

*TOLL 49 SEGMENT 4
PROGRESS REPORT*



*JULY 2016
PROGRESS REPORT NO. 1*

RS&H





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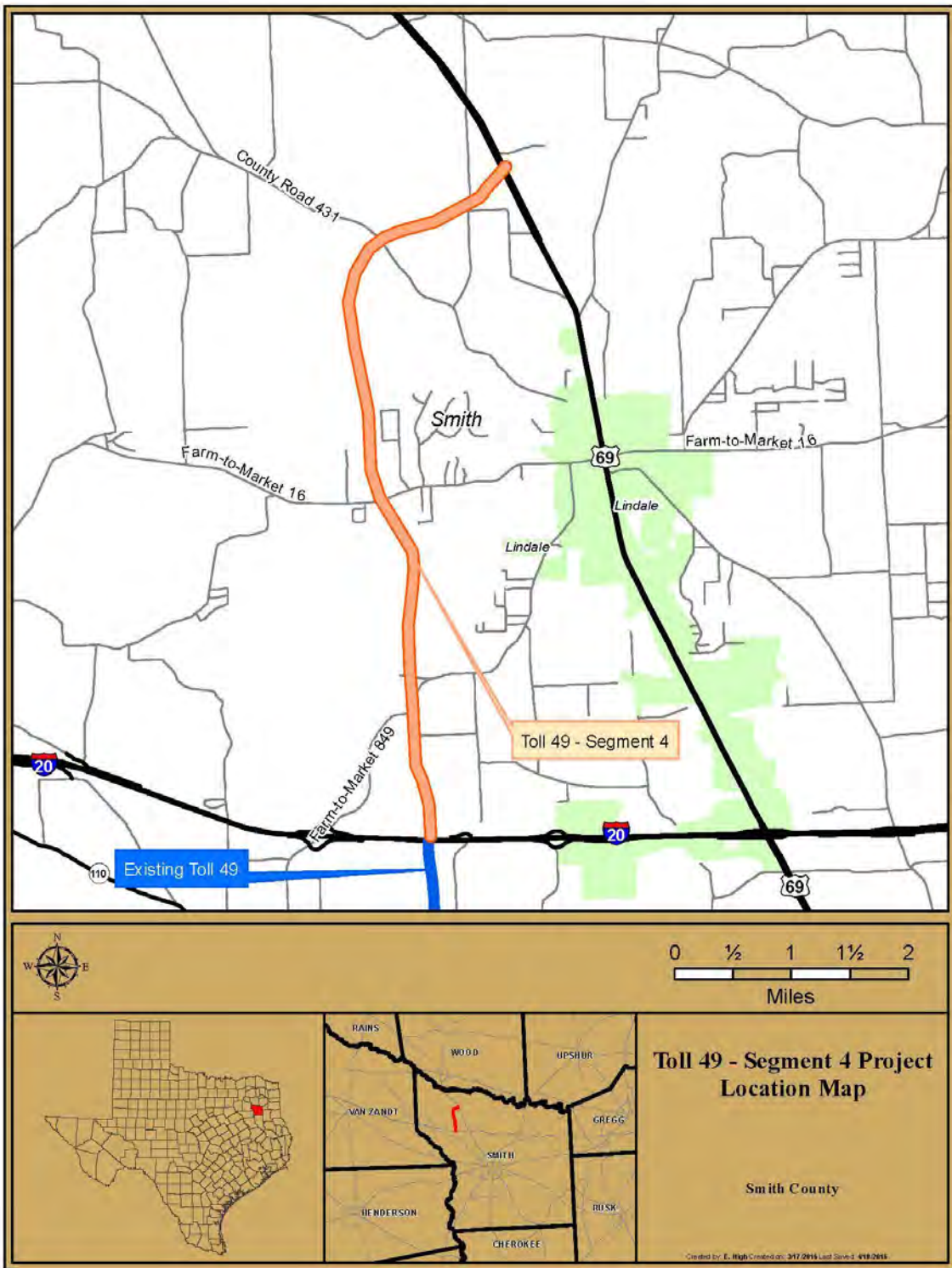
1.1 INTRODUCTION

This report documents and describes the development and construction of the Segment 4 Project during the period from June 1, 2016 to July 2, 2016. This Project is being developed and constructed by the North East Texas Regional Mobility Authority (“the Authority”). The Segment 4 Project is funded by Series 2016A Senior Lien bonds, and funds committed by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT).

1.2 PROJECT DESCRIPTION

The Segment 4 Project extends along new alignment from US 69 in the City of Lindale south to IH 20, north of the City of Tyler in Smith County, Texas. The Segment 4 Project connects with Toll 49 Segment 3B, extending Toll 49 by a length of approximately 6.6 miles. The Segment 4 Project consists of an interim two-lane access controlled tollway with grade separations at major cross streets, and toll collection facilities. The interim two-lane facility may be expanded to its ultimate four-lane configuration as traffic demand warrants and funding sources are identified in the future. The Segment 4 Project includes the construction of an at grade intersection at US 69, a diamond interchange including access ramps at FM 16, access ramps south of SH 110, and a three level interchange at IH 20. Continuous access/frontage roads will not be constructed as part of the Segment 4 Project.

FIGURE 1 - Project Location Map



1.3 DEVELOPMENT ACTIVITIES

In June, the Authority made substantial progress in right-of-way acquisition. Per the terms of the Segment 4 Contract, the Authority was obligated to acquire, or acquire access rights to, nine parcels on the north end of the project as a condition of issuing construction notice to proceed (NTP). This includes parcels 202, 213, 214, 215, 216, 217, 218, 219, and 220. The Authority has closed on six of these parcels and taken possession of the remaining three priority parcels by making deposits with the Smith County Court as part of the eminent domain process.

TABLE 1: Right-Of-Way Parcel Status

Parcel	Acreage	Estimated Acquisition	
		Date	Status
202	3.93	NTP	Closed
203	1.44	Acquired	Closed
204	0.73	NTP + 75 Days	Contractor to avoid impacts to structure
205	0.52	NTP	Projected July 15th Closing
206	2.42	NTP	Closed
207	0.40	NTP	Closed
208	7.03	NTP + 75 Days	Parcel accessible to Contractor July 8 The Authority has taken possession
209	12.47	15-Jul-16	Parcel is accessible to Contractor
210	0.84	15-Jul-16	Projected July closing, pursuing access agreement The Authority has taken possession
213	39.13	NTP	Parcel is accessible to Contractor
214	9.95	NTP	Closed
215	36.64	NTP	The Authority has taken possession Parcel is accessible to Contractor
216	28.31	NTP	The Authority has taken possession Parcel is accessible to Contractor
217	8.39	NTP	Closed
218	5.61	NTP	Closed
219	21.01	NTP	Closed
220	1.35	NTP	Closed
221	5.69	NTP + 30 Days	Projected July 15th Closing
222	2.46	NTP + 30 Days	Closed
223	0.13	NTP + 30 Days	Closed
224	0.17	NTP + 30 Days	Closed
225	0.04	NTP + 30 Days	Closed

Parcel	Acreage	Estimated Acquisition	
		Date	Status
226	11.63	NTP + 30 Days	Projected July closing, pursuing access agreement
227	3.18	NTP + 60 Days	Closed
229	22.23	NTP + 60 Days	Closed
230	3.22	NTP + 60 Days	Projected late August closing
231	4.25	NTP + 60 Days	Closed
232	14.47	NTP + 60 Days	Closed
233	1.52	NTP + 60 Days	Closed
235	0.85	NTP + 60 Days	Closed
236	9.71	NTP + 60 Days	Closed
237	0.41	NTP + 60 Days	Closed
238	22.66	NTP + 60 Days	Condemnation hearing scheduled for August 15th
239	1.04	NTP + 60 Days	Condemnation hearing scheduled for August 15th
240	13.39	NTP + 60 Days	Condemnation hearing scheduled for July 26th
241	0.36	NTP + 60 Days	Projected late July 15th Closing
242	11.04	NTP + 60 Days	Projected late August closing
243	9.16	NTP + 60 Days	Closed
244	19.14	NTP	Closed
245	5.81	NTP	Closed
246	0.10	NTP + 30 Days	Closed
247	0.07	NTP + 60 Days	Condemnation hearing scheduled for July 26

The Authority has initiated the adjustment of all of the privately-owned utilities impacted by the Segment 4 Project. Relocation design and construction will be performed by the utility owners with 100% reimbursement from the Authority. The Authority has executed relocation agreements with eight of the eleven privately owned utilities impacted by the Segment 4 Project and has issued NTP for the relocation of these facilities. The Authority anticipates executing relocation agreements with the three remaining utilities by the end of July and anticipates completing all private utility relocations within the timeframes specified in the Segment 4 Contract.

TABLE 2: Utility Relocation Status

Utility Company	Estimated Relocation Completion Date	Status
AT&T (SBC)	NTP +120	Utility agreement executed 3-29-2016 Relocation NTP issued 6-24-2016
CenterPoint Energy	NTP+120	Utility agreement executed 3-22-2016 Relocation NTP issued 6-24-2016
City of Lindale	N/A	Webber to relocate as part of construction
Crystal Systems Water	N/A	Webber to relocate as part of construction
East Texas Electric Cooperative	1-Jan-17	Utility agreement executed 1-21-2016 Relocation NTP issued 6-24-2016
Enbridge	No conflict	No conflict identified, no relocation
Gulf South	NTP+90	Pre-agreement executed Full utility agreement anticipated in July
Lindale Rural WSC	N/A	Webber to relocate as part of construction
MHM Pipeline	Relocation will begin 2 week after clearing	Utility agreement anticipated in July
Oncor Electric Delivery (Distribution)	NTP + 90 to 120 Days	Utility agreement executed 5-4-2016 Relocation NTP issued 6-24-2016
Oncor Electric Delivery (Transmission)	1-Nov-16	Utility agreement executed 3-24-2016 Relocation NTP issued 6-24-2016
Peoples Telephone Cooperative	NTP + 0 to 60 Days	Utility agreement executed 1-20-2016 Relocation NTP issued 6-24-2016
SuddenLink	NTP + 150 Days	Utility agreement anticipated in July
Wood County Electric	NTP +110 Days	Utility agreement executed 2-8-2016 Relocation NTP issued 6-24-2016
Zayo	NTP +150 Days	Utility agreement anticipated in July

1.4 PROGRESS PHOTOS

1.4.1 Field Office Setup

As part of their mobilization activities, the Contractor has completed the setup of the construction Field Office on the north end of the project near US69.



Field office exterior



Field office interior

1.4.2 Work Zone Signage

In anticipation of major construction activities beginning upon issuance of NTP, the Contract has placed advanced warning signs at major cross streets, along Toll 49, and along I-20 throughout the project site.



Work zone signage along US69



Work zone signage along CR 431



Work zone signage at I-20



Work zone signage along Toll 49

1.4.3 Earthwork

In late June, the contractor began clearing activities at a sand pit on the north end of the project. This pit will provide a location to deposit excess excavation material.



Clearing equipment



Clearing activities at sand pit

1.5 PROGRESS NARRATIVE

Construction Notice to Proceed was issued to the Contractor on July 2, 2016. As the construction progress, this section will be updated to reflect current progress.

TABLE 3: Construction Progress

Construction Activity	Percent Complete
Mobilization	0%
Traffic Control	0%
Earthwork	0%
Drainage	0%
Sub-base and Base Course	0%
Pavement	0%
Structures	0%
Pavement Markings and Signals	0%
Environmental	0%

1.6 FINANCIAL SUMMARY

Table 5 shows the overall financial status for the Toll 49 Segment 4 project through June 2016. The original budget established for the Project and the expenditures to date are provided. An estimated cost remaining and an estimate at completion are also provided.

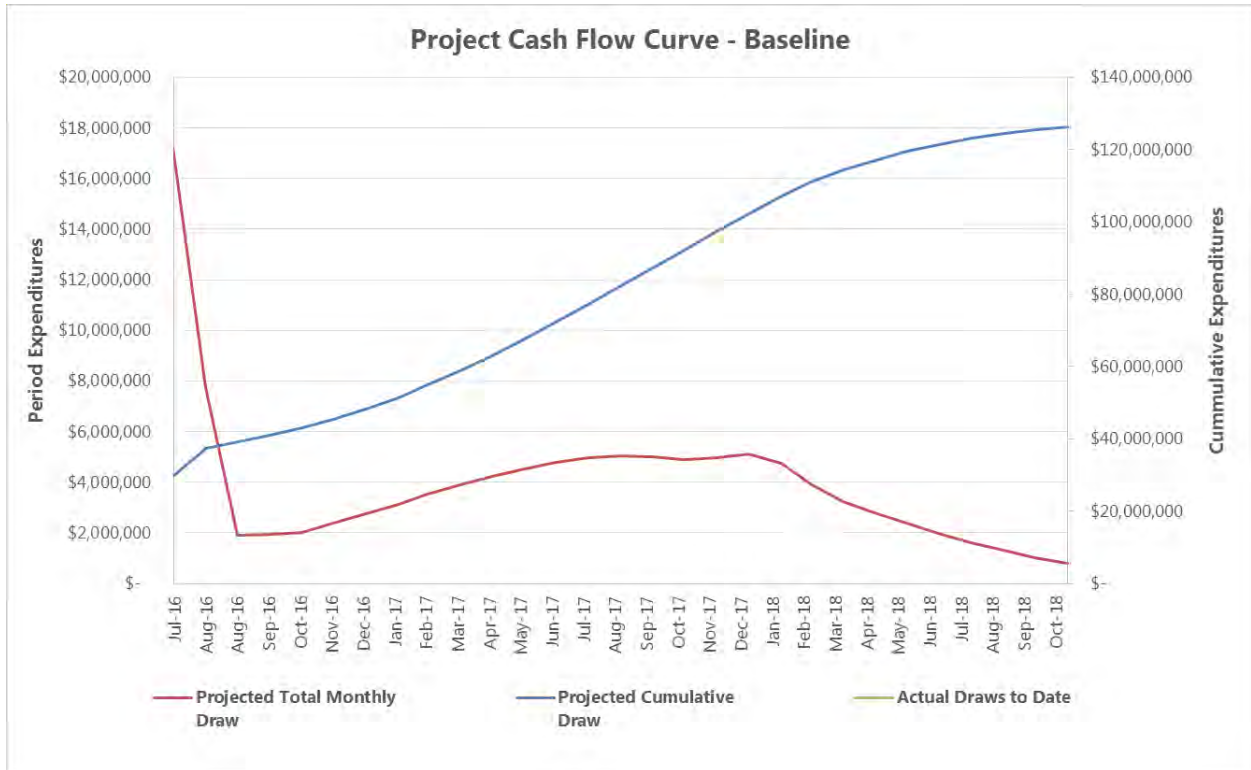
TABLE 4: Financial Status Summary

Project Description	Original Cost Estimate (\$)	Expenditures to Date (\$)	Estimated Remaining Cost (\$)	Estimate at Completion (\$)
Toll 49 Segment 4	\$126,220,000	\$12,283,854.62	\$113,936,145.38	\$126,220,000

Note: These costs include Traffic & Revenue studies costs, ROW survey and mapping costs, Final Engineering costs, Utility Relocation costs, Oversight costs, Construction (including GEC costs), and contingencies.

1.6.1 Project Cash Flow Curve – Baseline

FIGURE 2: PROJECT CASH FLOW CURVE - BASELINE



1.7 CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of the Project.

Original Contractor Amount:	\$68,700,000
Authorized Changes (Change Order and/or Amendments):	
Change Order #1 ¹	\$0.00
	\$0.00
Current Authorized Contract Amount:	\$68,700,000
Previous total of Contractor Payments:	\$0.00
	\$0.00
Total Amount Paid To-Date:	\$0.00
Retainage withheld:	\$0.00
Approved Amount for work completed (through Draw 0):	\$0.00
	\$0.00
Amount remaining for work to be completed:	\$68,700,000
Total Percent of Budget Expended though July 1, 2016:	0.00%

Footnotes:

1. Change Order number 1 did not result in a change in price

1.7.1 Summary of Change Orders This Reporting Period

Change Order #1 was approved and executed by the Authority during the reporting period. The scope of work for this change order included the revision two parcel acquisition dates from July 1, 2016 to July 15, 2016. There was no change in construction price associated with this change order.

1.9 DBE STATUS

The Contractor is required to meet the Disadvantage Business Enterprise (DBE) goal of 6% for the Segment 4 Project. The Contractor's proposed commitment to date is 6.01%. This represents anticipated subcontracts with the following firms: Rambo Contracting INC (culverts, inlets, headwalls, and wing walls), Odum Services LP (metal beam guard fence and guard rail), Texas Environmental Management (stormwater pollution prevent plans and erosion control), MCL Contracting rebar tying), and Indus Construction LP (substructures).

The Contractor has proposed costs associated with DBE development work in the amount of \$4,125,600.00 which equals 6.01% to date of the original contract value. This amount slightly exceeds the contractual DBE goal of 6%.

FIGURE 3: DBE STATUS



1.10 COMPREHENSIVE ENVIRONMENTAL PROTECTION PROGRAM

In accordance with the terms of the Environmental Record of Decision (ROD) and contract requirements, the Contractor was required to develop and implement a Comprehensive Environmental Protection Program (CEPP) applicable throughout the duration of construction to establish the approach, requirements and procedures to be employed to protect the environment. The CEPP shall include the following component parts:

- » Environmental Management System
- » Environmental Compliance and Mitigation Plan
- » Environmental Protection Training Plan
- » Hazardous Materials Management Plan
- » Communication Plan
- » Construction Monitoring Plan
- » Recycling Plan

The contractor submitted this CEPP to the Authority for review and approval June 22, 2016. Following review and approval of this plan, the section will be updated to include important metrics achieved during the reporting period.

APPENDIX A: AERIAL PHOTOGRAPHS (JUNE 2016)



FIGURE 4: PROJECT AREA AT IH 20



FIGURE 5: PROJECT AREA BETWEEN IH 20 AND FM 849



FIGURE 6: PROJECT AREA AT EXISTING FM 849



FIGURE 7: PROJECT AREA SOUTH OF FM 849



FIGURE 8: PROJECT AREA DAVIS BRANCH TRIBUTARY



FIGURE 9: PROJECT AREA BETWEEN DAVIS BRANCH AND FM 16



FIGURE 10: PROJECT AREA AT FM 16



FIGURE 11: QUARRIES NORTH OF FM 16



FIGURE 12: PROJECT AREA BETWEEN FM 16 AND CR 431



FIGURE 13: PROJECT AREA SOUTH OF CR 431



FIGURE 14: PROJECT AREA AT CR 431



FIGURE 15: PROJECT AREA NORTH OF CR 431



FIGURE 16: PROJECT AREA AT CR 4118



FIGURE 17: PROJECT AREA AT US 69