

Document Control

The buzz word in Document Control for the month of April has been NEW Library and NEW eLogs. Much attention and focus has been placed on the implementation of the Turnpike Team Exclusive Development Agreement library and eManagers Logs. Progress continues to be made in migrating documents from the two old libraries into the new library. A total of 784 documents and 1551 versions have been moved to date. Migration efforts for the following document types are complete: draw requests, changes, deviation letters, Request for Change Proposals, Proposed Change Orders, subcontracts, and minutes for pavement, architectural and engineering, structures, and drainage meetings.

The Turnpike Team continued collaborating with LSI on the electronic transfer of inspection reports and material test data. Once fully functional, this system will assist in the management of hundreds of test results anticipated daily, allow statistical analysis to be run on material test results, establish control charts, query testing and inspection data, and enhance the overall quality of the project.



Schedule

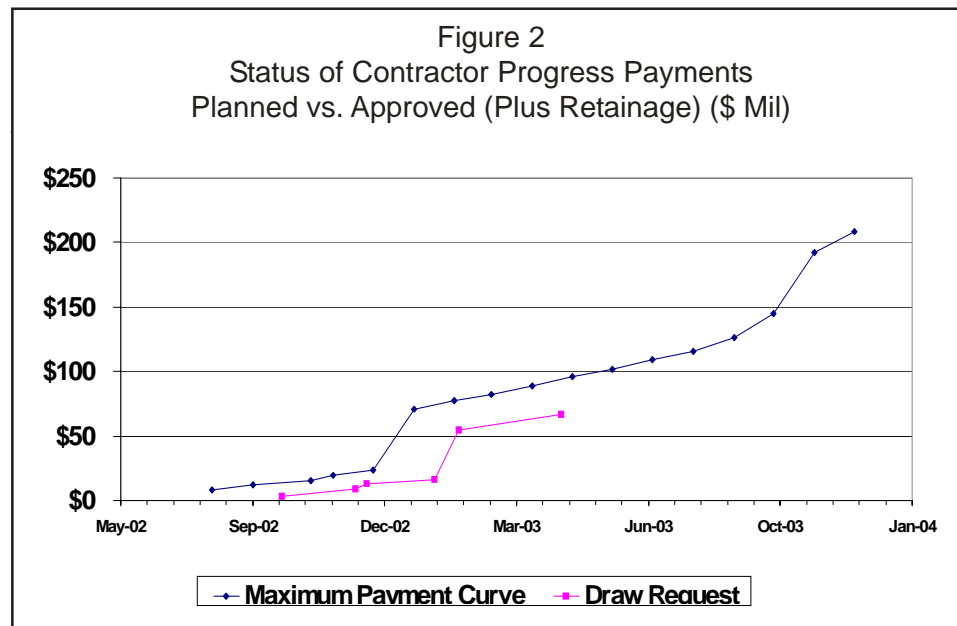
At the end of this period, 116 calendar days have elapsed since the second notice-to-proceed (NTP2). This represents approximately 9 percent of the 1,360 days allowed to achieve substantial completion of Segment 2 (the first segment to be completed) and nearly 7 percent of the 1,784 days allowed to achieve substantial completion of Segment 4 (the last to be completed). Evaluation of critical path activities this month indicates that the project is on schedule.



Contract Financial Status

Progress payments in the amount of \$11,886,016 were approved in April. The total amount approved for payment to date reached \$66,864,128 which represents 6.8% of the current total contract price. At this stage, expenditures are primarily related to mobilization, performance and payment bonds, insurance, design services, environmental activities, and right of way services.

The maximum payment curve was established initially by the Developer (LSI) at the proposal submission. The current maximum payment curve is shown in Figure 2 in comparison to actual approved draw request amounts.



Contract Changes

A total of 19 Request for Change Proposals (RCP's) have been issued to the developer for pricing. Final negotiations have occurred for five of the RCP's, two of which will be incorporated into the pending credit Change Order No. 1. Table 2 summarizes the current financial status of the SH 130 Project as of April 30, 2003.

Table 2
Contract Status – As of April 30, 2003

Original Contract Amount (NTP2 & NTP5)	\$1,306,554,920
Authorized Amount (NTP2 & NTP5)	\$ 986,321,577
Authorized Changes	\$ 0
Current Contract Amount	\$ 986,321,577
Approved Payments (Plus Retainage)	\$ 66,864,128
Amount Remaining	\$ 919,457,449
Percent Dollars Expended	6.8%
Percent Time Expended	6.5%

SH 130 Project*

Monthly Activity Report



SH 130 Progress

This Month's Feature Story...



Environmental

Prehistoric Site Recovered

Archaeologists recently conducted data recovery investigations at a prehistoric site in Segment 2 (see map on page 3), north of Brushy Creek and on both sides of its smaller tributary, Channel Creek. A total of 76 archaeological features were investigated during data recovery and testing, 31 of which yielded wood charcoal radiocarbon dated between approximately 400 B.C. and A.D. 1200. Many of the artifacts were found adjacent to stone cooking hearths. The remains of animal bones (mostly deer but some bison and antelope), carbonized plants, arrow and dart points, and debris from their manufacturing and maintenance activities surrounded many of these hearths.

One archaeologist commented that "our impression is that the inhabitants were small groups of hunters and plant gatherers – maybe around six folks or so, usually stopping only for a night or two each time they stopped by on their way up or down Brushy Creek. The site was occupied before, during, and after the time when native inhabitants switched from using spears and throwing sticks to using bows and arrows, and we may have evidence that they used both for awhile."



Brushy Creek Archaeological Dig Site



Prehistoric Stone Cooking Hearth



Prehistoric Arrow Heads

This type of site data recovery is valuable for understanding regional prehistory because it facilitates the identification of distinctive patterns of hunter-gatherer camp life at different points in time. This site has since been back filled and compacted according to TxDOT standards. Date recovery is now complete and all necessary archaeological permits have been obtained, clearing the site for construction.

Other Environmental Activities:

Archaeology surveys are 96% complete and are 100% complete in all parcels for which right-of-entry has been obtained.

Efforts are ongoing to obtain right-of-entry for un-surveyed parcels and to obtain construction clearance from the Texas Historical Commission for uncleared parcels.

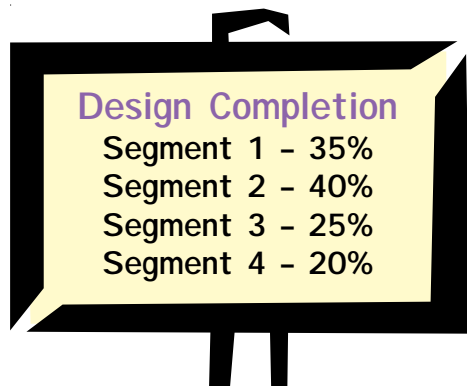
The Re-evaluation for Segment 2 is complete and approved by FHWA. Re-evaluations are underway for Segments 1, 3 and 4 to account for SH 130 design changes subsequent to the Final Environmental Impact Statement/Record of Decision.

*This report is only for SH 130, an element of the Central Texas Turnpike Project (2002 Project). For more complete information on the CTPP-2002 Project go to the Official Statement or the latest quarterly report (www.texasollways.com). Information is also available from the State Information Depository and the Nationally Recognized Municipal Securities Information Repositories. No financial decision should be made based solely upon this report. TxDOT Public Information Office: 512-463-8588.



Roadway Design

Design activities are continuing for all segments. Lone Star Infrastructure (LSI) has continued to make progress addressing TxDOT's comments on initial submittals for the project and ultimate system design. Both the interim and ultimate schematic designs for Segments 1 and 2 are nearing TxDOT's acceptance and significant progress has been made in Segments 3 and 4 as well. In addition, the preparation of intermediate plan submittals is simultaneously ongoing in all four segments, with packages within Segments 1 and 2 nearing submittal to TxDOT for initial review and comment. See chart below for the overall design completion by segment.



Bridge Design

There will be 106 bridges in Segments 1 through 4. The Design Quality Assurance Firm (DQAF) and TxDOT have reviewed preliminary layouts for forty-one (41) bridges, all in Segments 1 and 2. The LSI Design Team is developing bridge layouts for the remainder of the bridges, concentrating on bridges between Decker Creek and the Colorado River in Segment 3. Geometric Control Plans (65% completion level) for four (4) bridges have been reviewed by DQAF and TxDOT. The LSI Design Team is progressing toward Geometric Control Plans for eleven (11) bridges near IH 35 in Segment 1 and twenty (20) bridges

in Segment 2. Retaining wall designs have been started in Segments 1 and 2. Standard Bridge Details have been reviewed by DQAF and TxDOT. Aesthetics Standards have been reviewed for compliance with Aesthetics Committee guidelines. The Aesthetics Committee is in the process of selecting designs for retaining wall panels and selecting landscape designs.



Geotechnical

The field exploration and sampling for bridge structures is about 70% complete and draft reports have been issued for 60% of the bridge structures. Three bridge reports were finalized during April 2003, and five more are expected in May. Subsurface investigations have begun in Segment 1 for bridge class culverts, sign structures, and toll facilities, and planning is in progress for future investigations of retaining walls. Field exploration and sampling work is about 50% complete for pavement investigations while laboratory testing and engineering design analysis continues. TxDOT has recently completed an informal review of the first pavement design report for Section 7 within Segment 2.



Survey

The ground verification surveying of the aerial mapping, area topographic mapping, stream cross-sections and road profiles is substantially complete in Segments 1 through 4. The right of way (ROW) map sheets and the associated parcel surveys are nearing completion for the priority "blocks" in Sections 6, 7, and 8. Survey quality assurance, part of the DQAF, has provided review and compliance certificates on 40 parcels. Production continues on the preparation of the ROW maps, parcel plats, and parcel descriptions.

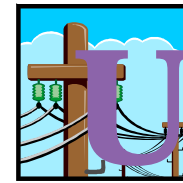
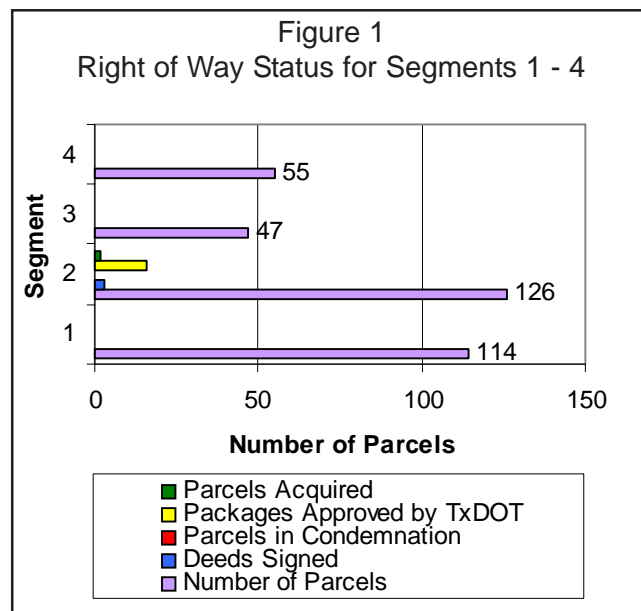


Right of Way

Right of way efforts have been concentrated on whole property acquisitions to allow the design group an opportunity to finalize roadway and drainage plans for the partial acquisition surveys. AWS, the appraisal sub-consultant, is making good progress with the revised appraisals and the partial acquisitions.

Offers have been made on twelve parcels with agreements reached on three of the whole-take acquisitions. The remaining nine parcels are still in negotiation or scheduled for review through the administrative settlement process.

Other activities include ongoing efforts to assist O.R. Colan in obtaining rights-of-entry for a variety of survey and testing tasks on the acquisition parcels. The right of way team has also been examining the impact to potential landlocked properties and comparing the associated costs of landlocking those properties to providing access with frontage roads. The right of way status, by segment, is illustrated in Figure 1.



Utilities

Both underground and overhead potential utility conflicts with the proposed SH 130 alignment continue to be resolved as more accurate utility information is obtained. The utility owners are working in concert with LSI to design their adjustments to be compatible with the proposed roadway features. Through daily coordination efforts, designs are periodically revised to incorporate utility adjustment agreements.

Utility adjustments are scheduled to start as early as July 2003, with the majority of adjustments scheduled in 2004. Conceptual designs for all four segments have been reviewed with the utility owners to determine which facilities can be protected and which will require adjustment to be compatible with the ultimate design. The LSI utility coordinators are working closely with the roadway design engineers to provide space within the final right-of-way to accommodate the utility relocations.

LSI's philosophy to "design around" utilities has significantly reduced the number of utilities originally scheduled for adjustment. The status of the subsurface utility engineering (SUE) work is shown in Table 1. SUE utilizes new and existing technology to collect and manage utility data for mapping with Level D having the lowest quality information to Level A having the highest quality level of detail.



Construction

Work continued on development of traffic control plans and work sequences of major interchanges. LSI completed and submitted its Health & Safety Plan and Construction Quality Control/Quality Assurance Program for TxDOT review. A Notice of Award was sent to a precast beam supplier, and offers for borrow sites are being finalized. (A borrow site is a location in which LSI will excavate soil to be used for the construction of SH 130.) An offer to purchase the property was made and the closing scheduled for the property where the main field office will be located on US 79. Other pre-construction activities continued, including the development of mass haul diagrams, institution of safety training programs, and evaluation of batch plant and satellite field office locations.

Table 1
Subsurface Utility Engineering (SUE) Work - 2003

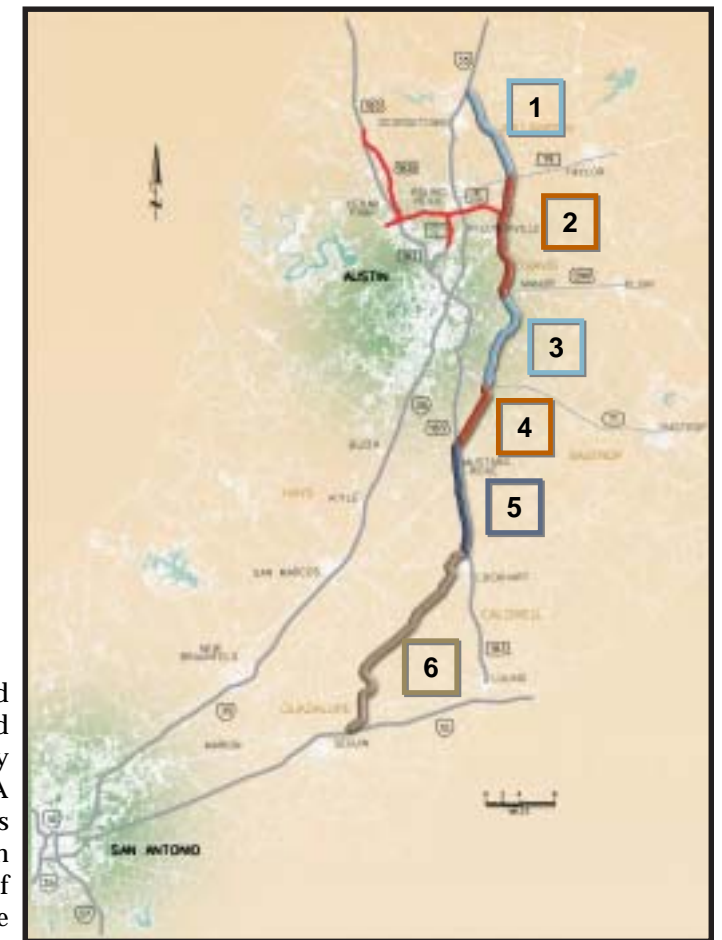
Seg.	Utility Owner Mtgs. Held	SUE Work Level C & D	SUE Work Level B	SUE Work Level A	Estimated Completion Date
1	100%	Yes	Yes	In Progress	May
2	100%	Yes	Yes	In Progress	May
3	93%	Yes	In Progress	In Progress	June
4	100%	Yes	In Progress	In Progress	July



Public Outreach

Work continued on development of the project quarterly newsletter and website updates. LSI staff edited and updated the Crisis Communication Plan, the newsletter mailing list and the SH 130 stakeholder list. Planning activities are underway for SH 130 groundbreaking events. Scheduling of LSI office tours with elected officials continued. Other public outreach efforts include preparation of a speakers bureau and ongoing communication with the public through phone calls and visits from the general public, media and property owners.

SH 130 Segments 1 through 6



Program Manager: HDR Engineering, Inc.
Developer: Lone Star Infrastructure