Liberty Utilities (EnergyNorth Natural Gas) Corp. d/b/a Liberty Utilities

Cast Iron/Bare Steel Replacement Program Results Fiscal Year 2018

April 16, 2018

Submitted by:



TABLE OF CONTENTS

Introduction	1
Section 1: Actual Capital Expenditures	
Section 2: Calculations of Incremental revenue Requirement	4
Section 3: Differences Between Initial Estimated Expenditures and Fiscal Year-End Estimated Expenditures	4
Section 4: Status of the Litigation Between Liberty and the Cities of Concord and Manchester	5
Section 5: Tax Deduction For Repair Expenses	6
Section 6: Cast Iron/Bare Steel Replaced Under Municipal Projects and the Cast Iron Encroachment Policy	7
Appendix A: FY 2018 Condition Bare Steel Main Replacement Program – Sample Analysis	1

INTRODUCTION

Pursuant to the settlement agreement approved by the New Hampshire Public Utilities Commission (the "Commission") as part of the National Grid/KeySpan merger in Docket No. DG 06-107 and the settlement agreement in Docket No. DG 11-040 (the "Settlement Agreement") approved by Order No. 25,370, Liberty Utilities (EnergyNorth Natural Gas) Corp. d/b/a Liberty Utilities ("Liberty" or the "Company") submits the results of the Cast Iron Bare Steel ("CIBS") Replacement Program for fiscal year 2018 (April 1, 2017, to March 31, 2018). As required by the Settlement Agreement, the Company submits the following information in connection with this report, the pre-filed Joint Testimony of Shawn D. Furey and Brian R. Frost, and the Testimony of David Simek and Catherine A. McNamara: (1) A report detailing the actual amount of capital investments made in accordance with implementing the CIBS program during fiscal year 2018 (Attachment SDF/BRF-2 to Joint Furey-Frost Testimony); (2) A calculation of the incremental revenue requirement associated with placing the capital investments into rate base above a base spending level of \$527,275 (Attachment DBS-1 to Simek/McNamara Testimony); (3) A description of variances between actual results and the original plan; and (4) a request for a permanent increase in base distribution delivery rates in the amount of \$777,172 effective for usage on and after July 1, 2018.

SECTION 1: ACTUAL CAPITAL EXPENDITURES

Actual capital expenditures incurred during implementation of the CIBS program for fiscal year 2018 are detailed in Attachment SDF/BRF-2 to the Furey/Frost Testimony. Through a series of technical sessions that began in 2008, the Commission Staff and the Company have agreed that the capital investment amounts to be included for recovery under CIBS may include

all prudently incurred direct and indirect11 costs associated with: (i) replacement or

abandonment² of cast iron and bare steel mains, including replacement of existing pipe with

replacement pipe of the same size,3 with recovery for the costs of "upsizing" the pipe allowed

only when specifically justified;⁴ (ii) replacement or abandonment of cast iron or bare steel

service lines directly connected to bare steel or cast iron main replacement projects; and (iii) tie

over of connected service lines not replaced or abandoned as part of a cast iron bare steel main

replacement project.

Categories of costs that may not be included for recovery under CIBS include: (i)

replacement or abandonment of plastic main; (ii) replacement or abandonment of coated steel

main, regardless of vintage, unless approved by the Safety Division of the Commission; (iii)

replacement, abandonment, or reconnecting of plastic or coated steel services that were

connected to existing cast iron or bare steel main replacement projects; (iv) the differential in

cost to replace existing cast iron or bare steel mains with pipe of a diameter that is greater than

the existing main and the cost to replace that main with a pipe that is larger than the existing

main, unless specifically justified; (v) relocation of customer meters from inside to outside; (vi)

random cast iron or bare steel service replacements not connected to a cast iron or bare steel

main replacement project; (vii) carryover costs in aggregate exceeding 5% of the approved

estimated total expenditures under the CIBS program for the construction year, unless approved

¹ Indirect costs mean overheads such as pension, OPEBs and other fringe benefits, payroll taxes, material handling costs and other general & administrative expenses that are loaded on all labor and material transactions. Categories of costs that may not be included for recovery under the plan include costs related to CIBS planning

(other than normal engineering and project planning), reporting and filing.

² For purposes of ii and iii, abandonments such as mains that are not servicing a customer via a service will not be allowed. Other abandonments will be considered by Staff on a case by case basis.

³ 3-inch pipes, which are no longer standard size, will be routinely replaced with 4-inch pipes.

⁴ See Settlement Agreement in DG 11-040, Attachment J, section (20) n.

by the Safety Division; and (viii) replacements made under the Cast Iron Encroachment Policy

are not eligible for accelerated rate recovery in the Cast Iron/Bare Steel Program unless a special

circumstance is approved by the Safety Division.

On January 13, 2017, the Company made its proposed FY 2018 CIBS program filing

with the Commission. On April 18, 2017, the filing was reviewed with Staff for project

selection and scope.

The FY 2017 carryover costs that were captured within the FY 2018 program that are

recoverable under CIBS rates totaled \$2,718,259. Under the Settlement Agreement in Docket

No. DG 11-040, the Company cannot recover through the CIBS program "carryover costs in

aggregate exceeding 5% of the approved estimated total expenditures under the CIBS program

for the construction year, unless approved by the Safety Division." The estimated total cost

associated with completed FY 2018 projects is \$14,716,035, resulting in a 5% cap of \$735,802

of allowable carryover cost. The Company is seeking the revenue requirement associated with

\$1,402,570 of FY 2017 carryover costs above the allowable carryover cost as part of the step

increase in Docket No. DG 17-048. Therefore, the Company is only seeking the allowable 5%

FY 2017 carryover cap of \$735,802 in this filing. The amount of CIBS FY 2017 carryover

costs that are above the 5% cap and above the \$1,402,570 included in Docket No. DG 17-048

of \$579,887 will be recovered during the Company's next distribution rate case.

Line 86 column BE of Attachment SDF/BRF-2 shows the actual recoverable

expenditures of the FY 2018 projects, totaling \$10,247,781 (including carryover costs at the

5% cap). After removing from the actual expenditures the CIBS base amount of \$527,275 in

accordance with the terms of the Settlement Agreement, the total incremental expenditures to

be included in rate base is \$9,720,506. Appendix A to this report is the Condition Bare Steel

Main Replacement Program – Sample Analysis Report for FY 2018. This report contains

photographs and descriptions of various pipe segments removed and catalogued as part of the

FY 2018 CIBS program.

SECTION 2: CALCULATIONS OF INCREMENTAL REVENUE REQUIREMENT

In this filing, Liberty is seeking recovery in rates of the incremental revenue requirement

associated with an additional \$9,720,506 of CIBS recoverable capital investments. As set forth

in Attachment DBS/CAM-1, page 1 to the Simek/McNamara Testimony, the revenue

requirement associated with the CIBS cumulative capital expenditures is \$3,535,855 (line 35(j))

with a corresponding revenue deficiency of \$777,172 (line 39 (j)). Consistent with prior

delivery rate increases for the CIBS program, the Company proposes to apply the increase pro

rata across all customer classes. Attachment DBS/CAM-1, page 4 to the Simek/McNamara

Testimony also provides the annual bill impacts for an average residential customer and

commercial customers in rate classes G-41, G-42, and G-52. Attachment DBS/CAM-2 is a

computation of the cumulative revenue requirement associated with the CIBS program since its

inception in FY 2009.

SECTION 3: DIFFERENCES BETWEEN INITIAL ESTIMATED EXPENDITURES

AND FISCAL YEAR-END ESTIMATED EXPENDITURES

The Company's FY 2018 CIBS Plan provided for the replacement or abandonment of

13.23 miles of cast iron and bare steel pipe at an estimated cost of \$17,613,444. As shown on

Attachment SDF/BRF-2 (line 57 column AJ), the Company eliminated 11.58 miles of cast iron

and bare steel at a cost of \$15,313,206 (line 56, column BL). A reconciliation of the total costs to the total recoverable costs is shown in the table below:

	Attachment SDF/BRF-2
	Reference
\$15,313,206	line 57, column BL
\$735,802	line 84, column BE
\$1,982,457	line 85, column BE
-\$3,698,261	line 56, column BG
-\$650,141	line 56, column BA
-\$1,452,825	line 56, column BB
\$10,247,781	line 86, column BE
	\$735,802 \$1,982,457 -\$3,698,261 -\$650,141 -\$1,452,825

Details of the variances between estimated and actual costs by project are shown in Attachment SDF/BRF-2 columns BK through BN.

SECTION 4: STATUS OF THE LITIGATION BETWEEN LIBERTY AND THE CITIES OF CONCORD AND MANCHESTER

In 2010, National Grid filed actions in Hillsborough and Merrimack County Superior Courts against the Cities of Manchester and Concord seeking injunctions against enforcement of regulations concerning street opening permit fees ("degradation fees"), as well as requests for declaratory judgments invalidating such fees. The matters were docketed as No. 216-2010-EQ 001722 in Hillsborough County and No. 217-2010-CV-00402 in Merrimack County. The Company filed motions for summary judgment in both cases in April and May, 2011. The cases were consolidated in Merrimack County Superior Court.

On August 25, 2011, the Merrimack County Superior Court granted summary judgment to National Grid on the basis that the degradation fees at issue were pre-empted by state law. The City of Concord appealed to the New Hampshire Supreme Court, which held that the City

ordinance was not preempted by State law. The Supreme Court also concluded that there was

a factual dispute between EnergyNorth and the City regarding whether patching an excavated

paved road with new pavement diminishes or restores the road's original life expectancy, and

remanded the case to Superior Court for trial, which was completed in May 2015. The trial

court issued an order in July 2015 which struck down the penalty provisions in each ordinance

for excavating new pavement, but otherwise upheld the ordinances. Both parties appealed. The

Supreme Court issued an order on June 16, 2017, that upheld both the ordinances and their

penalty provisions, effectively making the Company responsible for all the degradation fees

charged over the ensuring years.

For FY 2018, the Company has included degradation fees in its proposed CIBS rates.

Accrued Manchester degradation fees from prior year CIBS filings are included in the pending

distribution rate case, Docket No. DG 17-048. The Company paid the Concord degradation

fees while the case was pending, so no adjustment was necessary.

SECTION 5: TAX DEDUCTION FOR REPAIR EXPENSES

In 2009, the Internal Revenue Service issued guidance, under Internal Revenue Code

Section 162, regarding the eligibility of certain repair and maintenance expenses for an

immediate deduction for income tax purposes, but capitalized by the Company for book

purposes. This tax deduction has the effect of increasing deferred taxes and lowering the

revenue requirement that customers will pay under the CIBS program. Repairs resulting in the

replacement of less than 20 percent of an original unit of property qualify for a repairs tax

deduction. A gas company's gas subsystem is considered a "unit of property" for the purposes

of the repairs tax deduction. As explained in the Simek/McNamara Testimony, projects

included in the CIBS program are expected to qualify as repairs; thus, when computing the revenue requirement, the Company reflects a tax deductibility of 100 percent for all CIBS jobs.

SECTION 6: CAST IRON/BARE STEEL REPLACED UNDER MUNICIPAL PROJECTS AND THE CAST IRON ENCROACHMENT POLICY

In FY 2018, the Company replaced approximately 30 feet of cast iron through the Cast Iron Encroachment Policy and approximately 15,570 feet of cast iron and bare steel through municipal projects, totaling to approximately 2.95 miles of replacement. This amounts to a total of approximately 14.53 miles of cast iron and bare steel replacement in FY 2018. A yearly summary of cast iron and bare steel replacement through municipal projects and encroachments can be seen below:

	Footage of Cast Iron/Bare Steel Replaced										
Fiscal Year	Municipal Projects	Encroachments									
2008-2009	10,980	171									
2009-2010	19,920	28									
2010-2011	11,649	62									
2011-2012	17,791	40									
2012-2013	12,524	53									
2013-2014	19,118	55									
2014-2015	10,587	169									
2015-2016	12,206	248									
2016-2017	15,663	30									
2017-2018	15,570	30									
Total Footage	146,008	886									
Total Mileage	27.65	0.17									

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APPENDIX A: FY 2018 CONDITION BARE STEEL MAIN REPLACEMENT PROGRAM – SAMPLE ANALYSIS

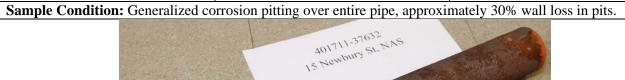
Over the course of the FY 2018 construction season, bare steel pipe and soil samples were collected from the CIBS main replacement program. Each sample was sand blasted to expose the pipe down to the bare metal and will be provided for visual representation. Soil samples were taken as close to the pipe samples as possible in an effort to retrieve native soil. Chemical testing was conducted to determine the existing pH, chloride, sulfide, and sulfate levels. Microbiological testing for Acid Producing Bacteria (APB) and Sulfate Reducing Bacteria (SRB) were performed as well. Both chemical and microbiological tests were conducted as soon as possible. The table below shows the threshold of bacteria levels based on the results of bacterial colonies per milliliter.

Number of Positive Bottles	Bacteria Colonies/ml	Reporting Value Colonies/ml	Bacteria Level
0	< 1 - 10	< 10	Low
1	10	10	Low
2	10 - 100	100	Medium
3	100 - 1000	1,000	Medium
4	1,000 - 10,000	10,000	High
5	> 10,000 - 100,000	100,000	High

Positive APB and SRB vials with corresponding reporting values.

Details and testing results for the six pipe and soil samples collected are summarized on the following pages:

Work Order & Project:	Work Order & Project: 401711-37632 5-67 WILLIAMS ST, NAS, NEWBURY ST										
Sample Location:	In Front of 15 Newbury St										
Pipe Sample Details:	2" Bare Steel, Standard Wall (0.154"	2" Bare Steel, Standard Wall (0.154"), Low Pressure, Installed in 1940									
Soil Sample Details:	Dark Brown Sandy Soil	Dark Brown Sandy Soil									
Test Date:	10/13/2017										
	Soil Testing Results										
	Quantitative Value Qualitative Value										
pH:	7.5	-									
Chloride (mg/l):	0	None									
Sulfide (mg/l):	< 5	Not Appreciably Present									
Sulfate (mg/l):	<200	Low									
APB Level (Colonies/ml):	10,000	High									
SRB Level (Colonies/ml):	100	Medium									





Work Order & Project:	401711-37635 14-38 BROOK ST, N	401711-37635 14-38 BROOK ST, NAS, ASH ST & LOVELL ST									
Sample Location:	In Front of 150 Chestnut St on Broo	In Front of 150 Chestnut St on Brook St									
Pipe Sample Details:	2" Bare Steel, Standard Wall (0.154	2" Bare Steel, Standard Wall (0.154"), Low Pressure, Installed in 1924									
Soil Sample Details:	Medium Brown Sandy Soil	Medium Brown Sandy Soil									
Test Date:	12/18/2017	12/18/2017									
Soil Testing Results											
	Quantitative Value Qualitative Value										
pH:	7	-									
Chloride (mg/l):	0	None									
Sulfide (mg/l):	< 5	Not Appreciably Present									
Sulfate (mg/l):	<200	Low									
APB Level (Colonies/ml):	10,000	High									
SRB Level (Colonies/ml):	100	Medium									
Commis Conditions Commissional											



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Work Order & Project:	401711-37638 4-26 NUTT ST, NAS,	BUCHANAN ST & FAXON ST									
Sample Location:	Buchanan St Near Intersection with Main St										
Pipe Sample Details:	2" Bare Steel, Standard Wall (0.154")	2" Bare Steel, Standard Wall (0.154"), Low Pressure, Installed in 1924									
Soil Sample Details:	Dark Reddish Sandy Soil	Dark Reddish Sandy Soil									
Test Date:	3/2/2018										
	Soil Testing Results										
Quantitative Value Qualitative Value											
pH:	6	-									
Chloride (mg/l):	0	None									
Sulfide (mg/l):	< 5	Not Appreciably Present									
Sulfate (mg/l):	<200	Low									
APB Level (Colonies/ml):	100	Medium									
SRB Level (Colonies/ml):	<10	Low									
	1 1 1000/ 111										



Work Order & Project:	401711-37641 3-75 BLOSSOM ST, NAS, HANOVER & WILDER									
Sample Location:	In Front of 36 Blossom St									
Pipe Sample Details:	2" Bare Steel, Standard Wall (0.15- 1915	2" Bare Steel, Standard Wall (0.154"), Low Pressure, Installed in 1915								
Soil Sample Details: Light Brown Sandy Soil										
Test Date:	Test Date: 3/2/2018									
Soil Testing Results										
	Quantitative Value Qualitative Value									
pH:	7	-								
Chloride (mg/l):	0	None								
Sulfide (mg/l):	< 5	Not Appreciably Present								
Sulfate (mg/l):	400	Low								
APB Level (Colonies/ml):	<10	Low								
SRB Level (Colonies/ml):	1,000	Medium								



Work Order & Project:	401711-37642 28-36 FIFIELD ST,	NAS & WINNWOOD ST
Sample Location:	In Front of 7 Winnwood St	
Pipe Sample Details:	2" Bare Steel, Standard Wall (0.154 1959	"), Low Pressure, Installed in
Soil Sample Details:	Medium Brown Sandy Soil	
Test Date:	9/8/2017	
	Soil Testing Results	
	Quantitative Value	Qualitative Value
pH:	7	-
Chloride (mg/l):	0	None
Sulfide (mg/l):	< 5	Not Appreciably Present
Sulfate (mg/l):	<200	Low
APB Level (Colonies/ml):	100,000	High
SRB Level (Colonies/ml):	1,000	Medium
	orrosion pitting over entire pipe, approxima	
**************************************	401711-37642	
	7 Winnwood St, NAS	
A Commission of the Commission of the	Wallwood St, NAS	
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	A CONTRACTOR OF THE SECOND	
		NAME OF THE PARTY
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Work Order & Project:	401711-37639 75-235 LAKE ST, NAS										
Sample Location:	Russell St at Intersection With Lake St										
Pipe Sample Details:	2" Bare Steel, Standard Wall (0.15	2" Bare Steel, Standard Wall (0.154"), Low Pressure, Installed in									
	1900	1900									
Soil Sample Details:	ls: Light Brown Sandy Soil										
Test Date:	3/2/2017										
Soil Testing Results											
	Quantitative Value	Qualitative Value									
pH:	7	-									
Chloride (mg/l):	0	None									
Sulfide (mg/l):	< 5	Not Appreciably Present									
Sulfate (mg/l):	<200	Low									
APB Level (Colonies/ml):	1,000	Medium									
SRB Level (Colonies/ml):	100	Medium									
0 1 0 1141 0 11 1	the state of the s	1 200/ 111									



Work Order & Project:	401711-37614 4-22 PEABODY ST	401711-37614 4-22 PEABODY ST, TIL, CEDAR ST & HIGH ST									
Sample Location:	Peabody St at Intersection With Winter St										
Pipe Sample Details:	4" Bare Steel, Standard Wall (0.237	7"), Low Pressure, Installed in									
_	1931	1931									
Soil Sample Details:	Dark Brown Sandy Soil										
Test Date:	10/16/2017										
	Soil Testing Results										
Quantitative Value Qualitative Value											
pH:	7	-									
Chloride (mg/l):	0	None									
Sulfide (mg/l):	< 5	Not Appreciably Present									
Sulfate (mg/l):	<200	Low									
APB Level (Colonies/ml):											
SRB Level (Colonies/ml):	10,000	High									
Sample Condition: Light corrosion	pitting over entire pipe, approximately 2	0% wall loss in pits.									



Conclusions/Recommendations:

- (1) Bare steel cutouts locations should continue to be identified on designs and reference dimensions to leak repair locations. This is to ensure a piece of poor condition bare steel pipe is collected.
- (2) A representative should be on site to verify that the pipe sample is acceptable and that the soil taken is valid for analysis. The soil sample should be tested as soon as possible. Testing the soil when it is "fresh" will provide more accurate results as it relates to the existing chemical and microbiological conditions at each location.
- (3) The criteria used for the segment selection process should continue to include references to deep pitting and/or poor condition. This data has proven to be useful and indicative of pipe that is in need of replacement.
- (4) Special attention should be paid to locations where bare steel segments are to remain in service and the pH is highly acidic or highly alkaline.
- (5) Special attention should be paid to locations where bare steel segments are to remain in service and high levels of bacteria are recorded.
- (6) MSES Consultants, Inc. Corrosion Products Division recommended incorporating results from sulfide and sulfate levels as it relates to the aggressiveness of potential corrosion. Special attention should be paid to locations where bare steel segments are to remain in service and high levels sulfide and/or sulfate are recorded.

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A B	С	D	E	F	G	H I	J K	L	M N	0	P Relay	Q	R S T Abandon	U	V	W	Х	Y	Z	AA	АВ	AC
Priority Work Order	r# Town Code	Street	From	То	Material	Pressure (PSIG) Exst Diamet (Inches)	I YOI I KAJAY DIAMATAY	Bare Steel Services	Steel Services Plastic Services		Footage N	lew Main	I Fyclided PL I		Cost Estimate (Loaded) D	Estimated egradation Fee	Total Cost Estimate (Direct)	Total Cost Estimate (Loaded)	Loading %	Cost/Ft (Loaded)	Estimated Recoverable Cost (Loaded)	t Comments
2 401711-3760		ORTHERN DIVISION 6-89 S STATE ST. CCD	LAUREL ST	DOWNING ST	CI	IP 10"	1892 8" PL LP for entire scope.			15	CS)		Footage	¢122.1E0	¢172 F14	¢6 040		\$179,354	200/	\$329.09	\$134,515	10 joint leaks. Active grade 3 leak.
4 2 401711-3760 5 3 401711-3760	502 CCD 2	5-50 RIDGE RD, CCD & FRANKLIN ST -10 LANGDON AV, CCD, S MAIN ST	AUBURN ST S MAIN ST	EOM EOM	CI	LP 4" LP 4" & 6"	1928/1939 6" PL LP for entire scope.	12	15 10 1	22	1,400 695		74 695	\$133,158 \$220,201 \$95,252	\$172,514 \$288,003 \$124,729	\$16,080 \$1,335	\$139,998 \$236,281 \$96,587	\$304,083 \$126,064	28% 29% 31%	\$29.09 \$217.20 \$181.39	\$255,528 \$105,491	Prior main break. History of numerous joint leaks in project area.
6 4 401711-3760 5 401711-3760		3-79 DOWNING ST, CCD, WHEATON AV -42 CENTRE ST, CCD, N STATE ST & PARK ST	SOUTH ST N MAIN ST	REDWOOD AV PLEASANT ST		P / LP to 60	" 1923 4" PL LP on Downing St. 2" PL 60# on Wheaton Ave.	5 ntre 8	9 7	8 24	400 2,460		570 15 3,045	\$94,503 \$377,789	\$124,198 \$495,200	\$6,000 \$31,950	\$100,503 \$409,739	\$130,198 \$527,150	30% 29%	\$325.49 \$214.29	\$117,992 \$436,881	Tap for Wheaton Ave previosly broke off. Supports Concord Steam conversion. Active grade 3 leak.
8 6 401711-3760		6-113 SCHOOL ST, CCD, CENTRE ST, LIBERTY ST & MERRIMACK ST	LIBERTY ST	MERRIMACK ST	CI	LP 4", 6" & 8	938 St. 1892/1894/1933/1 8" PL LP on Centre St from Liberty St to Tahanto St. 8" PL LP on Liberty St al 937/1968 School St (entire length). 4" PL LP on Merrimack St.	nd 22	1 11	34	2,780		905 85 3,685	\$520,307	\$680,512	\$40,850	\$561,157	\$721,362	29%	\$259.48	\$626,970	History of numerous joint leaks in project area.
9 7 401711-3760	507 CCD 5	9-105 PLEASANT ST, CCD & PINE ST	LIBERTY ST	SPRING ST	CI	LP to 60 3", 4", 6", 8	3" 1892/1893/1934 4" PL 60# main on Pleasant St. 2" PL 60# main on Pine St.	24	3 23	50	3,625	60	10 3,695	\$509,761	\$675,625	\$49,530	\$559,291	\$725,155	30%	\$196.79	\$620,382	Supports Concord Steam conversion. Active grade 3 leak. History of numerous joint leaks in project area.
10 8 401711-3760 11 9 401711-3760		-70 RECTORY RD, CCD, ARMOUR PL & LIBRARY RD -22 CHAPEL ST, CCD	HOPKINTON RD ROLLINS ST	HOCKEY LN N STATE ST	CI CI/BS	LP to 60 4" & 8" LP to 60 1.25" & 4	4" 60# PL on Rectory Rd. 2" PL 60# all other laterals. Abandon 60# to LP regulator station. 1907/1930 Run 2" PL 60# for entire scope.	5	1 9	15 14	2,930 495		25 2,930	\$304,651 \$109.367	\$407,001 \$145.348	\$0 \$6.500	\$304,651 \$115.867	\$407,001 \$151,848	34% 31%	\$138.91 \$306.76	\$336,563 \$123,254	Broken main. Allows retirement of low pressure regulator station. City paving Chapel St in project area.
12 10 401711-3761 13 11 401711-3761	510 CCD G	LADSTONE ST, CCD 5-112 WARREN ST, CCD	FRANKLIN PINE ST	EOM RUMFORD ST	CI	LP 4" LP 4", 6" & 8	1927 4" PL LP for entire scope.	9	3 2	12 12	765 1,045		765 70 1,045	\$101,282 \$181,280	\$132,449 \$227,036	\$9,110 \$12,950	\$110,392 \$194,230	\$141,559 \$239,986	28% 24%	\$185.04 \$229.65	\$132,712 \$208,180	Active grade 3 leak.
14 13 401711-3761 15 14 401711-3761		3-42 ROCKINGHAM ST, CCD, DONOVAN ST & WIGGIN ST -22 PEABODY ST, TIL, CEDAR ST & HIGH ST	BROADWAY W MAIN ST	FELLOWS ST WINTER ST	CI BS	LP 4" & 6" 60 4"	1931/1956 6" PL LP for entire scope. 1931 4" PL 60# on Peabody St, 2" PL 60# on Cedar and High Sts.	17	3 6	9	1,960 1,185		225 215 2,185 1,185 1,185	\$310,816 \$137,465	\$406,624 \$183,490	\$23,500 \$0	\$334,316 \$137,465	\$430,124 \$183,490	29% 33%	\$219.45 \$154.84	\$351,128 \$137,618	2 broken main leaks. Active grade 3 leak. High pressure bare steel main.
16 Nothern Division Totals 17		CENTRAL DIVICION						120	19 104	243 Mileage	3.84		1,700 524 22,070 0.32 0.10 4.18	\$3,095,831	\$4,062,729	\$204,645	\$3,300,476	\$4,267,374	29%	\$209.75	\$3,587,214	
18 401711-3761		CENTRAL DIVISION 750-1883 ELM ST, MNC & SALMON ST	SALMON ST	WEBSTER ST	CI	LP to 60 6"	1901/1926 2" PL 60# from Webster St to North St. Abandon North St to Salmon St. Reinforce with 6" PL LP on Salmon St to connect LP system.	2	2	4	460	440	825 1,725	\$152,002	\$204,148	\$29,000	\$181,002	\$233,148	29%	\$259.05	\$32,175	2 prior main breaks.
20 2 401711-3761	516 MNC 1	67-323 HANOVER ST, MNC & BEECH ST	PINE ST	MAPLE ST	CI	LP 3", 4" & 6	1021/1022/1027/1	16	1 6	23	1,910		60 80 1,970	\$303,467	\$405,600	\$59,700	\$363,167	\$465,300	28%	\$243.61	\$361,997	4 prior broken mains and joint leaks in project area.
21 3 401711-3761 22 4 401711-3761		9-152 HARRISON ST, MNC, BEECH ST & HAZEL ST 36-514 RIMMON ST, MNC	PINE ST KELLEY ST	ASH ST AMORY ST	CI	LP 4" & 8"	1906/1921/1922/1 924 8" PL LP on Harrison St. 4" PL LP on Beech St and Hazel St. 1902 6" PL LP for entire scope.	10	3 10	23	1,540 580		1,540 580	\$256,766 \$125.943	\$341,576 \$167,442	\$60,480 \$25,830	\$317,246 \$151,773	\$402,056 \$193,272	27% 27%	\$261.08	\$293,310 \$145,363	City paving section of Harrison St in 2018. Joint leaks and broke main. City paving Rimmon St in 2018. Prior broken main and 2 joint leaks.
23 5 401711-3761 24 6 401711-3762	519 MNC 1	1-59 PLUMMER ST, MNC, UNION ST & PINE ST -89 DIONNE DR, MNC	SILVER ST MCGREGOR ST	SOMERVILLE ST MONTCALM ST	CI	LP 4" & 6" LP to 60 6"		9	17 5 4	26 9	1,305 570	50	1,305 620	\$217,484 \$84,001	\$290,726 \$112,976	\$53,100 \$24,870	\$270,584 \$108,871	\$343,826 \$137,846	27% 27% 27%	\$263.47 \$222.33	\$243,204 \$77,300	2 broken main leaks. 6 joint leaks on small length of pipe.
25 7 401711-3762	521 MNC 1	60-411 CALEF RD, MNC	QUEEN CITY AV	MITCHELL ST	CI	LP 4" & 6"	1904/1924/1927/1 6" PL LP from Mcilvin St to Baker St. 8" PL LP from Baker St to Rosedale Ave 929 PL LP from Rosedale Ave to Mitchell St.	2. 6"	2 18	39	3,195		205 3,195	\$537,259	\$710,905	\$116,990	\$654,249	\$827,895	27%	\$259.12	\$573,403	City paving Calef Rd in late 2017 or early 2018. 2 active grade 3 leaks. Histor of joint leaks.
26		35-189 WILSON ST, MNC, SILVER ST & HARVARD ST -146 ORANGE ST, MNC & UNION ST	SOMMERVILLE ST ELM ST	HARVARD ST UNION ST		.P / LP to 60 4" & 6" .P / LP to 60 3" & 6"	1902/1912/1913/1 956 2" PL 60# on Silver St. 6" PL LP on Wilson St. 4" PL LP on Harvard St. 1894 4" PL 60# on Orange St. 6" PL LP on Union St	19 16	6 24 6 3	49 25	1,945 2,285		235 2,180 2,285	\$367,807 \$328,371	\$492,180 \$437,803	\$83,070 \$87,870	\$450,877 \$416,241	\$575,250 \$525,673	28% 26%	\$295.76 \$230.05	\$416,846 \$390,851	Active grade 3 leak. 2 broken mains. 7 joint leaks. City paving Union St in 2018. Prior broken main and joint leak.
28 10 401711-3762	524 MNC 7	50-855 MAPLE ST, MNC, NORTH ST & OAK ST	SAGAMORE ST	WEBSTER ST		LP to 60 4" & 6"	1926/1929/1940/1 4" PL 60# on Maple St from North St to Sagamore St. 2" PL 60# for rest of 944/1947 scope.	16	5 20	41	2,970		2,970	\$392,692	\$526,369	\$102,720	\$495,412	\$629,089	27%	\$211.81	\$446,130	City paving Maple St over entire project area. History of prior joint leaks.
29 11 401711-3762	525 MNC 6	07-655 CHESTNUT ST, MNC & BLODGET ST	BROOK ST	PENACOOK ST	CI	LP 3" & 4"	1894/1922/1927 4" PL LP for entire scope.	7	7	14	1,190		1,190	\$193,957	\$259,099	\$46,830	\$240,787	\$305,929	27%	\$257.08	\$226,712	City paving Chestnut St in 2019. Prior service leaks with remaining bare stee services in project area.
30		-74 CARPENTER ST, MNC, CHESTNUT ST & RAY ST	ELM ST	UNION ST		.P / LP to 60 4" & 8"	1895/1911/1914/1 2" PL 60# on Chestnut St & N Bay St extending along Carpenter to Elm St. 8 925/1927 LP on N Adams St. 6" PL LP on Carpenter St from Chestnut St to Union St.	32	5 33	70	4,365	85	250 10 4,710	\$728,456	\$972,417	\$168,150	\$896,606	\$1,140,567		\$256.31	\$816,573	2 broken mains and 13 joint leaks.
		01-500 LAUREL ST, MNC	BEACON ST	CASS ST		LP to 60 4"	1898/1913/1960 2" PL 60# for entire scope.	12	3 14	29	1,300			\$207,772		\$52,110	\$259,882	\$330,735	27%		\$237,792	City paving Laurel St in 2018 City paving S Maple St in 2019. Leak developed in September 2016 @ Brunelle Ave (broken main). Liberty crew had difficulty tying into 6" CI as it
32		0-154 S MAPLE ST, MNC & OAKDALE AVE	S WILLOW ST	CILLEY RD	CI	LP 4" & 6"	1925/1926 6" PL LP on S Maple St. 4" PL LP on Oakdale Ave.	3	3 4	10	1,210		1,210	\$219,169	\$291,675	\$45,100	\$264,269	\$336,775	27%	\$278.33	\$240,632	was completely graphitized.
		60-604 BEECH ST, MNC	BRIDGE ST	LOWELL ST	CI	LP to 60 3" & 4"		4	5 6	15	600	85		\$105,481	. ,	\$21,250	\$126,731	\$162,623		\$237.41	\$100,434	2 broken mains on short segment. Project not completed in calendar year 2016. City paving early 2017, could see reduction in final restoration cost. 1 Broken Main and 6 Joint Joseph With
34 401711-3764 35 Central Division Totals	JAJ IVINC 4	00-429 WILSON ST, MNC, & CEDAR ST	SPRUCE ST	AUBURN ST		LP 4" & 6"	1898 6" PL LP on Wilson St. 4" PL LP on Cedar St	187	1 6 46 180	18 413	1,030 26,455	660	1,030 1,370 295 28,495	\$181,563 \$4,115,145	\$241,656 \$5,874,571	\$40,650 \$1,017,720	\$222,213 \$5,419,908	\$282,306	27% 27%		\$218,162 \$4,820,884	see reduction in final restoration cost. 1 Broken Main and 6 Joint leaks with relay footage. School nearby.
36	S	OUTHERN DIVISION							1 10 100	Mileage			0.26 0.06 5.40	+ 1/220/2 10	40,011,012		40,120,000	+ • • • • • • • • • • • • • • • • • • •	2770	720 1120	ψ 1,020,00 i	
38 1 401711-3762		-30 AUBURN ST, NAS, LOCUST ST & HGHLAND ST	AMHERST ST	CHARLES ST	BS/CI	LP 2" & 4"	1924/1925/1926/1 927 6" PL LP for every street except Highland Pl. 4" PL LP on Highland Pl.	14	2 10	26	2,540		150 2,540	\$651,167	\$870,688	\$0	\$651,167	\$870,688	34%	\$342.79	\$708,010	Cluster of broken main leaks.
39 2 401711-3763 401711-3763		1-28 BEVERLEE DR, NAS, HILLS FERRY RD & BIRCHWOOD DR 9-85 LOCK ST, NAS, LUCIER ST, LESSARD ST & AETNA CT	W ADELAIDE AV TOLLES ST	SMITHFIELD TER CHANDLER ST	BS/CI BS/CI	LP 2", 4" & 6 LP 2", 4" & 6	1911/1915/1919/1 8" PLIP on Lock St. 4" PLIP on Lessard St and Lucier St.	14	4 7	5 2 5	990		990 50 1,430	\$185,689 \$316,083	\$245,990 \$424,874	\$0	\$185,689 \$316,083	\$245,990 \$424,874	32% 34%	\$248.48 \$297.12	\$233,691 \$366,996	Corrosion and joint leaks. 3 broken main and 8 joint leaks.
40 4 401711-3763		-67 WILLIAMS ST, NAS, NEWBURY ST	ALLDS ST	ARLINGTON ST	BS/CI	LP 2" & 4"	925 1900/1940 6" PL LP on Williams St. 4" PL LP on Newbury St.	20	4 15	39	1,675		1,675	\$430,901	\$571,389	\$0	\$430,901	\$571,389	33%	\$341.13	\$487,147	Active grade 3 leak. History of corrosion, joint, and broken main leaks.
42 5 401711-3763	533 NAS 1	-35 KING ST, NAS & BARKER AV	ALLDS ST	NEWBURY ST	BS	LP 2" & 4"	1924/1924/1934 6" PL LP on King St. 4" PL LP on Barker Ave.	16	1 12	29	1,350		60 1,350	\$344,855	\$456,143	\$0	\$344,855	\$456,143	32%	\$337.88	\$379,919	Water company 2017 project. Joint leaks on King St, field crew noted that Barker Ave main is in poor condition.
7 401711-3763	535 NAS 1	4-38 BROOK ST, NAS, ASH ST & LOVELL ST	HAMILTON ST	LAKE ST	BS/CI	LP 2" & 4"	1910/1914/1924/1 925/1927/1952 6" PL LP on Brook St and Ash St to Lovell. 4" PL LP on dead end of Ash St.	27	2 7	36	1,790		30 1,790	\$416,638	\$551,621	\$0	\$416,638	\$551,621	32%	\$308.17	\$495,761	Water company 2018 project. Corrosion leaks. Field crew notes main is in poor condition.
		-23 BENSON AV. NAS	BURKE ST	SPALDING ST	CI	LP 4"	1920 6" PL LP for entire scope. 1908/1909/1916/1	5	2 2	9	515			\$126,915	\$168,071	\$0	\$126,915	\$168,071	32%	\$326.35	\$144,246	Following water company 2016 project before paving. Broken main. Supports removal of remaining Hudson leak prone main located in
9 401711-3763	537 HUD 1	-22 MAPLE AVE, HUD, REED ST & FULTON ST	CENTRAL ST	DEAD END	BS	LP 2" & 4"	949/1954 4 PL LP for entire scope.	12	2 2	16	1,315		180 1,315	\$329,823	\$410,921	\$0	\$329,823	\$410,921	25%	\$312.49	\$331,102	historically asbestos contaminated areas. Field crew noted in 2016 leak repair that has heavy corrosion.
46 10 401711-3763		-26 NUTT ST, NAS, BUCHANAN ST & FAXON ST 5-235 LAKE ST, NAS	LINCOLN AV PINE ST	FAXON ST LEWIS ST	BS/CI	LP 2" & 4" LP 4" & 6"	1900/1908/1911/1 912/1924 4" PL LP for entire scope. 1906/1925 6" PL LP for entire scope.	7	3 12	22	1,310 2,555		1,310 40 2.555	\$270,782 \$487,213	\$360,982 \$654,851	\$0	\$270,782 \$487,213	\$360,982 \$654,851	33% 34%	\$275.56	\$299,451 \$555,483	Following water company 2016 project before paving.
47 11 401/11-3/63		-21 FOWELL AV, NAS, LAWNDALE AV & PARK AV	MAIN ST	END	BS/CI	LP 2" & 4"	1923/1924/1927/1 4" PL LP for entire scope.	15	3 12	30	1,840		45 1,840	\$322,241	\$428,300	ŞU	\$322,241	\$428,300	33%	\$256.30	\$366,907	Water company 2018 project. History of broken main and joint leaks. 2 bare steel corrosion leaks.
13 401711-3764	541 NAS 3	-75 BLOSSOM ST, NAS, HANOVER & WILDER	PINE ST	SAWYER ST	BS/CI	LP 2" & 4"	1897/1899/1900/1 4" PL LP for entire scope.	22	9 8	39	1,850		15 1,850	\$388,879	\$517,559	\$0	\$388,879	\$517,559	33%	\$279.76	\$458,011	2 bare steel corrosion leaks.
49 50 14 401711-3764	542 NAS 2	8-36 FIFIELD ST, NAS & WINNWOOD ST	TAYLOR ST	MONTGOMERY AV			550,5551,5555	2	3	5	730		495 35 1,225	\$151,975	\$200,845	\$0	\$151,975	\$200,845	32%	\$275.13	\$163,496	
51	+++	-21 EDWARDS ST & NEW DUNSTABLE RD	NEW DUNSTABLE RD	KINSLEY ST	BS	LP 2" & 6"	1955/1957/1960 6" PL LP on New Dunstable Rd. 4" PL LP on Edwards St.	3	5 5	13	780		20 780	\$187,034	\$247,886	\$0	\$187,034	\$247,886	33%	\$317.80	\$195,449	On 2016 leak repair field crew noted that main is in very poor condition. Was a 2016 added project. Footages shown are for parts of work that will b
52 15A 401711-3764 53 11A 401711-3764		0-16 STEVENS ST, NAS (2017 CI WORK) -17 WARREN ST, NAS	HOUSE #8 BRIDGE ST	LAWNDALE AV END	BS/CI CI	LP 2", 3" & 4 LP 16"		6	3 2	6	545 315		50 545	\$99,827 \$162,375	\$133,138 \$210,520	\$0 	\$99,827 \$162,375	\$133,138 \$210,520	33%	\$244.29 \$668.32	\$105,486 \$210,520	completed in 2017.
54 Southern Division Totals 55								182	49 103		21,530 4.08	0.00	675 22,025 0.13 4.17	\$4,610,194	\$6,110,121		\$4,872,397	\$6,453,780	32%	\$299.76	\$5,501,675	
56 FY2018 CIBS Program Totals								489	114 387	990	68,270	720	3,070 1,494 72,590	\$11,821,170	\$16,047,421	\$1,222,365	\$13,592,781	\$17,613,444	30%	\$255.30	\$13,909,773	Estimated MNC degradation Fees are not included in recoverable cost.
57										Total Mileage	12.93	0.14	0.58 0.28 13.75									
58 Estimated FY2017 Carry Over 0		-40 RUMFORD ST, CCD	SCHOOL ST	PLEASANT ST	CI	LP 4	1899						11/21/2016 1,225	\$42,580	\$55,354		\$42,580	\$55,354			\$55,354	Final restoration; city requiring freeze/thaw over winter before mill and
59		2-29 ROCKLAND RD, CCD	AUBURN ST	EOM AT #12	BS	LP 2	1963						9/2/2016 575	\$12,423	\$16,150		\$12,423	\$16,150			\$16,150	overlay paving. Final restoration; city requiring freeze/thaw over winter before mill and overlay paving.
61 8840-0001005	5086 CCD 1	-31 BROAD AV, CCD & BOW ST	BROADWAY	BOW ST	CI	LP 4	1931						11/28/2016 1,240	\$30,931	\$40,210		\$30,931	\$40,210			\$40,210	Final restoration; city requiring freeze/thaw over winter before mill and overlay paving.
62	++++++	-31 NORWICH ST, CCD, TRINITY ST & ADAMS ST	SPRINGFIELD ST	CONANT ST	CI	LP 6	1959/1968/ 1970						8/5/2016 2,050	\$52,422	\$68,148		\$52,422	\$68,148			\$68,148	Final restoration; city requiring freeze/thaw over winter before mill and overlay paving. Final restoration; city requiring freeze/thaw over winter before mill and
63 8840-0001006		,	RIDGE RD	VALLEY ST HORSESHOE POND	CI	LP 4	1924						12/6/2016 810	\$21,899	\$28,469		\$21,899	\$28,469			\$28,469	overlay paving. Drainage project by city needs to be completed before final restoration.
64 8840-0001006 65 8840-64234	6603 CCD N 48 CCD 2	MAIN ST, CCD -12 COURT ST, CCD, PITMAN ST & MONTGOMERY ST	N MAIN ST	LN N STATE ST	CI	LP 4	1893 1892/1893						12/20/2016 665 6/27/2016 1,210	\$17,843 \$5,884	\$23,196 \$7,649		\$17,843 \$5,884	\$23,196 \$7,649			\$23,196 \$7,649	Likely reduced contribution for restoration vs. full cost. Remaining final restoration costs.
00		98-365 S MAIN ST, CCD, HOLLY ST & WILFRED AV	WIGGIN ST	WATSON CT	CI	LP 4 & 6	1899/1954/1958 1927/1934/1955/1						8/29/2016 2,600	\$9,687	\$12,593		\$9,687	\$12,593			\$12,593	City paving street in 2017. Carryover is for Liberty's portion of those paving costs. Final restoration; city requiring freeze/thaw over winter before mill and
67		-38 HIGHLAND ST, CCD, BRADLEY, ALBIN, MARTIN & JACKSON -19 MOORELAND AV, CCD, MIDLAND, MADISON & MEADOW	RUMFORD ST SOUTH ST	CHURCH ST EOM AT #19	CI	LP to 60 2 & 4 LP 4 & 6	982 1955/1961/						10/25/2016 2,505 6/9/2016 2,400	\$70,298 \$67,124	\$91,387 \$87,261		\$70,298 \$67,124	\$91,387			\$91,387 \$87,261	overlay paving. Final restoration; city requiring freeze/thaw over winter before mill and
69 8840-0001005	5059 MNC 2	17-274 BLODGET ST, MNC, MAPLE ST & LODGE ST	ASH ST	OAK ST		LP 4 & 6	1962/1969 1899/1914/ 1917 1895/1896/1916/1						12/23/2016 1,475	\$61,860	\$80,418	\$44,250	\$106,110	\$124,668			\$80,418	overlay paving. Final restoration required.
71 8840-0001006	6947 MNC 5	83-853 HALL ST, MNC, ORANGE, BELMONT, MEAD & RESERVOIR 08-559 CENTRAL ST, MNC	BRIDGE ST BEACON ST		CI CI	LP 4 LP 4	925 1898						11/29/2016 2,800 12/23/2016 680	\$28,615				\$187,048 \$59,099			\$98,648 \$37,199	Final restoration required. Final restoration required.
73 8840-91991	16 MNC 3	62-610 SPRUCE ST, MNC, & CANTON ST -116 FOREST ST, MNC & BABEL ST -15 BADGER ST, NAS	BEACON ST SYLVESTER ST W HOLLIS ST	KENNEY ST BISMARK ST KINSLEY ST	CI CI BS		1910/1924 1927 1909						12/8/2016 950	\$124,582 \$38,507 \$59,532	\$50,058	\$42,719 \$30,090	\$167,301 \$68,597 \$59,532	\$204,675 \$80,148 \$77.392			\$161,956 \$50,058 \$77,392	Final restoration required. Final restoration required. Final restoration required.
75 8840-0001002	2830 NAS 2	-15 BADGER ST, NAS -18 HOWARD ST, NAS, HOYT ST, SHEDDS AV & SCRIPTURE ST 2-50 BRIDGE ST, NAS, E HOLLIS, HOBBS, CHASE, CROWN	TEMPLE ST TEMPLE ST			LP to 60 2 & 4	1912/1921/ 1923 1901/1904/						6/22/2016 1,925	\$24,809			\$24,809 \$105,354	\$77,392 \$32,252 \$136,960				Cost sharing of restoration with Pennichuck Water Works. Part of final restoration remaining.
76 8840-0001004 77 8840-0001004	/1088 NAS 1	20-165 AMHERST ST, NAS, BERKSHIRE, NORFOLK, PASADENA &	HARDY ST	WATSON ST	BS & CI		1924/1970 6 1902/1926/1947/1						11/22/2016 6,855 12/20/2016 4,860		\$136,960		\$105,354	\$136,960			\$136,960	Part of final restoration remaining. Part of final restoration remaining.
//	<u>S</u>	ACRAMENTO 0-45 ORANGE ST, NAS, LOCK ST & GRANITE ST	WHITNEY ST	CONCORD ST	CI	LP 4 & 6	956 1901/1905						11/14/2016 1,660	<u> </u>	\$174,302		\$134,078	\$174,302			\$174,302	Part of final restoration remaining. Possible cost sharing on restoration.
79		-146 GILMAN ST, NAS	PINE ST	WOODWARD AV	CI & BS	LP 2, 3 & 4	1918/1934						11/18/2016 2,500		\$268,312		\$206,394	\$268,312			\$268,312	Final restoration required.
		-16 STEVENS ST, NAS, MORTON ST & EVERGREEN ST 1-70 MCKEAN ST, NAS, CHERRY ST & SANDS ST	MAIN ST ARLINGTON ST	EVERGREEN ST NEWBURY ST	BS & CI	LP 2 & 3 LP 2 & 4	1904/1947 1898/1902/1907/1 910						2/15/2017 1,435 1/21/2017 1,600				\$86,100 \$110,208	\$111,930 \$143,270			\$111,930 \$143,270	Final restoration required. Final restoration required.
	58 NAS 2	-15 COLUMBIA AV, NAS, WEBSTER ST & BARTLETT AV	CONCORD ST	WELLINGTON ST	BS	LP to 60 2 & 4	1915						1/31/2017 2,015			\$227,359	\$97,088 \$1,998,097	\$126,214 \$2,529,319			\$126,214 \$2,301,960	Final restoration required.
83 FY2017 Carry Over Totals														1,770,738	,2C1,30U	Y221,333	¥1,930,037	72,323,313			,2,3U1,3UU	
85																						
86 Grand Total																		\$20,142,763			\$16,211,733	
											_ 								_ 	_ 		

Page 2 of 2

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A B C D	AD AE AF AG AH AI Actual Start Actual Actual CS & PL Relay Upsize	AJ AK AL Total CIBS Actual Actual	AM AN AO Actual Actual Actual	AP AQ AR A Actual Actual Actual	AS AT Actual Main Cost -	AU AV Actual Service Cost - Actual Total Cost Direct	(AT Actual Main Cost Loaded A	AX AY Actual Service Actual Total Cost	Main Costs to	be Service Cost to be	Recoverable Recoverable	Total Recoverable Estimated	BG BH d Estimated Estimated Dire	BI act Actual Cost Direct	BJ BK BL Direct Variance Estimated Actual Loaded Cost	BM BN Loaded Cost
Priority Work Order # Code Street	Actual Start Completion Status Footage & New Main Footage Installed Footage	d Eliminated Service Service (AG+R-AH) Relays BS Inserts BS	Relays CS Inserts CS Transfer	Service Service Degrada Aband BS New Total	ation Fees Direct (DEGRADATION INCL)	Direct + AU)	(DEGRADATION INCL)		Loading % Removed (No recoverable	n- Removed (Non- Recoverable)	Main Cost Service Cost (AW - BA) (AX - BB)	Cost Carryover Co (BC + BD) Direct	osts - Carryover Costs - Cost Loaded Cost	(INCL CARRYOVER)	% Loaded Cost (INCL CARRYOVER)	
2 NORTHERN DIVISION 3 1 401711-37601 CCD 66-89 S STATE ST, CCD			ATL ATL													
4 2 401711-37602 CCD 25-50 RIDGE RD, CCD & FRANKLIN ST	11/3/2017 12/21/2017 CASBUILT 1,487 0 1,400	1,487 11 0	1 0 8	0 0 20 \$15	5,220 \$158,693	\$49,993 \$208,686	\$170,464	\$54,575 \$225,038	8% \$15,400	\$17,244	\$155,064 \$37,331	\$192,394 \$67,234	\$87,404 \$236,281	\$275,920	17% \$304,083 \$312,442	Project not started in 2017. 3% On budget. One of deep 1 and the started part 1 as shown for Landdon Aug in estimate 5 Main porteration to be completed in 2018.
5 3 401711-37603 CCD 1-10 LANGDON AV, CCD, S MAIN ST 6 4 401711-37604 CCD 53-79 DOWNING ST, CCD, WHEATON AV	6/15/2017 7/19/2017 CASBUILT 830 74 0 6/6/2017 6/27/2017 CASBUILT 425 0 0	425 4 0	0 0 3	0 0 7 \$5,	,620 \$50,137	\$14,967 \$16,829 \$66,966	\$60,566	\$20,802 \$81,368	22% \$0	\$17,546 \$7,079	\$60,566 \$13,723	\$74,289 \$37,103	\$48,234 \$100,503	\$104,069	4% \$130,198 \$129,602	39% Over budget-2' cut back completed not 1' as shown for Langdon Ave in estimate. S Main restoration to be completed in 2018. On budget.
7 5 401711-37605 CCD 8-42 CENTRE ST, CCD, N STATE ST & PARK ST																Project not started in 2017.
8 6 401711-37606 CCD 76-113 SCHOOL ST, CCD, CENTRE ST, LIBERTY ST & MERRIMACK S	T 10/11/2017 12/30/2017 CASBUILT 3,083 70 1,420	3,918 19 0	3 0 8	0 0 30 \$44	1,340 \$479,783	\$96,262 \$576,045	\$483,483	\$105,084 \$588,567	2% \$26,598	\$27,495	\$456,886 \$77,589	\$534,475 \$140,881	\$183,145 \$561,157	\$716,926	28% \$721,362 \$771,712	7% On budget.
9 7 401711-37607 CCD 59-105 PLEASANT ST, CCD & PINE ST																Project not started in 2017.
10 8 401711-37608 CCD 7-70 RECTORY RD, CCD, ARMOUR PL & LIBRARY RD 11 9 401711-37609 CCD 5-22 CHAPEL ST, CCD 12 13 14 14 14 15 14 15 16 16 16 16 16 16 16	6/21/2017 9/25/2017 COMP 3,743 450 0	3,293 2 1	3 1 26	0 0 33 \$	\$0 \$332,071	\$74,397 \$406,469 \$33,179 \$107,869	\$318,639	\$78,840 \$397,479 \$40,803 \$138,122	-2% \$38,308			\$282,976 \$0 \$106,634 \$23,541	\$0 \$304,651	\$406,469	33% \$407,001 \$397,479	-2% On budget 11% Slightly over hudget Additional ledge and extra denth at tie-ins
112	10/30/2017 12/6/2017 COMP 765 0 0	765 9 0 1,022 10 0	0 0 3	0 0 13 \$7, 0 1 13 \$	\$0 \$101,508 5,895 \$142,158	\$55,176 \$156,684 \$55,341 \$107,409	\$112,418	\$55,176 \$167,594 \$62,040 \$218,852	7% \$0 11% \$20,777	\$20,244	\$112,418 \$34,932 \$136,035 \$35,826	\$147,349 \$18,634 \$171,861 \$54,483	\$24,224 \$110,392	\$175,318	59% \$141,559 \$191,818 20% \$239,986 \$299,680	11% Slightly over budget. Additional ledge and extra depth at tie-ins. 36% Over budget-Additional test holes required due to umarked drain line where gas line was initially being installed. Additional saw cut for new location. Degredation fee's not paid yet. 21% Over budget-Daily crew time due to permit restriction pear school, drain repair granite curb reset. Additional test holes
13 11 401711-37611 CCD 65-112 WARREN ST, CCD 14 13 401711-37613 CCD 13-42 ROCKINGHAM ST, CCD, DONOVAN ST & WIGGIN ST 15 14 401711-37614 TIL 4-22 PEABODY ST, TIL, CEDAR ST & HIGH ST	9/26/2017 11/29/2017 COMP 1,092 70 975 10/30/2017 12/11/2017 CASBUILT 1,100 200 920 5/30/2017 7/11/2017 CASBUILT 1,277 0 0	1,022 10 0 1,125 9 0	2 0 5	1 0 17 \$16	5,910 \$172,585 50 \$147,575	\$55,341 \$197,499 \$38,099 \$210,684 \$22,056 \$169,631	\$212,647 \$171,108	\$43,136 \$255,783 \$25.525 \$196,633	21% \$48,783	\$18,591	\$163,864 \$24,546 \$171,108 \$0	\$188,410 \$18,692 \$171,108 \$67,469	\$24,300 \$334,316	\$229,376	-31% \$430,124 \$280,083 72% \$183,490 \$287,054	21% Over budget-Daily crew time due to permit restriction near school, drain repair, granite curb reset. Additional test holes. -35% Under budget-Late start. City would only allow work on Donovan St & Wiggin St. Rockingham to be completed in 2018 under new project #. 56% Over budget-Mobilization and install bid unit higher than estimate due to this project being on 3 separate streets. Additional ledge.
16 Nothern Division Totals	14,222 894 4,715	14,458 69 1				1 /	7-1-/	7-0,0-0						\$2,683,311	22% \$2,835,716 \$3,004,177	
17 CENTRAL DIVISION	Mileage 2.69 0.17 0.89	2.74												Average Loaded	d Cost/Foot North \$208 \$211	
19 1 401711-37615 MNC 1750-1883 ELM ST, MNC & SALMON ST	4/13/2017 5/10/2017 CASBUILT 1,012 440 0	1,397 0 2	0 2 0	0 0 4 \$14	4,165 \$180,952	\$13,324 \$194,276	\$181,783	\$13,350 \$195,133	0% \$79,036	\$6,383	\$102,747 \$6,966	\$109,713 \$0	\$0 \$181,002	\$194,276	7% \$233,148 \$195,133	-16% Under budget. Actual degredation fees lower than estimated. Actual loadings lower than estimate.
20 2 401711-37616 MNC 167-323 HANOVER ST, MNC & BEECH ST	5/24/2017 10/27/2017 COMP 2,070 80 0	2,050 11 0	2 0 5	0 0 18 5	\$0 \$592,672	\$69,735 \$662,406	\$649,379	\$75,966 \$725,345	10% \$25,097	\$33,840	\$624,282 \$42,125	\$666,407 \$59,700	\$71,640 \$363,167	\$722,106	99% \$465,300 \$796,985	71% Over budget. Concrete and rebar found during project where pipe was to be installed. Put back in reinforced concrete on top of 2' cutback. Additional thickness of asphalt
21 3 401711-37617 MNC 69-152 HARRISON ST, MNC, BEECH ST & HAZEL ST																Project not started in 2017
22 4 401711-37618 MNC 436-514 RIMMON ST, MNC 23 5 401711-37619 MNC 11-59 PLUMMER ST, MNC, UNION ST & PINE ST	6/12/2017 7/31/2017 CASBUILT 643 45 580 11/13/2017 12/15/2017 CASBUILT 1,312 0 0	598 10 0 1,312 7 0	3 0 8 0 0 15	0 0 21 \$29 0 0 22 \$	9,335 \$160,208 \$0 \$107,255	\$48,044 \$208,252 \$46,607 \$153,862		\$50,236 \$192,948 \$46,814 \$175,017		\$24,889 \$28,385	\$126,345 \$25,346 \$128,203 \$18,430	\$151,691 \$0 \$146,632 \$86,407	\$0 \$151,773 \$112,329 \$270,584	\$208,252 \$240,269	37% \$193,272 \$192,948 -11% \$343,826 \$287,346	0% On budget16% Under budget. Actual service work completed was less than estimate.
24 6 401/11-3/620 MNC /-89 DIONNE DR, MNC	4/25/2017 6/19/2017 CASBUILT 788 50 0	738 2 1		0 0 15 5	\$0 \$132,030	\$50,959 \$182,989		\$62,086 \$204,548		\$56,566	\$133,423 \$5,519	\$138,942 \$24,870	\$29,844 \$108,871	\$207,859	91% \$137,846 \$234,392	70% Over budget. Additional complex services found to be fed from across property lines.
25 7 401711-37621 MNC 160-411 CALEF RD, MNC		<u> </u>			\$0 \$445,264	\$106,720 \$551,984	\$431,802	\$121,666 \$553,468	0% \$30,725	\$59,242	\$401,077 \$62,424 \$137,017 \$45,569	\$463,501 \$202,985			15% \$827,895 \$817,349 -8% \$575,250 \$435,133	-1% On budget.
26 8 401711-37622 MNC 135-189 WILSON ST, MNC, SILVER ST & HARVARD ST 27 9 401711-37623 MNC 1-146 ORANGE ST, MNC & UNION ST	11/13/2017 12/27/2017 CASBUILT 2,094 20 0 4/24/2017 7/21/2017 CASBUILT 2,321 20 755	2,309 13 3 2,301 13 0	3 11 15 15 0 0	0 0 45	\$0 \$157,494 \$0 \$235,307	\$121,589 \$279,083 \$67,095 \$302,402	\$138,338 \$243,135	\$121,901 \$260,239 \$71,349 \$314,484	-7% \$1,321 4% \$10,400	\$76,332 \$41,661	\$137,017 \$45,569 \$232,735 \$29,688		\$174,894 \$450,877 \$166,795 \$416,241	\$413,617 \$430,706		-24% Under budget. Actual loadings lower than estimate8% On budget.
28 10 401711-37624 MNC 750-855 MAPLE ST, MNC, NORTH ST & OAK ST	7/25/2017 10/24/2017 CASBUILT 2,430 0 0	2,430 13 4	7 24 0	0 1 49 5	\$0 \$228,720	\$115,606 \$344,325	\$248,116	\$130,516 \$378,633	10% \$0	\$79,894	\$248,116 \$50,623	\$298,739 \$159,894		\$504,219	2% \$629,089 \$586,495	-7% On budget.
29 11 401711-37625 MNC 607-655 CHESTNUT ST, MNC & BLODGET ST	10/9/2017 11/28/2017 CASBUILT 1,365 30 0	1,335 6 0	1 0 8	0 1 16 5	\$0 \$148,126	\$41,139 \$189,265	\$168,462	\$46,974 \$215,436	14% \$3,702	\$21,992	\$164,760 \$24,982	\$189,742 \$71,868	\$93,428 \$240,787	\$261,133	8% \$305,929 \$308,864	1% On budget.
12 401711-37626 MNC 8-74 CARPENTER ST, MNC, CHESTNUT ST & RAY ST	7/6/2017 12/22/2017 COMP 4,882 95 800	5,037 20 11	5 24 14	0 2 76 9	\$0 \$528,567	\$287,487 \$816,054	\$527,957	\$320,367 \$848,324	4% \$19,074	\$183,311	\$508,883 \$137,056	\$645,939 \$297,691	\$386,999 \$896,606	\$1,113,745	24% \$1,140,567 \$1,235,323	8%
30 31 13 401711-37627 MNC 401-500 LAUREL ST, MNC	9/13/2017 11/8/2017 CASBUILT 1,413 0 0	, i	5 13 0	0 3 32	\$0 \$98,179	\$66,800 \$164,979		\$72,048 \$174,768								On budget -13% Under budget. Actual loadings lower than estimate.
	11/13/2017 1/19/2018 CASBUILT 1.696 0 0	1 606		0 1 0	60 6343.613	¢26,290										
14 401711-37628 MNC 20-154 S MAPLE ST, MNC & OAKDALE AVE 32		, , , , , , , , , , , , , , , , , , , ,	3 0 4		\$0 \$242,812	\$36,389 \$279,201	\$236,617	\$44,949 \$281,566	1% \$0	\$41,761			\$98,618 \$264,269		34% \$336,775 \$380,184	13% Slightly over budget. Actual install footage footage greater than estimate.
33 1A 401711-37646 MNC 560-604 BEECH ST, MNC					\$0 \$46,241	\$34,004 \$80,245	\$46,806	\$34,515 \$81,321	1% \$5,347	\$26,421					-11% \$162,623 \$123,052	Slightly over budget. Actual install footage footage greater than estimate. -24% Under budget. Projects actuals lower than estimate.
3A 401711-37647 MNC 400-429 WILSON ST, MNC, & CEDAR ST	8/6/2017 9/16/2017 CASBUILT 1,074 0 0		0 0 5		\$0 \$103,599	\$48,402 \$152,001	\$108,214	\$53,631 \$161,844	6% \$0	\$16,022	\$108,214 \$37,609	\$145,822 \$60,856	\$79,113 \$222,213	\$212,857	-4% \$282,306 \$240,957	-15% Under budget. Actual loadings lower than estimate.
35 Central Division Totals	27,575 1,015 3,350 Mileage 5.22 0.19 0.63		53 93 86	0 8 400 \$43	3,500 \$3,407,423	\$1,153,900 \$4,561,324	\$3,496,706	\$1,266,367 \$4,763,073	4% \$200,110	\$738,604	\$3,296,596 \$527,763	\$3,824,359 \$1,421,189	\$1,839,089 \$5,102,662		17% \$6,490,234 \$6,602,162 Cost/Foot Central \$260 \$239	
37 SOUTHERN DIVISION	Mileage 5.22 0.19 0.05	5.29												Average Loadeu	Cost/Foot Central \$200 \$255	
38 1 401711-37629 NAS 2-30 AUBURN ST, NAS, LOCUST ST & HGHLAND ST		2,514 15 0 1,107 4 0	6 0 6	0 0 27 5	\$0 \$549,679	\$62,377 \$612,056	\$543,366	\$65,019 \$608,385	-1% \$56,610	\$30,267	\$486,756 \$34,753	\$521,509 \$0	\$0 \$651,167	\$612,056	-6% \$870,688 \$608,385	-30% Under budget. Actual loadings lower than estimate. 14% Slightly over budget. Actual install footage greater than estimate.
39 2 401711-37630 NAS 21-28 BEVERLEE DR, NAS, HILLS FERRY RD & BIRCHWOOD DR 40 3 401711-37631 NAS 69-85 LOCK ST, NAS, LUCIER ST, LESSARD ST & AETNA CT	6/5/2017 7/28/2017 CASBUILT 1,107 0 0	1,107 4 0	0 0 2	0 0 6	\$0 \$231,775	\$26,329 \$258,104	\$249,981	\$31,618 \$281,599	9% \$0	\$10,032	\$249,981 \$21,587	\$271,567 \$0	\$0 \$185,689	\$258,104	39% \$245,990 \$281,599	14% Slightly over budget. Actual install footage greater than estimate.
40 40 401711-37632 NAS 5-67 WILLIAMS ST, NAS, NEWBURY ST	8/9/2017 10/5/2017 CASBUILT 1,716 0 1,465	1,716 23 0	4 0 17	0 0 44	\$0 \$162,725	\$134,929 \$297,654	\$173,887	\$153,358 \$327,245	10% \$16,115	\$61,306	\$157,772 \$92,052	\$249,824 \$199,448	3 \$259,282 \$430,901	\$497,102	15% \$571,389 \$586,527	Project not started in 2017.
41 5 401711-37633 NAS 1-35 KING ST, NAS & BARKER AV	7/24/2017 8/25/2017 CASBUILT 1,380 100 990		5 0 9	0 0 28	\$0 \$319,982	\$85,229 \$405,211	\$304,464	\$96,136 \$400,600	-1% \$32,953	\$43,497		\$324,150 \$0		\$405,211	18% \$456,143 \$400,600	On budget12%
42																Slightly under budget. Actual loadings lower than estimate.
7 401711-37635 NAS 14-38 BROOK ST, NAS, ASH ST & LOVELL ST	9/11/2017 12/4/2017 CASBUILT 1,938 30 1,445	, i	2 0 7	0 0 31	\$0 \$217,039	\$104,385 \$321,424	\$238,284	\$111,418 \$349,702	9% \$19,584	\$31,348		\$298,770 \$209,522			27% \$551,621 \$622,080	13% Slightly over budget.
44 8 401711-37636 NAS 3-23 BENSON AV. NAS	7/18/2017 8/8/2017 CASBUILT 491 0 515	491 5 0	2 0 3	0 0 10 5	\$0 \$121,232	\$38,975 \$160,207	\$125,863	\$43,254 \$169,117	6% \$5,665	\$22,084	\$120,198 \$21,170	\$141,368 \$0	\$0 \$126,915	\$160,207	26% \$168,071 \$169,117	1% On budget.
0 404744 07007 11016 1 00 11016 10 10 10 10 10 10 10 10 10 10 10 10 10						4					4.	4	<u>.</u> I			
9 401711-37637 HUD 1-22 MAPLE AVE, HUD, REED ST & FULTON ST	4/13/2017 5/25/2017 CASBUILT 1,387 180 1,195	1,207 7 0	1 0 4	0 2 14 5	\$0 \$444,976	\$39,272 \$484,248	\$541,057	\$50,143 \$591,200	22% \$83,362	\$22,901	\$457,696 \$27,242	\$484,938 \$0	\$0 \$329,823	\$484,248	47% \$410,921 \$591,200	44% Over budget. Asbestos remediation required for project.
9 401711-37637 HUD 1-22 MAPLE AVE, HUD, REED ST & FULTON ST 45 10 401711-37638 NAS 4-26 NUTT ST, NAS, BUCHANAN ST & FAXON ST	4/13/2017 5/25/2017 CASBUILT 1,387 180 1,195 10/28/2017 12/29.2017 CASBUILT 1,533 55 0	1,207 7 0 1,478 7 0	3 0 14	0 2 14 S 0 1 25 S	\$0 \$444,976 \$0 \$162,946	\$39,272 \$484,248 \$72,538 \$235,484	\$541,057 \$182,506	\$50,143 \$591,200 \$84,254 \$266,760	22% \$83,362 13% \$6,548	\$22,901 \$56,212					47% \$410,921 \$591,200 38% \$360,982 \$445,742	44% Over budget. Asbestos remediation required for project. 23% Slightly over budget. Actual install footage greater than estimate.
45			1 0 4 3 0 14 6 0 7	0 2 14 S 0 1 25 S 0 1 20 S							\$175,958 \$28,043		3 \$178,982 \$270,782	\$373,162		23%
45 46 10 401711-37638 NAS 4-26 NUTT ST, NAS, BUCHANAN ST & FAXON ST	10/28/2017 12/29.2017 CASBUILT 1,533 55 0	1,478 7 0	1 0 4 3 0 14 6 0 7	0 2 14 S 0 1 25 S 0 1 20 S	\$0 \$162,946	\$72,538 \$235,484	\$182,506	\$84,254 \$266,760	13% \$6,548	\$56,212	\$175,958 \$28,043	\$204,000 \$137,678	3 \$178,982 \$270,782	\$373,162	38% \$360,982 \$445,742	Slightly over budget. Actual install footage greater than estimate.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0	1,478 7 0	1 0 4 3 0 14 6 0 7	0 2 14 5 0 1 25 5 0 1 20 5	\$0 \$162,946	\$72,538 \$235,484	\$182,506	\$84,254 \$266,760	13% \$6,548	\$56,212 \$60,297 \$52,615	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484	3 \$178,982 \$270,782 0 \$326,508 \$487,213 4 \$234,629 \$388,879	\$373,162 \$735,351 \$532,088	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884	23% Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19%
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0	1,478 7 0 2,994 5 1	1 0 4 3 0 14 6 0 7 11 0 7 1 2 1	0 2 14 5 0 1 25 5 0 1 20 5 0 0 38 5	\$0 \$162,946 \$0 \$399,186	\$72,538 \$235,484 \$85,005 \$484,191	\$182,506 \$393,289 \$257,308	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255	13% \$6,548 1% \$31,424 9% \$1,986	\$56,212 \$60,297 \$52,615	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484	3 \$178,982 \$270,782 0 \$326,508 \$487,213 4 \$234,629 \$388,879	\$373,162 \$735,351 \$532,088	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884	23% Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19%
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0	1,478 7 0 2,994 5 1	1 0 4 3 0 14 6 0 7 11 0 7 1 2 1 5 0 1	0 2 14 5 0 1 25 5 0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604	\$182,506 \$393,289 \$257,308	\$84,254 \$266,760 \$94,389 \$487,678	13% \$6,548 1% \$31,424 9% \$1,986	\$56,212 \$60,297 \$52,615	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0	3 \$178,982 \$270,782 0 \$326,508 \$487,213 4 \$234,629 \$388,879 \$0 \$151,975	\$373,162 \$735,351 \$532,088 \$125,343	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884	23% Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2	1 0 4 3 0 14 6 0 7 11 0 7 1 2 1 5 0 1 3 0 2	0 2 14 5 0 1 25 5 0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343	\$182,506 \$393,289 \$257,308 \$105,980	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814	\$56,212 \$60,297 \$52,615 \$15,877	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 4 \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034	\$373,162 \$735,351 \$532,088 \$125,343	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002	Slightly over budget. Actual install footage greater than estimate. Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. -32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. On budget.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0	11 0 7 1 2 1 5 0 1 3 0 2	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 4 \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694	Slightly over budget. Actual install footage greater than estimate. Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. On budget. On budget. Over budget-Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298	Slightly over budget. Actual install footage greater than estimate. Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. On budget. On budget. Over budget-Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017.
45 46 10 401711-37638 NAS 4-26 NUTT ST, NAS, BUCHANAN ST & FAXON ST 47 11 401711-37639 NAS 75-235 LAKE ST, NAS 48 12 401711-37640 NAS 1-21 FOWELL AV, NAS, LAWNDALE AV & PARK AV 49 13 401711-37641 NAS 3-75 BLOSSOM ST, NAS, HANOVER & WILDER 50 14 401711-37642 NAS 28-36 FIFIELD ST, NAS & WINNWOOD ST 51 15 401711-37643 NAS 1-21 EDWARDS ST & NEW DUNSTABLE RD 52 15A 401711-37644 NAS 10-16 STEVENS ST, NAS (2017 CI WORK) 53 11A 401711-37645 NAS 1-17 WARREN ST, NAS	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 3.63 0.17 1.51	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 4 \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 0 21% \$14,716,035 \$15,313,206	Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. -32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. 2% On budget. Over budget- Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6%
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827 \$ \$ \$1,271,779 \$4,071,698	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298	Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. -32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. 2% On budget. Over budget- Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6%
45 10	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 fees included in recoverable cost	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827 \$ \$ \$1,271,779 \$4,071,698 \$ \$ \$3,698,261 \$11,365,8	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 ob 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251	Slightly over budget. Actual footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. -32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. 2% On budget. 35% Over budget- Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6% 4%
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 3.63 0.17 1.51	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 fees included in recoverable costs	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827 \$ \$ \$1,271,779 \$4,071,698 \$ \$ \$3,698,261 \$11,365,8	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co 310 \$13,774,930 Average Loade	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251	Slightly over budget. Actual footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slighty over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. 2% On budget. 35% Over budget- Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6% Final restoration came in under estimate
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,300 \$30,955 \$18,496	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 4 \$234,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded \$33,675 \$20,744	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 0 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251	Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slighty over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs.relay. On budget. 35% Over budget-Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6% 44% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 10 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$30,955 \$18,496 -\$7,844	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844	Slightly over budget. Actual footage greater than estimate.
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$2,483,828 \$10,925,6 \$33,675 \$20,744 -\$42,040 \$56,667	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,300 \$30,955 \$18,496 -\$7,844 \$50,975	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 od Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975	Slightly over budget. Actual footage greater than estimate.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$2,483,828 \$10,925,6 \$20,744 \$56,667 \$13,322	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$18,496 -\$7,844 \$50,975 \$11,435	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435	23% Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slighty over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs. relay. 35% On budget. 35% Over budget- Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 44% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. -120% Final restoration came in under estimate -60% Final restoration came in under estimate -60% Final restoration came in under estimate -60% Final restoration complete. FY17 filing over accrural- RHW WIP report. Corrected in FY18 carryover costs.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$20,744 \$56,667 \$13,322 \$-\$15,092	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690	Slightly over budget. Actual footage greater than estimate.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$2,483,828 \$10,925,6 \$20,744 \$56,667 \$13,322	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$18,496 -\$7,844 \$50,975 \$11,435	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$ \$ \$151,975 \$ \$ \$ \$187,034 \$ \$ \$ \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781	23% Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slighty over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fifield St vs. relay. 35% On budget. 35% Over budget- Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 44% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. -120% Final restoration came in under estimate -60% Final restoration came in under estimate -60% Final restoration came in under estimate -60% Final restoration complete. FY17 filing over accrural- RHW WIP report. Corrected in FY18 carryover costs.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04 11/21/2016 11/28/2016 12/6/2016 12/20/2016 6/27/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$10,925,6 \$20,744 \$56,667 \$13,322 \$15,092 \$27,144	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,700 fees included in recoverable costs \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364	Slightly over budget. Actual footage greater than estimate. Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. Slightly over budget. Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 37. Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Fiffeld St vs. relay. On budget. On budget. Over budget. Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. Project not started in 2017. This is a restoration came in under estimate City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. This is restoration complete. FY17 filing over accrural: RHW WIP report. Corrected in FY18 carryover costs. Final restoration complete. FY17 filing over accrural: RHW WIP report. Corrected in FY18 carryover costs. City to perform drainage project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens charged to this project. City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond.
45	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 S 0 0 38 S 0 0 8 S 0 1 10 S 0 0 9 S	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$2,483,828 \$10,925,6 \$33,675 \$20,744 \$12,040 \$56,667 \$13,322 \$27,144 \$12,039	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,600 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364	Slightly over budget. Actual footage greater than estimate. Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. Slightly over budget. Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. John budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch CI on Effield St vs.relay. On budget. On budget. On budget. Restoration split between 401731-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. Kimal restoration came in under estimate City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. City to peform drainage project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens charged to this project. City to peform drainage project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens charged to this project. City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. Final restoration came in under estimate.
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$228,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$33,675 \$20,744 \$\$20,744 \$\$56,667 \$\$13,322 \$\$27,144 \$\$12,039 \$\$53,375 \$\$29,616 \$\$184,016	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$11,614,945 \$11,435 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 \$MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,300 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 class \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950	Slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Slightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay ② savyer st. 1-32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch cl on Fifield St vs.relay. On budget. 35% Over budget- Bestoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 4% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. 1-20% Final restoration came in under estimate 4-6% Final restoration came in under estimate 4-6% Final restoration came in under estimate 1-24% City to perform drainage project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens charged to this project. 1-24% City to perform drainage project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens charged to this project. 1-24% Final restoration came in under estimate.
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$33,675 \$20,744 \$-\$42,040 \$56,667 \$113,322 \$217,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 \$MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,300 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158	23% Sightly over budget. Actual flootage greater than estimate. 24% Over budget. Actual flootage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Sightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch Cl on Fifield St vs. relay. 2% On budget. 35% Over budget. Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6% Project not started in 2017. 6% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. -120% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$13,322 \$21,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$555,463 \$4,060	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,700 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$234,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$42,580 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158	23% Sightly over budget. Actual flootage greater than estimate. 24% Over budget. Actual flootage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Sightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch Cl on Fifield St vs. relay. 2% On budget. 35% Over budget. Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6% Project not started in 2017. 6% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. -120% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. Pr17 filing over accrural- RHW
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 0 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$228,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$33,675 \$20,744 \$-\$42,040 \$56,667 \$13,322 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$328,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$167,301 \$ \$68,597	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded Co \$13,774,930 \$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806	Sightly over budget. Actual install footage greater than estimate.
46	10/28/2017 12/29/2018 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$\$10,925,6 \$\$13,322 \$21,144 \$12,039 \$53,375 \$22,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$555,906	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$328,629 \$388,879 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$167,301 \$ \$68,597	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 -21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806	23% Sightly over budget. Actual flootage greater than estimate. 24% Over budget. Actual flootage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Sightly over budget-Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch Cl on Fifield St vs. relay. 2% On budget. 35% Over budget. Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 6% Project not started in 2017. 6% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. -120% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -60% Final restoration complete. 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Pr17 filing over accrural- RHW
46	10/28/2017 12/29/2018 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$228,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$33,675 \$20,744 \$\$42,040 \$\$56,667 \$\$13,322 \$\$15,092 \$\$27,144 \$\$12,039 \$\$53,375 \$\$29,616 \$\$184,016 \$\$193,010 \$\$65,463 \$\$4,060 \$\$55,906 \$\$66,913 \$\$0	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$59,532 \$ \$24,809	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 12% \$77,392 \$75,433 -100% \$32,252 -\$155 -87% \$136,960 \$125,807	Sightly over budget. Actual install floatage greater than estimate. Over budget. Actual floatage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Toject not started in 2017. 19% Sighty over budget Pole holding. Floatage slightly higher than estimate. Road closure delay @ sawyer st. -32% Under budget. Actual floatage installed lower than estimate. Design revised to abandon 8 inch Cl on Fiffeld St vs. relay. On budget. 35% Over budget. Restoration split between 401711-37644 & 8840-0001005605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 65% 44% Final restoration came in under estimate City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. 15% -120% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -25% Final restoration complete. Pr17 filing over accrural- RHW WIP report. Corrected in Pr18 carryover costs. -26% City to peform drainage project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens charged to this project. -27% Inal restoration came in under estimate. -18% Final restoration came in under estimate. -18% Final restoration came in under estimate. -28% Final restoration came in under estimate. -29% Final restoration came in under estimate. -20% Final restoration came in under estimate. -38% Final restoration came in under estimate. -50% Final restoration came in under estimate. -60% Final
46	10/28/2017 12/29/2018 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$40,60 \$55,906 \$66,913 \$0 \$14,175	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,700 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 2 \$1,271,779 \$4,071,698 \$ \$3,698,261 \$11,365,8 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$50,515 \$ \$167,301 \$ \$68,597 \$ \$59,532 \$ \$24,809 \$ \$105,354	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded Co \$13,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 12% \$77,392 \$75,433 -100% \$32,252 -\$155 -87% \$136,960 \$125,807	slightly over budget. Actual install footage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. 7roject not started in 2017. 19% Sighty over budget. Pole holding. Footage slightly higher than estimate. Road closure delay @ sawyer st. 32% Under budget. Actual footage installed lower than estimate. Beagn revised to abandon 8 inch Ci on Fifeid St vs. relay. 35% Over budget. Actual footage installed lower than estimate. Design revised to abandon 8 inch Ci on Fifeid St vs. relay. 35% Over budget. Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. 45% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreeement in place between Liberty and Concord for 2018 and beyond. 120% Inal restoration came in under estimate 46% Final restoration came in under estimate 47% Final restoration complete. P127 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 25% Final restoration complete. P127 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 25% Final restoration complete. P127 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 26% Final restoration complete p13 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 27% Final restoration complete p13 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 28% Final restoration complete p13 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 38% Final restoration complete p13 filing over accrural- RHW WIP report. Corrected in P138 carryover costs. 39% Final restoration complete p141 an accipated Aleva contribution agreement in place between Liberty and Concord for 2018 and beyond. 48% Final restoration came in under estimate. 48% Final restoration came in under estimate. 59% Final restoration came in under estimat
10	10/28/2017 12/29/2018 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 839 20 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$20,744 \$\$42,040 \$\$56,667 \$\$13,322 \$\$27,144 \$\$12,039 \$\$53,375 \$\$29,616 \$\$184,016 \$\$193,010 \$\$65,463 \$\$4,060 \$\$55,906 \$\$55,906 \$\$66,913 \$\$0 \$\$14,175 \$\$675,506	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$130,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721	\$ \$178,982 \$270,782 \$326,508 \$487,213 \$326,508 \$487,213 \$4 \$234,629 \$388,879 \$0 \$151,975 \$0 \$187,034 \$0 \$99,827 \$2 \$1,271,779 \$4,071,698 \$12,423 \$30,931 \$52,422 \$21,899 \$17,843 \$55,884 \$9,687 \$70,298 \$67,124 \$106,110 \$164,283 \$55,515 \$167,301 \$68,597 \$59,532 \$24,809 \$105,354 \$286,639	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 12% \$77,392 \$75,433 -100% \$32,252 -\$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678	Sightly over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Sightly over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. 29% Under budget. Actual footage installed lower than estimate. Road closure delay @ sawyer st. 39% On budget. 30% One budget. Restoration split between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 44% Final restoration came in under estimate 44% Final restoration came in under estimate 15% City contribution higher than anctipated. New contribution agreement in place between Liberty and Concord for 2018 and beyond. 120% Final restoration complete. P117 filing over accural- RHW WIP report. Corrected in P118 carryover costs. 25% Final restoration complete. P117 filing over accural- RHW WIP report. Corrected in P118 carryover costs. 25% Final restoration complete. P117 filing over accural- RHW WIP report. Corrected in P118 carryover costs. 26% 1880 City contribution higher than anctipated were omershation agreement in place between Liberty and Concord for 2018 and beyond. 1880 1980 City contribution higher than anctipated were control on restoration until after drainage project is completed. Only burders charged to this project. 1980
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 11/21/2016 11/28/2016 11/2/20/2016 6/27/2016 6/27/2016 12/2/3/2016 11/2/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$1,925,6 \$\$20,744 -\$42,040 \$\$56,667 \$\$13,322 -\$15,092 \$\$27,144 \$\$12,039 \$\$53,375 \$\$29,616 \$\$184,016 \$\$193,010 \$\$65,463 \$\$4,060 \$\$55,906 \$\$66,913 \$\$0 \$\$141,175 \$\$675,506	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,70 on fees included in recoverable cost \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$55,515 \$ \$167,301 \$ \$68,597 \$ \$59,532 \$ \$24,809 \$ \$105,354 \$ \$286,639 \$ \$134,078 \$ \$286,639 \$ \$134,078 \$ \$286,6394 \$ \$86,100	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded Co \$13,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 0 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 98% \$204,675 \$3,083 -19% \$80,148 \$49,806 12% \$77,392 \$75,433 -100% \$32,252 \$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678 80% \$268,312 \$412,686 19% \$111,930 \$103,425	23% Sightly over budget. Actual install flootage greater than estimate. 24% Over budget. Actual footage greater than estimate. Ledge identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Sightly over budgets hole holding. Tootage religibly higher than estimate. Boal classive delay 8° caywor st. 24% On budget. 25% On budget. 35% Over budget. Restoration sight between 401711-37644 & 8840-0001006605. Actual bid unit for final restoration increased after estimate was completed. Project not started in 2017. 44% Final restoration came in under estimate 44% Final restoration came in under estimate 15% City contribution higher than antispated. New contribution agreement in place between tiberty and Concord for 2018 and beyond. 12% Final restoration came in under estimate 44% Final restoration came in under estimate 46% Final restoration came in under estimate 47% City contribution higher than antispated. New contribution agreement in place between Liberty and Concord for 2018 and beyond. 48% City to pedrom disninge project. Requested Liberty hold off on restoration until after drainage project is completed. Only burdens changed to this project. 48% Final restoration came in under estimate. 48% Final restoration came in under estimate. 58% Final restoration came in under budget. Have not been invoiced disgredation fee. 58% Final restoration came in under to simulate. New contribution in the critical in the P17 final in
10	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$\$10,925,6 \$\$13,322 \$\$27,744 \$\$12,039 \$\$53,375 \$\$29,616 \$\$184,016 \$\$193,010 \$\$65,463 \$\$4,060 \$\$55,906 \$\$66,913 \$\$0 \$\$14,175 \$\$675,506 \$\$145,384 \$\$372,459 \$\$102,245 \$\$228,406	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,300 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$3103,425 \$217,229	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$50,515 \$ \$167,301 \$ \$68,597 \$ \$29,532 \$ \$24,809 \$ \$105,354 \$ \$286,639 \$ \$134,078 \$ \$206,394 \$ \$86,100 \$ \$110,208	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded \$33,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245 \$228,406	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 12% \$77,392 \$77,392 -100% \$32,252 -\$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678 80% \$268,312 \$412,686 19% \$111,930 \$103,425 107% \$143,270 \$217,229	29% Over budget. Actual footage greater than estimate. Ledgo identified in middle of project. Permit time restrictions. Project not started in 2017. 19% Sughts over budget. Actual footage greater than estimate. Ledgo identified in middle of project. Permit time restrictions. Project not started in 2017. 29% On budget. 29% On budget. 29% On budget. 29% One budget actual footage installed lower than estimate. Design revised so abandon 8 sech Cl on Fidelid St scurely; On budget. 29% One budget actual footage installed lower than estimate. Design revised so abandon 8 sech Cl on Fidelid St scurely; On budget. 29% One budget actual footage installed lower than estimate. Design revised so abandon 8 sech Cl on Fidelid St scurely; One budget actual installed lower than estimate. Design revised so abandon 8 sech Cl on Fidelid St scurely; On budget. 29% One budget actual installed footage installed lower than estimate. Design revised so abandon 8 sech Cl on Fidelid St scurely; One budget actual installed lower than estimate was completed. 29% Project not started in 2017. 29% Project not started in 2017. 29% Final restoration complet. Pr17 filing over accurach RWW WP report. Corrected in PY18 carryover costs. 29% Final restoration complete. Pr17 filing over accurach RWW WP report. Corrected in PY18 carryover costs. 29% Final restoration complete. Pr17 filing over accurach RWW WP report. Corrected in PY18 carryover costs. 29% Final restoration complete. Pr17 filing over accurach RWW WP report. Corrected in PY18 carryover costs. 29% Final restoration complete. Pr17 filing over accurach RWW WP report. Corrected in PY18 carryover costs. 29% Final restoration complete Final Revisoration care in under estimate. 29% Final restoration complete Final Revisoration care in under estimate. 39% Final restoration complete Final Revisoration care in under estimate. 39% Final restoration complete Final Revisoration care in under estimate. 39% Final restoration complete Final Revisoration care in under estimate. 39% Fi
46	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$228,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$20,744 -\$42,040 \$\$56,667 \$\$13,322 -\$15,092 \$\$27,144 \$\$12,039 \$\$53,375 \$\$29,616 \$\$184,016 \$\$193,010 \$\$65,463 \$\$4,060 \$\$55,906 \$\$66,913 \$\$0 \$\$141,175 \$\$675,506 \$\$145,384 \$\$372,459 \$\$102,245	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229 \$257,969	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,300 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$3103,425	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$50,515 \$ \$105,354 \$ \$226,394 \$ \$206,394 \$ \$86,100 \$ \$110,208 \$ \$97,088	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded Co \$13,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 cel Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 -12% \$77,392 \$75,433 -100% \$32,252 \$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678 80% \$268,312 \$412,686 19% \$111,930 \$103,425 107% \$143,270 \$217,229 84% \$126,214 \$257,969	29% Sightly over budget. Actual install footage greater than estimate. 29% Project not started in 2017. 899 Sightly over budget. Policy floring, Footage sightly higher than estimate. Road cloure delay greater than estimate budget destribed in model or project. Permit time restrictions. 999 Project not started in 2017. 999 Sightly over budget. Policy floring, Footage sightly higher than estimate. Road cloure delay greater started by the started in 2017. 990 Under budget. Actual footage installand forest than estimate. Besign revised to abandon 8 inch C1 on Fided 5t strategy. 990 On hudget. 990
AS	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$228,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$33,675 \$20,744 \$-\$42,040 \$56,667 \$13,322 \$27,144 \$12,039 \$527,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$555,906 \$555,906 \$56,913 \$0 \$14,175 \$675,506 \$144,75 \$5675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914 \$453,551	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849,000 \$1,435 \$1,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 \$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229 \$257,969	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$50,515 \$ \$105,354 \$ \$226,394 \$ \$206,394 \$ \$86,100 \$ \$110,208 \$ \$97,088	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded Co \$13,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 21% \$14,716,035 \$15,313,200 ed Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 12% \$77,392 \$77,392 -100% \$32,252 -\$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678 80% \$268,312 \$412,686 19% \$111,930 \$103,425 107% \$143,270 \$217,229	29% Sightly over budget. Actual install footage greater than estimate. 29% Project not started in 2017. 899 Sightly over budget. Policy floring, Footage sightly higher than estimate. Road cloure delay greater than estimate budget destribed in model or project. Permit time restrictions. 999 Project not started in 2017. 999 Sightly over budget. Policy floring, Footage sightly higher than estimate. Road cloure delay greater started by the started in 2017. 990 Under budget. Actual footage installand forest than estimate. Besign revised to abandon 8 inch C1 on Fided 5t strategy. 990 On hudget. 990
10	10/28/2017 12/29.2017 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 7/25/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 Mileage 3.63 0.17 1.51 60,967 2,804 16,040 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80 119 102 230	0 1 20 5 0 0 38 5 0 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$228,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$33,675 \$20,744 \$-\$42,040 \$56,667 \$13,322 \$27,144 \$12,039 \$527,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$555,906 \$555,906 \$56,913 \$0 \$14,175 \$675,506 \$144,75 \$5675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229 \$257,969	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914 \$453,551	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849, on fees included in recoverable cos \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229 \$257,969 \$2,718,259 \$735,802	\$ \$178,982 \$270,782 \$ \$326,508 \$487,213 \$ \$326,508 \$487,213 \$ \$0 \$151,975 \$ \$0 \$187,034 \$ \$0 \$99,827 \$ \$1,271,779 \$4,071,698 \$ \$12,423 \$ \$30,931 \$ \$52,422 \$ \$21,899 \$ \$17,843 \$ \$5,884 \$ \$9,687 \$ \$70,298 \$ \$67,124 \$ \$106,110 \$ \$164,283 \$ \$50,515 \$ \$105,354 \$ \$226,394 \$ \$206,394 \$ \$86,100 \$ \$110,208 \$ \$97,088	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$10 \$13,774,930 Average Loaded Co \$13,675 \$20,744 -\$42,040 \$56,667 \$13,322 -\$15,092 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 cel Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 -12% \$77,392 \$75,433 -100% \$32,252 \$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678 80% \$268,312 \$412,686 19% \$111,930 \$103,425 107% \$143,270 \$217,229 84% \$126,214 \$257,969	29% Sightly over budget. Actual install footage greater than estimate. 29% Project not started in 2017. 899 Sightly over budget. Policy floring, Footage sightly higher than estimate. Road cloure delay greater than estimate budget destribed in model or project. Permit time restrictions. 999 Project not started in 2017. 999 Sightly over budget. Policy floring, Footage sightly higher than estimate. Road cloure delay greater started by the started in 2017. 990 Under budget. Actual footage installand forest than estimate. Besign revised to abandon 8 inch C1 on Fided 5t strategy. 990 On hudget. 990
45	10/28/2017 12/29/2018 CASBUILT 1,533 55 0 8/31/2017 2/9/2018 CASBUILT 3,254 260 0 10/10/2017 1/29/2018 CASBUILT 1,943 15 0 8/14/2017 9/5/2017 CASBUILT 343 35 0 4/18/2017 8/11/2017 CASBUILT 575 50 0 4/18/2017 5/23/2017 CASBUILT 575 50 0 19,170 895 7,975 Mileage 3.63 0.17 1.51 60,967 2,804 16,044 Mileage 11.55 0.53 3.04 11/21/2016	1,478 7 0 2,994 5 1 1,928 20 0 803 2 2 819 3 0 525 4 0 18,770 131 3 3.55 61,158 335 29 11.58	6 0 7 11 0 7 1 2 1 5 0 1 3 0 2 49 2 80	0 1 20 5 0 0 38 5 0 0 0 8 5 0 1 10 5 0 0 9 5 1 16 832	\$0 \$162,946 \$0 \$399,186 \$0 \$229,876 \$0 \$97,052 \$0 \$201,847 \$0 \$118,871 \$118,871 \$3,257,186 \$154,628 \$8,441,86 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$72,538 \$235,484 \$85,005 \$484,191 \$121,728 \$351,604 \$28,291 \$125,343 \$36,132 \$237,978 \$38,438 \$157,310 \$873,628 \$4,130,815 \$\$2,483,828 \$10,925,6 \$\$13,322 -\$15,092 \$27,144 \$12,039 \$533,775 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$555,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314 \$2,475,307	\$182,506 \$393,289 \$257,308 \$105,980 \$214,952 \$131,747	\$84,254 \$266,760 \$94,389 \$487,678 \$124,947 \$382,255 \$31,022 \$137,002 \$38,741 \$253,694 \$48,104 \$179,851 \$972,405 \$4,435,088 \$2,742,299 \$11,614,945 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229 \$257,969	13% \$6,548 1% \$31,424 9% \$1,986 9% \$10,814 7% \$5,124 14% \$11,456 7% \$281,641	\$56,212 \$60,297 \$52,615 \$15,877 \$27,202 \$19,914 \$453,551 0,141 \$1,452,82	\$175,958 \$28,043 \$361,864 \$34,092 \$255,322 \$72,332 \$95,166 \$15,145 \$209,828 \$11,539 \$120,291 \$28,190 \$3,181,043 \$518,853 25 \$8,222,505 \$1,289,474 MNC Degredation	\$204,000 \$137,678 \$395,957 \$251,160 \$327,654 \$180,484 \$110,311 \$0 \$221,367 \$0 \$148,481 \$0 \$3,699,896 \$978,292 \$9,511,979 \$2,849, on fees included in recoverable cos \$30,955 \$18,496 -\$7,844 \$50,975 \$11,435 \$17,690 \$22,781 \$9,364 \$47,182 \$26,575 \$234,950 \$191,158 \$55,860 \$3,083 \$49,806 \$75,433 -\$155 \$125,807 \$618,721 \$144,678 \$412,686 \$103,425 \$217,229 \$257,969 \$2,718,259 \$735,802	\$ \$178,982 \$270,782 \$ \$ \$326,508 \$ \$487,213 \$ \$ \$326,508 \$ \$487,213 \$ \$ \$ \$326,508 \$ \$ \$487,213 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$373,162 \$735,351 \$532,088 \$125,343 \$237,978 \$157,310 \$5,109,107 Average Loaded Co \$13,774,930 Average Loaded Co \$13,774,930 \$40,000 \$56,667 \$13,322 \$15,092 \$27,144 \$12,039 \$27,144 \$12,039 \$53,375 \$29,616 \$184,016 \$193,010 \$65,463 \$4,060 \$55,906 \$66,913 \$0 \$14,175 \$675,506 \$145,384 \$372,459 \$102,245 \$228,406 \$178,314 \$2,475,307	38% \$360,982 \$445,742 51% \$654,851 \$814,186 37% \$517,559 \$616,884 -18% \$200,845 \$137,002 27% \$247,886 \$253,694 58% \$133,138 \$179,851 25% \$5,390,085 \$5,706,867 ost/Foot Southern \$300 \$298 cel Cost/Foot Total \$260 \$251 -21% \$55,354 \$30,955 67% \$16,150 \$18,496 -236% \$40,210 -\$7,844 8% \$68,148 \$50,975 -39% \$28,469 \$11,435 -185% \$23,196 \$17,690 361% \$7,649 \$22,781 24% \$12,593 \$9,364 -24% \$91,387 \$47,182 -56% \$87,261 \$26,575 73% \$124,668 \$234,950 17% \$187,048 \$191,158 30% \$59,099 \$55,860 -98% \$204,675 \$3,083 -19% \$80,148 \$49,806 -12% \$77,392 \$75,433 -100% \$32,252 \$155 -87% \$136,960 \$125,807 136% \$372,631 \$618,721 8% \$174,302 \$144,678 80% \$268,312 \$412,686 19% \$111,930 \$103,425 107% \$143,270 \$217,229 84% \$126,214 \$257,969	Sightly over budget. Actual install bodget greater than estimate. 25% Over budget. Actual install postage greater than estimate. Ledge identified in modifie of project. Permit time respictions. Project not started in 2017. 19% Suphry over budget for budget prote budget project greater than estimate. East closure delay of support st. 25% On budget. 25% On budget. 25% On budget. 26% On budget. 26% Over budget Retearding spin between 401711 37644 & 8440 0001 104665. Actual bids unit for final restoration increased after estimate was completed. 26% Over budget startered in 2017. 26% Final restoration came in under estimate 25% City consolution higher than anxiety and executive budget project. Because in under estimate 25% Final restoration came in