



Toll 49 Segment 3B

QUARTERLY PROGRESS REPORT

No. 7 | January 2013

GENERAL

Toll 49, Segment 3B is racing to the finish. With dry weather through the months of October, November and December, the NET RMA's Design Build Developer made great progress in the Fall of 2012. Since the last quarterly report of October, CH2M Hill has worked heavily of completing pavement operations while completing several bridges. In November, the super – structure was completed on the I-20 very successfully. Roadway construction elements are the detailed finish operations for the majority of the project, with construction crews continuing to focus on final excavation, embankment, permanent drainage, final pavement, traffic control and erosion control elements. Tolling elements began in earnest with the construction of the three tolling locations and installation of the toll gantries. Structural construction includes major and minor drainage structures and columns, abutments, bent caps and bridge deck for bridges at multiple locations.

The design teams are finished with all elements but are in stand-by mode for any last minute Notices of Design Changes. The NET RMA design team is working with the Texas Department of Transportation (TxDOT) in cataloging the bridge class structures for placement in their BRINSAP inspection program. Notices of Design Changes are have near stopped as most design elements are constructed or under construction. When needed, the design submittal and review process continues and has been smooth for the entire project.

The detailed Maintenance of Traffic (MOT) Plan for construction work within the I-20 corridor was approved by TxDOT. Under this MOT the construction of the center Bent was completed. The MOT team continued to work with TxDOT on the traffic control for placement of the pre-stressed girders on the I-20 bridge structure. These operations were approved by TxDOT for November 19th and 20th as a night time operation using a methodology best described as a “rolling traffic slow down”. This MOT resulted in as much as a 45 minute window for the placement of the beams. Operations on these nights started by 7:00pm and were completed by 11:00pm.



Figure 1 Looking South onto Toll 49 at I-20 Bridge Girder Set

Construction activities conducted by CH2M Hill from October 1, 2012 to January 1, 2013 included:

- Utility relocations have been completed throughout the. Final close-out of the utility relocation phase of construction is pending the execution of final letters of acceptance of the relocations by the various utility owners.
- Foundation structures, conduit, standards, and wiring installation for the project lighting and signalization continued during this period and are in progress.
- Excavation and fill operations for the construction of the mainline embankments were substantially completed during this period for the entire project length. Cumulative quantities of materials moved during earthwork embankment operations for the project were approximately 3,000,000 cubic yards.
- Construction of final slope and ditch profile and the replacement of native topsoil for slopes continued at various locations throughout the alignment.
- Construction and installation of all cast-in-place and precast concrete drainage elements for the project have been completed.
- Placement of Type A Flexible Base was completed for all mainline, ramp, and interchange flexible pavement sections for the entire project with the exception of minor shoulder paving in the vicinity of the IH20 interchange. Approximately 86,000 tons of HMA for permanent roadway sections the Toll 49 mainline, ramps, and interchanges has been placed for the project to date.
- Installation of metal beam guard fencing and other incidental roadway elements continue throughout the project.
- Continued placement of reinforcing steel and structural concrete for bridge and major drainage elements. During this period, all bridge structures were brought to

substantial completion with the exception of the concrete bridge railing at the IH-20 overpass. Approximately 20,000 cubic yards of structural concrete have been placed for the construction of bridges, bridge class culverts, and other cast-in-place concrete drainage structure for the project to date.

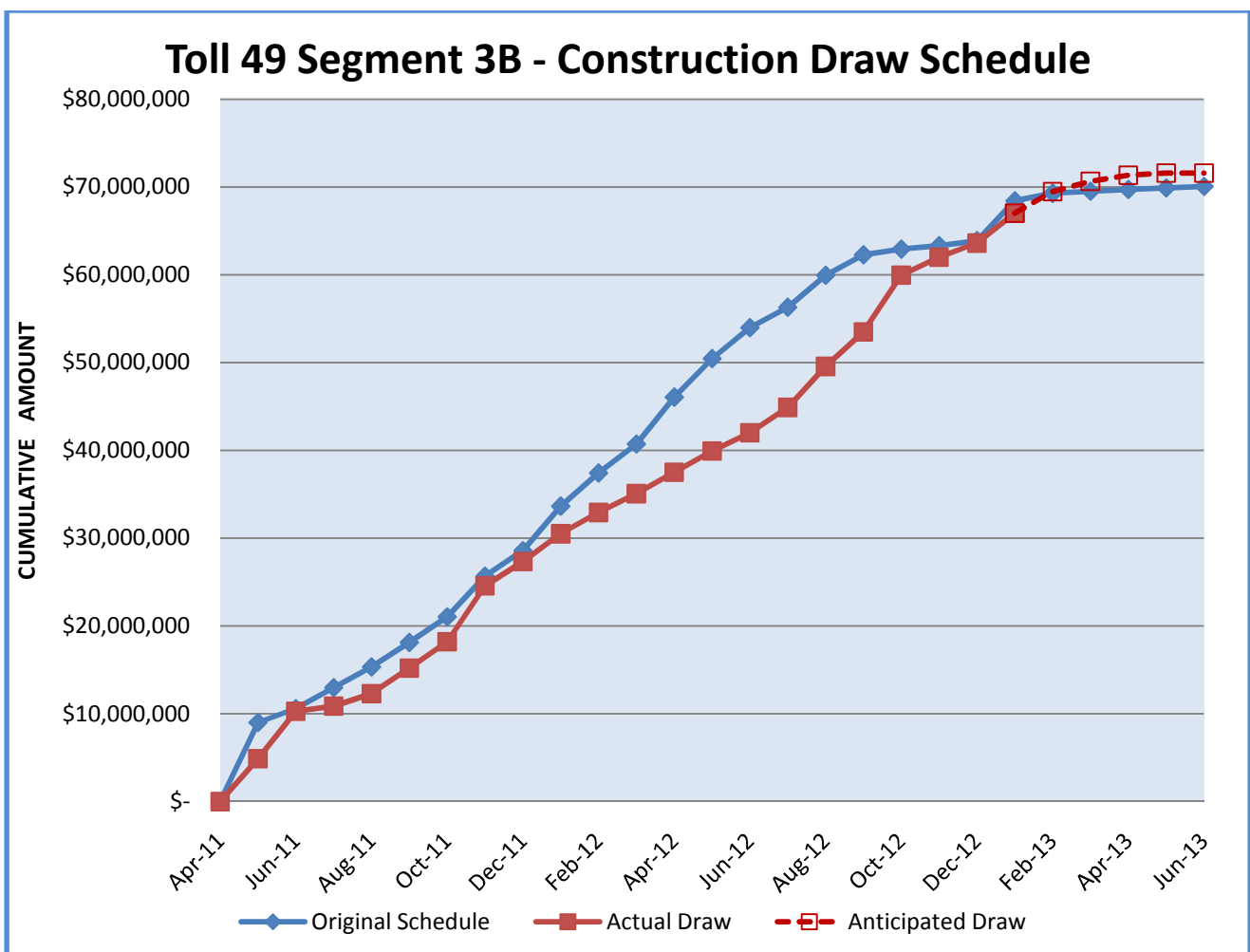
- Pictures of recent construction activities are provided in Attachment A.

PROJECT SCHEDULE & FINANCIAL STATUS

Construction Progress

In regard to percent complete status, based on current information provided with CH2M Hill's Draw Request #21 for efforts through November, 2012, the construction project is 93.64% complete based on actual revenue/expenditures to date as derived from the cost loaded schedule. This figure is derived by simply dividing actual cumulative expenditures to date by the total contract value. This compares to an anticipated completion of 98.82% based on the baseline schedule originally approved for the project. This figure is derived by dividing anticipated cumulative expenditures to date (also based on cost-loaded schedules) by the total contract value.

The graph below tracks and compares the anticipated cumulative expenditures against the actual cumulative expenditures related to the construction of the project, as reported by CH2M Hill in Draw Request #21.



As of November 30, 2012, CH2M Hill has completed 93.64% of the work while using 95.45% of the time to Substantial Completion. The monthly update indicates that, based on the CPM Schedule, the project will be completed on or very near schedule. It is noted that several archeological surveys conducted for the project caused adjustments to construction activities in those areas. Construction was impacted to a limited extent due to these activities.

Financial Status

CH2M Hill submitted their Draw Request #21 on December 5, 2012 which included expenditures through November 30, 2012. Once a Draw Request is validated and approved, the final documents are forwarded to the Trustee, Amegy Bank, for processing and issuance of payment.

The following summary provides the financial status of the project. A detailed status chart is presented on the following page. It is noted that the detailed status chart lists three items over budget (indicated by a negative number in the “remaining amount” column). One over budget item is contingencies. This item includes approximately \$1.8M in payments for environmental mitigation elements that should be, in accordance with the CDA documents, the responsibility of the construction contractor. The other items over budget include SWP3 monitoring and conduct of archeological surveys. However, ROW purchases are virtually complete, with approximately \$2.2M in available funds left in the ROW budget. It is anticipated that these available funds will be moved to the contingencies fund to pay for the over-budget items listed above.

Original CH2M Hill Contract Amount:	\$ 70,068,399
Current Authorized Contract Amount:	\$ 71,591,337
Total of CH2M Hill Payments:	
Previously paid through August, 2012	\$ 59,981,862
Payment for September, 2012	\$ 2,045,353
Payment for October, 2012	\$ 1,597,873
Payment for November, 2012	\$ 3,410,838
Total Amount Paid To-Date:	\$ 67,035,927
Approved Amount for work completed (through CH Draw #21):	\$ 67,035,927
Amount remaining for work to be completed:	\$ 4,555,410
Total Project Budget Expended through February 2012:	\$ 81,146,830

Summary of Change Orders This Reporting Period

There was one additional Change Order approved by the NET RMA Board of Directors during this report period. CO#8 in the amount of \$93,319.64 was approved for placing an Oncor Electric Transmission Line, located north of Interstate 20, underground so that it would not be in conflict with either current or planned future construction.

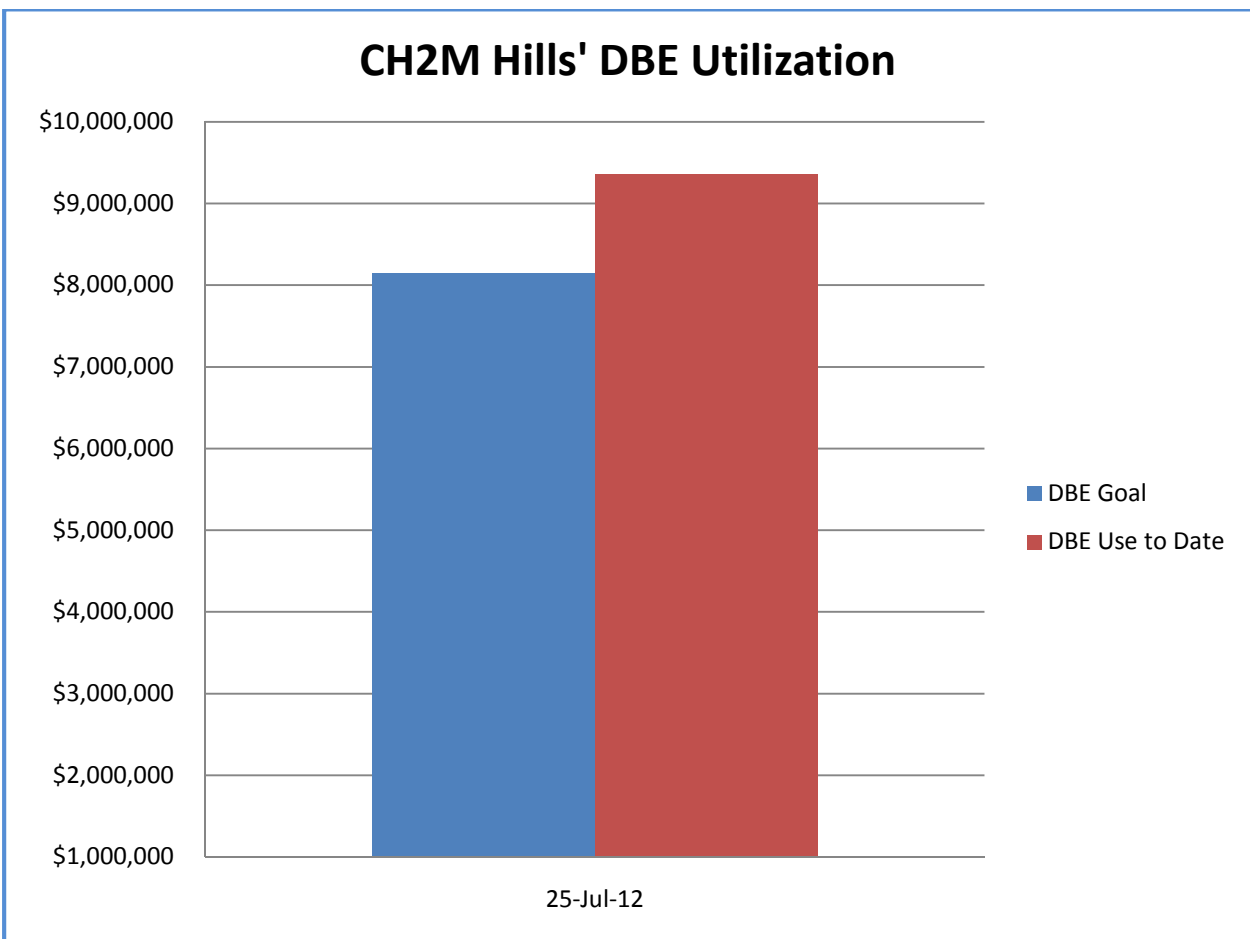
DETAIL OF TOLL 49 SEG 3B PROJECT COSTS

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY				
NET RMA Proposed Project Costs		NET RMA Draw #23		
Item	BUDGET	SPENT TO-DATE	% SPENT	REMAINING
Comprehensive Development Agreement				
Development Management and Design				
Development Management	\$5,000,000	\$4,215,573	84.31%	\$784,427
Development Design	\$6,000,000	\$6,000,000	100.00%	\$0
Community Outreach	\$40,000	\$40,000	100.00%	\$0
Utility Coordination, Management, & Agreements	\$225,000	\$225,000	100.00%	\$0
Subtotal Development Management and Design	\$11,265,000	\$10,480,573	93.04%	\$784,427
Construction				
Mobilization	\$7,006,400	\$7,006,400	100.00%	\$0
Earthwork	\$11,250,000	\$11,250,000	100.00%	\$0
Utilities	\$1,500,000	\$1,500,000	100.00%	\$0
Pavement, Subbase and Base Course	\$13,870,600	\$12,376,627	89.23%	\$1,493,973
Structures	\$13,321,000	\$13,088,067	98.25%	\$232,933
Drainage	\$4,750,000	\$4,750,000	100.00%	\$0
Lighting, Signing, Striping, and Signals	\$1,200,000	\$503,619	41.97%	\$696,381
Toll Facilities	\$300,000	\$100,000	33.33%	\$200,000
Environmental Monitoring and Mitigation	\$450,000	\$357,280	79.40%	\$92,720
Quality Management and Testing	\$900,000	\$834,704	92.74%	\$65,296
Traffic Control	\$750,000	\$679,467		
Maintenance	\$100,000	\$91,031	91.03%	\$8,969
Incidental Construction (Barriers, Sidewalks, Landscaping, etc)	\$1,900,000	\$1,722,562	90.66%	\$177,438
Subtotal Construction	\$57,298,000	\$54,259,757	94.70%	\$3,038,243
Bonds, Warranties and Insurance Premiums				
Bonds	\$844,724	\$844,724	100.00%	\$0
Warranties	\$59,421	\$0		\$59,421
Insurance Premiums	\$601,254	\$601,254	100.00%	\$0
Subtotal Bonds, Warranties and Insurance Premiums	\$1,505,399	\$1,445,978	96.05%	\$59,421
Construction Change Orders				
CO#1 - Type C Fence Installation along ROW	\$100,000	\$0	0.00%	
CO#2 - Prairie Creek Drilling w Swamp Buggy	\$49,463	\$49,463	100.00%	
CO#3 - Brush Removal at SH31 ROW	\$12,738	\$12,738	100.00%	
CO#4 - SH 31 Widening Overlay	(\$23,597)	(\$23,597)	100.00%	
CO#5 - Contractor Price Escalation	\$461,800	\$461,800	100.00%	
CO #6 - Seg 3A / 3B Pvmt Transition	\$7,891	\$7,891	100.00%	
CO #7a - SH 110 Asph Base Lift	\$48,773	\$48,773	100.00%	
CO #7b - SH64 Pavement Changes	\$292,551	\$292,551	100.00%	
CO #9 - Arch Delay Settlement	\$480,000	\$0	0.00%	
Subtotal Construction Change Orders	\$1,429,619	\$849,619	59.43%	\$580,000
Total Development Price	\$71,498,018	\$67,035,927	93.76%	\$4,462,091
NET RMA Costs				
Construction Contingencies	\$570,381	\$1,888,874	331.16%	-\$1,318,493
Environmental Studies (ETHG)	\$1,500,000	\$242,478	16.17%	\$1,257,522
Right-of-Way	\$4,947,857	\$2,725,471	55.08%	\$2,222,386
Design Oversight & QA	\$1,650,000	\$1,687,145	102.25%	-\$37,145
Construction Oversight & QA	\$3,850,000	\$2,676,529	69.52%	\$1,173,471
Toll Integration	\$1,802,189	\$790,121	43.84%	\$1,012,068
Materials Testing Lab	\$574,610	\$475,726	82.79%	\$98,884
TxDOT Offsite/Plant Inspection	\$110,200	\$27,781	25.21%	\$82,419
Environmental Mitigation (Permit Monitoring, Permit Addendums, SW3P)	\$35,000	\$38,883	111.09%	-\$3,883
Environmental Archeology & Dig Testing	\$180,000	\$930,595	517.00%	-\$750,595
Other Project Expenses (stipend, public outreach, etc.)	\$471,000	\$259,059	55.00%	\$211,941
NET RMA Admin Costs	\$1,408,345	\$1,733,241	123.07%	-\$324,896
Finance Costs	\$635,000	\$635,000	100.00%	\$0
Subtotal NET RMA Costs	\$17,734,582	\$14,110,904	79.57%	\$3,623,678
Total Project Costs	\$89,232,600	\$81,146,830	90.94%	\$8,085,770

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DBE STATUS

CH2M Hill is required and committed to meet the Disadvantaged Business Enterprise (DBE) goal of for the project. As of July 25, 2012 CH2M Hill has submitted costs associated with DBE construction work in the amount of \$9,357,993.75 which equals approximately 114.94% of the total planned DBE expenditures. These DBE expenditures have been made while using 95% of the contract time; therefore CH2M Hill's DBE expenditures appear to be on or ahead of schedule.



PUBLIC INVOLVEMENT

As the project is approaching substantial completion, the public involvement work has moved into preparing for the opening and tolling of the facility. The NET RMA has formed a committee to plan a Celebration of the completion of this phase of Toll 49, the transfer of the corridor to the NET RMA and the marketing of the toll road. The following lists public outreach activities that occurred during the reporting period:

✓ Ad-Hoc Marketing/Grand Opening Committee:

The Committee has had five meetings since its inception in August 2012. The Committee includes the Chair of the NET RMA, Linda Thomas and two NET RMA Board Members, Barham Fulmer and Gary Halbrooks. The Committee is implementing the services of “dot the i” as the event planning company and Business Direct for the marketing component. Business Direct has been working securing billboards around the Tyler area as well as radio spots for commercials. “dot the i” has been working on event details, location and guest lists along with Save the Date cards that will be sent out prior to the invitations. The Celebration is scheduled for Saturday March 2, 2013.

✓ Website:

The Facebook and Twitter feeds are updated frequently within both sites to help assist the public in staying informed with the construction progress. The website has also been update with the most accurate mileages of all the segments along Toll 49 and has had some of the maps updated as well. Construction pictures that show the progression, significant activities or design/build milestones are also updated on the website.

Planning for revision of the website is underway to include helpful information about the toll collection system but also the marketing of the NET RMA and Toll 49.

✓ Press Releases:

Press releases were sent out on:

- October 30, 2012 announcing the girder set for the I-20 Bridge at Toll 49 would be taking place on the 5th and 6th of November;
- November 1 a Sirius/XM Radio announcement was released warning travelers of potential delays at mile marker 553 near Lindale on I-20 due to construction;
- November 13 announcing the new date for the I-20 Bridge girder set date being the 19th and 20th of November resulting in lane closures and a rolling slow down and on
- November 13 was a reminder notice sent out about the I-20 Bridge girder set.

All project public notices have been posted on the Toll 49 website (www.toll49.org) in an effort to help keep the public informed on traffic disruption and construction activities.

✓ Media Stories:

There were no media stories covered during this period.

✓ Letters:

There were no public information-related letters sent out during this period.

✓ Visits:

One-on-one visits with adjacent property owners and stakeholders were made as needed.

UPCOMING CONSTRUCTION ACTIVITIES

The following construction activities are anticipated during the next quarterly report period:

- Finalize all HMAC paving project wide and prepare for striping and signage installations.
- Complete final structural concrete placements (barrier rail) at the IH-20 overpass bridge.
- Continue final grading and maintenance of slopes and ditches throughout the project site.
- Installation and testing of toll integration hardware and software.
- Completion of traffic signalization, lighting and metal beam guard fence installations project wide.
- Development of preliminary completion lists in anticipation of Substantial Completion.

ATTACHMENT A

Toll 49 Segment 3B
Construction Activity Pictures
(All photos taken from October through December 2012)



Prairie Creek Bridge Deck Panels



Toll 49 at I-20 Bridge Center Bent Cap Being Built



October 10, 2012

Looking South onto Toll 49 at I-20 Bridge Center Bent Cap Being Built



November 2, 2012

From the Haul Road Looking at FM 724 Bridge of Toll 49



State Highway 110 Bridge



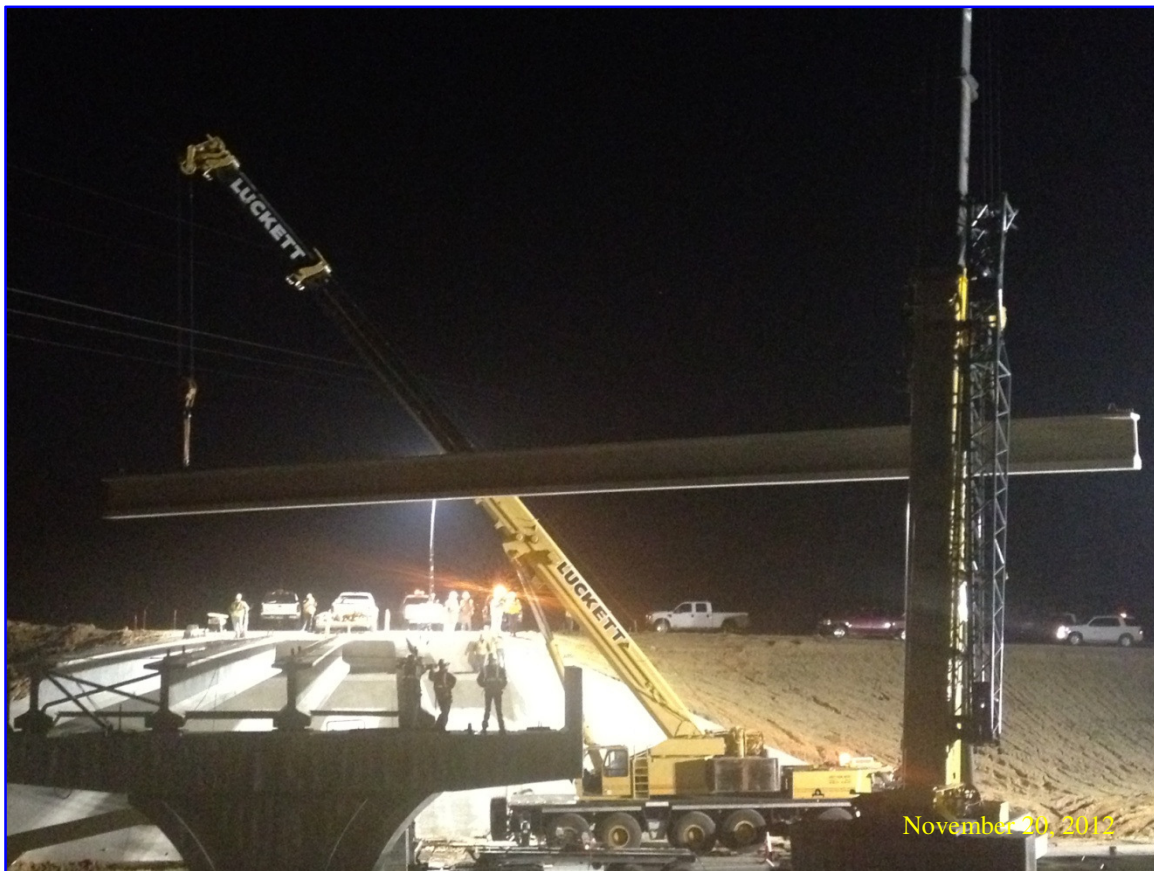
Looking South onto Toll 49 from I-20 Bridge



Girder Set at I-20 Bridge of Toll 49



Looking South at Toll 49 Girder Set at I-20 Bridge



Girder Set at I-20 Bridge at Toll 49



Looking North from Toll 49 at I-20 Bridge Girder Set



Toll 49 From CR 1145 Bridge Looking South towards SH 31



Looking North from CR 46 Bridge onto Toll 49



Bridge Work at Toll 49 and I-20