

Over the last 2 weeks I've received many phone calls, visits and emails from concerned citizens. All have been reasonable and well meaning. I've also had the chance to make some calls and visits of my own with people that have skill and trustworthy knowledge in areas related to our bridge problems. 2 of these visits were with engineers with vast experience in this area.

I have seen the survey data and I have no reason to believe that it is not accurate. The data indicates a 1.01 feet difference between original elevation points on the Railroad track and the same elevation points today. We are 15" short at the lowest point on the bridge. Not 2 feet, not 3 feet. I have not met with the Railroad, but I have a meeting scheduled for this Thursday and I will have a few questions that I hope to get answered.

Completion of the bridge is my #1 priority. Delay is not a good option if it jeopardizes our completion of the pass-through project as a whole, which potentially delays our repayment schedule from TxDOT

Based on my conversation with PTP and TxDOT, I believe that the Force Account Change order that we are considering tonight is the way to go, because I believe it affords us the best chance to fix the bridge for the lowest cost.

This \$168 million dollar project, consisting of 3 different roads and 3 different contractors is still under budget, and will likely complete under budget. We are fortunate to have over \$4 million in contingency that will enable us to fix the bridge and complete the entire project.

The county will do everything reasonable to complete the project at the lowest possible cost to the County. We have no intention of ignoring our right to pursue compensation for our bridge problem.

I believe that it is in the best interest of the County to continue to maintain a positive working relationship with everyone involved in the design, construction and management of this pass through project, but at the end of the day we will be prudent your County resources.