Phase I

Significant operations furthered construction on the project over the last month. This report covers the construction progress through the period ending October 25, 2012. Concrete was placed at the remaining sections of the west to south and west to north direct connectors. This completed the construction of all bridge deck units. Milling and excavation operations in preparation for the reconstruction of the existing US 290 mainlanes progressed, and concrete paving for the future US 290 mainlanes was completed. Bridge railing and pilasters were constructed, and sections of rock rip-rap were placed at locations throughout the Project. Grooving operations on bridge decks continue. Additionally, maintenance of traffic and erosion control efforts continue on a monthly basis.

*The north to east direct connector after striping and signing has been installed*

[Taken November 30, 2012]
**Phase II**

Central Texas Mobility Constructors, LLC (CTMC) has substantially completed the design efforts for Phase II of the Manor Expressway Project. CTMC is currently completing the few outstanding design elements that include: completing the geotechnical report, completing and addressing comments to various retaining wall analyses, and completing the toll system details. The aforementioned list of items does not currently impact the critical path of the Project, and will be completed prior to construction of those elements. Accordingly, CTMC’s focus is on construction of the Interim Development Work [that portion of the corridor which will provide grade-separated intersections at Tuscany Way and Springdale Road]. During the reporting period, CTMC’s focus has been on construction of the westbound frontage road from Springdale Road to Chimney Hill Boulevard, construction of the eastbound mainlanes from Tuscany Way to Springdale Road, and construction of the westbound mainlanes from the US 183 interchange to Tuscany Way. CTMC has also progressed construction of the new westbound frontage road bridges at Walnut Creek and Tributary #5 to Walnut Creek; CTMC has poured the deck slabs on both of these bridges. CTMC has also continued construction of the westbound frontage road to westbound mainlane ramp structure at Tributary #5 to Walnut Creek. During the reporting period, CTMC set the beams on this structure. CTMC continues to progress retaining walls and drainage structures within the Interim Development Work. CTMC has installed coping and pilasters on the mainlane and westbound frontage road retaining walls within the Interim Development Work. CTMC has completed many of the drainage structure systems within the Interim Development Work; however, portions of drainage system “D” remain to be completed. CTMC has commenced construction of the tolling infrastructure for the Interim Development Work. CTMC has completed the construction of the columns for the eastbound ramp toll gantry (Ramp #4), and has commenced construction of the columns for the westbound ramp toll gantry (Ramp #3). In addition to the Interim Development Work, CTMC has continued construction toward the east end of the Project between Decker Lane and the eastern terminus of the Project. CTMC continues earthwork operations in this area, and has continued construction of substructure elements of the eastbound and westbound mainlane bridges at SH 130, as well as the westbound frontage road bridge at Tributary 1C to Gilleland Creek (located just east of Parmer Lane).

The utility adjustments necessary for the construction of the Interim Development Work have been completed; however, CTMC continues to coordinate with utility owners for the adjustment of their facilities in the areas outside of the Interim Development Work. CMTC also continues to construct the utility joint trench throughout the Project, which is necessary for the adjustment of several utilities.

CTMC’s focus over the next reporting period will be completion of the eastbound mainlanes within the Interim Development Work so that the eastbound facility can be opened to traffic by the first week in December. Construction on the westbound mainlanes will also continue with the goal of opening the westbound mainlanes to traffic in January 2013.
SUMMARY OF DEVELOPMENT ACTIVITIES

Phase I Summary

A summary of construction activities completed to date by Webber and its subcontractors through October 2012 includes:

Webber, LLC

- Constructed 58 footings to date (of 58 total)
- Constructed 117 columns to date (of 117 total)
- Constructed 51 column capitals to date (of 51 total)
- Constructed 88 bent caps to date (of 88 total)
- Erected 67 spans of concrete beams to date (of 67 spans total)
- Erected 19 spans of steel girders to date (of 19 spans total)
- Poured 33 bridge deck units to date (of 33 total)
• Completed the concrete pavement for sections of the US 290 main lanes.
• Completed placement of T501 rail on bridge decks.
• Completed construction of Eastbound and Westbound toll plazas

*McKinney Drilling Company*
• Placed drill shafts for sign and illumination structures

*Indus Construction*
• Continued the placement of reinforcing steel for concrete paving
• Continued tying reinforcing steel for drill shaft cages

*EBC Construction*
• Continued installation of the permanent drainage at mainlanes and frontage road pavements and at direct connector approaches

*F&W Electric*
• Continued installation of conduits and ground boxes for highway illumination and intelligent transportation systems, including for the toll plazas
• Began placing drill shafts, foundations and elements of sign and high mast illumination structures

*Highway Technologies*
• Installed and maintained traffic control signage
• Began striping throughout project

*JD Ramming*
• Continued miscellaneous paving operations

*Panther Creek Transportation, Inc.*
• Miscellaneous material hauling

*Rice Environmental*
• Installed and maintained erosion control measures/devices
• Installed Metal beam Guard fence at various locations

*Masterpiece Grinding & Grooving*
• Continued grooving various locations of completed bridge deck and approach slab paving

*S&S Painting*
• Began painting of completed structures throughout project
• Began application of concrete surface treatment to bridge decks slabs and traffic rail

Pictures of recent construction activities are provided in Attachment A.
Phase II Summary

A summary of Project development activities under progress by CTMC and its subconsultants and subcontractors through October 2012 includes:

Project Development Activities:

*Central Texas Mobility Constructors, LLC (CTMC)*
- Submitted Draw Request #1 and updated schedule for Mobility Authority review

*Michael Baker Jr., Inc.*
- Continued work on geotechnical reports for retaining walls
- Responded to construction submittals and Requests for Information from construction crews

*CSJ Engineering Associates, LLC*
- Continued coordination with impacted utility owners

*Raba Kistner*
- Conducted four (4) environmental training sessions
- Conducted daily environmental monitoring
- Performed Best Management Practices (BMP) inspections
- Prepared weekly environmental monitoring reports
- Updated Hazardous Materials Management Plan
- Prepared third quarter 2012 Sustainability Initiatives Report
- Coordinated with TCEQ on preparation of agency report for hydraulic fluid release

Project Construction Activities:

*Central Texas Mobility Constructors, LLC (CTMC)*
- Completed earthwork excavation and embankment activities for the eastbound mainlanes and westbound frontage road within the Interim Development Work
- Continued earthwork excavation and embankment activities for westbound mainlanes within the Interim Development Work
- Commenced earthwork excavation and embankments activities for the eastbound mainlanes from Tributary #5 at Walnut Creek to Chimney Hill Boulevard
- Commenced earthwork and excavation activities on eastbound frontage road from Arterial “A” to Decker Lane
- Commenced earthwork and excavation activities on the eastbound and westbound mainlanes from Decker Lane to Parmer Lane
- Completed concrete pavement on the eastbound mainlanes from Tuscany Way to Tributary #5 to Walnut Creek
• Completed concrete pavement at the Ramp #4 (the eastbound ramp toll gantry)
• Continued erection of wall panels for retaining walls S1-04, S1-06, S1-08, S1-14, S1-15, and S2-01
• Completed erection of wall panels, and installed coping for retaining walls S1-01, S1-02, S1-03, S1-05, S1-07, S1-09, and S1-17
• Installed aesthetic pilasters on retaining walls S1-03, S1-04, and S1-17
• Poured deck slab on westbound frontage road bridge at Tributary #5 to Walnut Creek
• Poured approach slabs for westbound frontage road bridges at Tributary #5 to Walnut Creek and at Walnut Creek
• Poured caps for ramp bridge at Tributary #5 to Walnut Creek
• Set beams on ramp bridge at Tributary #5 to Walnut Creek
• Poured caps and capitals for the westbound mainlane bridges at Tuscany Way and Springdale Road
• Set beams on the westbound mainlane bridges at Tuscany Way and Springdale Road
• Continued installation of box culverts for drainage systems A, B1, B2, and D
• Installed ILS parking and foundation pad for eastbound toll gantry at Ramp #4
• Completed columns for westbound toll gantry at Ramp #3

_AH Baker_

• Continued earthwork excavation and embankment on the westbound frontage road from SH 130 to the eastern terminus of the Project
• Continued earthwork excavation and embankment on the eastbound and westbound mainlanes from Decker Lane to Parmer Lane

_McKinney Drilling_

• No work performed during this reporting period

_CAPITAL EXCAVATION_

• Poured deck slab for westbound frontage road bridge at Walnut Creek
• Set overhand and panels for westbound frontage road bridge at Walnut Creek
• Poured bridge sidewalk for westbound frontage road bridge at Walnut Creek
• Installed capitals and caps on the eastbound and westbound mainlane bridge structures at SH 130
• Set overhand and panels on the westbound frontage road bridge at Tributary 1C to Gilleland Creek

_Ramming Paving_

• Placed prime coat and bond breaker on the eastbound and westbound mainlanes between the US 183 interchange and Tuscany Way
• Placed prime coat and bond breaker on the westbound frontage road between Tributary #5 to Walnut Creek and Chimney Hill Boulevard
• Placed prime coat and bond breaker on the eastbound mainlanes between Tuscany Way and Tributary #5 to Walnut Creek
• Placed hot mix asphalt concrete (HMAC) on the westbound frontage road between Springdale Road and Chimney Hill Boulevard

**MasTec**
• Continued installation of the joint utility duct bank

**Raba Kistner**
• Conducted quality training sessions
• Performed construction quality control (CQC) hold point inspections for embankment, drainage, bridge structures, retaining walls, pavement, and utility activities
• Held pre-activity meetings for construction operations
• Performed quality control material sampling and testing for early break cylinders for structures; coring strength samples for cement stabilized subgrade; dynamic cone penetrometer tests on cement stabilized subgrade; sulfate, PI, and resilient modulus testing on pavement subgrade
• Maintained log of non-conformance reports (NCRs)

**Panther Creek Transportation, Inc.**
• Continued hauling operations from borrow sites to Project site

**Breda Company**
• Furnished and tied rebar for bridge structures

**Levy Company**
• Installed ITS duct bank for the Interim Development Work
• Installed drilled shafts for toll gantries at Ramps #3 and #4

**ID Guerra**
• Continued installation of culverts for drainage systems F, H, M, R, O, J, S, and T

**Texas Highway Walls**
• Installed wall panels for Walls S3-01, S3-02, and S3-03

**Highway Technologies**
• Applied temporary striping on the westbound frontage road between Springdale Road and Chimney Hill Boulevard

**Scott Derr**
• Installed concrete surface treatment on the westbound frontage road bridges at Walnut Creek and Tributary #5 to Walnut Creek
Penhall Company

- Installed concrete surface treatment on the westbound frontage road bridges at Walnut Creek and Tributary #5 to Walnut Creek

Pictures of recent construction activities are provided in Attachment B.
Phase I Progress through October 2012

Based on the assessment of the Phase I Contractor’s activities and progress, a summary of the construction progress achieved on work tasks through the period ending October 25, 2012 is provided in Table 1.

<table>
<thead>
<tr>
<th>Construction Tasks</th>
<th>% Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excavation/Embankment</td>
<td>98</td>
</tr>
<tr>
<td>Drilled Shafts</td>
<td>100</td>
</tr>
<tr>
<td>Structure Footings</td>
<td>100</td>
</tr>
<tr>
<td>Structure Columns</td>
<td>100</td>
</tr>
<tr>
<td>Structure Column Capitals</td>
<td>100</td>
</tr>
<tr>
<td>Structure Bent Caps</td>
<td>100</td>
</tr>
<tr>
<td>Concrete Beams</td>
<td>100</td>
</tr>
<tr>
<td>Steel Girders</td>
<td>100</td>
</tr>
<tr>
<td>Bridge Deck</td>
<td>100</td>
</tr>
<tr>
<td>Asphalt Paving</td>
<td>98</td>
</tr>
<tr>
<td>Concrete Paving</td>
<td>100</td>
</tr>
<tr>
<td>Electrical/Lighting/Signing</td>
<td>87</td>
</tr>
<tr>
<td>Toll Structures</td>
<td>100</td>
</tr>
</tbody>
</table>

Change Order #10, which has been executed by both Webber, LLC and the Mobility Authority, contractually incorporates a revised substantial completion date of July 28, 2012. Due to additional days granted for closures related to holiday traffic, the current contractual substantial completion date is August 3, 2012. The Phase I Contractor’s newly developed project schedule indicates substantial completion of Phase I of the Manor Expressway Project by the end of November 2012; accordingly, the Phase I project is currently reporting to be approximately 113 days behind schedule. However, after assessing the outstanding work to be completed prior to opening the facility to traffic, Atkins believes that Webber, LLC will achieve substantial completion in December 2012. The construction delays to date will not impact the scheduled date for commencement of toll revenue collection. Based on Change Order #10, October 25, 2012 represents contract chargeable revenue day 757.

Phase I Draw Requests & Payments

Draw Request #26, which includes expenditures from June 26th through July 25th, 2012, has been approved and submitted to the CTRMA to be processed for payment in the amount of $774,153.08. Webber, LLC has submitted Draw Request #27 which includes expenditures from July 26, 2012 through August 25, 2012; this draw request is currently under review by the General Engineering Consultant, Atkins, and has not yet been submitted to the Mobility Authority.
Phase II Progress through October 2012

CTMC submitted progress with their draw request for the period ending October 25th, 2012. 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 2.

CTMC submitted their schedule with their draw request for the period ending October 25th, 2012. CTMC’s schedule indicates substantial completion of the Interim Development Work on December 30, 2012, approximately nine weeks behind schedule with the current contract requirement. The construction delays currently indicated in CTMC’s schedule will not impact the scheduled date for commencement of toll revenue collection. Atkins acknowledges that this schedule is aggressive, but CTMC’s progress over the last two months indicates that this schedule is achievable. CTMC’s latest schedule indicates substantial completion of the entire Development Work on February 7, 2014, on schedule with the current contract requirement. As of October 25, 2012, there were 3 days remaining until Interim Development Work contractual substantial completion and 471 days remaining until contractual substantial completion for the Project. CTMC has used 99.6% of the days allotted in the contract for the Interim Development Work, and has used 50.8% of the days allotted in the contract for the entire Development Work.

Table 2 – Phase II Development Progress

<table>
<thead>
<tr>
<th>Development Tasks</th>
<th>% Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Design</td>
<td>99%</td>
</tr>
<tr>
<td>Utility Coordination</td>
<td>92%</td>
</tr>
<tr>
<td>Earthwork</td>
<td>37%</td>
</tr>
<tr>
<td>Utility Relocation</td>
<td>43%</td>
</tr>
<tr>
<td>Pavement</td>
<td>13%</td>
</tr>
<tr>
<td>Structures (Bridges and Retaining Walls)</td>
<td>40%</td>
</tr>
<tr>
<td>Drainage</td>
<td>27%</td>
</tr>
<tr>
<td>Lighting, Signing, Striping, and Signals</td>
<td>4%</td>
</tr>
<tr>
<td>Toll Facility Infrastructure</td>
<td>5%</td>
</tr>
<tr>
<td>Incidental Construction (Barriers, Sidewalks, Landscaping)</td>
<td>5%</td>
</tr>
</tbody>
</table>

Phase II Draw Requests & Payments

Draw Request #16, which includes expenditures through September 25, 2012 has been paid to CTMC. The amount requested and approved for payment for Draw Request #16 was $6,275,800.66. Draw Request #17, which includes expenditures through October 25, 2012, has been reviewed by the General Engineering Consultant, Atkins; this draw request has been submitted to the Mobility Authority for processing. The amount requested in Draw Request #17 is $6,859,488.76.
PROJECT FINANCIAL STATUS

Manor Expressway Project Financial Summary

Table 3 shows the overall financial status for the Manor Expressway Project through October 2012. The original budgets established for the Project along with the expenditures to date are provided. An estimated cost remaining and an estimate at completion are also provided. The Manor Expressway Project is currently projected to be under budget.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Original Cost Estimate ($)</th>
<th>Expenditures to Date ($)</th>
<th>Estimated Remaining Cost ($)</th>
<th>Estimate at Completion ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost (Phases I and II)</td>
<td>426,434,773</td>
<td>228,799,104</td>
<td>170,941,820</td>
<td>399,740,925</td>
</tr>
</tbody>
</table>

Note: These costs include Traffic & Revenue analyses costs, Final Engineering costs, Right of Way costs, Utility Adjustment costs, Construction costs, Toll & ITS costs, GEC costs, Legal costs, and contingencies.
Phase I Construction Financial Status

The following summary provides the financial status of the Phase I Project.

Original Webber Contract Amount \(^{(1)}\): \$ 52,575,545.77

**Authorized Changes (Change Order and/or Amendments):**

- Change Order No. 1 \(^{(1)}\): \$ 148,122.16
- Change Order No. 2 \(^{(1)}\): \$ 265,306.88
- Change Order No. 3 \(^{(1)}\): \$ 10,000.00
- Change Order No. 4 \(^{(1)}\): \$ 84,710.32
- Change Order No. 5 \(^{(1)}\): \$ 84,247.76
- Change Order No. 6 \(^{(1)}\): \$ 96,000.00
- Change Order No. 7 \(^{(1)}\): \$ 38,039.37
- Change Order No. 8 \(^{(1)}\): \$ 182,541.99
- Change Order No. 9 \(^{(1)}\): \$ 56,217.67
- Change Order No. 10 \(^{(1)}\): \$ (71,819.11)

**Contractually Authorized Additional Quantity Payments:**

- Special Measurement Items: Drilled Shafts, excavation/embankment, Flex Base \(^{(1)}\): \$ 432,547.11

**Current Authorized Contract Amount:** \$ 53,901,459.92

**Previous Total of Webber Payments:** \$ 47,605,232.37

- Amount of Webber Draw Request #26 for July 2012 efforts \(^{(2)}\): \$ 774,153.08

**Total Amount Paid To-Date:** \$ 48,379,385.45
- Retainage withheld: \(^{(3)}\) \$ 0.00
- Approved Amount for work completed (through Draw #26): \$ 48,379,385.45

**Amount remaining for work to be completed:** \$ 5,522,074.47

**Total Percent of Budget Expended through July 2012:** 89.75%

Footnotes:

- \(^{(1)}\) Information presented in previous Monthly/Quarterly Reports.
- \(^{(2)}\) Draw Request #27 (in the amount of $1,008,558.53) for the month of August is currently under review by Atkins.
- \(^{(3)}\) Retainage to be withheld only after 95% of the adjusted contract price has been paid.

**Summary of Phase I Change Orders This Reporting Period**

No new Change Orders have been approved during the reporting period.
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

Authorized Changes (Change Order and/or Amendments):
Allowable Dispute Resolution Board Expenses (1) $10,544.00
No Executed Change Orders to Date $0.00

Current Authorized Contract Amount: $207,308,403.00

Previous Total of CTMC Payments: $77,449,291.44

Amount of CTMC Draw Request #16 for September 2012 effort (2) $6,275,800.66
Total Amount Paid To-Date: $83,725,092.10
Retainage withheld: (3) $0.00
Approved Amount for work completed (through Draw #16): $83,725,092.10

Amount remaining for work to be completed: $123,583,310.90
Total Percent of Budget Expended through September 2012: 40.39%

Footnotes:

(1) 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.

(2) Draw Request #17 has been submitted to the Mobility Authority for processing.

(3) Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Phase II Change Orders This Reporting Period

There have been no Change Orders approved for Phase II of the Manor Expressway Project.
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.

The public involvement team continues to utilize the following tools for outreach and public information:

- The project hotline: 512-684-3252
- Twitter
- SMS Bulk Text
- The project website: www.ManorExpressway.com

Public involvement activities for Phase 1 of the Manor Expressway Project were focused on lane closure notices posted on the project website, via the project Twitter and SMS Bulk Texting
accounts, and distributed via email to a stakeholder list. Group Solutions RJW continues to participate in weekly team meetings to report stakeholder communications and keep informed of construction developments.

Public Involvement activities for Phase II of the Manor Expressway Project were focused on outreach to neighborhood associations and area businesses. Group Solutions RJW conducted outreach with Chimney Hills neighborhood association, Chimney Hills North Townhomes HOA, Walnut Creek neighborhood association, and Hidden Creek Apartment Community. Additionally, Group Solutions RJW met with the Harris Branch homeowners association regarding potentially disrupted plantings in their neighborhood due to construction activities. Group Solutions RJW also attended the Manor Chamber of Commerce meeting.
ATTACHMENT A

Manor Expressway Phase I Project
Construction Pictures
November 2012
Painted columns on the south to east direct connector
(Looking West)
(Taken 10/4/2012)
Placement of T501 Rail on west to south Direct Connector
(Looking North)
(Taken 10/12/2012)
Completed Westbound Toll Plaza
(Taken 10/24/12)
(Looking West)
ATTACHMENT B

Manor Expressway Phase II Project
Construction Pictures
November 2012
Excavation for the westbound frontage road west of Harris Branch Parkway
(Looking East)
(Taken 10/29/2012)
Installation of Box Culvert “D” near Springdale Road
(Looking North)
(Taken 10/29/2012)
Installation of Box Culvert “K” and excavation for the eastbound frontage road near Harris Branch Parkway
(Looking East)
(Taken 10/29/2012)
Construction of the Ramp #3 bridge and toll gantry
(Looking East)
(Taken 10/29/2012)
Erection of MSE Wall Panels for Walls S2-09 and S2-10 at Arterial “A”
(Looking Northwest)
(Taken 10/29/2012)
Placement of reinforcing steel for the eastbound mainlane pavement near Tuscany Way
(Looking East)
(Taken 10/29/2012)
Westbound mainlane pavement west of Tuscany Way
(Looking West)
(Taken 10/29/2012)
ATTACHMENT C

Manor Expressway Project
Contingency Tracking
## Manor Expressway Project | Contingency Balance Sheet

**PROJECT CONSTRUCTION CONTINGENCY** $5,200,000

### APPROVED ITEMS

<table>
<thead>
<tr>
<th>Executed Change Orders</th>
<th>Approved Other Items</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Executed Change Orders</strong></td>
<td><strong>Approved Other Items</strong></td>
</tr>
<tr>
<td>CO#01 Added 3x5 Rock to Pavement Section</td>
<td><strong>Subtotal Executed Change Orders</strong> $93,367</td>
</tr>
<tr>
<td>CO#02 Double left turn at Tuscany Wey</td>
<td>Special Measurement Items (Drilled Shafts, Excavation, Embankment)</td>
</tr>
<tr>
<td>CO#03 Partnering Costs</td>
<td>$432,547</td>
</tr>
<tr>
<td>CO#04 Work Zone Speed Zone Revisions</td>
<td>Subtotal Other Items $432,547</td>
</tr>
<tr>
<td>CO#05 Retaining Wall Revisions</td>
<td>Subtotal Approved Items $1,325,914</td>
</tr>
<tr>
<td>CO#06 Addition of Peace Officers and Lane Rentals</td>
<td></td>
</tr>
<tr>
<td>CO#07 Drilled Shaft Capacity Mitigation</td>
<td></td>
</tr>
<tr>
<td>CO#08 Inclusion of Warm Mix Asphalt Paving</td>
<td></td>
</tr>
<tr>
<td>CO#09 Traffic rail; high-mast lighting elements; increased mobilization; increased traffic detour, etc.</td>
<td></td>
</tr>
<tr>
<td>CO#10 Revised wiring for high mast light; rock riprap additions; toll plan revisions; temporary attenuator for Manor Rd exit; drop inlet revisions; additional asphaltic concrete; additional TSOI barrier rail</td>
<td></td>
</tr>
</tbody>
</table>

### ITEMS UNDER NEGOTIATION or ESTIMATED

<table>
<thead>
<tr>
<th>Potential Change Orders or pending more information</th>
<th>Other Items</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Potential Change Orders or pending more information</strong></td>
<td>Subtotal Other Items $0</td>
</tr>
<tr>
<td>None at this time</td>
<td></td>
</tr>
<tr>
<td>Subtotal Potential Change Orders $0</td>
<td></td>
</tr>
</tbody>
</table>

### Notes

1. **CO #11 being negotiated**

### Subtotal Items Under Negotiation or Estimated $-72,118

### Total Costs $1,253,796

### Budgeted Contingency $5,200,000

### TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY $3,946,204
# Manor Expressway Project Progress Report

**November 2012**

## Manor Expressway Phase II | Contingency Balance Sheet

### PROJECT CONSTRUCTION CONTINGENCY (from the bond sale)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subtotal Executed Change Orders</td>
<td>$0</td>
</tr>
<tr>
<td>Subtotal Other Items</td>
<td>$0</td>
</tr>
<tr>
<td>Subtotal Approved Items</td>
<td>$0</td>
</tr>
</tbody>
</table>

### ITEMS UNDER NEGOTIATION or ESTIMATED

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO under negotiation</td>
<td></td>
</tr>
<tr>
<td>CO#1 Revision to the maintenance and frontage road pavement sections</td>
<td>$1,480,445</td>
</tr>
<tr>
<td>Subtotal CO under negotiation</td>
<td>$1,480,445</td>
</tr>
<tr>
<td>Potential Change Orders or pending more information</td>
<td></td>
</tr>
<tr>
<td>PCO#2 Design and construction costs associated with AOA compliant Shared Use Path</td>
<td>$430,000</td>
</tr>
<tr>
<td>PCO#3 Revision to pavement widening section near US 183 interchange</td>
<td>$135,000</td>
</tr>
<tr>
<td>PCO#4 Revision to aesthetic scope on frontage roads</td>
<td>-$280,000</td>
</tr>
<tr>
<td>PCO#5 Revision of metal beam guard rail height from 27&quot; to 31&quot;</td>
<td>$112,500</td>
</tr>
<tr>
<td>Subtotal Potential Change Orders</td>
<td>$397,500</td>
</tr>
<tr>
<td>Other Items</td>
<td></td>
</tr>
<tr>
<td>Incentive Early Completion Incentives (Max Amount Achievable)</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Subtotal Other Items</td>
<td>$2,700,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated cost</th>
</tr>
</thead>
</table>

| Subtotal Items Under Negotiation or Estimated | $4,577,945 |
| Total Costs | $4,577,945 |
| Budgeted Construction Contingency | $17,200,000 |

**TOTAL REMAINING AVAILABLE CONSTRUCTION CONTINGENCY**

$12,622,055

### RIGHT OF WAY COST (from the bond sale)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Right of Way Costs</td>
<td></td>
</tr>
<tr>
<td>Schematic ROW</td>
<td>$57,830,000</td>
</tr>
<tr>
<td>Subtotal Right of Way Costs</td>
<td>$57,830,000</td>
</tr>
<tr>
<td>Additional Right of Way Costs</td>
<td></td>
</tr>
<tr>
<td>None at this time</td>
<td>$0</td>
</tr>
<tr>
<td>Subtotal - Additional Right of Way</td>
<td>$0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated Cost</th>
</tr>
</thead>
</table>

| Available Right of Way Contingency | $7,579,000 |