



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #12 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 2<sup>nd</sup> quarter of 2013

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

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Program Manager



MANOR EXPRESSWAY PROJECT - PHASES I & II

# Quarterly Progress Report



No. 16 | July 2013



TOLL ROAD		
		PAY BY Mail
2 AXLE VEHICLES	\$0.50	\$0.67
EACH ADDITIONAL AXLE	\$0.50	\$0.67

**ATKINS**

Independent Engineering Report



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MANOR EXPRESSWAY PROJECT - PHASES I & II  
**Quarterly Progress Report**  
No. 16  
July 2013



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## INTRODUCTION

This report documents and describes Phase II of the Manor Expressway Project during the period from March 26, 2013 to June 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 funds including, 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 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, and is currently open to tolled traffic.

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

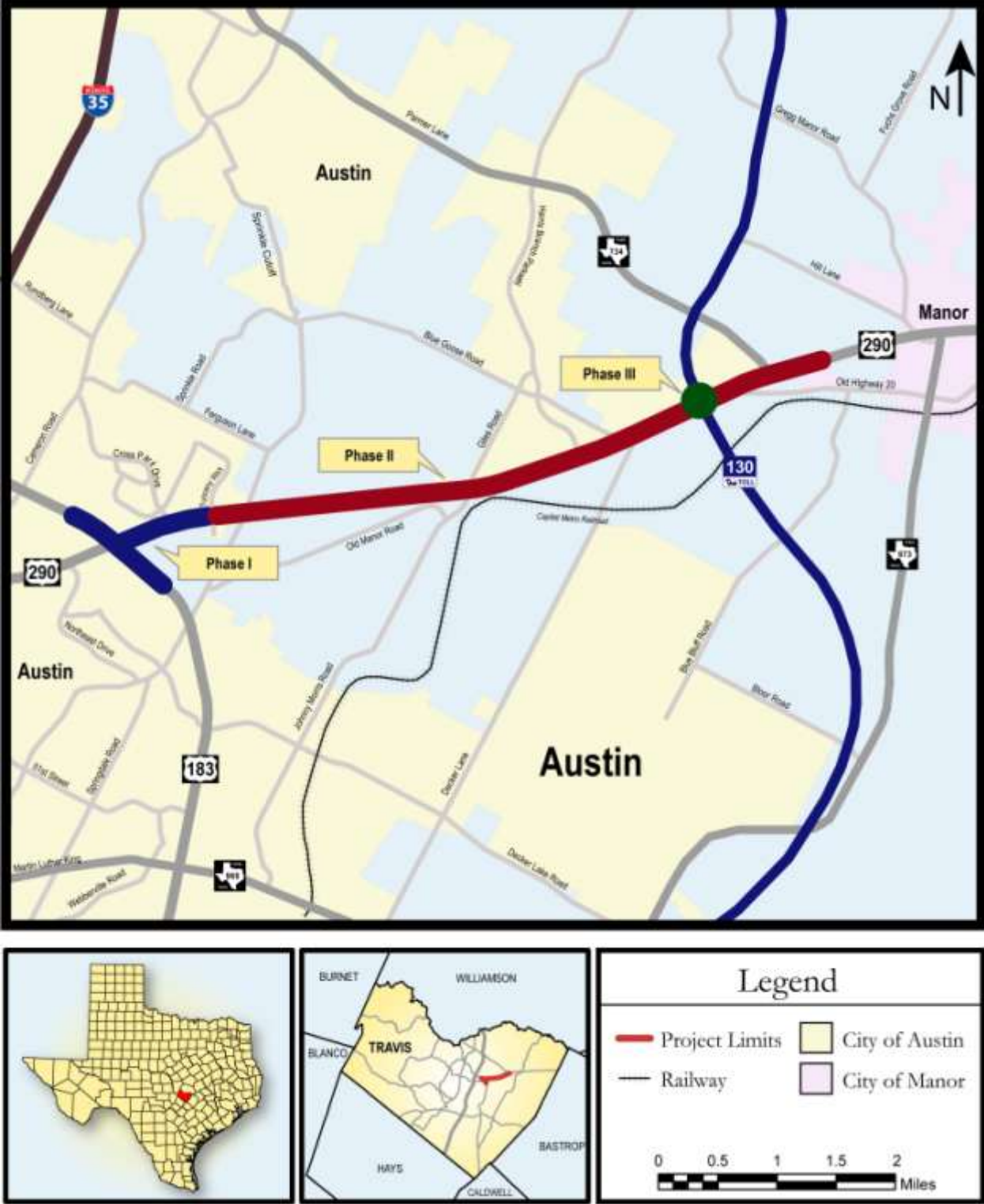
Phase II of the Manor Expressway Project includes completion of the Manor Expressway Project from Phase I at the US 183 interchange to the eastern limits east of SH 130. Three tolled mainlanes and three lane non-tolled frontage roads will be constructed in each direction as well as all associated ramps, 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 ACTIVITIES

Construction of Phase I of the Manor Expressway Project has been completed. The Phase I Contractor, Webber, LLC (“Webber”) achieved Final Acceptance on April 12, 2013. The facility is currently open to tolled traffic.

## PHASE II DEVELOPMENT ACTIVITIES

Since the Quarterly Report in April, 2013, CTMC has made substantial progress on the frontage road construction throughout Phase II of the Manor Expressway Project. CTMC has completed construction of several sections of the westbound frontage road. During the reporting period, CTMC has completed the initial grading and commenced construction of the pavement section of the westbound frontage road between Harris Branch and SH 130. CTMC has completed the eastern portion of the westbound frontage road between Giles Road and Harris Branch Parkway. Construction of the westbound frontage road between Arterial “A” and Giles Road continues; the western portion of this section of roadway has been completed. Additionally, CTMC has completed the westbound frontage road between Chimney Hill Boulevard and Arterial “A”, and traffic has been switched to this new section of frontage road. CTMC continues to progress the westbound frontage road between Tuscany Way and Springdale Road. Furthermore, CTMC completed the Blue Goose Road intersection, and switched traffic to this new section of frontage road in June.

CTMC has also made substantial progress on the eastbound frontage road construction. During the reporting period, CTMC completed a large portion of the eastbound frontage road between Harris Branch Parkway and Giles Road; the portion of the eastbound frontage road nearest to Giles Road remains incomplete due to utility conflicts. Additionally, CTMC has completed most of the eastbound frontage road between the SH 130 interchange and the eastern terminus of the Project. Portions of the eastbound frontage road bridge at Tributary #1C to Gilleland Creek have yet to be completed, and an ATMOS gas metering station must be relocated prior to completion of the eastbound frontage road in the aforementioned area.

Although the construction focus has been on the frontage road construction, CTMC has advanced construction of select areas of the mainlanes. For instance, CTMC has commenced the initial grading and embankment operations of the eastbound and westbound mainlanes between Decker Lane and Parmer Lane. Furthermore, CMTC has completed the concrete paving on the eastbound mainlanes between Walnut Creek and Arterial “A”.

Since the last Quarterly Report in April 2013, CTMC has continued to relocate utilities throughout the project; the Austin Energy overhead electric line has been relocated out of the Johnny Morris intersection, which has allowed traffic to be switched to the completed eastbound frontage road through this intersection. All utilities in conflict with the Project construction have been relocated.

## PHASE II PROGRESS PHOTOS

### Westbound Frontage Road Work

Since the Quarterly Report in April 2013, CTMC has continued to focus on frontage road construction. 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.



Construction of the eastbound frontage road east of Chimney Hill Blvd (Looking West)



Westbound frontage road construction near the Arterial "A" intersection (Looking East)



Westbound frontage road construction at Springdale Road (Looking Northeast)



Westbound frontage road construction between Arterial "A" and Giles Road



Westbound frontage road construction between Arterial "A" and Giles Road

## PHASE II PROGRESS PHOTOS

### Eastbound Frontage Road Work

Since the Quarterly Report in April 2013, CTMC has continued to focus on frontage road construction. Completion of the frontage roads will allow CTMC to shift traffic so the mainlane work can be completed. CTMC has advanced construction on the eastbound frontage roads from Johnny Morris Road to the eastern terminus of the Phase II Project.



Construction of Eastbound frontage road bridge at Tributary #1C (Looking East)



Prime coat placement west of Parmer Lane (Looking East)



Eastbound frontage road construction east of Parmer Lane (Looking East)



ATMOS metering station at eastbound frontage road near Parmer Lane (Looking East)



Construction of eastbound frontage road bridge 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 completely 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.



Concrete pavement on the eastbound mainlanes near Walnut Creek (Looking East)



Crews continue to install concrete pavement on the eastbound mainlanes (Looking West)



Tied steel for concrete pavement on the eastbound mainlanes (Looking West)



Subgrade for the westbound mainlanes east of Arterial "A" (Looking West)



Tied steel for concrete pavement between Arterial "A" and Giles Road (Looking East)

## PHASE II PROGRESS

CTMC has submitted their progressed schedule for the period ending June 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 1.

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 June 25, 2013, there were 227 days remaining until contractual Substantial Completion for the Project; CTMC has used 76.2% of the days allotted in the contract for the Development Work.

Table 1 - Phase II Development Progress

<b>Development Tasks</b>	<b>% Complete</b>
Development Design	100%
Utility Coordination	97%
Earthwork	78%
Utility Relocation	90%
Pavement	39%
Structures (Bridges and Retaining Walls)	73%
Drainage	57%
Lighting, Signing, Striping, and Signals	32%
Toll Facility Infrastructure	45%
Toll System Integration	20%
Incidental Construction (Barriers, Sidewalks, Landscaping)	24%

The Manor Expressway Project (Phases I & II) milestones are provided in Table 2.

**Table 2 - 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 12, 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 #25 for June 2013 efforts**

# MANOR EXPRESSWAY PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the Manor Expressway Project through May 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.

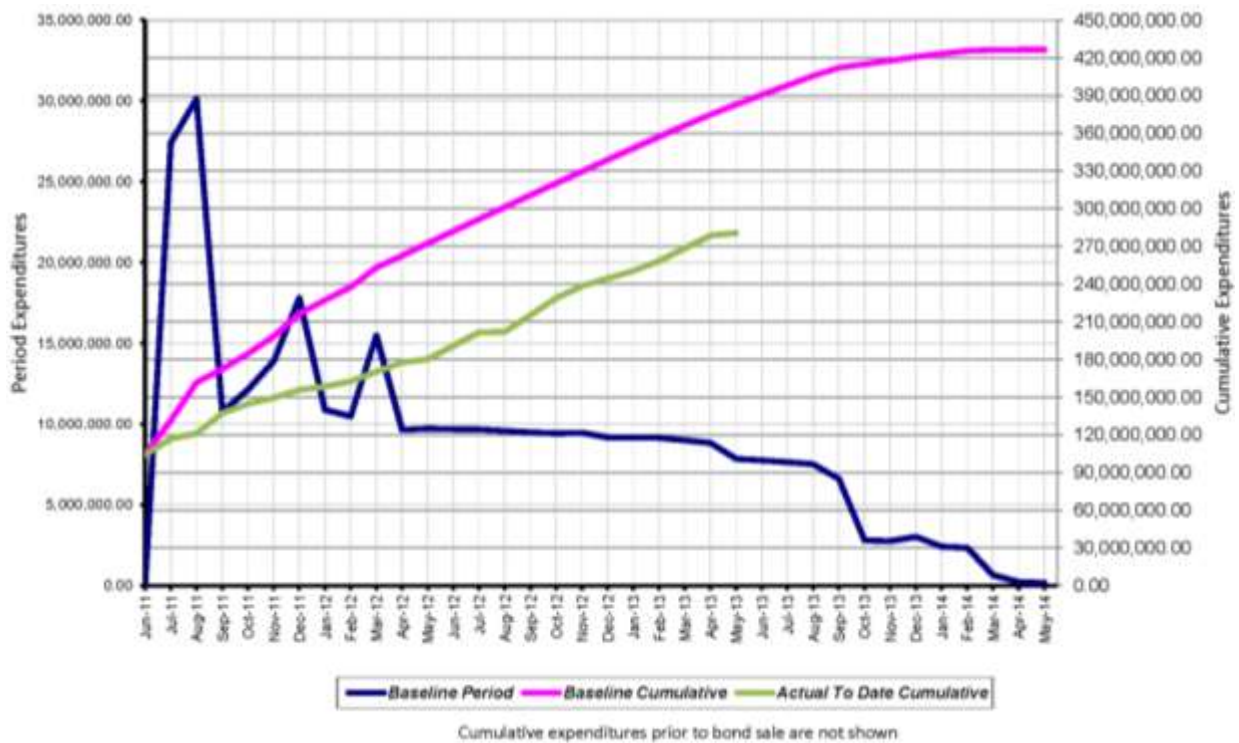
**Table 3 - Project Financial Status Summary**

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Total Project Cost (Phases I and II)	426,434,773	280,479,625	112,673,021	393,152,646

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 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>	\$ 24,268.16
Change Order #1	\$ 1,480,445.71
Change Order #2	<u>\$ 9010.88</u>
<b>Current Authorized Contract Amount:</b>	<b>\$ 208,811,583.75</b>
<b>Previous Total of CTMC Payments:</b>	<b>\$ 115,844,523.21</b>
Amount of CTMC Draw Request #22 for March 2013 efforts	\$ 7,120,219.68
Amount of CTMC Draw Request #23 for April 2013 efforts	\$ 7,607,117.53
Amount of CTMC Draw Request #24 for May 2013 efforts	<u>\$ 7,255,302.93</u>
<b>Total Amount Paid To-Date: <sup>(2)</sup></b>	<b>\$ 137,827,163.35</b>
Retainage withheld: <sup>(3)</sup>	\$ 0.00
Liquidated Damages assessed	<u>\$ 0.00</u>
<b>Approved Amount for work completed (through Draw #24):</b>	<b>\$ 137,827,163.35</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 70,984,420.40</b>
<b>Total Percent of Budget Expended through May 2013:</b>	<b>66.01%</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 #25 for CTMC’s June 2013 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 #2 was approved during the reporting period. This change order covered CTMC’s costs to perform archival research on a cistern that CTMC discovered within the right-of-way during earthwork activities. This discovery qualifies as a Force Majeure Event as defined in the Design/Build Comprehensive Development Agreement. The amount approved in Change Order #2 was \$9,010.88.



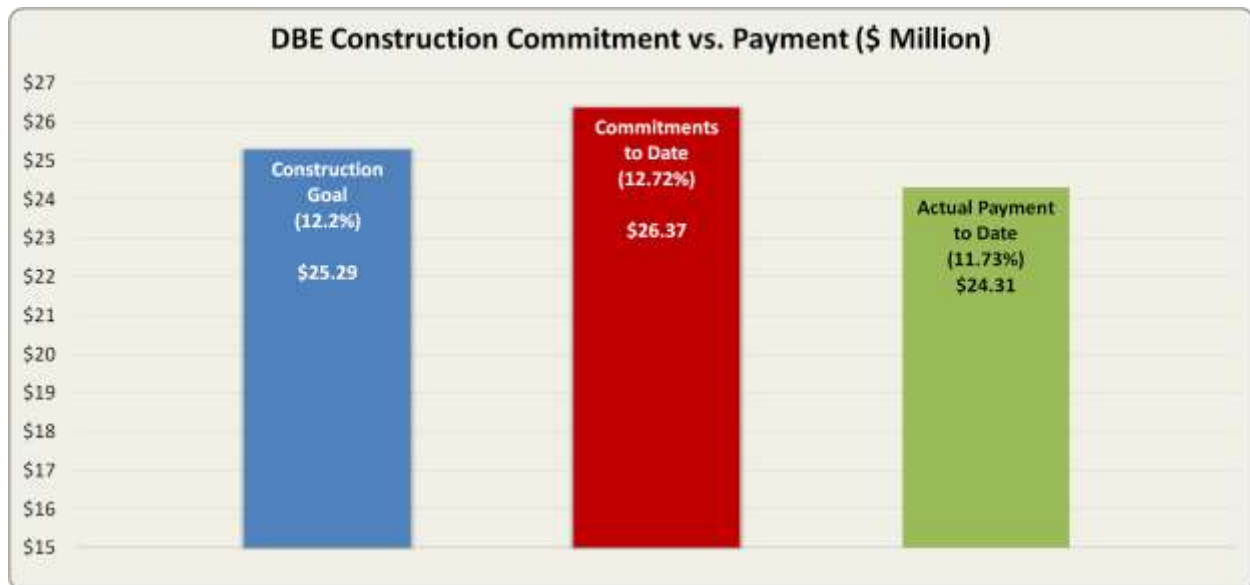
# DBE STATUS

## 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 \$26,367,356.74 which is 12.72% 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 June 25, 2013, Webber has submitted costs associated with DBE development work in the amount of \$24,311,234.94 which equals 11.7% 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%

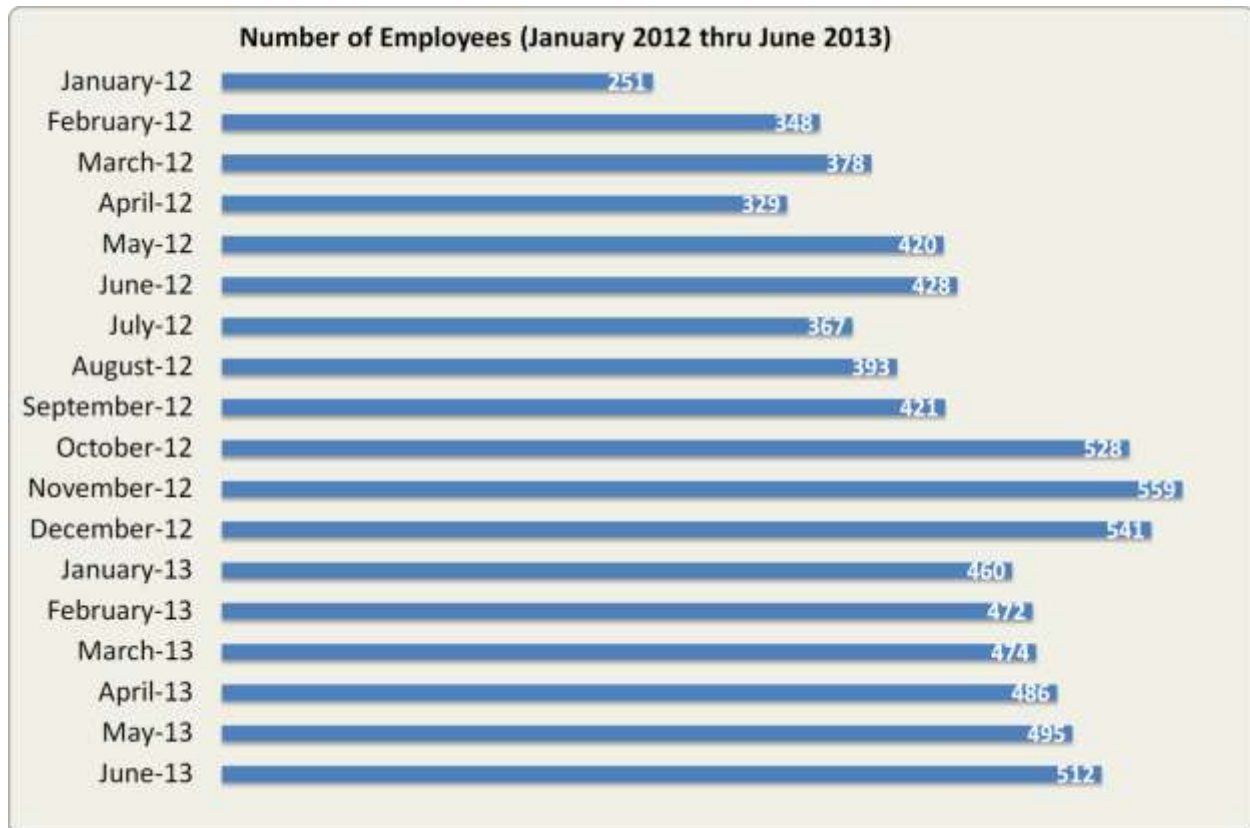
Figure 3 - Phase II DBE Design & Construction Commitment for Period Ending June 2013



## EMPLOYMENT REPORTING STATUS

The Phase II Developer began providing employment data in January 2012. Construction of Phase II of the Manor Expressway Project supported **512 jobs** during the reporting month of June 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 June 2013 for Phase II of the Manor Expressway Project is provided in Figure 4.

Figure 4 - Phase II Employment History



# SUSTAINABILITY

## ***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 first quarter of 2013 in June. 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 first quarter of 2013, CTMC continued using three solar-powered flashing beacons and six solar-powered traffic control devices on the Project.

➤ Pavement Reuse:

During the first quarter of 2013, a total of 11,530 cubic yards of asphalt millings were used as detour subgrade, and 31,105 cubic yards of unbound base was used as foundation improvements and pipe backfill.

➤ Reuse of Topsoil:

During the first quarter of 2013, CTMC reused 2,772 cubic yards of topsoil.

➤ Recycled Fill/Embankment Materials:

During the first quarter of 2013, CTMC reused approximately 220,634 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 first quarter of 2013, 68.1 tons of wood waste was generated for recycling.

➤ Steel Recycling:

During the first quarter of 2013, 5.8 tons of steel were recycled from the Project.

➤ Utilization of Reclaimed or Non-Treated Water:

During the first quarter of 2013, 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 at the IESI waste recycling and disposal facility.

➤ Equipment Emission Reduction:

18% of CTMC's equipment fleet is Tier 4 equipment.

CTMC is on track to earn thirty three (33) green credits for the sustainable practices currently being implemented on 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:

64 calls were received over the project's hotline (512-684-3252) and 16 emails/website contacts were made regarding the Manor Expressway Project. The calls and messages included project information requests, the congestion and signal timing at the Giles/Johnny Morris intersection, congestion and signal timing at the Harris Branch intersection, temporary relocation 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:

248 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.

✓ Emails:

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

✓ Outreach/Visits:

Group Solutions coordinated a meeting with Mr. Pete Dwyer of Dwyer Realty about the temporary closure of Blue Goose, and meeting with DeCoty Coffee regarding the repaving of their delivery driveway. Group Solutions also conducted door-to-door outreach about the Blue Goose closure and the closure of the Decker Lane crossover on May 17. Two neighborhood appreciation events were held; one for the Chimney Hills subdivision in April, and one for the Harris Branch subdivision in June. In addition, regular communication continued with the Chimney Hills North neighborhood association, the Chimney Hills Townhomes HOA, the Harris Branch neighborhood

association, Walnut Place HOA, and the Rosemont at Hidden Creek Apartment community.

**Attachment A**

Manor Expressway Phase II Project  
Aerial Photographs  
June 2013



US 290 East looking west from Gilleland Creek  
(Taken 6/24/2013)





US 290 East looking west from Parmer Lane  
(Taken 6/24/2013)



US 290 East at SH 130 Interchange looking west  
(Taken 6/24/2013)



US 290 East at Decker Lane Intersection looking west  
(Taken 6/24/2013)



US 290 East at Harris Branch Intersection looking west  
(Taken 6/24/2013)



US 290 East at Crofford Lane Intersection looking west  
(Taken 6/24/2013)



US 290 East at Giles Road Intersection looking west  
(Taken 6/24/2013)



US 290 East near Old Manor Road looking west  
(Taken 6/24/2013)



US 290 East looking west at Mogan Crossing  
(Taken 6/24/2013)





US 290 East at Chimney Hill Blvd looking west  
(Taken 6/24/2013)



US 290 East at Springdale Road looking west  
(Taken 6/24/2013)



US 290 East at Tuscany Way looking west  
(Taken 6/24/2013)

**Attachment B**

Manor Expressway Project  
Contingency Tracking  
June 2013

Manor Expressway Phase II | Contingency Balance Sheet

06/26/13

PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)		\$17,200,000
<b>APPROVED ITEMS</b>		
<b>Executed Change Orders</b>		
CO#1	Revision to the mainline and frontage road pavement sections	\$1,480,446
CO#2	Archival research of discovered cistern (force majeure event)	\$9,011
		<b>Subtotal Executed Change Orders</b>
		\$1,489,457
<b>Approved Other Items</b>		
	Dispute Resolution Board expenses	\$24,268
		<b>Subtotal Other Items</b>
		\$24,268
		<b>Subtotal Approved Items</b>
		\$1,513,725
<b>ITEMS UNDER NEGOTIATION or ESTIMATED</b>		
<b>CO under negotiation</b>		
CO#3	Design and construct column protection at SH 130 interchange	\$200,000
CO#4	Broadcast seeding at the US 183 interchange	\$37,000
CO#5	Revise pavement widening section near US 183 interchange	\$150,000
		<b>Subtotal CO under negotiation</b>
		\$387,000
<b>Potential Change Orders or pending more information</b>		
PCO#6	Revision to aesthetic scope on frontage roads <sup>1</sup>	-\$300,000
PCO#7	Design and construction costs associated with ADA compliant Shared Use Path <sup>1</sup>	\$650,000
PCO#8	Re-design and construction costs associated with minimization of impacts to Harris Branch wetland <sup>1</sup>	\$300,000
PCO#9	Revision to Shared Use Path at US 183 and deletion of sidewalk from Blue Goose Road to SH 130 <sup>1</sup>	\$200,000
PCO#10	Install LED lighting and remove an overhead sign bridge <sup>1</sup>	\$300,000
PCO#11	Revise pavement widening section near US 183 interchange <sup>1</sup>	\$150,000
PCO#12	Revise metal beam guardrail height from 27" to 31" <sup>1</sup>	\$100,000
PCO#13	Incorporate certain elements of the 2011 TMUTCD into the Development Work	\$50,000
PCO#14	Erosion repair at Bent 7 of NE direct connector at US 183	\$25,000
		<b>Subtotal Potential Change Orders</b>
		\$1,475,000
<b>Other Items</b>		
Incentive	Early Completion Incentives (Max Amount Achievable)	\$2,700,000
		<b>Subtotal Other Items</b>
		\$2,700,000
<sup>1</sup> Estimated cost		
		<b>Subtotal Items Under Negotiation or Estimated</b>
		\$4,562,000
		<b>Total Costs</b>
		\$6,075,725
		<b>Budgeted Construction Contingency</b>
		\$17,200,000
		<b>TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY</b>
		\$11,124,275

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