



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #17 SUMMARY

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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 1<sup>st</sup> quarter of 2013

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. 15 | April 2013



**ATKINS**

Independent Engineering Report



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

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MANOR EXPRESSWAY PROJECT - PHASES I & II  
**Quarterly Progress Report**  
 No. 15  
 April 2013



## TABLE OF CONTENTS

INTRODUCTION.....	1
PROJECT DESCRIPTION.....	1
PHASE I CONSTRUCTION ACTIVITIES.....	4
PHASE II DEVELOPMENT ACTIVITIES.....	4
PHASE I PROGRESS PHOTOS .....	6
PHASE II PROGRESS PHOTOS .....	7
PHASE II PROGRESS PHOTOS .....	8
PHASE I PROGRESS.....	9
PHASE II PROGRESS.....	11
MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY .....	13
PHASE I CONSTRUCTION FINANCIAL STATUS .....	14
PHASE II CONSTRUCTION FINANCIAL STATUS .....	14
DBE STATUS.....	17
EMPLOYMENT REPORTING STATUS.....	19
SUSTAINABILITY .....	22
PUBLIC INVOLVEMENT.....	24

## LIST OF TABLES

Table 1 - Phase I Construction Progress.....	10
Table 2 - Phase II Development Progress .....	11
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 .....	17
Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending March 2012.....	18
Figure 5 - Phase I Employment History.....	19
Figure 6 - Phase II Employment History.....	21

## INTRODUCTION

This report documents and describes both Phase I and Phase II of the Manor Expressway Project during the period from December 26, 2012 to March 25, 2013. 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 provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries were installed to toll each of the direct connectors. Frontage roads between the US 183 interchange and Cross Park Drive were also constructed in this phase. Access to the westbound direct connectors from the westbound frontage road has been achieved by construction of an entrance ramp located just west of Tuscany Way. Construction of Phase I of the Manor Expressway Project has been completed.

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

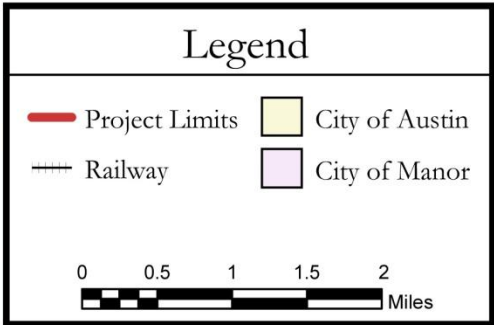
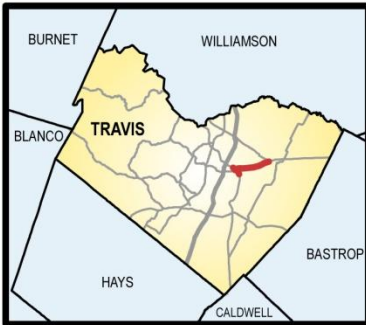
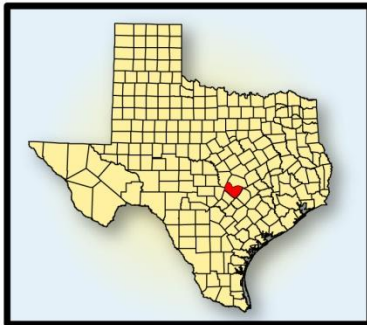
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, auxiliary lanes, toll gantries, and ramp gantries. Phase II of the Manor Expressway Project includes an interim milestone that provides grade-separated intersections at Tuscany 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 provide for a minimum of two tolled lanes and two-lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, has been completed.

### **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 has been substantially completed. Since the Quarterly Report in January, 2013, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors continued work on remaining construction items necessary to be completed to achieve Final Acceptance. None of these remaining items affect the use or operability of the facility. These miscellaneous elements of construction have continued over the past month, and include: pouring mow strips (area paving in certain grassed areas to assist in future mowing operations) at various locations, placing drainage ditches, installing miscellaneous sections of concrete and rock rip rap, repairing minor aesthetic blemishes, and installing some small and large signs. Additionally, maintenance of traffic and erosion control efforts will continue until Final Acceptance of the Project. The Phase I Contractor is currently addressing final punchlist items to achieve Final Acceptance. Accordingly, the Mobility Authority anticipates granting Final Acceptance to the Phase I Contractor in April 2013; therefore, this will be the last report relative to Phase I of the Manor Expressway Project.

## PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in January, 2013, CTMC has made substantial progress on the frontage road construction throughout Phase II of the Manor Expressway Project. CTMC has nearly completed construction of the westbound frontage road from near the eastern terminus of the Phase II Project through the SH 130 interchange. Within this area of construction, the northern half of the Parmer intersection construction has been completed. Further west, CTMC has made substantial progress on the westbound frontage road from Harris Branch Parkway to Crofford Lane. CTMC has placed asphalt concrete over a majority of this section of the westbound frontage road. Near the Giles Road intersection, CTMC has placed temporary pavement along the south side of the existing westbound lanes, shifted traffic onto this temporary pavement, and commenced earthwork for the westbound frontage road. This traffic switch extends from Crofford Lane to the future intersection with Arterial “A”. Construction of the westbound frontage road bridge at the MOKAN crossing has also advanced over the past quarter.

CTMC has also advanced construction of the eastbound frontage road throughout Phase II of the Manor Expressway Project. Since the Quarterly Report in January 2013, CTMC has completed the construction of the eastbound frontage road from the future intersection at Arterial “A” to just west of the Giles Road intersection. Subsequently, CTMC shifted eastbound traffic from the existing eastbound lanes to the newly constructed eastbound frontage road. Construction of the eastbound frontage road between Crofford Lane and the SH 130 interchange continues to progress.

The traffic switch from the existing eastbound lanes to the new eastbound frontage road is evident in the below photos:



*December 2012*



*March 2013*

Although the construction focus has been on the frontage road construction, CTMC has advanced construction of select areas of the mainlanes. For instance, construction of the eastbound and westbound mainlanes at the SH 130 interchange continues to progress. The retaining walls and embankment is nearly completed in this location. Additionally, sections of the eastbound mainlanes west of the Giles Road intersection have progressed. However, most of the construction progress on the mainlanes has occurred between the completed Interim Development Work and the intersection with future Arterial "A". CTMC has completed the substructures of the westbound mainlane bridges at Walnut Creek and Tributary #5 to Walnut Creek.

Since the last Quarterly Report in January 2013, CTMC has constructed the intersections at Tuscany Way and Springdale Road. CTMC has also continued to relocate utilities throughout the project, and recently completed the adjustment of a 66" City of Austin water line.

## PHASE I PROGRESS PHOTOS

### Direct Connectors and Toll Gantries

The Phase I Contractor completed outstanding work items including, large and small sign installation, placement of concrete and rock rip rap, placement of soil retention blankets, and final project grading. The final components for all high mast illumination and underpass lighting were placed. All remaining drainage structures and ditches were installed and all structural painting was completed.



Completed MSE Wall with CTRMA Logo installed on the East to South Direct Connector (Looking Southwest)



Completed North to East Direct Connector (Looking Northwest)



South to East Direct Connector Exit from U.S. 183 Southbound (Looking Southeast)



Repair of minor aesthetic blemishes on the West to South direct connector (Looking West)



Bridge Identification Number installed on the North to West direct connector (Looking Southeast)

## PHASE II PROGRESS PHOTOS

### Westbound Frontage Road Work

Since the Quarterly Report in January 2013, CTMC has focused efforts on frontage road work. Completion of the frontage roads will allow CTMC to shift traffic so the mainlane construction can be completed. CTMC has advanced construction on the westbound frontage roads in multiple locations throughout the Phase II Project.



Placement of prime coat on the cement-treated base near MOKAN (Looking West)



Culvert A & A1 Headwall for the Westbound Frontage Road (Looking Southwest)



Westbound frontage road between Trib #1C and SH 130 (Looking West)



Construction of the westbound frontage road bridge at MOKAN (Looking Northwest)



Westbound frontage road east of SH 130 (Looking East)

## PHASE II PROGRESS PHOTOS

### Eastbound Frontage Road Work

Since the Quarterly Report in January 2013, CTMC has focused efforts on frontage road work. Completion of the frontage roads will allow CTMC to shift traffic so the mainline work can be completed. CTMC has advanced construction on the eastbound frontage roads from the Interim Development Work to the eastern terminus of the Phase II Project.



Placement of prime coat on the cement-treated base (Looking East)



Excavation for the eastbound frontage road near Harris Branch Pkwy (Looking West)



Eastbound frontage road opened to traffic near Arterial "A" (Looking East)



Embankment for the eastbound frontage road near Harris Branch Pkwy (Looking East)



Construction of the eastbound frontage road at Gilleland Creek (Looking East)

## PHASE II PROGRESS PHOTOS

### Mainlane Work

CMTC has been primarily focused on frontage road work over the past three months. However, CTMC has advanced the construction of the mainlanes in select locations throughout the Phase II Project. CTMC will continue mainlane construction in certain areas until traffic is shifted to the frontage roads. At that point, CTMC will construct the remaining mainlane components that cannot currently be constructed due to the location of the current eastbound and westbound traffic.



Approach slab construction for the EBML bridge at Trib #5 (Looking Southeast)



Embankment operations on the eastbound mainlanes at SH 130 (Looking West)



Construction of the westbound mainlane bridge at Walnut Creek (Looking Northwest)



Construction of the westbound mainlane bridge at Trib #5 (Looking East)



Construction of the eastbound mainlane bridge at Arterial "A" (Looking East)

## PHASE I PROGRESS

As indicated in Table 1, the Phase I Contractor has completed the work for Phase I of the Manor Expressway Project.

The Phase I Contractor was granted Substantial Completion as of November 30, 2012. Phase I of the Manor Expressway Project was opened to traffic in its entirety by December 22, 2012, in conjunction with the Interim Development Work of Phase II. Based on Change Order #10, March 25, 2013 represents contract chargeable day 887. Subsequently the project reached Substantial Completion 105 days behind the contractual milestone; as of March 25, 2012, the project was 190 days past the contractual Final Acceptance date. However, since Webber, LLC achieved Substantial Completion on November 30, 2012, the construction delays did not impact the scheduled date for commencement of toll revenue collection. The Mobility Authority has issued a final punchlist to the Phase I Contractor. As mentioned previously, the Mobility Authority anticipates that the Phase I Contractor will complete these remaining punchlist items in April 2013; accordingly, the Mobility Authority anticipates granting Final Acceptance to the Phase I Contractor in April 2013.

**Table 1 - Phase I Construction Progress**

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

# PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending March 25, 2013. 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 latest schedule indicates Substantial Completion of all remaining Development Work on February 7, 2014, on schedule with the current contract requirement. The General Engineering Consultant, Atkins, has performed an independent schedule analysis of the remaining Development Work; this independent schedule analysis indicates that CTMC may complete the Development Work as late as May 2014 if additional resources are not committed to the project. However, Atkins does not currently anticipate that delays to the Substantial Completion of Phase II of the Manor Expressway Project will impact commencement of toll revenue collection. As of March 25, 2013, there were 319 days remaining until contractual Substantial Completion for the Project; CTMC has used 66.6% of the days allotted in the contract for the Development Work.

**Table 2 - Phase II Development Progress**

<b>Development Tasks</b>	<b>% Complete</b>
Development Design	100%
Utility Coordination	97%
Earthwork	73%
Utility Relocation	79%
Pavement	25%
Structures (Bridges and Retaining Walls)	60%
Drainage	42%
Lighting, Signing, Striping, and Signals	18%
Toll Facility Infrastructure	23%
Toll System Integration	20%
Incidental Construction (Barriers, Sidewalks, Landscaping)	13%



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	November 30, 2012
Phase I Final Acceptance	April 15, 2013*
Phase II Selection of Developer	February 23, 2011
Phase II NTP Issued	June 29, 2011
Phase II Interim Completion (Open to Traffic)	December 22, 2012
Phase II Substantial Completion (Phase II Open to Traffic)	February 7, 2014**
Phase II Final Acceptance	June 7, 2014**

\*\* Based on CTMC's schedule submitted with Draw Request #22 for March 2013 efforts

# MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 4 shows the overall financial status for the Manor Expressway Project through February 2013. The original budget established for the Project and the expenditures to date are provided. An estimated cost remaining and an estimate at completion is also provided. The Manor Expressway Project is currently projected to be under budget.

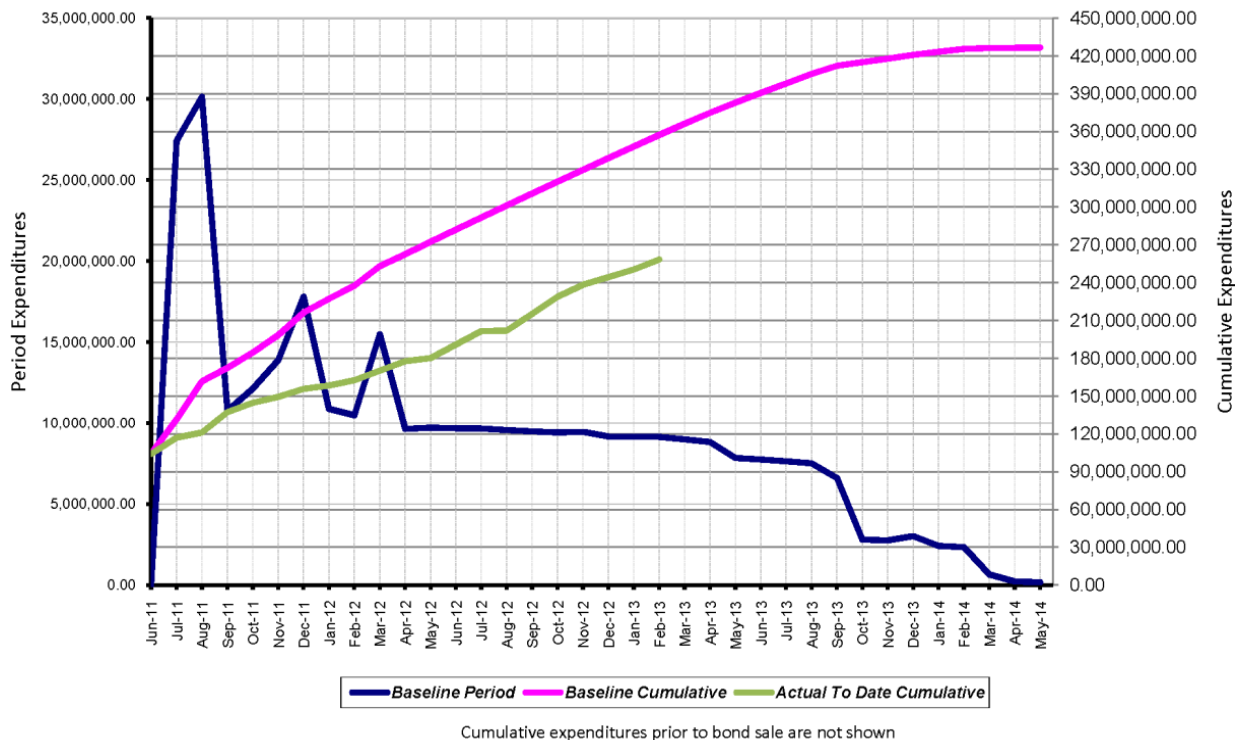
**Table 4 - Project Financial Status Summary**

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	258,348,920	134,346,218	392,695,138

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. 5 <sup>(1)</sup>	\$ 84,247.76
Change Order No. 6 <sup>(1)</sup>	\$ 96,000.00
Change Order No. 7 <sup>(1)</sup>	\$ 38,039.37
Change Order No. 8 <sup>(1)</sup>	\$ 182,541.99
Change Order No. 9 <sup>(1)</sup>	\$ 56,217.67
Change Order No. 10 <sup>(1)</sup>	\$ (71,819.11)
Change Order No. 13 <sup>(2)</sup>	\$ 83,559.88
Change Order No. 15 <sup>(2)</sup>	\$ 69,195.07
 <i>Contractually Authorized Additional Quantity Payments:</i>	
Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base <sup>(1)</sup>	\$ <u>432,547.11</u>
<b>Current Authorized Contract Amount:</b>	<b>\$ 54,054,214.87</b>
 <b>Previous Total of Webber Payments</b>	<b>\$ 47,605,232.37</b>
 Amount of Webber Draw Request #28 for September, 2012 efforts <sup>(3)</sup>	\$ 525,484.13
Amount of Webber Draw Request #29 for October & November, 2012 efforts <sup>(3)</sup>	\$ <u>2,394,423.45</u>
<b>Total Amount Paid To-Date:</b>	<b>\$ 50,525,139.95</b>
Retainage withheld: <sup>(4)</sup>	\$ 1,101,464.64
Liquidated Damages assessed:	\$ <u>2,008,000.00</u>
<b>Approved Amount for work completed (through Draw #29):</b>	<b>\$ 53,634,604.59</b>
 <b>Amount remaining for work to be completed:</b>	<b>\$ 419,610.28</b>
<b>Total Percent of Budget Expended through November 2012:</b>	<b>99.22%</b>

## Footnotes

- (1) Information/data presented in previous Quarterly or Monthly Reports.
- (2) Under review for signature and authorization by TxDOT. Change Orders 11, 12, and 14 are being negotiated.
- (3) Represents full amount of draw request prior to assessment of Liquidated Damages and retainage.
- (4) Retainage withheld after 95% of the adjusted contract price has been paid.

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

Change Order No. 13 has been signed by Webber, LLC and executed by the Mobility Authority. It is currently routing within TxDOT for signatures. This Change Order removes all permanent broadcast seeding from the contract. It adds the use of soil retention blankets at all areas which previously called for the application of permanent seeding.

Change Order No. 15 has been signed by Webber, LLC and executed by the Mobility Authority. It is currently routing within TxDOT for signatures. This Change Order revise the contract value to account for bonus payments due to the contractor based on the production and placement of hot mix asphalt concrete.

## 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 <sup>(1)</sup>	\$ 14,908.75
Change Order #1	<u>\$ 1,480,445.71</u>
<b>Current Authorized Contract Amount:</b>	<b>\$ 208,793,213.46</b>
<b>Previous Total of CTMC Payments:</b>	<b>\$ 98,630,295.89</b>
Amount of CTMC Draw Request #19 for December 2012 efforts	\$ 5,808,426.20
Amount of CTMC Draw Request #20 for January 2013 efforts	\$ 3,512,565.68
Amount of CTMC Draw Request #21 for February 2013 efforts	<u>\$ 7,893,235.44</u>
<b>Total Amount Paid To-Date: <sup>(2)</sup></b>	<b>\$ 115,844,523.21</b>
Retainage withheld: <sup>(3)</sup>	\$ 0.00
Liquidated Damages assessed	<u>\$ 0.00</u>
<b>Approved Amount for work completed (through Draw #22):</b>	<b>\$ 115,844,523.21</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 92,948,690.25</b>
<b>Total Percent of Budget Expended through February 2013:</b>	<b>55.48%</b>

### 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 #22 for CTMC's March 2013 efforts is currently being reviewed by the General Engineering Consultant.
- (3) Retainage to be withheld only after 95% of the adjusted contract price has been paid.

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

No new Change Orders have been approved during the reporting period.

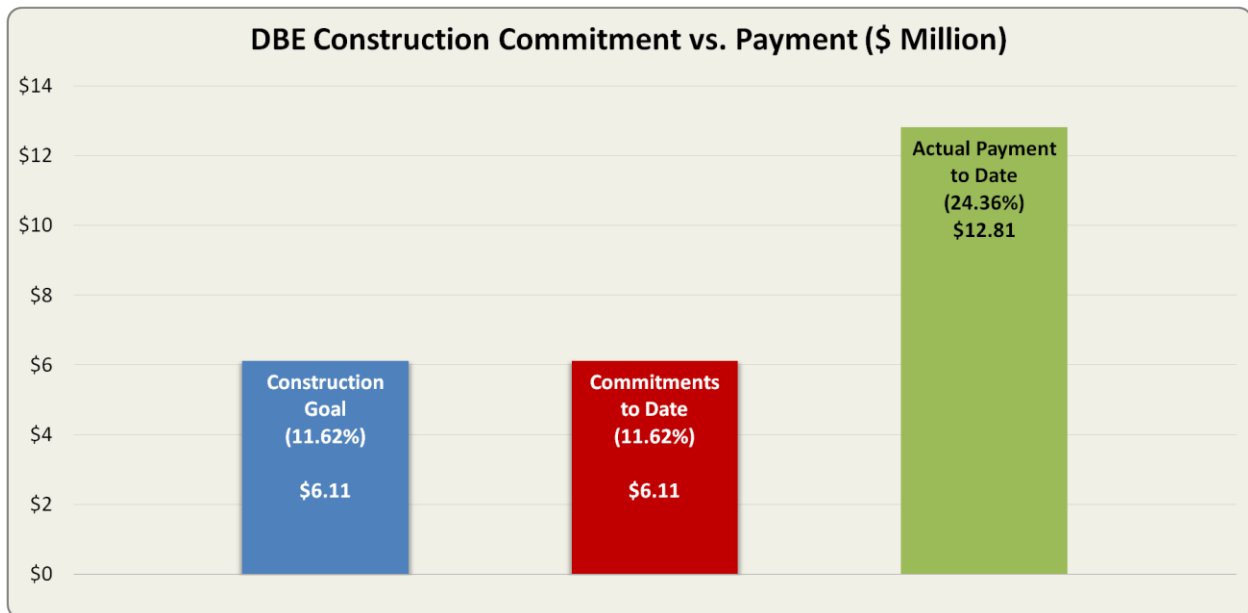
# DBE STATUS

## 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 2013, Webber has submitted costs associated with DBE construction work in the amount of \$12,807,272.27 which equals approximately 24.36% to date of the original authorized contract value. The Phase I Contractor has exceeded the DBE goal established for Phase I of the Manor Expressway Project.

Figure 3 - Phase I DBE Construction Commitment for Period Ending March 2013

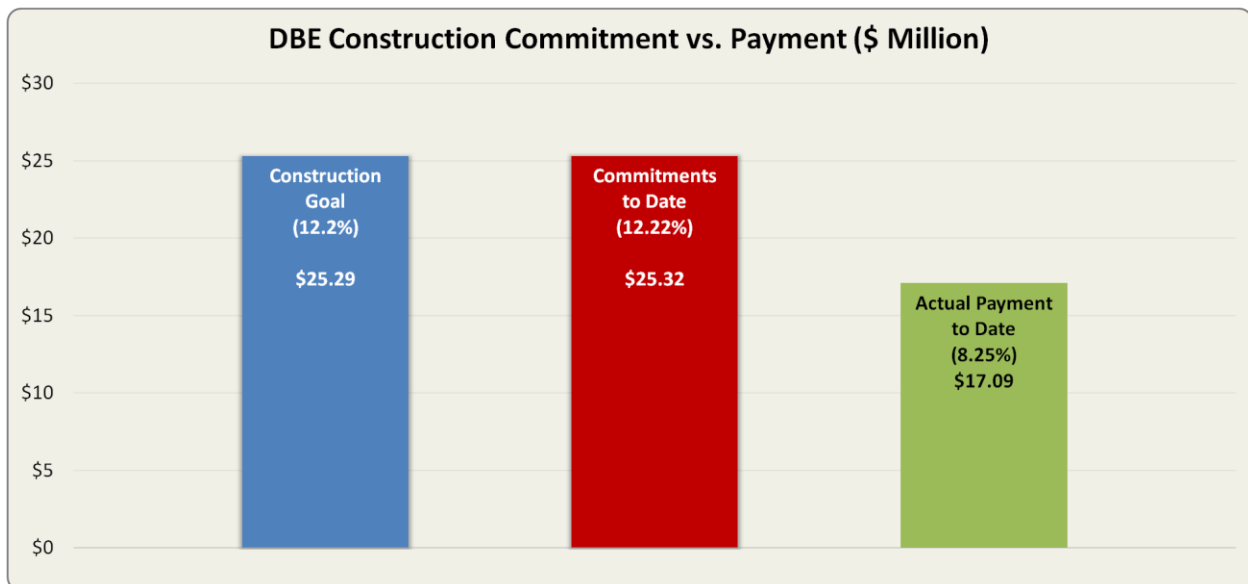


## Phase II DBE Status

CTMC is required to meet the Disadvantaged Business Enterprise (“DBE”) goal of 12.2% for Phase II of the Manor Expressway Project. The total DBE amount subcontracted to date is \$25,324,761.47 which is 12.22% of the authorized contract total. This represents executed DBE subcontracts with the following firms: Aviles Engineering Corporation [geotechnical design], RJ Rivera Associates, Inc. [sign and pavement marking design], SE3, LLC [retaining wall design], PE Structural Consultants [bridge design], Lina T. Ramey & Associates [design surveying], United States R.O.W. [right-of-way acquisition], Solar Ray [utility design], Hayden Consultants [TDLR Review], Breda Company [furnish and tie reinforcing steel], N-Line Traffic Maintenance, L.P. [traffic barricades], Office Authority [furnishes office supplies], Panther Creek Transportation, Inc. [trucking], Roadway Specialties [cable barrier & small signs], Texas Trucking [trucking], S&R Investments [furnish fuel], and ID Guerra [wet utilities].

As of March 25, 2013, Webber has submitted costs associated with DBE development work in the amount of \$17,091,751.48 which equals 8.2% to date of the original contract value. CTMC’s utilization of DBE subcontractors to date indicates that CTMC is on track to reach the contractual DBE goal of 12.2%

Figure 4 - Phase II DBE Design & Construction Commitment for Period Ending March 2013



## EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **98 jobs** during the reporting month of March 2013. 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 2013 is **\$144,180.78**. The employment history through March 2013 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 **474 jobs** during the reporting month of March 2013. 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 2013 for Phase II of the Manor Expressway Project is provided in Figure 6.



Figure 5 - Phase I Employment History

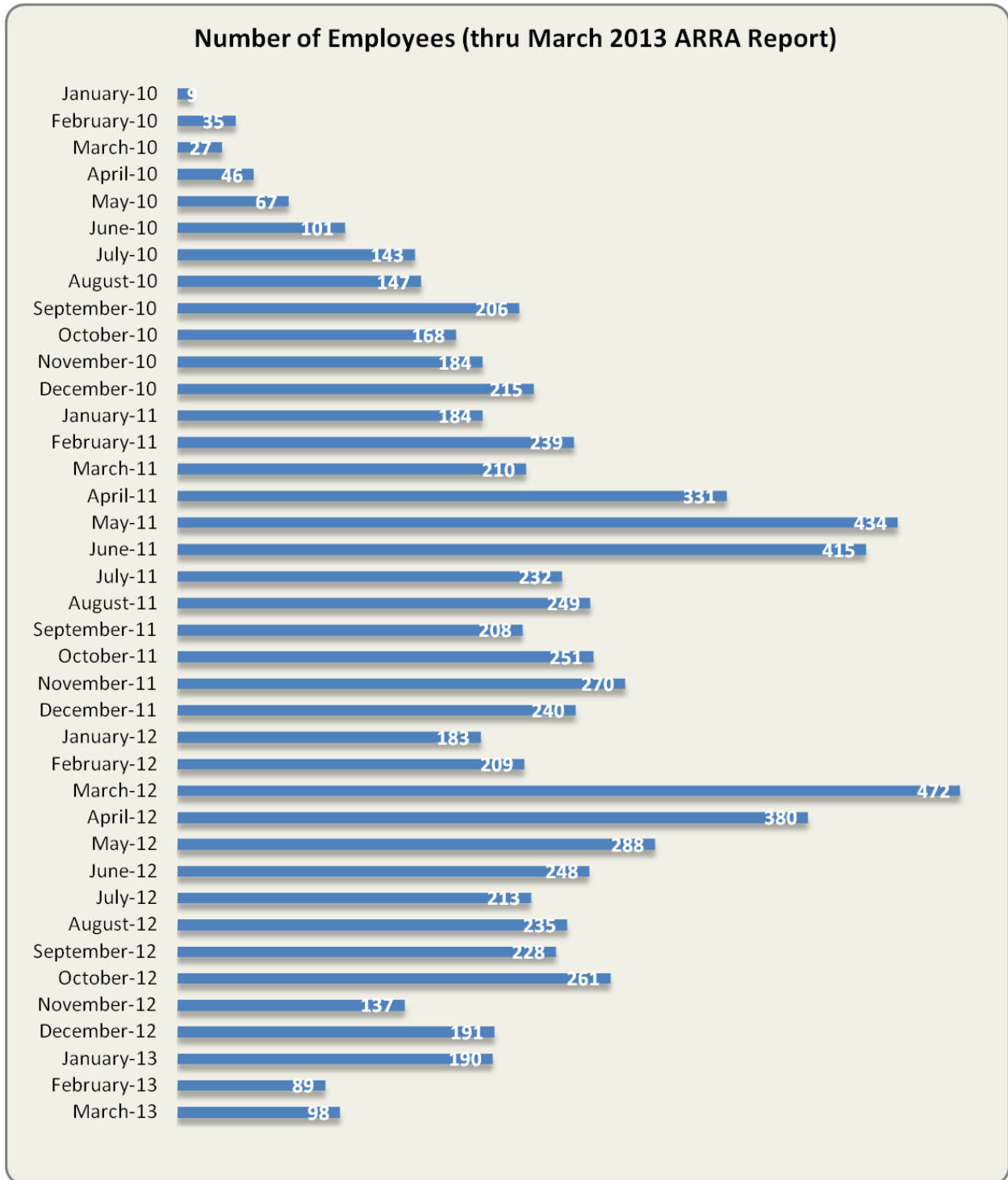
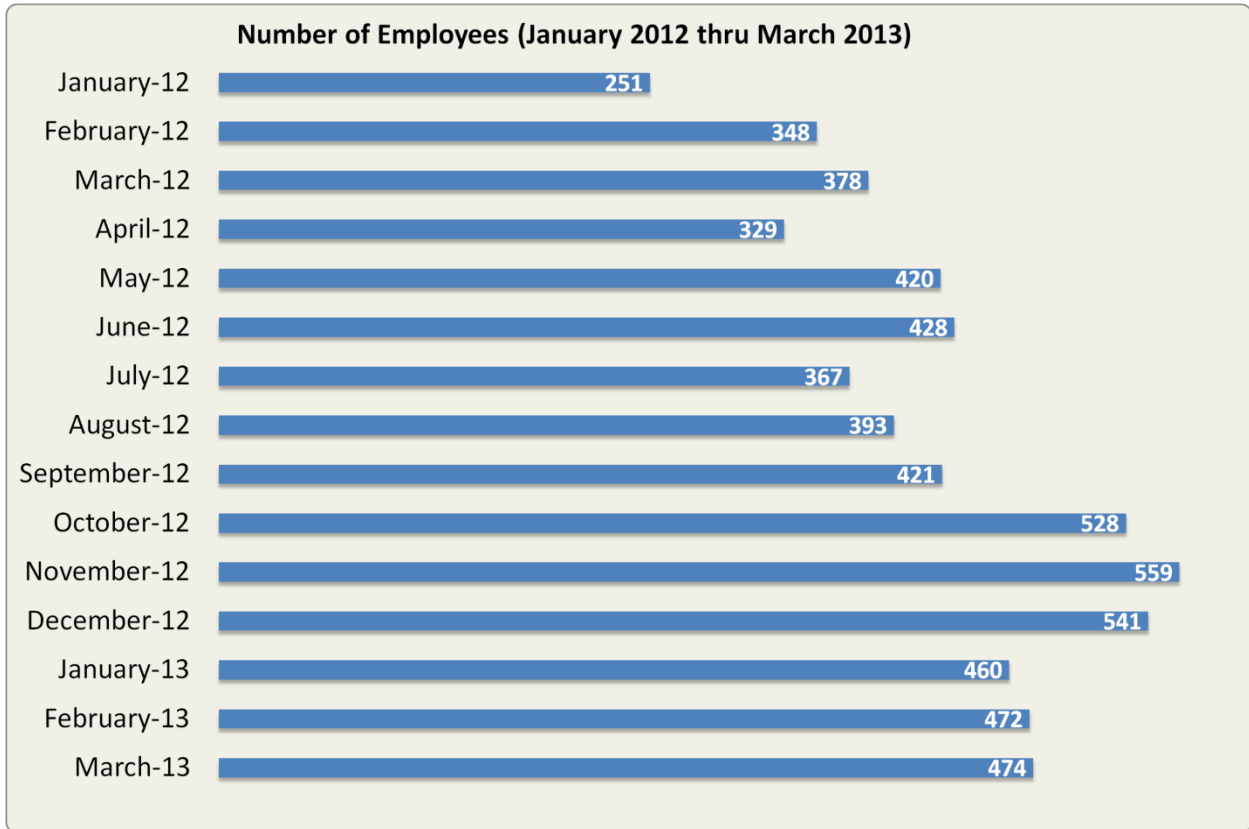


Figure 6 - Phase II Employment History



# SUSTAINABILITY

## ***Phase I Sustainability Initiatives***

Webber implemented a number of sustainable practices during their construction work on the Project. While Webber wasn't contractually required to track quantities associated with their implemented sustainable practices, below is a list of practices that were implemented on 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 Comprehensive Development Agreement ("CDA"), CTMC is required to incorporate sustainable practices into the Project. The Mobility Authority, through provisions in the CDA, has implemented a "Green Credits" program that requires CTMC to attain a minimum number of credits for implementing sustainable practices into the Project; CTMC is required to attain 30 credits for the Project. CTMC is required to submit a quarterly report identifying the sustainable practices being implemented on the Project. CTMC submitted their Sustainability Initiatives Report for the fourth quarter of 2012 in February. The following sustainable initiatives were reported:

- Sustainability Plans:

CTMC has prepared and implemented a series of required sustainability plans on the Project. These plans include a Noise Mitigation Plan, a Dust/Emission and Odor Control Plan, a Waste Management Plan, a Site Recycling Plan, and a Water Quality Maintenance/Enhancement Plan.

- Solar-Powered Traffic Control Devices/Flashing Beacons:

During the fourth quarter of 2012, CTMC continued using three solar-powered flashing beacons on the Project.

- Pavement Reuse:

During the fourth quarter of 2012, a total of 1,564 cubic yards of asphalt millings were used as Type C1 embankment for the shared use path.

➤ Reuse of Topsoil:

During the fourth quarter of 2012, CTMC removed approximately 4,082 cubic yards of topsoil and stockpiled this material on the Project right-of-way. CTMC reused 919 cubic yards of topsoil during the same period.

➤ Recycled Fill/Embankment Materials:

During the fourth quarter of 2012, CTMC has reused approximately 402,756 cubic yards of material for fill or embankment. All of this material was from the Project site or from overburden from a local sand reserve quarry.

➤ Wood Recycling:

During the fourth quarter of 2012, 13.7 tons of wood waste was generated for recycling.

➤ Steel Recycling:

During the fourth quarter of 2012, 7.65 tons of steel were recycled from the Project.

➤ Utilization of Reclaimed or Non-Treated Water:

During the fourth quarter of 2012, CTMC continued using non-treated water from Gilleland Creek for dust suppression on the Manor Expressway Project.

➤ Separating Waste for Landfills Recyclable Waste:

Recyclable materials are separated by the project waste contractor, Waste Management.

➤ Automated Equipment Idle Shutdown:

CTMC has implemented a policy requiring that all equipment that will stand at idle for more than 5 minutes will be shutdown.

CTMC is on track to earn twenty five (25) green credits for the sustainable practices currently being implemented on the Project. CTMC is likely to earn an additional five (5) green credits during the remainder of the Project.

## 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 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:

57 calls were received over the project's hotline (512-684-3252) and 18 emails/website contacts were made regarding the Manor Expressway Project. The calls and messages included project information requests, regarding the closure of the temporary turnaround for Chimney Hills, complaints regarding the signal timing at Johnny Morris/290, complaints about noise and vibrations at Chimney Hills, and traffic delays. These issues were addressed by the team via phone, email and in person. Complaints about the closing of the Chimney Hill turnaround resulted in the contractor constructing a new temporary turnaround just west of the Johnny Morris/Giles intersection.

✓ Twitter:

125 updates have been posted to the Manor Expressway's Twitter account (@ManorExpressway) and email this quarter to inform followers of closures and detours.

✓ Website:

All project updates have continued to be posted on the website in an effort to help keep the public informed on lane closures and construction activities. Five website contacts were fielded which included a complaint regarding construction vehicle safety and a question regarding the closure of the Chimney Hills crossover.

✓ Emails:

43 construction alerts were sent out by email to 290 stakeholders via Constant Contact email.

✓ Outreach/Visits:

Group Solutions contacted officials of the Manor ISD on January 15 about an upcoming overnight closure of Manor Middle School road and again on March 13 regarding the temporary closure of one of the entrances into the Manor Tech High School campus. Outreach also continued with the Chimney Hills neighborhood association, Chimney Hills North Townhomes HOA, Walnut Place neighborhood association and Hidden Creek

Apartment community. A stakeholder visit took place at the home of Walnut Place HOA president Joyce Thoresen on January 9 to brief residents about the proposed auxiliary lane at the Springdale entrance to the US 290 toll road.

**Attachment A**

Manor Expressway Phase I Project  
Aerial Photographs  
March 2013



Manor Expressway Phase I Project  
(Looking West from US 290)  
(Taken 3/7/2013)





Manor Expressway Phase I Project  
(Looking North from US 183)  
(Taken 3/7/2013)



Manor Expressway Phase I Project  
(Looking South from US 183)  
(Taken 3/7/2013)



Manor Expressway Phase I Project  
(Looking East from US 290)  
(Taken 3/7/2013)

**Attachment B**

Manor Expressway Phase II Project  
Aerial Photographs  
March 2013



US 290 East looking west from Gilleland Creek  
(Taken 3/19/2013)



US 290 East looking west from Parmer Lane  
(Taken 3/19/2013)



US 290 East at SH 130 Interchange looking west  
(Taken 3/19/2013)



US 290 East at Decker Lane Intersection looking west  
(Taken 3/19/2013)





US 290 East at Harris Branch Intersection looking west  
(Taken 3/19/2013)



US 290 East at Crofford Lane Intersection looking west  
(Taken 3/19/2013)



US 290 East at Giles Road Intersection looking west  
(Taken 3/19/2013)



US 290 East near Old Manor Road looking west  
(Taken 3/19/2013)



US 290 East looking west at Mokon Crossing  
(Taken 3/19/2013)



US 290 East at Chimney Hill Blvd looking west  
(Taken 3/19/2013)



US 290 East at Springdale Road looking west  
(Taken 3/19/2013)



US 290 East at Tuscan Way looking west  
(Taken 3/19/2013)



**Attachment C**

Manor Expressway Project  
Contingency Tracking  
March 2013

Manor Expressway Phase I | Contingency Balance Sheet

03/28/13

<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#05	Retaining Wall Revisions	\$84,248
CO#06	Addition of Peace Officers and Lane Rentals	\$96,000
CO#07	Drilled Shaft Capacity Mitigation	\$38,039
CO#08	Inclusion of Warm Mix Asphalt Paving	\$182,542
CO#09	Traffic rail; high-mast lighting elements; increased mobilization; increased traffic detour, etc.	\$56,218
CO#10	Revised wiring for high mast light; rock riprap additions; toll plan revisions; temporary attenuator for Manor Rd exit; drop inlet revisions; additional asphaltic concrete; additional T501 barrier rail	-\$71,819
CO#13	Removal of broadcast seeding and addition of soil retention blankets	\$83,560
CO#15	Asphalt pavement bonus payments	\$69,195
		<b>Subtotal Executed Change Orders</b>
		<b>\$1,046,122</b>
<b>Approved Other Items</b>		
	Special Measurement Items (Drilled Shafts, Excavation, Embankment)	\$432,547
		<b>Subtotal Other Items</b>
		<b>\$432,547</b>
		<b>Subtotal Approved Items</b>
		<b>\$1,478,669</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#11	Toll plan revisions due to conflicts with tolling equipment	-\$52,616
CO#12	Striping and signing revisions	-\$47,779
CO#14	Additional painting due to revised project aesthetic standards	\$77,000
		<b>Subtotal CO under negotiation</b>
		<b>-\$23,395</b>
<b>Potential Change Orders or pending more information</b>		
	Non at this time	
		<b>Subtotal Potential Change Orders</b>
		<b>\$0</b>
<b>Other Items</b>		
	None at this time	
		<b>Subtotal Other Items</b>
		<b>\$0</b>
		<b>Subtotal Items Under Negotiation or Estimated</b>
		<b>-\$23,395</b>
		<b>Total Costs</b>
		<b>\$1,455,274</b>
		<b>Budgeted Contingency</b>
		<b>\$5,200,000</b>
<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>		<b>\$3,744,726</b>

Manor Expressway Phase II | Contingency Balance Sheet

03/28/13

<b>PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)</b>		<b>\$17,200,000</b>
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
CO#1	Revision to the mainlane and frontage road pavement sections	\$1,480,446
		<b>Subtotal Executed Change Orders</b>
		<b>\$1,480,446</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>\$1,480,446</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#2	Apply broadcast seeding at the US 183 Interchange	\$140,000
		<b>Subtotal CO under negotiation</b>
		<b>\$140,000</b>
<b>Potential Change Orders or pending more information</b>		
PCO#3	Design and construction costs associated with ADA compliant Shared Use Path <sup>1</sup>	\$400,000
PCO#4	Revision to pavement widening section near US 183 interchange <sup>1</sup>	\$150,000
PCO#5	Revision to aesthetic scope on frontage roads <sup>1</sup>	-\$300,000
PCO#6	Revision of metal beam guard rail height from 27" to 31" <sup>1</sup>	\$112,500
PCO#7	Redesign and construction costs associated with minimization of impacts to Harris Branch wetland <sup>1</sup>	\$300,000
PCO#8	Install LED lighting and remove OSB <sup>1</sup>	\$300,000
		<b>Subtotal Potential Change Orders</b>
		<b>\$962,500</b>
<b>Other Items</b>		
Incentive	Early Completion Incentives (Max Amount Achievable)	\$2,700,000
		<b>Subtotal Other Items</b>
		<b>\$2,700,000</b>
<sup>1</sup> <i>Estimated cost</i>		
		<b>Subtotal Items Under Negotiation or Estimated</b>
		<b>\$3,802,500</b>
		<b>Total Costs</b>
		<b>\$5,282,946</b>
		<b>Budgeted Construction Contingency</b>
		<b>\$17,200,000</b>
		<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>
		<b>\$11,917,054</b>

<b>RIGHT OF WAY COST (from the bond sale)</b>		<b>\$65,400,000</b>
<b>Estimated Right of Way Costs</b>		
	Schematic ROW <sup>2</sup>	\$49,300,000
		<b>Subtotal Right of Way Costs</b>
		<b>\$49,300,000</b>
<b>Additional Right of Way Costs</b>		
	Wetland Mitigation	\$48,000
		<b>Subtotal - Additional Right of Way</b>
		<b>\$48,000</b>
<sup>2</sup> <i>Estimated Cost</i>		
		<b>Available Right of Way Contingency</b>
		<b>\$16,052,000</b>