



Central Texas Regional  
Mobility Authority

## AGENDA ITEM #9 SUMMARY

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Quarterly briefing on the Manor Expressway Project.

**Quarterly briefing on the Manor Expressway Project.**

**Department: Engineering**

**Associated Costs: None**

**Funding Source: None**

**Board Action Required: None**

**Description of Matter:**

**The report is a comprehensive account of the construction activities on the Manor Expressway Project during the 3<sup>RD</sup> quarter of 2011.**

**Attached documentation for reference:**

**GEC Quarterly Progress Report on the Manor Expressway Project – Phases I & II**

**Contact for further information:**

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MANOR EXPRESSWAY PROJECT - PHASES I & II

# Quarterly Progress Report



No. 9 | October 2011



**ATKINS**

Independent Engineering Report



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

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**Phase II Design-Build Developer**



MANOR EXPRESSWAY PROJECT - PHASES I & II  
Quarterly Progress Report  
No. 9  
October 2011



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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 July 1, 2011 to September 30, 2011. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“CTRMA”). 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 CTRMA funds.

## PROJECT DESCRIPTION

The Manor Expressway Project is an approximately 6.2-mile toll project located in Travis County along the existing U.S. Highway (US) 290 corridor between US 183 and just east of State Highway (SH) 130. This project will upgrade the existing US 290 four-lane divided highway to a controlled access highway facility with three tolled mainlanes and three non-tolled frontage lanes in each direction. The tolled mainlanes will provide grade-separated access through several local intersections that currently experience significant congestion throughout the day, and will provide a more expeditious route to traverse the US 290 corridor. Local traffic will continue to access adjacent properties by use of non-tolled frontage roads and signalized intersections at cross streets. The Manor Expressway Project also includes four direct connectors at the US 183 interchange that will allow for continuous movement from the US 183 interchange to the Manor Expressway Project.

The Manor Expressway Project is being implemented in three phases as shown on Figure 1 and described below.

### **Manor Expressway Project - Phase I**

Phase I of the Manor Expressway Project includes completion of four tolled direct connectors and associated pavement at the US 183 interchange that will provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries will be installed to toll each of the direct connectors.

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

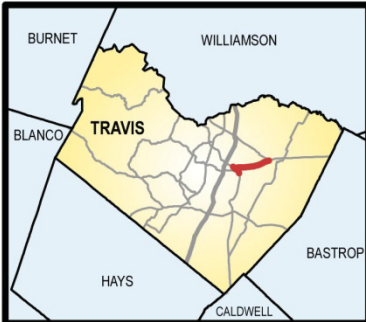
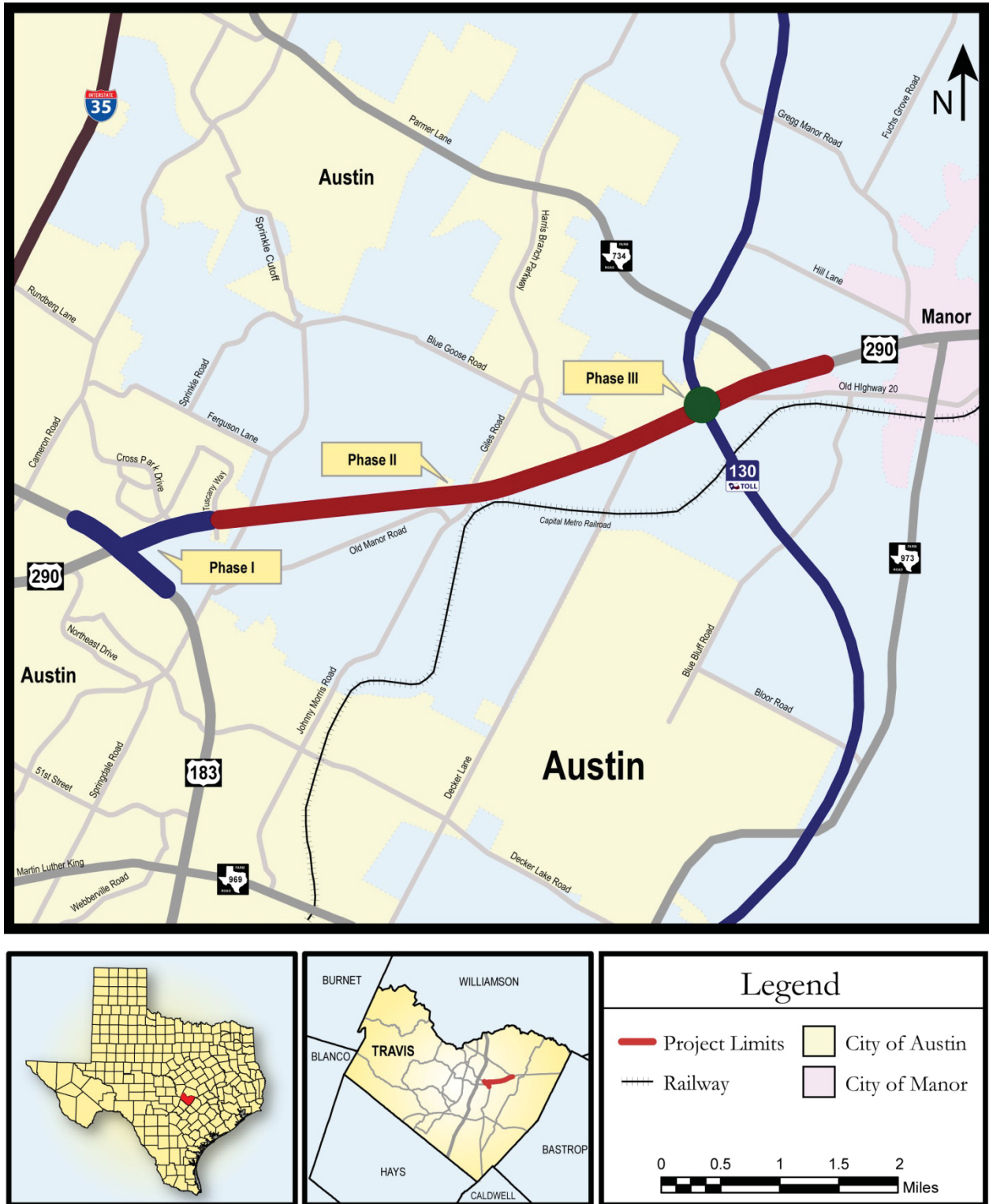
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, auxiliary lanes, toll gantries, and ramp gantries. Phase II of the Manor Expressway Project will include an interim milestone that provides grade-separated intersections at Tuscan Way and Springdale Road so that users of the direct connectors constructed as part of Phase I can bypass the existing signals at those intersections. These two grade-separated intersections will provide for a minimum of two tolled lanes of travel and two-

lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, will be completed in advance of Phase II in its entirety.

### **Manor Expressway Project - Phase III**

Phase III of the Manor Expressway Project includes construction of the seven remaining direct connectors at the SH 130 interchange. The CTRMA 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



**Legend**

- Project Limits
- Railway
- City of Austin
- City of Manor

0 0.5 1 1.5 2 Miles



## PHASE I CONSTRUCTION ACTIVITIES

Construction of Phase I of the Manor Expressway Project continues to progress. Since the Quarterly Report in July, 2011, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have advanced the direct connector substructure elements. Progress includes footings, columns, column capitals, and bent caps. Bridge deck form work also continues. Roadway construction elements are also a focus with excavation, embankment, mechanically stabilized earth (MSE) retaining walls, permanent drainage, illumination and intelligent transportation system conduit, and asphaltic concrete pavement all advancing over the past month. Maintenance of traffic and erosion control efforts continue on a monthly basis.

## PHASE II DEVELOPMENT ACTIVITIES

The CTRMA issued the Notice to Proceed (“NTP”) to Central Texas Mobility Constructors, LLC (“CTMC”) on June 29, 2011; since NTP was issued, CTMC’s design and construction focus has been on the Interim Development Work. The design for that portion of the project advanced to approximately 60% complete, and construction activities commenced in this reporting period.

The design for Phase II of the Manor Expressway Project is being executed in three segments. Segment 1 corresponds to the Interim Development Work. Segment 2 is that portion of the Project from east of the U.S. 290 intersection with Arterial A to just west of the SH 130 interchange. Finally, Segment 3 is that portion of the Project from west of the SH 130 interchange to the eastern Project limits.

CTMC has submitted the 65% plans for the Interim Development Work; the CTRMA has reviewed this submittal, and has provided comments to CTMC. CTMC has also submitted the 65% plans for Segment 2, and the 30% plans for Segment 3. The design efforts for Phase II of the Manor Expressway Project are on schedule to be completed in the first quarter of 2012.

CTMC has also made significant progress in coordination with utility owners in preparing to have utility facilities adjusted where they conflict with the construction of Phase II of the Manor Expressway Project. During the reporting period, CTMC has coordinated with all of the utility owners that have utility facilities that conflict with Project construction; formal agreements between CTMC and the utility owners are currently being negotiated.

As previously mentioned, construction activities have also commenced in this reporting period. CTMC commenced clearing and grubbing (removal of trees, brush, stumps, and roots from the right-of-way) activities in July. The clearing and grubbing activities for the Interim Development Work were nearly completed in this reporting period.

In accordance with the terms of the Comprehensive Development Agreement (“CDA”) between the CTRMA and CTMC, the CTRMA is 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 NTP to CTMC. Currently, the CTRMA has acquired possession of **100%** of the right-of-way needed for the construction of the Interim Development Work (that scope of the Project requiring CTMC to provide tolled mainlane traffic non-signalized access through the Springdale Road and Tuscany Way intersections, and to the direct connectors at the U.S. 183 interchange). Additionally, the CTRMA has acquired possession to **96.1%** of the right-of-way needed for construction of the remainder of Phase II of the Manor Expressway Project. The CTRMA expects to obtain possession of all right-of-way needed for the construction of Phase II of the Manor Expressway Project within the contractual 180 days from issuance of NTP to CTMC.

Additionally, the CTRMA 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 CTRMA is 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)

Currently, the Austin Energy Transmission line, the Texas Gas pipeline, and the GAATN communications lines have been relocated and no longer interfere with construction activities for the Interim Development Work. Relocation of the Austin Energy Distribution lines and the Grande communications lines are currently in progress; their relocations are expected to be completed by the end of October, well in advance of the contractually required 180 days.

## Manor Expressway Project – Phase I US 183 Ramps under the Direct Connectors

Construction near the US 183 on and off ramps occurred at several of the direct connectors. Roadway grading and column and cap work took place to ensure a smooth transition on and off the adjacent highway.



Column steel and formwork on the  
South to East Direct Connector  
(Looking North)



Cap formwork on the  
West to North Direct Connector  
(Looking East)



Southbound US 183 on ramp under the  
South to East Direct Connector  
(Looking North)



Southbound US 183 on ramp under the  
South to East Direct Connector  
(Looking South)



Southbound US 183 off ramp under the  
West to South Direct Connector  
(Looking South)

## Manor Expressway Project – Phase I Bridge Deck Construction

Bridge deck work continues along the direct connectors. The contractor continues to place concrete deck panels on top of the beams. Concrete deck pours have occurred at several bridge spans that will help form the roadway driving surface.



South to East Direct Connector  
(Looking South)



Setting deck panels on the  
South to East Direct Connector  
(Looking South)



Roadway surface work on the  
West to North Direct Connector  
(Looking North)



Roadway surface work on the  
West to North Direct Connector  
(Looking South)



Roadway surface work on the  
East to South Direct Connector  
(Looking North)

## Manor Expressway Project – Phase II Interim Development Work

Clearing and grubbing activities for the Interim Development Work commenced in July. The right-of-way on the south side of existing U.S. 290 has been cleared from the western project limits to the Missouri-Kansas-Texas (MOKAN) crossing.



Cleared right-of-way east of Walnut Creek Trib. 5  
(Looking West)



Cleared right-of-way west of Tuscan Way  
(Looking West)



Cleared right-of-way east of Walnut Creek  
(Looking West)



Cleared right-of-way east of Ferguson Lane  
(Looking East)



Cleared right-of-way west of MOKAN  
(Looking East)

## PHASE I PROGRESS

Based on the assessment of Webber's activities and progress, a summary of the construction progress achieved on work tasks through the period ending September 25, 2011 is provided in Table 1.

Webber's schedule submitted with their September draw request indicates substantial completion of the Phase I project on April 11, 2012, 4 days earlier than the current contract requirement, indicating that the Phase I project is currently ahead of schedule according to the latest progress schedule update. However, upon review of said update by Atkins, issues were identified which will require Webber to resubmit their schedule. A letter dated October 17, 2011 was transmitted to Webber notifying them of same.

As of September 25, 2011, there are 172 working days remaining until Phase I contractual Substantial Completion; Webber has used 70% of the days allotted in the contract. Construction is reported at 69% complete. Webber had informed Atkins and the CTRMA that ten bridge columns were constructed to incorrect elevations. Of the ten columns, two of the shorter columns have already been demolished and will be reconstructed from the ground up. Webber is working on a remediation plan for the remaining eight columns that includes the removal of the constructed cap, or both the capital and cap, and reconstruction to the correct elevation. The plan is currently being finalized to detail the reconstruction design. The final approved concept will be completed at the sole expense of Webber. Webber has also stated that they expect to complete the work without a negative impact to the project schedule.

Table 1 - Phase I Construction Progress

Construction Tasks	% Complete
Excavation/Embankment	91
Drilled Shafts	89
Structure Footings	97
Structure Columns	80
Structure Column Capitals	92
Structure Bent Caps	80
Concrete Beams	64
Steel Girders	5
Bridge Deck	24
Asphalt Paving	86
Concrete Paving	37
Electrical/Lighting/Signing	10
Toll Structures	5

## PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending September 25th. 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 October 27, 2012, on schedule with the current contract requirement. Additionally, this schedule indicates substantial completion of the entire Development Work on February 7, 2014, on schedule with the current contract requirement. Phase II of the Manor Expressway Project is currently on schedule. As of September 25, 2011, there are 398 days remaining until Interim Development Work contractual substantial completion and 866 days remaining until contractual substantial completion for the Project; CTMC has used 18.3% of the days allotted in the contract for the Interim Development Work, and has used 9.3% of the days allotted in the contract for the entire Development Work.

Table 2 - Phase II Development Progress

Development Tasks	% Complete
Development Design	51%
Utility Coordination	20%
Earthwork	<1%
Utility Relocation	0%
Pavement	0%
Structures (Bridges and Retaining Walls)	0%
Drainage	0%
Lighting, Signing, Striping, and Signals	0%
Toll Facility Infrastructure	0%
Toll System Integration	0%
Incidental Construction (Barriers, Sidewalks, Landscaping)	0%

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

**Table 3 - Schedule of Project Milestones**

<b>Task</b>	<b>Date (*Projected)</b>
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	April 15, 2012*
Phase I Final Acceptance	August 1, 2012*
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	October 27, 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. The original budgets established for the phases of the Project along with the expenditures to date for each of the phases is 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**

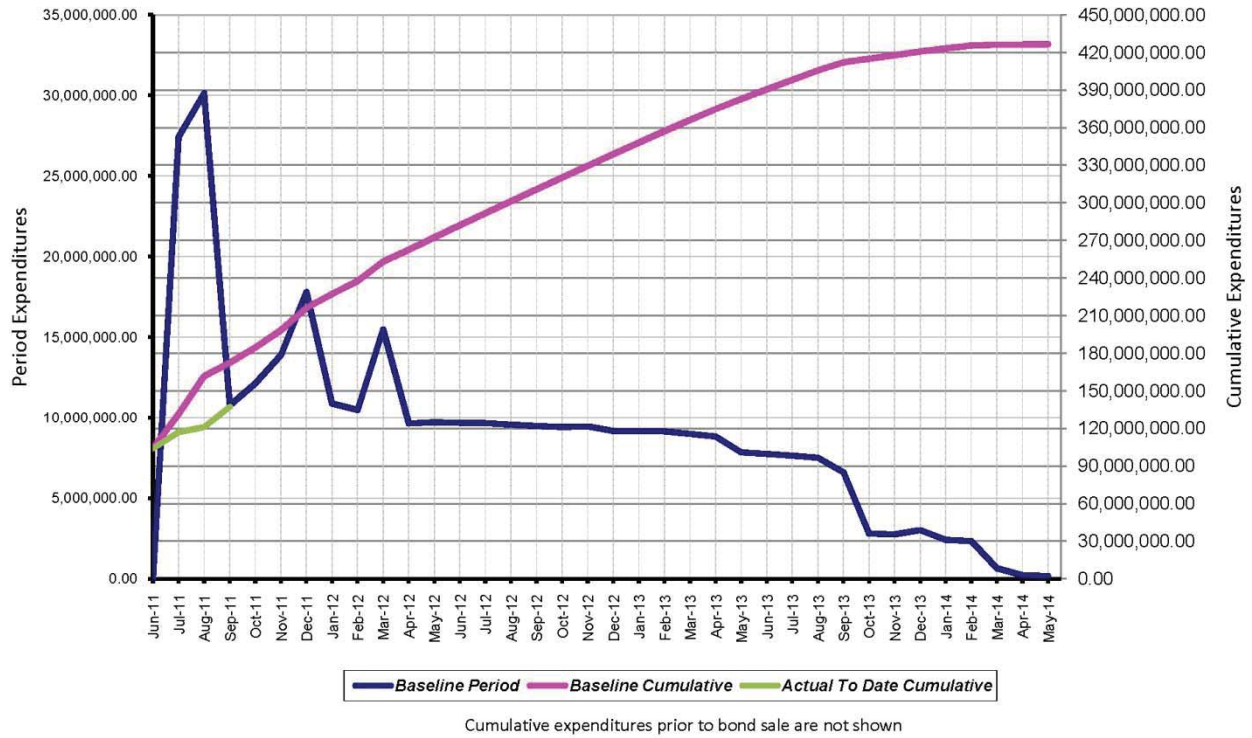
Project Phase	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Phase I	73,375,546	47,303,718	22,243,439	69,547,157
Phase II	353,059,227	89,885,759	238,373,468	328,259,227
Total Project Cost (Phases I and II)	426,434,773	137,189,477	260,616,907	397,806,384

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



## Project Cash Flow Curve - Baseline

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



## PHASE I CONSTRUCTION FINANCIAL STATUS

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

Original Webber Contract Amount <sup>(1)</sup> :	\$ 52,575,545.77
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order No. 1 <sup>(1)</sup>	\$ 148,122.16
Change Order No. 2 <sup>(1)</sup>	\$ 265,306.88
Change Order No. 3 <sup>(1)</sup>	\$ 10,000.00
Change Order No. 4 <sup>(1)</sup>	\$ 84,710.32
Change Order No. 6 <sup>(1)</sup>	\$ 96,000.00
Change Order No. 8 <sup>(1)</sup>	\$ 182,541.99
 <i>Contractually Authorized Additional Quantity Payments:</i>	
From previous Quarterly Report (July 2011) <sup>(1)</sup>	\$ 318,697.15
Amount incurred during reporting period (7/1/11 – 9/30/11)	\$ 51,821.89
 <b>Current Authorized Contract Amount:</b>	 <b>\$ 53,732,746.16</b>
 <b>Previous Total of Webber Payments<sup>(1)</sup></b>	 <b>\$ 33,627,083.51</b>
Amount of Webber Draw Request #15 for July 2011 efforts	\$ 790,646.47
Amount of Webber Draw Request #16 for August 2011 efforts	\$ 1,125,566.93
<b>Total Amount Paid To-Date: <sup>(2)</sup></b>	<b>\$ 35,543,236.91</b>
Retainage withheld: <sup>(3)</sup>	\$ 0.00
<b>Approved Amount for work completed (through Draw #16):</b>	<b>\$ 35,543,296.91</b>
 <b>Amount remaining for work to be completed:</b>	 <b>\$ 18,189,449.25</b>
<b>Total Percent of Budget Expended through August 2011:</b>	<b>66.1%</b>

### Footnotes

- <sup>(1)</sup> Information/data presented in previous Quarterly Reports.
- <sup>(2)</sup> Draw Request #17 is currently being reviewed by the General Engineering Consultant.
- <sup>(3)</sup> Retainage to be withheld only after 95% of the adjusted contract price has been paid.

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

There have been no new Change Orders for Phase I during this reporting period.

## 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>	
No executed change orders to date	\$ <u>0.00</u>
<b>Current Authorized Contract Amount:</b>	<b>\$ 207,297,859.00</b>
<b>Previous Total of CTMC Payments:</b>	<b>\$ 0.00</b>
Amount of CTMC Draw Request #1 for June 2011 efforts	\$ 9,846,720.92
Amount of CTMC Draw Request #2 for July 2011 efforts	\$ 2,184,865.16
Amount of CTMC Draw Request #3 for August 2011 efforts <sup>(1)</sup>	\$ 13,250,464.64
<b>Total Amount Paid To-Date:</b>	<b>\$ 25,282,050.72</b>
Retainage withheld: <sup>(2)</sup>	\$ <u>0.00</u>
<b>Approved Amount for work completed (through Draw #3):</b>	<b>\$ 25,282,050.72</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 182,015,808.28</b>
<b>Total Percent of Budget Expended through August 2011:</b>	<b>12.2%</b>

Footnotes:

<sup>(1)</sup> Draw Request #4 is currently being reviewed by the General Engineering Consultant.

<sup>(2)</sup> Retainage to be withheld only after 95% of the adjusted contract price has been paid.

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

There have been no Change Orders approved for Phase II of the Manor Expressway Project.

# DBE STATUS

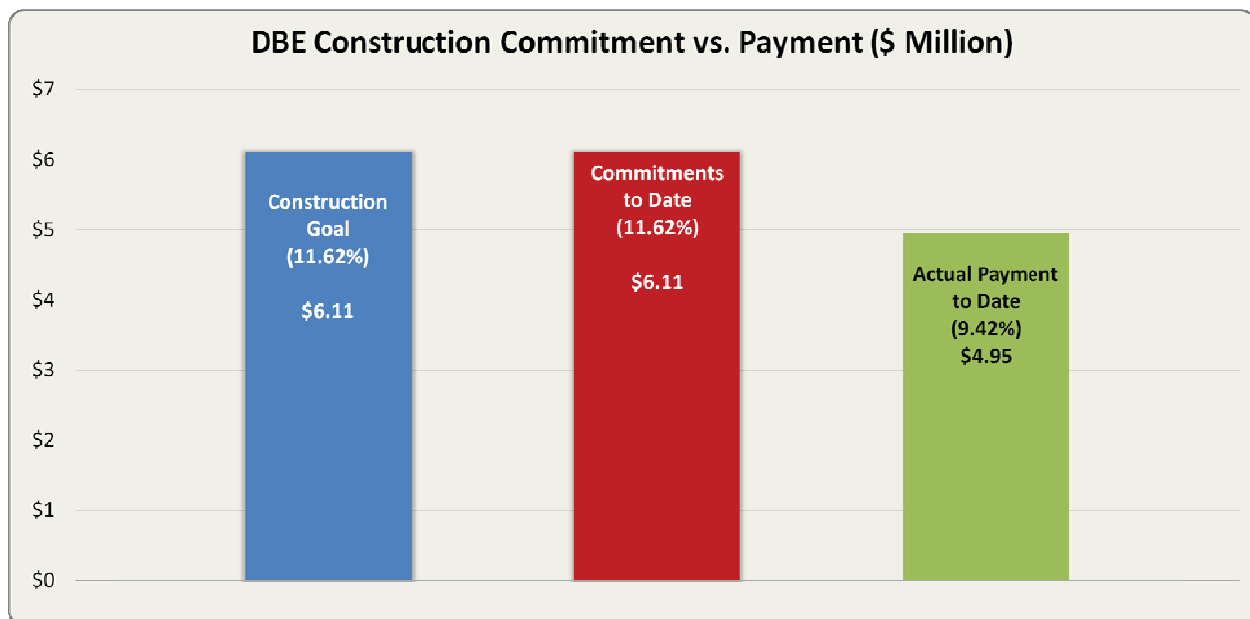
## Phase I DBE Status

Webber is required to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for Phase I of the Manor Expressway Project. The total DBE amount subcontracted to date is \$6,109,278.42 which is 11.62% of the 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 August 25, 2011<sup>(\*)</sup>, Webber has submitted costs associated with DBE construction work in the amount of \$4,953,391.81 which equals approximately 9.4% to date of the current authorized contract value.

\* Figures through September 25, 2011 are currently being reviewed by the General Engineering Consultant.

Figure 3 - Phase I DBE Construction Commitment for Period Ending August 2011



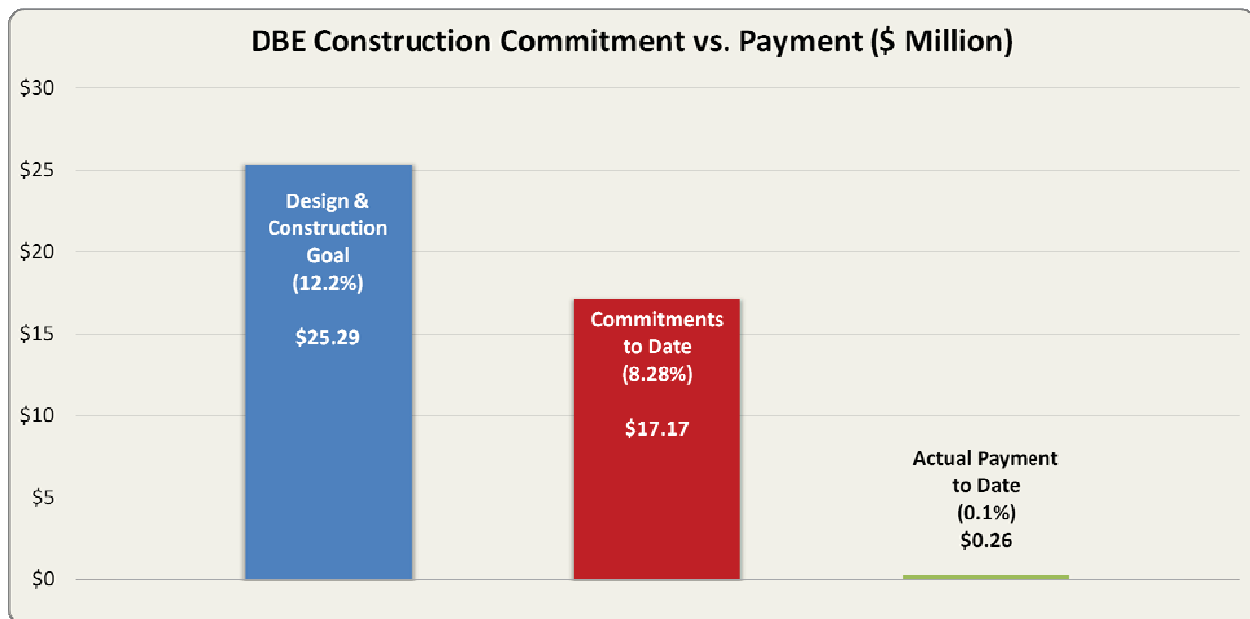
## Phase II DBE Status

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 \$17,167,979.49 which is 8.28% 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], Breda Company [furnish and tie reinforcing steel], N-Line Traffic Maintenance, L.P. [traffic barricades], and Panther Creek Transportation, Inc. [trucking]. CTMC expects to execute other DBE subconsultant agreements and subcontracts to achieve the contractual goal of 12.2%.

As of August 25, 2011<sup>(\*)</sup>, Webber has submitted costs associated with DBE construction work in the amount of \$257,614.16 which equals less than 1% to date of the current authorized contract value.

\* Figures through September 25, 2011 are currently being reviewed by the General Engineering Consultant.

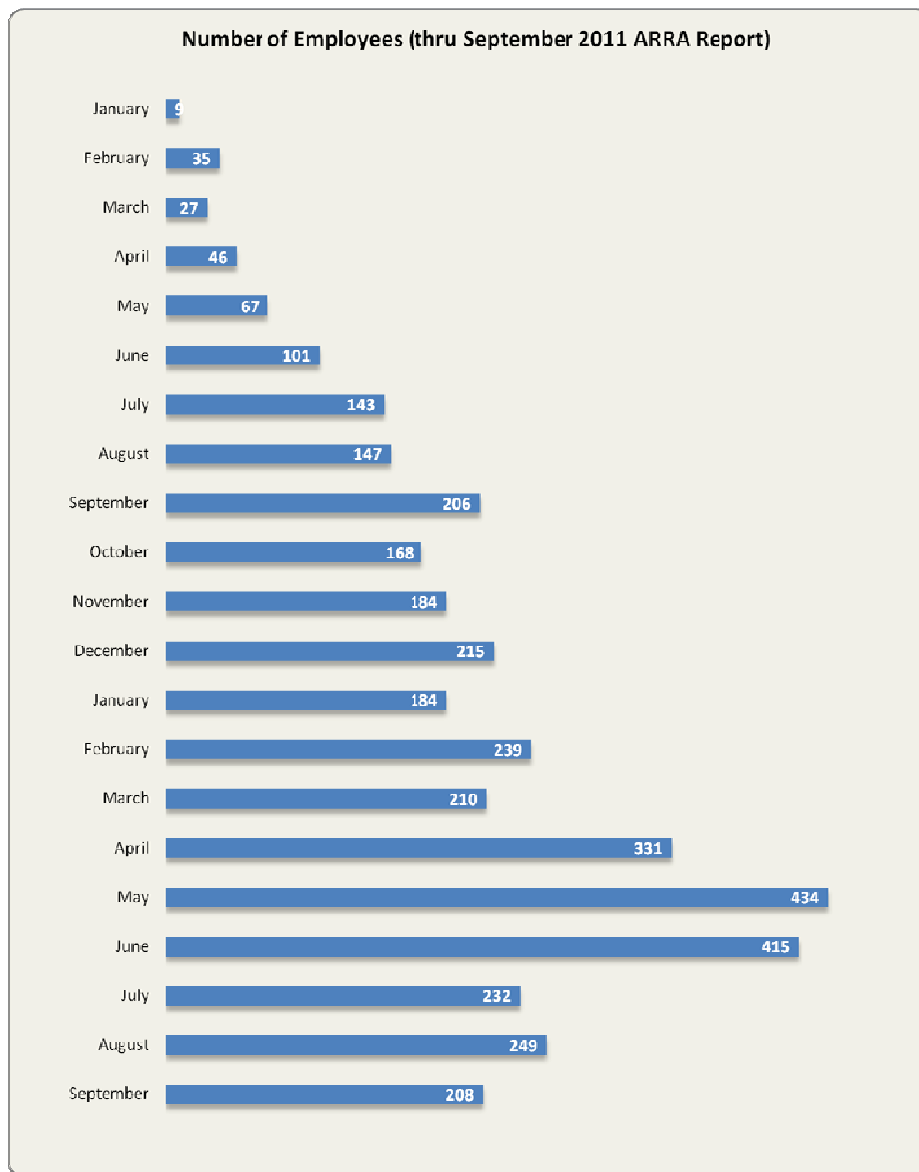
Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending September 2011



## EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **208 jobs** during the reporting month of September 2011. 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 2011 is **\$311,990.44**.

Figure 5 - Phase I Employment History



The employment reporting status for Phase II of the Manor Expressway Project is not yet available; CTMC is attempting to gather this information from subconsultants and subcontractors. This information will be included in future reports as it becomes available.

## **PUBLIC INVOLVEMENT**

The Mobility Authority's Public Involvement Team manages the Manor Expressway hotline (512-684-3252) and the Project website (manorexpressway.com). Lane closures and construction alerts are regularly posted on the Project website as well as posted on the Project twitter account (@ManorExpressway). Additionally, stakeholders can sign up on the Project website for lane closure information to be sent directly to their cell phone via SMS text.

Public involvement activities for Phase I were focused mostly on construction alerts and addressing public concerns and questions. There were six hotline calls from stakeholders regarding Phase I during this quarter. Lane closures and construction alerts were posted on the project website, via the project Twitter and SMS Bulk Texting accounts, and distributed via email to the stakeholder list.

Activities for Phase II were focused on outreach to the business community. The team conducted door-to-door outreach and made personal contact with 36 businesses along the project corridor. Additionally, a Manor Expressway Business Outreach group was established to keep businesses informed of developments in construction and address any questions or concerns. The first meeting was held on September 14, 2011. Three hotline calls were received for Phase II during this quarter. All were from property and business owners with questions regarding the impact of future construction activities.

**Attachment A**

Manor Expressway Phase I Project  
Aerial Photographs  
October 2011





Manor Expressway Phase I Project  
(Looking West from US 290)  
(Taken 10/7/2011)



Manor Expressway Phase I Project  
(Looking North from US 290)  
(Taken 10/7/2011)



Manor Expressway Phase I Project  
(Looking South from US 290)  
(Taken 10/7/2011)



Manor Expressway Phase I Project  
(Looking East from US 290)  
(Taken 10/7/2011)

**Attachment B**

Manor Expressway Phase II Project  
Aerial Photographs  
October 2011



US 290 East looking west from Gilleland Creek  
(Taken 10/7/2011)



US 290 East looking west from Parmer Lane  
(Taken 10/7/2011)



US 290 East at SH 130 Interchange looking west  
(Taken 10/7/2011)





US 290 East at Decker Lane Intersection looking west  
(Taken 10/7/2011)



US 290 East at Harris Branch Intersection looking west  
(Taken 10/7/2011)



US 290 East at Crofford Lane Intersection looking west  
(Taken 10/7/2011)



US 290 East at Giles Road Intersection looking west  
(Taken 10/7/2011)



US 290 East near Old Manor Road looking west  
(Taken 10/7/2011)



US 290 East looking west at Mogan Crossing  
(Taken 10/7/2011)



US 290 East at Chimney Hill Blvd looking west  
(Taken 10/7/2011)



US 290 East at Tuscany Way looking west  
(Taken 10/7/2011)



**Attachment C**

Manor Expressway Project  
Contingency Tracking  
October 2011

Manor Expressway Phase I | Contingency Balance Sheet

10/13/11

<b>PROJECT CONSTRUCTION CONTINGENCY</b>		<b>\$5,200,000</b>
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
CO#01	Added 3x5 Rock to Pavement Section	\$148,122
CO#02	Double left turn at Tuscany Way	\$265,307
CO#03	Partnering Costs	\$10,000
CO#04	Work Zone Speed Zone Revisions	\$84,710
CO#06	Addition of Peace Officers and Lane Rentals	\$96,000
CO#08	Inclusion of Warm Mix Ashphalt Paving	\$182,542
		<b>Subtotal Executed Change Orders</b>
		<b>\$786,681</b>
<b>Approved Other Items</b>		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$370,519
		<b>Subtotal Other Items</b>
		<b>\$370,519</b>
		<b>Subtotal Approved Items</b>
		<b>\$1,157,201</b>
		<b>Available Contingency</b>
		<b>\$4,042,799</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#5	Retaining Wall Revisions	\$84,248
CO#7	Drilled Shaft Capacity Mitigation	\$38,039
CO#9	Compensation for Construction Housekeeping	\$56,218
		<b>Subtotal CO under negotiation</b>
		<b>\$178,505</b>
<b>Potential Change Orders or pending more information</b>		
	None at this time	\$0
		<b>Subtotal Potential Change Orders</b>
		<b>\$0</b>
<b>Other Items</b>		
	Additional Utility Adjustment Costs	\$35,906
		<b>Subtotal Other Items</b>
		<b>\$35,906</b>
		<b>Subtotal Items Under Negotiation or Estimated</b>
		<b>\$214,411</b>
		<b>Total Costs</b>
		<b>\$1,371,612</b>
		<b>Total Contingency</b>
		<b>\$5,200,000</b>
		<b>TOTAL REMAINING AVAILABLE CONTINGENCY</b>
		<b>\$3,828,388</b>

Manor Expressway Phase II | **Contingency Balance Sheet**

10/13/11

<b>PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)</b>		<b>\$17,200,000</b>
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
None at this time	\$0	
	<b>Subtotal Executed Change Orders</b>	<b>\$0</b>
<b>Approved Other Items</b>		
None at this time	\$0	
	<b>Subtotal Other Items</b>	<b>\$0</b>
	<b>Subtotal Approved Items</b>	<b>\$0</b>
	<b>Available Contingency</b>	<b>\$17,200,000</b>

<b>RIGHT OF WAY</b>		<b>\$65,400,000</b>
<b>Estimated Right of Way Costs</b>		
Schematic ROW*	\$57,800,000	
	<b>Subtotal Right of Way Costs</b>	<b>\$57,800,000</b>
<b>Additional Right of Way Costs</b>		
None at this time	\$0	
	<b>Subtotal - Additional Right of Way</b>	<b>\$0</b>
<i>* Estimated Cost</i>		
	<b>Available Right of Way Contingency</b>	<b>\$7,600,000</b>