



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #12 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 3rd quarter of 2012

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

Contact for further information: Eric J. Ploch, P.E., Atkins North America, Inc., GEC Program Manager



MANOR EXPRESSWAY PROJECT - PHASES I & II

Quarterly Progress Report



No. 13 | October 2012



ATKINS

Independent Engineering Report



CENTRAL TEXAS
Regional Mobility Authority

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MANOR EXPRESSWAY PROJECT - PHASES I & II
Quarterly Progress Report
 No. 13
 October 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 June 26, 2012 to September 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. Frontage roads between the US 183 interchange and Chimney Hill Boulevard will also be constructed in this phase. Access to the westbound direct connectors from the westbound frontage road will be achieved by construction of an entrance ramp located just west of Cross Park Drive.

Manor Expressway Project - Phase II

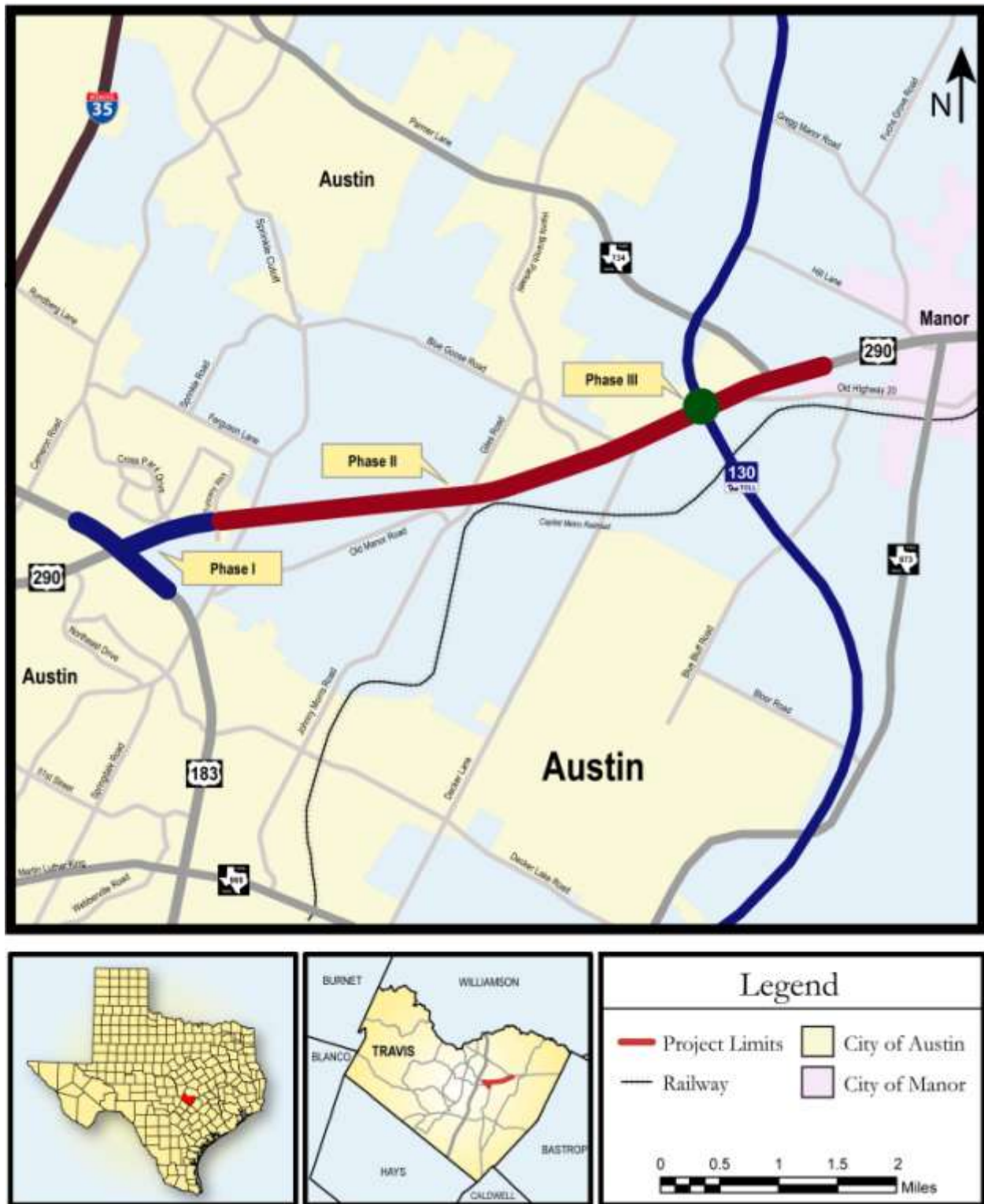
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, 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 and two-lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, will be completed in advance of Phase II in its entirety.

Manor Expressway Project - Phase III

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

Figure 1 - Project Location Map



PHASE I CONSTRUCTION ACTIVITIES

Construction of Phase I of the Manor Expressway Project continues to progress. Since the Quarterly Report in July, 2012, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have advanced the direct connector substructure and superstructure elements significantly. Progress includes completed erection of pre-stressed concrete beams and steel girders, forming and pouring bridge decks and placement of concrete paving for approach slabs. As of September 25th, construction of mechanically stabilized earth (“MSE”) retaining walls and placement of concrete paving was completed. Various locations of bridge railing, pilasters and concrete riprap were constructed, in addition to permanent drainage, illumination and intelligent transportation system (“ITS”) conduit, and asphaltic concrete pavement efforts all advancing over the past months. The Phase I Contractor began placement of drill shafts for overhead sign bridges (“OSB”) and high mast illumination elements. Painting operations have commenced at several locations throughout the project including direct connector and toll gantry columns and MSE retaining wall panels. Construction of the eastbound and westbound toll plazas progressed significantly this quarter. With both plazas nearly complete (miscellaneous items outstanding), the toll system integrator will begin installation of the toll collection system. Maintenance of traffic and erosion control efforts continue on a monthly basis.

PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in July, 2012, the Phase II Developer, Central Texas Mobility Constructors, LLC (“CTMC”) has substantially completed the design for both the Interim Development Work and the remainder of the Project. However, there are a few outstanding design activities for Phase II of the Manor Expressway Project; CTMC is currently completing the following outstanding design elements: completing the final geotechnical reports, completing and addressing comments to various retaining wall analyses, and completing various toll and ITS design details. The aforementioned list of items does not currently impact the critical path of the Project, and is scheduled to be completed in 2012. Accordingly, CTMC’s focus is completion of construction for the Interim Development Work.

Since the Quarterly Report in July, 2012, CTMC has completed the first traffic switch on the Project. This traffic switch shifted eastbound US 290 traffic to the newly constructed eastbound frontage road between the US 183 interchange and Giles Road, and westbound US 290 traffic to the existing eastbound lanes between the US 183 interchange and Giles Road. This traffic switch has allowed CTMC to progress Interim Development Work on the eastbound mainlanes, the westbound mainlanes, and the westbound frontage road. CTMC’s progress on the eastbound and westbound mainlanes includes earthwork excavation and embankment, installation of drainage structures, erection of retaining walls, construction of bridge substructure and superstructure elements, and construction of continually reinforced concrete pavement. CTMC’s progress on the westbound frontage road includes demolition of the existing Walnut Creek and Tributary #5 bridge structures, construction of new bridge

substructure components at Walnut Creek and Tributary #5, and placement of cement-stabilized subgrade and base for the pavement structure. CTMC has also progressed work outside of the Interim Development Work. Specifically, CTMC has progressed work on the eastbound frontage road easterly to Giles Road, and has commenced erection of retaining walls, and construction of the bridge structure at Tributary #1C to Gilleland Creek. Additionally, CTMC has constructed elements of the bridge substructures for the eastbound and westbound mainlanes at SH 130. CTMC's focus in the next quarter will be completion of the westbound frontage road between Springdale Road and Chimney Hills Boulevard to support the next traffic switch. Upon completion of the next traffic switch, CTMC will focus on completion of the eastbound and westbound mainlanes within the Interim Development Work, along with installation of the necessary tolling components.

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. Additionally, all outdoor advertising signs have now been removed from the Project right-of-way.

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 completed the erection of steel girders and placement of concrete beams for all bridge spans. Concrete pours for direct connector decks progressed significantly. The Phase I Contractor also performed work at both the West to North and South to East toll plazas. The Phase I Contractor completed all concrete paving and construction of MSE Walls, and continued forming and pouring barrier rail.



Retaining Wall for West-North Direct Connector
(Looking North)



Curing Blankets Placed After Bridge Deck Pour
(Looking North)



Placement of Concrete Paving Eastbound
Mainlanes (Looking South)



West to North Toll Gantry Columns
(Looking West)



Completed US 290 Mainlane Concrete Paving
(Looking North)

PHASE II PROGRESS PHOTOS

Interim Development Work

CTMC continues to focus their construction activities primarily on the Interim Development Work. This includes excavation and embankment, drainage structure installation, retaining wall erection, placement of the pavement structure, and bridge construction for the Interim Development Work.



Westbound frontage road (at left) from Springdale intersection (Looking East)



Embankment on the westbound frontage road at Tributary #5 (Looking East)



Demolition of westbound frontage road bridge at MOKAN crossing (Looking South)



Westbound frontage road bridge construction at Walnut Creek (Looking West)



Westbound mainlane pavement near US 183 interchange (Looking East)

PHASE II PROGRESS PHOTOS

Development Work

(Beyond Interim Development Work)

CTMC continues to progress work beyond the Interim Development Work. CTMC has performed the initial grading for the eastbound frontage road easterly to Giles Road. Additionally, earthwork excavation and embankment and structures work continues toward the eastern end of the Project.



Excavation and Embankment for the westbound frontage road at Parmer Lane (Looking West)



Duct bank construction west of Harris Branch Parkway (Looking West)



Erection of Wall S3-01 for the eastbound mainline west of SH 130 (Looking West)



Construction of bridge columns for eastbound mainlanes at SH130 (Looking West)



Construction of the westbound frontage road bridge at Tributary #1C (Looking Northwest)

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 September 25, 2012 is provided in Table 1.

Webber's schedule submitted with their July 2012 draw request (the draw requests for both August 2012 and September 2012 have not yet been submitted) indicates substantial completion of the Phase I project on October 17, 2012. The current Contract requirement (revised by Change Order No. 10) has a substantial completion date of August 3, 2012 (which accounts for time suspensions granted related to heavy holiday traffic), indicating that 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. Webber's latest version of the project schedule indicates substantial completion of Phase I of the Manor Expressway Project on October 31, 2012; accordingly, the Phase I project is currently reporting to be approximately 89 days behind schedule. Based on Change Order No. 10, September 25, 2012 represents contract chargeable day 729. 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 September 25, 2012, construction is approximately 95% complete.

Table 1 - Phase I Construction Progress

Construction Tasks	% Complete
Excavation/Embankment	98
Drilled Shafts	100
Structure Footings	100
Structure Columns	100
Structure Column Capitals	100
Structure Bent Caps	100
Concrete Beams	100
Steel Girders	100
Bridge Deck	94
Asphalt Paving	97
Concrete Paving	100
Electrical/Lighting/Signing	85
Toll Structures	98

PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending September 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 31, 2012, approximately nine weeks later than the current contract requirement. The construction delays currently indicated in CTMC's schedule will not impact the scheduled date for commencement of toll revenue collection; however, Atkins has concerns regarding CTMC's ability to meet this December 31, 2012 target date and the associated toll revenue collection implications based on CTMC's history of delays on the Project. CTMC's latest 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 September 25, 2012, there are 32 days remaining until Interim Development Work contractual substantial completion and 500 days remaining until contractual substantial completion for the Project; CTMC has used 93.4% of the days allotted in the contract for the Interim Development Work, and has used 47.6% of the days allotted in the contract for the entire Development Work.

Table 2 - Phase II Development Progress

Development Tasks	% Complete
Development Design	99%
Utility Coordination	91%
Earthwork	34%
Utility Relocation	35%
Pavement	9%
Structures (Bridges and Retaining Walls)	34%
Drainage	25%
Lighting, Signing, Striping, and Signals	3%
Toll Facility Infrastructure	1%
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

Task	Date (*Projected)
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	October 31, 2012*
Phase I Final Acceptance	December 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 31, 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 August 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.

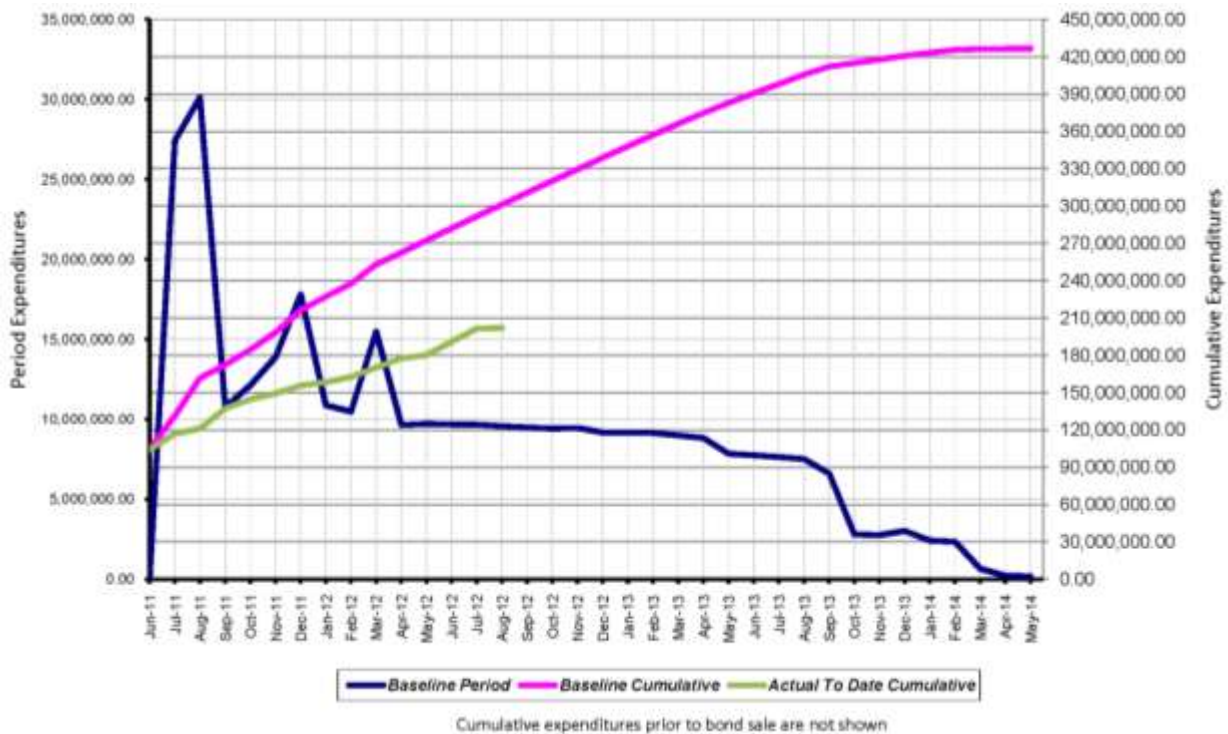
Table 4 - Project Financial Status Summary

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	201,774,847	198,476,350	400,251,197

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

Project Cash Flow Curve - Baseline

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



PHASE I CONSTRUCTION FINANCIAL STATUS

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

Original Webber Contract Amount ⁽¹⁾ :	\$ 52,575,545.77
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order No. 1 ⁽¹⁾	\$ 148,122.16
Change Order No. 2 ⁽¹⁾	\$ 265,306.88
Change Order No. 3 ⁽¹⁾	\$ 10,000.00
Change Order No. 4 ⁽¹⁾	\$ 84,710.32
Change Order No. 5 ⁽¹⁾	\$ 84,247.76
Change Order No. 6 ⁽¹⁾	\$ 96,000.00
Change Order No. 7 ⁽¹⁾	\$ 38,039.37
Change Order No. 8 ⁽¹⁾	\$ 182,541.99
Change Order No. 9 ⁽¹⁾	\$ 56,217.67
Change Order No. 10 ⁽¹⁾	\$ (71,819.11)
 <i>Contractually Authorized Additional Quantity Payments:</i>	
Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base ⁽¹⁾	<u>\$ 432,547.11</u>
Current Authorized Contract Amount:	\$ 53,901,459.92
 Previous Total of Webber Payments	\$ 44,473,466.55
 Amount of Webber Draw Request #25 for May & June, 2012 efforts	<u>\$ 3,131,765.82</u>
Total Amount Paid To-Date: ⁽²⁾	\$ 47,605,232.37
Retainage withheld: ⁽³⁾	<u>\$ 0.00</u>
Approved Amount for work completed (through Draw #25):	\$ 47,605,232.37
 Amount remaining for work to be completed:	\$ 6,296,227.55
Total Percent of Budget Expended through June 2012:	88.3%

Footnotes

- ⁽¹⁾ Information/data presented in previous Quarterly Reports.
- ⁽²⁾ Draw Request #26 for July 2012 efforts is currently being processed.
- ⁽³⁾ Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Phase I Change Orders This Reporting Period

Change Order No. 10 has been signed by Webber, LLC and the Mobility Authority. It is currently being routed for signatures within TxDOT. This Change Order revises traffic rail and high-mast lighting elements. It also captures revised traffic detours, as well as revisions to high-mast light wiring and toll plan revisions. As previously mentioned, this Change Order revised the substantial completion date to July 28, 2012, which has currently been adjusted to August 3, 2012 based on time suspensions granted to date.

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 ⁽¹⁾	\$ 10,544.00
No executed change orders to date	\$ 0.00
Current Authorized Contract Amount:	\$ 207,308,403.00
Previous Total of CTMC Payments:	\$ 56,376,646.27
Amount of CTMC Draw Request #13 for June 2012 efforts	\$ 5,480,887.52
Amount of CTMC Draw Request #14 for July 2012 efforts	\$ 8,882,025.27
Amount of CTMC Draw Request #15 for August 2012 efforts	\$ 6,709,732.38
Total Amount Paid To-Date: ⁽²⁾	\$ 77,449,291.44
Retainage withheld: ⁽³⁾	\$ 0.00
Approved Amount for work completed (through Draw #12):	\$ 77,449,291.44
Amount remaining for work to be completed:	\$ 129,859,111.56
Total Percent of Budget Expended through August 2012:	37.4%

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 #16 for CTMC's September efforts 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 Phase II 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 September 2012, Webber has submitted costs associated with DBE construction work in the amount of \$9,357,132.94 which equals approximately 17.8% to date of the original authorized contract value.

Figure 3 - Phase I DBE Construction Commitment for Period Ending September 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 August 25, 2011, Webber has submitted costs associated with DBE development work in the amount of \$9,202,599.17 which equals 4.4% to date of the current authorized contract value. CTMC’s utilization of DBE subcontractors to date indicates that CTMC is on track to reach the contractual DBE goal of 12.2%

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



EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **228 jobs** during the reporting month of September 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 September 2012 is **\$417,861.50**. The employment history through September 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 **421 jobs** during the reporting month of September 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 September 2012 for Phase II of the Manor Expressway Project is provided in Figure 6.

Figure 5 - Phase I Employment History

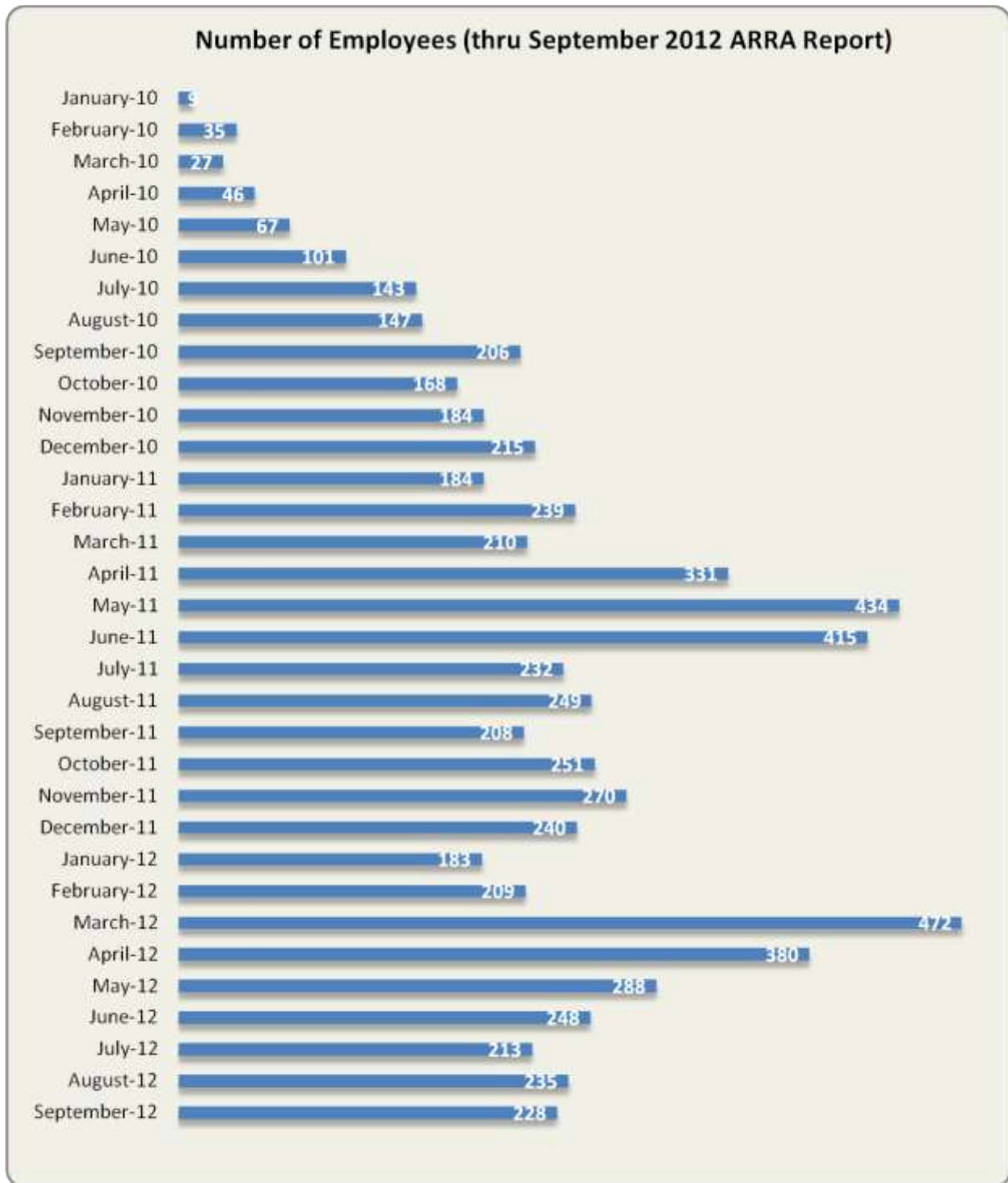


Figure 6 - Phase II Employment History



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/Flashing Beacons:

During the second quarter of 2012, CTMC purchased three solar-powered flashing beacons for use on the Project.

- Pavement Reuse:

During the second quarter of 2012, a total of 344 cubic yards of asphalt millings and unbound base was incorporated into haul roads and 333 cubic yards of asphalt millings was used as embankment.

➤ Reuse of Topsoil:

During the second quarter of 2012, CTMC removed approximately 1,260 tons of topsoil and stockpiled this material on the right-of-way for future use on the Project.

➤ Recycled Fill/Embankment Materials:

During the second quarter of 2012, CTMC has reused approximately 197,083 cubic yards of material was used 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 second quarter of 2012, 2,640 cubic yards of mulch was created by recycling the vegetation removed from the Project during clearing operations.

➤ Steel Recycling:

During the second quarter of 2012, 17.05 tons of steel was recycled from the Project.

➤ 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:

Nine calls were received over the project's hotline (512-684-3252) regarding the Manor Expressway Project. The calls included project information requests, complaints regarding the safety of the turnaround at Arterial A, complaints regarding the signal timing at Springdale and 290, and a complaint about construction debris and a pothole in the Chimney Hills subdivision entrance. These calls were addressed by the team via phone, email and in person. In addition to the hotline, eight comments and complaints were received via email and the project website regarding traffic signal timing, safety issues for Chimney Hills residents entering and exiting their subdivision, and construction vehicle safety.

✓ Twitter:

Thirty-one updates have been posted to the Manor Expressway's Twitter account (@ManorExpressway) this quarter to inform followers of lane and ramp 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. Five website contacts were fielded which included a complaint regarding construction vehicle safety and a question regarding the closure of the Chimney Hills crossover.

✓ Emails:

Seventy-six construction alerts were sent out by email to 230 stakeholders via Constant Contact email.

✓ Visits:

Outreach continued with the Chimney Hills neighborhood association, Chimney Hills North Townhomes HOA, Walnut Creek neighborhood association and Hidden Creek Apartment community. In addition, the team met with DeCoty Coffee, a small business located on westbound US 290, to discuss construction in the right of way.

Attachment A

Manor Expressway Phase I Project
Aerial Photographs
October 2012



Manor Expressway Phase I Project
(Looking West from US 290)
(Taken 10/04/2012)



Manor Expressway Phase I Project
(Looking North from US 183)
(Taken 10/04/2012)



Manor Expressway Phase I Project
(Looking South from US 183)
(Taken 10/04/2012)



Manor Expressway Phase I Project
(Looking East from US 290)
(Taken 10/04/2012)

Attachment B

Manor Expressway Phase II Project
Aerial Photographs
October 2012



US 290 East looking west from Gilleland Creek
(Taken 9/21/2012)



US 290 East looking west from Parmer Lane
(Taken 9/21/2012)



US 290 East at SH 130 Interchange looking west
(Taken 9/21/2012)



US 290 East at Decker Lane Intersection looking west
(Taken 9/21/2012)



US 290 East at Harris Branch Intersection looking west
(Taken 9/21/2012)



US 290 East at Crofford Lane Intersection looking west
(Taken 9/21/2012)



US 290 East at Giles Road Intersection looking west
(Taken 9/21/2012)



US 290 East near Old Manor Road looking west
(Taken 9/21/2012)



US 290 East looking west at Mogan Crossing
(Taken 9/21/2012)



US 290 East at Chimney Hill Blvd looking west
(Taken 9/21/2012)



US 290 East at Springdale Road looking west
(Taken 9/21/2012)



US 290 East at Tuscany Way looking west
(Taken 9/21/2012)

Attachment C

Manor Expressway Project
Contingency Tracking
October 2012

Manor Expressway Phase I | Contingency Balance Sheet

09/30/12

PROJECT CONSTRUCTION CONTINGENCY		\$5,200,000
APPROVED ITEMS		
Executed Change Orders		
CO#01	Added 3x5 Rock to Pavement Section	\$148,122
CO#02	Double left turn at Tuscan 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
		Subtotal Executed Change Orders
		\$893,367
Approved Other Items		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$432,547
		Subtotal Other Items
		\$432,547
		Subtotal Approved Items
		\$1,325,914
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
CO#11	Reduction in toll gantry scope ¹	-\$72,118
		Subtotal CO under negotiation
		-\$72,118
Potential Change Orders or pending more information		
	None at this time	
		Subtotal Potential Change Orders
		\$0
Other Items		
	None at this time	
		Subtotal Other Items
		\$0
¹ CO #11 being negotiated		
		Subtotal Items Under Negotiation or Estimated
		-\$72,118
		Total Costs
		\$1,253,796
		Total Contingency
		\$5,200,000
		TOTAL REMAINING AVAILABLE CONTINGENCY
		\$3,946,204

Manor Expressway Phase II | Contingency Balance Sheet

09/30/12

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
APPROVED ITEMS		
Executed Change Orders		
None at this time		\$0
	Subtotal Executed Change Orders	\$0
Approved Other Items		
None at this time		\$0
	Subtotal Other Items	\$0
	Subtotal Approved Items	\$0
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
CO#1	Revision to the mainline and frontage road pavement sections	\$1,480,445
	Subtotal CO under negotiation	\$1,480,445
Potential Change Orders or pending more information		
CO#2	Design and construction costs associated with ADA compliant Shared Use Path ¹	\$350,000
CO#3	Replace high pressure sodium lighting with LED lighting ¹	\$300,000
	Subtotal Potential Change Orders	\$650,000
Other Items		
Incentive	Early Completion Incentives (Max Amount Achievable)	\$2,700,000
	Subtotal Other Items	\$2,700,000
¹ Estimated cost		
	Subtotal Items Under Negotiation or Estimated	\$4,830,445
	Total Costs	\$4,830,445
	Total Contingency	\$17,200,000
	TOTAL REMAINING AVAILABLE CONTINGENCY	\$12,369,555

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