



Toll 49 Segment 3B QUARTERLY PROGRESS REPORT No. 6 | October 2012

GENERAL

The NET RMA's Design Build Developer has continued to make progress through the summer of 2012. Since the last quarterly report of July, CH2M Hill has completed paving in sections while continuing to complete bridge structures on the project. In July, work began on the Prairie Creek Bridge, the SH 110 underpass and the I-20 Bridge Overpass. Roadway construction elements have moved into the detailed finish grading in major portions of the project, with construction crews continuing to focus on final excavation, embankment, permanent drainage, final pavement, traffic control and erosion control elements. Flex base and pavement placement has been completed along portions of the main lines. Structural construction includes major and minor drainage structures and columns, abutments, bent caps and bridge deck for bridges at multiple locations.



**Figure 1 Looking West from CR 411 at I-20 and Toll 49 Intersection –
Flex base for access roads are in place**

In regards to design, the design team has completed all roadway designs and the final design has been submitted. The final hydraulic report was produced by CH2M Hill and submitted. Notices of Design Changes are slowing down as most design elements are constructed or under construction. 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. Discussion with TxDOT continues for the placement of the pre-stressed girders on the I-20 bridge structure as a night time operation.

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

- Utility relocations have been substantially completed throughout the project with the exception of the JW Gathering gas transmission lines. Final utility relocation documents were executed with regards to the JW-Gathering gas transmission lines near the end of the reporting period.
- Foundation structures and conduit installation for the project lighting and signalization was started during this period and is in progress.
- Excavation and fill operations for the construction of the mainline embankments with a total of approximately 486,930 cubic yards of embankment material moved during the reporting period at the following locations:
 - CR1145 to CR1150
 - SH 64 interchange ramps
 - CR1150 to the Black Fork Creek Bridge south abutment
 - Prairie Creek to CR 46
 - SH110 to I-20
 - I-20 interchange, north and south
- Construction of final slope and ditch profile and the replacement of native topsoil for slopes were at various locations throughout the alignment
- Placement of approximately 128,260 tons of Type A Flexible Base was placed during this period for flexible pavement sections at various locations on the mainline and ramps between SH64 and the I-20 interchange. Approximately 33,825 tons of HMAC paving for permanent roadway sections the mainline, the new CR1150/1151 interchange, and portions of the IH-20 interchange.
- Continued placement of reinforcing steel and structural concrete for bridge and major drainage elements. Approximately 2,600 cubic yards of structural concrete was placed during this period. Major bridge work and associated items constructed this period included:

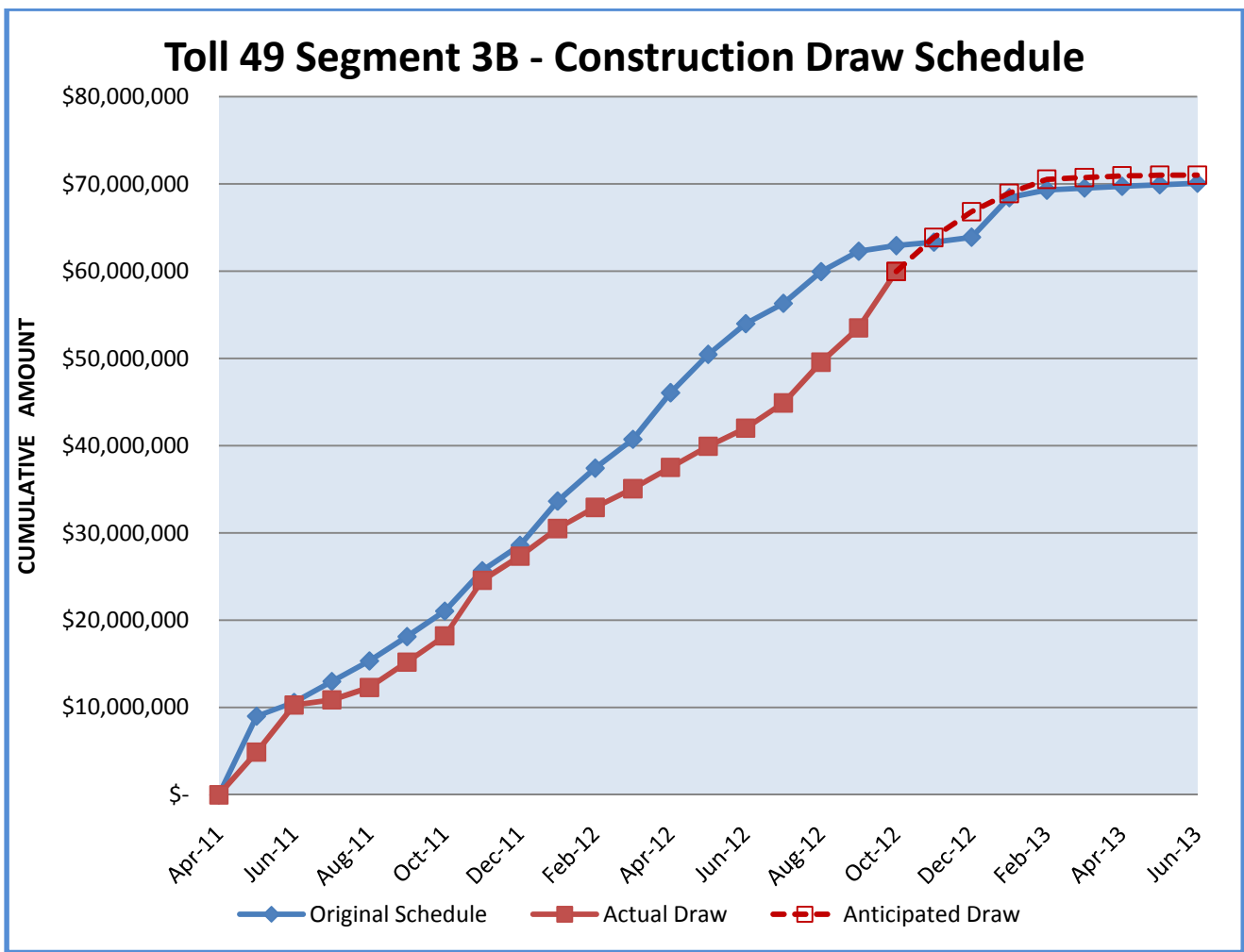
- The CR1150 Bridge has been brought to substantial completion. Abutments, wingwalls, backwalls, columns, and bent caps have been constructed for the Black Fork Creek Bridge. Precast concrete girders were received and erected during this period and placement of precast deck panels are in progress for this structure.
- Columns, and bent caps have been constructed and concrete deck placement has started for the Black Fork Creek Bridge. Precast concrete girders were received and erected during this period and placement of precast deck panels are in progress for this structure. The Caney Creek Bridge structure has been brought to substantial completion.
- The SH110 Bridge structure has been brought to substantial completion. Burning of stockpiled brush was continued throughout this reporting period. Permanent seeding was started at completed slopes throughout the project. Permanent erosion control elements continue to be installed throughout the project.
- Drilled shaft foundations, abutments, wingwalls, backwalls and column foundations were completed for the I-20 interchange bridge.
- 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 #18 for efforts through August, 2012, the construction project is 84.47% 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 89.49% 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 #18.



As of August 31, 2012, CH2M Hill has completed 84.47% of the work while using 81.82% of the time to Substantial Completion. The monthly update indicates that, based on the CPM Schedule, the project will be completed on schedule. It is noted that several archeological surveys conducted for the project have caused adjustments to construction activities in those areas. To-date the critical path for construction has not been affected; however, there is potential for impacts to the construction schedule due to these events in the future.

Financial Status

CH2M Hill submitted their Draw Request #18 on September 5, 2012 which included expenditures through August 31, 2012. Once the Draw Request was validated and approved, the final documents were 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 a following page. It is noted that the detailed status chart lists four 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, conduct of archeological surveys and administrative fees. 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 compensate for the over-budget items listed above; thus the total project remains on budget.

Original CH2M Hill Contract Amount:	\$ <u>70,068,399</u>
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Current Authorized Contract Amount:	\$ 71,010,126
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Total of CH2M Hill Payments:

Previously paid through May, 2012	\$ 44,902,973
Payment for June, 2012	\$ 4,674,486
Payment for July, 2012	\$ 3,932,768
Payment for August, 2012	\$ 6,471,635

Total Amount Paid To-Date:	\$ 59,981,862
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Approved Amount for work completed (through CH Draw #18):	\$ 59,981,862
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Amount remaining for work to be completed:	\$ 11,028,264
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Total Project Budget Expended through February 2012:	\$ 72,985,622
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Summary of Change Orders This Reporting Period

There were two additional Change Orders approved by the NET RMA Board of Directors during this report period. CO#6 in the amount of \$7,890.78 for pavement transition between Segments 3A and 3B; and CO#7 in the amount of \$341,324.00 for additional pavement at SH 64 and SH110 as requested by TxDOT.

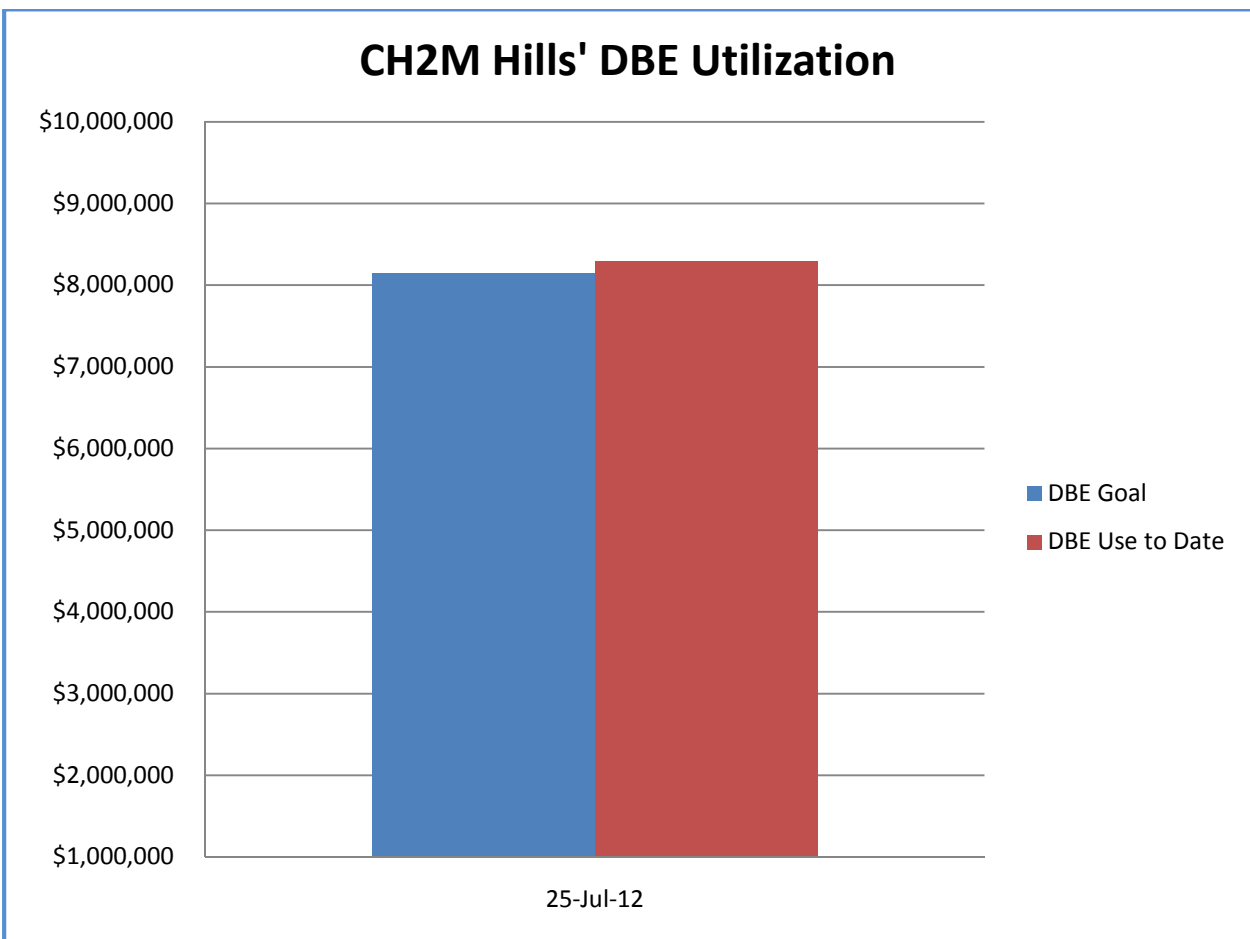
DETAIL OF TOLL 49 SEG 3B PROJECT COSTS

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY				
NET RMA Proposed Project Costs		NET RMA Draw #20		
Item	BUDGET	SPENT TO-DATE	% SPENT	REMAINING
Comprehensive Development Agreement				
Development Management and Design				
Development Management	\$5,000,000	\$3,715,420	74.31%	\$1,284,580
Development Design	\$6,000,000	\$5,969,024	99.48%	\$30,976
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	\$9,949,444	88.32%	\$1,315,556
Construction				
Mobilization	\$7,006,400	\$7,006,400	100.00%	\$0
Earthwork	\$11,250,000	\$11,212,141	99.66%	\$37,859
Utilities	\$1,500,000	\$1,476,000	98.40%	\$24,000
Pavement, Subbase and Base Course	\$13,870,600	\$8,692,786	62.67%	\$5,177,814
Structures	\$13,321,000	\$11,255,239	84.49%	\$2,065,761
Drainage	\$4,750,000	\$4,750,000	100.00%	\$0
Lighting, Signing, Striping, and Signals	\$1,200,000	\$164,475	13.71%	\$1,035,525
Toll Facilities	\$300,000	\$100,000	33.33%	\$200,000
Environmental Monitoring and Mitigation	\$450,000	\$301,030	66.90%	\$148,970
Quality Management and Testing	\$900,000	\$735,671	81.74%	\$164,329
Traffic Control	\$750,000	\$572,492		
Maintenance	\$100,000	\$77,429	77.43%	\$22,571
Incidental Construction (Barriers, Sidewalks, Landscaping, etc)	\$1,900,000	\$1,449,821	76.31%	\$450,179
Subtotal Construction	\$57,298,000	\$47,793,486	83.41%	\$9,504,514
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 - SH 110 Asph Base Life	\$48,773	\$0	0.00%	
CO #7 - SH64 Pavement Changes	\$292,551	\$292,551	100.00%	
Subtotal Construction Change Orders	\$941,728	\$792,955	84.20%	\$148,773
Total Development Price	\$71,010,127	\$59,981,862	84.47%	\$11,028,264
NET RMA Costs				
Construction Contingencies	\$1,058,272	\$1,888,874	178.49%	-\$830,602
Environmental Studies (ETHG)	\$1,500,000	\$77,243	5.15%	\$1,422,757
Right-of-Way	\$4,947,857	\$2,725,391	55.08%	\$2,222,466
Design Oversight & QA	\$1,650,000	\$1,608,773	97.50%	\$41,227
Construction Oversight & QA	\$3,850,000	\$2,292,070	59.53%	\$1,557,930
Toll Integration	\$1,802,189	\$769,072	42.67%	\$1,033,117
Materials Testing Lab	\$574,610	\$358,444	62.38%	\$216,167
TxDOT Offsite/Plant Inspection	\$110,200	\$26,072	23.66%	\$84,128
Environmental Mitigation (Permit Monitoring, Permit Addendums, SW3P)	\$35,000	\$38,883	111.09%	-\$3,883
Environmental Archeology & Dig Testing	\$180,000	\$903,800	502.11%	-\$723,800
Other Project Expenses (stipend, public outreach, etc.)	\$471,000	\$245,788	52.18%	\$225,212
NET RMA Admin Costs	\$1,408,345	\$1,434,351	101.85%	-\$26,006
Finance Costs	\$635,000	\$635,000	100.00%	\$0
Subtotal NET RMA Costs	\$18,222,473	\$13,003,759	71.36%	\$5,218,714
Total Project Costs	\$89,232,600	\$72,985,621	81.79%	\$16,246,979

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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 \$8,292,683 which equals approximately 101.85% of the total planned DBE expenditures. These DBE expenditures have been made while using 82% of the contract time; therefore CH2M Hill's DBE expenditures appear to be on or ahead of schedule.



PUBLIC INVOLVEMENT

As progress continues on the Segment 3B project, ongoing public outreach and response activities continue to take place through various methods. The following lists public outreach activities that occurred during the reporting period:

✓ 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.

✓ Press Releases:

Press releases were sent out on:

- July 12 regarding related traffic delays due to increased construction at I-20 and Toll 49;
- July 18 notification to Sirius/XM regarding the construction at I-20 and Toll 49;
- August 3 announcing traffic switches at SH 64 and Toll 49; and
- September 14 regarding moving traffic at SH 110 in preparation for the Bridge opening.

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:

The Tyler Morning Telegraph did a story on the progress of Toll 49 and I-20. Reporter Adam Russell interviewed Forrest Fischer of CH2M Hill on Monday September 24th regarding the upcoming construction activities that will have the traveling public that much closer to I-20. The story ran in the Tyler Sunday paper on October 7.

✓ Letters:

A letter was sent out on September 14, 2012 to notify Mr. Fred Powell, head of the Wood-Verner Cemetery Association, of the construction at FM 724 and CR 1148 that could possibly affect access to the cemetery therefore delaying a funeral.

✓ 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:

- Continued fine grading of flexible base and completion of HMAC paving for the I-20 interchange.
- Substantial completions of excavation and embankment work.
- Placement of flexible base and HMAC paving for mainline segments and county road re-alignments throughout the project.
- Continued construction for bridges underway.
- Completion of the I-20, Prairie Creek, and Black Fork Creek Bridges.
- Completion of JW-Gathering gas transmission lines.
- Re-opening of CR-46 and SH110 to final traffic configurations.
- Continuation of the installation of lighting, signalization, and toll gantry elements.

ATTACHMENT A

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



July 18, 2012

Roadway Grading North of SH 64



August 7, 2012

Mulching Machine for Debris Removal



Setting Girders at Black Fork Creek Bridge



Main Lane Grading Near CR 46



Hydro Seeding



Concrete Rip Rap Construction



Prairie Creek Bridge



Top View Prairie Creek Bridge



Flex Base Placement at CR 411 and I-20 Looking West



Looking South from SH 64 Entrance Ramp



Setting Panels at Black Fork Creek Bridge