

20

AGENDA ITEM REQUEST FORM

Hays County Commissioners Court

Tuesdays at 9:00 AM

Request forms are due in Microsoft Word Format via email by 2:00 p.m. on Wednesday.

AGENDA ITEM

Discussion of issues related to the road bond projects, including updates from Mike Weaver, Prime Strategies and Jeff Curren, HDR. Possible action may follow.

ITEM TYPE	MEETING DATE	AMOUNT REQUIRED
STANDING AGENDA ITEM	September 10, 2013	

LINE ITEM NUMBER

AUDITOR USE ONLY

AUDITOR COMMENTS:

PURCHASING GUIDELINES FOLLOWED: N/A

AUDITOR REVIEW: N/A

REQUESTED BY	SPONSOR	CO-SPONSOR
	COBB	N/A

SUMMARY

FILED: **09 10 13**
HAYS COUNTY COMMISSIONERS' COURT
Resolution # *Road Bond* **OL V** PG *235*
Projects



PASS THROUGH FINANCING PROGRAM

Construction Summary Report

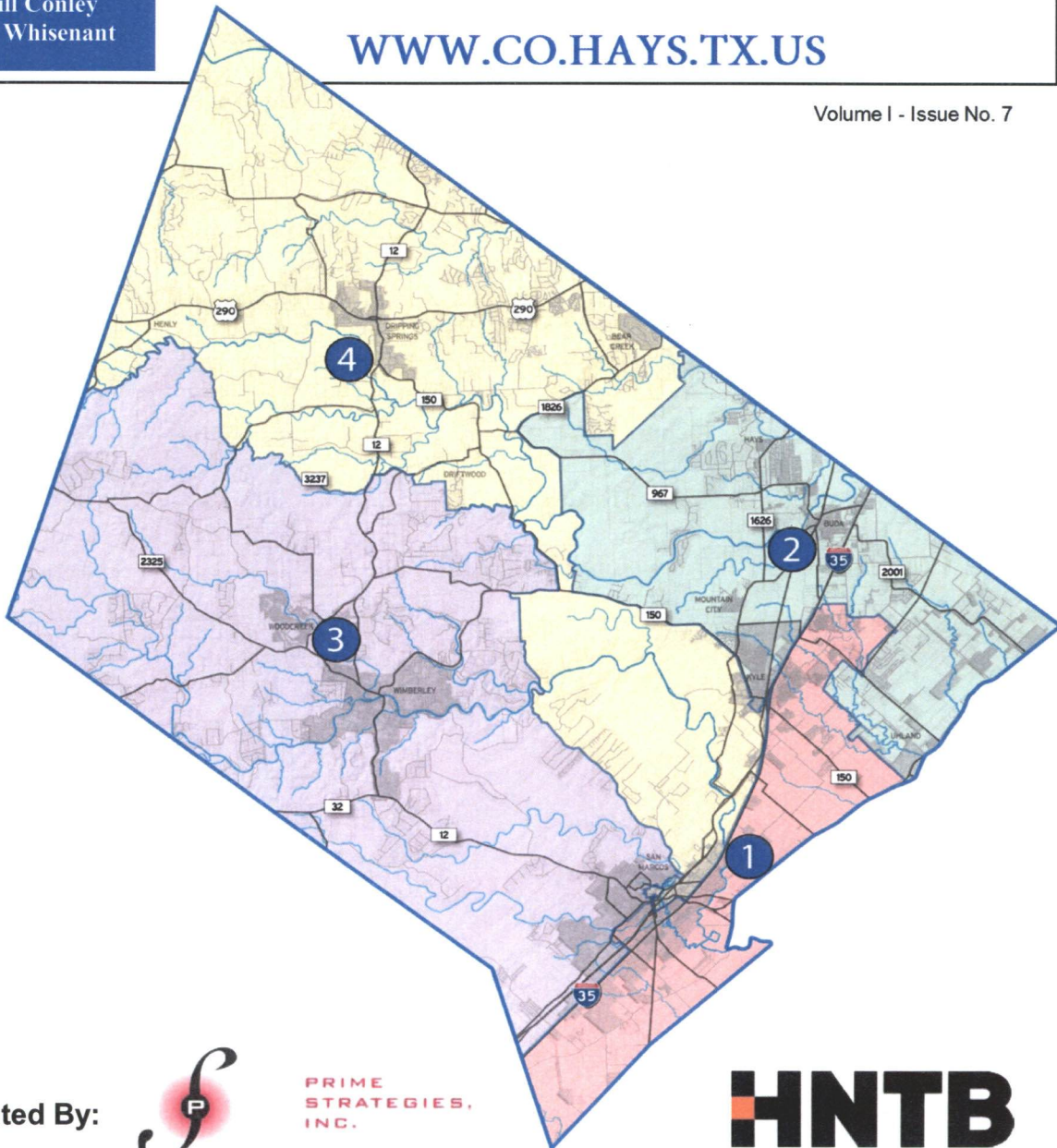
County Judge
Bert Cobb, M.D.

Commissioners
Debbie Ingalsbe
Mark Jones
Will Conley
Ray Whisenant

September 2013

WWW.CO.HAYS.TX.US

Volume I - Issue No. 7



Presented By:



PRIME
STRATEGIES,
INC.

HNTB

Table of Contents



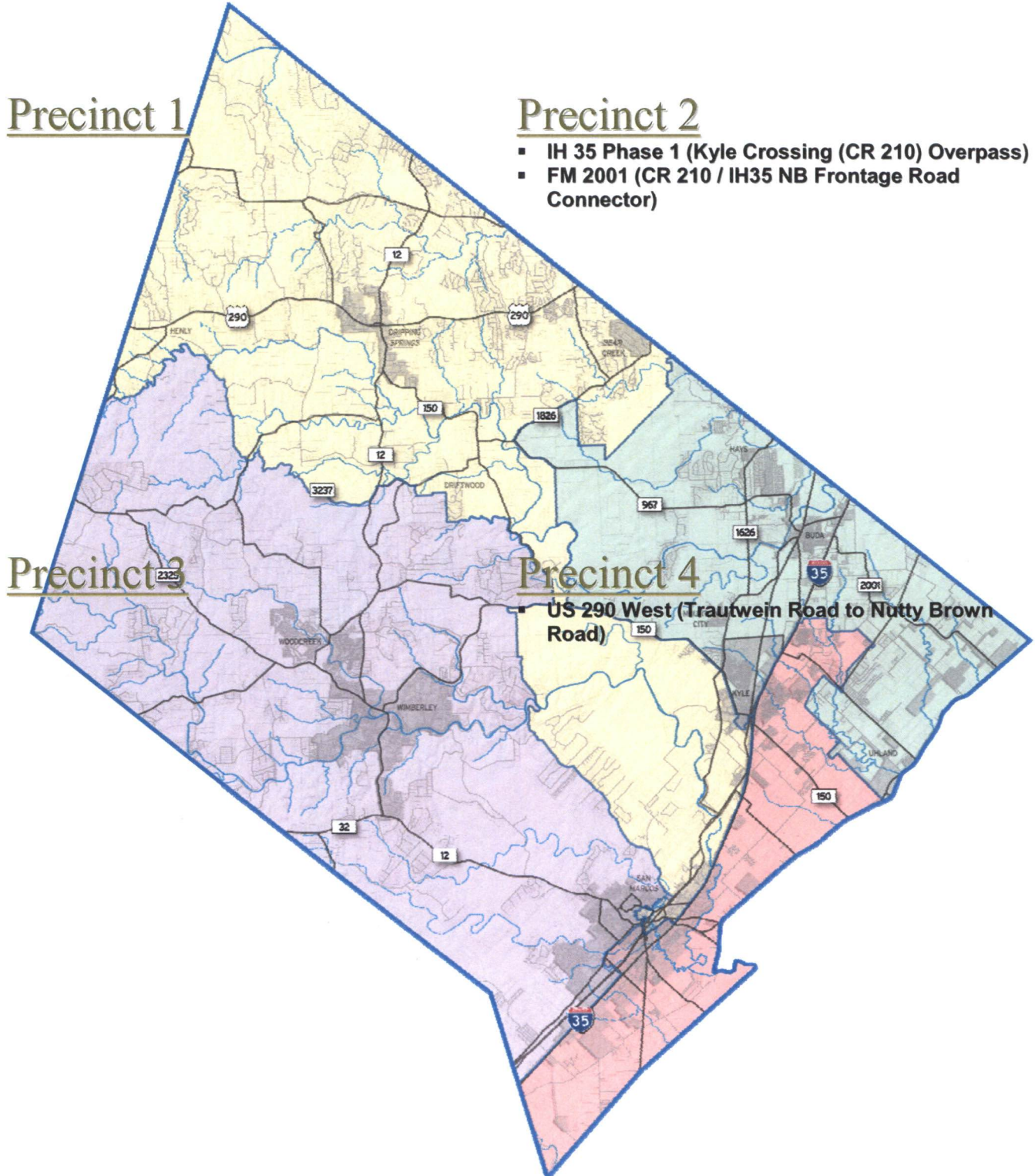
Completed Projects.....	1
Projects in Design.....	2
Yarrington Bridge (at IH 35).....	3
FM 1626 South (FM 2770 to FM 967)	3
PRECINCT No. 1 – Commissioner Debbie Ingalsbe	4
IH 35 Phase 2A (RM 150 Realignment)	5
FM 110 (McCarty Lane to SH 123).....	7
PRECINCT No. 2 – Commissioner Mark Jones	9
IH 35 Phase 2B (FM 1626 to Yarrington)	10
FM 1626 North (FM 967 to Brodie Ln).....	13
PRECINCT No. 3 – Commissioner Will Conley	15
PRECINCT No. 4 – Commissioner Ray Whisenant	16

HAYS COUNTY

PASS THROUGH PROGRAM

COMPLETED PROJECTS

CONSTRUCTION SUBSTANTIALLY COMPLETE/OPEN TO TRAFFIC - AS OF AUGUST 2013



HAYS COUNTY

PASS THROUGH PROGRAM

PROJECTS IN DESIGN

ONGOING DESIGN, ENVIRONMENTAL, ROW ACQUISITION AND UTILITY COORDINATION/RELOCATION ACTIVITIES

Precinct 1

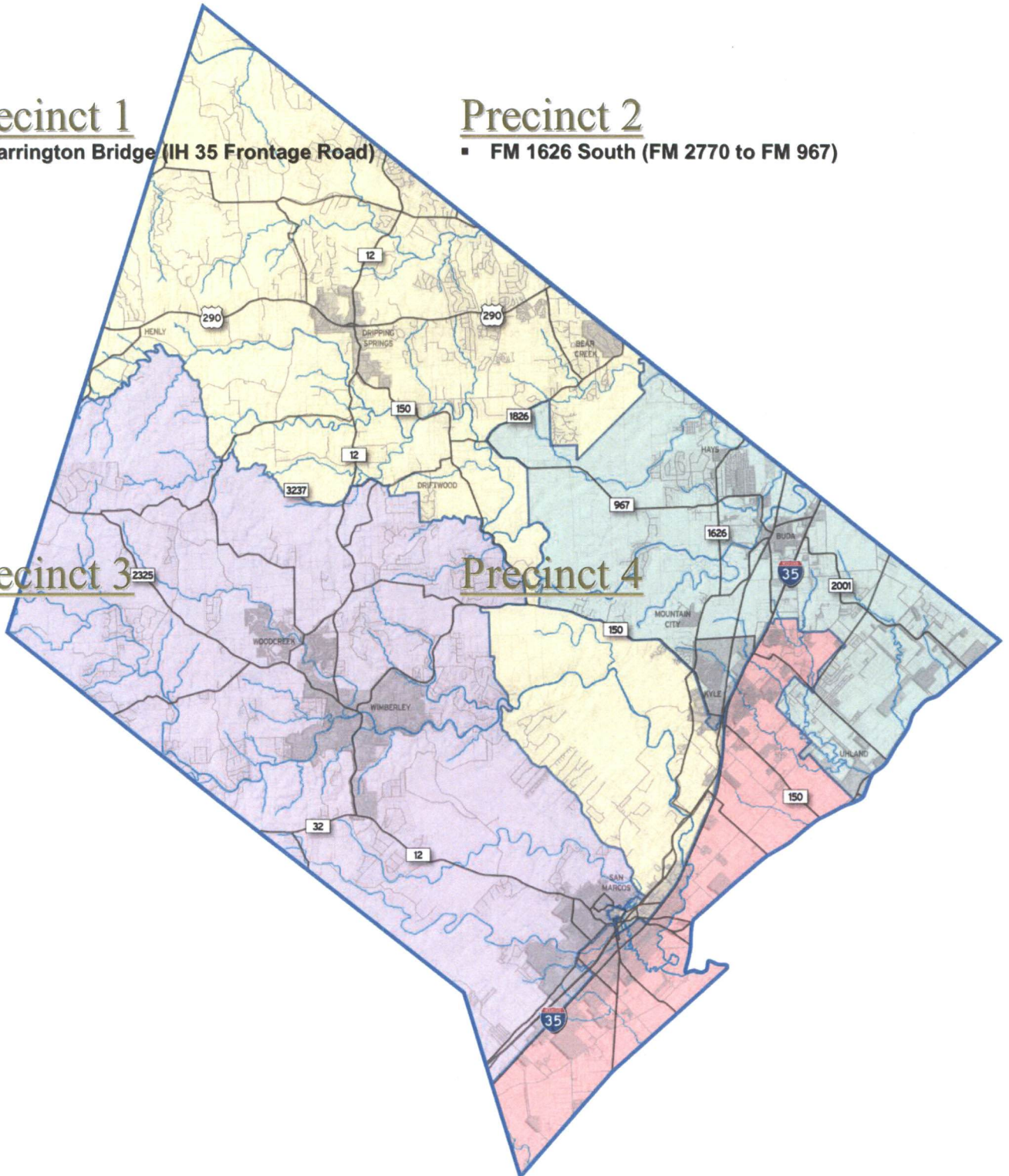
- Yarrington Bridge (IH 35 Frontage Road)

Precinct 2

- FM 1626 South (FM 2770 to FM 967)

Precinct 3

Precinct 4



Yarrington Bridge

(at IH 35)

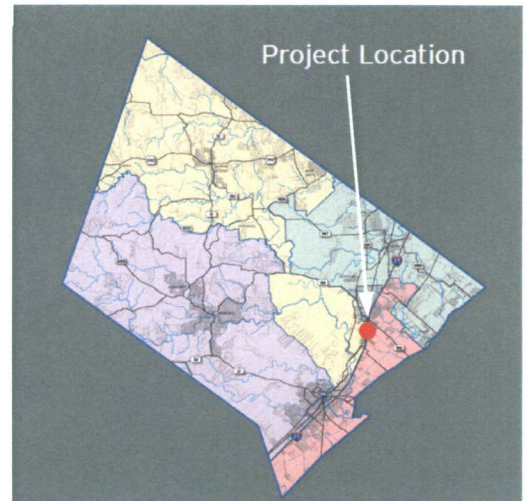
Project Length: 0.408 Miles

Roadway Section: Two-Lane Frontage Road realignment with deceleration and turn lanes

Structures: Two one-lane turnaround bridges and one two-lane bridge with two left turn lanes & shoulders

Approved Letting Date: October 2013 (REVISED)

Estimated Construction Cost: \$14 Million



- TxDOT was able to accelerate the rescheduled letting date to October 2013.
- Continued coordination with TxDOT aesthetic alternatives for retaining walls due to fabrication issues with the previously selected TxDOT design.
- Continued utility coordination with utility companies regarding agreements, costs & schedules.
- Continued coordination with adjacent property owners for acquisition and possession agreements, as well as driveway permits.
- Coordination with TxDOT regarding revised special conditions and specifications.

Engineer: CP&Y

Construction Inspection: TxDOT

FM 1626 South

(FM 2770 to FM 967)

Project Length: 3.298 Miles

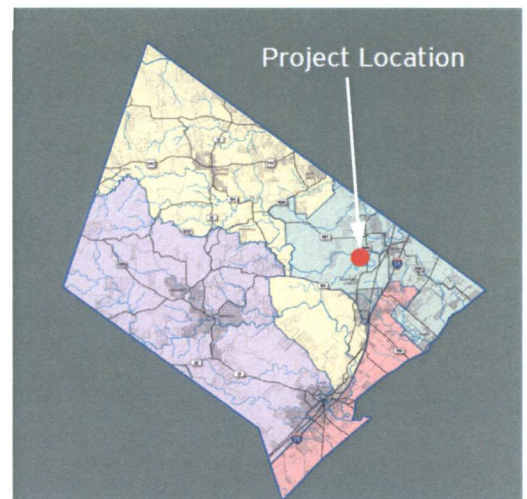
Roadway Classification: Rural Major Collector

Roadway Section: Five-lane Section with Two-Way Left Turn Lane

Structure: One four-lane bridge

Anticipated Letting Date: Spring 2014

Estimated Construction Cost: \$16.3 Million



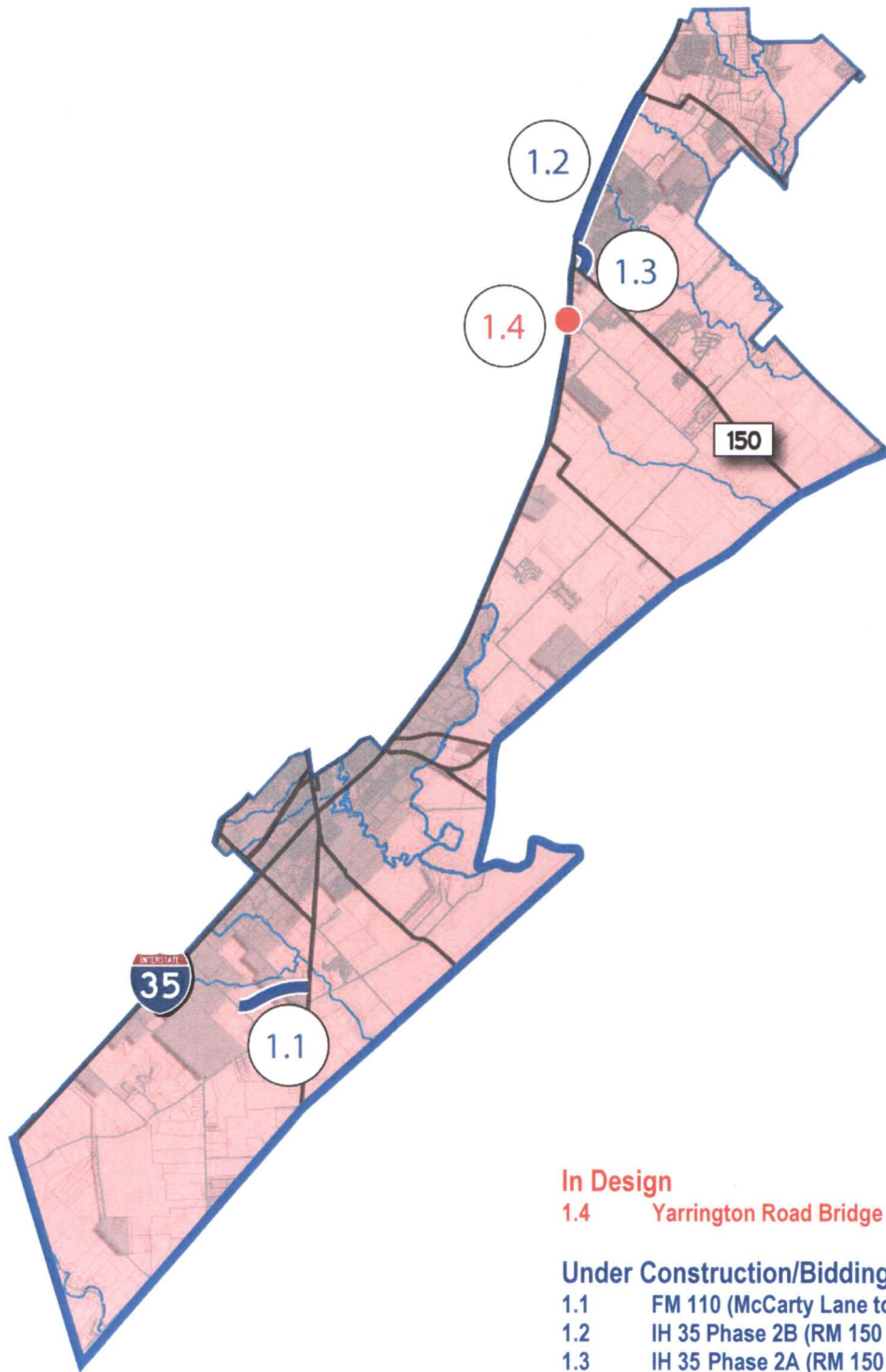
- Revised EA in response to FHWA comments is ready for resubmittal once TxDOT completes consultation with USFWS.
- Received minor comments on WPAP from TCEQ. Revised document and resubmitted for approval.
- 60% TxDOT Plan Review held on 10/18/2012, still awaiting TxDOT comments. Received Area Office comments and coordinated with District Drainage/Hydraulics staff.
- Utility coordination efforts are ongoing.
- ROW acquisition progress pending field notes from surveyor.

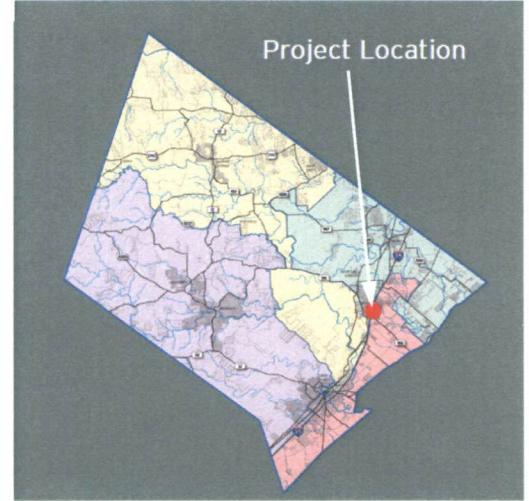
Engineer: Klotz

Construction Inspection: Raba Kistner

PRECINCT 1

COMMISSIONER INGALSBE





IH 35 PHASE 2A
(RM 150 Realignment)

Project Length: 0.58 Miles
 Roadway Classification: Urban Minor Arterial
 Roadway Section: Five-lane Section with Two-Way Left Turn Lane and Raised Median

Project Schedule: September 2012 - October 2013
 Estimated Construction Cost: \$3.5 Million



AUGUST 2013 IN REVIEW

- Nearing completion of placing, compacting and finishing flex base on the south side of Hill Street.
- Formed and poured concrete inlet tops and transition joints into drop inlets along the south side of RM 150.
- Formed and poured remaining driveway along RM 150.
- Completed application of curing materials for driveways along RM 150 realignment.
- Formed and poured concrete sidewalks and transition areas along the south side of Hill Street.
- Formed and poured colored stamped concrete crosswalk across south side of Hill Street.
- Continued grading ditches and completed remaining safety end treatments (SETs).
- Began placing topsoil behind curb & gutter and sidewalk along both RM 150 realignment and Hill Street.
- Began installing handrail along the south side of the bridge.
- Continued to remove spoil materials from project site.



Design Engineer: URS Corporation
 Contractor: Capital Excavation
 Construction Inspection: TxDOT

Hays County
 Pass Through Financing Program



PRIME STRATEGIES, INC.

PASS THROUGH FINANCING: IH 35 Phase 2A (RM 150 Realignment)

TxDOT CSJ: 0805-01-017

Original Contract Price = \$3,483,074.33

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
5/2/2012	5/31/2012	7/12/2012	9/4/2012	TBD	TBD	274	0	274

<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$)</u> <u>Used</u>	<u>% Time</u> <u>Used</u>
1	7/11/2012	9/25/2012	17	\$477,868.10	\$477,868.10	14	6
2	9/26/2012	10/25/2012	22	\$296,939.96	\$774,808.06	22	14
3	10/26/2012	11/25/2013	19	\$117,203.53	\$892,011.59	25	21
4	11/26/2012	12/19/2012	18	\$318,547.12	\$1,210,558.71	34	28
5	12/20/2012	1/25/2013	18	\$249,068.46	\$1,459,627.17	41	34
6	1/26/2013	2/22/2013	20	\$318,511.28	\$1,778,138.45	50	42
7	2/23/2013	3/25/2013	21	\$190,838.75	\$1,968,977.20	56	49
8	3/26/2013	4/25/2013	22	\$206,855.91	\$2,175,833.11	62	57
9	4/26/2013	5/25/2013	20	\$569,148.09	\$2,744,981.20	78	65
10	5/26/2013	6/25/2013	21	\$354,774.38	\$3,099,755.58	88	72
11	6/26/2013	7/25/2013	17	\$56,315.26	\$3,156,070.84	89	78

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	9/14/2012	\$8,406.90	8,406.90

1B: Incorrect PS&E (Consultant Design). This change order revises the drill shaft foundations from 30 inch to 36 inch for the RVSD poles. Plan sheets 127AA, 225A, and 230A are added in this change. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/26/2012	\$893.78	9,300.68

1C: Design Error or Omission (Other). This change revised 11 signs, in accordance with the MUTCD, that were entered into the plans with incorrect dimensions. No additional time is needed.

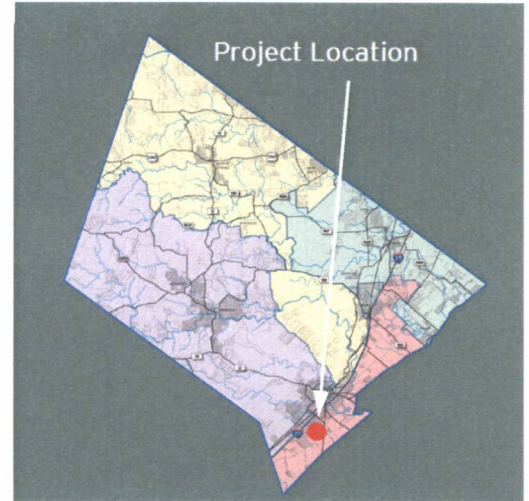
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	4/4/2013	\$22,499.00	31,799.68

1C: Design Error or Omission (Other). The original plans provided the incorrect elevations for the top of Wall B. The wall shows to be two feet higher than the roadway. Plan sheets 3 and 52 have been revised to the correct top of wall elevations. This change adds an item to compensate the contractor for having to saw cut the wall and engineering costs incurred for having to redesign the wall. This change also incorporates plan sheet 167A, which is a detail for curb inlets that was not included in the original plans. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	3/7/2013	\$15,787.20	47,586.88

1B: Design Error or Omission (Consultant Design). The original plans provided a detail on sheet 26 indicating a bond breaker under the concrete paving that is 4" Type A and 2" Type C, but pay items for the hot mix were not included in the PS&E. TxDOT has agreed to allow the contractor to blade lay 6" Type B in this area, and this change order adds the needed pay item. No additional time is needed.

Adjusted Price = \$3,530,661.21



FM 110

(McCarty Lane to SH 123)

Project Length: 1.167 Miles

Roadway Classification: Multi-lane Rural Highway (Primary Arterial)

Roadway Section: Five-Lane Section with Two-Way Left Turn Lane

Project Schedule: November 2012 - December 2013

Estimated Construction Cost: \$6.5 Million



AUGUST 2013 IN REVIEW

- Formed and poured Wall E2 and 4 sections of Wall E2. Set reinforcing steel for rail on Walls. Poured inlets on Wall W1.
- Graded embankment on slopes along both sides of the roadway.
- Placed topsoil on slopes and in the median from Sta 93 to 126.
- Removed COSM existing 18" Waterline A, existing 12" Waterline B and Crystal Clear existing 12" Waterline at CR 266.
- Completed tie-in to COSM Waterline B to existing waterline system on CR 266.
- Installed 2 x 24in RCP SS 6-5 and set pre-cast MH 6-5.
- Lime treated remaining subgrade on the project.
- Blue-topped subgrade on EB a& WB ramps and turnarounds to prepare for flex base.
- Poured SETs on SS 6-5, 6-1A, and DRWY #1 & # 2.
- Placed and began processing first course flex base on EB & WB ramps and turnarounds.
- Formed and poured single slope traffic rail (SSTR) on Wall E1.
- Installed underdrain pipe behind Wall E2 and started backfilling along the eastbound lanes from Station 100 to 123.



Design Engineer: S&B Infrastructure
 Contractor: CF Jordan Construction
 Construction Inspection:
 Brown & Gay

Hays County
 Pass Through Financing Program

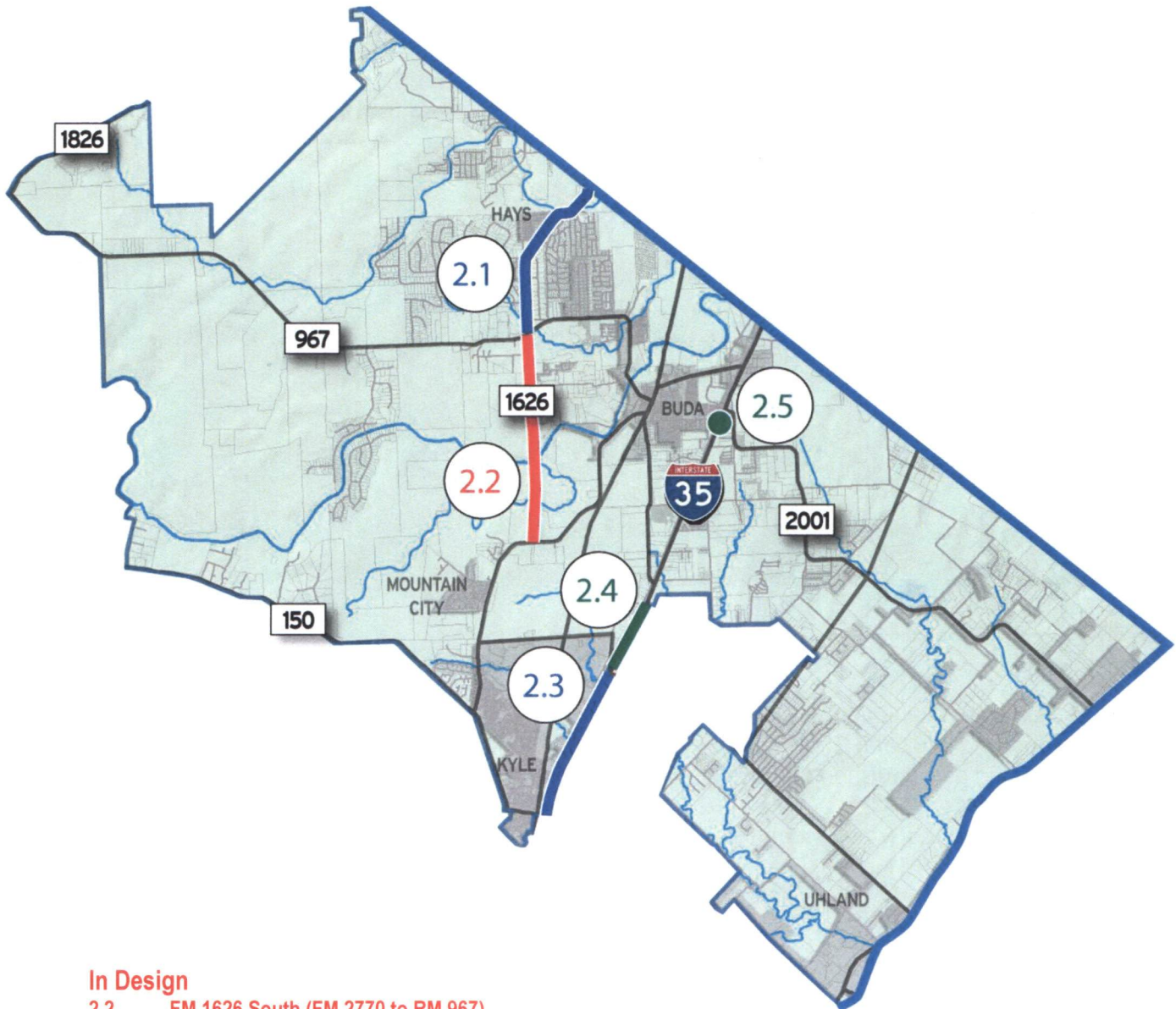
**PASS THROUGH FINANCING: FM 110 (McCarty Lane to SH 123)
 TxDOT CSJ: 3545-02-003**

Original Contract Price = \$6,493,407.10

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
8/26/2012	8/29/2012	11/7/2012	11/22/2012	TBD	TBD	210	0	210
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$) Used</u>	<u>% Time Used</u>	
1	11/22/2012	11/30/2012	5	\$309,933.50	\$309,933.50	5	2	
2	12/1/2012	12/25/2012	15	\$291,790.00	\$601,723.50	9	10	
3	12/26/2012	1/25/2013	16	\$239,924.00	\$841,647.50	13	17	
4	1/26/2013	2/25/2013	21	\$469,952.02	\$1,311,599.52	20	27	
5	2/26/2013	3/25/2013	19	\$983,124.56	\$2,294,724.08	35	36	
6	3/26/2013	4/25/2013	19	\$405,358.88	\$2,700,082.96	42	45	
7	4/26/2013	5/25/2013	18	\$334,032.51	\$3,034,115.47	47	54	
8	5/26/2013	6/25/2013	22	\$408,417.63	\$3,442,533.10	53	64	
9	6/26/2013	7/25/2013	15	\$510,684.36	\$3,953,217.46	61	71	
10	7/26/2013	8/25/2013	19	\$353,643.70	\$4,306,861.16	66	80	
Adjusted Price =								\$6,493,407.10

PRECINCT 2

COMMISSIONER JONES



In Design

2.2 FM 1626 South (FM 2770 to RM 967)

Under Construction /Bidding

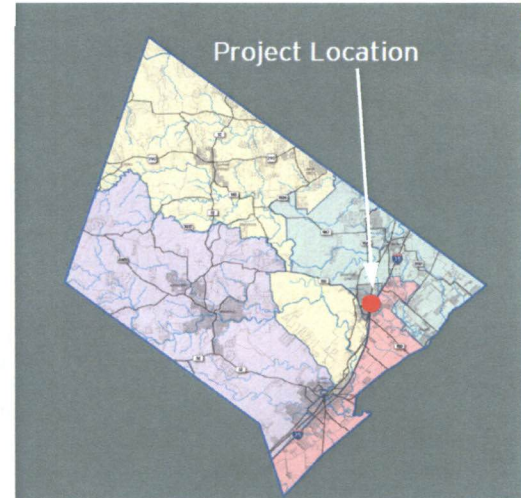
2.1 FM 1626 North (RM 967 to Brodie Lane)

2.3 IH 35 Phase 2B (RM 150 to FM 1626)

Completed/Open to Traffic

2.4 IH 35 Phase 1 (CR 210 Overpass)

2.5 FM 2001 (IH 35 NB Frontage Road Connector)



IH 35 PHASE 2B

(FM 1626 to Yarrington Road)

Project Length: 2.746 Miles

Roadway Classification: Frontage Roads

Roadway Section: Two-lanes with shoulders

Project Schedule: August 2012 - September 2013

Estimated Construction Cost: \$6.4 Million



AUGUST 2013 IN REVIEW

- Completed the removal and installation of Metal Beam Guard Fences along the Northbound (NB) and Southbound (SB) Frontage Roads.
- Completed forming and pouring concrete mow strips along the NB and SB Frontage Roads.
- Completed excavation activities along the west side of the SB Frontage Road (SBFR).
- Completed processing and proof rolling subgrade along the west side of the SBFR.
- Began placing and processing flex base on completed subgrade along the west side of the SBFR.
- Completed installation of 24" reinforced concrete drainage pipe across the proposed SBFR and tied into the storm sewer inlet.
- Completed temporary tie in of Burleson Road to IH 35 SBFR with asphalt base and opened Burleson intersection back up to traffic.
- Began placing topsoil along completed & graded side slopes.
- Began clean-up of project site and haul off of spoil materials.

Design Engineer: CP&Y
 Contractor: Hunter Industries
 Construction Observation:
 TxDOT

Hays County
 Pass Through Financing Program

**PASS THROUGH FINANCING: IH 35 Phase 2B (FM 1626 to Yarrington)
TxDOT CSJ: 0016-02-127**

Original Contract Price = \$6,298,068.75

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
5/3/2012	5/31/2012	7/18/2012	8/13/2012	TBD	TBD	264	36	300
<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$) Used</u>	<u>% Time Used</u>	
1	7/18/2012	7/26/2012	0	\$9,745.00	\$9,745.00	0	0	
2	7/27/2012	8/25/2012	10	\$388,486.65	\$398,231.65	6	3	
3	8/25/2012	9/25/2012	21	\$793,026.93	\$1,191,258.58	19	10	
4	9/26/2012	10/25/2012	22	\$602,196.88	\$1,793,455.46	28	18	
5	10/26/2012	11/25/2012	19	\$540,769.03	\$2,334,224.49	37	24	
6	11/26/2012	12/17/2012	16	\$280,095.40	\$2,614,319.89	41	29	
7	12/18/2012	1/25/2013	26	\$754,959.64	\$3,369,279.53	53	38	
8	1/26/2013	2/24/2013	23	\$286,570.25	\$3,655,849.78	57	46	
9	2/25/2013	3/25/2013	21	\$79,702.17	\$3,735,551.95	59	53	
10	3/26/2013	4/25/2013	23	\$1,024,995.01	\$4,760,546.96	75	60	
11	4/26/2013	5/25/2013	21	\$185,747.92	\$4,946,294.88	77	67	
12	5/26/2013	6/25/2013	21	\$278,207.22	\$5,224,502.10	82	74	
13	6/26/2013	7/27/2013	22	\$413,988.96	\$5,638,491.06	88	82	

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	8/24/2012	(\$21,053.38)	-21,053.38

3H: Cost Savings Opportunity. This change allows for the modifications and adjustments to the original retaining wall items as a cost savings to TxDOT. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
02	9/27/2012	\$12,330.61	-8,722.77

2G: Unadjusted Utility (Unforeseeable). This change adjusts existing items due to an existing utility conflict that required a redesign of the storm sewer and junctions to improve constructability. This change also adjusts three items pertaining to the MSE wall previously created and/or adjusted on CO #1. The consultant submitted revised plans sheets after CO #1 was processed. Plan sheets 7A, 8A, 181A, 183A, 201A, 202A, 213A-216A, and 218A-220A are incorporated in this change. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
03	11/7/2012	\$10,000.00	1,277.23

3F: Additional Work Desired by TxDOT. This change will provide for the repairs of MBGF or Crash Cushions damaged during construction procedures. Each repair will be paid by a certified invoice. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
04	12/6/2012	\$11,868.38	13,145.61

1B: Incorrect PS&E (Consultant Design). This change orders changes three driveways from ACP to concrete, revises two intersection to full depth ACP, and changes two traffic counter drill shafts from 30 inch to 36 inch. This change also incorporates plan sheets 5A, 6A, 131A, 132A, 134A, 135A, 168A, 353A, 354A, and 357A. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
05	2/12/2013	\$3,578.92	16,724.53

1C: Design Error or Omission (Other). TxDOT has requested the contractor to relocate a pull box and extend existing 3" PVC conduit runs H & I and tie them into the new pull box and to make repairs to the existing 3" PVC conduits runs K & C. The box and PVC are located at the intersection of IH 35 SBFR and RM 150, and are in the way of construction. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
06	3/6/2013	\$1,834.67	18,559.20

1C: Design Error or Omission (Other). This change order allows for the revision of the traffic control that was not incorporated into the original plans. These changes will bring the project traffic control into compliance with the TMUTCD. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
07	5/1/2013	\$108.66	18,667.86

3I: Implement Improved Technology/Process. This change order will replace the painted stripe on the SBFR south of RM 150 station 448+25 to 484+80 with buttons under the work zone pay items. These buttons will allow easy removal for the conversion of the SBFR to one way. The removal of buttons for the conversion will be performed as part of another project. This change order also incorporates plan sheets 271A-274A. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
08	5/30/2013	23,088.83	41,756.69

1B: Incorrect PS&E (Consultant Design). This change order provides for the use of temporary tabs that were needed for the overlay progress on the NB & SBFR's for overnight striping. This change also includes the use of an additional 209 days of message boards for the notification to the traveling public for traffic conversions. The original plans did not include these added items in the original PS&E and are needed for proper construction progress. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
09	6/12/2013	41,129.61	82,886.30

1C: Design Error of Omission (Other). This change order provides for the installation and removal of MBGF, and the installation of DAT's, due to the one way traffic switch between RM 1626 and RM 150. The MBGF requirements in the original plans were conflicting with the detail sheets. The plans showed to adjust 2,125 LF of MBGF with TAS's and the detail sheets showed the rail to be placed at the new standards with DAT's. Therefore, the adjusted rail now has to be removed and replaced along with the installation of 6 EA DAT's. This plan conflict was not discovered until the MBGF has already been adjusted with the TAS's. No additional time is needed.

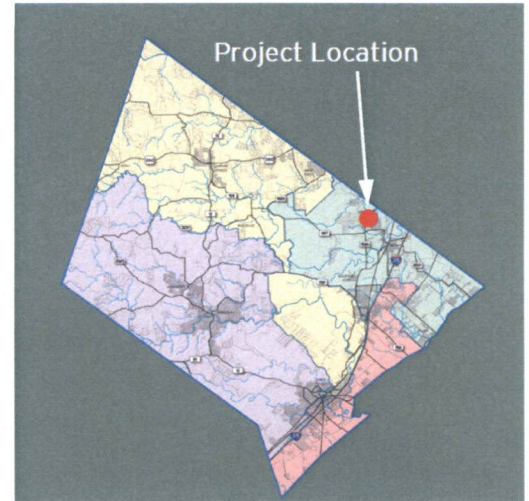
<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
10	7/19/2013	4,103.11	86,989.41

31: Implement Improved Technology/Process. The contractor has requested to widen the SB entrance ramp at station 486+70 to 491+00 with Ty A hot mix in lieu of excavation, flex base, lime, lime treatment, and emulsion. The contractor can widen the ramp in six working days, by changing the construction procedure. The overall cost for this revised work will be split in half, since it will not only be time efficient to the traveling public, it is time efficient to the contractor as well. No additional time is needed.

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
11	8/21/2013	-101.22	86,888.19

30: Time Extension. The contractor was delayed in the Phase 2 traffic switch, due to a delay in a traffic signal installation by an adjacent contractor. Per Phase 2, note 3 and 4 on sheet 26, the contractor is to convert the two-way traffic to one-way traffic frontage roads as part of Phase 2. The contractor had to skip work in other phases while waiting on traffic signal work (by adjacent contractor) to be completed and ready for the switch to one-way traffic on the frontage roads. The contractor skipped to Phase 2 and Phase 3A. The diary reflects the beginning of this out of phase work on 2/6/13. The contractor was prepared to switch traffic on 2/6/13 but was forced to delay the switch to 4/11/13. TxDOT charged a total of 50 days during this time period. On plan sheet 285, the traffic signal on the NBFR at RM 150 shows the ultimate signal layout for this intersection to be constructed by the adjacent CSJ. The construction of this ultimate signal configuration or necessary signal function was not provided, due to the delay in the adjacent project. The adjacent project (0805-01-17) diary reflects work on the signal between 2/8/13 and 3/19/13. TxDOT charged 33 days during this time period. TxDOT will credit the contractor the 33 days plus the remaining 3 days of the week of 3/18 to allow schedule of crews for the traffic switch. This will be a total of 36 days added to the contract. Overhead and other costs will not be allowed for this added time; however, one additional month of barricades will be added to account for this delay.

Adjusted Price = \$6,384,956.94



FM 1626 NORTH

(FM 967 to Brodie Lane)

Project Length: 3.823 Miles

Roadway Classification: Rural Major Collector

Roadway Section: Five-lane Section with Two-Way Left Turn Lane

Structures: Two two-lane bridges with shoulders

Project Schedule: October 2012 - December 2014

Estimated Construction Cost: \$17.2 Million



AUGUST 2013 IN REVIEW

- From RM 967 to Jerry's Lane: SEMA continued preparing subgrade and excavation & embankment operations along the east side of the future roadway. Subcontractor Royal Vista continued installing driveway culverts.
- From Jerry's Loop and McKinnon Loop: SEMA began excavation and embankment operations along the east side of the roadway.
- From McKinnon Loop to the Travis County Line: SEMA began embankment operations along the west side of the future roadway.
- From the Travis County Line and Brodie Lane: SEMA compacted subgrade, placed flex base for Detours at Sta 215+00 and 217+00, SEMA placed concrete traffic barrier, extended Culverts F and G, formed & poured the headwalls and removed MBGF at Sta 217+00. Subcontractor ATS installed the temporary traffic signal at Bliss Spillar Rd. Subcontractor Eggemeyer removal various fences that remained in the ROW.
- PEC and AT&T continued relocations in Travis County.
- Time Warner Cable completed all relocations on the project.



Design Engineer: Jacobs
 Contractor: SEMA Construction
 Construction Inspection:
 RS&H CS

Hays County
 Pass Through Financing Program

**PASS THROUGH FINANCING: FM 1626 North (FM 967 to Brodie Ln)
TxDOT CSJ: 1539-01-005, etc.**

Original Contract Price = \$17,235,782.15

<u>Letting</u>	<u>Award</u>	<u>Notice To Proceed</u>	<u>Begin Work</u>	<u>Substantially Complete</u>	<u>Work Accepted</u>	<u>Total Bid Days</u>	<u>Days Added</u>	<u>Total Days</u>
7/17/2012	7/31/2012	10/24/2012	10/29/2012	TBD	TBD	466	0	466

<u>Invoice Number</u>	<u>Beginning Date</u>	<u>Ending Date</u>	<u>Days Charged</u>	<u>Current Invoice</u>	<u>Invoice Total</u>	<u>% (\$) Used</u>	<u>% Time Used</u>
1	10/1/2012	10/31/2012	0	\$97,600.00	\$97,600.00	1	0
2	11/1/2012	11/30/2012	14	\$71,261.56	\$168,861.56	1	3
3	12/1/2012	12/31/2012	14	\$880,058.70	\$1,048,920.26	6	6
4	1/1/2013	1/31/2013	18	\$190,380.70	\$1,239,300.96	7	10
5	2/1/2013	2/28/2013	20	\$608,741.10	\$1,848,042.06	11	14
6	3/1/2013	3/31/2013	21	\$1,350,776.48	\$3,198,818.54	19	19
7	4/1/2013	4/30/2013	16	\$526,313.49	\$3,725,132.03	22	22
8	5/1/2013	5/31/2013	0	\$1,300.00	\$3,726,432.03	22	22
9	6/1/2013	6/30/2013	5	\$151,994.39	\$3,878,426.42	22	23
10	7/1/2013	7/25/2013	19	\$259,014.10	\$4,137,440.52	24	27
11	7/26/2013	8/25/2013	21	\$377,715.50	\$4,515,156.02	26	32

<u>Change Order Number</u>	<u>Approved</u>	<u>Cost This CO</u>	<u>Total COs</u>
01	7/26/2013	\$47,231.44	47,231.44

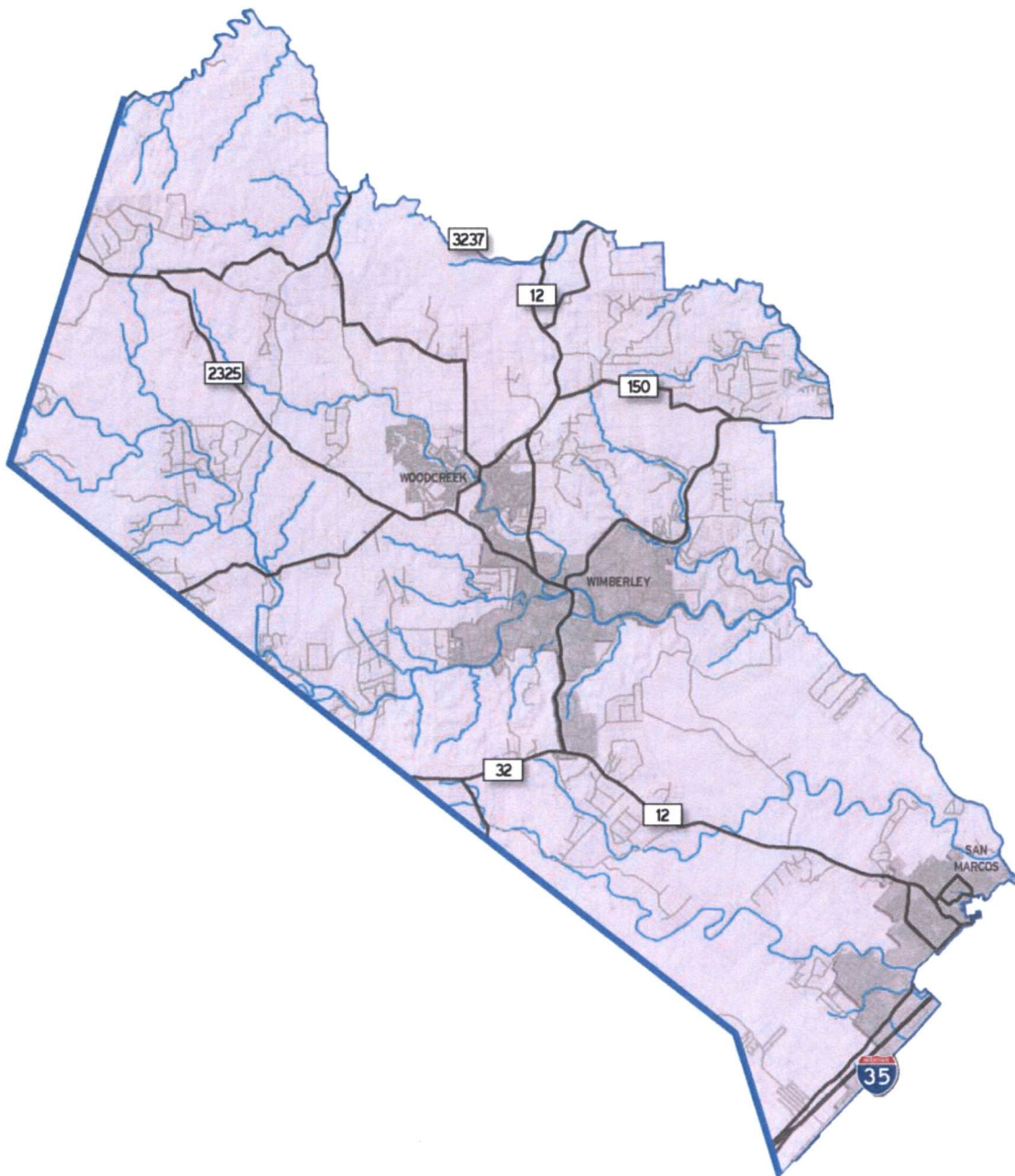
6B: Untimely ROW/Utilities. Right-of-Way not clear (County responsibility for ROW). 6C: Untimely ROW/Utilities. Utilities not clear. This Change Order adds new Contract items to Compensate the Contractor for overhead costs during time suspension due to delays in ROW acquisition and utility relocations. One additional month of barricades, signs and traffic handling will be added to allow for the time suspension on the project. This Change Order is FHWA non-participating. No additional days are needed.

Adjusted Price = \$17,283,013.59

PRECINCT 3

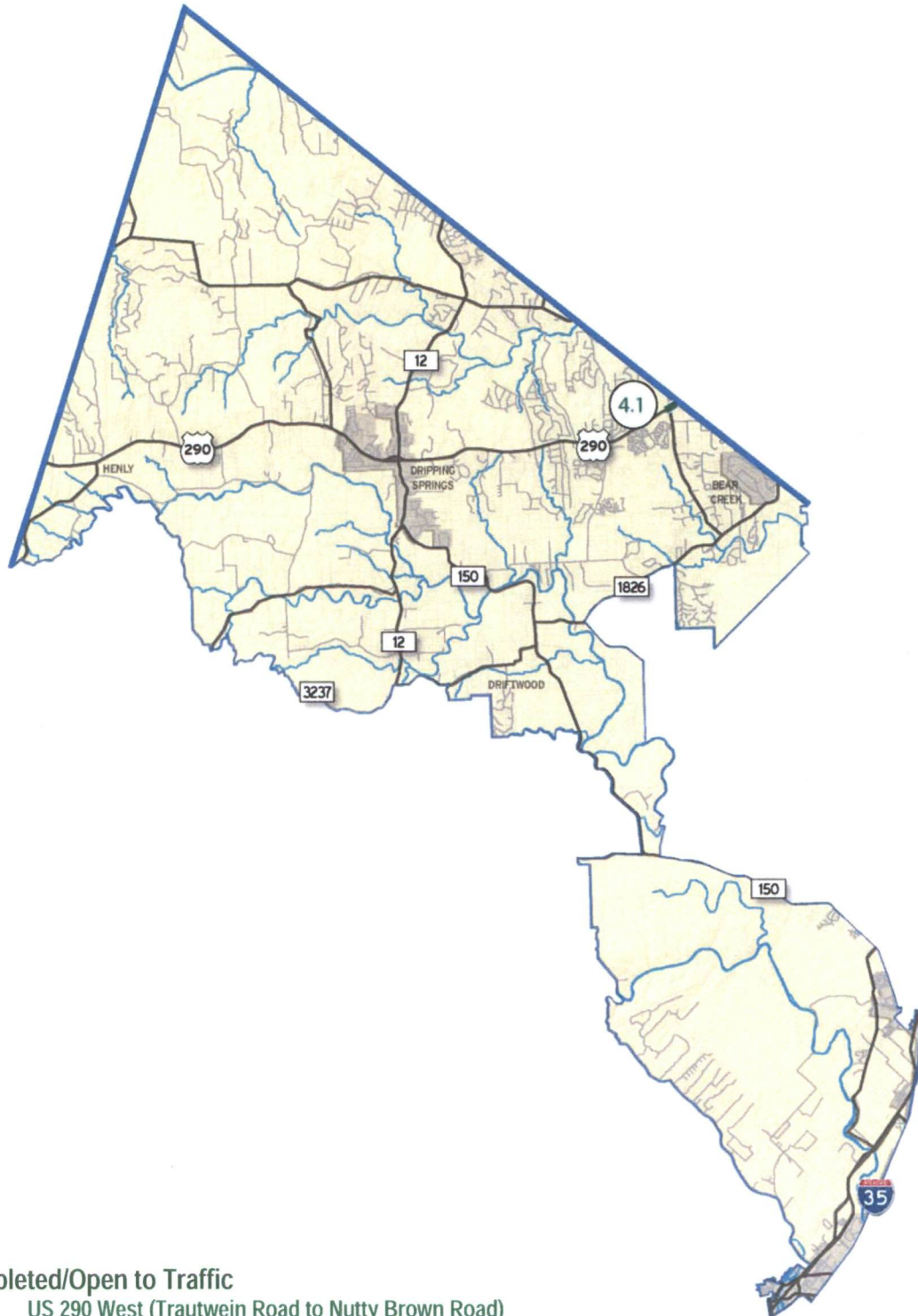
COMMISSIONER CONLEY

No Projects



PRECINCT 4

COMMISSIONER WHISENANT



Completed/Open to Traffic
4.1 US 290 West (Trautwein Road to Nutty Brown Road)