



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #14 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 4<sup>th</sup> quarter of 2012

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

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MANOR EXPRESSWAY PROJECT - PHASES I & II

# Quarterly Progress Report



No. 14 | January 2013



**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. 14  
January 2013



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## INTRODUCTION

This report documents and describes both Phase I and Phase II of the Manor Expressway Project during the period from September 26, 2012 to December 25, 2012. This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). The Project is funded by a combination of American Recovery and Reinvestment Act of 2009 funds, a State Infrastructure Bank loan, Series 2011 Senior Lien Bonds, Series 2011 Subordinate Lien Bonds, TxDOT grant funds, and Mobility Authority funds.

## PROJECT DESCRIPTION

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

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

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

Phase I of the Manor Expressway Project includes completion of four tolled direct connectors and associated pavement at the US 183 interchange that will provide direct access to and from the Manor Expressway Project mainlanes. Toll gantries will be installed to toll each of the direct connectors. Frontage roads between the US 183 interchange and Chimney Hill Boulevard will also be constructed in this phase. Access to the westbound direct connectors from the westbound frontage road will be achieved by construction of an entrance ramp located just west of Cross Park Drive.

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

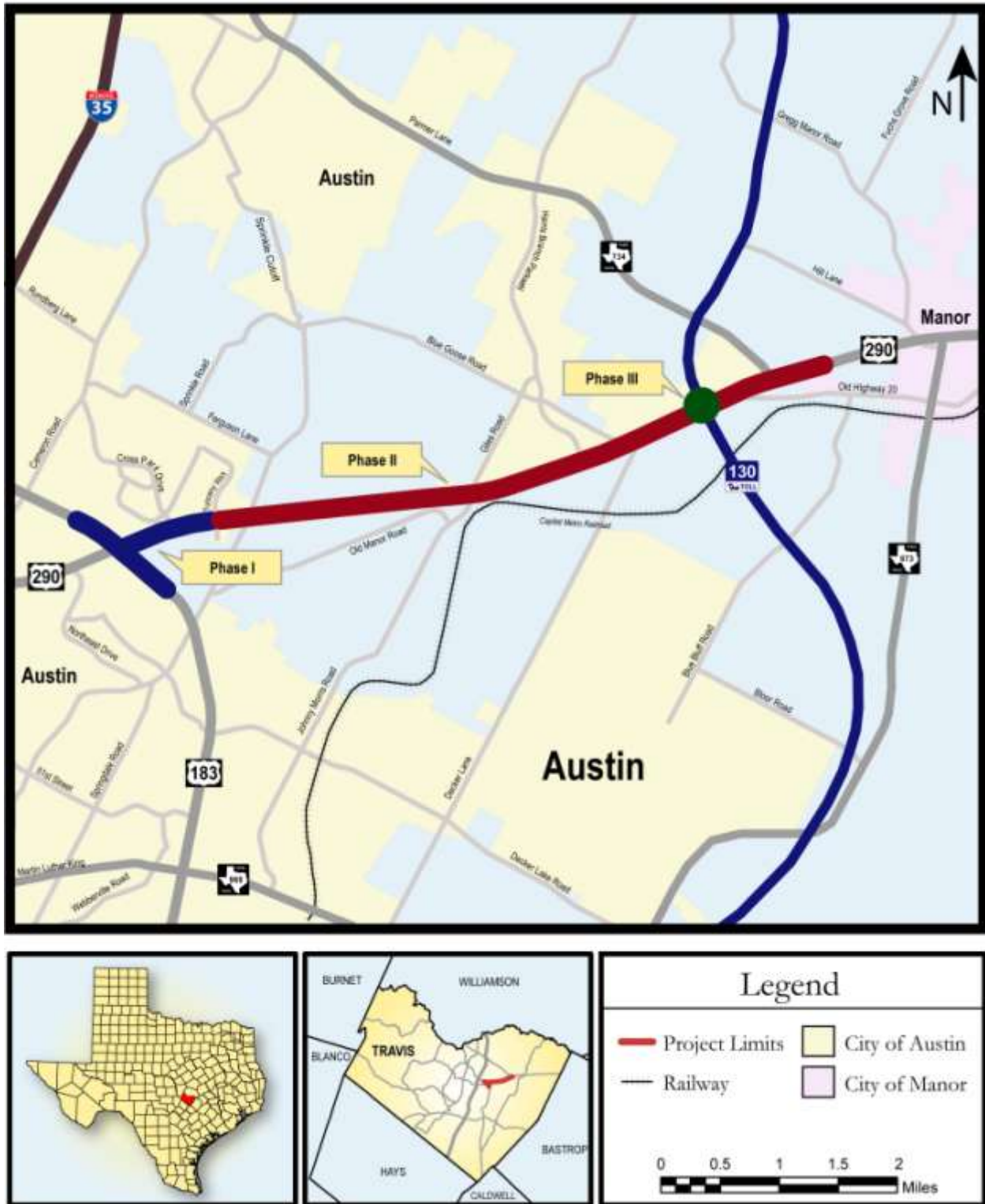
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps,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

constructed as part of Phase I can bypass the existing signals at those intersections. These two grade-separated intersections will provide for a minimum of two tolled lanes and two-lane non-tolled frontage roads in each direction. The work associated with the interim milestone, the Interim Development Work, will be completed in advance of Phase II in its entirety.

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

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

Figure 1 - Project Location Map





## PHASE I CONSTRUCTION ACTIVITIES

Construction of Phase I of the Manor Expressway Project continues to progress. Since the Quarterly Report in October, 2012, the Phase I Contractor, Webber, LLC (“Webber”), and its subcontractors have completed the placement of all substructure and super structure elements for the direct connectors. Progress includes placement of all remaining bridge deck units and installation of bridge railing and pilasters. As of December 25th, all asphalt and concrete paving, along with the final striping configuration has been completed. Concrete and rock riprap was placed at various locations, in addition to installation of permanent drainage, high-mast illumination foundations and assemblies and overhead sign bridges. Painting operations in accordance with the project aesthetic guidelines have been completed in the months since the last quarterly report. Work at both toll plazas was completed and the toll systems integrator successfully installed and tested the tolling equipment. Efforts to complete final grading throughout the project continue along with the installation of elements for illumination and electrical services. The south-to-east direct connector was opened to traffic on December 5<sup>th</sup>, and the north-to-east direct connector was opened to traffic on December 12<sup>th</sup>. The west-to-north and west-to-south direct connectors were opened to traffic on December 22<sup>nd</sup>. The Mobility Authority commenced toll revenue collection for the direct connectors on January 5<sup>th</sup>, 2013.

## PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in October, 2012, the Phase II Developer, Central Texas Mobility Constructors, LLC (“CTMC”) has substantially completed the design efforts for Phase II of the Manor Expressway Project. The General Engineering Consultant, Atkins, is currently reviewing the last remaining design submittals. Accordingly, CTMC’s focus has been completion of construction for the Interim Development Work.

Since the Quarterly Report in October, 2012, CTMC has made substantial progress on the Interim Development Work. CTMC has completed the construction of the westbound frontage road, and the eastbound and westbound mainlanes for the Interim Development Work. Relative to the westbound frontage road, CTMC completed construction of the intersection at Chimney Hill Road, constructed the westbound frontage road bridges at Walnut Creek and Tributary #5, and constructed the roadway pavement section between Walnut Creek and Tributary #5. Relative to the eastbound and westbound mainlanes, CTMC has erected the retaining walls and completed the earthwork from Cross Park Drive to Tributary #5, constructed the westbound mainlane bridge at Tuscany Way, constructed the roadway pavement sections from the US 183 interchange to Tributary #5, and constructed Ramps #1, #3 and #4. Additionally, the toll gantries have been installed at Ramps #3 and #4. The toll system integrator has installed and tested the tolling equipment on the gantries. On December 5<sup>th</sup>, the eastbound lanes were opened to traffic and on December 22<sup>nd</sup>, the westbound lanes were opened to traffic. Accordingly, on December 22<sup>nd</sup>, the first phase of the Manor Expressway Project (that portion of the Project associated with the direct connectors and the Interim

Development Work) was opened to traffic. On January 5, 2013, the Mobility Authority commenced toll revenue collection on this first phase of the Manor Expressway Project. The substantial progress achieved for the Interim Development Work during the past three months is demonstrated in the below aerial photographs located between Springdale Road and Cross Park Drive:



*September 2012*



*December 2012*

Although the construction focus since the Quarterly Report in October 2012 has been on the Interim Development Work, CTMC has also progressed work on the remainder of the Project. Specifically, CTMC has progressed work on the eastbound frontage road easterly to Giles Road. CTMC has placed asphalt pavement from east of the MOKAN crossing to just west of the Giles Road intersection. Additionally, CTMC has commenced construction of a temporary detour from the existing eastbound US 290 lanes to the new eastbound frontage road for an impending traffic switch. CTMC has also continued erection of various retaining walls. The abutment walls on the east and west side of SH 130 have progressed since the Quarterly Report in October 2012. Much of the eastbound and westbound mainlane bridge substructures at SH 130 have been completed. CTMC has also progressed construction of the bridge structure at Tributary #1C to Gilleland Creek by pouring the bridge deck. CTMC's focus in the next quarter will be completion of the eastbound frontage road between the MOKAN crossing and Giles Road to support the next traffic switch.

## PHASE I PROGRESS PHOTOS

### Direct Connectors and Toll Gantries

The Phase I Contractor completed placement of concrete for all bridge deck units. Concrete pours for direct connector decks progressed significantly. The Phase I Contractor completed work at both the West to North and South to East toll plazas. The Phase I Contractor completed all asphalt paving and placement of barrier rail. All of the direct connectors were opened to traffic by December 22<sup>nd</sup>.



Painted columns on the south to east direct connector



Completed South to East Toll Plaza and 290 EBML (Looking Southeast)



West Bound Direct Connector Approach Slab after striping (Looking West)



Placement of T501 Rail on west to south Direct Connector (Looking North)



Striping on northbound US 183 frontage road (Looking North)



## PHASE II PROGRESS PHOTOS

### Interim Development Work

During the last 3 months, CTMC focused their construction activities primarily on the Interim Development Work. This includes excavation and embankment, drainage structure installation, retaining wall erection, placement of the pavement structure, and bridge construction for the Interim Development Work. The Interim Development Work was completed on December 22<sup>nd</sup>, and tolling commenced on January 5<sup>th</sup>, 2013.



Ramp #4 Toll Gantry - eastbound tolling point (Looking East)



Ramp #3 Toll Gantry – westbound tolling point for Interim Development Work (Looking West)



Overhead sign bridge located on the westbound mainlanes (Looking West)



Completed eastbound and westbound mainlanes (Looking East)



Traffic entering Ramp #3 – westbound tolling point (Looking East)



## PHASE II PROGRESS PHOTOS

### Development Work

#### (Beyond Interim Development Work)

CTMC continues to progress work beyond the Interim Development Work. CTMC continues construction of the eastbound frontage road easterly to Giles Road. Additionally, earthwork embankment and structures work continues throughout the remainder of the Project. CTMC's focus has shifted west on the Project after completion of the Interim Development Work.



Construction of the eastbound detour west of Giles Road (Looking West)



Earthwork embankment for the eastbound mainlane west of Arterial A (Looking West)



Erection of Wall S2-13 for the eastbound mainlane east of MOKAN (Looking East)



Installation of underground utilities west of Parmer Lane (Looking East)



Placement of backfill behind Wall S2-10 (Looking East)

## PHASE I PROGRESS

Based on an assessment of Webber's activities and progress, a summary of the construction progress achieved on work tasks through the period ending December 25, 2012 is provided in Table 1.

With the partial opening of the facility, the Phase I Contractor has requested substantial completion as of November 30<sup>th</sup>. The construction delays incurred to date did not impact the scheduled date of January 5<sup>th</sup>, 2013 for commencement of toll revenue collection. Although the Phase I Contractor achieved substantial completion later than the contractual substantial completion date, the Mobility Authority was able to open the facility to traffic, and commence toll revenue collection according to the Mobility Authority's originally planned milestone of January 2013. The Phase I Contractor is currently addressing final construction items (construction elements that can be addressed with traffic on the facility) to achieve final acceptance. Based on Change Order #10, December 20<sup>th</sup> represents the Phase I Contractor's contract chargeable day 805. The current Contract requirement (revised by Change Order No. 10) has a final acceptance date of August 19, 2012 (which accounts for time suspensions granted related to heavy holiday traffic). Subsequently, the Project is 109 days past the final acceptance date.

Table 1 - Phase I Construction Progress

Construction Tasks	% Complete
Excavation/Embankment	99%
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	92%
Toll Structures	100%

# PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending December 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 achieved substantial completion of the Interim Development Work on December 22, 2012, approximately eight weeks later than the current contract requirement. Although CTMC didn’t meet the contractual milestone for the completion of the Interim Development Work, the Mobility Authority was able to commence toll revenue collection on the first phase of the Project in accordance with its originally planned date of January 5<sup>th</sup>, 2012. CTMC’s latest schedule indicates substantial completion of all remaining Development Work on February 7, 2014, on schedule with the current contract requirement. As of December 25, 2012, there were 409 days remaining until contractual substantial completion for the Project; CTMC has used 57.2% 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	99%
Utility Coordination	95%
Earthwork	60%
Utility Relocation	56%
Pavement	18%
Structures (Bridges and Retaining Walls)	48%
Drainage	33%
Lighting, Signing, Striping, and Signals	12%
Toll Facility Infrastructure	13%
Toll System Integration	20%
Incidental Construction (Barriers, Sidewalks, Landscaping)	11%

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	February 28, 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*



# MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 4 shows the overall financial status for the Manor Expressway Project through November 2012. The original budget established for the Project and the expenditures to date are provided. An estimated cost remaining and an estimate at completion is also provided. The Manor Expressway Project is currently projected to be under budget.

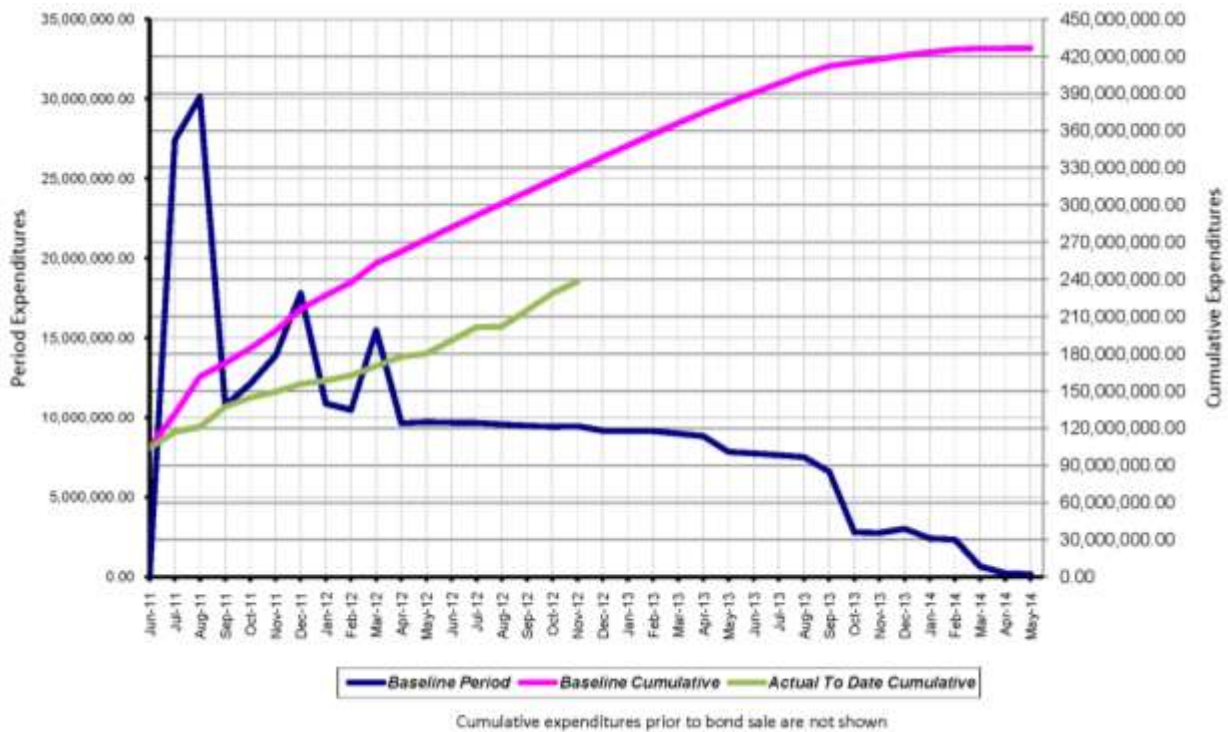
**Table 4 - Project Financial Status Summary**

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	238,203,317	162,345,990	400,549,307

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)
 <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>\$ 53,901,459.92</b>
 <b>Previous Total of Webber Payments</b>	 <b>\$ 47,605,232.37</b>
Amount of Webber Draw Request #26 for July, 2012 efforts	\$ 774,153.08
Amount of Webber Draw Request #27 for August, 2012 efforts <sup>(2)</sup>	\$ <u>716,558.53</u>
<b>Total Amount Paid To-Date: <sup>(3)</sup></b>	<b>\$ 49,095,943.98</b>
Retainage withheld: <sup>(4)</sup>	\$ 0.00
Liquidated Damages assessed:	\$ <u>292,000.00</u>
<b>Approved Amount for work completed (through Draw #27):</b>	<b>\$ 49,387,943.98</b>
 <b>Amount remaining for work to be completed:</b>	 <b>\$ 4,513,515.94</b>
<b>Total Percent of Budget Expended through August 2012:</b>	<b>91.62%</b>

### Footnotes

- <sup>(1)</sup> Information/data presented in previous Quarterly Reports.
- <sup>(2)</sup> Liquidated Damages were withheld on Draw Request #27 in the amount of \$292,000.
- <sup>(3)</sup> Draw Request #28 for September 2012 efforts is currently under review by Atkins.
- <sup>(4)</sup> Retainage to be withheld only after 95% of the adjusted contract price has been paid.

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

Change Order No. 10 has been signed by Webber, LLC, the Mobility Authority, and the Texas Department of Transportation (“TxDOT”). It was sent to the Federal Highway Administration (“FHWA”) for signatures on October 8, 2012. Atkins has responded to questions by FHWA, and the Mobility Authority expects that Change Order No. 10 will be returned with signatures by the FHWA. This Change Order revises traffic rail and high-mast lighting elements. It also captures revised traffic detours, as well as revisions to high-mast light wiring and toll plan revisions. As previously mentioned, this change order revised the substantial completion date to July 28, 2012, which has since been adjusted to August 3, 2012 based on time suspensions granted to date.

## PHASE II CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of design-build CDA contract for the Phase II Project.

Original CTMC Contract Amount:	\$ 207,297,859.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Allowable Dispute Resolution Board Expenses <sup>(1)</sup>	\$ 11,969.00
Change Order #1	<u>\$ 1,480,445.71</u>
<b>Current Authorized Contract Amount:</b>	<b>\$ 208,790,273.71</b>
<b>Previous Total of CTMC Payments:</b>	<b>\$ 77,449,291.44</b>
Amount of CTMC Draw Request #16 for September 2012 efforts	\$ 6,275,800.66
Amount of CTMC Draw Request #17 for October 2012 efforts	\$ 6,859,488.76
Amount of CTMC Draw Request #18 for November 2012 efforts	<u>\$ 8,045,715.03</u>
<b>Total Amount Paid To-Date: <sup>(2)</sup></b>	<b>\$ 98,630,295.89</b>
Retainage withheld: <sup>(3)</sup>	<u>\$ 0.00</u>
<b>Approved Amount for work completed (through Draw #18):</b>	<b>\$ 98,630,295.89</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 110,159,977.82</b>
<b>Total Percent of Budget Expended through November 2012:</b>	<b>47.24%</b>

Footnotes:

- <sup>(1)</sup> 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.
- <sup>(2)</sup> Draw Request #19 for CTMC's December efforts 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 Phase II Change Orders This Reporting Period***

Change Order #1 has been executed by CTMC and the Mobility Authority. Change Order #1 revises the frontage road and mainlane pavement sections throughout the Project at a cost of \$1,480,445.71. There is no change to the Interim Completion or Substantial Completion dates as a result of this change order. This Change Order #1 was approved by the Mobility Authority's Board of Directors during their December 5<sup>th</sup>, 2012 meeting. This change order has been submitted to TxDOT and the FHWA for review and signature.



# 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 December 2012, Webber has submitted costs associated with DBE construction work in the amount of \$9,655,362.49 which equals approximately 18.36% 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 December 2012



## Phase II DBE Status

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

As of December 25, 2012, Webber has submitted costs associated with DBE development work in the amount of \$15,707,905.61 which equals 7.6% 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 December 2012



## EMPLOYMENT REPORTING STATUS

Construction of Phase I of the Manor Expressway Project supported **191 jobs** during the reporting month of December 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 December 2012 is **\$195,638.21**. The employment history through December 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 **541 jobs** during the reporting month of December 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 December 2012 for Phase II of the Manor Expressway Project is provided in Figure 6.

Figure 5 - Phase I Employment History

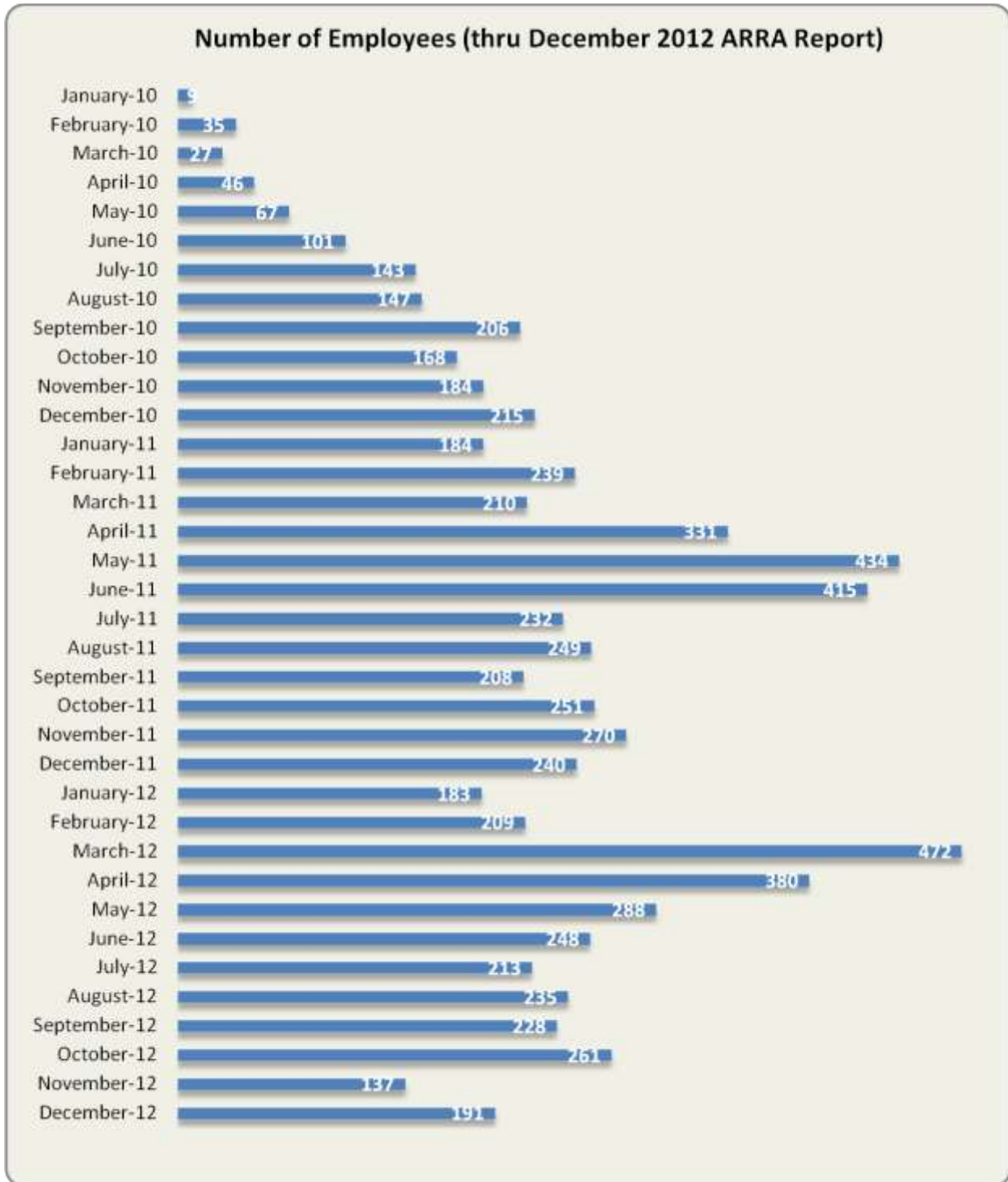
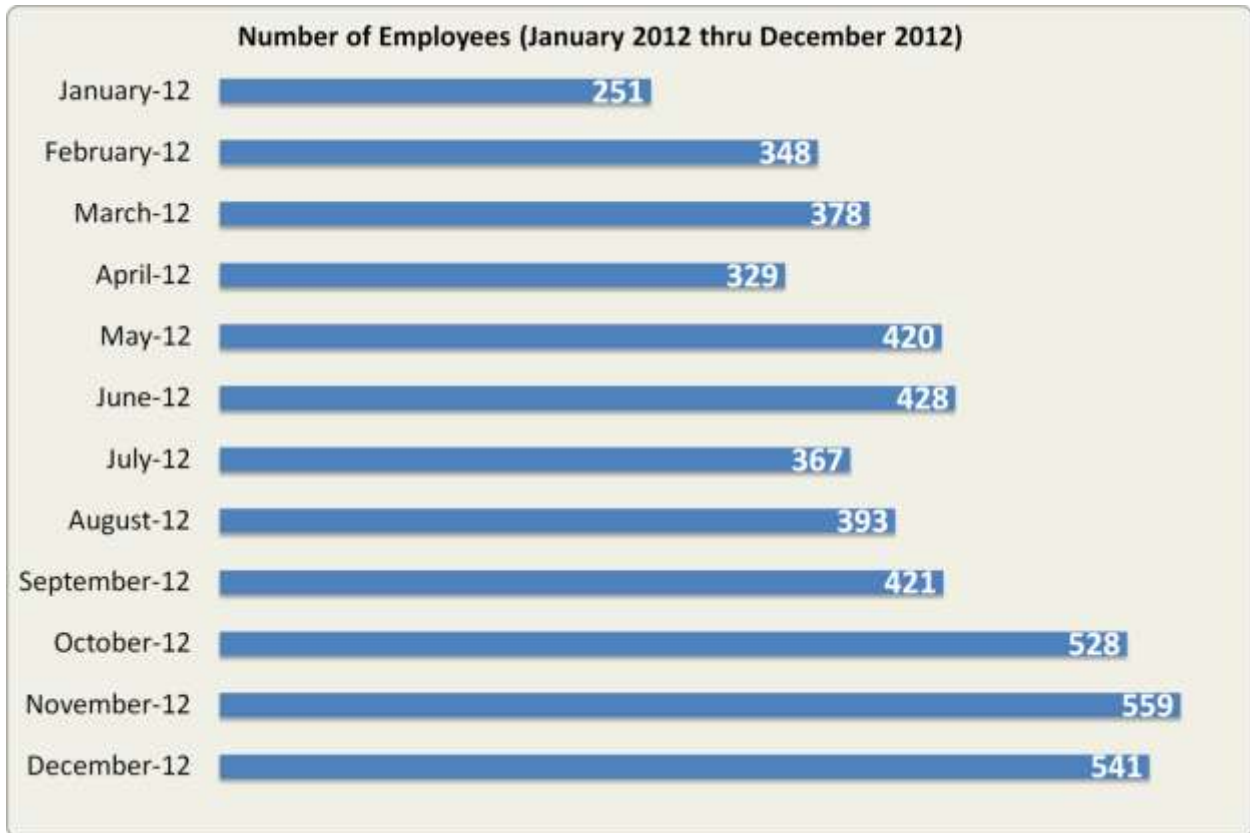




Figure 6 - Phase II Employment History



# SUSTAINABILITY

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

Webber has implemented a number of sustainable practices during their development work on the Project. While Webber isn't contractually required to track quantities associated with their implemented sustainable practices, below is a list of practices being implemented on 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 third quarter of 2012 in November. 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 third quarter of 2012, CTMC purchased three additional solar-powered flashing beacons for use on the Project.

- Pavement Reuse:

During the third quarter of 2012, a total of 6,104 cubic yards of asphalt millings were incorporated into embankment or as subgrade for temporary detours, and 6,890 cubic yards of unbound base was used as embankment.

➤ Reuse of Topsoil:

During the third quarter of 2012, CTMC removed approximately 1,601 tons of topsoil and stockpiled this material on the Project right-of-way. During September 2012, CTMC reused 703 tons of topsoil.

➤ Recycled Fill/Embankment Materials:

During the third quarter of 2012, CTMC has reused approximately 341,264 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 third quarter of 2012, 960 cubic yards of mulch was created by recycling the vegetation removed from the Project during clearing operations.

➤ Steel Recycling:

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

➤ Utilization of Reclaimed or Non-Treated Water:

CTMC is currently using non-treated water from Gilleland Creek for dust suppression on the Manor Expressway Project.

➤ Separating Waste for Landfills Recyclable Waste:

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

➤ Automated Equipment Idle Shutdown:

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

CTMC has earned eleven (11) 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:

Sixteen calls were received over the project's hotline (512-684-3252) and 10 emails/website contacts were made regarding the Manor Expressway Project. The calls and messages included project information requests, notification of a leak near the parking lot at the Rosemont at Hidden Creek apartments, complaints regarding the safety of the turnaround at Arterial A, complaints regarding the signal timing at Springdale and 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.

✓ Twitter:

Forty-one updates have been posted to the Manor Expressway's Twitter account (@ManorExpressway) this quarter to inform followers of lane and ramp closures and detours.

✓ Website:

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

✓ Emails:

Forty-three construction alerts were sent out by email to 290 stakeholders via Constant Contact email.

✓ Visits:

Outreach continued with businesses along the project corridor, including a meeting at Applied Materials on October 4<sup>th</sup>. 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 on October 3<sup>rd</sup> regarding noise and possible damage to properties in Chimney Hills. Additionally, a neighborhood appreciation event was held at the apartment community on December 11<sup>th</sup>.

**Attachment A**

Manor Expressway Phase I Project  
Aerial Photographs  
January 2013



Manor Expressway Phase I Project  
(Looking West from US 290)  
(Taken 1/10/2013)





Manor Expressway Phase I Project  
(Looking North from US 183)  
(Taken 1/10/2013)





Manor Expressway Phase I Project  
(Looking South from US 183)  
(Taken 1/10/2013)





Manor Expressway Phase I Project  
(Looking East from US 290)  
(Taken 1/10/2013)

**Attachment B**

Manor Expressway Phase II Project  
Aerial Photographs  
January 2013





US 290 East looking west from Gilleland Creek  
(Taken 12/18/2012)





US 290 East looking west from Parmer Lane  
(Taken 12/18/2012)





US 290 East at SH 130 Interchange looking west  
(Taken 12/18/2012)



US 290 East at Decker Lane Intersection looking west  
(Taken 12/18/2012)





US 290 East at Harris Branch Intersection looking west  
(Taken 12/18/2012)





US 290 East at Crofford Lane Intersection looking west  
(Taken 12/18/2012)





US 290 East at Giles Road Intersection looking west  
(Taken 12/18/2012)





US 290 East near Old Manor Road looking west  
(Taken 12/18/2012)





US 290 East looking west at Mokan Crossing  
(Taken 12/18/2012)



US 290 East at Chimney Hill Blvd looking west  
(Taken 12/18/2012)





US 290 East at Springdale Road looking west  
(Taken 12/18/2012)



US 290 East at Tuscany Way looking west  
(Taken 12/18/2012)



**Attachment C**

Manor Expressway Project  
Contingency Tracking  
January 2013

Manor Expressway Phase I | Contingency Balance Sheet

01/11/13

<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
	<b>Subtotal Executed Change Orders</b>	<b>\$893,367</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>\$1,325,914</b>
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#11	Reduction in toll gantry scope <sup>1</sup>	-\$71,118
	<b>Subtotal CO under negotiation</b>	<b>-\$71,118</b>
<b>Potential Change Orders or pending more information</b>		
CO#12	Striping, small sign, and drainage revisions	-\$47,779
	<b>Subtotal Potential Change Orders</b>	<b>-\$47,779</b>
<b>Other Items</b>		
	None at this time	
	<b>Subtotal Other Items</b>	<b>\$0</b>
<sup>1</sup> CO #11 being negotiated		
	<b>Subtotal Items Under Negotiation or Estimated</b>	<b>-\$118,897</b>
	<b>Total Costs</b>	<b>\$1,207,017</b>
	<b>Budgeted Contingency</b>	<b>\$5,200,000</b>
	<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>	<b>\$3,992,983</b>

Manor Expressway Phase II | Contingency Balance Sheet

01/11/13

<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 mainline 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>		
	None at this time	\$0
		<b>Subtotal CO under negotiation</b>
		<b>\$0</b>
<b>Potential Change Orders or pending more information</b>		
PCO#2	Design and construction costs associated with ADA compliant Shared Use Path <sup>1</sup>	\$430,000
PCO#3	Revision to pavement widening section near US 183 interchange <sup>1</sup>	\$135,000
PCO#4	Revision to aesthetic scope on frontage roads <sup>1</sup>	-\$280,000
PCO#5	Revision of metal beam guard rail height from 27" to 31" <sup>1</sup>	\$112,500
		<b>Subtotal Potential Change Orders</b>
		<b>\$397,500</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> Estimated cost		
		<b>Subtotal Items Under Negotiation or Estimated</b>
		<b>\$3,097,500</b>
		<b>Total Costs</b>
		<b>\$4,577,946</b>
		<b>Budgeted Construction Contingency</b>
		<b>\$17,200,000</b>
		<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>
		<b>\$12,622,054</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>	\$57,830,000
		<b>Subtotal Right of Way Costs</b>
		<b>\$57,830,000</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> Estimated Cost		
		<b>Available Right of Way Contingency</b>
		<b>\$7,522,000</b>