



Toll 49 Segment 3B QUARTERLY PROGRESS REPORT

No. 2 | October 2011

GENERAL

The construction of Toll 49, Segment 3B continues to make progress. Since the first quarterly report in August of 2011, the CDA Design / Build Developer, CH2M Hill, continues to advance on the design and construction. Roadway construction elements continue to be a focus with clearing and grubbing, excavation, embankment, permanent drainage, traffic control and erosion control efforts all advancing quickly over the past quarter. Structure construction includes drilled shafts, columns, abutments, and bent caps for structures at two locations.

In regards to design, the design team continues to progress the design with completion of the Issued for Construction (IFC) Plans for State Highway 64 detour, Bridge Underpass at State Highway 110 and Bridge Overpass at I-20. During the quarter, the GEC Team reviewed preliminary plans from CH2M Hill for four separate bridge structural designs. In addition, the Segment 2 roadway design plans from north of Caney Creek to near I-20 were Issued for Construction. The design submittal and review process continued to go smoothly.



Scrapper Operations in Cut South of Indian Creek

Construction activities conducted by CH2M Hill from August 1, 2011 to October 1, 2011 included:

- Utility relocations taking place at CR 1150, FM 724, CR 1128, CR 1151, SH 64 and CR 724
- Excavation and fill operations for the construction of the mainline embankments with a total of approximately 484,200 cubic yards of embankment material has been moved to date at the following locations:
 - SH31 to CD-31 (Neches 2)
 - SH64 underpass
 - CR1148 bridge abutments
 - Caney Creek Bridge north abutment
 - SH31 Interchange ramps
- Continued placement of reinforcing steel and structural concrete for bridge and major drainage elements as follows:
 - CD-13 (Indian Creek) brought to substantial completion; 65 cubic yards of structural concrete placed during this period.
 - CD-31 (Neches 2) brought to substantial completion; 1780 cubic yards of structural concrete placed during this period.
 - CD-30 (Neches 1) brought to substantial completion; 1287 cubic yards of structural concrete placed during this period.
 - CD-09 was started and in progress; 969 cubic yards of structural concrete placed during this period.
 - CD-11 was started and in progress; 275 cubic yards of structural concrete placed during this period.
 - CR 1145 Bridge foundations and substructure (drilled shafts, abutments, columns, pier caps) were started and are in progress; 154 cubic yards of structural concrete placed during this period.
 - SH 64 Bridge foundations and substructure (drilled shafts, abutments, columns) were started and are in progress; 251 cubic yards of structural concrete placed during this period
- Installation and backfill of various precast drainage structures was completed during this period as follows:
 - CD-10; CD-12A and 12B; CD-14
- Asbestos abatement and demolition of existing structures has been completed on all parcels in the right-of-way of Toll 49
- Finished constructing the SH 64 detour for the preparation of the Toll 49 Segment 3B underpass at SH 64
- The Smith County Burn Ban enacted on July 12, 2011 still remains in effect as of the date of this report

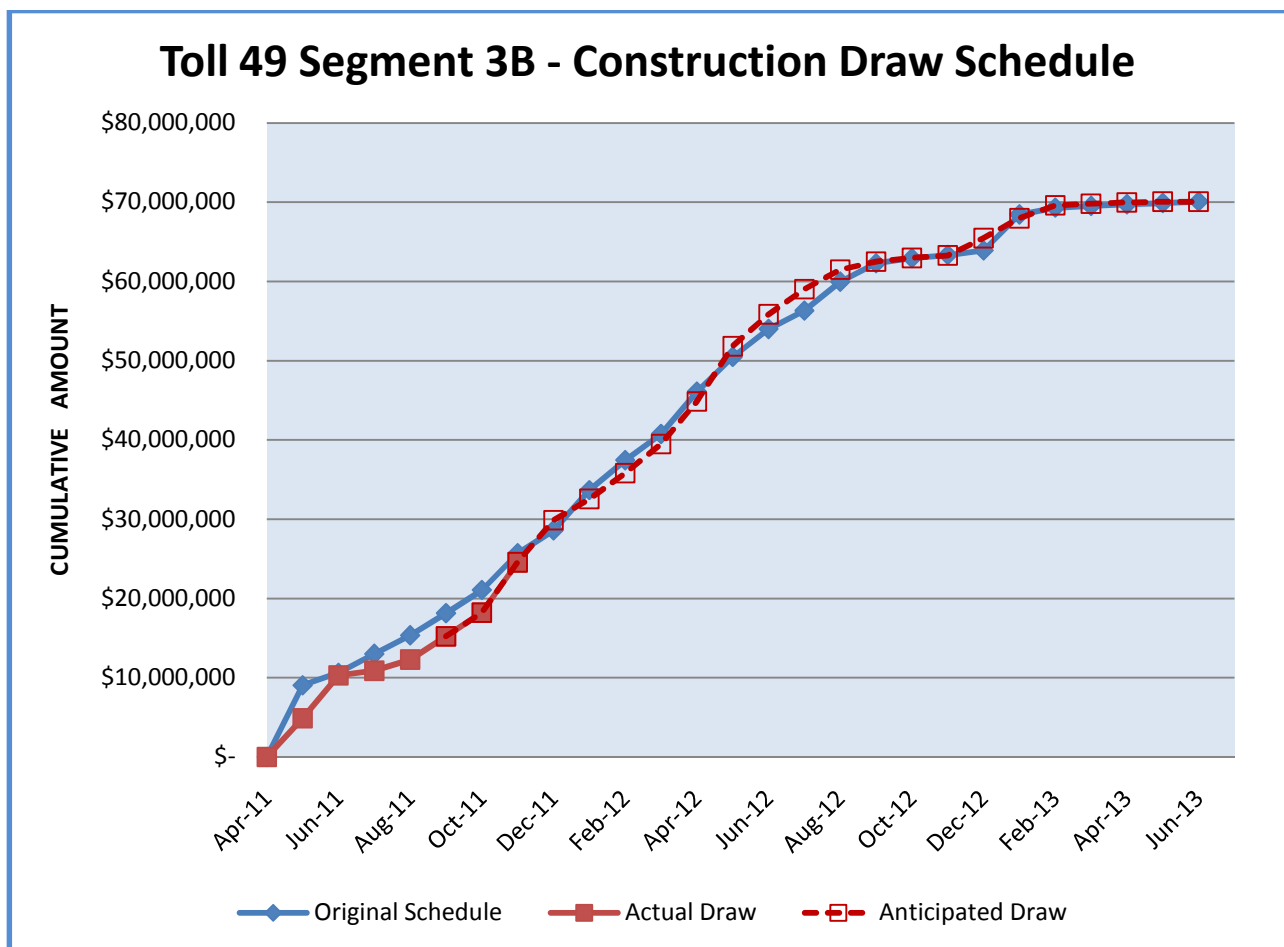
Pictures of recent construction activities are provided in Attachment A.

PROJECT SCHEDULE & FINANCIAL STATUS

Construction Progress

In regard to percent complete status, based on current information provided with CH2M Hill's Draw Request #7 for efforts through, the project is 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 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 of September 26, 2011, CH2M Hill has completed 29.7% of the work while using 26.8% of the time to Substantial Completion. The monthly update schedule indicates that the project is on schedule.

Financial Status

CH2M Hill submitted their Draw Request # 7 on October 7, 2011 which included expenditures through September 26, 2011. This request was reviewed and approved by General Engineering Consultant Atkins on October 12, 2011, and by the NET RMA on October 13, 2011. The final documents were then 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.

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

Previously paid through July 31, 2011	\$ 15,215,231
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Payment for August, 2011	\$ 3,001,857
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Payment for September, 2011	\$ 6,353,714
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Total Amount Paid To-Date:	\$ 24,570,802
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Approved Amount for work completed (through Draw 7):	\$ 24,570,802
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Amount remaining for work to be completed:

Total Project Budget Expended through September 2011:	\$ 45,497,597
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Summary of Change Orders This Reporting Period

There was one Change Order issued on August 18, 2011. Change Order No.1 to the Comprehensive Development Agreement (CDA) with CH2M Hill is regarding ROW fencing for Toll 49 Segment 3B. This change order was approved at the NET RMA Board of Directors meeting that took place on August 17, 2011 as Resolution 11-19, in the amount of \$100,000.

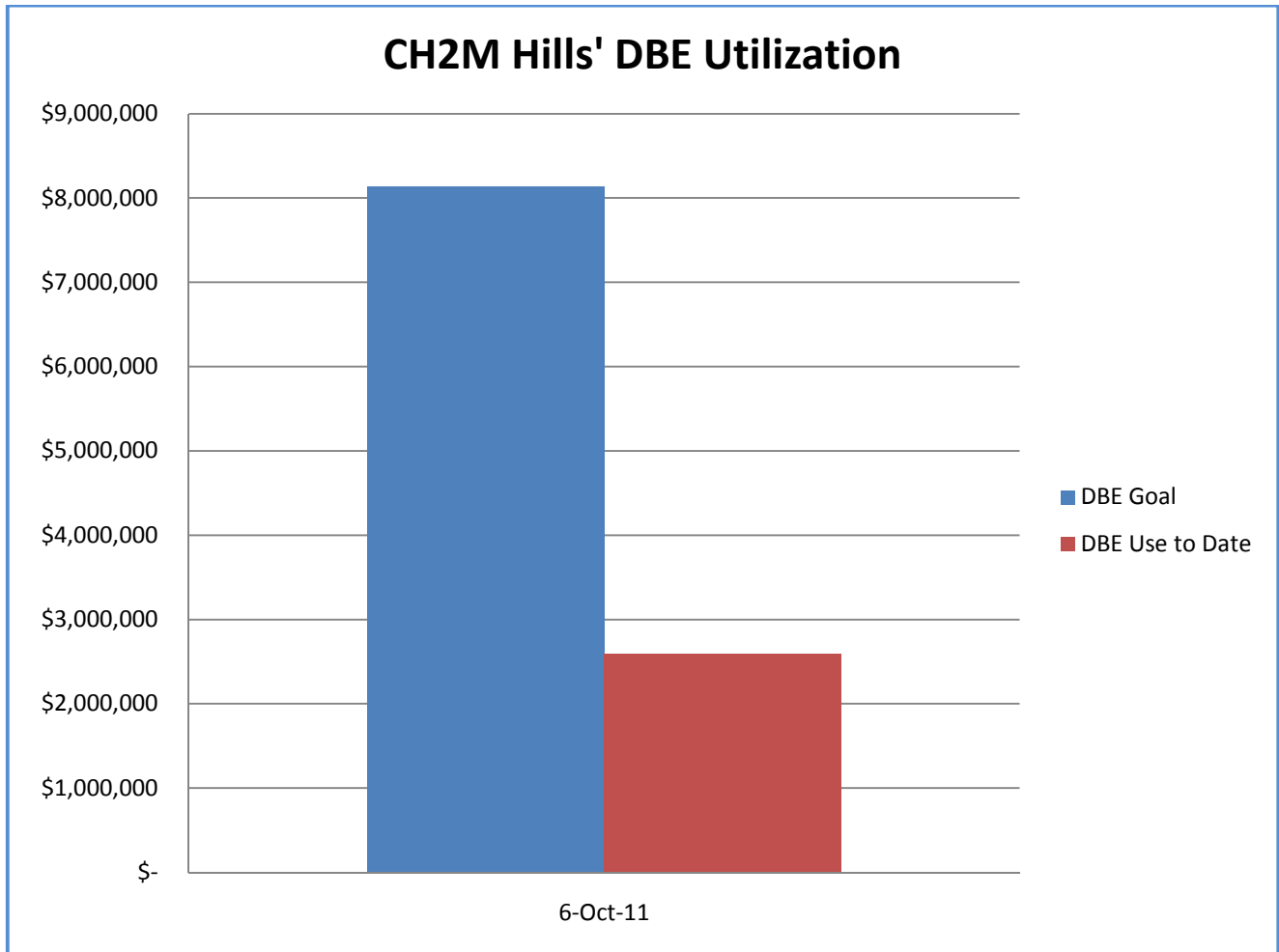
DETAIL OF TOLL 49 SEG 3B PROJECT COSTS

NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY				
NET RMA Proposed Project Costs		NET RMA DRAW #8		
Item	BUDGET	SPENT TO-DATE	% SPENT	REMAINING
Comprehensive Development Agreement				
Development Management and Design				
Development Management	\$5,000,000	\$1,846,718	36.93%	\$3,153,282
Development Design	\$6,000,000	\$4,097,561	68.29%	\$1,902,439
Community Outreach	\$40,000	\$6,000	15.00%	\$34,000
Utility Coordination, Management, & Agreements	\$225,000	\$155,876	69.28%	\$69,124
Subtotal Development Management and Design	\$11,265,000	\$6,106,155	54.20%	\$5,158,845
Construction				
Mobilization	\$7,006,400	\$7,006,400	100.00%	\$0
Earthwork	\$11,250,000	\$5,289,049	47.01%	\$5,960,951
Utilities	\$1,500,000	\$1,043,497	69.57%	\$456,503
Pavement, Subbase and Base Course	\$13,870,600	\$0	0.00%	\$13,870,600
Structures	\$13,321,000	\$156,686	1.18%	\$13,164,314
Drainage	\$4,750,000	\$2,867,100	60.36%	\$1,882,900
Lighting, Signing, Striping, and Signals	\$1,200,000	\$0	0.00%	\$1,200,000
Toll Facilities	\$300,000	\$0	0.00%	\$300,000
Environmental Monitoring and Mitigation	\$450,000	\$90,865	20.19%	\$359,135
Quality Management and Testing	\$900,000	\$365,659	40.63%	\$534,341
Traffic Control	\$750,000	\$172,806		
Maintenance	\$100,000	\$26,607	26.61%	\$73,393
Incidental Construction (Barriers, Sidewalks, Landscaping, etc)	\$1,900,000	\$0	0.00%	\$1,900,000
Subtotal Construction	\$57,298,000	\$17,018,669	29.70%	\$40,279,331
Bonds, Warranties and Insurance Premiums				
Bonds	\$844,724	\$844,724	100.00%	\$0
Warranties	\$59,421	\$0		
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
Total Development Price	\$70,068,399	\$24,570,802	35.07%	\$45,497,597
NET RMA Costs				
Construction Change Orders/Contingency	\$2,000,000	\$1,006,247	50.31%	\$993,753
Environmental Studies	\$1,500,000	\$0	0.00%	\$1,500,000
Right-of-Way	\$4,947,857	\$2,600,636	52.56%	\$2,347,221
Design Oversight & QA	\$1,650,000	\$768,851	46.60%	\$881,149
Construction Oversight & QA	\$3,850,000	\$750,466	19.49%	\$3,099,534
Toll Integration	\$1,802,189	\$13,564	0.75%	\$1,788,625
Materials Testing Lab	\$574,610	\$35,955	6.26%	\$538,655
TxDOT Offsite/Plant Inspection	\$110,200	\$0	0.00%	\$110,200
Environmental Mitigation (Permit Monitoring, Permit Addendums, SW3P)	\$35,000	\$21,549	61.57%	\$13,451
Environmental Archeology & Dig Testing	\$180,000	\$292,370	162.43%	-\$112,370
Other Project Expenses (stipend, public outreach, etc.)	\$471,000	\$178,342	37.86%	\$292,658
NET RMA Admin Costs	\$1,408,345	\$599,359	42.56%	\$808,986
Finance Costs	\$635,000	\$635,000	100.00%	\$0
Subtotal NET RMA Costs	\$19,164,201	\$6,902,339	36.02%	\$12,261,862
Total Project Costs	\$89,232,600	\$31,473,141	35.27%	\$57,759,459

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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 October 1, 2011, CH2M Hill has submitted costs associated with DBE construction work in the amount of \$ 2,591,455 which equals approximately 31.8% of the total planned DBE expenditures.**



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 web site for the Toll 49 Segment 3B Construction is currently in the design phase with Cypress Interactive. Two beta pages of the new site were complete by the beginning of October. The complete 3B site is scheduled to be functional by the end October.

✓ Press Releases:

A press release was sent out on September 16, 2011 regarding construction at FM 724 and CR 1128. All project public notices have been posted on the NET RMA website (www.netrma.org) in an effort to help keep the public informed on traffic disruption and construction activities.

✓ Letters:

A letter was sent to the Wood-Verner Cemetery Association's caretaker, Mr. Fred Powell, regarding the possible interruption of funeral processions due to the construction at FM 724 and CR 1128.

✓ 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 report period:

- Continued clearing and grubbing, with new work starting just south of SH 110.
- Continued excavation and embankment work.
- Continued construction of large culverts and associated drainage structures.
- Continued construction for bridges underway
- Initial construction tasks for additional bridge locations.

ATTACHMENT A

Toll 49 Segment 3B
Construction Activity Pictures
August thru October 2011



Toll 49 Segment 3B – Dirt work on SH 64 detour



Toll 49 Segment 3B – Dirt work on SH 64 detour



Toll 49 Segment 3B – Asphalt pavement lay down operations on SH 64 detour



Toll 49 Segment 3B –SH 64 detour setting of the concrete traffic barriers



Toll 49 Segment 3B – SH 64 detour set up



Toll 49 Segment 3B –SH 64 Crash Impact Attenuators



Toll 49 Segment 3B – Completed SH 64 Detour under Traffic



Toll 49 Segment 3B – Indian Creek downstream erosion control measures



Toll 49 Segment 3B – Drilling for the foundation shaft at CR 1145 Bridge



Toll 49 Segment 3B –Drilled shaft concrete pour for CR 1145 Bridge



Toll 49 Segment 3B – Column concrete pour at CR 1145 Bridge



Toll 49 Segment 3B – Abutment cap concrete pour finishing up a leveling beaming seat



Toll 49 Segment 3B – FM 724 south embankment for Bridge abutment construction



Toll 49 Segment 3B – Neches 2 looking south towards CR 1145 dirt work



Toll 49 Segment 3B – Neches 2 looking south towards CR 1145 dirt work