



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #13 SUMMARY

---

### 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 1st quarter of 2014

Reference documentation: Quarterly Progress Report on the Manor Expressway Project - Phase II

Contact for further information: Alastair T. Miller, P.E., Atkins North America, Inc., GEC Program Manager



MANOR EXPRESSWAY PROJECT - PHASES I & II

# Quarterly Progress Report



No. 19 | April 2014



TOLL ROAD		
		PAY BY Mail
2 AXLE VEHICLES	\$0.50	\$0.67
EACH ADDITIONAL AXLE	\$0.50	\$0.67

**ATKINS**

Independent Engineering Report



**CENTRAL TEXAS**  
**Regional Mobility Authority**

**Board of Directors**

Ray A. Wilkerson, Chairman  
James H. Mills, Vice-Chairman  
Robert L. Bennett, Jr., Treasurer  
David B. Armbrust  
Nikelle S. Meade  
David Singleton  
Charles Heimsath

**Executive Director**

Mike Heiligenstein



**General Engineering Consultant (GEC)**

**ATKINS**

**Phase I Construction Contractor**

**webber**

**Phase II Design-Build Developer**



MANOR EXPRESSWAY PROJECT - PHASES I & II  
**Quarterly Progress Report**  
 No. 19  
 April 2014



## TABLE OF CONTENTS

INTRODUCTION.....	1
PROJECT DESCRIPTION.....	1
PHASE I ACTIVITIES.....	4
PHASE II DEVELOPMENT ACTIVITIES.....	4
PHASE II PROGRESS PHOTOS .....	5
PHASE II PROGRESS PHOTOS .....	6
PHASE II PROGRESS PHOTOS .....	7
PHASE II PROGRESS.....	8
MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY .....	10
PHASE II CONSTRUCTION FINANCIAL STATUS .....	11
DBE STATUS.....	13
EMPLOYMENT REPORTING STATUS.....	14
SUSTAINABILITY .....	15
PUBLIC INVOLVEMENT.....	17

## LIST OF TABLES

Table 1 - Phase II Development Progress .....	8
Table 2 - Schedule of Project Milestones.....	9
Table 3 - Project Financial Status Summary.....	10

## LIST OF FIGURES

Figure 1 - Project Location Map.....	3
Figure 2 - Project Cash Flow Curve (Phase I & Phase II Total Project Costs) .....	10
Figure 3 - Phase II DBE Design & Construction Commitment for Period Ending May 2013 .....	13
Figure 4 - Phase II Employment History.....	14

## INTRODUCTION

This report documents and describes Phase II of the Manor Expressway Project during the period from December 26, 2013 to March 25, 2014. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). The Project is funded by a combination of funds including, 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 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 provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries were installed to toll each of the direct connectors. Frontage roads between the US 183 interchange and Cross Park Drive were also constructed in this phase. Access to the westbound direct connectors from the westbound frontage road has been achieved by construction of an entrance ramp located just west of Tuscany Way. Construction of Phase I of the Manor Expressway Project has been completed, and is currently open to tolled traffic.

### **Manor Expressway Project - Phase II**

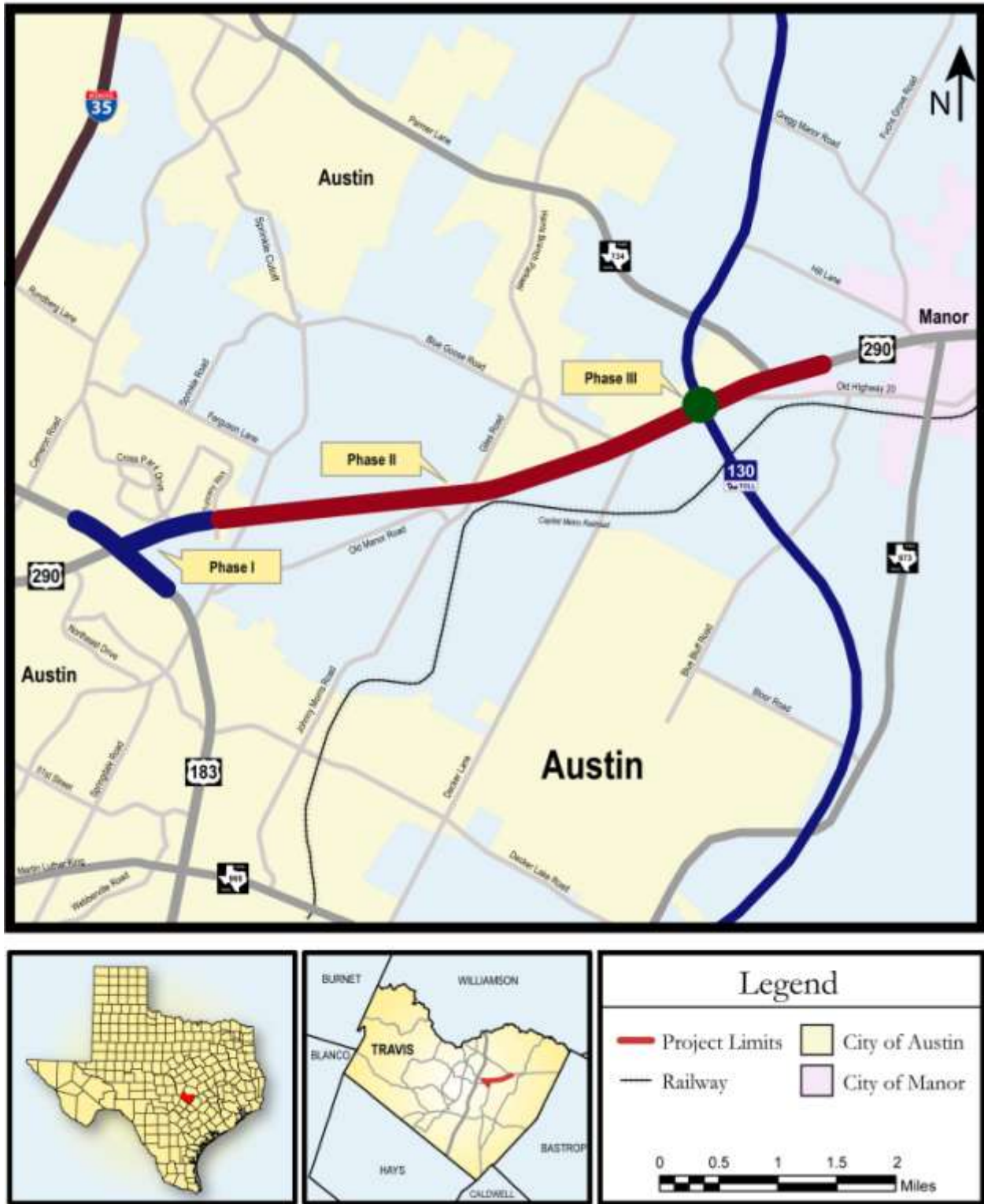
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, auxiliary lanes, toll gantries, and ramp gantries. Phase II of the Manor Expressway Project includes 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 provide for a minimum of two tolled lanes and two-lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, has been completed.

### **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 ACTIVITIES

Construction of Phase I of the Manor Expressway Project has been completed. The Phase I Contractor, Webber, LLC (“Webber”) achieved Final Acceptance on April 12, 2013. The facility is currently open to tolled traffic.

## PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in January, 2014, Central Texas Mobility Constructors, LLC (“CTMC”) has completed nearly all of the frontage road construction throughout Phase II of the Manor Expressway Project. Although a vast majority of the eastbound and westbound frontage road work has been completed; there is some frontage road work, subject to execution of pending change orders that is currently being completed for the Project. This change order work includes a reconfigured eastern terminus transition, additional asphalt surfacing at the US 183 and SH 130 interchanges, and a full depth repair of the eastbound frontage road near the US 183 interchange. This additional frontage road work is scheduled to be completed by May 2014.

CTMC has made significant progress on the eastbound and westbound mainlane construction. During the reporting period, CTMC has completed construction of the pavement sections of both the eastbound mainlanes and the westbound mainlanes throughout the Project. CTMC is currently installing the mainlane striping and raised pavement markers. CTMC is scheduled to complete all mainlane work in May 2014.

Although the major roadway construction is completed (aside from the aforementioned change order work), there is a small amount of miscellaneous work remaining on some of the retaining walls. A small amount of coping remains to be installed on one of the walls, and some of the walls have to be prepped and painted. This work is also scheduled to be completed in May 2014. In addition to the outstanding retaining wall work, there is also a notable amount of incidental work that must be completed. This incidental work includes, but is not limited to, completion of mow strips at retaining walls, stabilization of soil slopes, completion of hardscaping at intersections, and completion of the median cable barrier and concrete riprap. Installation of the tolling equipment has been completed, and installation of the Intelligent Transportation System (ITS) equipment continues. Installation of the ITS equipment is scheduled to be completed later in April 2014.

Since the last Quarterly Report in January 2014, CTMC has continued to relocate utilities throughout the project; only two utilities remain to be relocated. All utilities in conflict with the Project construction have been relocated.

## PHASE II PROGRESS PHOTOS

### Mainlane Construction

Since the Quarterly Report in January 2014, CTMC has completed construction of the mainlanes. These photos show the construction progress of the eastbound and westbound mainlanes during the reporting period. Incidental work (i.e. striping) on the mainlanes continues.



Eastbound mainlanes near Tuscany Way  
(Looking West)



Eastbound mainlanes west of Walnut Creek  
(Looking East)



Eastbound mainlanes east of Giles Road  
(Looking East)



Westbound mainlanes west of SH 130  
(Looking East)



Westbound mainlanes west of Giles Road  
(Looking East)

## PHASE II PROGRESS PHOTOS

### Incidental Construction

Since construction of the mainlanes and frontage roads is completed, CTMC is now focused on completing much of the remaining incidental work (i.e. hardscaping, landscaping, riprap). This work will continue until project completion.



Many concrete islands remain to be completed (Looking Southeast at Giles Road)



Crews install landscaping beds along the mainlanes east of Giles Road (Looking East)



Crews pour concrete riprap near SH 130 (Looking West)



Crews install hardscaping at the Parmer Lane intersection (Looking Northeast)



CTMC continues installation of the median cable-barrier (Looking East near Springdale Road)

## PHASE II PROGRESS PHOTOS

### Change Order Work

CTMC has been focused on the base scope of work to complete the project on schedule. However, the Mobility Authority has requested that CTMC complete the work associated with a number of change orders. CTMC is now prosecuting the work associated with those change orders. These photos show some of that change order work.



CTMC constructs the connection to the relocated FM 3177 (Looking South)



CTMC has milled the eastbound frontage road for the final asphalt course at SH 130 (Looking East)



CTMC works on the revised eastern project terminus (Looking West)



Crews work on transitioning the project back to existing US 290 (Looking East)



Crews paint the column caps at the US 183 interchange (Looking South)

## PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending February 25, 2014 (CTMC's draw request for March 2014 services has not yet been submitted). 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 1.

CTMC's latest schedule indicates Substantial Completion of all remaining Development Work on May 6, 2014, on schedule with the current contract requirement. The Mobility Authority has executed a change order that requires CTMC to paint additional structural elements on the Project; this additional scope required that the contractual substantial completion and final acceptance milestones be revised to May 6, 2014 and September 3, 2014 respectively. All other change order work previously mentioned in this report is also scheduled to be completed by this revised substantial completion date. The extension of the substantial completion date to complete the aforementioned change order scope will not impact the planned date for commencement of toll revenue collection for Phase II of the Manor Expressway Project. As of February 25, 2013, there were 70 days remaining until contractual Substantial Completion for the Project; CTMC has used 93.3% of the days allotted in the contract for the Development Work.

Table 1 - Phase II Development Progress

<b>Development Tasks</b>	<b>% Complete</b>
Development Design	100%
Utility Coordination	99%
Earthwork	99%
Utility Relocation	95%
Pavement	99%
Structures (Bridges and Retaining Walls)	99%
Drainage	91%
Lighting, Signing, Striping, and Signals	76%
Toll Facility Infrastructure	100%
Toll System Integration	100%
Incidental Construction (Barriers, Sidewalks, Landscaping)	67%



The Manor Expressway Project (Phases I & II) milestones are provided in Table 2.

**Table 2 - 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	November 30, 2012
Phase I Final Acceptance	April 12, 2013
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)	May 6, 2014**
Phase II Final Acceptance	September 3, 2014**

**\*\*Based on CTMC's schedule submitted with Draw Request #33 for February 2014 efforts**

# MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the Manor Expressway Project through February 2014. 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.

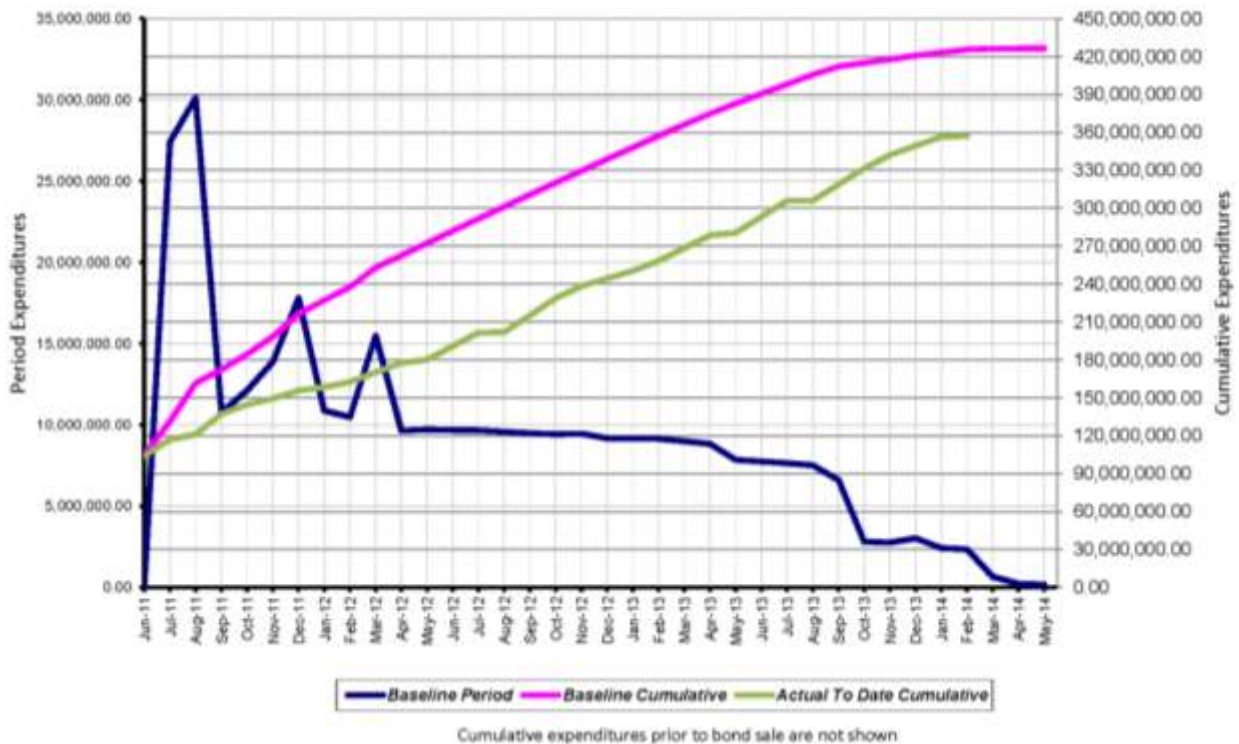
**Table 3 - Project Financial Status Summary**

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	357,077,383	44,313,806	401,391,189

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 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>	\$ 24,346.91
Liquidated Damages Assessed <sup>(2)</sup>	\$ (550,000.00)
Change Order #1	\$ 1,480,445.71
Change Order #2	\$ 9,010.88
Change Order #3	\$ 41,339.71
Change Order #4	\$ 187,404.28
Change Order #5	<u>\$ 108,388.96</u>
<b>Current Authorized Contract Amount <sup>(3)</sup>:</b>	<b>\$ 208,598,795.45</b>
<b>Previous Total of CTMC Payments <sup>(4)</sup>:</b>	<b>\$ 187,475,549.75</b>
Amount of CTMC Draw Request #31 for December 2013 efforts	\$ 6,575,129.21
Amount of CTMC Draw Request #32 for January 2014 efforts	\$ 3,813,957.98
Amount of CTMC Draw Request #33 for February 2014 efforts	<u>\$ 2,871,589.09</u>
<b>Total Amount Earned To-Date:</b>	<b>\$ 200,736,226.03</b>
Retainage withheld: <sup>(5)</sup>	<u>\$ 2,567,370.35</u>
<b>Approved Amount for work completed (through Draw #33):</b>	<b>\$ 198,168,855.68</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 10,429,939.77</b>
<b>Total Percent of Budget Expended through February 2014:</b>	<b>95.00%</b>

### Footnotes:

- <sup>(1)</sup> 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.
- <sup>(2)</sup> Liquidated Damages were assessed for CTMC’s failure to meet the contractual Interim Completion Date.
- <sup>(3)</sup> Change Order #6 was not included in the authorized contract amount because it was executed subsequent to the reporting period. It will be included in subsequent reports.
- <sup>(4)</sup> Quarterly Progress Report #18 (January 2014), erroneously reported the paid value of Draw Request #30 as \$9,139,205.21. The actual value was \$9,140,572.41. Accordingly, the Total Amount Paid to Date should have been \$187,475,549.75.
- <sup>(5)</sup> Retainage was withheld on Draw Request #33 because CTMC achieved 95% of the adjusted contract price (prior to execution of Change Order #6).

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

Change Order #4 was executed during the reporting period. The scope of this change order includes the design and construction of column protection walls in the median of SH 130 to protect the columns for the eastbound and westbound mainlane bridges for the Manor Expressway Project at the SH 130 interchange. The value of this change order is \$187,404.28.

Change Order #5 was also executed during the reporting period. The scope of this change order includes the design and construction of metal beam guard rail that meets the revised federal standard. The federal standard now requires the installation of metal beam guard rail at a height of 31 inches instead of the previous standard height of 27 inches. The value of this change order is \$108,388.96.

Subsequent to the reporting period, Change Order #6 was executed by the Mobility Authority. The scope of this change order includes painting additional aesthetic structural elements than those contemplated in the original contract. The additional structural elements to be painted include column caps and capitals, and bridge rail at the US 183 interchange. Additionally, bridge rail, wall pilasters, and wall coping will be painted throughout the remainder of the project. The value of this change order is \$2,222,778.82.

# DBE STATUS

## 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 \$26,391,856.74 which is 12.73% 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], Transtec [pavement design], and ID Guerra [wet utilities].

As of February 25, 2014, Webber has submitted costs associated with DBE development work in the amount of \$36,515,977.62 which equals 17.6% to date of the original contract value. CTMC has exceeded the contractual DBE goal of 12.2%.

Figure 3 - Phase II DBE Design & Construction Commitment for Period Ending February 2014

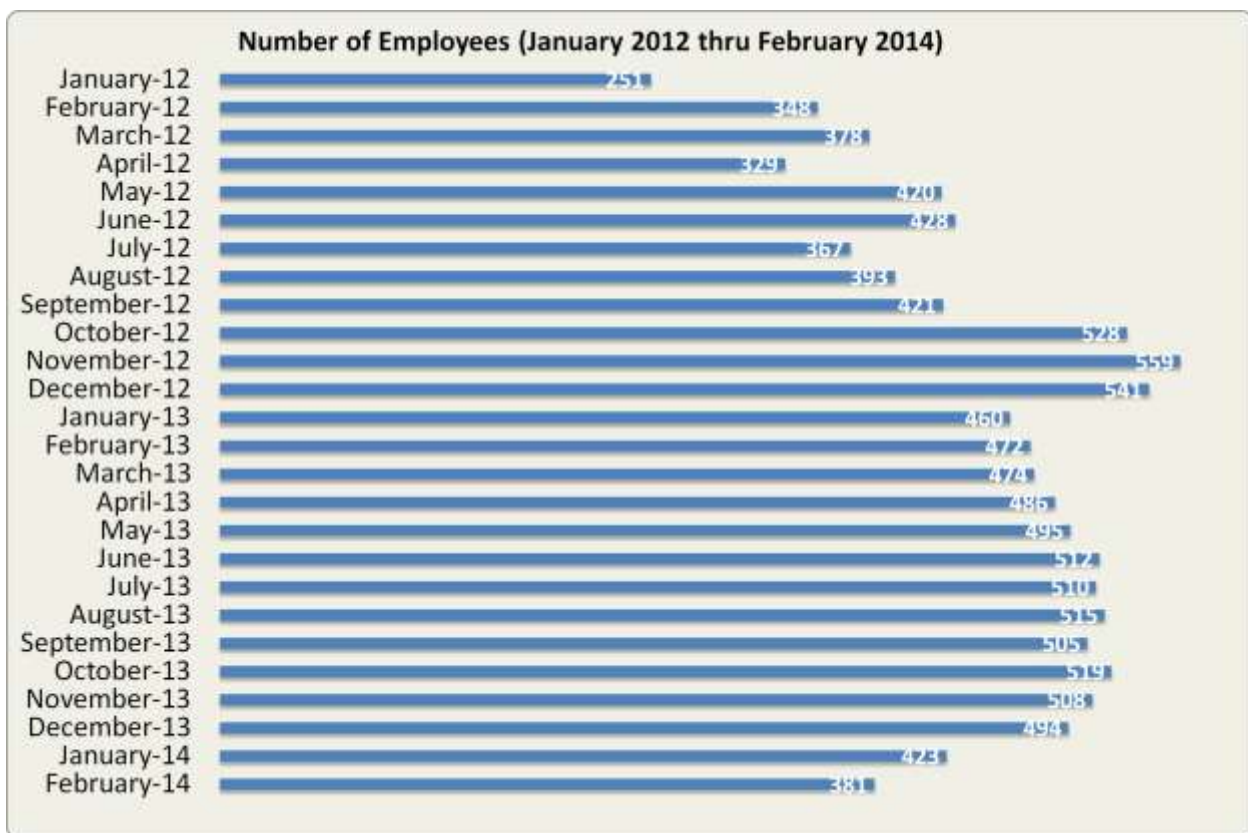




## EMPLOYMENT REPORTING STATUS

The Phase II Developer began providing employment data in January 2012. Construction of Phase II of the Manor Expressway Project supported **381 jobs** during the reporting month of February 2014. 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 employment history from January 2012 through February 2014 for Phase II of the Manor Expressway Project is provided in Figure 4.

Figure 4 - Phase II Employment History



# SUSTAINABILITY

## ***Phase II Sustainability Initiatives***

In accordance with the terms of the Comprehensive Development Agreement (“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 for the third quarter of 2013 in December (submittal of the report for the fourth quarter of 2013 is pending). 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/Flashing Beacons:

During the third quarter of 2013, CTMC continued using two solar-powered flashing beacons and six solar-powered traffic control devices on the Project.

➤ Pavement Reuse:

During the third quarter of 2013, asphalt millings were used as detour subgrade, mainlane subgrade, shared-use-path subgrade, and foundation improvements. Unbound base was used for foundation improvements, pipe backfill, and intersection subgrade. To date, 95% of the paving structure which has been removed, has been reused.

➤ Reuse of Topsoil:

During the third quarter of 2013, CTMC stockpiled 7,898 cubic yards of topsoil. 2,954 cubic yards of topsoil was reused on the Project during the third quarter of 2013. To date, 53% of stockpiled topsoil has been reused.

➤ Recycled Fill/Embankment Materials:

During the third quarter of 2013, CTMC reused approximately 202,296 cubic yards of material for fill or embankment. All of this material was from the Project site or from overburden from a local sand reserve quarry.

➤ Wood Recycling:

During the third quarter of 2013, 15 tons of wood waste was generated for recycling.

➤ Steel Recycling:

During the third quarter of 2013, 1.4 tons of steel were recycled from the Project. To date, a total of 63.7 tons of steel waste (100% of that generated) has been recycled from the Project.

➤ Utilization of Reclaimed or Non-Treated Water:

During the third quarter of 2013, CTMC continued 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 at the IESI waste recycling and disposal facility.

➤ Equipment Emission Reduction:

20% of CTMC's equipment fleet is Tier 4 equipment.

CTMC is on track to earn thirty three (33) green credits for the sustainable practices currently being implemented on the Project.

## 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.

Public involvement continues to play a crucial role in the Manor Expressway Project. Following are the outreach activities for this quarter:

✓ Hotline:

11 calls were received over the project's hotline (512-684-3252) and 12 emails/website contacts were made regarding the Manor Expressway Project. The calls and messages included project information requests, the southbound Springdale right-turn onto eastbound US 290, and signal timing at Giles/Johnny Morris intersection.

✓ Twitter:

88 updates have been posted to the Manor Expressway's Twitter account (@ManorExpressway) and email this quarter to inform followers of closures and detours.

✓ SMS Bulk Texting Service:

88 text messages were sent to subscribers via the projects SMS bulk texting service account to inform them of closures and detours.

✓ 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.

✓ Emails:

39 construction alerts were sent out by email to 290 stakeholders via Constant Contact email.

✓ Outreach/Visits:

Outreach efforts included communication with Chimney Hill North neighborhood association, Chimney Hill townhome community HOA , Walnut Place HOA and Rosemont at Hidden Creek Apartments to notify them of the grand opening celebration on May 17. Outreach was also done with corridor businesses to promote participation in the grand opening celebration.

**Attachment A**

Manor Expressway Phase II Project  
Aerial Photographs  
March 2014





US 290 East looking west from Gilleland Creek  
(Taken 3/11/2014)



US 290 East looking west at Parmer Lane  
(Taken 3/11/2014)





US 290 East at SH 130 Interchange looking west  
(Taken 3/11/2014)



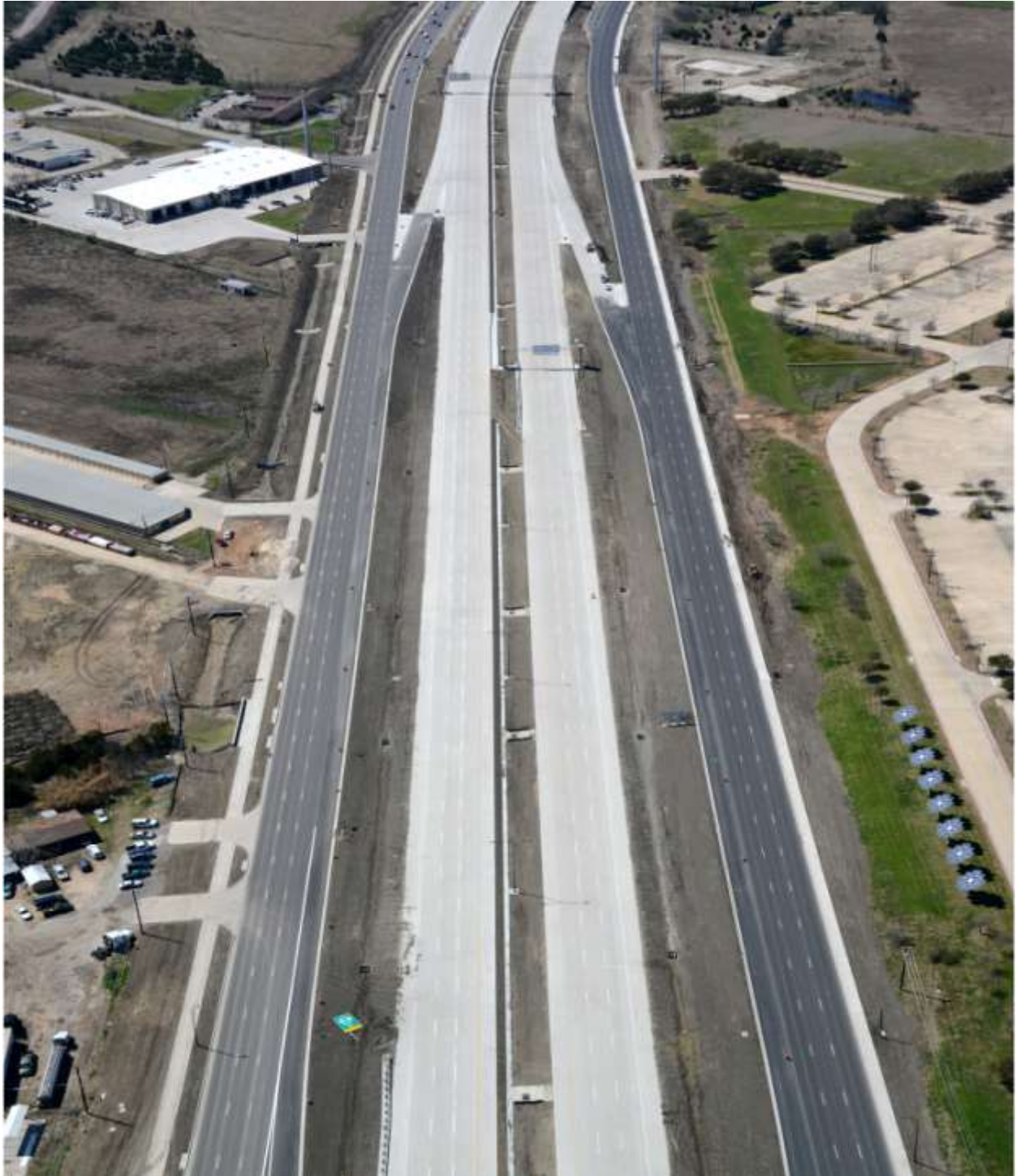
US 290 East at Decker Lane Intersection looking west  
(Taken 3/11/2014)





US 290 East at Harris Branch Intersection looking west  
(Taken 3/11/2014)





US 290 East at Crofford Lane Intersection looking west  
(Taken 3/11/2014)



US 290 East at Giles Road Intersection looking west  
(Taken 3/11/2014)





US 290 East near Old Manor Road looking west  
(Taken 3/11/2014)



US 290 East looking west at the Arterial "A" intersection  
(Taken 3/11/2014)





US 290 East at Chimney Hill Blvd looking west  
(Taken 3/11/2014)



US 290 East at Springdale Road looking west  
(Taken 3/11/2014)





US 290 East at Ridgepoint Drive looking west  
(Taken 3/11/2014)



**Attachment B**

Manor Expressway Project  
Contingency Tracking  
April 2014

Manor Expressway Phase II | Contingency Balance Sheet

04/08/14

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
CO#1	Revision to the mainline and frontage road pavement sections	\$1,480,446
CO#2	Archival research of discovered cistern (force majeure event)	\$9,011
CO#3	Broadcast seeding at the US 183 interchange	\$41,340
CO#4	Design and construct column protection at SH 130 interchange	\$187,404
CO#5	Revise metal beam guardrail height from 27" to 31"	\$108,339
CO#6	Revision to the aesthetic paint scheme on the project	\$2,222,779
		<b>Subtotal Executed Change Orders</b>
		\$4,049,319
<b>Approved Other Items</b>		
	Dispute Resolution Board expenses	\$24,347
		<b>Subtotal Other Items</b>
		\$24,347
		<b>Subtotal Approved Items</b>
		\$4,073,666
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#7	Install LED lighting and remove an overhead sign bridge <sup>1</sup>	\$100,000
		<b>Subtotal CO under negotiation</b>
		\$100,000
<b>Potential Change Orders or pending more information</b>		
PCO#8	Design and construction costs associated with ADA compliant Shared Use Path <sup>1</sup>	\$400,000
PCO#9	Re-design and construction costs associated with minimization of impacts to Harris Branch welland <sup>1</sup>	\$400,000
PCO#10	Revision to Shared Use Path at US 183 and deletion of sidewalk from Blue Goose Road to SH 130 <sup>1</sup>	\$100,000
PCO#11	West to North direct connector drainage revisions <sup>1</sup>	\$25,000
PCO#12	Revise pavement widening section near US 183 interchange <sup>1</sup>	\$200,000
PCO#13	US 183 Southbound Tie-in work <sup>1</sup>	\$200,000
PCO#14	Interim development work operational improvements <sup>1</sup>	\$200,000
PCO#15	Guardrail revisions to Ramp #1 <sup>1</sup>	\$200,000
PCO#16	Westbound frontage road drainage revisions to Culvert "A" <sup>1</sup>	\$100,000
PCO#17	FM 3177 realignment <sup>1</sup>	\$350,000
		<b>Subtotal Potential Change Orders</b>
		\$2,175,000
<b>Other Items</b>		
Incentive	Early Completion Incentives (Max Amount Achievable)	\$1,890,000
		<b>Subtotal Other Items</b>
		\$1,890,000
<sup>1</sup> Estimated cost		
		<b>Subtotal Items Under Negotiation or Estimated</b>
		\$4,165,000
		<b>Total Costs</b>
		\$8,238,666
		<b>Budgeted Construction Contingency</b>
		\$17,200,000
		<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>
		\$8,961,334

RIGHT OF WAY COST (from the bond sale)		\$65,400,000
<b>Estimated Right of Way Costs</b>		
	Schematic ROW <sup>2</sup>	\$48,300,000
		<b>Subtotal Right of Way Costs</b>
		\$48,300,000
<b>Additional Right of Way Costs</b>		
	Welland Mitigation	\$48,000
		<b>Subtotal - Additional Right of Way</b>
		\$48,000
<sup>2</sup> Estimated Cost		
		<b>Available Right of Way Contingency</b>
		\$17,052,000