



CENTRAL TEXAS
Regional Mobility Authority

January 25, 2017
AGENDA ITEM #8

Quarterly update on transportation projects
under construction

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Justin Word, P.E., Director of Engineering
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Summary:

The Director of Engineering will provide a summary of project activities from October 2016 through December 2016 for the following projects:

- A. MoPac Improvement Project
- B. 183 South
- C. SH 45 Southwest

Backup Provided: Board Presentation;
183 South Quarterly Report;
SH 45 SW Quarterly Report



QUARTERLY PROGRESS REPORT

183 SOUTH PROJECT

January 2017

Reporting Period

October 2016 through December 2016



CENTRAL TEXAS
Regional Mobility Authority



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David Singleton

Executive Director

Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



Texas Department of Transportation



Design-Build Developer



**Mobility Authority's
General Engineering Consultant**



183 SOUTH PROJECT
Quarterly Progress Report
January 2017

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INTRODUCTION

This report documents and describes the progress and status of the 183 South Project for the fourth quarter of 2016, including efforts from October 2016 through December 2016.

This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). Tolloed express lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the 183 South Project is \$742,792,000, which includes the Design-Build Contract Price of \$581,545,700.

PROJECT DESCRIPTION

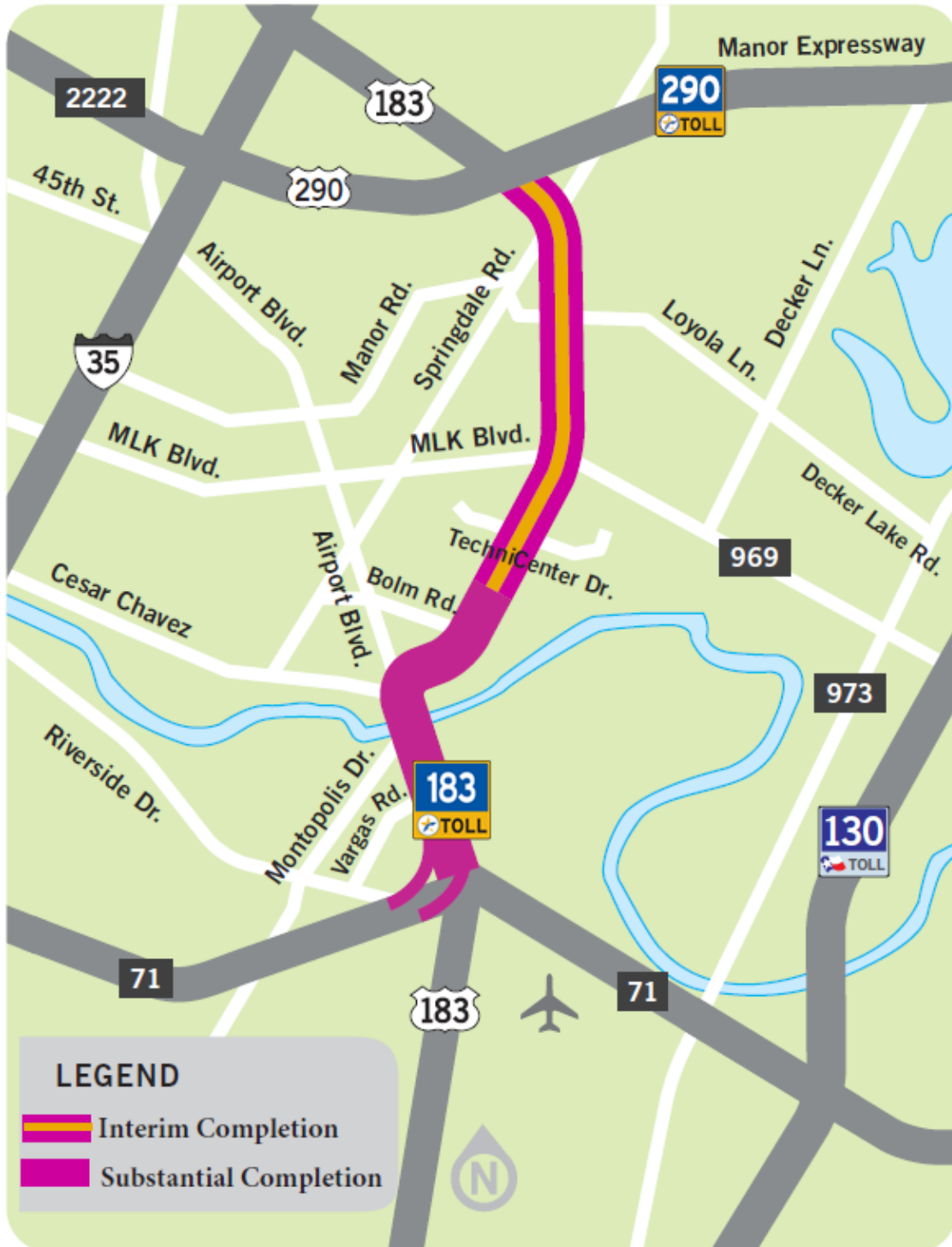
The 183 South Project is an approximately 8-mile toll project along the existing US 183 corridor between US 290 and SH 71. Within the Project limits, the existing US 183 facility is considered a four-lane major arterial (although there are six lanes at some locations) with numerous at-grade signalized intersections.

The 183 South Project will reconstruct and expand the facility to consist generally of six tolled mainlanes (three in each direction) and four to six non-tolled general purpose lanes (two to three in each direction). The tolling limits of the mainlanes will extend from just south of Springdale Road to just south of Thompson Lane. Local traffic will continue to access adjacent properties by use of non-tolled general purpose lanes and signalized intersections. Through traffic will be able to use the 183 South Project with grade-separated interchanges thereby bypassing the existing signalized intersections. The Project also includes two tolled direct connect flyovers that will link eastbound SH 71 to northbound 183 South and southbound 183 South to westbound SH 71. A new 5-foot bike lane will be added to the general purpose lanes on each side of the Project to provide improved access for cyclists. In addition, a 10-foot wide shared use path and a 6 to 10-foot wide sidewalk will be constructed as part of the Project.

The 183 South Project includes interim design/build work, which consists of construction of the ultimate project configuration described above between south of the existing interchange with US 290 to south of the Boggy Creek Bridges, a distance of approximately 4.3 miles. The Mobility Authority expects to open this interim completion work to traffic in advance of the completion of the full project to the South.

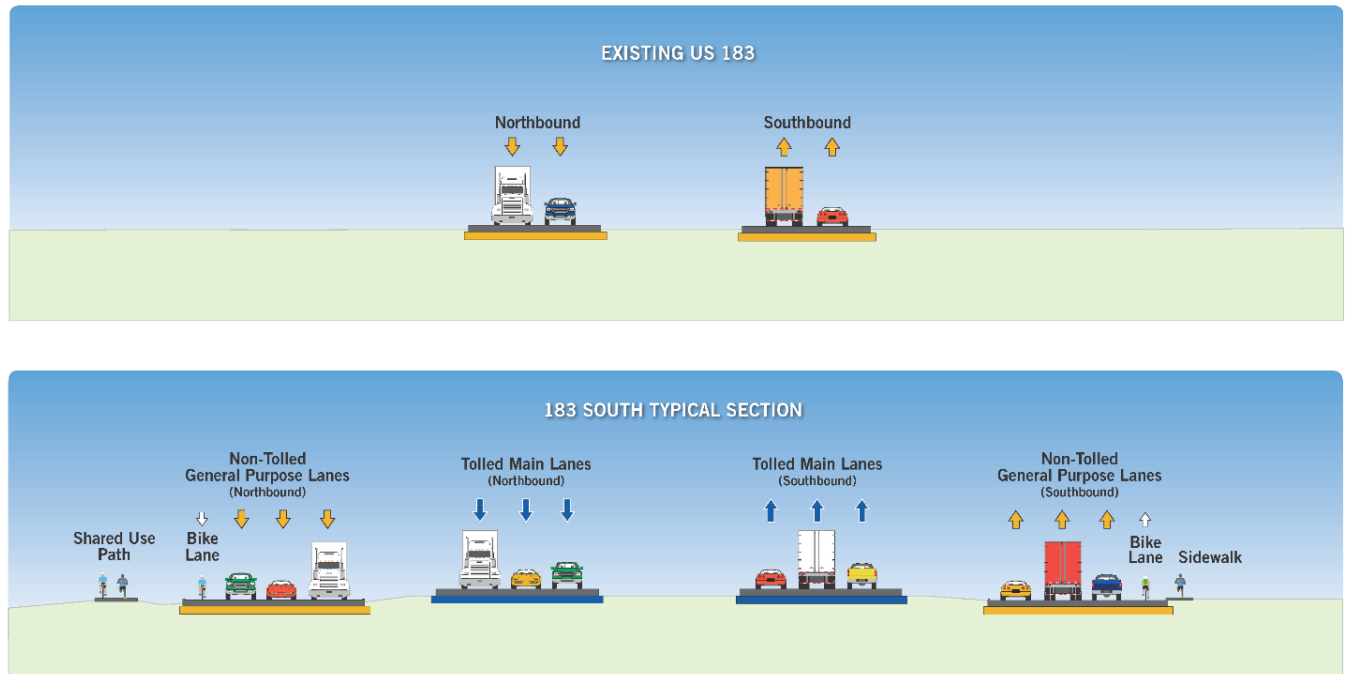
The location of the Project and the limits of the Project are illustrated in Figure 1.

Figure 1 - Project Location Map



Existing and proposed typical sections are illustrated in Figure 2.

Figure 2 - Typical Sections



PROJECT DEVELOPMENT ACTIVITIES

Administrative

On May 27, 2015, the Mobility Authority selected Colorado River Constructors (“CRC”) as the best value proposer, and authorized the Executive Director of the Mobility Authority to negotiate a contract with CRC. On July 29, 2015, the Mobility Authority and CRC executed a design-build agreement for the development of the 183 South Project.

In the last quarter of 2015, the Mobility Authority completed activities to fully fund the Project. These efforts included closing on a TIFIA loan, a SIB Loan, a SHF Loan, Toll Revenue Bonds, TxDOT agreements, and other related components of the financing plan.

The Mobility Authority issued the first notice to proceed (“NTP1”) on September 10, 2015 that allowed CRC to begin submittal of components of the Project Management Plan. Since then, all submittals for the Project Management Plan have been completed. The second notice to proceed (“NTP2”) was issued on November 30, 2015, and allowed CRC to begin construction of the Project.

Design Oversight

Design efforts are on schedule:

- 30% design effort is 100% complete
- 65% design effort is 100% complete
- 100% design effort is nearing completion

Overall design efforts exceed 95% at the close of this period. All major design packages have been completed and there are only a few remaining packages to be Released for Construction (RFC).

For utility design, 85% of necessary design packages are completed and approved.

The team continues to face challenges in the permitting process for the City of Austin water/wastewater relocation design. Currently 13 of 20 relocation design packages have been approved by the City. The Mobility Authority and the Contractor have been aggressively pursuing issuance of these permits by having weekly meetings with City staff. Prior to relocation of the existing water/wastewater facilities some work areas are restricted to the Contractor. Currently the Contractor has indicated that these impacts can be accommodated within their current schedule, but additional delays could impact their ability to meet contractual completion dates. This issue is not currently expected to impact the committed schedule for commencement of toll collection for the interim completion or substantial completion phases of the project.

Efforts continue in advancing the Master Utility Adjustment Agreements (MUAAs) for the project. To date, 13 of the 15 agreements have been completed. The two remaining MUAAs are not critical to project development at this time.

The Mobility Authority continues to coordinate efforts with their oversight consultants selected for Public Involvement, Survey Quality Assurance Services, Materials Acceptance Testing Services, and Construction Inspection Services.

Construction

Construction progressed this quarter with an emphasis on activities on the northern end of the project from the Colorado River at the Levander Loop interchange thru the northern end of the project at US 290. Primary work activities during this period are described for each of the categories below:

Roadway Construction:

- Earthwork operations continued throughout the northern project limits with efforts focused between MLK/FM 969 to south of the Springdale/Manor Road interchange
- Construction of northbound and southbound general purpose lanes continued on the north end of the project at US 290 and moving south from the Springdale/Manor Road area towards Little Walnut Creek. These efforts led to placement of the project's first cement treated base (CTB). This construction is key to an upcoming traffic shift in which

existing mainlane traffic will be diverted to the new general purpose Lanes to allow for new construction on the mainlanes.

Utility Relocations:

- Most underground utility work has completed in the Springdale/Manor Road area, allowing for significant progress near this interchange
- Utility work continued with a focus on completions of bores for Austin Energy in the Springdale Manor Road area, telecom joint trench construction south of Springdale/Manor Road through Little Walnut Creek, and construction of an Enterprise (gas) pipeline bore near Patton Avenue on the south end of the project
- Installation of overhead and underground lines continues from Purple Sage Drive to MLK Boulevard/FM 969
- Waterline relocation work continues throughout the project, most recently to the south from Little Walnut Creek to 51st Street
- Construction of four drainage lines continue to be constructed from Purple Sage Drive to Little Walnut Creek
- One significant effort from this period included boring a large waterline under Little Walnut Creek, necessitating a 40-foot deep bore pit

Bridge Construction:

- The contractor completed cladding operations in the Springdale/Manor Road area, aesthetically tying the existing bridge substructures to those on US 290
- As part of the aforementioned traffic shift in the roadway section, the contractor is focusing on completion of the general purpose lane bridges over Little Walnut Creek
- Work continues on the MLK/FM 969 Delta Bent for the u-turn Bridge and additional work continues on the new bridge work on MLK/FM 969
- Work continues on the three bridges in the area of the Colorado River and Levander Loop. These bridges are on the critical path for construction.

Wall Construction:

- Crews completed several walls in the Springdale/Manor Road area. These included soil nail walls and the projects first MSE walls.
- Additional wall work is nearing completion from Purple Sage Drive to Springdale/Manor Road interchange and north of Springdale/Manor Road

Right-of-Way Acquisition

All Fee and Easement Parcels have been available for use to the contractor since March 8, 2016. The acquisition of access of denial parcels have no impact on construction.

Owner Acquired Parcels

Parcel Type	Total Parcels	Acquired	Comment
Fee	12	11	1 (Right of Entry)
Easement	6	6	Completed
Access Denial	18	10	8 (Offers Rescinded)
TOTAL	36	27	1 Parcel Active

CRC Acquired Utility Easements

Number of Easements Required: 71

Possession and Use Agreements (PUAs): 16 Signed of 44 Total Offers to Date

Number of Offers: Zero (0) Closed of 21 Total Offers to Date

Public Involvement

The public involvement team continued work on construction communication outreach efforts to neighborhood, civic organizations, business organizations and other stakeholders.

Key events during this period included:

- 9 Neighborhood socials
- 4 Information Booth Events
- 1 Saplings Giveaway event with TreeFolks

Other key activities included:

- Maintenance and Updates of the www.183south.com website
- Release of the December e-Newsletter
- Public Notifications via Twitter, Text and E-mail Alerts
- Meetings with Effected Business Owners informing them of construction operations and durations
- Key elected officials and stakeholders were contacted regarding upcoming and ongoing traffic impacts.
- The team continues to proactively respond to email and 24 hour bi-lingual hotline inquiries.
- During this period the Public Outreach Team responded to 20 e-mails and 9 phone calls received through the hotline.

LOOK AHEAD

Colorado River Constructors (CRC) activities scheduled for the next period include; comment resolution for reviews, permitting, right-of-way (easements), utility relocation design, utility master agreement negotiations, and completion of Released for Construction Plans. As final design is completed, revisions to previously approved RFC plans will occur.

The next quarter should bring completion of the Little Walnut Creek general purpose lane bridges, completion of Phase I northbound and southbound general purpose lanes north of Springdale, and completion of a significant traffic switch allowing work to begin on Phase II.

The next quarter should see final approval and permitting for most of the remaining waterline and wastewater plans for the City of Austin.

The following public involvement activities are anticipated in the coming months:

- Researching additional community events and outreach opportunities.
- Events and promotions to drive more business to corridor businesses during construction.
- Stakeholder meetings with adjacent property owners.

DEVELOPMENT PROGRESS

CRC has submitted, and the Mobility Authority has approved, the Project Baseline Schedule (PBS2). CRC submitted the latest Schedule Update 14 (SU-14) with a data date of November 20, 2016.

The 183 South Project milestones are provided in Table 1. These project milestones are based on CRC's Project Baseline Schedule (PBS2).

Table 1 - Schedule of Project Milestones

Project Milestone	Actual/Projected Dates	Status
Selection of Best Value Proposer	May 27, 2015 ¹	Complete
Contract Executed	July 29, 2015 ¹	Complete
NTP1 Issuance	September 10, 2015 ¹	Complete
NTP2 Issuance	November 30, 2015 ¹	Complete
Commencement of Construction	April 18, 2016 ¹	Complete
Interim Completion	December 13, 2018	On-Target
Toll Collection Date for Interim	August 2019	On-Target
Substantial Completion	November 3, 2019	On-Target
Final Acceptance	March 2, 2020	On-Target
Toll Collection Date for Full Project	August 2020	On-Target

¹Actual dates

DESIGN-BUILD CONTRACTOR PROGRESS

Table 2 shows the Development Progress in Design and Construction based on efforts to date as of November 20, 2016.

Table 2 – Design-Build Contractor Progress

Development Task	% Complete
Project Administration	62%
Mobilization	75%
Submittals and Permitting	54%
Development Design	98%
Utility Coordination	92%
Utility Relocation	15%
Utility Betterment	4%
Frontage Roads/General Purpose	10%
Mainlanes	5%
SH 71	3%
Patton Avenue	0%
Airport BLVD/7 th Street	8%
Montopolis Drive	1%
MLK Boulevard	6%
Loyola Lane	1%
Manor/Springdale Road	13%

PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the 183 South project through the end of December 2016. The original budgets established for the Project and the expenditures to date are provided.

Table 3 – Project Financial Summary

Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$201,045,496	\$541,746,504	\$742,792,000

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

The following graph, Figure 3, shows the anticipated cumulative expenditures related to the development of the Project. Throughout Project development, actual cumulative expenditures will be compared against the baseline cumulative expenditure curves. This graph does not include funds requested as part of the pending Draw Request #17 (for efforts in December 2016), only actual expenditures through the end of December 2016.

Figure 3 – Development Cash Flow Curve



DESIGN-BUILD CONTRACTOR FINANCIAL STATUS

The following summary provides the financial status of the design-build contract for the 183 South Project. This only includes Draw Requests paid to date and does not include draw requests pending review, approval and payment. This represents the progress of the Design/Build Contractor through November 20, 2106, the last processed Draw Request during this period.

Table 4 – Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
Authorized Changes (Change Order and/or Amendments):	
Change Order #1A – City of Austin ILA (Deductive)	(\$2,779,934.00)
Change Order #2 – Addition of Wall Coping	\$742,387.17
Current Authorized Contract Amount:	\$579,508,151.17
Draw Requests #1 thru #13 (August 2015- August 2016)	\$137,560,675.80
Draw Request #14 (September 2016)	\$10,922,329.81
Draw Request #15 (October 2016)	\$6,507,743.12
Draw Request #16 (November 2016)	\$8,974,969.08
Total Amount Earned To Date:	\$163,965,717.81
Amount remaining for work to be completed:	\$415,542,433.36
Expenditures vs Current Contract Price (%) thru Nov 2016:	28.3%

SUMMARY OF CHANGE ORDERS THIS REPORTING PERIOD

No change orders are reflected in the Draw Requests associated with this period.

PROGRESS PHOTOS



Contractor completed delivery and assembly of Manitowoc 2250 Crane
[December 15, 2016]



Colorado River Bridge Work
[December 1, 2016]



Cesar Chavez Street Bridge Construction at Southbound 183

[December 21, 2016]



MLK Blvd U-Turn Bridge Construction

[December 2, 2016]



Southbound Main Lanes Bridge Construction near Levander Loop
[December 2, 2016]



Roadway Paving Northbound Main Lanes Beginning of Project to
Manor/Springdale Road

[December 1, 2016]



Drainage Construction at Little Walnut Creek

December 22, 2016



Northbound Mainlane Bridge Construction at Manor/Springdale Road Interchange

[December 16, 2016]



Soil Nail Wall Construction Southbound Near MLK Boulevard
[December 29, 2016]



Northbound General Purpose Mainline Wall Construction – Near Manor/
Springdale Road
[December 12, 2016]



Bee Tree Removal on the West side of 183 at Thompson Lane
[December 29, 2016]



Northbound Main Lane Bridge at Manor/Springdale Road
[December 20, 2016]



183 at US 290 Interchange (Looking South)

[December 22, 2016]



183 south of US 290 (Looking South)

[December 22, 2016]



183 at Springdale/Manor Rd Interchange (Looking South)

[December 22, 2016]



183 at Purple Sage Pedestrian Bridge (Looking South)

[December 22, 2016]



183 North of Loyola Ln (Looking South)

[December 22, 2016]



183 at Loyola Ln (Looking South)

[December 22, 2016]



183 at Little Walnut Creek (Looking South)

[December 22, 2016]



183 at 51st St (Looking South)

[December 22, 2016]



183 at FM 969/MLK Jr Blvd (Looking South)

[December 22, 2016]



183 just South of FM 969/MLK Jr Blvd (Looking South)

[December 22, 2016]



183 at Techni Center Dr (Looking South) [December 22, 2016]



183 at Central Ave (Looking South) [December 22, 2016]



183 at Hudson St and Harold Ct (Looking South)

[December 22, 2016]



183 at Boggy Creek (Looking South)

[December 22, 2016]



183 Between Boggy Creek and Bolm Rd (Looking South)

[December 22, 2016]



183 at Bolm Rd (Looking South)

[December 22, 2016]



183 near Bolm Rd (Looking South)

[December 22 2016]



183 near Colorado River Bridge (Looking West)

[December 22, 2016]



183 Near Vargas Rd (Looking South)

[December 22, 2016]



183 at Colorado River Bridge (Looking Southwest)
[December 22, 2016]



183 at Airport Blvd/7th St/5th St/1st St (Looking Southeast)

[December 22, 2016]



183 near Callahan's General Store at Thompson Ln (Looking south)

[December 22, 2016]



183 towards Old Bastrop Rd (Looking South)

[December 22, 2016]

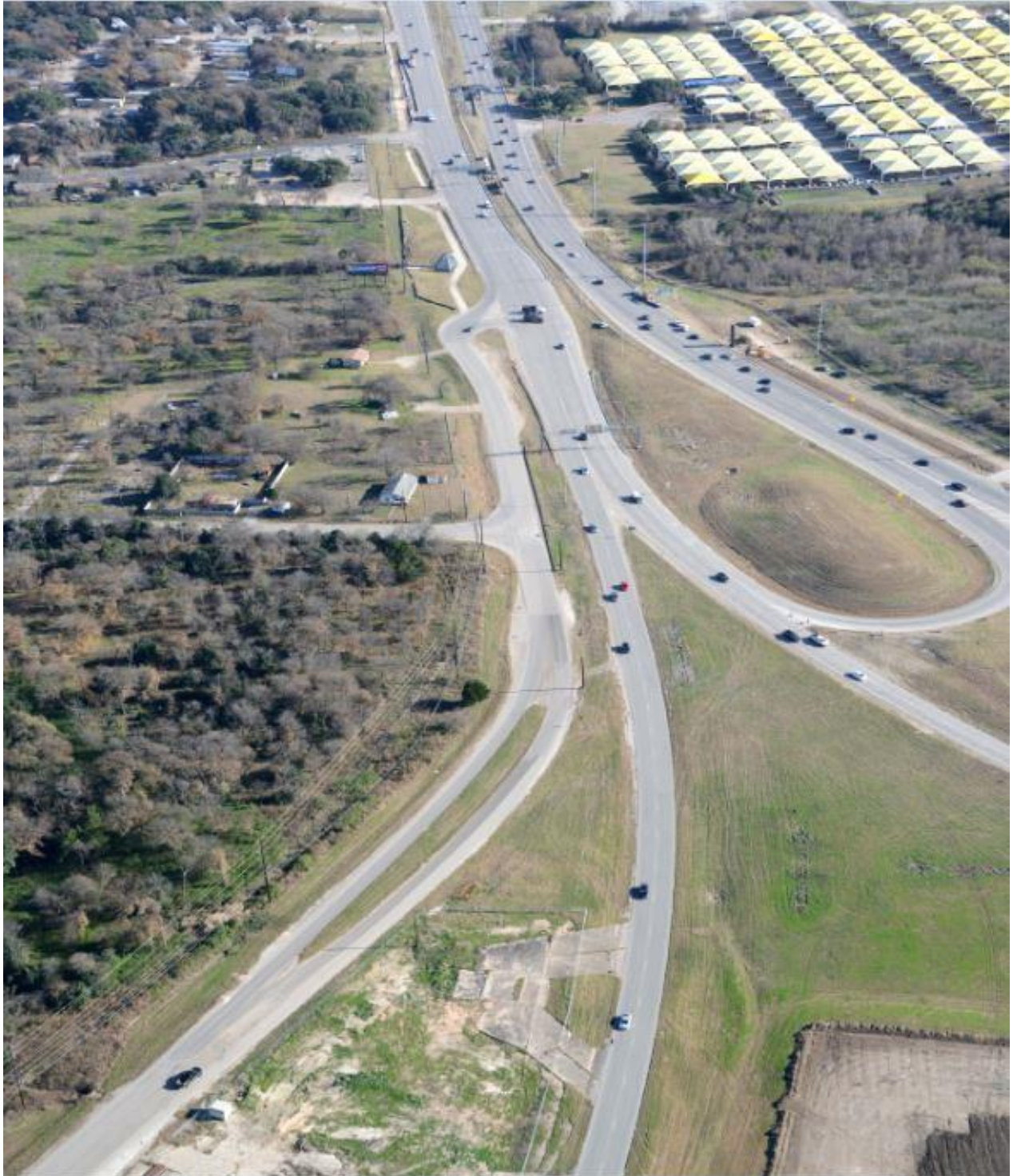


Old Bastrop Rd – SH 71 – 183 N Ramp (Looking Southeast)

[December 22, 2016]



WB/EB SH 71 at 183 Interchange (Looking East)
[December 22, 2016]



SH 71 at 183 (Looking East from interchange)

[December 22, 2016]



SH 71 at 183 Interchange (Looking North)

[December 22, 2016]

QUARTERLY PROGRESS REPORT



SH 45 Southwest

Reporting Period

October through December 2016



CENTRAL TEXAS
Regional Mobility Authority



**CENTRAL TEXAS
Regional Mobility Authority**

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Executive Director

Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

Texas Department of Transportation



General Contractor



Mobility Authority's
Construction Engineering & Inspection
Consultant



SH 45 SOUTHWEST PROJECT
Quarterly Project Progress Report
October through December 2016

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INTRODUCTION

This report presents the progress and status of the State Highway 45 Southwest (SH 45SW) Project for the fourth quarter of 2016, including efforts from October through December 2016.

This project is being developed by the Central Texas Regional Mobility Authority (Mobility Authority) and constructed by McCarthy Building Companies, Inc (McCarthy). The Project is being constructed on state-owned lands and will connect FM 1626 to the existing SH 45 and Loop 1 (MoPac). This new location roadway is being built in an area of considerable environmental sensitivity. Tolled lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the SH 45SW Project is approximately \$108 million, which includes the construction price of \$75,103,623.

PROJECT DESCRIPTION

SH 45SW is an innovative four-lane divided toll road between MoPac and FM 1626 that will feature extensive water quality protection measures, bicycle and pedestrian accommodations and Green Mobility Challenge and Context Sensitive Solutions initiatives. Construction of the SH 45SW began on November 8, 2016. The 3.6-mile project is being built by McCarthy and construction is expected to take approximately three years to complete with opening of the facility slated for late 2019.

SH 45SW consists of two twelve-foot lanes in each direction with a ten-foot outside shoulder and a four- or five-foot inside shoulder with varying median widths. The project includes a ten-foot-wide, ADA-compliant shared use path, separated from the roadway for the entire length of the project, except over the Bear Creek Bridge. The shared use path will serve as part of the future Violet Crown Trail and will have a trailhead under the bridge structure at SH 45SW and MoPac. To protect the extensive karst features in the area, 90 percent of the project will be constructed on top of fill and will not require excavation.

The following bridges are included in the design of SH 45SW:

- Overpass of Bliss Spillar Road and water quality pond
- Overpass of Bear Creek and water quality pond
- Overpass of Danz Creek, water quality ponds, and MoPac
- Direct connector for westbound SH 45SW to northbound MoPac over Danz Creek
- Widening of the existing SH 45 and MoPac bridges over Danz Creek

The location and limits of the Project are illustrated in Figure 1.

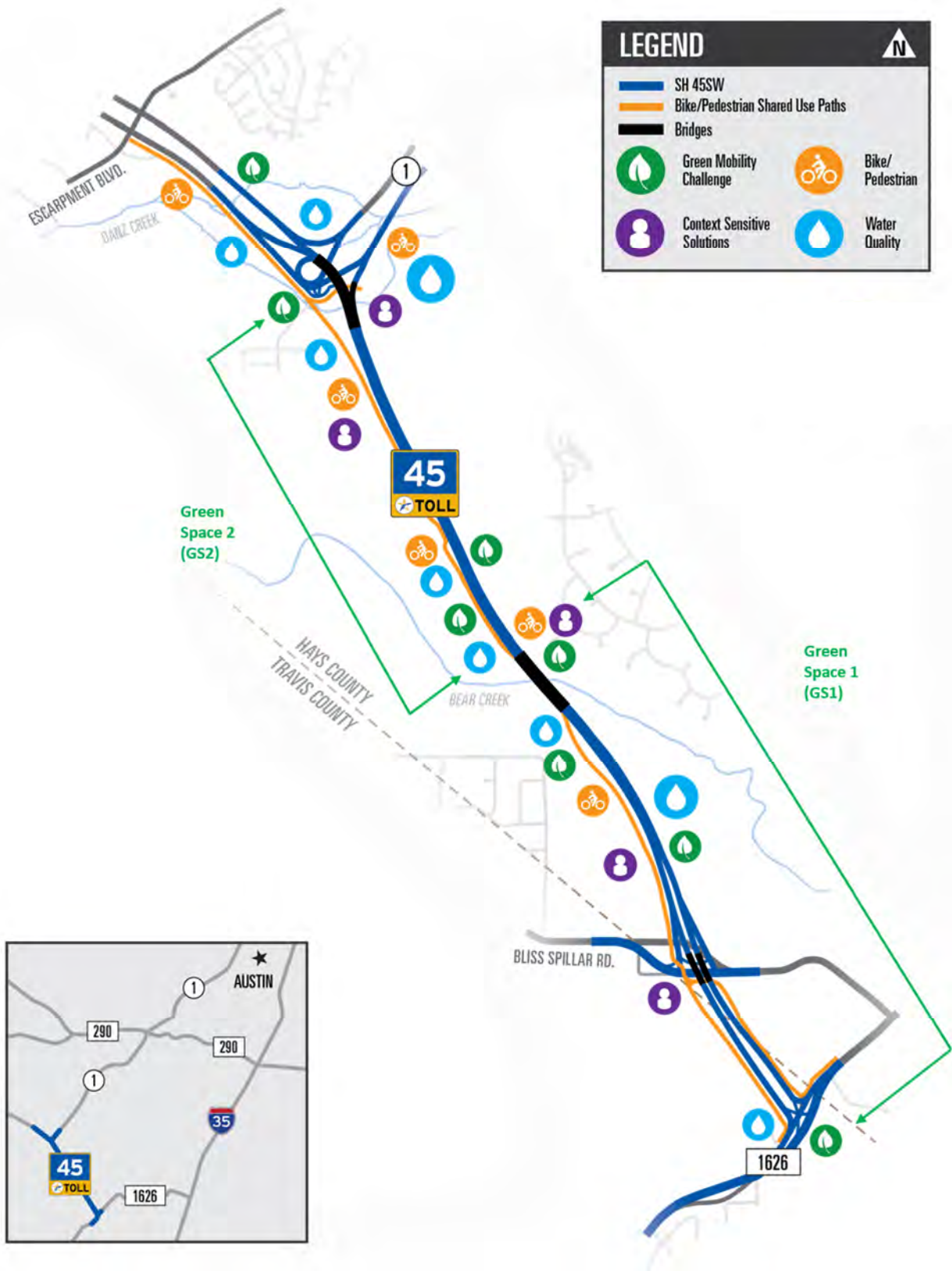
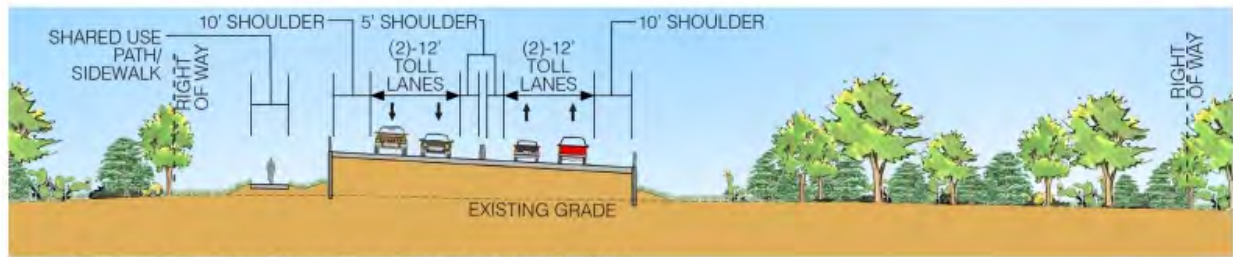
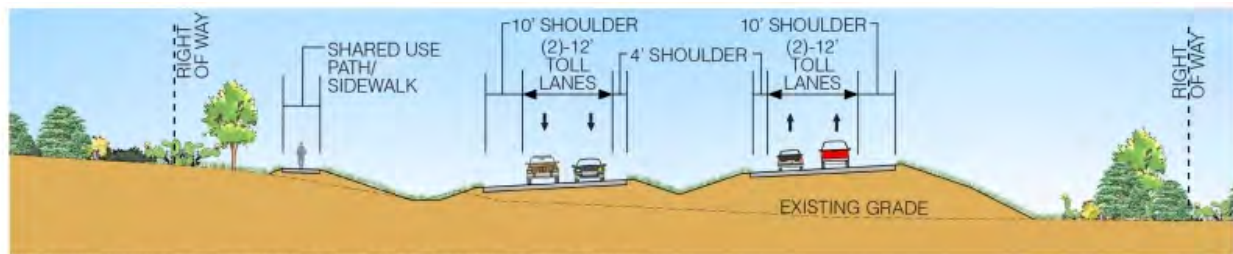


Figure 1. Project Location and Limits

Two typical sections will be utilized throughout the project and are illustrated in Figure 2.



SH 45SW TYPICAL SECTION FROM BEAR CREEK TO MOPAC



SH 45SW TYPICAL SECTION FROM FM 1626 TO BEAR CREEK

Figure 2. Typical Sections

PROJECT STATUS/ACTIVITIES

Administrative

On July 20, 2016, the Mobility Authority awarded the construction contract to McCarthy. Once the project is complete, the Mobility Authority will operate and maintain SH 45SW. TxDOT was the lead agency in the development of the SH 45SW environmental study, including related environmental documentation and coordination of public outreach.

SH 45SW is a locally funded project; no federal dollars are included in the financial package. The funding sources include the following entities: TxDOT Toll Equity Grant, TxDOT Toll Equity Loan, Travis County and Hays County.

Rodriguez Transportation Group, a design firm, was hired by the Mobility Authority to develop final construction plans, details and specifications under the oversight of the Mobility Authority. TxDOT provided funding, right of way, input and feedback as project partners.

Design

Design is 100 percent complete, with the exception of utility design. The final plan set contains design for relocation of an AT&T line, but this is currently undergoing revisions due to the inclusion of Time Warner Cable (TWC). The Pedernales Electric Cooperatives (PEC) line is also under design. Final design of AT&T, TWC and PEC are anticipated to be issued by the early part of 2017. Impacts to schedule and cost due to these utilities are under evaluation and will be determined when the designs are final.

Construction

Construction of the SH 45SW Project began on November 8, 2016 from the east end of the project right of way at FM 1626. The sequence of construction is well defined in the plans and is intended to minimize the soil disturbing activities at any given time due to numerous sensitive karst features within the right of way. The project will be constructed in five identified segments as follows:

- FM 1626 – construction along FM 1626, including final connection to SH 45SW
- Green Space 1 (GS1) – from FM 1626 to Bear Creek, including realignment of Bliss Spillar Road
- Green Space 2 (GS2) – from Bear Creek to MoPac
- SH 45SW / Loop 1 Interchange – construction along MoPac and new interchange direct connectors
- Haul Road – temporary haul road for construction traffic to traverse across GS1 and GS2

The Contractor started with the survey and staking of the right of way boundary, construction exclusion zones (CEZ) and tree protection areas. Advance warning signs were placed at appropriate locations along FM 1626, MoPac, Bliss Spillar Rd and other minor connecting roads. Proper fencing and environmental protection devices were installed at required locations from FM 1626 to Bear Creek. In concurrence with these activities, the contractor started initial tree/vegetative clearing of the right of way. Through the end of November, initial clearing was completed from FM 1626 to about half way between Bliss Spillar and Bear Creek. After the initial clearing of trees, the right of way was surveyed by the project geologist and in cooperation with BSEACD.

There were two potential features discovered – one is a geotechnical borehole and other one presumably is a groundwater monitoring well. Both of them are determined non sensitive non-significant features. Closure plans for these two holes have been reviewed and concurred by TCEQ.

LOOK AHEAD

All vegetation in the right of way that cannot be preserved in place should be removed between October 1 and February 15 in order for vegetation removal activities to occur outside of primary bird nesting season. Therefore, for the next couple of months, the contractor's primary focus is on completing initial trees/vegetative clearing of the project right of way.

As of the date of this report, embankment materials are being sampled and tested to construct the haul road. Tree mulching operations in GS1 between FM 1626 and Bliss Spillar are almost complete. The contractor has also started a sensitive features survey, locating/fencing at Construction Exclusive zones (CEZ), and surveying and staking right of way in GS2 from the west end of the project, east of MoPac.

CONSTRUCTION PROGRESS

McCarthy will submit the first Project Baseline Schedule in early 2017. The key progress dates and durations are highlighted in Table 1.

Table 1 - Project Key Progress Dates and Durations

Project Milestones	Actual/Projected Dates	Status
Project Award	July 20, 2016	Complete
Contract Execution	November 1, 2016	Complete
Notice to Proceed	November 3, 2016	Complete
Commencement of Construction	November 8, 2016	Complete
Durations		
Construction Duration	545 working days based on 5-day workweek	
Charge Days this Period	35 days	
Charge Days Completed through this Period	35 days	
Remaining Working Days through the end of this Period	510 days	

PROJECT FINANCIAL SUMMARY

Table 2 shows the overall construction financial status for the SH 45SW project through the end of December 2016.

Description	Construction Bid Contract	Expenditures This Period	Expenditures to Date	Contract Budget Remaining
Total Project Cost	\$75,103,623.13	\$4,657,196.54	\$4,657,196.54	\$70,446,426.59

PROGRESS PHOTOS



At GS1: Plug & Fill Operation of PF-001 (Borehole B-9) Feature



At GS1: Filling PF-001 (Borehole B-9) with Concrete Grout



At GS1: Mulching Operation



At GS1: Clearing and Mulching Complete in GS1



At GS2: Perimeter and Tree Protection Fencing



At GS2: Placing Rock Filter Dam at Sensitive Feature F29D



At GS2: Temporary Crossing at Danz Creek Area



At GS2: Initial Clearing East of Danz Creek



At GS2: Placing Biodegradable Erosion Control Logs



At GS2: Environmental Protection Device at Culvert 4 and F29D



At GS2: Rock Filter Dam Installation at Sensitive Feature F41