



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #14 SUMMARY

Quarterly briefing on the Manor Expressway Project

Strategic Plan Relevance: Regional Mobility given that the Manor Expressway will reduce congestion and improve mobility in the area

Department: Engineering

Associated Costs: Not applicable

Funding Source: Not applicable

Board Action Required: No

Description of Matter: The report is a comprehensive account of the activities on the Manor Expressway Project during the 1st quarter of 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. 11 | April 2012



ATKINS

Independent Engineering Report



CENTRAL TEXAS
Regional Mobility Authority

Board of Directors

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

Executive Director

Mike Heiligenstein

General Engineering Consultant (GEC)

ATKINS

Phase I Construction Contractor

webber

Phase II Design-Build Developer



MANOR EXPRESSWAY PROJECT - PHASES I & II
Quarterly Progress Report
 No. 11
 April 2012



TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
PHASE I CONSTRUCTION ACTIVITIES.....	4
PHASE II DEVELOPMENT ACTIVITIES.....	4
PHASE I PROGRESS PHOTOS	7
PHASE II PROGRESS PHOTOS	8
PHASE II PROGRESS PHOTOS	9
PHASE I PROGRESS.....	10
PHASE II PROGRESS.....	11
MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY	13
PHASE I CONSTRUCTION FINANCIAL STATUS	14
PHASE II CONSTRUCTION FINANCIAL STATUS	15
DBE STATUS.....	16
EMPLOYMENT REPORTING STATUS.....	18
SUSTAINABILITY	21
PUBLIC INVOLVEMENT.....	23

LIST OF TABLES

Table 1 - Phase I Construction Progress.....	11
Table 2 - Phase II Development Progress	12
Table 3 - Schedule of Project Milestones.....	12
Table 4 - Project Financial Status Summary.....	13

LIST OF FIGURES

Figure 1 - Project Location Map.....	3
Figure 2 - Project Cash Flow Curve (Phase I & Phase II Total Project Costs)	13
Figure 3 - Phase I DBE Construction Commitment for Period Ending March 2012	16
Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending March 2012.....	17
Figure 5 - Phase I Employment History	19
Figure 6 - Phase II Employment History	20

INTRODUCTION

This report documents and describes both Phase I and Phase II of the Manor Expressway Project from the period from January 1, 2012 to March 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.

Manor Expressway Project - Phase II

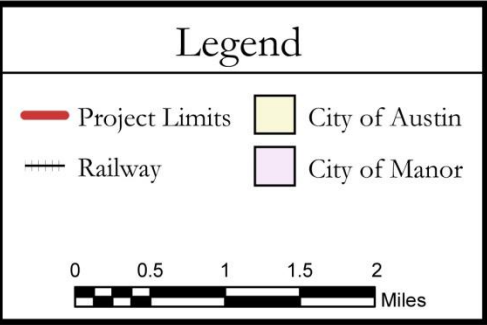
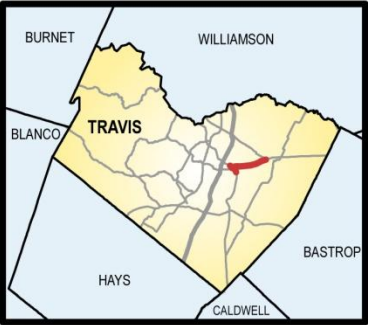
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, 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 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 January, 2012, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have advanced the direct connector substructure and superstructure elements. Progress includes drilled shafts, columns, column capitals, bent caps, pre-stressed concrete beams, steel girder erection and forming and pouring bridge decks. Roadway construction elements are also a focus with excavation, embankment, mechanically stabilized earth (“MSE”) retaining walls, permanent drainage, illumination and intelligent transportation system (“ITS”) conduit, asphaltic concrete pavement, traffic control and erosion control efforts all advancing over the past months. Continuously reinforced concrete pavement construction has also progressed and Webber completed the Phase 4 traffic switch in mid-February which allowed for construction on the westbound 290 mainlanes to begin. The contractor also began construction of the toll gantry columns for both the West to North Direct Connector and the South to East Direct Connector. Maintenance of traffic and erosion control efforts continue on a monthly basis.

PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in January, 2012, the Phase II Developer, Central Texas Mobility Constructors, LLC (“CTMC”) has progressed the design for both the Interim Development Work and the remainder of the Project. CTMC has substantially completed the design for the Interim Development Work and the design for the remainder of the Project. The overall Project design is approximately 97% complete; CTMC anticipates completion of the Project design in May 2012.

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 US 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 Release for Construction (“RFC”) plans (the final plan set for constructing the Project) for the Interim Development Work; the Mobility Authority has reviewed this submittal, and has approved the vast majority of these plans. CTMC is addressing Mobility Authority comments on a small portion of RFC plans for the Interim Development Work; the Mobility Authority anticipates that these plans will be corrected and approved in the upcoming weeks. Also, CTMC has submitted RFC plans for Segment 2 to the Mobility Authority for review; the Mobility Authority has reviewed and approved the vast majority of these plans. CTMC continues to address minor Mobility Authority comments on a small portion of this RFC plan set. CTMC has also submitted the 100% plans for Segment 3. The Mobility Authority has reviewed these plans, and has provided comments to CTMC. CTMC is in the process of

addressing these comments before submitting the RFC plans for Segment 3. CTMC's latest schedule indicates the design efforts for Phase II of the Manor Expressway Project will be completed in May 2012.

CTMC has also progressed construction activities for the Interim Development Work in this reporting period. Since the Quarterly Report in January, 2012, CTMC has advanced earthwork, utility relocation, drainage structures (i.e. pipes, culverts, and manholes), bridge substructure and superstructure construction, and retaining wall construction.

More specifically during the reporting period, CTMC continued earthwork operations for the eastbound frontage road for the Interim Development Work. Additionally, CTMC has commenced earthwork operations for the eastbound mainlanes between Springdale Road and the eastern limits of the Interim Development Work. CTMC has substantially completed the construction of the duct bank for the AT&T and Quest utility relocations between US 183 and Chimney Hill Boulevard. Furthermore, CTMC has completed drainage systems "A" and "B"; both of these drainage systems are located between US 183 and Springdale Road. CTMC has also commenced construction on drainage systems "D" and "G" located between Springdale Road and Chimney Hill Boulevard. CTMC has advanced the construction of numerous bridges during the reporting period; work continued on substructure (foundations, columns, and caps) and superstructure (beams, decks, and rail) for the eastbound mainlane bridge at Tuscany Way, the eastbound frontage road bridge at Tributary #5 to Walnut Creek, the eastbound frontage road bridge at Walnut Creek, and the eastbound frontage road bridge at the MOKAN crossing. CTMC also advanced substructure elements of the shared use path bridge at Tributary #5 to Walnut Creek and the eastbound mainlane bridge at the MOKAN crossing. CTMC commenced construction of retaining walls during the reporting period; they have completed erection of wall panels for Wall S1-15 (abutment wall on the east side of Tributary #5 to Walnut Creek). CTMC has also commenced erection of wall panels for Wall S1-16 (eastbound frontage road wall on west side of Walnut Creek).

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. Outdoor advertising signs remain on three (3) of the parcels; however, the Mobility Authority anticipates that these signs will be removed from the right-of-way prior to commencement of construction activities in those areas.

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 continues to erect steel girders and place beams. Direct connector approach slab construction also occurred. The Phase I Contractor also began work on the toll gantry columns for both the West to North Gantry and the South to East Gantry.



Steel Girder Erection on the South to East Direct Connector
(Looking North)



Approach Slab CRCP Construction along South to East Direct Connector
(Looking West)



Bridge Deck Construction along West to North Direct Connector
(Looking West)



Steel Erection on the North to East Direct Connector
(Looking East)



West to North Toll Gantry Columns
(Looking South)

PHASE II PROGRESS PHOTOS

Earthwork & Drainage Structures

CTMC continues earthwork excavation and embankment construction for the Interim Development Work. CTMC also continues subgrade embankment, installation of reinforced concrete pipe, and installation of box culverts for the Interim Development Work.



Overall view of progress from east of Ferguson Cutoff (Looking East)



Eastbound frontage road storm sewer, Line I (Looking South)



Installation of Culvert D near large manhole (Looking West)



Manhole for Line D prior to installation (Looking West)



Placing cement-treated embankment for the eastbound frontage road (Looking East)

PHASE II PROGRESS PHOTOS

Bridge and Retaining Wall Structures

CTMC continued bridge construction for the Interim Development Work. CTMC also commenced construction of retaining walls for the Interim Development Work.



Construction of abutment at Tuscany Way eastbound mainlane bridge (Looking West)



Construction of abutment at Trib #5 eastbound mainlane bridge (Looking West)



Eastbound frontage road bridge at Trib #5 and Wall S1-15 below (Looking East)



Construction of shared use path bridge at Trib #5 (Looking West)



Bridge and retaining wall construction for eastbound frontage road at Trib #5 (Looking South)

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 March 25, 2012 is provided in Table 1.

Webber's schedule submitted with their January draw request (the February draw request is currently under review by the General Engineering Consultant, and the March draw request has not yet been submitted) indicates substantial completion of the Phase I project on September 19, 2012, 4 months later than the current contract requirement, indicating that the Phase I of the Manor Expressway Project is currently behind schedule according to the latest progress schedule update. As noted in the January 2012 quarterly report, a portion of these delays is related to directives issued by the Mobility Authority to Webber. The construction delays to date, however, will not impact the scheduled date for commencement of toll revenue collection. The Mobility Authority's General Engineering Consultant and the Phase I Contractor continue to proactively work together to mitigate these delays and have defined a re-baselined substantial completion date to complete the work. A change order is currently being finalized to formally document the re-baselined schedule. As a result of the schedule re-baseline process, the substantial completion of the Phase I Project will remain 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 March 25, 2012, construction is reported at 84% complete. Webber continues work to address the ten bridge columns that were constructed to incorrect elevations. Six of the ten bent repairs have been entirely completed. All demolition has been completed and all design concepts have been reviewed and approved. The remaining four cap reconstructions are ongoing. The schedule for the reconstruction/repair of these structures has been incorporated into the aforementioned re-baselined schedule; these remaining reconstruction activities will not impact the substantial completion of Phase I of the Manor Expressway Project.

Table 1 - Phase I Construction Progress

Construction Tasks	% Complete
Excavation/Embankment	95
Drilled Shafts	100
Structure Footings	98
Structure Columns	86
Structure Column Capitals	98
Structure Bent Caps	86
Concrete Beams	85
Steel Girders	37
Bridge Deck	47
Asphalt Paving	91
Concrete Paving	56
Electrical/Lighting/Signing	15
Toll Structures	30

PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending March 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 November 20, 2012, approximately three weeks later than the current contract requirement. However, this 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 March 25, 2012, there are 216 days remaining until Interim Development Work contractual substantial completion and 684 days remaining until contractual substantial completion for the Project; CTMC has used 55.6% of the days allotted in the contract for the Interim Development Work, and has used 28.4% of the days allotted in the contract for the entire Development Work.

Table 2 - Phase II Development Progress

Development Tasks	% Complete
Development Design	97%
Utility Coordination	70%
Earthwork	12%
Utility Relocation	9%
Pavement	0%
Structures (Bridges and Retaining Walls)	9%
Drainage	6%
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

Task	Date (*Projected)
Selection of Phase I Contractor	January 12, 2010
Phase I NTP Issued	April 27, 2010
Phase I Substantial Completion	September 19, 2012*
Phase I Final Acceptance	October 10, 2012*
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	November 20, 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 February 29, 2012. The original budget established for the Project along with the expenditures to date 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.

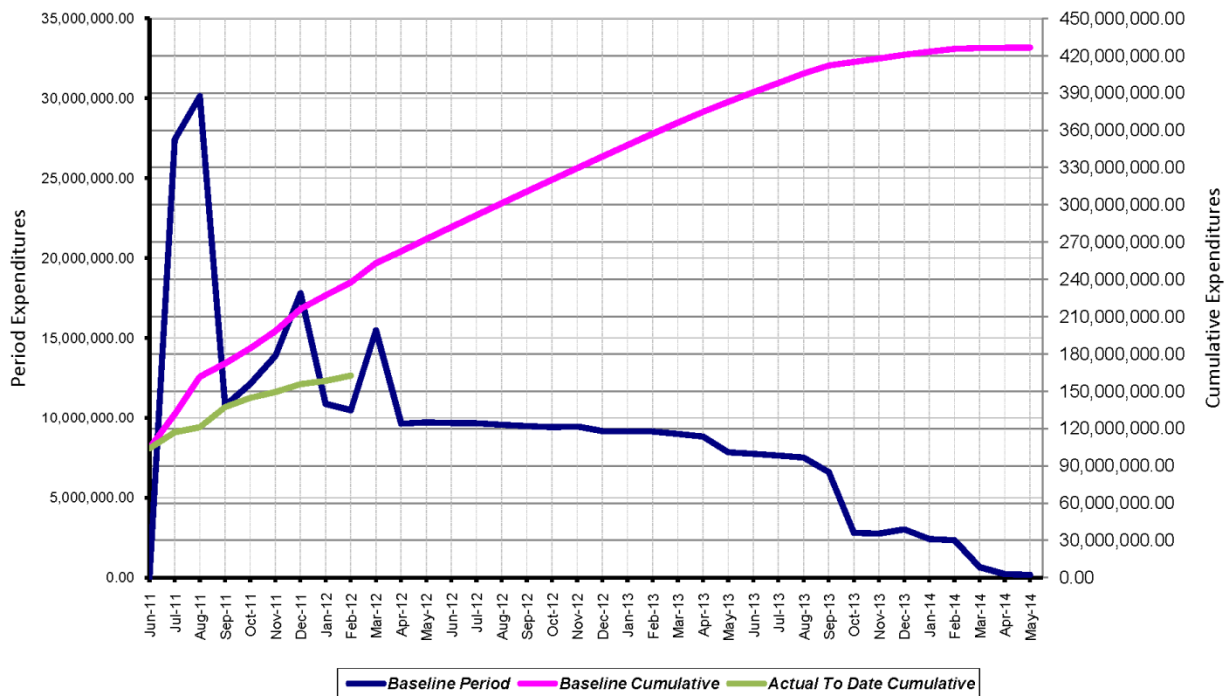
Table 4 - Project Financial Status Summary

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	162,433,549	235,686,675	398,120,224

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)



Cumulative expenditures prior to bond sale are not shown

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
 <i>Contractually Authorized Additional Quantity Payments:</i>	
Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base ⁽¹⁾	<u>\$ 360,078.41</u>
Current Authorized Contract Amount:	\$ 53,900,810.33
 Previous Total of Webber Payments	\$ 38,319,694.95
 Amount of Webber Draw Request #19 for Nov. 2011 efforts	\$ 663,696.48
Amount of Webber Draw Request #20 for Dec. 2011 efforts	\$ 612,176.11
Amount of Webber Draw Request #21 for Jan. 2012 efforts	<u>\$ 650,650.82</u>
 Total Amount Paid To-Date: ⁽²⁾	\$ 40,246,218.36
Retainage withheld: ⁽³⁾	<u>\$ 0.00</u>
Approved Amount for work completed (through Draw #21):	\$ 40,246,218.36
 Amount remaining for work to be completed:	\$ 13,654,591.97
Total Percent of Budget Expended through January 2012:	74.7%

Footnotes

- ⁽¹⁾ Information/data presented in previous Quarterly Reports.
- ⁽²⁾ Draw Request #22 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 Change Orders This Reporting Period

There have been no additional Change Orders approved for Phase I of the Manor Expressway Project in this quarter.

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⁾	\$ 8,781.50
No executed change orders to date	\$ 0.00
Current Authorized Contract Amount:	\$ 207,306,640.50
Previous Total of CTMC Payments:	\$ 33,757,385.34
Amount of CTMC Draw Request #7 for December 2011 efforts	\$ 2,568,714.18
Amount of CTMC Draw Request #8 for January 2012 efforts	\$ 2,833,409.22
Amount of CTMC Draw Request #9 for February 2012 efforts	\$ 4,734,706.35
Total Amount Paid To-Date: ⁽²⁾	\$ 43,894,215.09
Retainage withheld: ⁽³⁾	\$ 0.00
Approved Amount for work completed (through Draw #9):	\$ 43,894,215.09
Amount remaining for work to be completed:	\$ 163,412,425.41
Total Percent of Budget Expended through February 2012:	21.2%

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 #10 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 Change Orders This Reporting Period

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

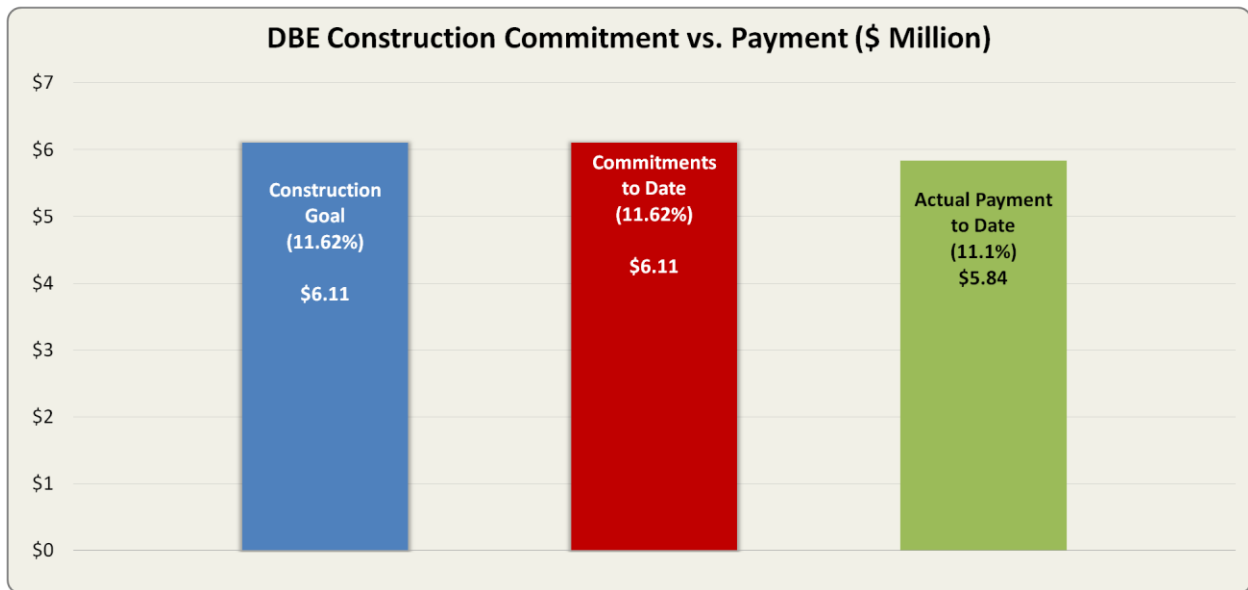
DBE STATUS

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 March 25, 2012, Webber has submitted costs associated with DBE construction work in the amount of \$5,837,002.82 which equals approximately 11.1% to date of the original authorized contract value.

Figure 3 - Phase I DBE Construction Commitment for Period Ending March 2012

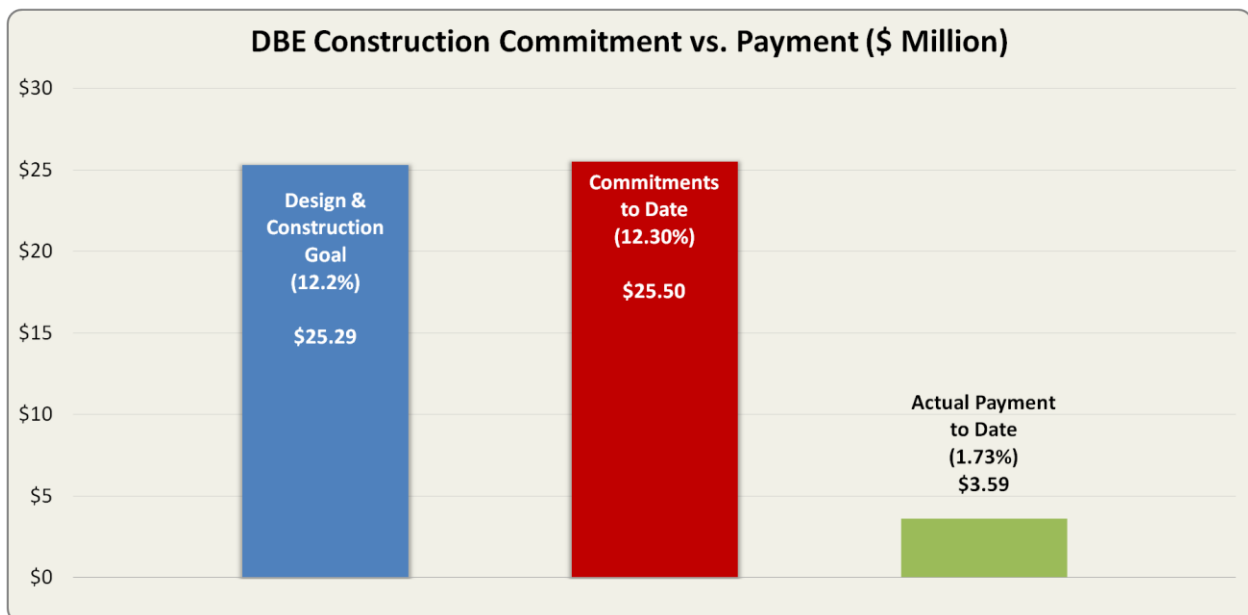


Phase II DBE Status

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 \$25,497,563.97 which is 12.30% 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 March 25, 2011, Webber has submitted costs associated with DBE development work in the amount of \$3,590,598.82 which equals 1.7% to date of the current authorized contract value.

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



EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **503 jobs** during the reporting month of March 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 March 2012 is **\$949,088.66**. The employment history through March 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 303 jobs during the reporting month of March 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 March 2012 for Phase II of the Manor Expressway Project is provided in Figure 6.

Figure 5 - Phase I Employment History

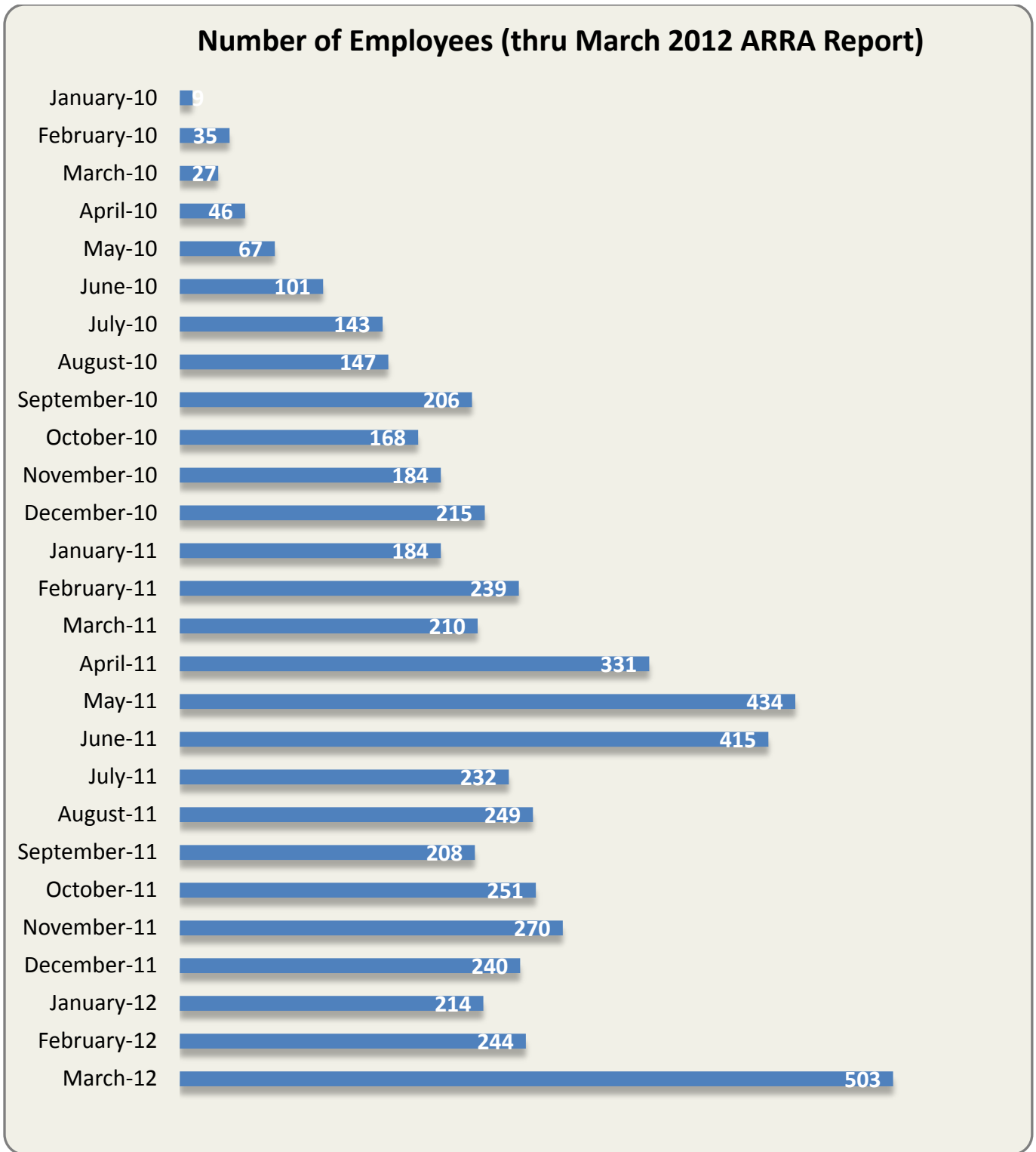
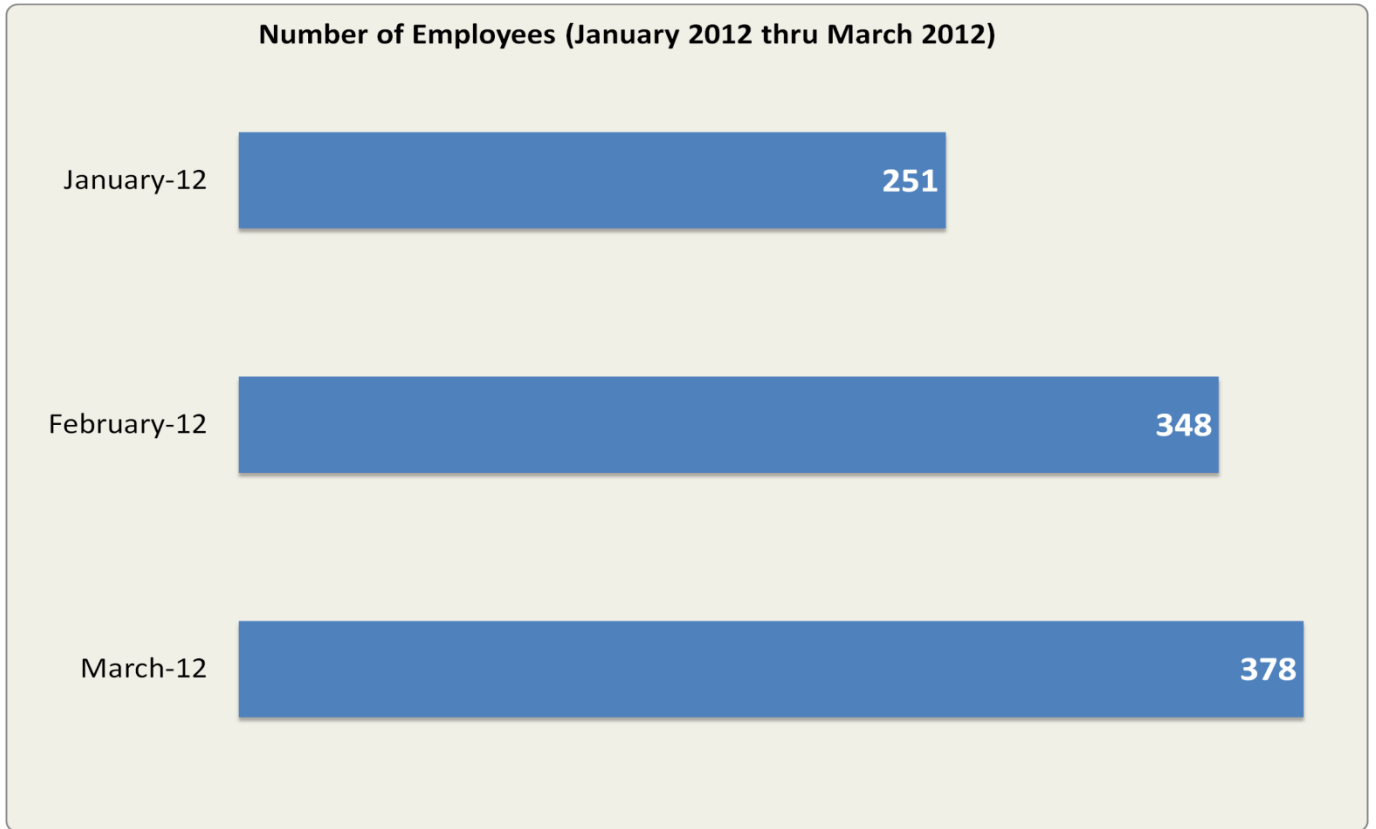


Figure 6 - Phase II Employment History



SUSTAINABILITY

Phase I Sustainability Initiatives

Webber has implemented a number of sustainable practices into 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 second quarterly sustainable report in March 2012 for the period of October 2011 through December 2011. 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:

CTMC purchased two solar-powered variable message signs for use on the Project during the previous reporting period; those solar-powered signs remain in use.

- Reuse of Topsoil:

CTMC has removed approximately 10,000 cubic yards of topsoil, and stockpiled this material on the right-of-way for future use on the Project.

➤ Recycled Fill/Embankment Materials:

CTMC has reused approximately 2,000 cubic yards of concrete from demolished building foundations as temporary creek crossings or embankment materials.

➤ Wood Recycling:

CTMC contracted Austin Wood Recycling to remove vegetation from portions of the right-of-way. One hundred percent of the vegetation removed from the Project during clearing operations has been recycled as mulch (11,440 cubic yards). Additionally, 4.3 tons of wood has been recycled to date from the Manor Expressway Project.

➤ Steel Recycling:

CTMC is utilizing Waste Management, Inc. as their waste management contractor. Waste Management, Inc., is segregating waste for recycling, and has 0.3 tons of metal from the Manor Expressway Project to date.

➤ 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.

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:

Two calls were received over the project's hotline (512-684-3252) regarding Phase I this quarter, and 21 calls came in for Phase II. There were several noise complaints in regard to the beginning of overnight construction. A number of Walnut Creek area residents called with concerns over the project's impact on the Creek during major rain events. Additionally, one area resident called regarding traffic signal timing. Concerns were addressed by the team via phone, email and in person.

✓ Twitter:

Thirty-six updates on Phase I of the project have been posted to the Manor Expressway's Twitter account (@ManorExpressway) this quarter to inform followers of lane and ramp closures and detours. Two updates have now been posted for Phase II.

✓ 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.

✓ Text Messaging:

Updates regarding lane closures and detours are sent out via text message with a reference to visit the project website for further information.

✓ Emails:

Emails continue to be sent out to the businesses and organizations along 290 East who prefer to receive the updates via email. As updates have been posted on the website and Twitter, they have continued to also be emailed to 170 email addresses of stakeholders along the project area.

✓ Visits:

There were two visits with management at the Hidden Creek Apartment complex regarding noise complaints and plans for a future resident appreciation event.

Attachment A

Manor Expressway Phase I Project
Aerial Photographs
April 2012



Manor Expressway Phase I Project
(Looking West from US 290)
(Taken 4/05/2012)



Manor Expressway Phase I Project
(Looking North from US 183)
(Taken 4/05/2012)



Manor Expressway Phase I Project
(Looking South from US 183)
(Taken 4/05/2012)



Manor Expressway Phase I Project
(Looking East from US 290)
(Taken 4/05/2012)

Attachment B

Manor Expressway Phase II Project
Aerial Photographs
April 2012



US 290 East looking west from Gilleland Creek
(Taken 3/02/2012)



US 290 East looking west from Parmer Lane
(Taken 3/02/2012)



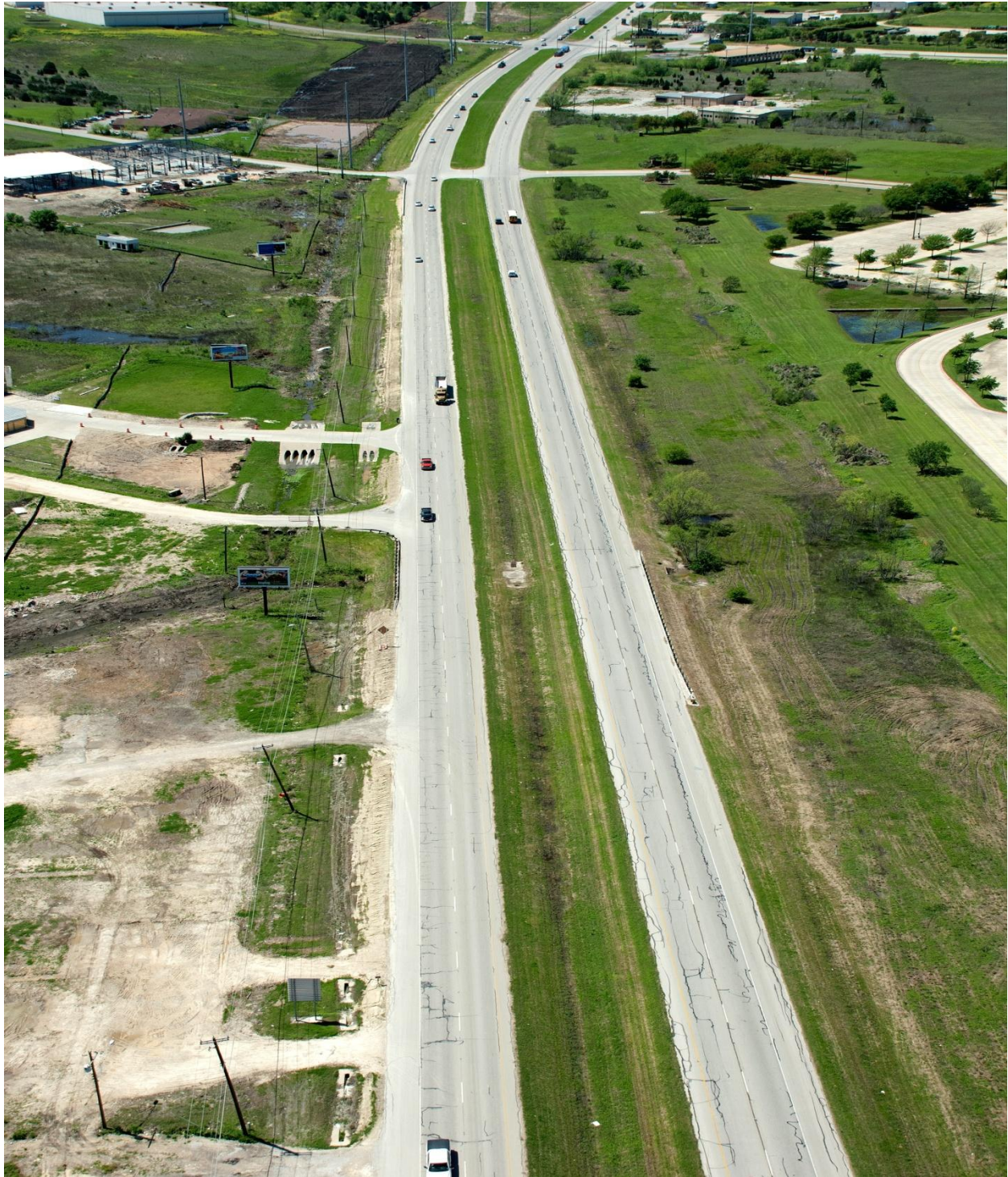
US 290 East at SH 130 Interchange looking west
(Taken 3/02/2012)



US 290 East at Decker Lane Intersection looking west
(Taken 3/02/2012)



US 290 East at Harris Branch Intersection looking west
(Taken 3/02/2012)



US 290 East at Crofford Lane Intersection looking west
(Taken 3/02/2012)



US 290 East at Giles Road Intersection looking west
(Taken 3/02/2012)



US 290 East near Old Manor Road looking west
(Taken 3/02/2012)



US 290 East looking west at Mokon Crossing
(Taken 3/02/2012)



US 290 East at Chimney Hill Blvd looking west
(Taken 3/02/2012)



US 290 East at Springdale Road looking west
(Taken 3/02/2012)



US 290 East at Tuscany Way looking west
(Taken 3/02/2012)

Attachment C

Manor Expressway Project
Contingency Tracking
April 2012

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

03/26/12

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 Tuscany 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
Subtotal Executed Change Orders		\$965,186
Approved Other Items		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$360,078
Subtotal Other Items		\$360,078
Subtotal Approved Items		\$1,325,264
ITEMS UNDER NEGOTIATION or ESTIMATED		
CO under negotiation		
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 ¹	\$0
Subtotal CO under negotiation		\$0
Potential Change Orders or pending more information		
	None at this time	\$0
Subtotal Potential Change Orders		\$0
Other Items		
	Additional Utility Adjustment Costs	\$35,906
Subtotal Other Items		\$35,906
¹ CO #10 being negotiated		
Subtotal Items Under Negotiation or Estimated		\$35,906
Total Costs		\$1,361,170
Total Contingency		\$5,200,000
TOTAL REMAINING AVAILABLE CONTINGENCY		\$3,838,830

Manor Expressway Phase II | Contingency Balance Sheet

03/26/12

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	Revise aesthetics on MOKAN mainlane and frontage road bridges	-\$59,454 (credit)
CO#2	Design and construction costs associated with ADA compliant Shared Use Path ¹	\$200,000
	Subtotal CO under negotiation	\$140,546
Potential Change Orders or pending more information		
PCC#3	Revision to the mainlane and frontage road pavement sections ¹	\$0
	Subtotal Potential Change Orders	\$0
Other Items		
Incentive	Early Completion Incentives (Max Amount \$3,600,000)	\$3,600,000
	Subtotal Other Items	\$3,600,000
¹ <i>Estimated cost</i>		
	Subtotal Items Under Negotiation or Estimated	\$3,740,546
	Total Costs	\$3,740,546
	Total Contingency	\$17,200,000
	TOTAL REMAINING AVAILABLE CONTINGENCY	\$13,459,454

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 <i>Estimated Cost</i>		
	Available Right of Way Contingency	\$7,570,000