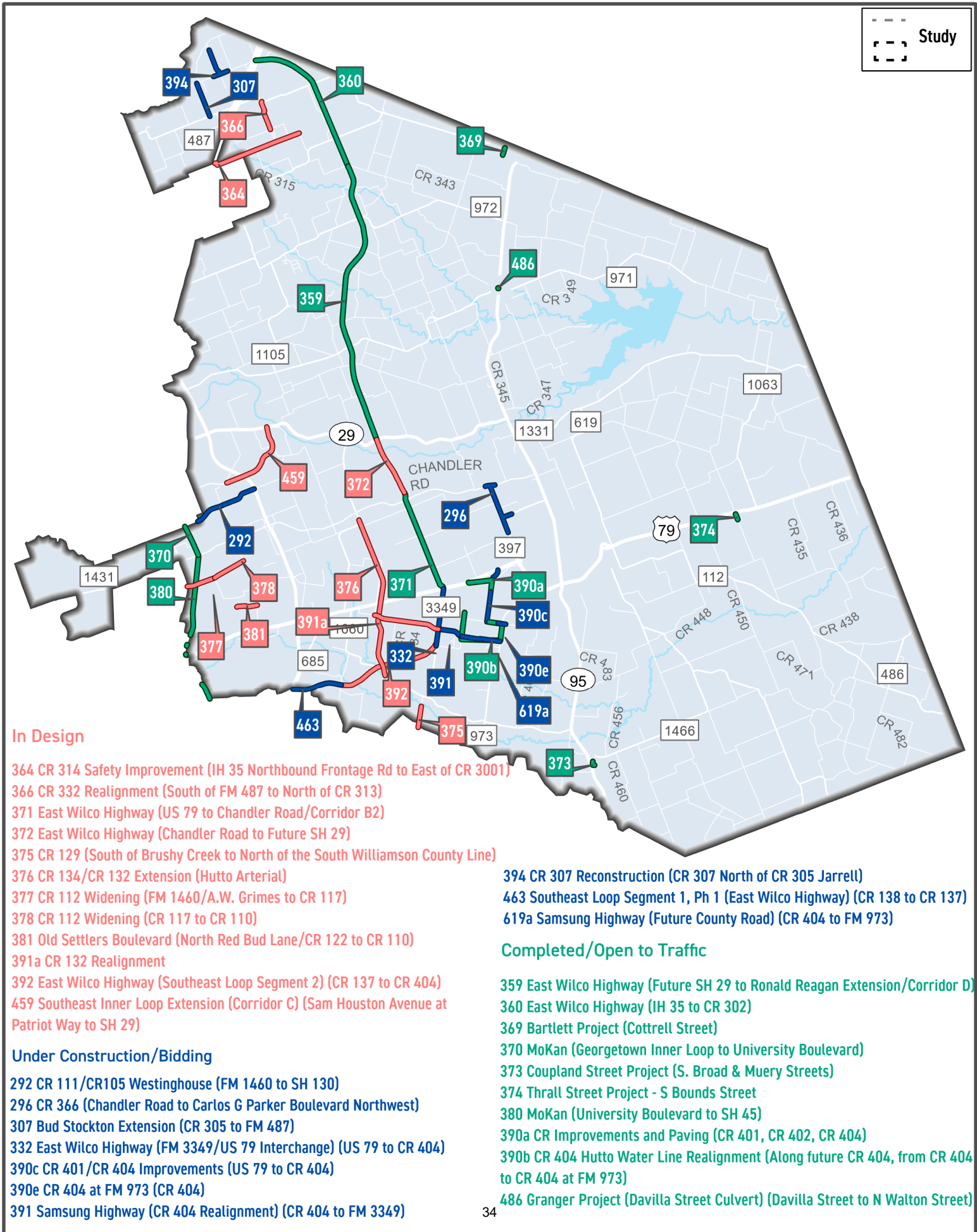
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|---|--|--|
| 1.10 Wyoming Springs North | 4.11 CR 137 | |
| 3.01 FM 1460 to CR 110 | 4.12 CR 138 & CR 139 | |
| 3.10 CR 142 | Alignment | |
| 3.12 CR 152 Bridge Replacement | 4.13 CR 300 & CR 301 | |
| 3.13 CR 157 | 4.14 CR 302 | |
| 3.18 CR 314 | 4.15 CR 347 & CR 348 | |
| 3.23 SH 29/CR 104 - Phase 1 | 4.16 CR 368 & CR 369 (CR 101 to CR 366) | |
| 3.25 CR 104 - Phase 2 | 4.17 CR 404 | |
| 3.42 CR 111 / CR 105 (Westinghouse Rd.) - FM 1460 to SH 130 | 4.18 CR 412 | |
| 3.44 CR 110 North (North of CR 107 to North of Sam Houston) | 4.19 CR 466 | |
| 3.45 CR 110 Middle (North of Limmer Loop to CR 107) | 4.20 FM 397 at SH 95 Signal | |
| 3.48 SH 29 Widening - 12" Water Main Relocation | 4.21 Gattis School Rd. ROW | |
| 4.01a CR 427 Bridge Replacement | 4.22 Limmer Loop - Phase 1A | |
| 4.01b CR 390 Bridge Replacement | 4.23 Thrall School Zone | |
| 4.01c CR 406 Bridge Replacement | 4.24 US 79 - Section 1 | |
| 4.02 CR 424 Bridge Replacement | 4.25 US 79 - Section 2 | |
| 4.03 Chandler Road - Phase 1 | 4.26 US 79 - Section 3A | |
| 4.04 CR 100 | 4.27 Chandler Rd. - Phase 2 | |
| 4.06 CR 119 | 4.28 Limmer Loop - Phase 1B | |
| 4.07 CR 122 at US 79 | 4.29 CR 113 / Old Settlers Blvd. | |
| 4.08 CR 124 | 4.30 Limmer Loop - Phase 1C | |
| 4.09 CR 132 | 4.31 Kenney Fort Boulevard - Phase 1 | |
| 4.10 CR 136 | 4.33 Chandler Rd. - Phase 3A | |
| | 4.34 Chandler Rd. - Phase 3B | |
| | 4.36 Gattis School Road | |
| | 4.37 US 79 - Section 3 (PTF) | |
| | 4.38 2nd Street Improvements | |
| | 4.39 2nd Street Drainage Improvements | |
| | 4.40 US 79 Section 5A (PTF) | |
| | 4.41 US 79 Section 5B (PTF) | |
| | 4.43 FM 1460 Section 2 | |
| | 4.44 CR 138 | |
| | 4.46 FM 1660 at Landfill Rd. (CR 128) | |
| | 4.48 CR 119 | |
| | 4.49 CR 108 | |
| | 4.50 CR 351 at Donahoe Creek | |
| | 4.51 CR 110 / Arterial A | |
| | 4.52 University Blvd. (Chandler Rd.) Expansion | |
| | 4.54 CR 110 South - (US 79 to Limmer Lp) | |
| | 4.56 CR 110 at University Blvd. (Signal) | |
| | 4.57 Gattis School Rd. at Winterfield Dr. (Signal) | |
| | 4.58 Tradesman Park Crossing | |

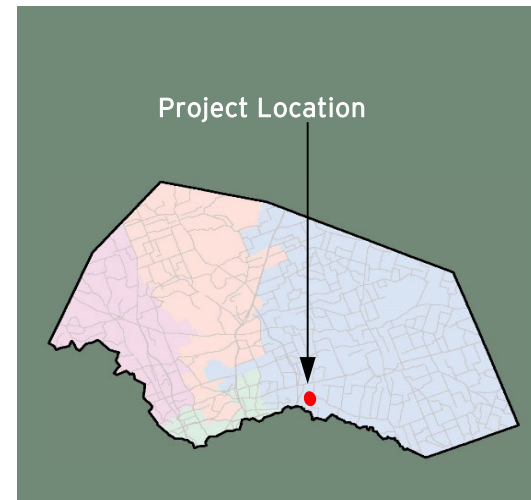
Precinct 4 - Commissioner Boles



2019 ROAD BOND PROGRAM PROJECTS

Precinct 4 - Commissioner Boles





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



JUNE 2023 IN REVIEW

6/2/2023: Subcontractor Lonestar Paving placed the final lift of asphalt from DNT Driveway to CR 137. Subcontractor Flasher placed small signs from DNT Driveway to CR 137.

6/9/2023: James Construction (JCG) placed the temporary single-slope barrier for the westbound lane on the SCS Pond 21 Bridge. Subcontractor ESSI placed the metal beam guard fence on the northeast side.

6/16/2023: JCG continued working on punch list items. Subcontractor DIJ placed the final striping and buttons from the DNT Driveway to CR 137.

6/23/2023: JCG continued working on punch list items. Subcontractor DIJ completed the hand-work striping throughout the project.

6/30/2023: James Construction continued working on punch list items.



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>Used</u>	<u>% Time</u> <u>Used</u>
1	7/19/2021	8/31/2021	44	\$767,411.06	\$767,411.06	\$85,267.90	\$85,267.90	7	8
2	9/1/2021	9/30/2021	30	\$328,739.28	\$1,096,150.34	\$36,526.58	\$121,794.48	10	13
3	10/1/2021	10/31/2021	31	\$221,811.16	\$1,317,961.50	\$24,645.69	\$146,440.17	12	19
4	11/1/2021	11/30/2021	30	\$278,008.69	\$1,595,970.19	\$30,889.85	\$177,330.02	15	24
5	12/1/2021	12/31/2021	31	\$331,070.23	\$1,927,040.42	\$36,785.58	\$214,115.60	18	30
6	1/1/2022	1/31/2022	31	\$624,535.89	\$2,551,576.31	\$69,392.88	\$283,508.48	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
22	5/1/2023	5/31/2023	31	\$79,909.01	\$10,232,872.46	\$4,205.73	\$538,572.23	98	122

6/30/2023 Comments - Subcontractor LoneStar placed the final cap of HMA pavement; subcontractor DIJ installed pavement marking and small signs; the Contractor continued working on punch list items.

<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 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	\$421,721.02	\$12,352,208.43	-\$243,479.33	\$0.00	100.0	100

6/30/2023 Comments - Final pay estimate has been sent to the County for processing.

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.

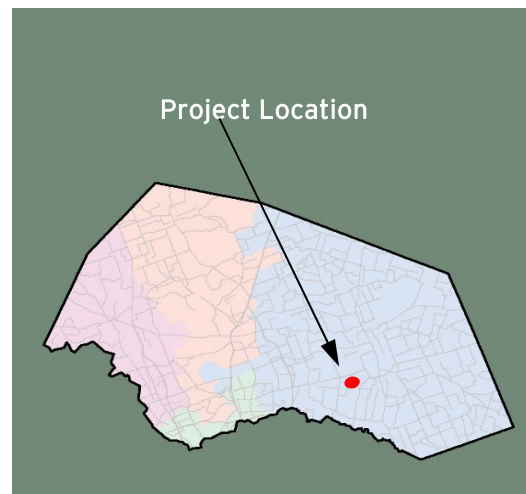
Change Order Number	Approved	Cost This CO	Total COs
06	4/24/2023	\$ 40,347.72	\$ (744,965.68)

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.

Change Order Number	Approved	Cost This CO	Total COs
07	6/14/2023	\$ 4,332.41	\$ (740,633.27)

2E: Differing Site Conditions (unforeseeable). Miscellaneous difference in site conditions. 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 = \$12,352,208.73



CR 401 Reconstruction

Project Length: 1.253 Miles

Roadway Classification: Rural Collector

Project Schedule: April 2022 - Summer 2023

Estimated Construction Cost: \$13.5 Million



JUNE 2023 IN REVIEW

6/2/2023: James Construction (JCG) switched the traffic closure at the CR 401 and 402 intersection. Subcontractor Texas Materials continued paving the crossover at US 79.

6/9/2023: JCG continued forming and pouring riprap on the front and back slope of the ditch line. Subcontractor Sexton continued installing the water line metering station at the south end of the project.

6/16/2023: Subcontractor Austin Traffic Signal continued installing the signal cabinet foundation and conduit for the signal at US 79.

6/23/2023: Subcontractor Texas Materials paved asphalt on west CR 402, CR 401 to the south end of the project. Subcontractor Sexton continued installing the water line metering station at the south end of the project.

6/30/2023: JCG removed the temporary pipe and asphalt from the existing US 79 crossover. Subcontractor Sexton continued installing the water line metering station at the south end of the project.



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

6/30/2023 Comments - Contractor completed the work at the existing US 79 crossover, continued shouldering up the asphalt throughout the project, installed pavement markings and small signs, and installed the water line metering station and continued work on the US 79 signals.

<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.

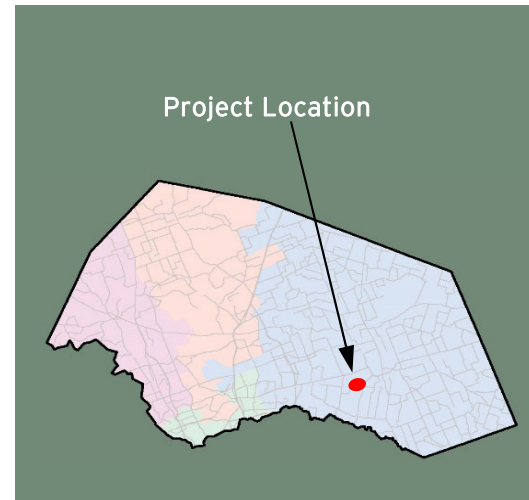
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	10/5/2022	\$ 214,351.37	\$ 642,066.89

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**



JUNE 2023 IN REVIEW

6/2/2023: Chasco began shouldering up the paving on the west end of the project. Subcontractor ESSI placed the metal beam guard fence at the Boggy Creek Tributary Bridge.

6/9/2023: Chasco continued hauling off topsoil from the project. Chasco placed rock rip rap throughout the project. Subcontractor ESSI continued to place the metal beam guard fence at the Boggy Creek Tributary Bridge.

6/16/2023: Chasco continued to place concrete riprap around the Boggy Creek Tributary Bridge.

6/23/2023: Chasco Constructors continued hauling off topsoil from the project. Chasco continued to place concrete riprap around the Boggy Creek Tributary Bridge.

6/30/2023: Chasco Constructors subcontractor Texas Materials paved the final asphalt throughout the project.



**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

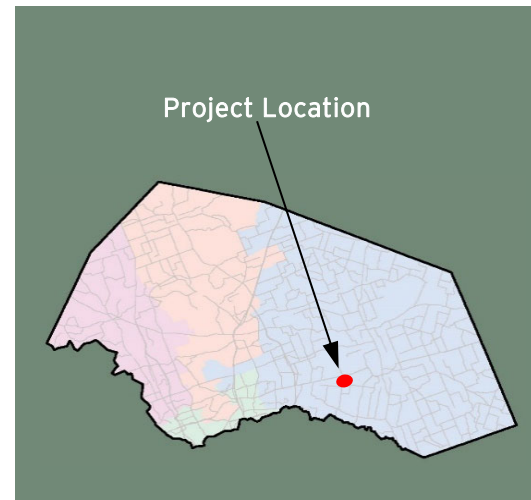
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
7/12/2022	7/19/2022	8/5/2022	8/15/2022			413		413	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<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
9	5/1/2023	5/31/2023	31	\$1,177,188.70	\$9,118,743.01	\$61,957.30	\$479,933.84	85	70

6/30/2023 Comments - Contractor paved the final 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**



JUNE 2023 IN REVIEW

6/2/2023: James Construction (JCG) lime stabilized subgrade at the westbound US 79 Auxiliary Lane and Jug Handle intersection. JCG installed culvert and safety end treatments at CR 101 and the Jug Handle.

6/9/2023: Subcontractor ESSI finished small sign installation for the turnaround at US 79 and Jug Handle. JCG placed rock rip rap at the Jug Handle Road bridge.

6/16/2023: JCG lime stabilized subgrade for the southbound CR 101 Auxiliary Lane at the Jug Handle intersection. JCG installed underdrain at the northbound frontage road pond area.

6/23/2023: JCG began placing rip rap and continued processing flexible base at the Jug Handle and westbound US 79 Auxiliary Lane.

6/30/2023: JCG moved the barrier wall to close the CR 101 and FM 3349 intersection. Subcontractor Dig Tech continued installation of steel casing.



**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

6/30/2023 Contractor continued flexible base and installing geogrid at the Jug Handle, finished small sign installation for the traffic changes on US 79 and continued the installation of steel casing and water line pipe. Contractor began installation of traffic signal components at the intersections of US 79 and Jug Handle.

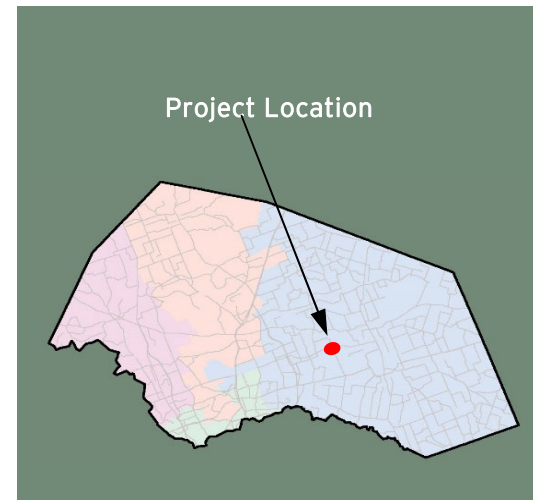
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	4/25/2023	925,354.41	925,354.41

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



JUNE 2023 IN REVIEW

6/2/2023: James Construction (JCG) continued processing embankment at CR 366 and Chandler Road.

6/9/2023: JCG continued mixing lime stabilized material and processing subgrade along CR 366. Subcontractor H&D Boring began directional bores and casing installation at CR 366, CR 397 and CR 357.

6/16/2023: JCG prepared and leveled the shoulder along southbound CR 366 for barrier wall installation. Subcontractor Patin continued installing water lines for Jonah at CR 366 and FM 397.

6/23/2023: JCG placed concrete barrier wall. Subcontractor Patin continued installing water lines for Jonah at CR 366 and FM 397. Subcontractor Wylie drilled and poured drill shafts at Abutment 2 of the Bull Branch Tributary Bridge.

6/30/2023: JCG continued processing subgrade along CR 366. JCG placed geogrid and flexible base at CR 366 and Chandler Road.



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

**Williamson County
Road Bond Program**

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

Original Contract Price = \$17,694,262.46

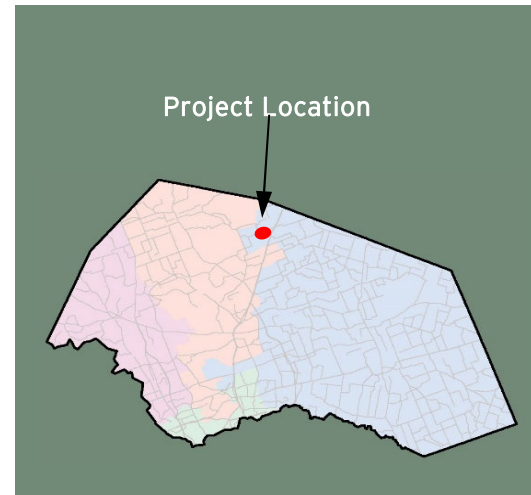
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>	
8/31/2022	9/28/2022	12/27/2022	1/6/2023			515		515	
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</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

6/30/2023 Comments - Contractor continued processing embankment and flexible base and continued installing water lines for the City of Taylor and Jonah. Subcontractor Wylie drilled and poured drill shafts for abutment 1 and 2 of the Bull Branch tributary bridge.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	6/6/2023	\$ 11,562.50	\$ 11,562.50

1A. Design Error or Omission. Incorrect PS&E. : This change order adds the installation of the construction exits along CR 366 and FM 397 Carlos G Parker to access to the project site. The construction entrances or exits are to provide a stable pathway to keep the mud sediment off the public roads and improve safety.

Adjusted Price = \$17,705,824.96



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



JUNE 2023 IN REVIEW

6/2/2023: Cash Construction completed lime treating subgrade on CR 305. Cash continued material haul off and excavation along FM 487.

6/9/2023: Cash continued processing flexible base from the FM 487 intersection to CR 305.

6/16/2023: Cash completed installing drainage items on CR 305 and began hauling in flexible base. Subcontractor Greater Austin began forming and pouring concrete for the safety end treatments on various drainage structures.

6/23/2023: Cash began excavating and installing rock rip rap at various drainage structures. Subcontractor Greater Austin continued pouring concrete for box culverts and safety end treatments on various drainage structures.

6/30/2023: Cash began processing flexible base for widening along FM 487. Subcontractor Greater Austin continued forming and pouring concrete for safety end treatments on various drainage structures.



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

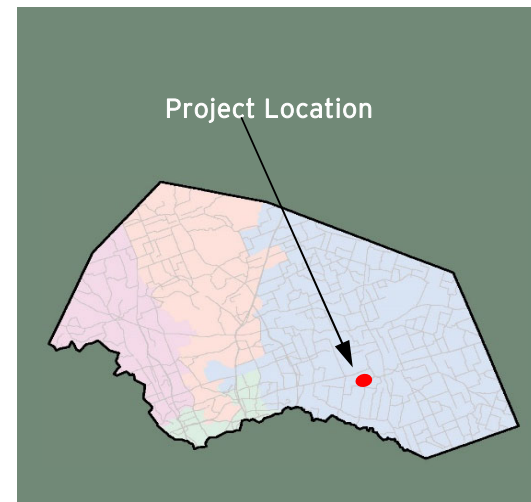
<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantial Completion</u>	<u>Completion Certificate</u>		<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
12/12/2022	12/20/2022	1/3/2023	2/9/2023				177		177
<u>Invoice</u>	<u>Beginning</u>	<u>Ending</u>	<u>Days</u>	<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
4	5/1/2023	5/31/2023	31	\$935,377.65	\$2,215,416.75	\$103,930.85	\$246,157.75	41	61

6/30/2023 Comments - Contractor continued processing flexible base, continued material haul off and excavation along FM 487 and poured concrete for safety end treatments.

<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



JUNE 2023 IN REVIEW

6/2/2023: Jordan Foster (JFC) continued lime treating the subgrade on the southbound widening of FM 973, north of the CR 404 intersection.

6/9/2023: JFC placed topsoil and shouldered up the edge of paving for the northbound widening throughout the project. Subcontractor Lone Star Paving paved the northbound widening from the south to north ends of the project.

6/16/2023: JFC began placing flexible base for the northbound and southbound widenings of FM 973, north of the CR 404 intersection. JFC began constructing the FM 973 and Samsung Highway intersection.

6/23/2023: JFC completed placing flexible base on the north half of CR 404 East. Subcontractor Lone Star Paving placed prime and asphalt on the northbound and southbound widenings, the east side of CR 404.

6/30/2023: JFC completed constructing the FM 973 and Samsung Highway intersection. Subcontractor ATS placed signal and controller box foundations at the CR 404 and Samsung Highway intersections.



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

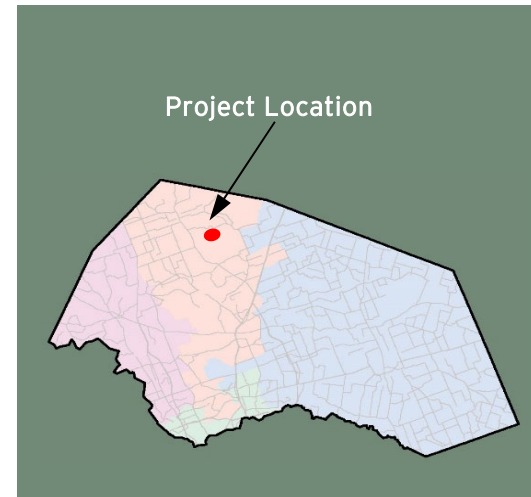
Original Contract Price = \$4,622,143.93

<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	3/1/2023	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
4	5/1/2023	5/31/2023	31	\$555,140.47	\$2,183,943.68	\$61,682.27	\$242,660.41	52	74

6/30/2023 Comments - Contractor completed the roadway widening and pavement markings on FM 973 and started the installation of the traffic signals at CR 404 and FCR.

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**



JUNE 2023 IN REVIEW

6/2/2023: Joe Bland Construction (JBC) continued lime treating subgrade on CR 307. JBC began hauling in and processing flexible base on CR 307 on completed lime treated area.

6/9/2023: JBC continued processing flexible base for CR 307. JBC installed metal pipes and safety end treatments.

6/16/2023: JBC completed processing flexible base along CR 307. Subcontractor Alpha Paving shot prime on the completed flexible base along CR 307.

6/23/2023: Subcontractor Alpha Paving placed the seal coat and paved asphalt on CR 307.

6/30/2023: JBC began spreading topsoil and shouldering up along the edge of CR 307.



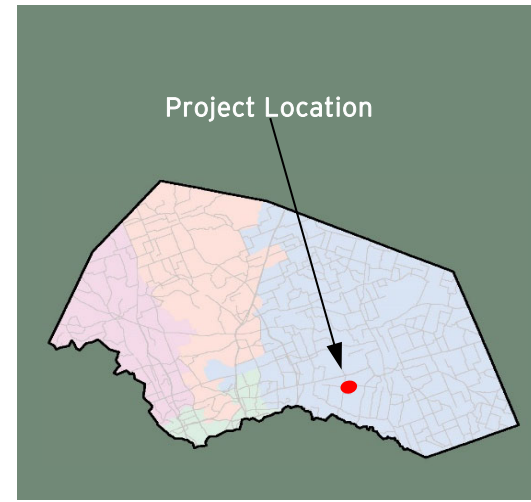
**Design Engineer: K.C. Engineering
Contractor: Joe Bland Construction
Construction Observation:
Joseph Jones, HNTB**

**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
2	5/1/2023	5/31/2023	31	\$78,480.00	\$183,852.90	\$8,720.00	\$20,428.10	7	37
6/30/2023	Comments -	Contractor completed the westerly half of the reconstruction of CR 307, switched traffic, and began the reconstruction of the easterly half of 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**



JUNE 2023 IN REVIEW

6/2/2023: Capital Excavation continued stripping and stockpiling topsoil on the west end of the project.

6/9/2023: Capital Excavation continued stripping and stockpiling topsoil at the west end of the project.

6/16/2023: Capital Excavation continued stripping and stockpiling topsoil at the east end of the project.

6/23/2023: Capital Excavation began processing lime slurry on the east end of the project near CR 404.

6/30/2023: Capital Excavation continued processing lime slurry on the west and middle sections of 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
<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	4/24/2023	5/31/2023	38	\$427,494.19	\$427,494.19	\$47,499.35	\$47,499.35	9	12
6/30/2023	Comments - Contractor continued applying and processing lime slurry to stabilize existing subgrade throughout the project.								

Adjusted Price = \$5,139,487.45