



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING JULY 2025

HCRMA Board of Directors

Robert L. Lozano, Chairman

Ezequiel Reyna, Jr., Vice Chairman

Juan Carlos Del Angel, Secretary / Treasurer

Jose Maria "Joe" Ocha, Director

Javier Pena, Director

Roel "Roy" Rodriguez, P.E., Director

Michael J. Williamson, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Ramon Navarro IV, PE, CFM, Chief Constr. Eng.

Ruben Alfaro, PE, Development Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Off.

Jose Castillo, Chief Financial Off.

General Engineering Consultant

HDR Engineering, INC.

www.hcrma.net

Report on HCRMA Construction & Development Activities

Chief Construction Engineer – Ramon Navarro IV, PE, CFM

Development Engineer – Ruben Alfaro, PE, CFM, PMP



- ❑ Overweight Permit Summary
- ❑ Development Updates

MISSION STATEMENT:

To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods, and services.



Specialized Overweight Permits

Hidalgo County allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs. For a more detailed explanation, see below.

Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the overweight permit corridor system for the Hidalgo County. Overweight permits issued through the HCRMA are only valid for destinations originating from the following points of entry:

- Anzalduas Bridge
- Pharr-Reynosa Bridge
- Donna-Rio Bravo Bridge
- Progreso Bridge

Or for movement on the following roads:

- (1) U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336.
- (2) State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1016.
- (3) Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road.
- (4) Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 2061 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (8) Spur 29 between its intersection with U.S. Highway 281 and its intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard ('I' Road) to Cesar Chavez Road.
- (12) US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 - Progreso International Bridge to Mile 9 North.
- (15) US 83 Business - Farm to Market 1015 to South Bridge Avenue.
- (16) Doffing Road from the BSIF Exit at Spur 29 south and then east a distance of 0.8 miles.

The gross weight of cargo and equipment shall not exceed the allowable permissible axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12ft wide, 16ft high, or 110ft long.





OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS MAP



MONTHLY OVERWEIGHT REPORT:

June 1, 2025 – June 30, 2025

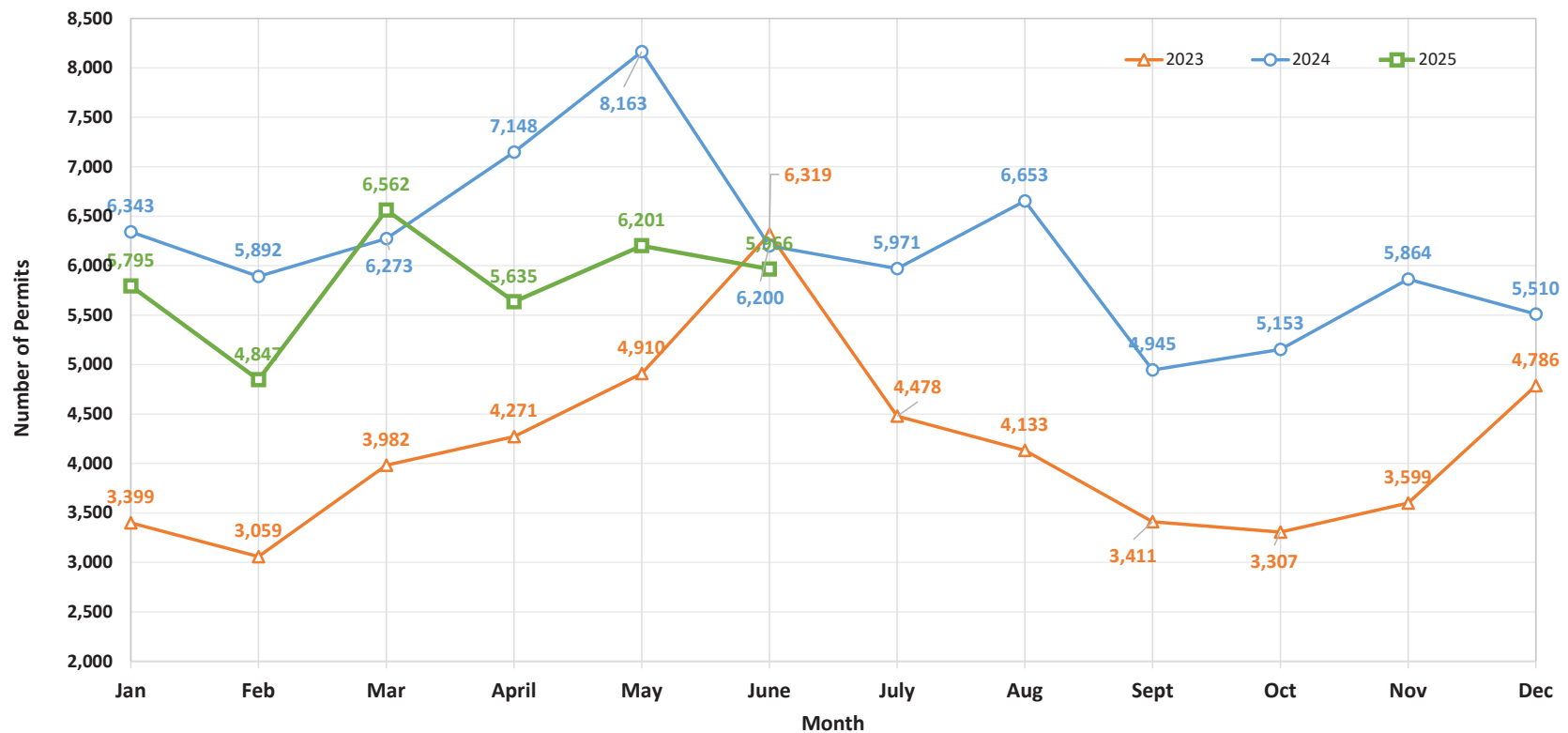
		2024	% CHANGE
Total Permits Issued:	5,966	6,200	-3.77%
Total Amount Collected:	\$ 1,216,282	\$ 1,267,252	-4.02%
■ Convenience Fees:	\$ 23,082	\$ 27,252	
■ Total Permit Fees:	\$ 1,193,200	\$ 1,240,000	
– Pro Miles:	\$ 17,898	\$ 18,600	
– TxDOT (On system):	\$ 1,000,199.90	\$ 1,054,000.00	
– Local (Off system):	\$ 14,020.10		
– HCRMA:	\$ 161,082	\$ 167,400	-3.77%

*Effective November 13, 2017, permit fee increased from \$80 to \$200



Latest 3-Years Monthly Comparison

Overweight/Oversized Permit Count
2023 - 2025 Monthly Comparison



YEARLY OVERWEIGHT REPORT:

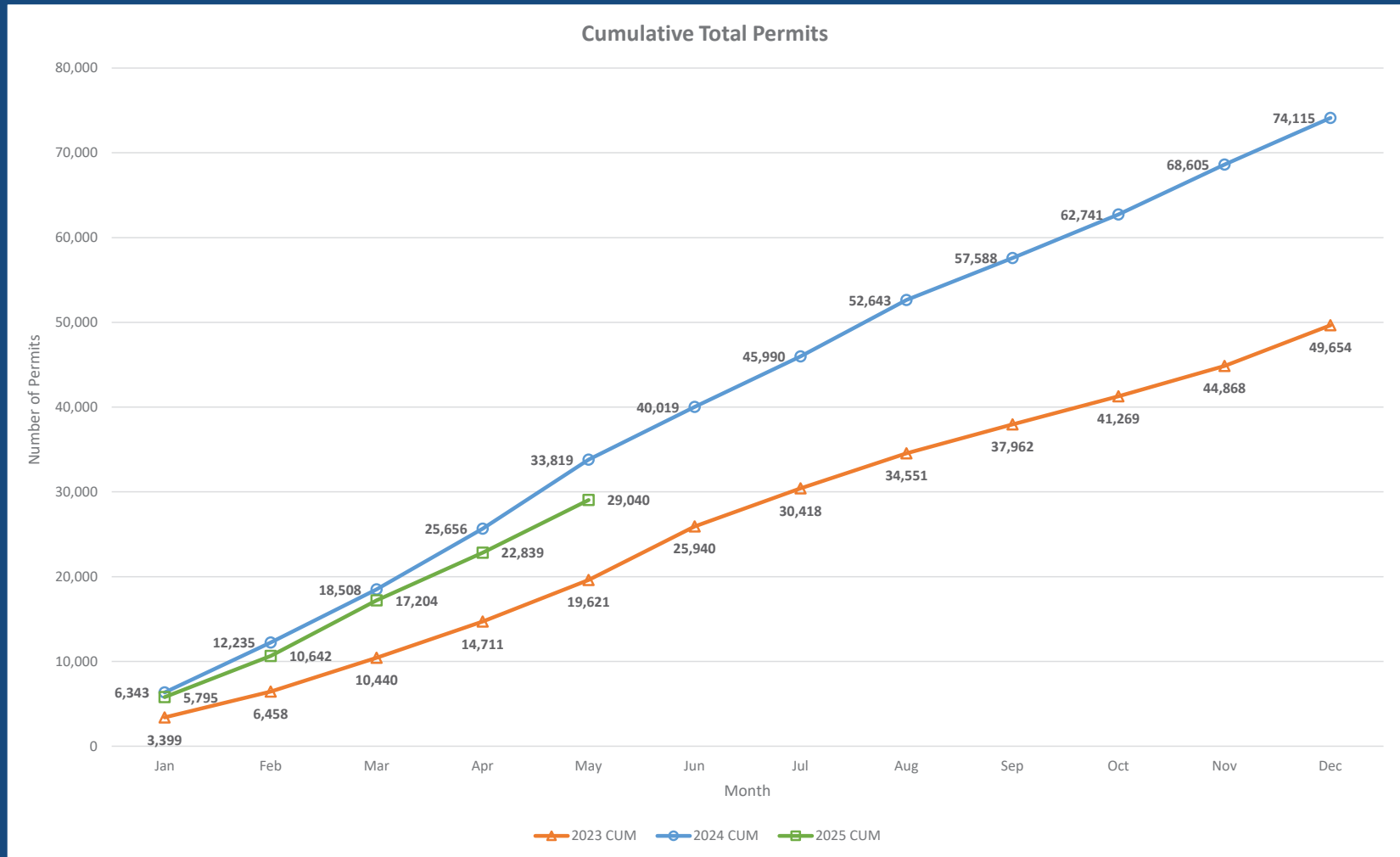
January 1, 2025 – June 30, 2025

		2024	% CHANGE
Total Permits Issued:	35,006	40,019	-12.53%
Total Amount Collected:	\$ 7,145,584	\$ 8,178,436	-12.63%
■ Convenience Fees:	\$ 144,384	\$ 174,636	
■ Total Permit Fees:	\$ 7,001,200	\$ 8,003,800	
– Pro Miles:	\$ 105,018	\$ 120,057	
– TxDOT (On system):	\$ 5,868,755.90	\$ 6,803,230.00	
– Local (Off system):	\$ 82,264.10		
– HCRMA:	\$ 945,162	\$ 1,080,513	-12.53%

*Effective November 13, 2017, permit fee increased from \$80 to \$200



Latest 3-Years Yearly Cumulative Comparison



ACCUMULATED OVERWEIGHT REPORT:

January 1, 2014 – June 30, 2025

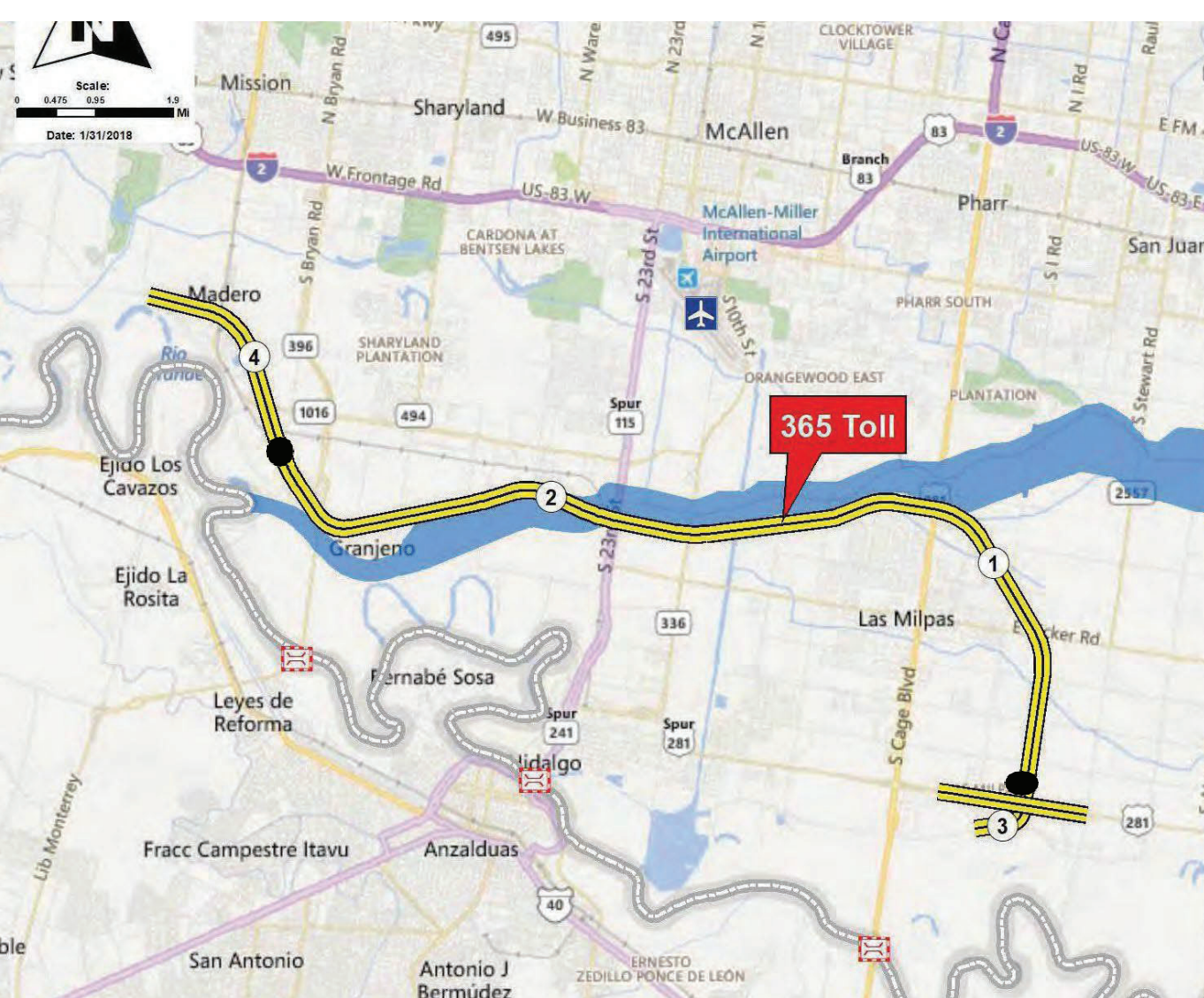
Total Permits Issued:	423,829
Total Amount Collected:	\$ 75,380,144.00
■ Convenience Fees:	\$ 1,500,144.00
■ Total Permit Fees:	\$ 73,880,000.00
– Pro Miles:	\$ 1,245,657.00
– TxDOT (On system):	\$ 62,683,679.90
– Local (Off system):	\$ 114,320.45
– HCRMA:	\$ 9,836,343.00



DEVELOPMENT UPDATES:

- Environmental Services and Preliminary Engineering SOQ's received and opened: 6.
- Application for Cat 7 carryover funding submitted to RGVMPO for PS&E and ROW for segment 4.





MAJOR MILESTONES:

NEPA CLEARANCE

07/03/2015

PH 1: 365 SEG. 3

LET: 08/2015

COMPLETED

PH 2: 365 TOLL

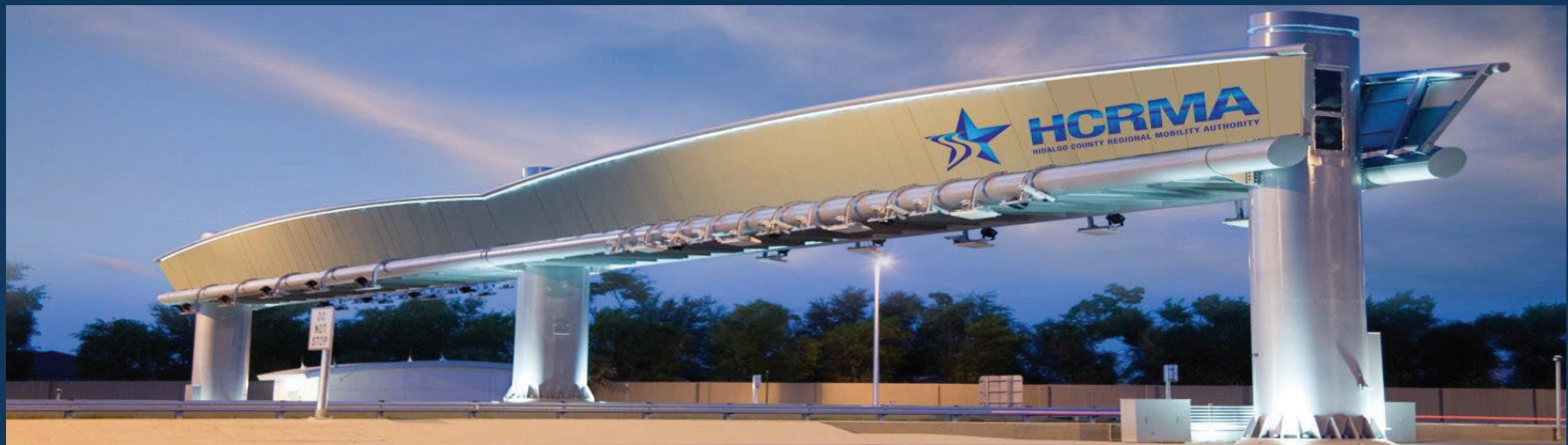
SEGS. 1 & 2

LET: 11/2021

OPEN: 01/2026

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY.
TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY
TO 0.8 MI. W. FM 396 / ANZALDUAS HIGHWAY





365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION & MAINTENANCE PROJECT

SEPTEMBER 8, 2022

OCTOBER 3, 2022

DECEMBER 9, 2022

DECEMBER 16, 2022

FEBRUARY 6, 2023

FEBRUARY 14, 2023

FEBRUARY 28, 2023

MARCH 13, 2023

MARCH 14, 2023

MARCH 28, 2023

OCTOBER 28, 2023

MARCH 26, 2024

- Request for Proposals was released
- Mandatory Pre-Bid meeting conducted with in-Person or Virtual Attendance option
- Five Proposals received for the 365 Toll Collection System, Integration, and Maintenance Project
- Compliance reviews conducted on all electronic bids
- Evaluation committee (HCRMA staff and HDR [GEC]) thoroughly reviewed proposals and conducted oral presentation, in accordance with RFP's two-step scoring process
- Proposal bid prices opened, evaluated, scored by evaluation committee
- First Executive Briefing
- Second Executive Briefing
- Negotiation of contract terms, condition, & BAFO
- Award of contract to SICE, Inc. for \$13,980,669 with a score of 905
- Single Gantry amendment
- CO#1 \$645,170 for Single Gantry Implementation

SICE INC. - CONSTRUCTION PHASE

Contract Amount **\$8,874,094.17**

Invoice Number	Date	365 Toll Collection System Installation Integration	Billing Amount	Retainage	Invoice Amount	Percentage %
365TCS- INV-0001	8/1/2023	Contract Signature & Performance Bond, Monthly Mgmt. Fee, and Delivery of	\$ 734,715.04	\$ (73,471.50)	\$ 661,243.54	7.45%
365TCS- INV-0002	9/1/2023	Milestone Draw Request	\$ 197,153.58	\$ (19,715.36)	\$ 177,438.22	2.00%
365TCS-INV-0003	10/1/2023	Milestone Draw Request	\$ 223,885.56	\$ (22,388.56)	\$ 201,497.00	2.27%
365TCS-INV-0004	11/1/2023	Milestone Draw Request	\$ 157,550.80	\$ (15,755.08)	\$ 141,795.72	1.60%
365TCS-INV-0005	12/1/2023	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0006	1/1/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0007	2/1/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0008	3/1/2024	Milestone Draw Request	\$ 84,285.22	\$ (8,428.52)	\$ 75,856.70	0.85%
365TCS-INV-0009	4/1/2024	Milestone Draw Request	\$ 209,935.38	\$ (20,993.54)	\$ 188,941.84	2.13%
365TCS-INV-0010	5/1/2024	Milestone Draw Request	\$ 53,593.10	\$ (5,359.31)	\$ 48,233.79	0.54%
365TCS-INV-0011	5/31/2024	Milestone Draw Request	\$ 53,593.10	\$ (5,359.31)	\$ 48,233.79	0.54%
365TCS-INV-0012	7/11/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0013	7/18/2024	Milestone Draw Request	\$ 70,424.50	\$ (7,042.45)	\$ 63,382.05	0.71%
365TCS-INV-0014	8/20/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0015	9/20/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0016	10/22/2024	Milestone Draw Request	\$ 53,593.10	\$ (5,359.31)	\$ 48,233.79	0.54%
365TCS-INV-0017	11/18/2024	Milestone Draw Request	\$ 66,464.36	\$ (6,646.44)	\$ 59,817.92	0.67%
365TCS-INV-0018	1/1/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0019	1/20/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
365TCS-INV-0020	3/1/2025	Milestone Draw Request	\$ 58,543.62	\$ (5,854.36)	\$ 52,689.26	0.59%
365TCS-INV-0021	4/1/2025	Milestone Draw Request	\$ 121,908.16	\$ (12,190.82)	\$ 109,717.34	1.24%
365TCS-INV-0022	5/1/2025	Milestone Draw Request	\$ 484,299.12	\$ (15,891.91)	\$ 468,407.21	5.28%
365TCS-INV-0023	6/1/2025	Milestone Draw Request	\$ 1,031,888.71	\$ (98,175.96)	\$ 933,712.75	10.52%
365TCS-INV-0024	6/18/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.39%
Totals			\$ 3,950,511.35	\$ (357,500.23)	\$ 3,593,011.12	40.49%

SICE INC. - MAINT. PHASE

Contract Amount **\$5,751,746.00**

Invoice Number	Date	365 Toll Collection System Maintenance	Billing Amount	Retainage	Invoice Amount	Percentage %
Totals			\$ -	\$ -	\$ -	0.00%

Construction Phase

Schedule A	Implementation Services	\$ 1,839,469.92
Schedule B	Hardware	\$ 1,228,809.45
Schedule C	Software	\$ 203,430.08
Schedule E	Performance Bond & Pay Bond	\$ 142,000.00
Change Order CO	Change Order Progress	\$ 161,292.80
		\$ 3,575,002.25

Amount Paid

Construction Phase	\$ 3,575,002.25
Material On Hand	\$ 375,509.10
Maintenance	\$ -
Less Retainage	\$ (357,500.23)
Total Amount Paid	\$ 3,593,011.12

SCH	Name	
MOH	Material on Hand	\$ 375,509.10
		\$ 375,509.10

Construction Phase

Amount Billed	\$ 3,950,511.35
Less Retainage	\$ (357,500.23)
Amount Paid	\$ 3,593,011.12
Total Contract Amt: Const. Phase	\$8,874,094.17
Remaining Bal Const. Phase	\$5,281,083.05

Maintenance Phase

Schedule D	Maintenance	\$ -
		\$ -

Maintenance Phase

Amount Billed	\$ -
Less Retainage	\$ -
Amount Paid	\$ -
Total Contract Amt: Maint. Phase	\$ 5,751,746.00
Remaining Bal Maint. Phase	\$ 5,751,746.00

Total Billed	\$ 3,950,511.35
Less Retainage	\$ (357,500.23)
Total Paid	\$ 3,593,011.12

Total Remaining Balance

Construction/Maintenance Phase: \$ 11,032,829.05

Toll Integration Project

STA 754 GANTRIES ON/OFF RAMPS FM494



STA 1421+50 ANAYA BRIDGE TOLL GANTRY



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

PLANS OF PROPOSED ROADWAY IMPROVEMENT

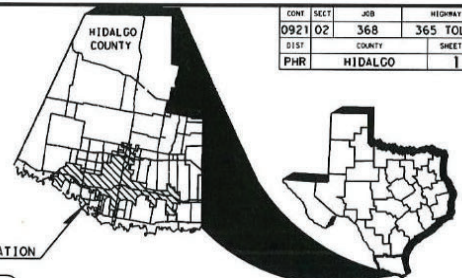
FEDERAL AID PROJECT NO. DMO 2013 (420)
365 TOLL

LEVEE RELOCATION:
12,232.62 FT = 2.32 MI.

PROJECT LENGTH:
ROADWAY: 58,504.54 FT = 11.08 MI.
BRIDGE: 6,042.00 FT = 1.14 MI.
TOTAL: 64,546.54 FT = 12.22 MI.

LIMITS:
FROM: FM 396 (ANZALDUAS HWY) & GSA CONNECTOR
TO: US 281 (MILITARY HIGHWAY)

PROJECT LOCATION



FINAL PLAN DATA:

FINAL CONTRACT PRICE:
CONTRACTORS NAME:
CONTRACTORS ADDRESS:
LETTING DATE:
DATE WORK BEGAN:
DATE WORK COMPLETED:
DATE OF ACCEPTANCE:

CHANGE ORDERS & SUPP. AGREEMENTS:

SCALE: 1"=2 MI.

A NEW ROADWAY CONSISTING OF GRADING, FLEXIBLE BASE, LIME TREATED SUBGRADE, ASPHALTIC CONCRETE PAVEMENT, CRCP, RETAINING WALLS, CULVERTS, IRRIGATION STRUCTURES, BRIDGE STRUCTURES, TRAFFIC SIGNALS, ILLUMINATION, SIGNING, PAVEMENT MARKINGS, TOLL GANTRIES, TOLL EQUIPMENT, FIBER OPTIC NETWORK, CCTV CAMERAS, VEHICLE DETECTION SYSTEM, BLUETOOTH, DYNAMIC MESSAGE SIGNS, WIRELESS ANTENNAS, ITS POLES, ITS CABINETS, GROUND BOXES, CONDUITS, AND LEVEE RELOCATION



LEGEND
--- CITY LIMITS
● INCIDENTAL CONSTRUCTION

ROADWAY OF INCIDENTAL CONSTRUCTION	BEGIN INCIDENTAL CONSTRUCTION	END INCIDENTAL CONSTRUCTION
1 365 TOLL EB FRGT RD	STA 20639+85.55	STA 20650+06.81
2 GSA CONNECTOR	STA 105+59	STA 120+62
3 FM 494 (SHARY RD)	STA 139+25	STA 153+43
4 SP 115 (23rd ST)	STA 226+30	STA 236+22.93
5 MCCOLL ROAD	STA 29+50	STA 51+50
6 FM 2061 (JACKSON RD)	STA 12+00	STA 22+72
7 US 281 (CAGE RD)	STA 12+00	STA 21+32
8 FM 3072 (DICKER RD)	STA 12+60	STA 29+86
9 ANAYA ROAD	STA 17+80	STA 27+40
10 HI-LINE ROAD	STA 27+40	STA 17+80
11 US 281 (MILITARY RD)	STA 10100+00	STA 10227+00
12 BSIF CONNECTOR	STA 1302+18	STA 1338+00

PROJECT DATA

DESIGN SPEED:
MAINLANES - 70 MPH
FRONTAGE ROADS - 50 MPH
RAMPS - 50 MPH
GSA CONNECTOR - 45 MPH
GLASSCOCK ROAD - 30 MPH
FM 494 (SHARY RD) - 55 MPH
WARE ROAD - 30 MPH
SP 115 (23RD ST) - 55 MPH
SH 336 (10TH ST) - 60 MPH
MCCOLL ROAD - 50 MPH
FM 2061 (JACKSON RD) - 55 MPH
US 281 (CAGE BLVD) - 55 MPH
FM 3072 (DICKER RD) - 55 MPH
ANAYA ROAD - 30 MPH
HI-LINE - 45 MPH

RAILROAD CROSSINGS: NONE

EQUATIONS:
STA 1080+25.77 BK +
STA 1080+00.00 AH

EXCEPTIONS: NONE

FUNCTION CLASS:
PRINCIPAL ARTERIAL (FREEWAY)

BRIDGE:
TOTAL = 23 BRIDGES
(SEE INDEX SHEET FOR DETAILS)

TDLR INSPECTION SHALL NOT BE REQUIRED

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQUIRED.

TDLR No. EABPRJ

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT. REQUIRED CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MARCH 2012).

LOCAL ENTITIES	
HIDALGO COUNTY	DATE: _____
HIDALGO COUNTY DRAINAGE DISTRICT NO. 1	DATE: _____
CITY OF MISSION	DATE: _____
CITY OF GRANJENO	DATE: _____
CITY OF MCALLEN	DATE: _____
CITY OF PHARR	DATE: _____
CITY OF SAN JUAN	DATE: _____
I. B. W. C.	DATE: _____
HCD NO. 2 IRRIGATION DISTRICT	DATE: _____
HCD NO. 19 IRRIGATION DISTRICT	DATE: _____
H.C.W.C. & I. D. NO. 3	DATE: _____

APPROVED FOR LETTING: _____	APPROVED FOR LETTING: _____
HCRMA, CHAIRMAN	HCRMA, EXECUTIVE DIRECTOR
APPROVED FOR LETTING: _____	APPROVED FOR LETTING: _____
HCRMA, CHIEF CONSTRUCTION ENGINEER	HCRMA, CHIEF DEVELOPMENT ENGINEER
APPROVED FOR LETTING: _____	SUBMITTED FOR LETTING: _____
TADOT, DISTRICT ENGINEER	DANNENBAUM ENGINEERING, PROGRAM MANAGER
SUBMITTED FOR LETTING: _____	SUBMITTED FOR LETTING: _____
L&G ENGINEERING, PROJECT MANAGER	S&B INFRASTRUCTURE, PROJECT MANAGER
SUBMITTED FOR LETTING: _____	
TEDSI INFRASTRUCTURE GROUP, PROJECT MANAGER	



L&G Engineering
1000 N. Expressway 41
Suite 100, McAllen, TX 78501
Phone: (361) 441-1000
Fax: (361) 441-1001

PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM
ENGINEERING CORPORATION
T.B.U.P.E. FIRM REGISTRATION #392
1100 WILLOW LOOP, STE 208 MCALLEN, TX 78504 (PH) 361-3677

S&B
S&B INFRASTRUCTURE, LTD.
TEXAS BOARD OF PROFESSIONAL ENGINEERS # P-1892

TEDSI INFRASTRUCTURE GROUP
Consulting Engineers
101 S. Expressway 41
Suite 100, McAllen, TX 78501
(PH) 361-7500

This sheet was not changed as part of the VECP design process and remains in its original IFC State.



EXECUTIVE SUMMARY

- ❑ The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- ❑ The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- ❑ Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Monday in the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)

Regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every calendar day which the Contractor fails to achieve substantial completion of the project.

- ❑ The total construction cost submitted \$295,932,420.25.

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

Fourteen (14) approved Changes Order(s): [\$8,489,698.80] +0 days

CO#1	11/11/2021	entering VECP process	+000 days	\$000,000,000.00	.0%
CO#2	12/21/2021	VECP Plan Revisions	+000 days	\$(14,208,622.30)	(4.80%)
CO#3	04/26/2022	VECP Contractor Risk	+000 days	\$000,000,000.00	(0%)
CO#4	01/24/2023	Drill Shafts	+000 days	\$171,516.59	0.06%
CO#5	06/24/2023	VECP True Realized Savings	+000 days	\$4,325,130.78	1.44%
CO#6	07/09/2024	Depot Road remove cul-de-sac	+000 days	(-\$30,843.33)	(0.01%)
CO#7	07/09/2024	Mission waterline conflict	+000 days	\$13,075.83	0.004%
CO#8	07/09/2024	drill shaft casing conflict	+000 days	\$20,932.00	0.01%
CO#9	07/09/2024	irrigation PVC / LHPP	+000 days	(-\$1,782.00)	(0%)
CO#10	07/09/2024	TCP amendments	+000 days	\$249,919.32	0.08%
CO#11	07/09/2024	add McColl driveway	+000 days	\$23,450.97	0.008%
CO#12	07/09/2024	City of Pharr waterline	+000 days	\$135,487.78	0.005%
CO#13	07/09/2024	Traffic signal/cntrl cabinets	+000 days	\$212,599.20	0.717%
CO#14	12/17/2024	Replace pre-cast manholes CIP	+000 days	\$492,363.86	0.185%
CO#14R	01/24/2024	Replace pre-cast manholes CIP	+000 day	(-42,927.50)	0.016%
CO#15	01/24/2025	Site Specific Remobilization Fee	+000 days	\$150,000.00	0.056%

Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

- Change order No. 2 amended the contract price from \$295,932,420.25 to \$281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor’s initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2 and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.



VECP calculations for Contract Price of	\$281,723,797.95	
VECP Gross Savings	\$38,010,382.63	
Less est. Total Design Cost	\$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	\$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	\$35,521,555.75	
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments
40% Contractor Saving:	\$14,208,622.30	Reduced from original Project

Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk").
- Contractor VECP Savings Payments.

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment
20% Completion	\$4,262,586.69
40% Completion	\$4,262,586.69
60% Completion	\$4,262,586.69
80% Completion	\$4,262,586.69
Final Acceptance	<u>\$4,262,586.69</u>
	\$21,312,933.45

The parties agrees that if the savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i) deferred to the next progress period or (iii) reduced to reflect the Contractor's Risk for unrealized savings/overages.

Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs, and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract.

Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of \$308.39 LF for a net cost of \$171,516.59 to be fully paid by HCRMA [Owner].

Change Order No. 5 Summary: July 24, 2023, Resolution 2023-30

In lieu of \$38,010,382.63 savings, Contractor only can truly account for \$30,565,888. Contractor is claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from Contractor's 60% at risk pool; additional \$4,257,969.18 are contributable to busts in original plans, design errors, and quantity mistakes and are to be attributed to HCRMA contingency [\$ 5,000,000.00 >>\$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual cost of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent, total actual costs exceed total amount approved, all overage due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases, shall be deducted from Contractor 60% portion of the net savings. **The unrealized savings presented are \$3,186,525.45.**
 - To the extent actual costs exceed the amounts presented in Exhibit A, contractor agrees that such overages due to errors, oversight, omission additions, or corrections to the final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk"),
 - Contractor VECP Savings Payments **are amended, as such:**

Contractor's share of the saving shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment	Paid Date
**20% Completion	\$4,262,586.69	12/22/22
40% Completion	\$4,262,586.69 \$3,728,764.51	01/17/24
60% Completion	\$4,262,586.69 \$3,728,764.51	12/26/24
80% Completion	\$4,262,586.69 \$3,728,764.51	Not Paid
Final Acceptance	\$4,262,586.69 \$3,728,764.52	Not Paid
	\$21,312,933.45 \$19,177,644.74	

**[\$19,177,644.74 - \$11,720,115.71 = \$7,457,529.02] Remaining Balance

Change Order No. 6 - 13 Summary: July 9, 2024, Resolution 2024-27

The sum of change orders proves a net cost increase of \$ 622,839.77 to be fully paid by the HCRMA [Owner]. Establishing a new revised contract price of \$286,843,285.09 with no additional time; and incorporates detailed, finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract. These are compilations of various Field Changes:

Change Order No. 6 Summary: (-\$30,843.33)

The scope of this change is to compensate for the changes related to Depot Road (southbound frontage road for SP115) which will remain in place at the directive of TxDOT. The existing SB frontage road (Depot) will be left in place in lieu of obliteration and cul-de-sac. As a result, the proposed levee will be reduced, guard rail and rail Ty T80PP will be added to protect columns. In addition, the TCP is revised to allow for the phased additional work.

Change Order No. 7 Summary: \$13,075.83

This change resolves an unanticipated utility conflict between the city of Mission 16" waterline casing and proposed drainage line at station 649+00. In lieu of the proposed 5' x 5', an 8'x8' Conflict Manhole must be installed to accommodate construction.

Change Order No. 8 Summary: \$20,932.00

The 60" drill shafts from FM 494 Bent 2 conflict with placed 24" water line casing. The existing 24" RCP CL V water line casing would need to be removed and relayed using the same pipe. Estimated damaged pipe would need to be new RCP.

Change Order No. 9 Summary: (-\$1,782.00)

Due to existing field conditions, the irrigation line from station 752+36.15 to 760+66.11 increased from 18" Pressure Irrigation PVC pipe to 36" LHPP. CO#5 instrumented replacement to 36" LHPP. However, due to immediate material need and unavailability, a 30" LHPP was placed in lieu of 36".

Change Order No. 10 Summary: \$249,919.32

Pertinent plan sheets depicted traffic control plan implementing portable concrete traffic barriers and crash cushion appurtenances for safety of traveling public; however, items were not included in estimate.

Change Order No. 11 Summary: \$23, 450.97

This change adjusts items per driveway revisions on McColl Rd. The proposed NW driveways were revised to provide better access for the local businesses and to add end treatment components for safety purposes at driveway intersections.

Change Order No. 12 Summary: \$135,487.78

The scope of this change is to add and adjust items related to the 18" waterline relocation. Items were accounted in plans but not placed on estimate.

Change Order No. 13 Summary: \$212,599.20

TS pole mounted cabinets (TY 2 CONF 2) to be installed, attached to the vertical mast of existing and proposed traffic signal poles. Installing ITS cabinets on traffic signal poles is not per TxDOT standard. Cabinets are to be installed as ground mounted to specifications.

Change Order No. 14 Summary: January 24, 2025: Resolution 2025-07 \$449,436.36

PCI was directed to replace pore-cast manholes originally bin in contract to meet third party governmental agency demand for cast-in-place manholes within jurisdictional boundaries.

***Change Order No. 15 Summary: January 24, 2025: Resolution 2025-08 \$150,00.00**

Due to ongoing requests from third party governmental agency, unanticipated parameters and numerous conditional changes in requirements, untimely review of requested changes, and unavailability of service lines various subcontractors of Pulice Construction Inc. have encountered scheduling delays. These delays incur expenses in scheduling crews and mobilizing specialized equipment. The presented conditions are beyond their control.

The sum of Change Orders proves a net cost increase \$622,839.77 to be fully paid by HCRMA [Owner]. Establishing a new revised contract price of \$287,442,721.45 with no additional time; and incorporates detailed finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract.

PROJECT PRODUCTION

❑ CAPTURING VECP PACKETS

02/08/23 VECP Team met, exchanged concepts, formats
03/08/23 VECP meeting formal report submitted
04/20/23 VECP concepts completed and negotiations underway
07/07/23 New revised baseline schedule
07/10/23 CO#5 terms and conditions
02/23/24 CO#6 conditions and negotiations
07/09/24 CO#6 - 13 various
01/24/25 CO#14 rev CIP manholes
01/24/25 CO#15 site specific remobilization fees

❑ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 257
- SUBMITTALS 243

❑ TESTING [Soils/Concrete]

- Levees / embankment / select fill
- Drill shafts / bents / slab
- Roadway: limed subgrade / cement treated base / CRCP / SSCB
- MSE Backfill
- Irrigation Structures

❑ ENVIRONMENTAL JUSTICES [SW3Ps] Archeological Sites

❑ EMBANKMENT: Shary / SH336 / SP115 / Jackson/ Dicker/ Highline / McColl / Anaya / Cage

❑ UNDERGROUND WORK: Storm Sewer / Irrigation structures / Tolling Conduit

❑ LEVEE Work: Ware / Jackson / US281

❑ Bridge Substructure FM494 / Floodway / SP115 / SH336/ McColl / Ditch Bridge / Highline / Anaya

- BEAMS SET: McColl / Canal Bridge / Floodway- SP115 / FM494/ SH336 / Anaya / Dicker

❑ RETAINING WALLS Highline / Anaya / SP115 / SH336 / Jackson / US281

STA 924 @ SH336 Jack n Bore



STA 1052 AEP TRANSMISSION



July 11, 2025 3:00 PM

STA 1050 AEP TRANSMISSION



July 11, 2025 2:59 PM

ZONE 3:[STA1046+50] July 15, 2025



VERIFICATION TESTING OF ASTM 361 LHPP



STA 1902+30 DICKER ROAD BEAMS / DECK PANELS



FORENSIC TEAM RETAINING WALL VERIFIATION



STA 1295 EAST END TIE-IN US281 MILITARY



Construction Start Date: 3/17/2022
Awarded Project Amount: \$ 295,932,420.25
Net Change by Change Orders: \$ (29,362,401.47)
Authorized Project Amount: \$ 266,570,018.78
% Complete Paid Awarded Amount: 60.348
% Complete Paid Authorized Amount: 66.995

Payment History:

Payment Number	Pay Period Start	Pay Period End	Payment Amount	Payment To Date	Payment Status	Monthly Production	Total Production
39	6/1/2025	6/30/2025	\$ 3,118,773.69	\$ 181,706,874.75	Pending	1.170	68.165
38	5/1/2025	5/31/2025	\$ 3,864,124.73	\$ 178,588,101.06	Paid	1.450	66.995
37	4/1/2025	4/30/2025	\$ 1,945,776.17	\$ 174,723,976.33	Paid	0.730	65.545
36	3/1/2025	3/31/2025	\$ 5,405,968.53	\$ 172,778,200.16	Paid	2.028	64.815
35	2/1/2025	2/28/2025	\$ 6,298,109.35	\$ 167,372,231.63	Paid	2.363	62.787
34	12/29/2024	1/31/2025	\$ 5,697,310.43	\$ 161,074,122.28	Paid	2.137	60.425
33	12/1/2024	12/28/2024	\$ 5,656,543.46	\$ 155,376,811.85	Paid	2.122	58.287
32	10/16/2024	11/30/2024	\$ 8,822,222.41	\$ 149,720,268.39	Paid	3.310	56.165
31	9/16/2024	10/15/2024	\$ 3,169,850.18	\$ 140,898,045.98	Paid	1.189	52.856
30	8/16/2024	9/15/2024	\$ 3,999,289.82	\$ 137,728,195.80	Paid	1.500	51.667
29	7/16/2024	8/15/2024	\$ 5,786,638.29	\$ 133,728,905.98	Paid	2.171	50.167
28	6/16/2024	7/15/2024	\$ 2,006,402.82	\$ 127,942,267.69	Paid	0.753	47.996
27	5/16/2024	6/15/2024	\$ 3,637,006.93	\$ 125,935,864.87	Paid	1.364	47.243
26	4/16/2024	5/15/2024	\$ 2,271,351.76	\$ 122,298,857.94	Paid	0.852	45.879
25	3/16/2024	4/15/2024	\$ 5,798,909.13	\$ 120,027,506.18	Paid	2.175	45.027
24	2/16/2024	3/15/2024	\$ 2,969,884.58	\$ 114,228,597.05	Paid	1.114	42.851
23	1/16/2024	2/15/2024	\$ 4,352,674.67	\$ 111,258,712.47	Paid	1.633	41.737
22	12/16/2023	1/15/2024	\$ 3,798,704.58	\$ 106,906,037.80	Paid	1.425	40.104
21	11/16/2023	12/15/2023	\$ 7,678,808.97	\$ 103,107,333.22	Paid	2.881	38.679
20	10/16/2023	11/15/2023	\$ 6,172,155.46	\$ 95,428,524.25	Paid	2.315	35.799
19	9/16/2023	10/15/2023	\$ 5,115,697.33	\$ 89,256,368.79	Paid	1.919	33.483
18	8/16/2023	9/15/2023	\$ 7,157,089.08	\$ 84,140,671.46	Paid	2.685	31.564
17	7/16/2023	8/15/2023	\$ 5,532,158.94	\$ 76,983,582.38	Paid	2.075	28.879
16	6/16/2023	7/15/2023	\$ 2,803,225.26	\$ 71,451,423.44	Paid	1.052	26.804
15	5/16/2023	6/15/2023	\$ 2,402,150.75	\$ 68,648,198.18	Paid	0.901	25.752
14	4/16/2023	5/15/2023	\$ 1,672,812.23	\$ 66,246,047.43	Paid	0.628	24.851
13	3/16/2023	4/15/2023	\$ 2,302,505.87	\$ 64,573,235.20	Paid	0.864	24.224
12	2/16/2023	3/15/2023	\$ 1,571,621.63	\$ 62,270,729.33	Paid	0.590	23.360
11	1/16/2023	2/15/2023	\$ 1,519,297.77	\$ 60,699,107.70	Paid	0.570	22.770
10	12/16/2022	1/15/2023	\$ 943,705.68	\$ 59,179,809.93	Paid	0.354	22.200
9	11/15/2022	12/15/2022	\$ 8,892,613.75	\$ 58,236,104.25	Paid	3.336	21.846
8	10/15/2022	11/14/2022	\$ 4,085,602.35	\$ 49,343,490.50	Paid	1.533	18.511
7	9/16/2022	10/14/2022	\$ 1,427,873.36	\$ 45,257,888.15	Paid	0.536	16.978
6	8/19/2022	9/15/2022	\$ 657,136.92	\$ 43,830,014.79	Paid	0.247	16.442
5	7/20/2022	8/18/2022	\$ 378,458.17	\$ 43,172,877.87	Paid	0.142	16.196
4	6/21/2022	7/19/2022	\$ 2,793,575.17	\$ 42,794,419.70	Paid	1.048	16.054
3	6/1/2022	6/20/2022	\$ 2,336,832.39	\$ 40,000,844.53	Paid	0.877	15.006
2	5/1/2022	5/31/2022	\$ 14,029,200.82	\$ 37,664,012.14	Paid	5.263	14.129
1	2/15/2022	4/30/2022	\$ 23,634,811.32	\$ 23,634,811.32	Paid	8.866	8.866
Total:			\$ 181,706,874.75				

MOH	PAID	RECOVERED	REMAINING
MATERIAL ON HAND	\$50,424,761.96	\$26,477,219.08	\$23,947,542.88

Overview

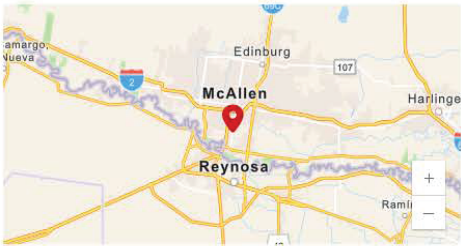
Edit

General Information

Project

Work Type
Heavy Highway

Location



Texas Parks & Wildlife, CONANP, Esri, Tom... Powered by Esri
Coordinates
26.14052384945899, -98.24062242016183

Location
FM-396 (ANZALDUAS HIGHWAY) TO US-281 MILITARY HIGHWAY

Esri Integration
On

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

Project Manager
Ramon Navarro, IV., P.E.

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount
\$295,932,420.25



Authorized Amount
\$266,570,018.78



Approved Changes
-\$29,362,401.47



Description

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368 ALN#:20.205

Amount Paid

Amount paid so far
\$178,588,101.06



of your
Awarded
\$295,932,420.25



of your
Authorized
\$266,570,018.78



of your
Approved Payments
\$178,588,101.06

Important Dates

Date Created
Apr 22, 2022

Notice to Proceed
Feb 15, 2022

Construction Start
Mar 17, 2022

Work Completion
Sep 22, 2025

Progress

Time Complete: 1217 Days

Time Remaining: 47 Days



Amount Posted: \$157,759,331.84

Awarded Amount: \$295,932,420.25



Amount Posted: \$157,759,331.84

Authorized Amount: \$266,570,018.78



Total Retainage
\$0.00



Retainage Released
\$0.00



Liquidated Damages
\$0.00



