



Central Texas Regional
Mobility Authority

AGENDA ITEM #15 SUMMARY

Quarterly briefing on the Manor Expressway Project.

Department: Engineering

Associated Costs: Not applicable

Funding Source: Not applicable

Board Action Required: No

Description of Matter:

The report is a comprehensive account of the construction activities on the Manor Expressway Project during the 4TH quarter of 2011.

Attached documentation for reference:

Quarterly Progress Report on the Manor Expressway Project – Phases I & II

Contact for further information:

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MANOR EXPRESSWAY PROJECT - PHASES I & II

Quarterly Progress Report



No. 10 | January 2012



ATKINS

Independent Engineering Report



CENTRAL TEXAS
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MANOR EXPRESSWAY PROJECT - PHASES I & II
Quarterly Progress Report
 No. 10
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TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION.....	1
PHASE I CONSTRUCTION ACTIVITIES.....	4
PHASE II DEVELOPMENT ACTIVITIES.....	4
PHASE I PROGRESS PHOTOS	6
PHASE II PROGRESS PHOTOS	7
PHASE II PROGRESS PHOTOS	8
PHASE I PROGRESS.....	9
PHASE II PROGRESS.....	10
MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY	12
PHASE I CONSTRUCTION FINANCIAL STATUS	13
PHASE II CONSTRUCTION FINANCIAL STATUS	15
DBE STATUS.....	16
EMPLOYMENT REPORTING STATUS.....	18
SUSTAINABILITY	19
PUBLIC INVOLVEMENT.....	21

LIST OF TABLES

Table 1 - Phase I Construction Progress.....	10
Table 2 - Phase II Development Progress	11
Table 3 - Schedule of Project Milestones.....	11
Table 4 - Project Financial Status Summary.....	12

LIST OF FIGURES

Figure 1 - Project Location Map.....	3
Figure 2 - Project Cash Flow Curve (Phase I & Phase II Total Project Costs)	12
Figure 3 - Phase I DBE Construction Commitment for Period Ending November 2011	16
Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending November 2011	17
Figure 5 - Phase I Employment History	18

INTRODUCTION

This report documents and describes both Phase I and Phase II of the Manor Expressway Project from the period from October 1, 2011 to December 31, 2011. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). The Project is funded by a combination of American Recovery and Reinvestment Act of 2009 funds, a State Infrastructure Bank loan, Series 2011 Senior Lien Bonds, Series 2011 Subordinate Lien Bonds, TxDOT grant funds, and Mobility Authority funds.

PROJECT DESCRIPTION

The Manor Expressway Project is an approximately 6.2-mile toll project located in Travis County along the existing U.S. Highway (US) 290 corridor between US 183 and just east of State Highway (SH) 130. This project will upgrade the existing US 290 four-lane divided highway to a controlled access highway facility with three tolled mainlanes and three non-tolled frontage lanes in each direction. The tolled mainlanes will provide grade-separated access through several local intersections that currently experience significant congestion throughout the day, and will provide a more expeditious route to traverse the US 290 corridor. Local traffic will continue to access adjacent properties by use of non-tolled frontage roads and signalized intersections at cross streets. The Manor Expressway Project also includes four direct connectors at the US 183 interchange that will allow for continuous movement from the US 183 interchange to the Manor Expressway Project.

The Manor Expressway Project is being implemented in three phases as shown on Figure 1 and described below.

Manor Expressway Project - Phase I

Phase I of the Manor Expressway Project includes completion of four tolled direct connectors and associated pavement at the US 183 interchange that will provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries will be installed to toll each of the direct connectors.

Manor Expressway Project - Phase II

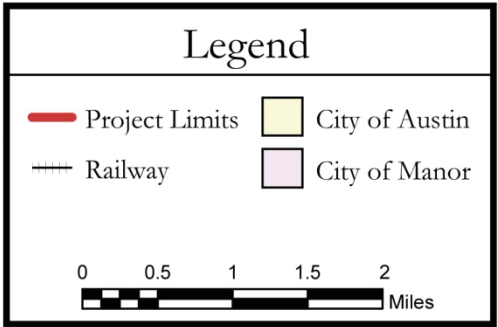
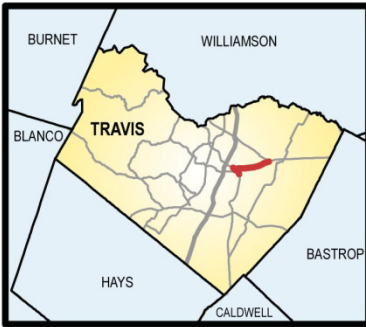
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, auxiliary lanes, toll gantries, and ramp gantries. Phase II of the Manor Expressway Project will include an interim milestone that provides grade-separated intersections at Tuscan Way and Springdale Road so that users of the direct connectors constructed as part of Phase I can bypass the existing signals at those intersections. These two grade-separated intersections will provide for a minimum of two tolled lanes of travel and two-lane non-tolled frontage roads in each direction. The work associated with the interim

milestone, the Interim Development Work, will be completed in advance of Phase II in its entirety.

Manor Expressway Project - Phase III

Phase III of the Manor Expressway Project includes construction of the seven remaining direct connectors at the SH 130 interchange. The Mobility Authority has no current plans to design or construct these direct connectors at this time. Phase III of the Manor Expressway Project will be developed as traffic conditions warrant and funding sources are identified.

Figure 1 - Project Location Map



PHASE I CONSTRUCTION ACTIVITIES

Construction of Phase I of the Manor Expressway Project continues to progress. Since the Quarterly Report in October, 2011, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have advanced the direct connector substructure and superstructure elements. Progress includes columns, column capitals, bent caps, pre-stressed concrete beams and forming and pouring bridge decks. Roadway construction elements are also a focus with excavation, embankment, mechanically stabilized earth (“MSE”) retaining walls, permanent drainage, illumination and intelligent transportation system (“ITS”) conduit, asphaltic concrete pavement, traffic control and erosion control efforts all advancing over the past months. Continuously reinforced concrete pavement construction has also progressed, as Webber prepares for the opening of the US 290 eastbound exit ramp as part of the Phase 4 traffic switch. Maintenance of traffic and erosion control efforts continue on a monthly basis.

PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in October, 2011, the Phase II Developer, Central Texas Mobility Constructors, LLC (“CTMC”) has progressed the design for both the Interim Development Work and the remainder of the Project. CTMC has advanced the design for the Interim Development Work to approximately 90% complete, and has advanced the design for the remainder of the Project to approximately 79% complete. The overall design development is approximately 83% complete.

The design for Phase II of the Manor Expressway Project is being executed in three segments. Segment 1 corresponds to the Interim Development Work. Segment 2 is that portion of the Project from east of the US 290 intersection with Arterial A to just west of the SH 130 interchange. Finally, Segment 3 is that portion of the Project from west of the SH 130 interchange to the eastern Project limits.

CTMC has submitted the 100% plans for the Interim Development Work; the Mobility Authority has reviewed this submittal, and has provided comments to CTMC. Also, CTMC has submitted Release for Construction (“RFC”) plans (the final plan set used for constructing the Project) to the Mobility Authority for review; the Mobility Authority is currently reviewing this plan submittal. CTMC has also submitted the 100% plans for Segment 2, and the 65% plans for Segment 3. CTMC’s latest schedule indicates the design efforts for Phase II of the Manor Expressway Project will be completed in the first quarter of 2012.

CTMC has also progressed construction activities for the Interim Development Work in this reporting period. Since the Quarterly Report in October, 2011, CTMC has substantially completed the clearing and grubbing (removal of trees, brush, stumps, and roots from the right-of-way) activities for the Interim Development Work. Additionally, CTMC has commenced construction on earthwork excavation and embankment, drainage structures, and bridge substructures. More specifically, CTMC commenced the initial grading activities for the portion

of the eastbound frontage road to be constructed for the Interim Development Work. CTMC also commenced construction on several drainage structures located between US 183 and Springdale Road. Installation of reinforced concrete pipe (“RCP”) and box culverts continue on drainage systems “A”, “B, and “D”. During the reporting period, CTMC also commenced construction on the substructure elements of some of the bridges within the Interim Development Work. Construction commenced and continues on drilled shafts, drilled shaft extensions, columns, and caps for the eastbound mainlane and frontage road bridges at Walnut Creek, Walnut Creek Tributary #5, and the MOKAN crossing. Construction of drilled shafts and drilled shaft extensions for the eastbound frontage road bridge at Tuscany Way has also progressed.

In accordance with the terms of the Comprehensive Development Agreement (“CDA”) between the Mobility Authority and CTMC, the Mobility Authority is required to obtain possession or acquire the right-of-way needed for the construction of Phase II of the Manor Expressway Project within 180 days of issuance of the Notice to Proceed (“NTP”) to CTMC. The Mobility Authority has acquired possession of **100%** of the right-of-way needed for construction of Phase II of the Manor Expressway Project, and has notified CTMC that this contractual commitment has been met. Outdoor advertising signs remain on four (4) of the parcels; however, the Mobility Authority anticipates that these signs will be removed from the right-of-way prior to commencement of construction activities in those areas.

Additionally, the Mobility Authority is contractually required to relocate 5 utilities that are in conflict with the construction of the Interim Development Work. In accordance with the terms of the CDA, the Mobility Authority is required to relocate the following utilities within 180 days of issuance of the NTP:

- Austin Energy Transmission (electric)
- Austin Energy Distribution (electric)
- Texas Gas (pipeline)
- GAATN (communications)
- Grande (communications)

The Mobility Authority has completed the adjustments of the aforementioned utilities, and has notified CTMC that this contractual commitment has been met.

PHASE I PROGRESS PHOTOS

Direct Connectors and Ramps

Bridge deck work continues along the direct connectors. The contractor continues to place beams. Main lane roadway and ramp construction have also occurred to ensure a smooth transition on and off the adjacent highway.



Beams constructed on South to East Direct Connector
(Looking South)



Deck construction along East to South Direct Connector
(Looking South)



Beam Construction along West to North Direct Connector
(Looking West)



Eastbound main lane roadway construction
(Looking East)



Pavement and rail construction along main lane off-ramp
(Looking East)

PHASE II PROGRESS PHOTOS

Earthwork & Drainage Structures

CTMC commenced earthwork excavation and embankment construction for the Interim Development Work. CTMC has initiated and continues subgrade embankment, installation of reinforced concrete pipe, and installation of box culverts for the Interim Development Work.



Earthwork embankment west of Walnut Creek
(Looking East)



Earthwork embankment west of MOKAN
(Looking East)



Reinforced concrete pipe installation
(Looking East)



Reinforced concrete pipe installation
(Looking North)



Box culverts "B1" & "B2" under construction
(Looking North)

PHASE II PROGRESS PHOTOS

Bridge Substructure

CTMC commenced bridge construction for the Interim Development Work. CTMC has initiated and continues drilled shaft, column, and cap work on many of the bridges for the Interim Development Work.



Drilled shafts for bridge at Tuscany Way
(Looking East)



Drilled shaft extensions for bridge at Walnut Creek
(Looking North)



Drilled shaft extensions for bridge at Walnut Creek
(Looking West)



Bridges at Walnut Creek Tributary #5
(Looking North)



Bridges at Walnut Creek Tributary #5
(Looking East)

PHASE I PROGRESS

Based on the assessment of Webber's activities and progress, a summary of the construction progress achieved on work tasks through the period ending December 25, 2011 is provided in Table 1.

Webber's schedule submitted with their November draw request indicates substantial completion of the Phase I project on July 11, 2012, 3 months later than the current contract requirement, indicating that the Phase I of the Manor Expressway Project is currently behind schedule according to the latest progress schedule update. However, this phase of the Project is currently being reported behind schedule largely due to directives issued to Webber by the Mobility Authority. These directives include a partial stoppage of construction operations over certain holidays and weekend evenings (as mandated by the Texas Department of Transportation ["TxDOT"]) to ensure the safety of construction personnel and motorists using the US 290 and US 183 facilities, adjustments to traffic phasing and detour plans at the request of TxDOT, and a traffic switch that was delayed to occur after the holidays to avoid impacts to holiday travelers. The Mobility Authority's General Engineering Consultant, Atkins, and Webber are currently working together to re-baseline the Phase I Project schedule to incorporate the aforementioned Mobility Authority directives. As a result of the schedule re-baseline process, the substantial completion of the Phase I Project will remain on schedule with the substantial completion of the Interim Development Work associated with Phase II of the Manor Expressway Project. Since the commencement of toll revenue collection was originally scheduled to occur upon substantial completion of this Interim Development Work, there will be no impact to the original schedule for collection of toll revenue for the Manor Expressway Project.

As of December 25, 2011, construction is reported at 76% complete. Webber continues work to address the ten bridge columns that were constructed to incorrect elevations. Repair of the bents is at different stages, depending on the remediation measures being taken. The entire demolition of the two shortest bents has been completed and the columns are currently being reconstructed. Partial demolition required at four bent locations is on-going. Three separate re-design efforts are required for eight of the bent locations. One of the designs has been approved and Webber is proceeding with construction. The other two design concepts are currently going through the design review and approval process. The schedule for the reconstruction/repair of these structures will be incorporated into the re-baseline previously discussed; these activities will not impact the substantial completion of Phase I of the Manor Expressway Project.

Table 1 - Phase I Construction Progress

Construction Tasks	% Complete
Excavation/Embankment	91
Drilled Shafts	89
Structure Footings	98
Structure Columns	82
Structure Column Capitals	98
Structure Bent Caps	85
Concrete Beams	79
Steel Girders	5
Bridge Deck	47
Asphalt Paving	86
Concrete Paving	37
Electrical/Lighting/Signing	10
Toll Structures	13

PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending December 25, 2011. Based on an assessment of CTMC's activities and progress, a summary of the construction progress achieved on work tasks through this period is provided in Table 2.

CTMC's schedule submitted with their draw request for the period indicates substantial completion of the Interim Development Work on October 27, 2012, on schedule with the current contract requirement. Additionally, this schedule indicates substantial completion of all remaining Development Work on February 7, 2014, on schedule with the current contract requirement. However, CTMC's latest schedule submittal indicates that some design and utility milestones have slipped from the baseline schedule and from the previous schedule submitted for the period ending November 25, 2011. CTMC has indicated that they soon plan to work double shifts (day and night work) as a means of schedule recovery to meet the contractual completion dates. The Mobility Authority's General Engineering Consultant and the Phase II Developer will continue to proactively work together to deliver the Project in accordance with the contractual completion dates. As of December 25, 2011, there are 307 days remaining until Interim Development Work contractual substantial completion and 775 days remaining until contractual substantial completion for the Project; CTMC has used 37.0% of the days allotted in the contract for the Interim Development Work, and has used 18.8% of the days allotted in the contract for the entire Development Work.

Table 2 - Phase II Development Progress

Development Tasks	% Complete
Development Design	83%
Utility Coordination	32%
Earthwork	5%
Utility Relocation	0%
Pavement	0%
Structures (Bridges and Retaining Walls)	1%
Drainage	3%
Lighting, Signing, Striping, and Signals	0%
Toll Facility Infrastructure	0%
Toll System Integration	0%
Incidental Construction (Barriers, Sidewalks, Landscaping)	0%

The Manor Expressway Project (Phases I & II) milestones are provided in Table 3.

Table 3 - Schedule of Project Milestones

Task	Date (*Projected)
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	July 11, 2012*
Phase I Final Acceptance	October 10, 2012*
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	October 27, 2012*
Phase II Substantial Completion (Phase II Open to Traffic)	February 7, 2014*
Phase II Final Acceptance	June 7, 2014*

MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 4 shows the overall financial status for the Manor Expressway Project. The original budgets established for the phases of the Project along with the expenditures to date for each of the phases is provided. An estimated cost remaining and an estimate at completion is also provided. The Manor Expressway Project is currently projected to be under budget.

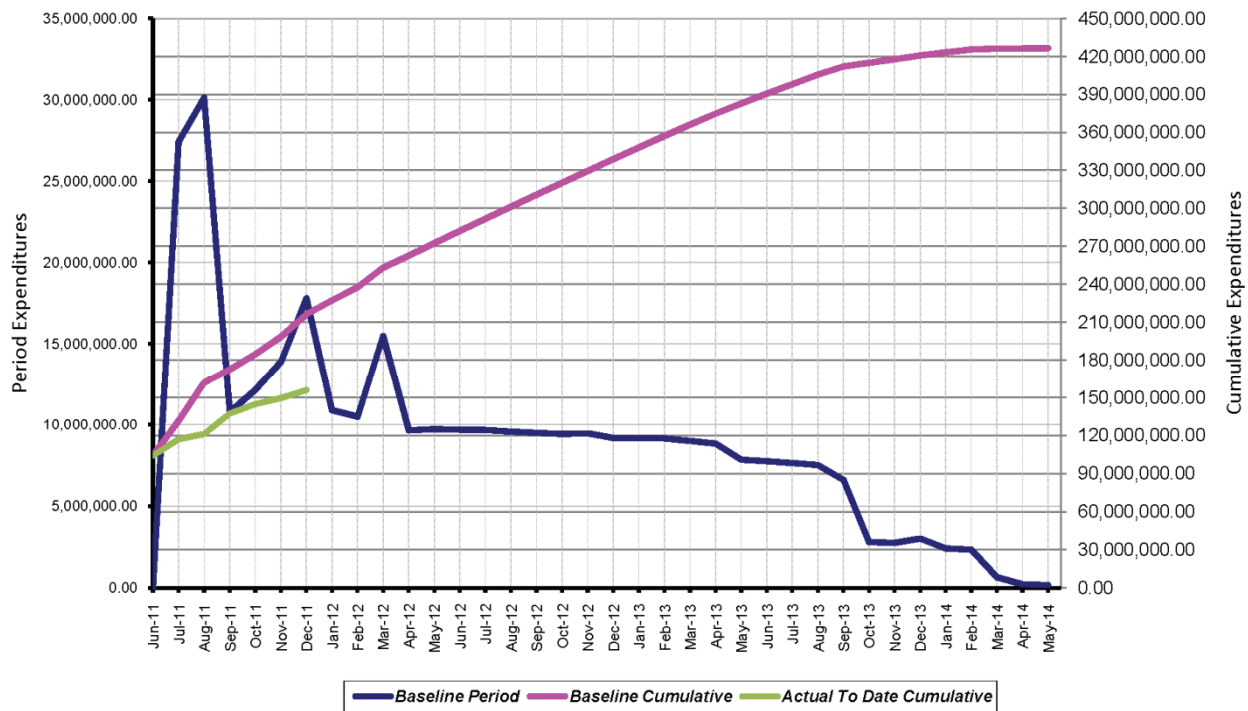
Table 4 - Project Financial Status Summary

Project Phase	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Phase I	73,375,546	52,047,224	17,749,492	69,796,716
Phase II	353,059,227	103,498,121	228,401,652	331,899,773
Total Project Cost (Phases I and II)	426,434,773	155,545,345	246,151,144	401,696,489

Note: These costs include Traffic & Revenue analyses costs, Final Engineering costs, Utility Adjustment costs, Construction costs, Toll & ITS costs, GEC costs, Legal costs, and contingencies.

Project Cash Flow Curve - Baseline

Figure 2 - Project Cash Flow Curve (Phase I & Phase II Total Project Costs)



PHASE I CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of the Phase I Project.

Original Webber Contract Amount ⁽¹⁾ :	\$ 52,575,545.77
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order No. 1 ⁽¹⁾	\$ 148,122.16
Change Order No. 2 ⁽¹⁾	\$ 265,306.88
Change Order No. 3 ⁽¹⁾	\$ 10,000.00
Change Order No. 4 ⁽¹⁾	\$ 84,710.32
Change Order No. 5	\$ 84,247.76
Change Order No. 6 ⁽¹⁾	\$ 96,000.00
Change Order No. 7	\$ 38,039.37
Change Order No. 8 ⁽¹⁾	\$ 182,541.99
Change Order No. 9	\$ 56,217.67
 <i>Contractually Authorized Additional Quantity Payments:</i>	
Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base ⁽²⁾	<u>\$ 360,078.41</u>
Current Authorized Contract Amount:	\$ 53,900,810.33
 Previous Total of Webber Payments	\$ 35,543,296.91
 Amount of Webber Draw Request #17 for Sept. 2011 efforts	\$ 1,654,347.10
Amount of Webber Draw Request #18 for Oct. 2011 efforts	<u>\$ 1,122,050.94</u>
 Total Amount Paid To-Date: ⁽³⁾	\$ 38,319,694.95
Retainage withheld: ⁽⁴⁾	<u>\$ 0.00</u>
Approved Amount for work completed (through Draw #18):	\$ 38,319,694.95
 Amount remaining for work to be completed:	\$ 15,581,115.38
Total Percent of Budget Expended through October 2011:	71.1%

Footnotes

- ⁽¹⁾ Information/data presented in previous Quarterly Reports.
- ⁽²⁾ This cost figure has been revised since the last Quarterly Report.
- ⁽³⁾ Draw Request #19 is currently being reviewed by the General Engineering Consultant.
- ⁽⁴⁾ Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders This Reporting Period

Several change orders for Phase I of the Manor Expressway Project have been approved in this reporting period. Change orders 5, 7, and 9 have all been approved. Below is a brief description of each of these change orders:

Change Order #5 – This change order consists of removal and disposal of mechanically stabilized earth (“MSE”) retaining wall panels which were installed incorrectly due to an error in the construction documents as prepared by the engineer of record. This change order also includes the fabrication, delivery, and installation of new correct panels. This change order results in a cost of \$84,247.76 to the Mobility Authority; however, a Settlement and Release Agreement between the Mobility Authority and the engineer of record in the amount of \$84,157.76 has been executed to cover the additional costs of the error.

Change Order #7 – There are two components of this change order. The first component is the structural retrofit of twelve (12) existing drilled shafts due to concerns related to the structural adequacy of the shafts that were previously constructed under a Texas Department of Transportation construction contract circa 2003. The second component is the removal of the stone matrix asphalt surface course of the frontage road pavement from the contract. This surface pavement course will be constructed by the Phase II Developer rather than the Phase I Contractor to prevent temporary traffic control striping that would be necessary for the facility during interim operations. This change order results in a net cost of \$38,039.37 to the Mobility Authority.

Change Order #9 – This change order consists of a series of smaller scope items including: deletion of traffic rail foundation in lieu of additional continuously reinforced concrete widening; deletion of high-mast lighting elements; increased mobilization costs; increased traffic detour construction; modification to drainage construction; addition of reinforcing tie-bars for concrete traffic barrier; addition of concrete slope protection; and restriping of the northbound frontage road. This change order results in a net cost of \$56,217.67 to the Mobility Authority.

PHASE II CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of design-build CDA contract for the Phase II Project.

Original CTMC Contract Amount:	\$ 207,297,859.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
No executed change orders to date	\$ 0.00
Current Authorized Contract Amount:	\$ 207,297,859.00
Previous Total of CTMC Payments:	\$ 25,282,050.72
Amount of CTMC Draw Request #4 for September 2011 efforts	\$ 2,935,951.70
Amount of CTMC Draw Request #5 for October 2011 efforts	\$ 3,118,985.19
Amount of CTMC Draw Request #6 for November 2011 efforts	<u>\$ 2,420,397.73</u>
Total Amount Paid To-Date: ⁽¹⁾	\$ 33,757,385.34
Retainage withheld: ⁽²⁾	<u>\$ 0.00</u>
Approved Amount for work completed (through Draw #6):	\$ 33,757,385.34
Amount remaining for work to be completed:	\$ 173,540,473.66
Total Percent of Budget Expended through November 2011:	16.3%

Footnotes:

- ⁽¹⁾ Draw Request #7 is currently being reviewed by the General Engineering Consultant.
- ⁽²⁾ Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders This Reporting Period

There have been no Change Orders approved for Phase II of the Manor Expressway Project.

DBE STATUS

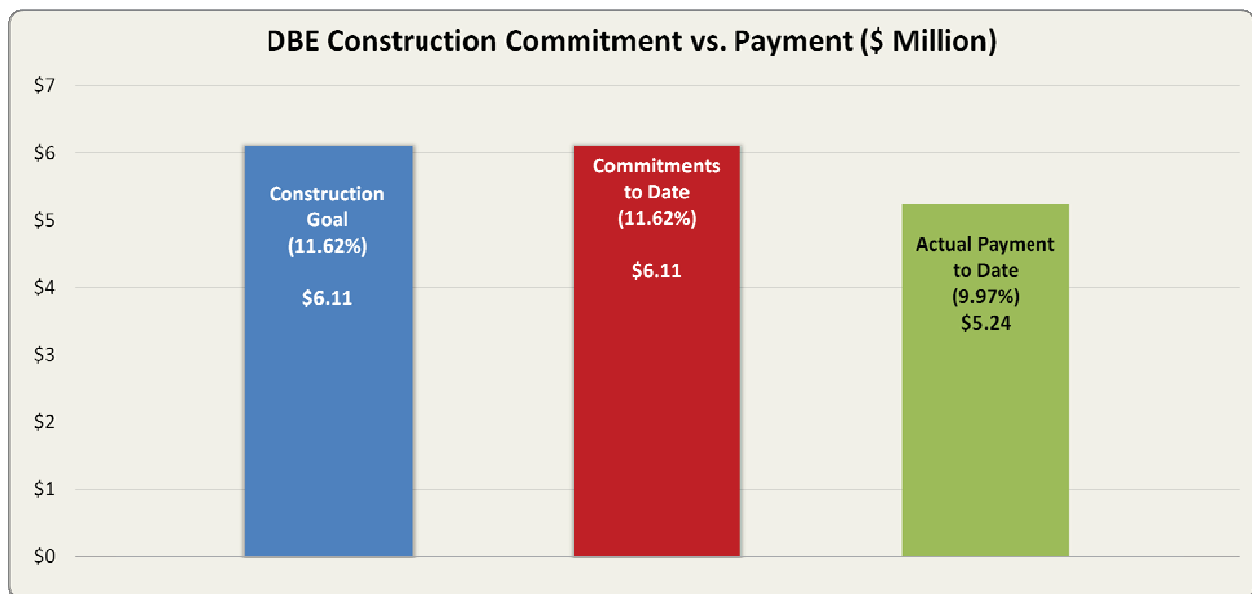
Phase I DBE Status

Webber is required to meet the Disadvantaged Business Enterprise (“DBE”) goal of 11.62% for Phase I of the Manor Expressway Project. The total DBE amount subcontracted to date is \$6,109,278.42 which is 11.62% of the original authorized contract total. This represents executed DBE subcontracts with the following firms: Cadit Company, Inc. [structural steel plate], Indus Construction [steel], Panther Creek Transportation, Inc. [trucking], and EBC Construction [underground utilities and riprap].

As of November 25, 2011^(*), Webber has submitted costs associated with DBE construction work in the amount of \$5,240,400.27 which equals approximately 9.97% to date of the original authorized contract value.

* Figures through December 25, 2011 are currently being reviewed by the General Engineering Consultant.

Figure 3 - Phase I DBE Construction Commitment for Period Ending November 2011



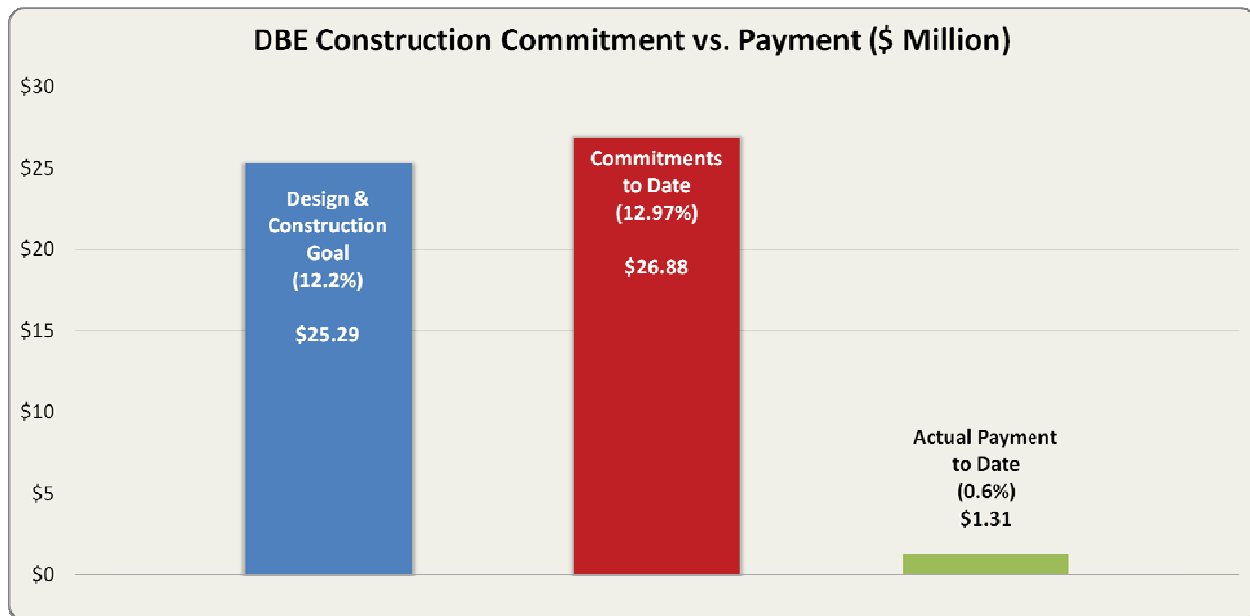
Phase II DBE Status

CTMC is required to meet the Disadvantaged Business Enterprise (“DBE”) goal of 12.2% for Phase II of the Manor Expressway Project. The total DBE amount subcontracted to date is \$26,884,727.09 which is 12.97% of the authorized contract total. This represents executed DBE subcontracts with the following firms: Aviles Engineering Corporation [geotechnical design], RJ Rivera Associates, Inc. [sign and pavement marking design], SE3, LLC [retaining wall design], PE Structural Consultants [bridge design], Lina T. Ramey & Associates [design surveying], United States R.O.W. [right-of-way acquisition], Solar Ray [utility design], Baseline Paving & Equipment [concrete riprap], Breda Company [furnish and tie reinforcing steel], N-Line Traffic Maintenance, L.P. [traffic barricades], Office Authority [furnishes office supplies], Panther Creek Transportation, Inc. [trucking], Roadway Specialties [cable barrier & small signs], Texas Trucking [trucking], and S&R Investments [furnish fuel].

As of November 25, 2011^(*), Webber has submitted costs associated with DBE development work in the amount of \$1,305,845.61 which equals less than 1% to date of the current authorized contract value.

* Figures through December 25, 2011 are currently being reviewed by the General Engineering Consultant.

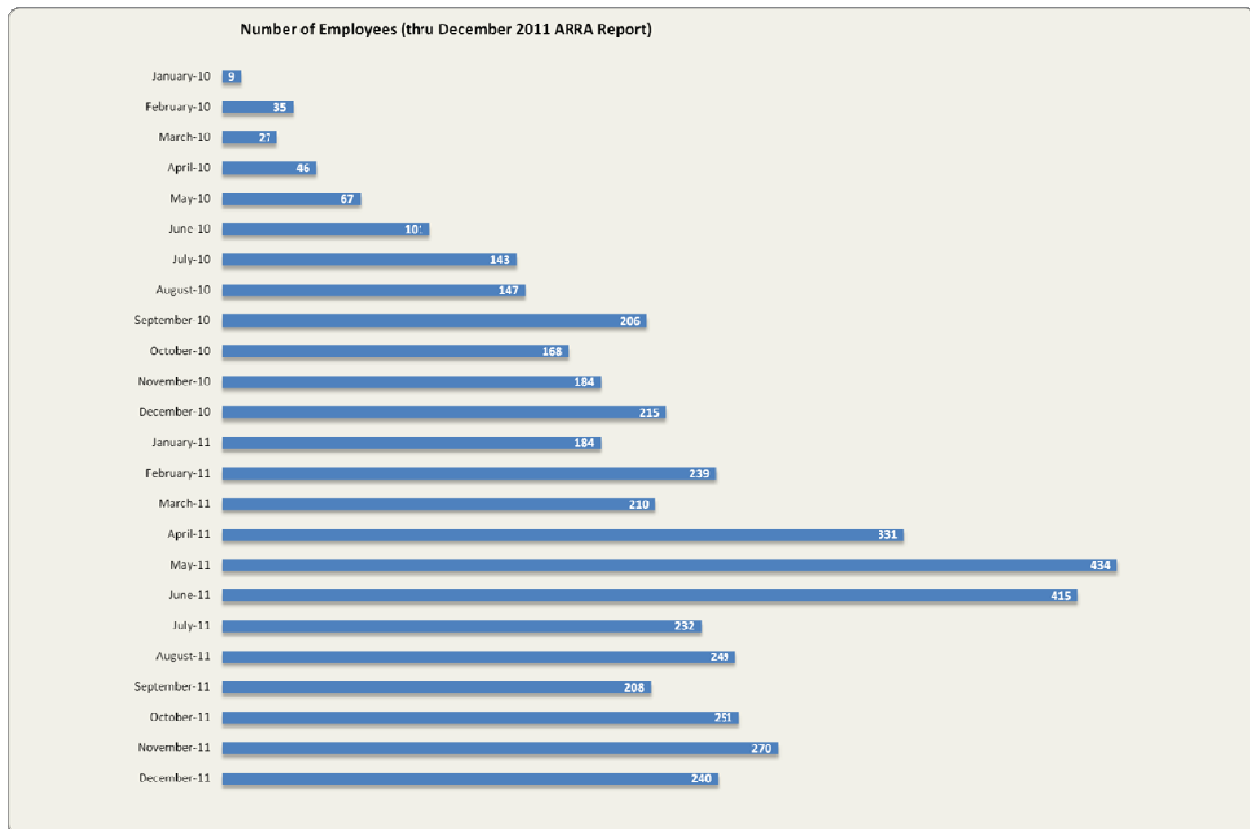
Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending November 2011



EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **240 jobs** during the reporting month of December 2011. This number of jobs supported by the construction includes: the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; design support staff; and the general engineering consultant staff and their subconsultants. The total payroll associated with the jobs and work effort for December 2011 is **\$406,014.26**.

Figure 5 - Phase I Employment History



The employment reporting status for Phase II of the Manor Expressway Project has not been provided by the Phase II Developer to date; it is the Mobility Authority's intention to include this data in future reports.

SUSTAINABILITY

Phase I Sustainability Initiatives

Webber has implemented a number of sustainable practices into their development work on the Project. While Webber isn't contractually required to track quantities associated with their implemented sustainable practices, below is a list of qualitative practices being implemented on the Phase I of the Manor Expressway Project:

- Use of solar-powered traffic control devices
- Salvage and reuse of embankment on-site
- Use of local/regional materials to reduce emissions and fuel costs
- Use of warm-mix asphalt pavement and recycled asphaltic pavement
- Recycling all reinforcing steel from demolished concrete structures

Phase II Sustainability Initiatives

In accordance with the terms of the CDA, CTMC is required to incorporate sustainable practices into the Project. The Mobility Authority, through provisions in the CDA, has implemented a "Green Credits" program that requires CTMC to attain a minimum number of credits for implementing sustainable practices into the Project; CTMC is required to attain 30 credits for the Project. CTMC is required to submit a quarterly report identifying the sustainable practices being implemented on the Project. CTMC submitted their first quarterly sustainable report in October 2011 for the period of July 2011 through September 2011. The following sustainable initiatives were reported:

- Sustainability Plans:

CTMC has prepared and implemented a series of required sustainability plans on the Project. These plans include a Noise Mitigation Plan, a Dust/Emission and Odor Control Plan, a Waste Management Plan, a Site Recycling Plan, and a Water Quality Maintenance/Enhancement Plan.

- Solar-Powered Traffic Control Devices:

CTMC purchased two solar-powered variable message signs for use on the Project during the reporting period.

- Reuse of Topsoil:

CTMC removed approximately 10,000 cubic yards of topsoil, and stockpiled this material on the right-of-way for future use on the Project.

- Recycled Fill/Embankment Materials:

CTMC reused approximately 2,000 cubic yards of concrete from demolished building foundations as temporary creek crossings or embankment materials.

➤ Wood Recycling:

CTMC contracted Austin Wood Recycling to remove vegetation from portions of the right-of-way. One hundred percent of the vegetation removed from the Project during clearing operations was recycled as mulch (11,440 cubic yards).

CTMC has earned ten (10) Green Credits for the sustainable practices implemented on the Project to date.

PUBLIC INVOLVEMENT

The Mobility Authority's Public Involvement Team manages the Manor Expressway hotline (512-684-3252) and the Project website (manorexpressway.com). Lane closures and construction alerts are regularly posted on the Project website as well as posted on the Project twitter account (@ManorExpressway). Additionally, stakeholders can sign up on the Project website for lane closure information to be sent directly to their cell phone via SMS text.

As Phase I of the Manor Expressway Project nears completion and Phase II continues, outreach activity has continued through a variety of public involvement techniques and tools. Following are the outreach activities for this quarter:

➤ Hotline:

Six hotline calls have been received over the project's hotline (512-684-3252) regarding Phase I this quarter, and seven calls have come in for Phase II. Callers' inquiries were focused on information about the project and construction (impacts, speed limits, schedule, etc). All calls are logged as they are received. No complaints were logged.

➤ Twitter:

Thirty-six updates on Phase I of the project have been posted to the Manor Expressway's Twitter account (@ManorExpressway) this quarter to inform followers of lane and ramp closures and detours. Two updates have been posted for Phase II.

➤ Website:

All project updates have continued to be posted on the website in an effort to help keep the public informed on lane closures and construction activities.

➤ Text Messaging:

Updates regarding lane closures and detours are sent out via text message with a reference to visit the project website for further information.

➤ Emails:

Emails continue to be sent out to the businesses and organizations along US 290 East who prefer to receive the updates via email. As updates have been posted on the website and Twitter, they have continued to also be emailed to 170 email addresses of stakeholders along the project area.

➤ Visits:

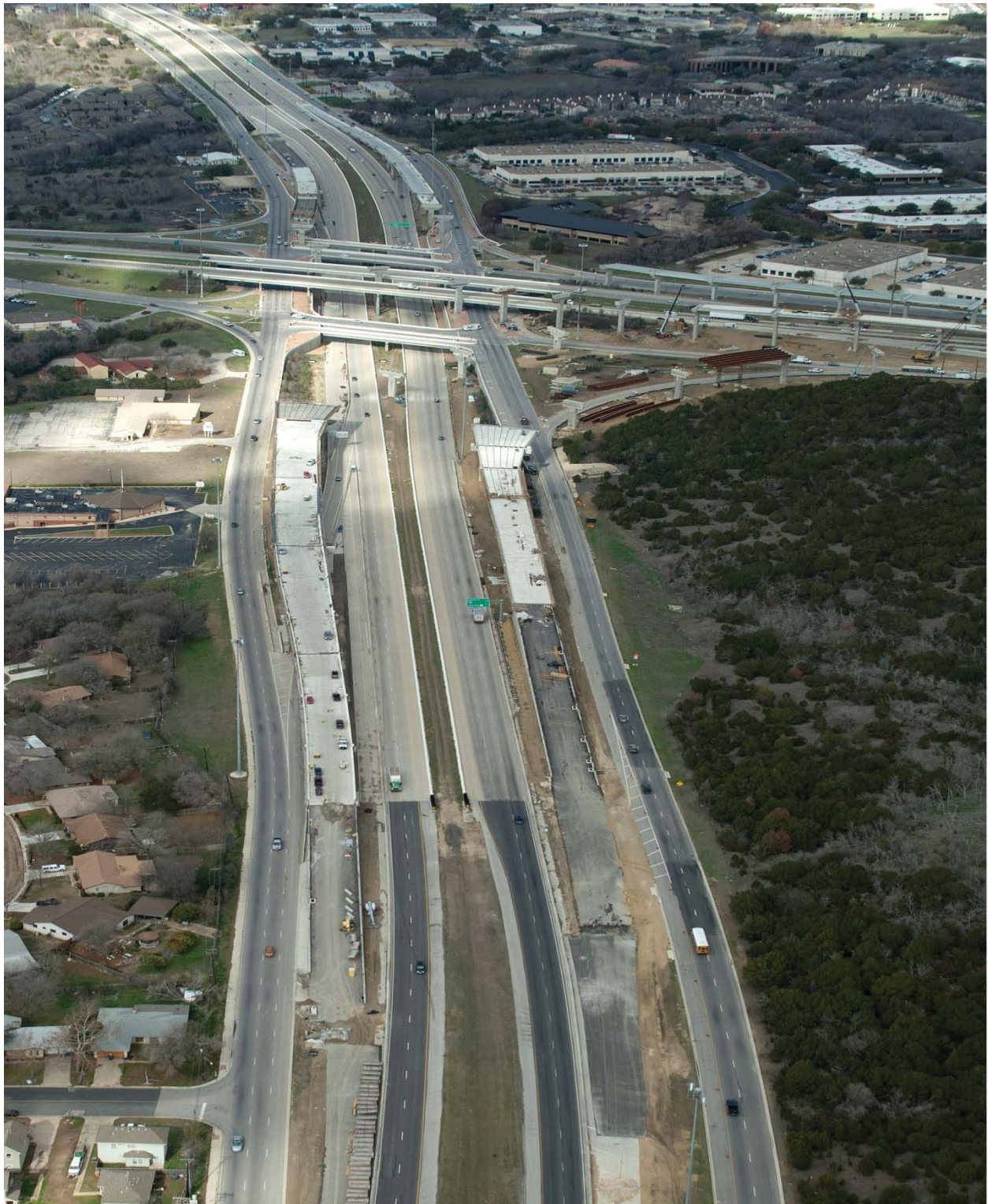
There were no one-on-one outreach visits for Phase I this quarter. As Phase II ramped up, outreach was conducted with 45 businesses in the project area. A business outreach event was held in September, and was attended by project team members from the Mobility Authority, Atkins, CTMC and Group Solutions. Twelve business owners attended the event. An additional six outreach visits were conducted prior to the closing of Ferguson Cutoff in December.

Attachment A

Manor Expressway Phase I Project
Aerial Photographs
January 2012



Manor Expressway Phase I Project
(Looking West from US 290)
(Taken 1/10/2012)



Manor Expressway Phase I Project
(Looking North from US 183)
(Taken 1/10/2012)



Manor Expressway Phase I Project
(Looking South from US 183)
(Taken 1/10/2012)



Manor Expressway Phase I Project
(Looking East from US 290)
(Taken 1/10/2012)

Attachment B

Manor Expressway Phase II Project
Aerial Photographs
January 2012



US 290 East looking west from Gilleland Creek
(Taken 1/10/2012)



US 290 East looking west from Parmer Lane
(Taken 1/10/2012)



US 290 East at SH 130 Interchange looking west
(Taken 1/10/2012)



US 290 East at Decker Lane Intersection looking west
(Taken 1/10/2012)



US 290 East at Harris Branch Intersection looking west
(Taken 1/10/2012)



US 290 East at Crofford Lane Intersection looking west
(Taken 1/10/2012)



US 290 East at Giles Road Intersection looking west
(Taken 1/10/2012)



US 290 East near Old Manor Road looking west
(Taken 1/10/2012)



US 290 East looking west at Mogan Crossing
(Taken 1/10/2012)



US 290 East at Chimney Hill Blvd looking west
(Taken 1/10/2012)



US 290 East at Tuscany Way looking west
(Taken 1/10/2012)

Attachment C

Manor Expressway Project
Contingency Tracking
January 2012

Manor Expressway Phase I | Contingency Balance Sheet

01/11/12

PROJECT CONSTRUCTION CONTINGENCY		\$5,200,000
APPROVED ITEMS		
Executed Change Orders		
CO#01	Added 3x5 Rock to Pavement Section	\$148,122
CO#02	Double left turn at Tuscany Way	\$265,307
CO#03	Partnering Costs	\$10,000
CO#04	Work Zone Speed Zone Revisions	\$84,710
CO#05	Retaining Wall Revisions	\$84,248
CO#06	Addition of Peace Officers and Lane Rentals	\$96,000
CO#07	Drilled Shaft Capacity Mitigation	\$38,039
CO#08	Inclusion of Warm Mix Asphalt Paving	\$182,542
CO#09	Traffic rail; high-mast lighting elements; increased mobilization; increased traffic detour, etc.	\$56,218
Subtotal Executed Change Orders		\$965,186
Approved Other Items		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$360,078
Subtotal Other Items		\$360,078
Subtotal Approved Items		\$1,325,264
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
CO#10	Revised wiring for high mast light; rock riprap additions; toll plan revisions; temporary attenuator for Manor Rd exit; drop inlet revisions; additional asphaltic concrete; additional T501 barrier rail ¹	\$260,000
Subtotal CO under negotiation		\$260,000
Other Items		
	Additional Utility Adjustment Costs	\$35,906
Subtotal Other Items		\$35,906
¹ <i>Estimated cost; being negotiated</i>		
Subtotal Items Under Negotiation or Estimated		\$295,906
Total Costs		\$1,621,170
Total Contingency		\$5,200,000
TOTAL REMAINING AVAILABLE CONTINGENCY		\$3,578,830

Manor Expressway Phase II | Contingency Balance Sheet

01/11/12

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
APPROVED ITEMS		
Executed Change Orders		
None at this time		\$0
	Subtotal Executed Change Orders	\$0
Approved Other Items		
None at this time		\$0
	Subtotal Other Items	\$0
	Subtotal Approved Items	\$0
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
CO#1	Revise aesthetics on MOKAN mainlane and frontage road bridges	-\$59,454 (credit)
	Subtotal CO under negotiation	-\$59,454
Other Items		
Incentive	Early Completion Incentives (Max Amount \$3,600,000)	\$3,600,000
Expenses	Dispute Resolution Board Expenses ¹	\$100,000
	Subtotal Other Items	\$3,700,000
¹ <i>Estimated cost</i>		
	Subtotal Items Under Negotiation or Estimated	\$3,640,546
	Total Costs	\$3,640,546
	Total Contingency	\$17,200,000
	TOTAL REMAINING AVAILABLE CONTINGENCY	\$13,559,454

RIGHT OF WAY		\$65,400,000
Estimated Right of Way Costs		
Schematic ROW [*]		\$57,800,000
	Subtotal Right of Way Costs	\$57,800,000
Additional Right of Way Costs		
None at this time		\$0
	Subtotal - Additional Right of Way	\$0
[*] <i>Estimated Cost</i>		
	Available Right of Way Contingency	\$7,600,000