



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #11 SUMMARY

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### Quarterly briefing on the Manor Expressway Project

Strategic Plan Relevance: Regional Mobility given that the Manor Expressway will reduce congestion and improve mobility in the area

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 activities on the Manor Expressway Project during the 2<sup>nd</sup> quarter of 2012

Reference documentation: Quarterly Progress Report on the Manor Expressway Project  
- Phases I & II

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MANOR EXPRESSWAY PROJECT - PHASES I & II

# Quarterly Progress Report



No. 12 | July 2012



**ATKINS**

Independent Engineering Report



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MANOR EXPRESSWAY PROJECT - PHASES I & II  
**Quarterly Progress Report**  
No. 12  
July 2012



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## INTRODUCTION

This report documents and describes both Phase I and Phase II of the Manor Expressway Project from the period from March 26, 2012 to June 25, 2012. 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**

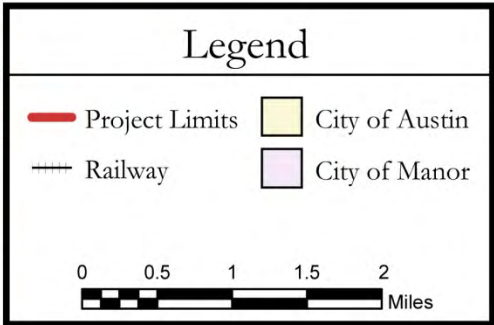
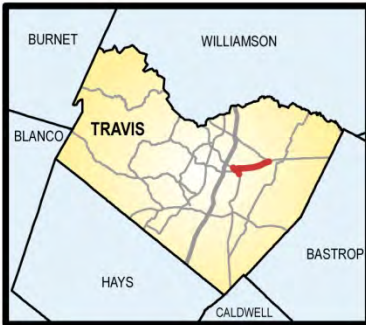
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, 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. The Phase 5 traffic switch occurred on May 13, 2012, moving the project into the final phase of construction. Since the Quarterly Report in April, 2012, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have advanced the direct connector substructure and superstructure elements significantly. Progress includes drilled shafts, columns, column capitals, bent caps, pre-stressed concrete beams and steel girder erection and forming and pouring bridge decks. As of June 25, construction of all drilled shafts, footings, columns, capitals and caps were complete. Milling and excavation operations continued towards preparation for the reconstruction of the existing US 290 main lanes. Various locations of concrete paving, bridge railing, pilasters and mechanically stabilized earth (MSE) retaining walls were constructed, in addition to embankment, permanent drainage, illumination and intelligent transportation system (“ITS”) conduit, and asphaltic concrete pavement efforts all advancing over the past months. The eastbound toll plaza is nearly complete and the final components of the westbound toll plaza are being installed, which will allow the toll system integrator to begin installation of the tolling system. Maintenance of traffic and erosion control efforts continue on a monthly basis.

## PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in April, 2012, 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 substantially completed the design efforts for Phase II of the Manor Expressway Project and is currently completing the following outstanding design elements: addressing comments to the Segment 3 (that portion of the Project from west of the SH 130 interchange to the eastern Project limits) plans, completing the final geotechnical reports, completing and addressing comments to various retaining wall analyses, completing the Segment 3 bridge design, and completing various toll and ITS design elements. The aforementioned list of items does not currently impact the critical path of the Project, and is scheduled to be completed during the summer of 2012. Accordingly, CTMC’s focus has shifted from design activities to construction activities.

Since the Quarterly Report in April, 2012, CTMC has completed the eastbound frontage road excavation and embankment, drainage installation, and construction of the road pavement structure for the Interim Development Work [that portion of the corridor which will provide grade-separated intersections at Tuscany Way and Springdale Road]. Construction of the road pavement structure included the cement-stabilized subgrade, cement-stabilized base, an application of prime coat, installation of curb and gutter, and laying hot mix asphalt. The completion of this work will allow for the initial traffic switch in late June that will enable CTMC to advance construction activities along the eastbound mainlanes, westbound mainlanes, and westbound frontage road for the Interim Development work. Since April 2012, CTMC also continued construction of the superstructure on several of the bridges for the eastbound mainlanes and continued installation of drainage structures for the Interim Development Work. In addition to the Interim Development Work, CTMC has started excavation and embankment as well as construction of bridge substructure elements between SH 130 and the eastern Project limits.

In accordance with the terms of the Comprehensive Development Agreement (“CDA”) between the Mobility Authority and CTMC, the Mobility Authority was 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. An outdoor advertising sign remains on one (1) of the parcels; however, the Mobility Authority anticipates that this sign will be removed from the right-of-way prior to commencement of construction activities in this area.

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 was 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 Toll Gantries

Bridge deck work continues along the direct connectors. The Phase I Contractor continues to erect steel girders and place beams. Also, concrete pours for direct connector decks occurred. The Phase I Contractor also completed work on the toll gantry columns for both the West to North Gantry and the South to East Gantry. The Contractor began forming and pouring barrier rail on bridge decks and approach slabs.



T 501 Mod Rail on US 290 WB Approach Slab  
(Looking North)



Excavating Median @ US 290  
(Looking North)



Backfilling Operations @ Retaining Wall 109  
(Looking North)



West to South Direct Connector Steel Girders  
(Looking South)



North to East Direct Connector Deck  
(Looking West)

## PHASE II PROGRESS PHOTOS

### Interim Development Work

CTMC continues to focus their construction activities primarily on the Interim Development Work. This includes subgrade embankment, retaining wall installation and mainline bridge construction for the Interim Development Work.



Eastbound frontage road at Springdale intersection (Looking East)



Eastbound mainline construction at Springdale intersection (Looking East)



Retaining Wall S1-01 along the eastbound frontage road (Looking West)



Eastbound frontage road construction at MOKAN crossing (Looking East)



Eastbound frontage road construction at MOKAN crossing (Looking West)

## PHASE II PROGRESS PHOTOS

### Segment 3

CTMC commenced subgrade embankment and bridge structure construction activities on the east end of the project in Segment 3 (west of SH130 to eastern project limits).



Excavation and Embankment for the eastbound mainlanes at SH130 (Looking West)



Excavation and Embankment for the eastbound mainlanes at SH130 (Looking West)



Mainlane Bridge drilled shaft extensions at SH130 (Looking West)



Mainlane Bridge drilled shafts at SH130 (Looking West)



Mainlane Bridge drilled shafts at SH130 (Looking East)

## PHASE I PROGRESS

Based on an assessment of Webber's activities and progress, a summary of the construction progress achieved on work tasks through the period ending June 25, 2012 is provided in Table 1.

Webber's schedule submitted with their April 2012 draw request (the draw requests for both May 2012 and June 2012 have not yet been submitted) indicates substantial completion of the Phase I project on August 16, 2012. The current Contract requirement (revised by Change Order No. 10) has a substantial completion date of July 28, 2012, indicating that the Phase I of the Manor Expressway Project is currently behind schedule according to the latest progress schedule update. On June 26, 2012, a partnering session was held between the Mobility Authority, Webber and the Mobility Authority's General Engineering Consultant. As an action item from the partnering session, Webber developed a "10-week schedule" for completion of the project. The 10-week schedule is currently reporting an October 11, 2012 completion date. Webber and the Mobility Authority's General Engineering Consultant meet weekly to discuss an updated version of the schedule and proactively manage potential delay issues. The construction delays to date, however, will not impact the scheduled date for commencement of toll revenue collection due to substantial completion of the Phase I Project remaining 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 June 25, 2012, construction is approximately 84% complete. Webber has substantially completed all work to address the ten bridge columns that were constructed to incorrect elevations. The schedule for the reconstruction/repair of these structures was incorporated into the updated schedule.

**Table 1 - Phase I Construction Progress**

<b>Construction Tasks</b>	<b>% Complete</b>
Excavation/Embankment	96
Drilled Shafts	100
Structure Footings	100
Structure Columns	100
Structure Column Capitals	100
Structure Bent Caps	100
Concrete Beams	93
Steel Girders	74
Bridge Deck	69
Asphalt Paving	95
Concrete Paving	80
Electrical/Lighting/Signing	40
Toll Structures	95

## **PHASE II PROGRESS**

CTMC has submitted their progressed schedule for the period ending June 25, 2012. 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 December 22, 2012, approximately eight weeks later than the current contract requirement. However, this schedule indicates substantial completion of all remaining Development Work on February 7, 2014, on schedule with the current contract requirement. The Mobility Authority's General Engineering Consultant will continue to proactively work with the Phase II Developer to eliminate delays beyond the contractual completion dates. As of June 25, 2012, there are 124 days remaining until Interim Development Work contractual substantial completion and 592 days remaining until contractual substantial completion for the Project; CTMC has used 74.5% of the days allotted in the contract for the Interim Development Work, and has used 38.0% of the days allotted in the contract for the entire Development Work.

**Table 2 - Phase II Development Progress**

<b>Development Tasks</b>	<b>% Complete</b>
Development Design	99%
Utility Coordination	86%
Earthwork	19%
Utility Relocation	15%
Pavement	6%
Structures (Bridges and Retaining Walls)	19%
Drainage	13%
Lighting, Signing, Striping, and Signals	<1%
Toll Facility Infrastructure	0%
Toll System Integration	0%
Incidental Construction (Barriers, Sidewalks, Landscaping)	2%

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

**Table 3 - Schedule of Project Milestones**

<b>Task</b>	<b>Date (*Projected)</b>
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	October 11, 2012*
Phase I Final Acceptance	November 1, 2012*
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	December 22, 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 through May 2012. The original budget established for the Project and the expenditures to date are provided. An estimated cost remaining and an estimate at completion is also provided. The Manor Expressway Project is currently projected to be under budget.

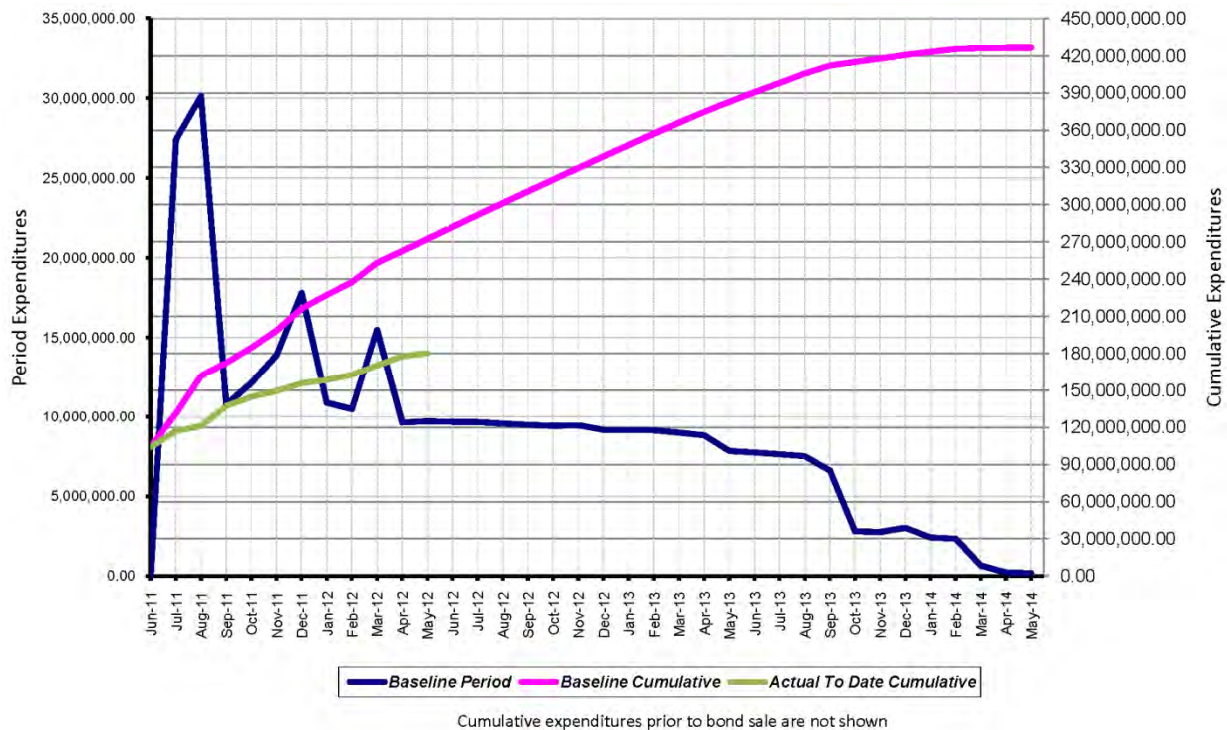
**Table 4 - Project Financial Status Summary**

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	180,037,957	217,026,708	397,064,666

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 <sup>(1)</sup> :	\$ 52,575,545.77
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order No. 1 <sup>(1)</sup>	\$ 148,122.16
Change Order No. 2 <sup>(1)</sup>	\$ 265,306.88
Change Order No. 3 <sup>(1)</sup>	\$ 10,000.00
Change Order No. 4 <sup>(1)</sup>	\$ 84,710.32
Change Order No. 5 <sup>(1)</sup>	\$ 84,247.76
Change Order No. 6 <sup>(1)</sup>	\$ 96,000.00
Change Order No. 7 <sup>(1)</sup>	\$ 38,039.37
Change Order No. 8 <sup>(1)</sup>	\$ 182,541.99
Change Order No. 9 <sup>(1)</sup>	\$ 56,217.67
Change Order No. 10	\$ (71,819.11)
 <i>Contractually Authorized Additional Quantity Payments:</i>	
Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base <sup>(1)</sup>	\$ <u>432,547.11</u>
<b>Current Authorized Contract Amount:</b>	<b>\$ 53,901,459.92</b>
 <b>Previous Total of Webber Payments</b>	<b>\$ 40,246,218.36</b>
 Amount of Webber Draw Request #22 for Feb. 2012 efforts	\$ 1,070,235.75
Amount of Webber Draw Request #23 for Mar. 2012 efforts	\$ 1,144,304.18
Amount of Webber Draw Request #24 for Apr. 2012 efforts	\$ <u>2,012,708.35</u>
 <b>Total Amount Paid To-Date:</b> <sup>(2)</sup>	<b>\$ 42,460,758.29</b>
Retainage withheld: <sup>(3)</sup>	\$ <u>0.00</u>
<b>Approved Amount for work completed (through Draw #24):</b>	<b>\$ 44,473,466.55</b>
 <b>Amount remaining for work to be completed:</b>	<b>\$ 9,427,993.37</b>
<b>Total Percent of Budget Expended through June 2012:</b>	<b>82.5%</b>

### Footnotes

- <sup>(1)</sup> Information/data presented in previous Quarterly Reports.
- <sup>(2)</sup> Draw Request #24 is currently being processed.
- <sup>(3)</sup> Retainage to be withheld only after 95% of the adjusted contract price has been paid.

### ***Summary of Change Orders This Reporting Period***

Change Order No. 10 has been approved for execution and is currently routing within the Mobility Authority for signatures. Change Order No. 10 provides a credit of \$71,819.11 to the Mobility Authority for modifications of Webber's scope of work. The change order also grants a total of 105 additional working days to the contract for delays incurred, coordination efforts between the Phase I and Phase II project opening dates, and facilitating the schedule of the toll systems integration between the two projects.

## 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>	
Allowable Dispute Resolution Board Expenses <sup>(1)</sup>	\$ 8,781.50
No executed change orders to date	\$ 0.00
<b>Current Authorized Contract Amount:</b>	<b>\$ 207,306,640.50</b>
<b>Previous Total of CTMC Payments:</b>	<b>\$ 43,894,215.09</b>
Amount of CTMC Draw Request #10 for March 2012 efforts	\$ 4,259,392.56
Amount of CTMC Draw Request #11 for April 2012 efforts	\$ 4,523,534.19
Amount of CTMC Draw Request #12 for May 2012 efforts	\$ 3,699,504.43
<b>Total Amount Paid To-Date:</b> <sup>(2)</sup>	<b>\$ 56,376,646.27</b>
Retainage withheld: <sup>(3)</sup>	\$ 0.00
<b>Approved Amount for work completed (through Draw #12):</b>	<b>\$ 56,376,646.27</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 150,929,994.23</b>
<b>Total Percent of Budget Expended through May 2012:</b>	<b>27.2%</b>

Footnotes:

- (1) The Dispute Resolution Board ("DRB") was convened to introduce the board to the project; the CDA allows CTMC to invoice half of the expenses associated with the DRB to the Mobility Authority.
- (2) Draw Request #13 is currently being reviewed by the General Engineering Consultant.
- (3) 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.

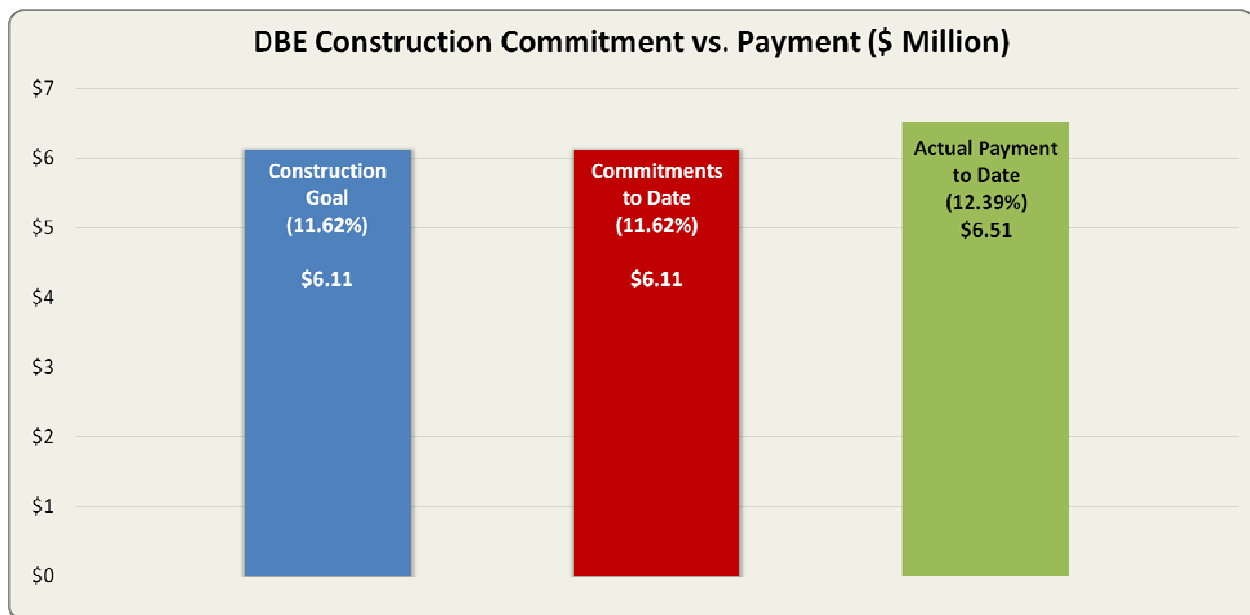
## DBE STATUS

### 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 June 2012, Webber has submitted costs associated with DBE construction work in the amount of \$6,512,259.98 which equals approximately 12.39% to date of the original authorized contract value.

Figure 3 - Phase I DBE Construction Commitment for Period Ending June 2012

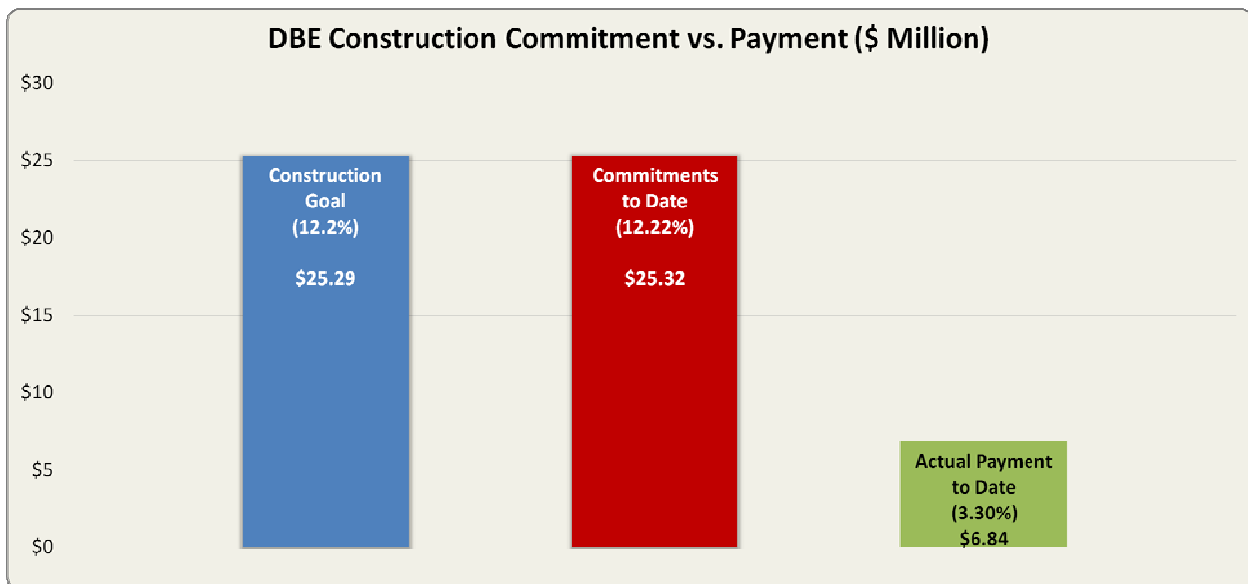


## Phase II DBE Status

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 \$25,324,761.47 which is 12.22% 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], Hayden Consultants [TDLR Review], 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], S&R Investments [furnish fuel], and ID Guerra [wet utilities].

As of June 25, 2011, Webber has submitted costs associated with DBE development work in the amount of \$6,841,230.56 which equals 3.3% to date of the current authorized contract value.

Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending June 2012



## EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **248 jobs** during the reporting month of June 2012. 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 June 2012 is **\$705,976.02**. The employment history through June 2012 for Phase I of the Manor Expressway Project is provided in Figure 5.

The Phase II Developer began providing employment data in January 2012. Construction of Phase II of the Manor Expressway Project supported **428 jobs** during the reporting month of June 2012. This number of jobs supported by the construction includes: the construction personnel and their subcontractors; design staff; design and construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants. The total payroll figures are not being provided by the Phase II Developer. The employment history from January 2012 through June 2012 for Phase II of the Manor Expressway Project is provided in Figure 6.

Figure 5 - Phase I Employment History

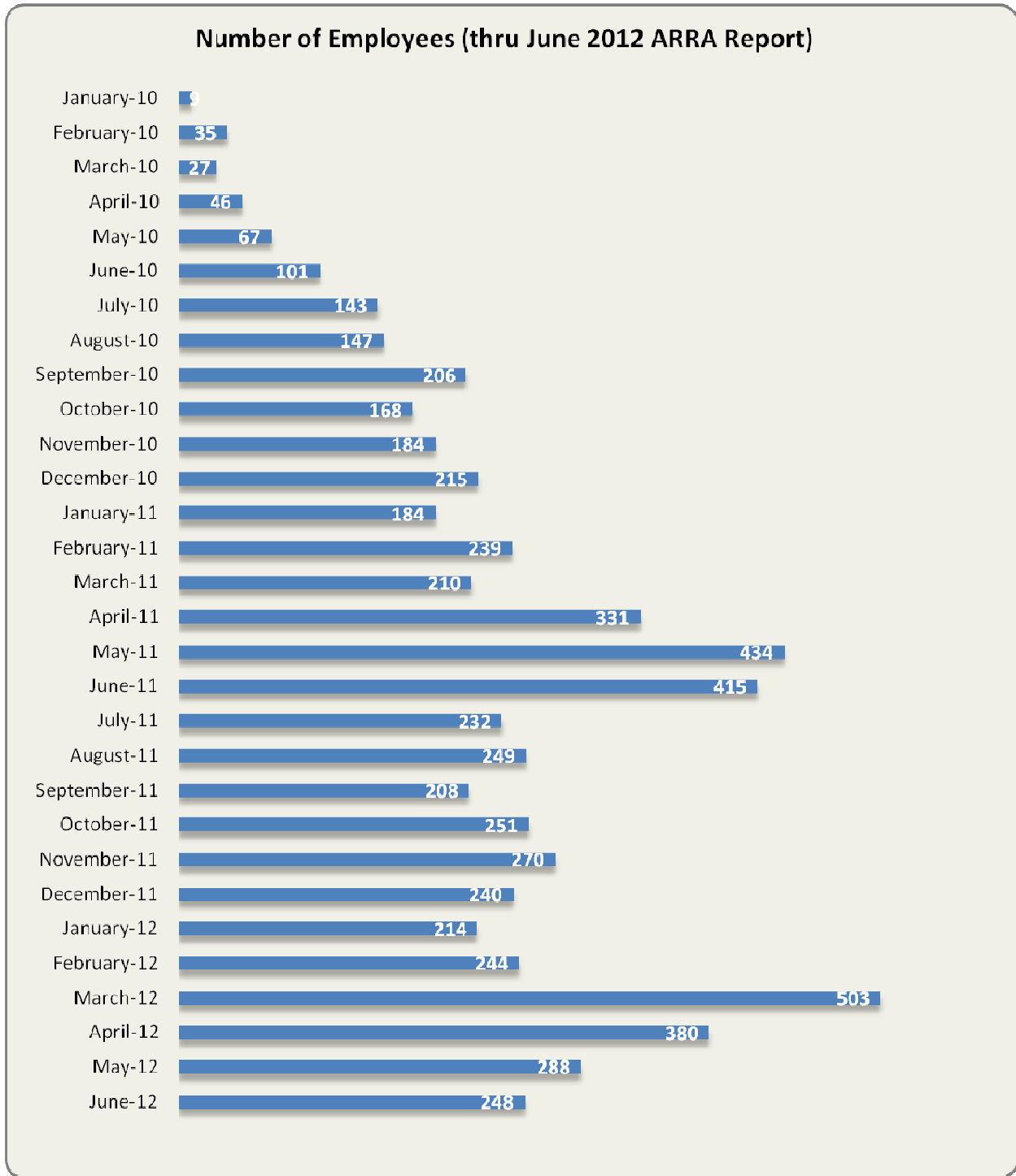
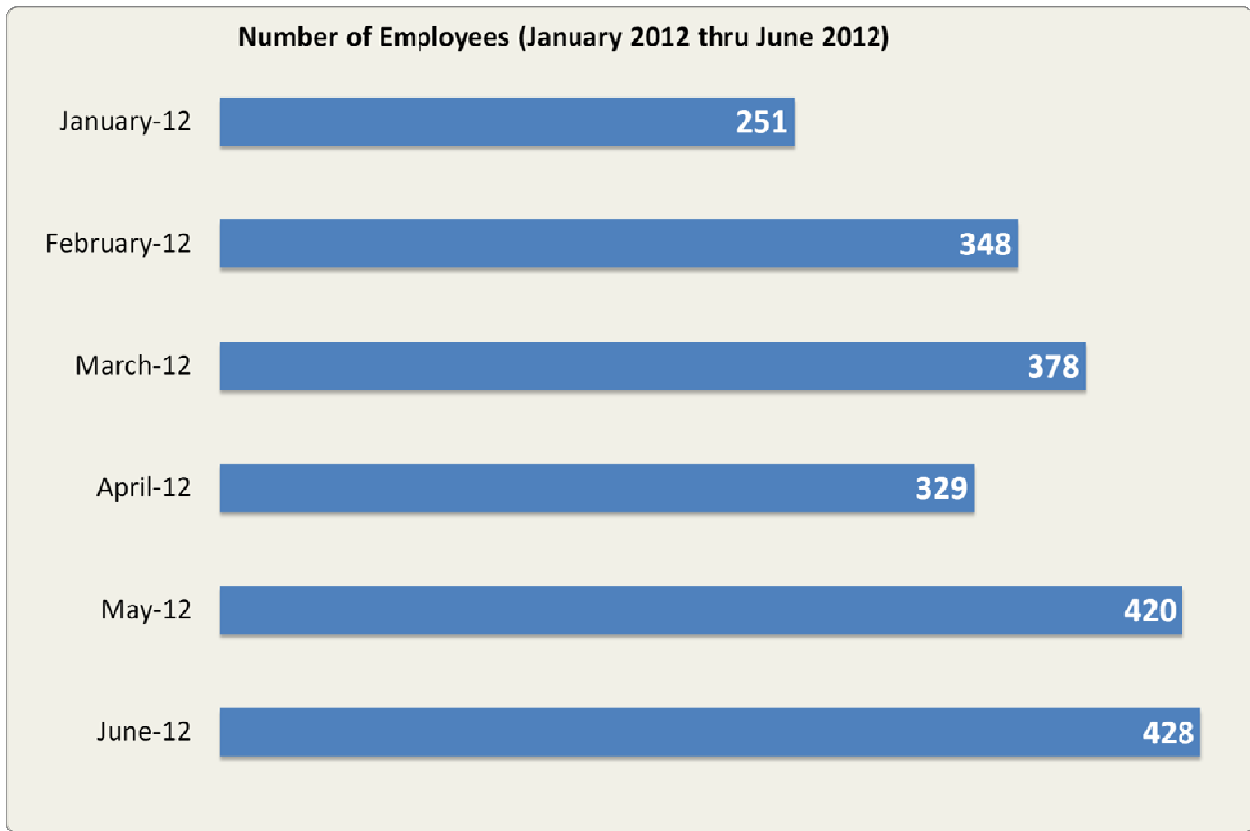




Figure 6 - Phase II Employment History



# SUSTAINABILITY

## ***Phase I Sustainability Initiatives***

Webber has implemented a number of sustainable practices during 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 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 Sustainability Initiatives Report First Quarter 2012 in May 2012. 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:

During the first quarter of 2012, CTMC purchased one additional solar-powered variable message signs for use on the Project.

- Pavement Reuse:

During the first quarter of 2012, a total of 1,344 cubic yards of asphalt millings and unbound base was incorporated into haul roads and used as embankment.

- Reuse of Topsoil:

During the first quarter of 2012, CTMC removed approximately 7,011 tons of topsoil and stockpiled this material on the right-of-way for future use on the Project.

➤ Recycled Fill/Embankment Materials:

During the first quarter of 2012, CTMC has reused approximately 164,333 cubic yards of concrete from demolished building foundations as temporary creek crossings or embankment materials.

➤ Wood Recycling:

During the first quarter of 2012, 1,000 cubic yards of mulch was created by recycling the vegetation removed from the Project during clearing operations.

➤ Steel Recycling:

During the first quarter of 2012, 7.73 tons of metal were segregated for recycling.

➤ Utilization of Reclaimed or Non-Treated Water:

CTMC is currently using non-treated water from Gilleland Creek for dust suppression on the Manor Expressway Project.

➤ Separating Waste for Landfills Recyclable Waste:

Recyclable materials are separated by the project waste contractor, Waste Management.

➤ Automated Equipment Idle Shutdown:

CTMC has implemented a policy requiring that all equipment that will stand at idle for more than 5 minutes will be shutdown.

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.

With both Phase I and Phase II of the Manor Expressway Project in active construction, public involvement continues to play a crucial role in the Manor Expressway Project. Following are the outreach activities for this quarter:

✓ Hotline:

Eight calls were received over the project's hotline (512-684-3252) regarding the Manor Expressway Project. The calls included project information requests, a complaint regarding a possible spilling of an unidentified substance on a car, as well as a complaint regarding the signal timing at Springdale and 290E. These calls were addressed by the team via phone, email and in person.

✓ 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 now 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. Two website contacts were fielded which included a complaint regarding construction vehicle safety and a question regarding the closure of the Chimney Hills crossover.

✓ 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 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:

Outreach continued with the Chimney Hills neighborhood association, Chimney Hills North Townhomes HOA, Walnut Creek neighborhood association and Hidden Creek Apartment community.

**Attachment A**

Manor Expressway Phase I Project  
Aerial Photographs  
July 2012



Manor Expressway Phase I Project  
(Looking West from US 290)  
(Taken 7/06/2012)



Manor Expressway Phase I Project  
(Looking North from US 183)  
(Taken 7/06/2012)



Manor Expressway Phase I Project  
(Looking South from US 183)  
(Taken 7/06/2012)





Manor Expressway Phase I Project  
(Looking East from US 290)  
(Taken 7/06/2012)

**Attachment B**

Manor Expressway Phase II Project  
Aerial Photographs  
June 2012



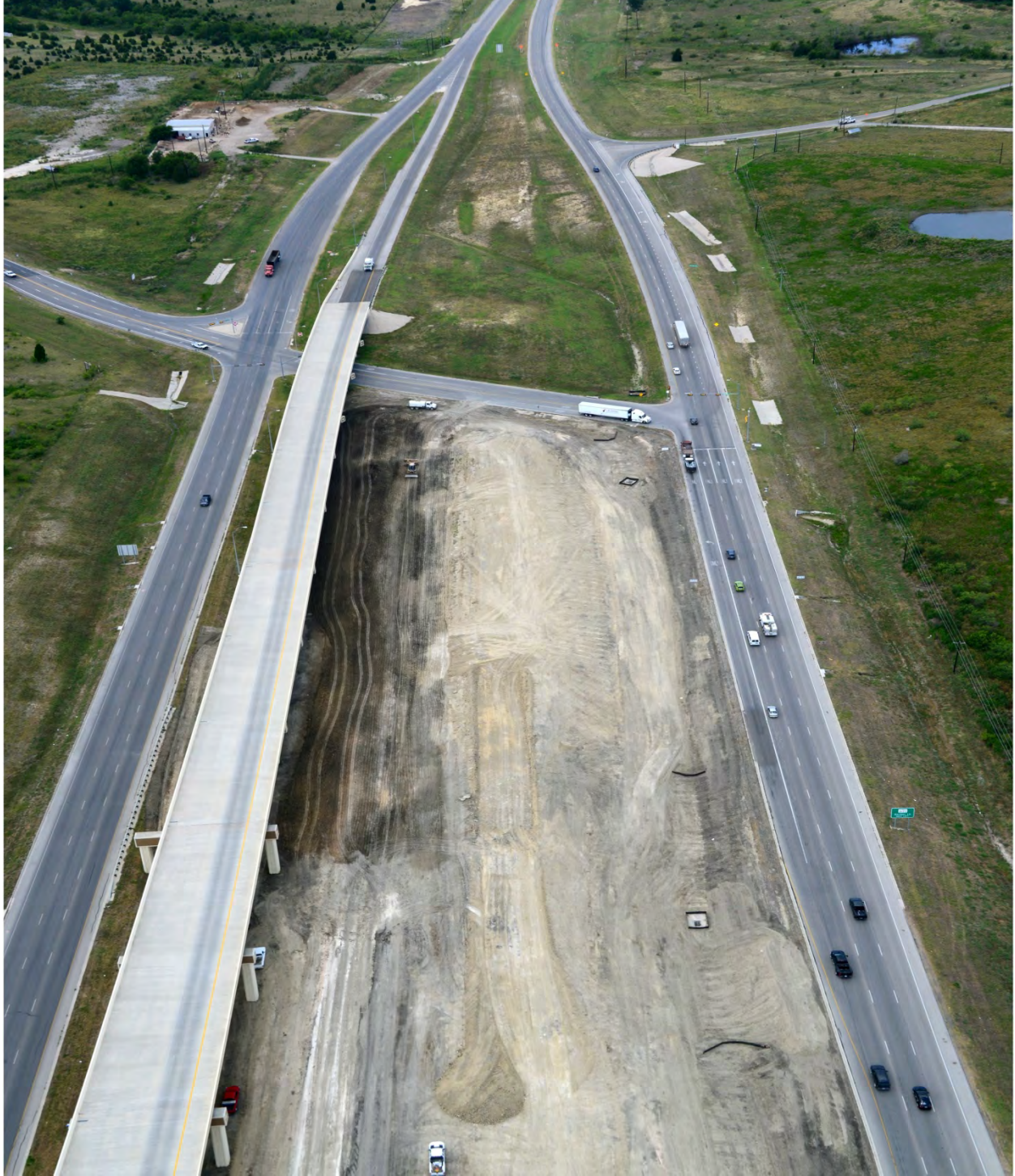
US 290 East looking west from Gilleland Creek  
(Taken 6/19/2012)



US 290 East looking west from Parmer Lane  
(Taken 6/19/2012)



US 290 East at SH 130 Interchange looking west  
(Taken 6/19/2012)



US 290 East at Decker Lane Intersection looking west  
(Taken 6/19/2012)



US 290 East at Harris Branch Intersection looking west  
(Taken 6/19/2012)



US 290 East at Crofford Lane Intersection looking west  
(Taken 6/19/2012)





US 290 East at Giles Road Intersection looking west  
(Taken 6/19/2012)



US 290 East near Old Manor Road looking west  
(Taken 6/19/2012)



US 290 East looking west at Mogan Crossing  
(Taken 6/19/2012)



US 290 East at Chimney Hill Blvd looking west  
(Taken 6/19/2012)



US 290 East at Springdale Road looking west  
(Taken 6/19/2012)



US 290 East at Tuscany Way looking west  
(Taken 6/19/2012)

**Attachment C**

Manor Expressway Project  
Contingency Tracking  
June 2012

Manor Expressway Phase I | Contingency Balance Sheet

06/25/12

PROJECT CONSTRUCTION CONTINGENCY		\$5,200,000
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
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
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	-\$71,819
<b>Subtotal Executed Change Orders</b>		<b>\$893,367</b>
<b>Approved Other Items</b>		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$360,078
<b>Subtotal Other Items</b>		<b>\$360,078</b>
<b>Subtotal Approved Items</b>		<b>\$1,253,445</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
	None at this time	\$0
<b>Subtotal CO under negotiation</b>		<b>\$0</b>
<b>Potential Change Orders or pending more information</b>		
	None at this time	\$0
<b>Subtotal Potential Change Orders</b>		<b>\$0</b>
<b>Other Items</b>		
	Additional Utility Adjustment Costs	\$35,906
<b>Subtotal Other Items</b>		<b>\$35,906</b>
<b>Subtotal Items Under Negotiation or Estimated</b>		<b>\$35,906</b>
<b>Total Costs</b>		<b>\$1,289,351</b>
<b>Total Contingency</b>		<b>\$5,200,000</b>
<b>TOTAL REMAINING AVAILABLE CONTINGENCY</b>		<b>\$3,910,649</b>

<sup>1</sup> CO #10 being negotiated



Manor Expressway Phase II | Contingency Balance Sheet

06/25/12

<b>PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)</b>		<b>\$17,200,000</b>
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
None at this time		\$0
	<b>Subtotal Executed Change Orders</b>	<b>\$0</b>
<b>Approved Other Items</b>		
None at this time		\$0
	<b>Subtotal Other Items</b>	<b>\$0</b>
	<b>Subtotal Approved Items</b>	<b>\$0</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#1	Revise aesthetics on MOKAN mainlane and frontage road bridges	-\$59,454 (credit)
CO#2	Design and construction costs associated with ADA compliant Shared Use Path <sup>1</sup>	\$200,000
	<b>Subtotal CO under negotiation</b>	<b>\$140,546</b>
<b>Potential Change Orders or pending more information</b>		
PCO#3	Revision to the mainlane and frontage road pavement sections <sup>1</sup>	\$0
	<b>Subtotal Potential Change Orders</b>	<b>\$0</b>
<b>Other Items</b>		
Incentive	Early Completion Incentives (Max Amount \$3,600,000)	\$3,600,000
	<b>Subtotal Other Items</b>	<b>\$3,600,000</b>
<sup>1</sup> <i>Estimated cost</i>		
	<b>Subtotal Items Under Negotiation or Estimated</b>	<b>\$3,740,546</b>
	<b>Total Costs</b>	<b>\$3,740,546</b>
	<b>Total Contingency</b>	<b>\$17,200,000</b>
	<b>TOTAL REMAINING AVAILABLE CONTINGENCY</b>	<b>\$13,459,454</b>

<b>RIGHT OF WAY</b>		<b>\$65,400,000</b>
<b>Estimated Right of Way Costs</b>		
Schematic ROW <sup>2</sup>		\$57,830,000
	<b>Subtotal Right of Way Costs</b>	<b>\$57,830,000</b>
<b>Additional Right of Way Costs</b>		
None at this time		\$0
	<b>Subtotal - Additional Right of Way</b>	<b>\$0</b>
<sup>2</sup> <i>Estimated Cost</i>		
	<b>Available Right of Way Contingency</b>	<b>\$7,570,000</b>