

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 10-26**

**Interlocal Agreement with  
Cameron County Regional Mobility Authority  
for Toll Collection Processing Services**

WHEREAS, the Central Texas Regional Mobility Authority (“CTRMA”) was created pursuant to the request of Travis and Williamson Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et. seq.* (the “RMA Rules”); and

WHEREAS, the Board of Directors of the CTRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the Cameron County Regional Mobility Authority (“CCRMA”) was created pursuant to the request of Cameron County and in accordance with provisions of the Transportation Code and the petition and approval process established in the RMA Rules; and

WHEREAS, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

WHEREAS, § 370.033 of the Transportation Code provides that regional mobility authorities may enter into interlocal agreements with other governmental entities for project development related services; and

WHEREAS, the CCRMA previously issued a Request for Information (“RFI”) seeking expressions of interests and proposals from other Texas toll authorities interested in providing toll transaction processing services (including violations processing and debt collection services) and services related to acquisition and installation of toll collection equipment; and

WHEREAS, the CTRMA responded to the RFI and proposed providing the requested services using its own expertise as well as the services of its consultants; and

WHEREAS, the CTRMA and the CRRMA previously authorized entry into an interlocal agreement pursuant to which the CTRMA will provide the CCRMA with toll systems implementations equipment and services using its own expertise and that of its toll systems implementation and maintenance consultant, Caseta Technologies; and

WHEREAS, the CTRMA previously entered into an Agreement for Violation Processing and Debt Collection Services with Gila Corporation, d/b/a Municipal Services Bureau (“MSB”) for the provision of violation processing, collection management, and court process support services; and

WHEREAS, the CTRMA and the CCRMA have agreed that it would be to their mutual benefit for the CTRMA to provide needed toll transaction processing services to the CCRMA through its own expertise and that of its consultants, including MSB; and

WHEREAS, attached hereto and incorporated herein as Attachment "A" is an interlocal agreement with the CCRMA setting forth various terms regarding the CTRMA's provision of needed toll transaction processing services to the CCRMA; and


WHEREAS, CTRMA staff recommends that the CTRMA enter into an interlocal agreement with the CCRMA in substantially the same form attached hereto as "Attachment "A".

NOW THEREFORE, BE IT RESOLVED, that the CTRMA Board of Directors hereby approves entry into an interlocal agreement with the CCRMA in substantially the same form attached hereto as "Attachment "A"; and


BE IT FURTHER RESOLVED, that the Executive Director is authorized to finalize and execute the interlocal agreement on behalf of the CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 31st day of March, 2010.

Submitted and reviewed by:

  
\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

Approved:

  
\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number 10-26  
Date Passed 03/31/10

**ATTACHMENT "A"**  
**To**  
**Resolution No. 10-26**  
**Interlocal Agreement with CCRMA**

## INTERLOCAL AGREEMENT

**THIS INTERLOCAL AGREEMENT** (the "Agreement") is made and entered into effective as of the \_\_\_ day of \_\_\_\_\_, 2010, by and between the CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY (the "CTRMA") and the CAMERON COUNTY REGIONAL MOBILITY AUTHORITY ("CCRMA"), political subdivisions of the State of Texas (collectively, the "Parties").

### WITNESSETH:

**WHEREAS**, the CTRMA is a regional mobility authority created pursuant to the request of Travis and Williamson Counties and operating pursuant to Chapter 370 of the Texas Transportation Code (the "RMA Act") and 43 TEX. ADMIN. CODE §§ 26.1 *et seq.* (the "RMA Rules"); and

**WHEREAS**, the CCRMA is a regional mobility authority created pursuant to the request of Cameron County and operating pursuant to Chapter 370 of the RMA Act and Sections 26.1 *et seq.* of the RMA Rules; and

**WHEREAS**, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

**WHEREAS**, Section 370.033 of the RMA Act provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

**WHEREAS**, the CCRMA is in need of toll transaction processing, toll collection services (including "pay-by-mail" processing, violations processing and debt collection services) and toll systems implementation equipment and services related to the SH 550 Toll Project and future CCRMA toll projects; and

**WHEREAS**, the CCRMA previously issued an RFI, a copy of which is attached as Attachment "A", seeking expressions of interests and proposals from other Texas toll authorities interested in providing toll collection processing services (including violations processing and debt collection services) and services related to acquisition and installation of toll collection equipment; and

**WHEREAS**, CTRMA responded to the RFI and proposed providing the requested services using its own expertise as well as the services of the consultants it supervises; and

**WHEREAS**, the CTRMA and the CRRMA previously entered into an interlocal agreement pursuant to which the parties agreed that the CTRMA would provide the CCRMA with toll systems implementation equipment and services using its own expertise and that of its toll systems implementation and maintenance consultants; and

**WHEREAS**, the CTRMA previously entered into an Agreement for Violation Processing and Debt Collection Services with Gila Corporation, d/b/a Municipal Services Bureau

("MSB") for the provision of violation processing, collection management, and court process support services (the "MSB Contract"); and

**WHEREAS**, the CTRMA, independently and by and through its consultants, has the expertise required to provide toll image processing, violations processing and debt collection services in connection with toll projects; and

**WHEREAS**, the CTRMA is a party to the Statewide Interoperability of Toll Collection Systems Agreement (the "Interoperability Agreement"), through which toll transactions on various tolled facilities throughout the state are processed and credited to the operator of the facility on which the transaction occurred; and

**WHEREAS**, the Parties have agreed that it would be to their mutual benefit for the CTRMA to provide needed toll collection processing services to the CCRMA through its expertise and resources, including those available through the MSB Contract and the Interoperability Agreement.

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

## **I. FINDINGS**

**Recitals.** The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties have authorized and approved the Agreement by resolution or order adopted by their respective governing bodies, and that this Agreement will be in full force and effect when approved by each party.

## **II. ACTIONS**

**1. Provision of Services.** Subject to the terms of this Agreement, the CCRMA shall utilize the resources of the CTRMA and/or its consultants, including the resources and services provided under the MSB Contract and the Interoperability Agreement, in connection with the provision of toll transaction processing, toll collection, violation processing, collection management, and court support services on CCRMA toll projects. The general Scope of Work (the "Services") to be provided by the CTRMA is set forth in Attachment "B". In the event that CCRMA becomes a direct party to the Interoperability Agreement the parties agree to amend this Agreement as necessary to accommodate such change.

**2. Cost of Services and Payment.** The cost of services and payments are primarily governed by underlying agreements between CTRMA and its consultants and the Interoperability Agreement. In accordance with the underlying agreements and established processes, and in accordance with a schedule to be mutually agreed upon by the parties, the CTRMA, by and through its consultants, shall submit a summary of toll related fees and costs

charged and collected in providing the Services under this Agreement and shall also present a reconciliation of the related transactions, invoices and accounts.

The current applicable fees for service are provided in the Rate Schedule set forth in Attachment "C". The CTRMA agrees to pay, or cause to be paid, any funds collected by the CTRMA on behalf of the CCRMA within 72 hours of receiving those funds. The current Schedule for collection of toll related funds is provided in the CTRMA Toll Funds Collection Schedule set forth in Attachment "D". The CTRMA may deduct applicable processing fees prior to transferring toll related funds to the CCRMA, resulting in a net invoice or payment to CCRMA. The funds due and fees deducted shall be clearly shown on the associated summary document.

Payments due to either party under this Agreement shall be made to:

Central Texas Regional Mobility Authority  
301 Congress Avenue, Suite 650  
Austin, TX 78701  
Attn: Chief Financial Officer

Cameron County Regional Mobility Authority  
1100 E. Monroe  
Brownsville, Texas 78521  
Attn: RMA Coordinator

**3. Performance Measures.** The toll collection processing services being provided pursuant to this Agreement are an extension of the services being provided to the CTRMA under the MSB Contract. As such, CTRMA shall assure, through its agreement with MSB and other of its subcontractors, that the same performance measures are established and maintained for toll collection processing services on SH 550 and other CCRMA facilities as are applicable to CTRMA facilities. CTRMA shall enforce such measures and standards on CCRMA's behalf, and CTRMA shall not agree to modify performance measures without the prior written consent of CCRMA.

### III. GENERAL AND MISCELLANEOUS

**1. Term and Termination.** Subject to the following, this Agreement shall be effective as of the date first written above and shall continue in force and effect until June 30, 2015. The term of the Agreement may be extended by written agreement of the Parties. Notwithstanding the foregoing, either party may terminate this Agreement in the event of a material breach of its terms, which may include, but is not limited to, failure to make timely payments of amounts owed and failure of the toll collection processing services to be provided in accordance with this Agreement, provided that the party seeking to terminate the Agreement has provided written notice to the other of the alleged default and the default has not been cured within thirty (30) days of receipt of such notice.

2. **Prior Written Agreements.** This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.

3. **Other Services.** Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by both Parties.

4. **Governmental Immunity.** Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either of the Parties nor to create any legal rights or claims on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.

5. **Amendments and Modifications.** This Agreement may not be amended or modified except in writing and executed by both Parties to this Agreement and authorized by their respective governing bodies.

6. **Severability.** If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

7. **Execution in Counterparts.** This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when both Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

**IN WITNESS WHEREOF**, the Parties have executed and attested this Agreement by their officers thereunto duly authorized.

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_  
Mike Heiligenstein,  
Executive Director

**CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY**

By: \_\_\_\_\_  
Pete Sepulveda, Jr.,  
RMA Coordinator



**ATTACHMENT "A"**

**RFI**



November 25, 2009

## **CCRMA Request for Information Regarding Toll System Implementation and Support for SH-550 via Inter-Local Agreement**

The Cameron County Regional Mobility Authority (CCRMA) plans to open its SH 550 Toll Project in March of 2010. Tolling operations will commence at that time, although a promotional period will likely defer the actual collection of tolls until at least June 1, 2010. In order to have collection capabilities in place in a timely manner the CCRMA requires the assistance of an established toll system operator. The following summary represents the request that the CCRMA has made to the following Agencies to provide information and estimates for toll systems, services and support to CCRMA initial Open Road Tolling project at the SH 550 overpass of FM 1847 and UPRR.

Three Agencies have been identified based on their response to a letter of inquiry that was sent from CCRMA to identified toll authorities that implement and operate high-speed Open Road Tolling (ORT) Systems and currently, as parties to an inter-local agreement, submit transactions to the Texas InterOp Hub. These are features that are necessary for tolled operations of the SH550 facility. In the initial letter, Agencies were asked to confirm their willingness to assist CCRMA with this initial toll project. The Agencies that replied affirmatively are:

Central Texas Regional Mobility Authority  
Point of Contact: Ron Fagan, Director of Operations

North Texas Tollway Authority  
Point of Contact: Clayton Howe, Assistant Executive Director of Operations

Texas Turnpike Authority  
Point of Contact: Doug Woodall, Interim Director of Toll Operations

These three Agencies were subsequently visited for an initial meeting that included a tour of their facilities, a briefing of the SH550 Project, a discussion of their toll related capabilities and policies and discussions about a potential inter-local agreement (ILA).

The purpose of this RFI is to gather additional information which, when considered with information learned during site visits, will allow the CCRMA staff to make a recommendation to its board of directors as to the agency which presents the best opportunity for partnering through an inter-local agreement. The recommendation will consider all factors, including estimated cost of services, compatibility of approach to tolling, flexibility of systems and business rules to accommodate unique aspects of CCRMA's operation, ability to implement in a timely manner, and commitment of resources necessary to accomplish CCRMA's objectives. It is anticipated that the agreement will be for a minimum period of two years. The CCRMA sincerely appreciates the willingness of its fellow Agencies to assist the CCRMA and will do everything possible to simplify the partnering process.

As part of each Agencies response to this RFI, CCRMA respectfully requests that the Agency provide estimated costs, using the instructions and worksheet provided, for the following:

1. Installation and Testing of the Following Systems:

- a. In-Lane Systems
  - b. Back-Office Systems
  - c. Front-Office Systems
  - d. Network Equipment
  - e. Surveillance Systems
2. Project Support:
- a. General Project Support
  - b. Business Rule Development
  - c. System Integration
  - d. Training
  - e. Court Process Development
  - f. Documentation
  - g. Marketing Support
  - h. Public Relations Support
3. Maintenance and Warranty:
- a. Remote Maintenance
  - b. Preventative Maintenance
  - c. Warranty (Year 1)
  - d. Spare Parts
4. Post "Start of Tolling" Toll Services:
- a. AVI Transaction Processing
  - b. Image-Based Transaction Processing
  - c. Video Bill Processing
  - d. Retail Transponder Distribution Support
  - e. Collections Management
  - f. Court Process Support

## Target Schedule

The following schedule is provided as guidance to those participating in this exercise. The CCRMA appreciates that Agency staffs are busy and CCRMA will do everything possible to accommodate the particular needs of each Agency.

Event	Target Date
Draft Request for Information (RFI) Sent	Wednesday, Nov. 18
Comments to Draft RFI Due	Friday, Nov 20
Final RFI Sent	November 25
RFI Responses Target Date	December 1
CCRMA Recommendation to the Board	December 10 Board Meeting
CCRMA Notification of Decision to Agencies	December 11
Complete ILA and implement design and construction	December 2009– March 2010
Open tolled overpass to traffic (start promotional period)	March 2010
End promotion, begin collecting tolls	June 2010

The estimates should consider the short time frame for implementation and the necessity of beginning toll operations in March 2010 and actual toll collection on June 1, 2010. If there is a concern that implementation by this date is not possible, please indicate the earliest date for completion of the work.

**Point of Contact**

Questions related to this RFI should be directed to:

Dan Baker  
HNTB Corporation  
dlbaker@hntb.com  
303-210-0354

**Supporting Documents**

Attachment A – Cost Estimate Instructions

Attachment B - Cost Estimate Worksheet (provided as part of the RFI and as a separate file for data entry)

Attachment C - Preliminary Plan Sheets (Provided as a separate file for printing purposes)

**ATTACHMENT A**  
**Cost Estimate Instructions**

This attachment provides instructions for completing the Toll System Cost Estimates Worksheet. The estimate should be based on the authority's:

- Existing Open-Road Tolling (ORT), Back-Office and Front-Office system designs and should assume that CCRMA will adopt the authority's general business rules and policies. Based on our initial meetings with the authorities, it is assumed that many of the common business rules are configurable and that the selected authority will be willing to work with the CCRMA, where feasible, to customize configurable settings.
- Existing system integrator contract(s)
- Approved internal staffing and budget approvals

The estimates should also consider the short time frame available to begin toll operations in March 2010 and actual toll collection on June 1, 2010. If there is a concern that these dates are not achievable, please indicate your earliest estimated dates for same.

The cost estimates should assume that CCRMA will pay for and take ownership of all equipment installed at these CCRMA locations. The potential loan or lease of equipment can be discussed at a later time. Please note that this RFI is only for tolling at the location identified in the plan sheets.

A spreadsheet is provided to facilitate the estimation of costs. The following instructions provide general guidance for each section of the estimate. Information should only be entered in the un-shaded cells. When necessary, please use the comment column to document assumptions and/or clarify the cost estimating method used. If the system, service or support item cannot be provided, simply note that in the comment field and leave the related cells blank.

**1. Toll System Description of Services and Instructions for Estimates**

This section should reflect all anticipated costs for hardware, software, licensing, installation and testing of the following toll system components.

- A. **In-Lane System Costs** – This section should include ORT toll systems for mainlane tolling that support two travel lanes in each direction and shoulders as depicted on the attached plan sheets. This section should include the estimated cost of all In-Lane and roadside equipment and a UPS capable of sustaining the systems for 60 minutes without other power. An adequately sized portable generator should also be included in the cost estimate. This section should include equipment, installation and testing of the system. If the provided system is in production on an existing facility, a limited amount of formal testing will be required. This limited formal testing can be assumed to be part of a single overall operational test of the entire system.
- B. **Back-Office Systems** – This section should include the estimated cost of all on-site (in Cameron County) back-office systems required to:
  - Aggregate transactions from the lanes
  - Store and forward transactions to the remote back-office

- Provide for transactional and financial audit and reconciliation
- Provide system support for the maintenance activities described below
- Provide a secure enclosure for the back-office systems

If the provided systems are in production, a limited amount of formal testing shall be required. This limited formal testing can be assumed to be part of a single overall operational test of the entire system.

C. **Front-Office Systems** - This section should include the estimated cost of all on-site (in Cameron County) front-office systems required to:

- Provide and install three customer service representative (CSR) systems at a walk-up customer service location in Cameron County. The estimate should include all necessary peripherals (printers, readers, etc) required to fully service walk-up customers; including, the issuing of transponders, full account creation, payment processing and customer support activities. CCRMA will provide the building, desks, office space, etc. It is assumed that these systems will remotely access the CSC/VPC system.
- Provide and install two transponder vending or kiosk systems that will likely not have full remote access but rather distribute transponders and rely on the customer to create an account either on-line or over the phone. CCRMA will follow-up individually with each authority regarding their current capabilities in this area.

If the provided systems are currently in production, a limited amount of formal testing will be required. This limited formal testing can be assumed to be part of a single overall operational test of the entire system.

D. **Network Equipment** – This section should include all estimated costs for network equipment and testing required to provide for following:

- Connectivity of all In-Lane and Roadside equipment.
- Connectivity from the In-Lane Systems to the Back-office.
- Connectivity between the Back-Office and the authority's remote Back-Office Systems.
- Connectivity between the Front-Office Systems and the authority's remote Customer Service Center Systems.
- Connectivity between the Surveillance system and the Video Host System.

This section should include only the network equipment and assume that the required fiber, wireless and/or long-haul circuits will be provided and paid for by the CCRMA.

E. **Tolling Point Surveillance System** – This section should include all estimated costs for surveillance systems to monitor the tolling point as well as some reasonable distance both upstream and downstream of the tolling point. It is assumed that the system will be connected into the Agency's existing surveillance systems and have similar capabilities. Assume that the CCRMA will provide an adequate long-haul communication path between the systems. Ideally, the CCRMA should also have the capability to access the camera feeds via a standard browser (assuming the CCRMA has provided connectivity between their PC's

and the required devices). It should be assumed that the camera feeds will be monitored, recorded and stored per the current monitoring and data retention rules.

## **2. Project Support Description of Services**

This section should include all estimated Agency costs for Project Support Activities. "Units" should be of the type that is preferred by the Agency (e.g., LS – Lump Sum, Hrs – Hours, Units – Generic Work Units)

- A. **General Project Support** – This section should include all estimated Agency costs for project management, meetings with CCRMA, internal coordination with operations and maintenance teams, etc.
- B. **Business Rules Development** – This section should include all estimated Agency costs for assisting the CCRMA in understanding the current Business Rules and defining all configurable parameters.
- C. **System Integration** – This section shall include all estimated costs for development required to integrate CCRMA into the existing operational systems. Integration should include changes to existing systems, Automatic Call Distribution (ACD), and Interactive Voice Response (IVR), website to provide a CCRMA branded instance, etc.
- D. **Training** – This section should include all estimated Agency costs for training of CCRMA personnel, including:
  - Lane Maintenance training of local Cameron County maintenance personnel to the extent required to meet the approach described in the Maintenance section below.
  - Customer Service Representatives training to the extent required for them to fully service walk-up customers, issue transponders and collect money for account replenishment, video bills, fees and fines.
  - County finance personnel training to the extent required to perform transactional and financial audit and reconciliation with the Agency and reconciliation of toll transaction payments from the Agency to the CCRMA.
  - General system report training for CCRMA personnel responsible for the day-to-day operations of the facility.
- E. **Court Process Development** – This section shall include all estimated Agency costs for assisting CCRMA with the development of the Court Process in Cameron County. The Agency should use their best estimation of costs associated with this effort based on their past experience.
- F. **Documentation** – This section should include all estimated costs for providing documentation of the system. It is assumed that the system provided to the CCRMA is in production and documented. The Agency should assume that the existing system documentation can be reused, with slightly modified if required, to support the CCRMA system. As-built drawings, specific to the SH-550 installation, should be provided.
- G. **Marketing Support** – This section should include all Agency estimated costs for Marketing Support including; assistance with a marketing plan, web site branding, Cameron County

event planning, and initial transponder distribution. Please list these and/or other marketing support activities in the cells provided (insert additional cells as required). The Agency should use their best estimation of costs associated with this effort based on their past experience.

- H. **Public Relations Support** - This section should include all Agency estimated costs for Public Relations including; assistance with a communications plan and development of surveys. Please list these and/or other marketing support activities in the cells provided (insert additional cells as required).

### 3. Maintenance and Warranty Approach

The CCRMA will provide local maintenance personnel to perform related on-site tasks and assist as required with the maintenance of the toll system. It is assumed that the Agency will monitor and respond to alarms and tickets in a manner consistent with the support of their existing systems. After meeting with the authorities, it is assumed that most alarms and automatically generated trouble tickets will be investigated and resolved remotely. However, local personnel will be available, at the direction of the Agency, to assist with issues that require on-site support. Local maintenance personnel will have been trained by the Agency to access spare parts, perform sub-component replacements, properly handle the return of defective equipment, properly administer inventory as required, etc. It is assumed that any required on-site maintenance support, beyond scheduled preventative maintenance and tuning, will be paid for by CCRMA on a time and material basis.

- A. **Maintenance Remote Support** – This section should include the estimated annual cost of remotely monitoring the toll system and responding to and resolving alarms and trouble tickets. This section should also include the cost of monitoring the surveillance cameras in a manner consistent with the Agency’s current operations and if required, calling designated Cameron County contacts.
- B. **Preventative Maintenance** – This section should include estimated labor and expenses for annual preventative maintenance and system tuning as required.
- C. **Warranty** – This section should include the estimated cost for the first year of warranty on the system (if required).
- D. **Spare Parts** – This section should include the estimated cost of an initial set of spare parts.

### 4. Post “Start of Tolling” Services

This section should include the estimated costs for providing customer service and related operational support. It is assumed that the estimate provides the cost of all labor, materials and expenses required to service CCRMA customers, both paying and non-paying. If any of these costs are based on reaching certain volumes, that should be noted in the comment section and CCRMA can follow-up.

When completing this section, designate only the unit type and per unit cost. CCRMA will estimate quantities and discuss these with the authorities. Where additional rows are provided, feel free to add the individual cost items involved in the task (add additional rows if required).

- A. **AVI Transaction Processing** – This section should include the estimated fee charged to CCRMA for processing of AVI transactions.



- B. **Image-Based Transaction Processing** – This section should include the estimated fee charged to CCRMA for processing of image-based transactions.
- C. **Video Bill Processing**– This section should include the estimated fees and costs charged to CCRMA for processing and sending video bills.
- D. **Retail Transponder Distribution Support** – This section should include all estimated costs for supporting retail transponder distribution in Cameron County.
- E. **Collections Management** - This section should include all estimated costs for providing and managing the collections process.
- F. **Court Process** - This section should include all estimated costs for managing the court process.

**5. Additional Costs**

This section should include any costs that are not identified or do not fit into the above listed categories. The CCRMA will follow up directly to discuss any costs listed in this section.

**ATTACHMENT B  
Cost Estimate Worksheet**

<b>1 TOLL SYSTEM</b>				<b>Cost (\$)</b>		<b>Comments</b>
<b>A</b>	<b>In-Lane Systems</b> In-Lane Systems as described in the Toll System Description of Services	LS		\$ -		
<b>B</b>	<b>Back-Office Systems</b> Back-Office Systems as described in the Toll System Description of Services	LS		\$ -		
<b>C</b>	<b>Front-Office Systems</b> Front-Office Systems as described in the Toll System Description of Services	LS		\$ -		
<b>D</b>	<b>Network Equipment</b> Network Equipment as described in the Toll System Description of Services	LS		\$ -		
<b>E</b>	<b>Surveillance Systems</b> Surveillance Systems as described in the Toll System Description of Services	LS		\$ -		
<b>Sub-Total</b>				\$ -		

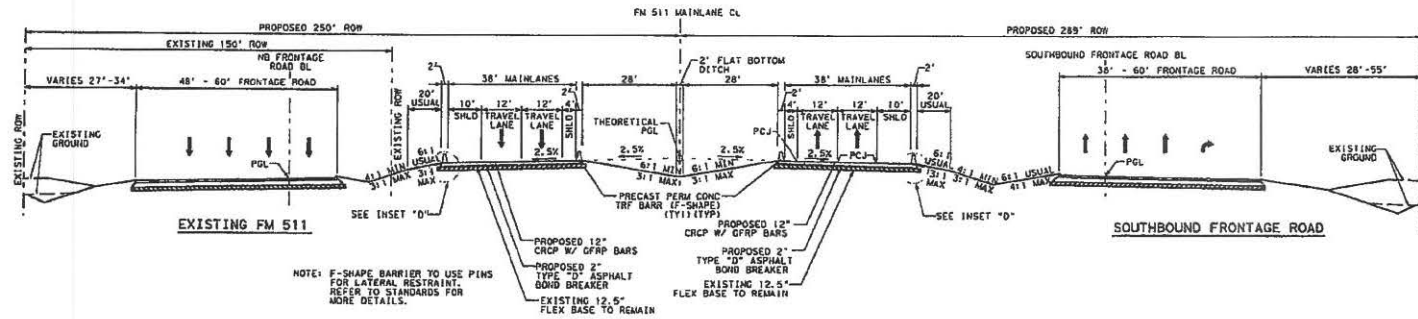
<b>2 PROJECT SUPPORT</b>		<b>Unit</b>	<b>Qty</b>	<b>Per Unit Cost (\$)</b>	<b>Total</b>	<b>Comments</b>
<b>A</b>	<b>General Project Support</b> General Project Support as described in the Project Support Description of Services			\$ -	\$ -	
<b>B</b>	<b>Business Rules Development</b> Business Rules Development as described in the Project Support Description of Services			\$ -	\$ -	
<b>C</b>	<b>System Integration</b> System Integration as described in the Project Support Description of Services			\$ -	\$ -	
<b>D</b>	<b>Training</b> Training as described in the Project Support Description of Services			\$ -	\$ -	
<b>E</b>	<b>Court Process Development</b> Court Process Development as described in the Project Support Description of Services			\$ -	\$ -	
<b>F</b>	<b>Documentation</b> Documentation as described in the Project Support Description of Services			\$ -	\$ -	
<b>G</b>	<b>Marketing Support</b> Marketing Support as described in the Project Support Description of Services			\$ -	\$ -	
<b>H</b>	<b>Public Relations Support</b> Public Relations Support as described in the Project Support Description of Services			\$ -	\$ -	
<b>Sub-Total</b>				\$ -	\$ -	

<b>3 MAINTENANCE AND WARRANTY</b>		<b>Unit</b>		<b>Annual Cost \$</b>	<b>Comments</b>
<b>A</b>	<b>Remote Maintenance</b> Remote Maintenance as described in the Maintenance and Warranty Description of Services	LS		\$ -	
<b>B</b>	<b>Preventive Maintenance</b> Preventive Maintenance as described in the Maintenance and Warranty Description of Services	LS		\$ -	
<b>C</b>	<b>Warranty (Year 1)</b> Warranty as described in the Maintenance and Warranty Description of Services	LS		\$ -	
<b>D</b>	<b>Spare Parts</b> Spare Parts as described in the Maintenance and Warranty Description of Services	LS		\$ -	
<b>Sub-Total</b>				\$ -	

<b>4 POST "START OF TOLLING" SERVICES</b>		<b>Unit</b>	<b>Qty</b>	<b>Per Unit Cost</b>	<b>Comments</b>
<b>A</b>	<b>AVI Transaction Processing</b> Per AVI transaction processing fee			\$ -	
<b>B</b>	<b>Image-Based Transaction Processing</b> Per image-based transaction processing fee			\$ -	
<b>C</b>	<b>Video Bill Processing</b> Pass through costs (list all applicable pass-through items)			\$ -	
				\$ -	
				\$ -	
				\$ -	
				\$ -	

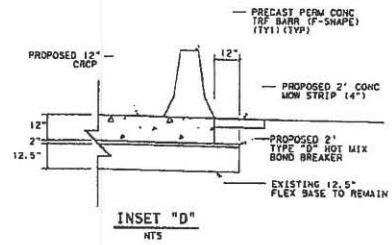


- NOTES:  
 1. REFER TO ROADWAY TYPICAL SECTIONS FOR MORE INFORMATION.  
 2. REFER TO "GANTRY ELEVATIONS" FOR MORE INFORMATION.

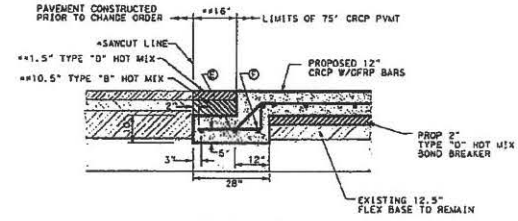


**PROPOSED FM 511**  
 TYPICAL SECTION  
 STA 1180+12.50 TO STA 1180+87.50  
 NTS

NOTE: F-SHAPE BARRIER TO USE PINS FOR LATERAL RESTRAINT. REFER TO STANDARDS FOR MORE DETAILS.

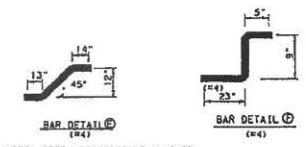


**INSET "D"**  
 NTS



**TRANSITION DETAIL**  
 NEW CRCP TO NEW ASPHALT  
 NTS

\* SANCUT WILL BE SUBSIDIARY TO ITEM 360  
 \*\* 1.5" TYPE "D" HOT MIX AND 10.5" TYPE "B" HOT MIX TO BE PAID AS ITEM 351 "FLEXIBLE PAVEMENT REPAIR" ESTIMATED AT 22.5 SY.



NOTE: STEEL REINFORCING ALLOWED FOR BARS E AND F, AND SPACED AT 18" C-C

**CHANGE ORDER No. 13**  
 NEW SHEET

*B. M. Turrentine*  
 10/16/09

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DATE: 10/16/09

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**HNTB** HNTB Corporation  
 The HNTB Companies  
 15000 North Loop West  
 Houston, Texas 77040

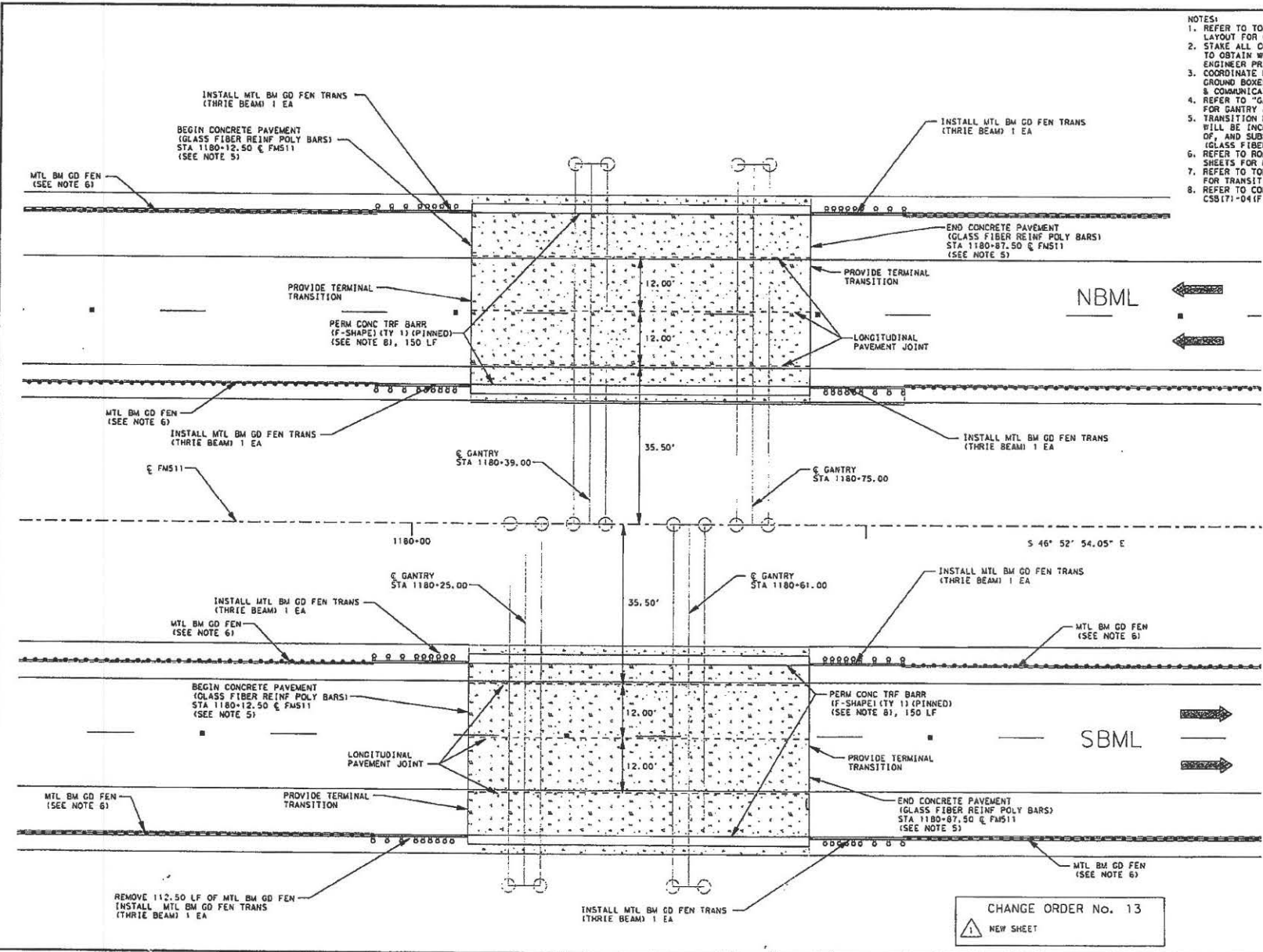
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**FM 511 TOLL**  
**TYPICAL SECTION**

(SHEET 1 OF 1)

PROJECT NO.	6	SECTION	046
DATE	01	DATE	046
PROJECT NO.	NH 2008 (R20)	SHEET	1074
STATE	TEXAS	COUNTY	CAMERON
SECTION	046	SECTION	046
DATE	01	DATE	046

- NOTES:
1. REFER TO TOLL FACILITY CONDUIT RISER LAYOUT FOR CONDUIT DETAILS.
  2. STAKE ALL CONDUIT & GROUND BOX LOCATIONS TO OBTAIN WRITTEN APPROVAL FROM THE ENGINEER PRIOR TO PLACEMENT.
  3. COORDINATE PLACEMENT OF CONDUIT & GROUND BOXES WITH UTILITY FOR POWER & COMMUNICATION TIE-IN.
  4. REFER TO "GANTRY ELEVATION" SHEETS FOR GANTRY AND DRILL SHEET INFORMATION.
  5. TRANSITION PAVEMENT STRUCTURE WILL BE INCLUDED WITH IN THE LIMITS OF, AND SUBSIDIARY TO, CONC PAVMT (GLASS FIBER REINF POLY BARS).
  6. REFER TO ROADWAY PLAN & PROFILE SHEETS FOR MORE INFORMATION.
  7. REFER TO TOLL TYPICAL SECTION SHEET FOR TRANSITION DETAIL.
  8. REFER TO CONCRETE SAFETY BARRIER CS5171-04 (F SHAPE) FOR PIN DETAILS.



10/16/09

NO.	DATE	REVISION	DESCRIPTION	PAGE	OF



**HNTB** HNTB Corporation  
The HNTB Companies  
Highway Builders Since 1914

**FM 511 TOLL FACILITY LAYOUT**

(SHEET 1 OF 1)

NO.	DATE	REVISION	DESCRIPTION	PAGE	OF
1					

PROJECT NO.	NO. 2008 (020)	SECTION	1C80
STATE	Texas	COUNTY	
TEXAS PHARR	CAMERON		
DATE	01/04/09	PROJECT NO.	FM 511

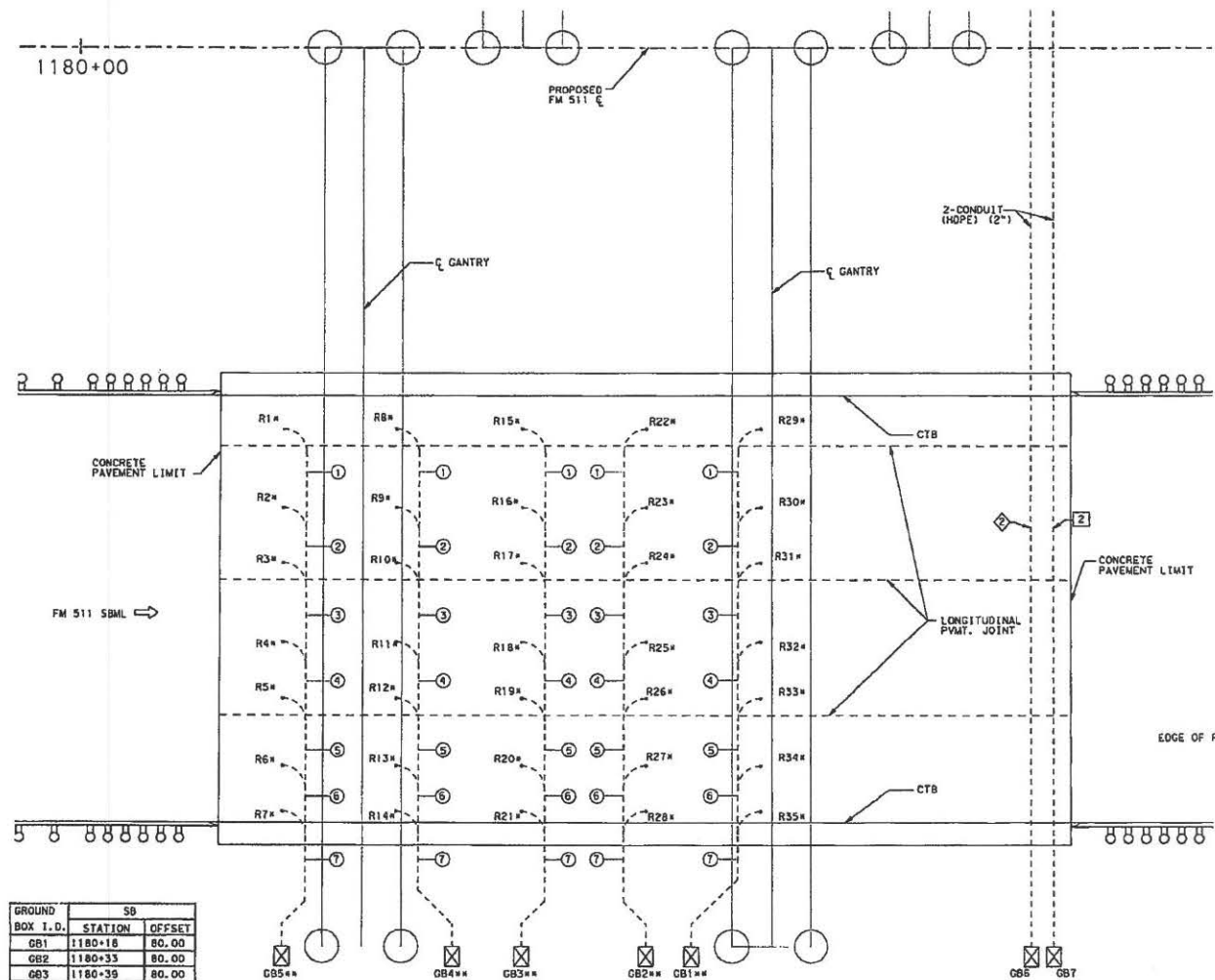
CHANGE ORDER No. 13  
NEW SHEET



- LEGEND**
- ☒ GROUND BOX (TYD)
  - ⊕ NUMBER OF 1" HDPE CONDUIT (COMM)
  - ⊕ NUMBER OF 2" HDPE CONDUIT (POWER)
  - ⊕ NUMBER OF 2" HDPE CONDUIT (COMM)

- GENERAL NOTES**
1. ALL CONDUIT 1" UNLESS OTHERWISE NOTED.
  2. STAKE ALL CONDUIT AND GROUND BOX LOCATIONS TO OBTAIN WRITTEN APPROVAL FROM THE ENGINEER PRIOR TO PLACEMENT.
  3. COORDINATE PLACEMENT OF CONDUIT AND GROUND BOXES WITH UTILITY FOR POWER AND COMMUNICATION TIE-IN. REFER "GANTRY ELEVATIONS" SHEETS FOR ADDITIONAL INFORMATION.
  5. ALL CONDUIT INSTALLATIONS SHALL BE BORED UNDER EXISTING PAVEMENT.
- FRONTAGE ROAD NOTES**
1. BORED 2" HDPE CONDUIT ESTIMATED AT 300 LF FOR FRONTAGE ROAD CROSSING.
  2. FOUR GROUND BOXES (TY D) REQUIRED.
  3. CROSSING WILL BE LOCATED AT APPROX. FM 511 STA. 1180+73 ON NB OR SB FRONTAGE ROAD, CORRESPONDING TO THE ELECTRICAL SERVICE INCLUDED IN THESE PLANS. ENGINEER'S APPROVAL REQUIRED BEFORE INSTALLING THIS CROSSING.

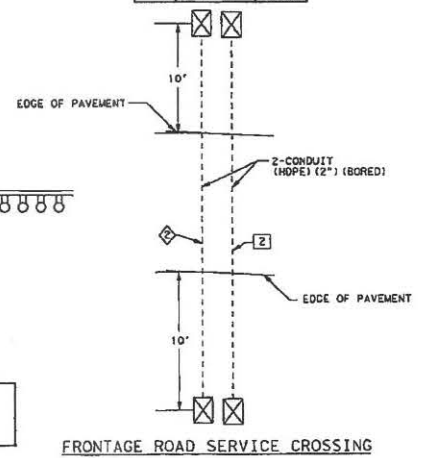
RISER ID	SB STATION	OFFSET
R1	1180+18	34.00
R2	1180+18	41.00
R3	1180+18	48.00
R4	1180+18	54.00
R5	1180+18	58.00
R6	1180+18	64.00
R7	1180+18	68.00
R8	1180+28	34.00
R9	1180+28	41.00
R10	1180+28	48.00
R11	1180+28	54.00
R12	1180+28	58.00
R13	1180+28	64.00
R14	1180+28	68.00
R15	1180+39	34.00
R16	1180+39	41.00
R17	1180+39	48.00
R18	1180+39	54.00
R19	1180+39	58.00
R20	1180+39	64.00
R21	1180+39	68.00
R22	1180+50	34.00
R23	1180+50	41.00
R24	1180+50	48.00
R25	1180+50	54.00
R26	1180+50	58.00
R27	1180+50	64.00
R28	1180+50	68.00
R29	1180+60	34.00
R30	1180+60	41.00
R31	1180+60	48.00
R32	1180+60	54.00
R33	1180+60	58.00
R34	1180+60	64.00
R35	1180+60	68.00



GROUND BOX I.D.	SB STATION	OFFSET
GB1	1180+18	80.00
GB2	1180+39	80.00
GB3	1180+50	80.00
GB4	1180+54	80.00
GB5	1180+84	80.00
GB6	1180+84	80.00
GB7	1180+86	80.00

\* SEE THE CONDUIT RISER DETAIL SHEET FOR RISER DETAIL A3.  
 \*\* SEE THE CONDUIT RISER DETAIL SHEET FOR GROUND BOX DETAILS A1, A2 & A4.

CHANGE ORDER No. 13  
 NEW SHEET



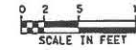
10/13/2009  
 STATE OF TEXAS  
 FABIAN JOSEPH KALAPAC  
 58100  
 LICENSED PROFESSIONAL ENGINEER

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**HNTB** HNTB Corporation  
 1400 North Loop West  
 Houston, Texas 77001  
 281.414.4000

**FM 511 SOUTHBOUND TOLL FACILITY CONDUIT RISER LAYOUT**  
 (SHEET 1 OF 2)  
 PROJECT NO. 0201  
 DATE 02/08/02  
 COUNTY PHARR  
 COUNTY CAVERON  
 SHEET NO. 0884 01 046  
 DATE 01/04/09

\* SEE THE CONDUIT RISER DETAIL SHEET FOR RISER DETAIL A3.  
 \*\* SEE THE CONDUIT RISER DETAIL SHEET FOR GROUND BOX DETAILS A1, A2 & A4.

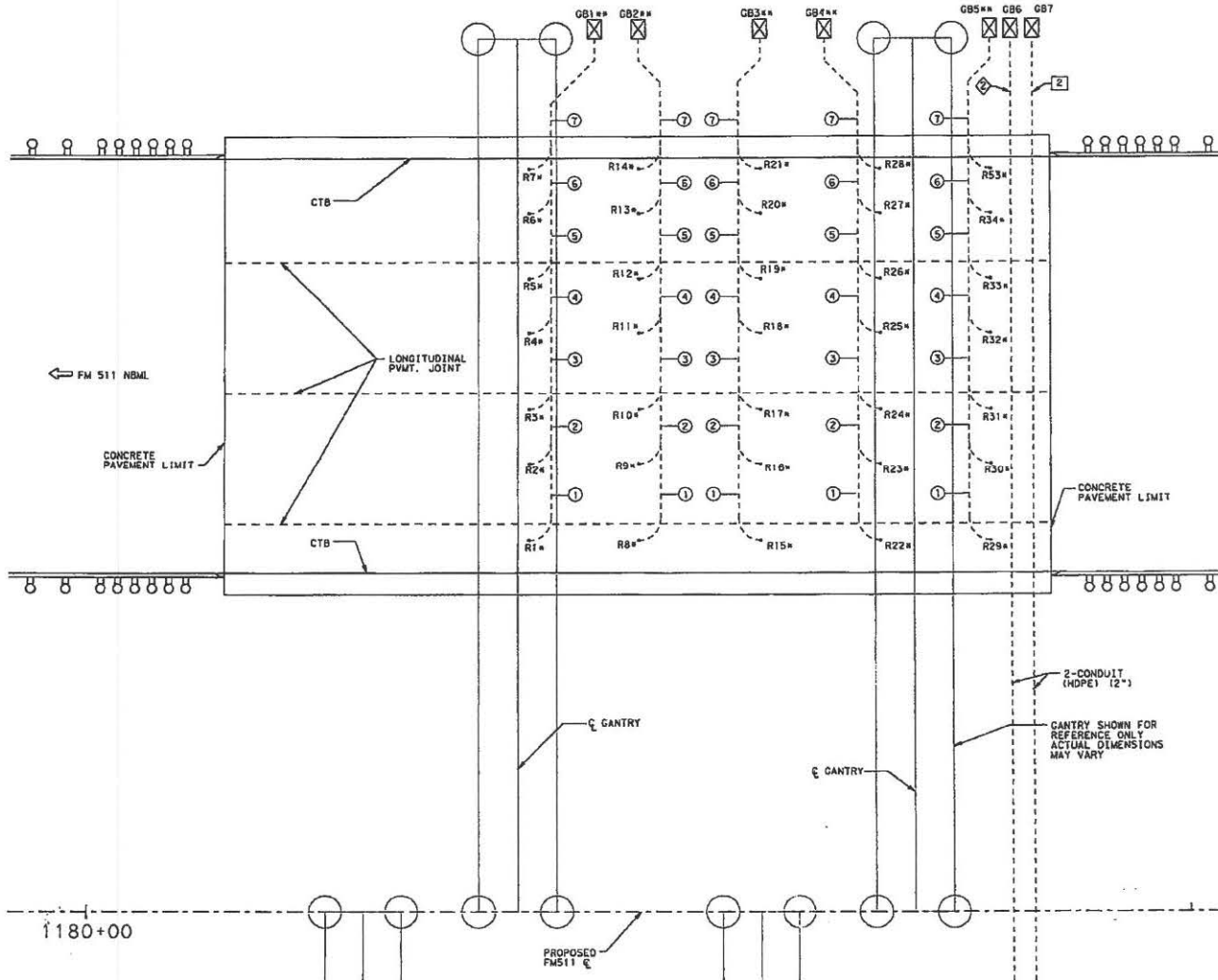


**LEGEND**

- ☒ GROUND BOX (TYD)
- ⊕ NUMBER OF 1" HOPE CONDUIT (COMM)
- ⊕ NUMBER OF 2" HDPE CONDUIT (POWER)
- ⊕ NUMBER OF 2" HDPE CONDUIT (COMM)

**GENERAL NOTES**

1. ALL CONDUIT 1" HOPE UNLESS OTHERWISE NOTED.
2. STAKE ALL CONDUIT AND GROUND BOX LOCATIONS TO OBTAIN WRITTEN APPROVAL FROM THE ENGINEER PRIOR TO PLACEMENT.
3. COORDINATE PLACEMENT OF CONDUIT AND GROUND BOXES WITH UTILITY FOR POWER AND COMMUNICATION TIE-IN. REFER "GANTRY ELEVATIONS" SHEETS FOR ADDITIONAL INFORMATION.
5. ALL CONDUIT INSTALLATIONS SHALL BE BORED UNDER EXISTING PAVEMENT.



RISER		NB	
ID	STATION	OFFSET	
R1	1180+40	-34.00	
R2	1180+40	-41.00	
R3	1180+40	-48.00	
R4	1180+40	-54.00	
R5	1180+40	-58.00	
R6	1180+40	-64.00	
R7	1180+40	-69.00	
R8	1180+50	-34.00	
R9	1180+50	-41.00	
R10	1180+50	-48.00	
R11	1180+50	-54.00	
R12	1180+50	-58.00	
R13	1180+50	-64.00	
R14	1180+50	-68.00	
R15	1180+61	-34.00	
R16	1180+61	-41.00	
R17	1180+61	-48.00	
R18	1180+61	-54.00	
R19	1180+61	-58.00	
R20	1180+61	-64.00	
R21	1180+61	-68.00	
R22	1180+72	-34.00	
R23	1180+72	-41.00	
R24	1180+72	-48.00	
R25	1180+72	-54.00	
R26	1180+72	-58.00	
R27	1180+72	-64.00	
R28	1180+72	-68.00	
R29	1180+82	-34.00	
R30	1180+82	-41.00	
R31	1180+82	-48.00	
R32	1180+82	-54.00	
R33	1180+82	-58.00	
R34	1180+82	-64.00	
R35	1180+82	-68.00	

GROUND		SB	
BOX I. D.	STATION	OFFSET	
GB1	1180+46	-80.00	
GB2	1180+50	-80.00	
GB3	1180+61	-80.00	
GB4	1180+67	-80.00	
GB5	1180+82	-80.00	
GB6	1180+84	-80.00	
GB7	1180+85	-80.00	

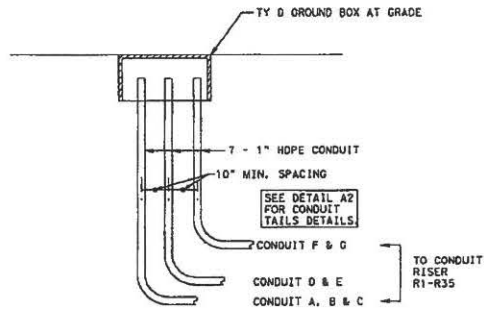
CHANGE ORDER No. 13  
 NEW SHEET

10/13/2009  
 STATE OF TEXAS  
 PROFESSIONAL ENGINEER  
 FERRIS JOSEPH KALLAPATI  
 License No. 10101  
*Ferris Kallapati*

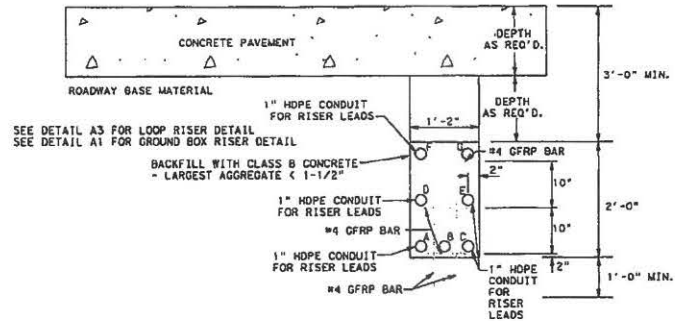
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 Texas Department of Transportation

**HNTB** HNTB Corporation  
 1905 West Loop South  
 Suite 1000  
 Houston, Texas 77060  
 281.419.2000

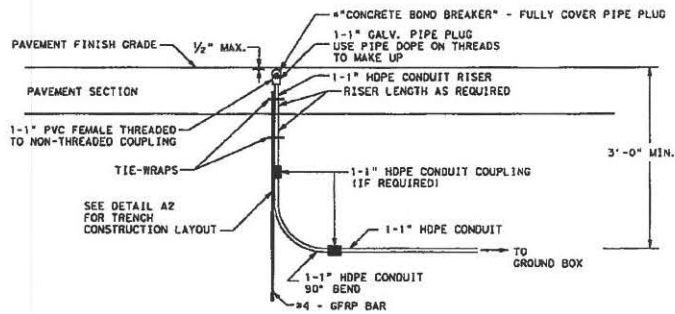
**FM 511 NORTHBOUND TOLL FACILITY CONDUIT RISER LAYOUT**  
 (SHEET 2 OF 2)  
 PROJECT NO. 1082  
 DATE 08/20/08  
 DRAWN BY PHARR  
 CHECKED BY CAMERON  
 DATE 01/04/09



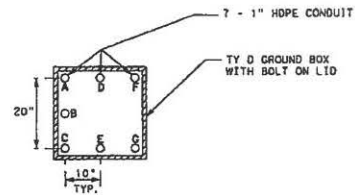
**CONDUIT RISER DETAIL A1**  
 LOOP TAIL TO GROUND BOX  
 CONDUIT TRENCH DETAILS



**CONDUIT RISER DETAIL A2**  
 LOOP TAIL TO GROUND BOX  
 CONDUIT TRENCH DETAIL



**CONDUIT RISER DETAIL A3**  
 LOOP TAIL TO GROUND BOX  
 CONDUIT LOOP RISER DETAIL  
 \*SUBSIDIARY TO CONDUIT



**DETAIL A4**  
 TYPICAL GROUND BOX  
 CONDUIT ARRAY

CHANGE ORDER No. 13  
 1 NEW SHEET

10/13/2009  
 STATE OF TEXAS  
 PHILIP JOSEPH KALPAKIS  
 38100  
 LICENSED PROFESSIONAL ENGINEER  
 John Kalpakis

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 Texas Department of Transportation

**HNTB** HNTB Corporation  
 17000 North Loop West  
 Houston, Texas 77058  
 HNTB No. 1-010

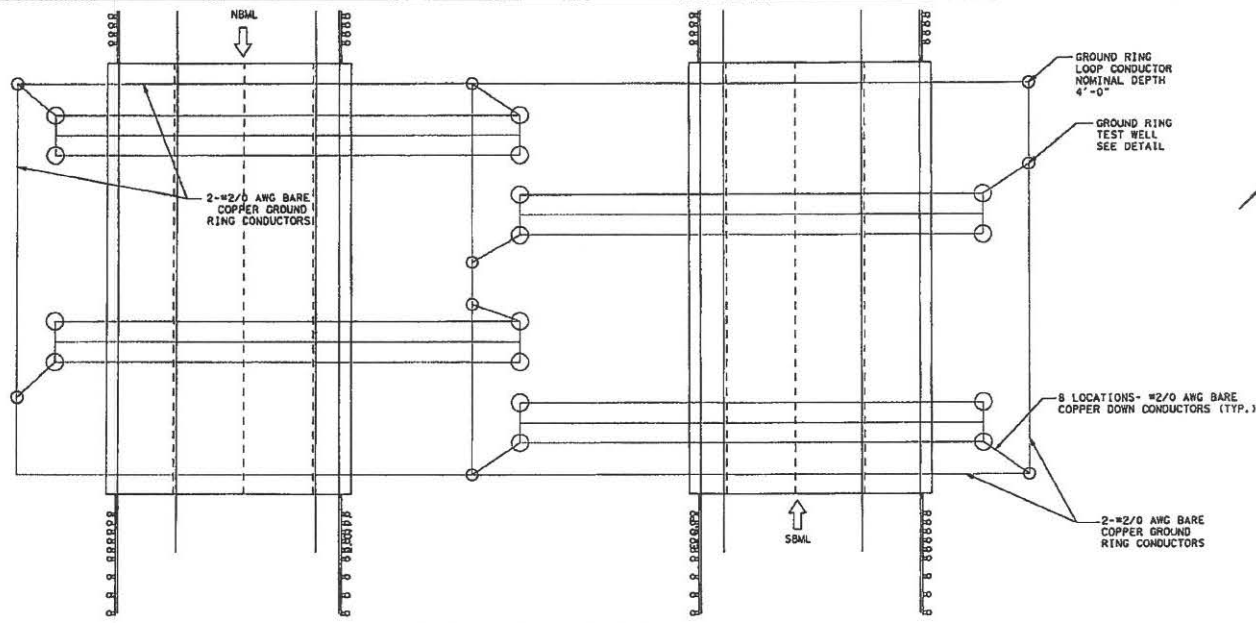
**FM 511 TOLL FACILITY CONDUIT RISER DETAILS**

(SHEET 1 OF 1)

PROJ. NO.	PROJECT NO.	SHEET NO.
0684	NH 2008 (0201)	3083
STATE	DIST.	COUNTY
TEXAS	PHARR	CAMERON
CONTRACT NO.	SECTION	SECTION NO.
0684	01	048

NOT TO SCALE



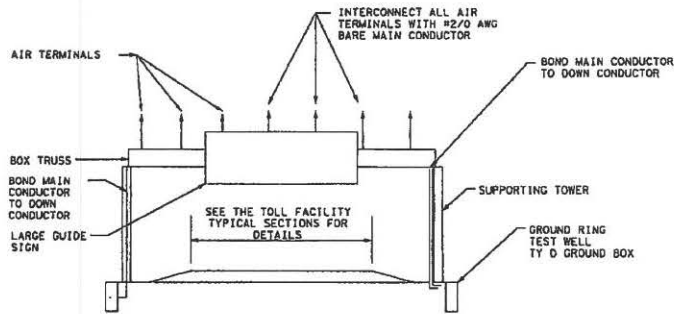


MAINLANE GROUND RING PLAN VIEW  
(TYPICAL)

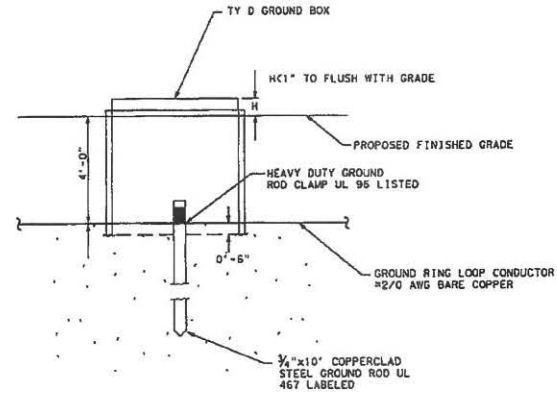
- NOTES:
- 1) ALL STRUCTURAL CONCRETE AND CONDUIT INSTALLATIONS SHALL COMPLY WITH ACI 318 CHAPTER 5.
  - 2) LPS SHALL BE INSTALLED BY A UL LISTED INSTALLER.
  - 3) LPS SHALL BE UL MASTER LABEL CERTIFIED.
  - 4) ALL LPS MATERIALS SHALL MEET NFPA 780 CLASS II REQUIREMENTS.
  - 5) ALL REBAR LATERAL ELEMENTS, LAP JOINTS, AND CONNECTIONS SHALL BE "DOUBLE TIED".
  - 6) AIR TERMINALS SHALL ACCOMMODATE A GUIDE 14'-0" CENTERED ON GANTRY TRUSS.



SCALE: 1"=20'



MAINLANE GROUND RING ELEVATION  
(TYPICAL)  
NOT TO SCALE



GROUND RING TEST WELL DETAIL  
(TYPICAL)  
NOT TO SCALE

10/13/2009

Farhan Joseph Malappatt

NO.	DATE	REVISION	DESCRIPTION	BY	APP.



**HNTB** HNTB Corporation  
770 North Greenway  
Spring, Texas 77469  
"ONE" NO. 1-800-440-4400

FM 511  
TOLL FACILITY  
LIGHTNING  
PROTECTION  
SYSTEM DETAILS

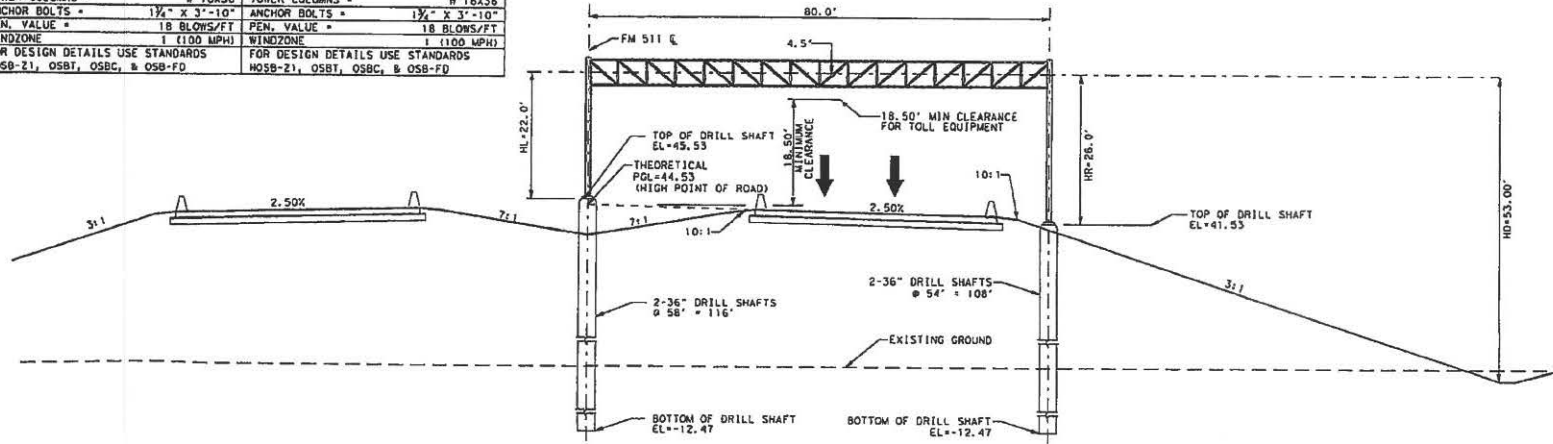
(SHEET 1 OF 1)

CHANGE ORDER No. 13  
NEW SHEET

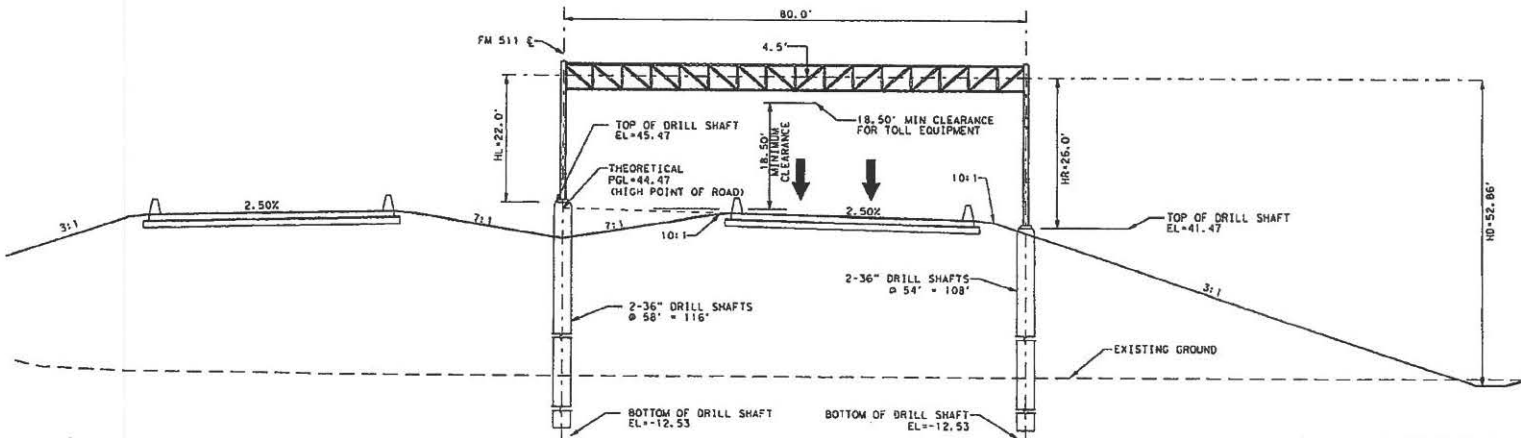
REV.	NO.	PROJECT NO.	DATE
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			

DESIGN PARAMETERS: STA 1180+25.00		DESIGN PARAMETERS: STA 1180+61.00	
LENGTH OF SPAN *	80 FT	LENGTH OF SPAN *	80 FT
LT TOWER HEIGHT *	22 FT	LT TOWER HEIGHT *	22 FT
RT TOWER HEIGHT *	26 FT	RT TOWER HEIGHT *	26 FT
DESIGN HEIGHT *	52.86 FT	DESIGN HEIGHT *	53.00 FT
UPLIFT LT *	88.8 kips	UPLIFT LT *	88.8 kips
UPLIFT RT *	92.7 kips	UPLIFT RT *	97.3 kips
DRILL SHAFT DIAMETER *	36 in	DRILL SHAFT DIAMETER *	36 in
DRILL SHAFT LENGTH LT *	58 FT	DRILL SHAFT LENGTH LT *	58 FT
DRILL SHAFT LENGTH RT *	54 FT	DRILL SHAFT LENGTH RT *	54 FT
TOWER COLUMNS *	W 16X36	TOWER COLUMNS *	W 16X36
ANCHOR BOLTS *	1 1/2" x 3" - 10"	ANCHOR BOLTS *	1 1/2" x 3" - 10"
PEN. VALUE *	18 BLOWS/FT	PEN. VALUE *	18 BLOWS/FT
WINDZONE	I (100 MPH)	WINDZONE	I (100 MPH)
FOR DESIGN DETAILS USE STANDARDS HOSE-21, OSBT, OSBC, & OSB-FD		FOR DESIGN DETAILS USE STANDARDS HOSE-21, OSBT, OSBC, & OSB-FD	

NOTE:  
UPLIFT FORCE FOR 22 FT TOWER HEIGHT WAS  
CALCULATED USING TxDOT STANDARD HOSE-21  
AND A TOWER HEIGHT OF 25 FT DUE TO DESIGN  
HEIGHT BEING OVER 30 FEET.

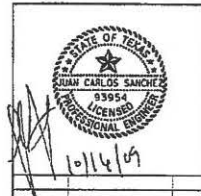


GANTRY ELEVATION  
STA 1180+61.00



GANTRY ELEVATION  
STA 1180+25.00

CHANGE ORDER No. 13  
NEW SHEET



NO. DATE REVIEWER DESCRIPTION APP. BY



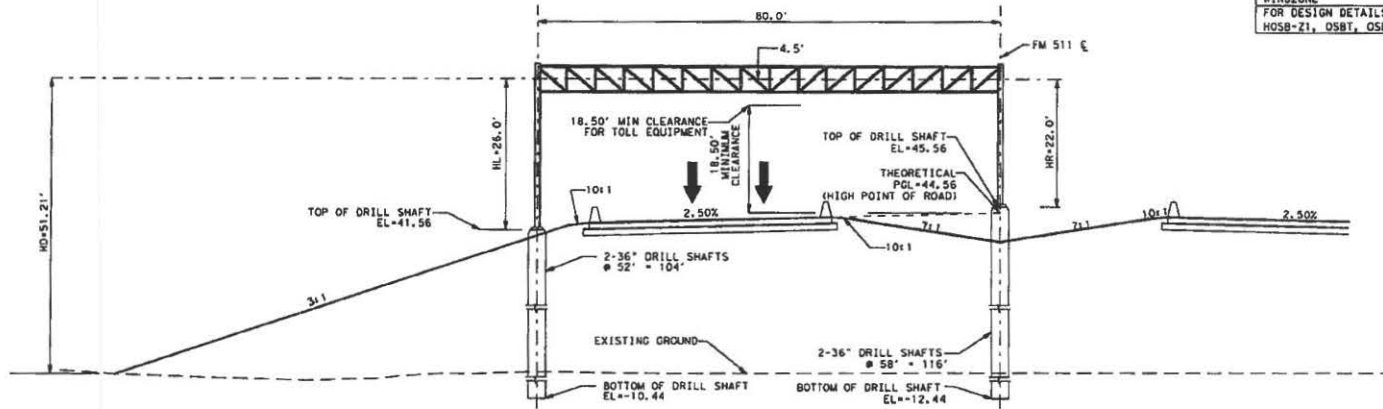
**SOUTHBOUND  
GANTRY  
ELEVATIONS  
STA 1180+25  
STA 1180+61  
(SHEET 1 OF 2)**

NO. 22	NO. 22	NO. 22	NO. 22
STATE	DISP.	CONV.	
TEXAS	PHARR	CAMERON	
CON.	SEC.	JOB	NO. 22
0884	01	046	PH 511

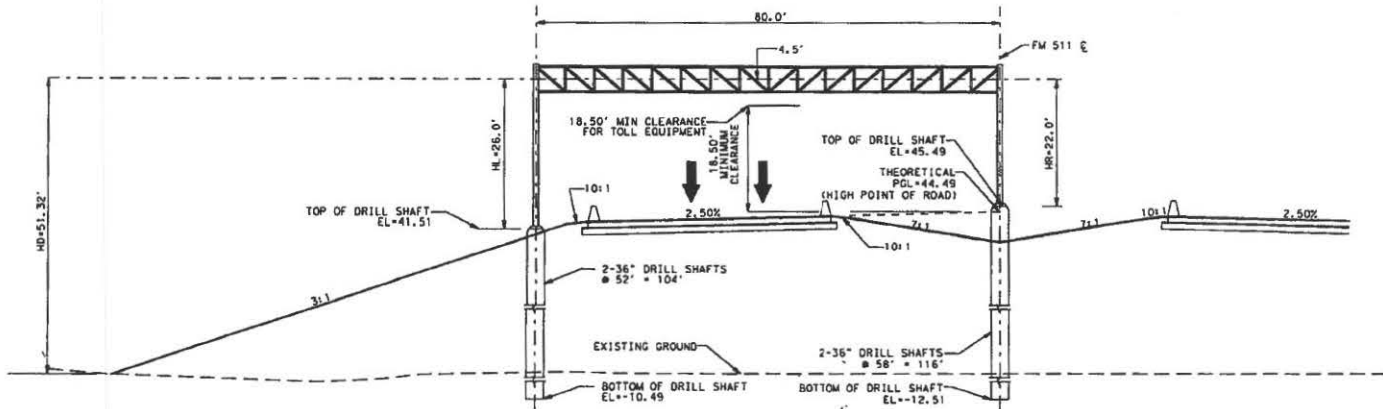
NOTE:

UPLIFT FORCE FOR 22 FT TOWER HEIGHT WAS CALCULATED USING TKDOT STANDARD HO5B-21 AND A TOWER HEIGHT OF 25 FT DUE TO DESIGN HEIGHT BEING OVER 30 FEET.

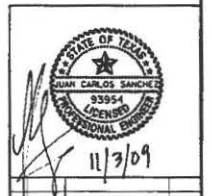
DESIGN PARAMETERS: STA 1180+39.00		DESIGN PARAMETERS: STA 1180+75.00	
LENGTH OF SPAN =	80 FT	LENGTH OF SPAN =	80 FT
LT TOWER HEIGHT =	26 FT	LT TOWER HEIGHT =	26 FT
RT TOWER HEIGHT =	22 FT	RT TOWER HEIGHT =	22 FT
DESIGN HEIGHT =	51.32 FT	DESIGN HEIGHT =	51.21 FT
UPLIFT LT =	92.7 kips	UPLIFT LT =	92.7 kips
UPLIFT RT =	88.8 kips	UPLIFT RT =	88.8 kips
DRILL SHAFT DIAMETER =	36 in	DRILL SHAFT DIAMETER =	36 in
DRILL SHAFT LENGTH LT =	52 FT	DRILL SHAFT LENGTH LT =	52 FT
DRILL SHAFT LENGTH RT =	58 FT	DRILL SHAFT LENGTH RT =	58 FT
TOWER COLUMNS =	W 16X36	TOWER COLUMNS =	W 16X36
ANCHOR BOLTS =	1 1/2" X 3'-10"	ANCHOR BOLTS =	1 1/2" X 3'-10"
PEN. VALUE =	18 BLOWS/FT	PEN. VALUE =	18 BLOWS/FT
WINDZONE	1 (100 MPH)	WINDZONE	1 (100 MPH)
FOR DESIGN DETAILS USE STANDARDS HO5B-21, OSBT, OSBC, & OSB-FD		FOR DESIGN DETAILS USE STANDARDS HO5B-21, OSBT, OSBC, & OSB-FD	



GANTRY ELEVATION  
STA 1180+75.00



GANTRY ELEVATION  
STA 1180+39.00



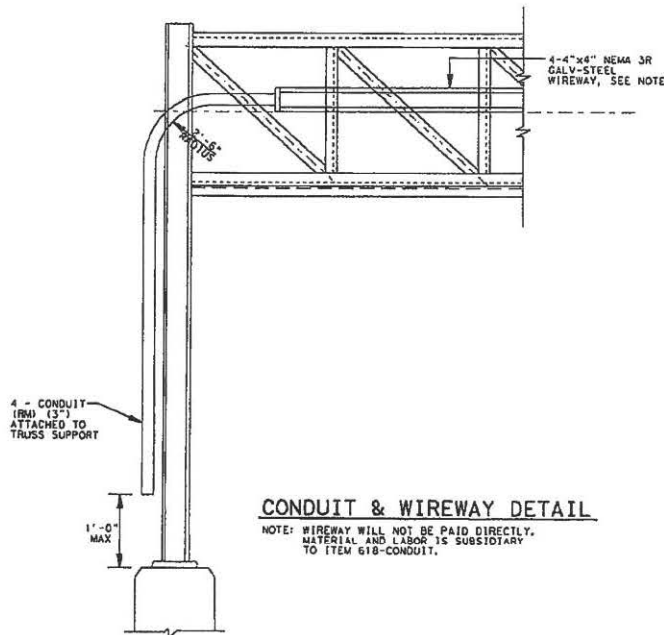
NO.	DATE	REVISION	DESCRIPTION	APP. BY



**NORTHBOUND  
GANTRY  
ELEVATIONS  
STA 1180+39  
STA 1180+75  
(SHEET 2 OF 2)**

CHANGE ORDER No. 13  
NEW SHEET

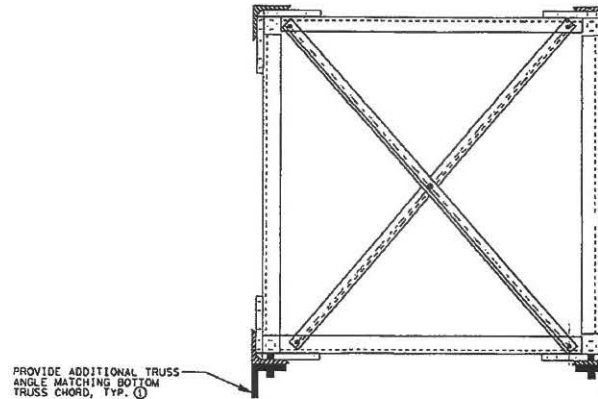
STATE	DIST.	COUNTY	PROJECT NO.	SHEET NO.
TEXAS <td>PHARR <td>CAMERON <td>HW 2008 (030)</td> <td>1099</td> </td></td>	PHARR <td>CAMERON <td>HW 2008 (030)</td> <td>1099</td> </td>	CAMERON <td>HW 2008 (030)</td> <td>1099</td>	HW 2008 (030)	1099
CONTRACT	SECTION	JOB	HIGHWAY NO.	
0884	01	046	FU 511	



**CONDUIT & WIREWAY DETAIL**

NOTE: WIREWAY WILL NOT BE PAID DIRECTLY. MATERIAL AND LABOR IS SUBSIDIARY TO ITEM 618-CONDUIT.

① CONNECT ADDITIONAL TRUSS ANGLE USING 1/2" BOLTS AT 8" MAX SPACING. PROVIDE 1/4" HOLES AT 8" MAX SPACING ON FREE LEG OF ADDITIONAL TRUSS ANGLES.



**TRUSS ANGLE DETAIL**

NOTE: ADDITIONAL TRUSS ANGLES REQUIRED FOR TOLL GANTRY LOCATIONS, ONLY. ADDITIONAL TRUSS ANGLES WILL NOT BE PAID DIRECTLY, THEY ARE SUBSIDIARY TO ITEM 650-INSTALL OVERHEAD SIGN SUPPORT.

**WIREWAY NOTES:**

1. SURFACE WIREWAY IN EXPOSED LOCATIONS SHALL BE SHEET METAL CHANNEL SUITABLE FOR USE AS A WIRING TROUGH, WITH HINGED AND SCREW CLAMPED COVER, SIZED IN ACCORDANCE WITH DIMENSIONS SHOWN.
2. WIREWAY SHALL BE OF THE NEMA TYPE 3R WITH HINGED LID AND SCREW FASTENERS APPROPRIATE FOR THE ENVIRONMENT WHERE INSTALLED.
3. WIREWAY SHALL BE FURNISHED WITHOUT FACTORY PRE-PUNCHED CONCENTRIC OR ECCENTRIC CONDUIT KNOCKOUTS. KNOCKOUTS SHALL BE FIELD PUNCHED AS REQUIRED FOR THE CONDUITS INSTALLED.
4. FINISH SHALL BE HOT DIPPED GALVANIZED INSIDE AND OUT WITH A MINIMUM OF 1.5 OZ OF ZINC COATING PER SQUARE FOOT IN ACCORDANCE WITH ITEM 445 GALVANIZING.
5. PERFORM WORK IN ACCORDANCE WITH NECA STANDARD OF INSTALLATION.
6. WIREWAY SHALL CONFORM TO REQUIREMENTS OF NEC.

**INSTALLATION NOTES:**

1. INSTALL PRODUCTS IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
2. USE STAINLESS STEEL OR HOT DIPPED GALVANIZED HEXHEAD BOLTS, CLIPS, AND STRUTS TO FASTEN RACEWAY CHANNEL TO SURFACES. MOUNT PLUMB AND LEVEL.
3. PROVIDE FIELD TOUCHUP OF FINISH USING ZINC RICH PAINT TO MATCH FACTORY FINISH AS PER ITEM 445 GALVANIZING FOR ALL CHIPS, SCRAPS, SCRATCHES, FITTINGS AND UNPAINTED SECTIONS OF THE SURFACE RACEWAYS AFTER INSTALLATION OF ALL CONDUIT AND COVERS ARE COMPLETE.
4. USE SUITABLE INSULATING BUSHINGS AND INSERTS AT CONNECTIONS AND CORNER FITTINGS.
5. CLOSE ENDS OF WIREWAY AND UNUSED CONDUIT OPENINGS.
6. GROUND AND BOND RACEWAYS AND WIREWAYS AS PER NEC.

**GENERAL NOTE:**

REFER TO "FM511 TOLL GANTRY ELEVATION" SHEETS FOR ADDITIONAL INFORMATION.

CHANGE ORDER No. 13  
NEW SHEET

Structural  
STATE OF TEXAS  
LAN FRASER  
10/06/2009  
Electrical  
STATE OF TEXAS  
PEARL MOORE KILPATRICK  
58100  
LICENSED PROFESSIONAL ENGINEER  
Fusion J. Ruyter  
10/6/2009

NO.	DATE	REVISION DESCRIPTION	APP.



**HNTB** HNTB Corporation  
The HNTB Companies  
Engineers, Architects, Planners  
"ONE TEAM" ONE

**FM 511 TOLL GANTRY MISCELLANEOUS DETAILS**

(SHEET 1 OF 1)

PROJECT NO.	1100
NO. 2008 (020)	1100
DATE	10/06/09
DESIGNER	CS/NT
CHECKER	CS/NT
DATE	10/06/09
DESIGNER	CS/NT
CHECKER	CS/NT
DATE	10/06/09
DESIGNER	CS/NT
CHECKER	CS/NT
DATE	10/06/09

## ATTACHMENT "B"

### SCOPE OF SERVICES

The CTRMA shall provide toll transaction processing, image processing, Pay-by-Mail invoicing, violation processing services, and court support services for the purpose of collecting toll-related funds on behalf of the CCRMA. The Scope of Services may include, but not be limited to, the following tasks on behalf of the CCRMA:

1. The CTRMA shall collect and distribute to the CCRMA toll funds collected on behalf of the CCRMA.
2. The CTRMA shall provide assistance to the CCRMA in properly reconciling the payments from CTRMA to CCRMA and, if applicable, payments from CTRMA's Consultants to the CCRMA.
3. The CTRMA shall process all transactional and image data from specified in-lane toll collection systems in Cameron County.
4. The CTRMA shall process transactional and image-based data in accordance with the agreed to business rules, policies, and procedures.
5. The CTRMA shall submit transponder-based and applicable image-based transactions to the Texas Statewide Interoperable Hub, in accordance with the approved Texas statewide interoperable business rules and interface control documents.
6. To facilitate the processing of CCRMA transactions, the CTRMA shall submit any required changes to the Statewide Interoperability Committee per Attachment A - Section 2 of the Texas Statewide Interoperability of Toll Collection Systems Agreement.
7. The CTRMA shall make an effort to include the CCRMA in the review of toll transaction processing agreements that affect the processing of CCRMA transactions or may result in a change to the toll transaction fee structure or performance measures.
8. Either directly or through access to consultant-provided systems and reports, the CTRMA shall make all reasonable efforts to provide to the CCRMA the same access to information and reports that the CTRMA requires to audit, reconcile, or resolve customer service or financial related matters.
9. CTRMA shall all reasonable efforts to provide to the CCRMA the same ownership of toll transaction related information that the CTRMA is afforded through their consultant agreements.

## ATTACHMENT "C"

### RATE SCHEDULE

In accordance with the provisions of Appendix "B" of the Agreement between the CTRMA and the MSB for Violation Processing and Debt Collection Services, the Texas Statewide Interoperability of Toll Collection Systems Agreement, and in accordance with the CTRMA's response to CCRMA's Request for Information Regarding Toll System Implementation and Support for SH-550 via Inter-Local Agreement, the amount CTRMA is to receive for each CCRMA transponder-based and image-based process item is as follows:

Process Item	Fees due to the CTRMA (or their consultants and partners) from CCRMA for each process item	Funds due to the CCRMA from CTRMA (or directly from their consultants) for each process item
*Transactions submitted to the Statewide Interop Hub and paid by the away agency	8% of the toll amount	92% of the toll amount
* Pay-by-Mail invoice processing and mailing	16% of the Pay-by-Mail total toll amount plus a \$1.00 handling fee for each mailing	84% of the Pay-by-Mail total toll amount
*First violation notice processing and mailing	\$10	\$5
*Second violation notice processing and mailing	\$10	\$5
*Final Collection Notice processing and mailing	\$20	\$10
Court Packet development and mailing	\$50	n/a
License plate image review per correctly reviewed image	\$.07	n/a
** Marketing related processing and mailings	Processing and mailing cost, plus no more than 15%	n/a

\*For these items, no fees or funds are due unless the associated toll and/or fees are collected from the customer or violator.

\*\* During the initial tolling operations in Cameron County, the CTRMA and their consultants may be asked to process license plate images and send marketing related material to the vehicles registered owner.

The rates paid to the CTRMA have no influence on the toll amount or administrative fees that the CCRMA may charge its transponder-based customers, image-based customers, and violators.

CTRMA has agreed to pass through, without adjustment, the fees incurred for processing of CCRMA transaction and images and in accordance with the provisions of the above-mentioned agreements, provided that these rates, while currently in effect, are subject to periodic review and adjustment by mutual agreement.

## ATTACHMENT "D"

### CTRMA TOLL FUNDS COLLECTION SCHEDULE

Currently, the CTRMA collects toll related revenue per the schedule below. Unless an agreement is made for direct payment, CCRMA funds will be collected by the CTRMA on the same schedule.

1. Funds are transferred to the CTRMA on a daily basis from the Texas Turnpike Authority. Generally, the funds transferred are for transactions submitted anywhere from 7-10 days prior.
2. Funds are transferred to the CTRMA on a monthly basis from agencies that are a party to the Texas Statewide Interoperability of Toll Collection Systems Agreement (other than the Texas Turnpike Authority).
3. Funds are transferred to the CTRMA on a weekly basis from the Municipal Services Bureau. Generally, the funds transferred are for payments received the previous week.