

# Central Texas Turnpike System

2002 Project\*



Monthly Activity Report

Period Ending  
May 31, 2004

## New Toll Customer Service Center Planned



Construction is scheduled to begin this December on a new customer service center (CSC). The facility is an important component of the overall Central Texas Turnpike System, 2002 Project and a key element in the 2002 Project's construction schedule. The CSC will house the staff for providing customer service to motorists using the dedicated and open road tolling facilities within the Central Texas Turnpike System. The CSC will be connected electronically to TxDOT's toll facilities to provide real time information on toll collections for use by system management. Facility opening is scheduled for December 2005.

The new customer service center will serve TxDOT customers purchasing new transponders and seeking information about their toll accounts. The facility will include a 24-hour call center to handle inquiries, a violation enforcement system, toll reconciliation department, and administrative offices. The lobby area will serve as the primary point of contact for the public, with walk-up service windows for transactions.



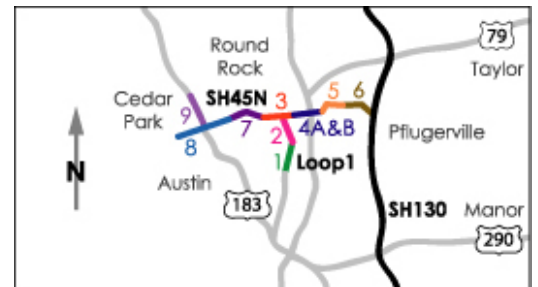
## SH 45N/Loop 1 Project Status

SH 45N, Loop 1, US 183  
Sections 1-9



Drilled shaft  
construction along Loop 1

The SH 45N/Loop 1 element of the 2002 Project consists of eight sections. Section 9 is included in this report because it is an integral part of the CTTS; however, Section 9 is not part of the 2002 Project and is not being funded from proceeds of the Series 2002 Obligations.



## Project Construction and Schedule

Construction activity in Sections 1 & 2 (Loop 1) continue with mass excavation and embankment work, underground utilities, bridge sub-structure, and toll building construction. In Section 3 (SH 45N/Loop 1 Interchange), bridge sub-structure and slab construction, beam erection, and roadway construction continues. Section 4 (SH 45/IH 35 Interchange) work during May includes ongoing construction of the eastbound frontage road, bridge sub-structure, pre-stress concrete

(cont'd on page 2)

\*This report is for the Central Texas Turnpike System (2002 Project). For more complete information on the CTTS-2002 Project, refer to the Official Statement or the latest quarterly report ([www.texastollways.com](http://www.texastollways.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 Austin District Public Information Office: 512-832-7060.



**Project Construction and Schedule (cont'd from page 1)**

beams and slabs. In Section 5 (from east of County Road 170 to High Country Blvd.) east- and westbound frontage road construction and utility work has been initiated. Construction in Section 6 (from High Country Blvd. to west of SH 130) is scheduled to begin in June 2004. Construction in Phase 1, including earthwork, retaining walls, and bridge sub-structures on the east end of the project, continues for Section 7 (from Parmer Lane east to Section 3). Section 8 (RM 620 and U.S. 183) activity in May includes work on utility relocation, mass excavation, drilled shaft, and bridge sub-structure. Activities in Section 9 (RM 620 and U.S. 183 - North of Section 8) continue with utility work, mass excavation, and bridge drilled shaft construction.



SH 45N - Section 8 looking east



SH 45N/Loop1 Interchange

The construction schedule for SH 45N/Loop 1 is shown in Table 1. Contractors for Sections 1 through 9 are listed on page 6.



SH 45N southbound/  
westbound direct  
connector - Section 4

| Section | Under Construction | Bid Open | Project Award | Construction Start | Construction Finish |
|---------|--------------------|----------|---------------|--------------------|---------------------|
| 1 & 2   | Yes                | 6/03     | 6/03          | 8/03               | 1/07                |
| 3       | Yes                | 10/02    | 1/03          | 2/03               | 9/06                |
| 4A & 4B | Yes                | 5/03     | 5/03          | 7/03               | 1/07                |
| 5       | Yes                | 1/04     | 1/04          | 5/04               | 4/06                |
| 6       | No                 | 3/04     | 3/04          | 6/04               | 4/06                |
| 7       | Yes                | 8/03     | 8/03          | 11/03              | 9/06                |
| 8       | Yes                | 9/03     | 9/03          | 12/03              | 7/07                |
| 9       | Yes                | 11/03    | 11/03         | 2/04               | 5/06                |

**Design, Right of Way, and Utilities**

Design is complete. All parcels are available for construction for the SH 45N/Loop 1 elements of the 2002 Project. Current right of way costs are estimated to be under the original estimated cost. Utility adjustments are complete with the exception of adjustments in Section 8. Section 8 utility adjustments are on schedule for completion in October 2004.

**Contract Financial Status**

Payments in the amount of \$384,941,068 (does not include Section 9 costs) have been made since the Series 2002 Obligations were issued in August 2002. This represents 38% of the SH 45N/Loop 1 estimated project costs. Expenditures are related to all sections in the right of way eminent domain process and utility adjustment stages. Expenditures related to construction are incurred in Sections 1, 2, 3, 4, 7, and 8.

**Environmental**

The latest site to serve as an owl nest is a bridge column on the SH 45N Section 3 project. In early May, workers noticed a downy, great horned owl chick at the top of a bridge support that was scheduled to be capped. As discussed in earlier activity reports, active nests are protected under the Migratory Bird Treaty Act (MBTA). During weekly observations, project team members determined that the owlet has thrived on its manmade perch. The parents of this owlet are believed to be roosting offsite and bringing food to the juvenile regularly. Concrete capping of the remaining bridge supports resumed at the west end of the McNeil bridge to allow time for the juvenile to leave the nest on its own. The beams for the McNeil bridge are expected to be delivered in July, after the juvenile is likely to have left its concrete nest. Therefore, the construction schedule should not be affected.



Great horned owl chick  
nesting atop bridge support

## Environmental (cont'd from page 2)

Surveys for active birds' nests on other sections of the traditional projects continued through May in areas of impending construction. In accordance with the MBTA, trees slated for removal during the nesting season (March 1 through August 15) are surveyed by a project biologist for active birds' nests. Migratory bird nest surveys were conducted on Sections 8 and 9 during the month of May; no active bird nests were encountered. Activities in compliance with the MBTA have not affected the project construction schedule.

## SH 130 Project Status

The primary activity in Segments 1 and 2 remains in the IH 35 and FM 685 corridors. Work has also begun in the area between FM 971 and SH 29. The number of active Sections remains at 7 of 10.

Work on Section 1 on IH 35 progressed rapidly as crews took advantage of a window in the weather to set bridge beams on Bridge 13 over Berry Creek. The bridges over Dry Berry Creek and Berry Creek received concrete pre-cast panels and formwork for upcoming deck placements in June. LSI began work on the outfall

become the new IH 35 southbound main lanes.

May was another productive month for work in Section 2. Crews continued clearing operations to the north and south of the San Gabriel River between FM 972 and SH 29. Earthwork crews began preparing the right of way and stockpiling topsoil for future use. Development of the adjacent borrow source that will supply fill material to the new bridge headers over the San Gabriel River was completed.

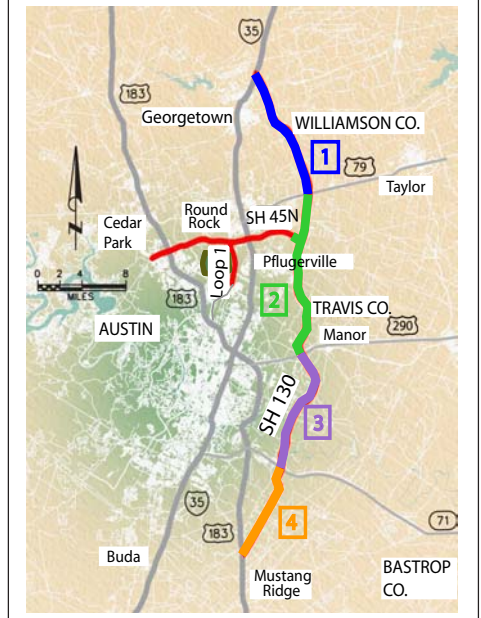
The Developer (LSI) continues to expand the work area in Segment 2, with preparation of right of way moving forward along the FM 685 corridor and from Pecan Street to Parmer Lane. To date, over 50% of the right of way is under construction in Segment 2.

Excavation and embankment work continues in the area where SH 130 will cross under FM 685. Header bank work also continues over

Brushy and Gilleland/Harris Branch creeks at the Howard Lane/SH 130 intersection.

Bridge crews continue working on the SH 130/SH 45 Interchange. Work on bridges over Gilleland, Harris Branch, and Wilbarger creeks continue, as well as construction of the SH 130/U.S. 79 East and SH 130/FM 685 connectors. Drilling crews, as well as column, cap, and abutment crews, have made significant

SH 130 Segments 1 through 4



120' beams placed at Berry Creek Bridge

structure for the 10'x7' box culvert on the southbound frontage road at Berry Creek. Drilling and column crews continued their work on the new SH 195 bridge over IH 35, the SH 130 frontage road bridges over IH 35, and the SH 130/IH 35 direct connectors to the east. Base and hot-mix crews paved the new section between the existing main lanes from Berry to Dry Berry Creek. These new lanes will serve as detour routes in later phases and ultimately will

progress during May. LSI anticipates setting the first bridge beams in Segment 2 during the month of June. Construction of the project's first retaining wall near SH 130/FM 685 is also expected in June.

Utility crews are relocating waterlines along Cameron Road in preparation for header bank and bridge construction. The City of Pflugerville is also installing waterlines across the alignment at Pfluger Lane and near the proposed main lane toll plaza near Cameron Road. LSI crews continue installation of drainage improvements including box culverts, inlets, and piping between Pecan Street and Cameron Road and along the FM 685 Corridor.

In Section 12 at the Texas Industries material site off FM 973, all vegetation has been stripped, and the area has

(cont'd on page 4)

## Construction (cont'd from page 3)

been re-graded for easier construction access. Surface water has reappeared since dewatering the site earlier this spring. Construction in Segments 3 and 4 will commence once the right of way is secured.

The Section 12 grading and drainage plans were released for construction (RFC) in December 2003. The plans for Sections 11 and 14 have been reviewed for comments and are being finalized by LSI's design team.



*Column placement at SH 45N/SH 130 Interchange*

## Environmental

Several new construction fronts opened in May. As such, the Turnpike Team environmental group has increasingly focused on environmental monitoring and compliance in the numerous construction areas. Issues that are being monitored include compliance with all applicable environmental permits, monitoring of all resources identified in the Environmental Permits, Issues and Commitments (EPIC) components of the construction plan, and ensuring that best management practices are being followed in storm water control. Other activities in the field include monitoring of identified migratory birds nests within or adjacent to the right-of-way, ongoing environmental activities (geotechnical drilling investigations, archeological investigations), and oversight of structural demolitions.

The environmental group supported the design group with reviews of the Section 11 grading and drainage package, the Section 7 100% roadway plans, and numerous Notice of Design Change (NDC) submittals. The environmental group also reviewed a draft stream dynamics report which will be submitted to the U.S. Army Corps of Engineers (USACE) in June. The stream dynamics report examines each jurisdictional water crossing and provides the rationale for the design of the structure that is proposed at each crossing. Submittal of this report will help satisfy Special Condition #2 of the Project's Section 404 Permit from the USACE. Special Condition # 2 states that impacts to jurisdictional waters shall be avoided and minimized to the greatest extent practicable and that each jurisdictional crossing should be designed to maintain stream dynamics of the water body being crossed.

The Turnpike Team environmental group participated in an environmental walk-thru for parcels 36, 37, 39, and 40 in Segment 1 and for parcels 176, 177, and 178 in Segment 2. An environmental walk-thru brings together the environmental and construction groups to identify

and discuss environmental issues associated with a particular parcel. Efforts to minimize impacts to the environment during construction are formalized during the environmental walk-thru.

Thirteen environmental site assessments (ESA's) were submitted in May. Twelve ESA's were approved in May. An ESA is submitted with the acquisition package

for every parcel. Acquisition of a parcel cannot proceed until the ESA is approved. Three Phase II ESA's were reviewed in May, with two (2) of those being approved. A Phase II ESA includes soil and/or groundwater sampling to determine if contamination is present. If the original ESA produces evidence of prior contamination at a given parcel, a Phase II ESA will usually be conducted.

## Geotechnical

The formal review process for bridge reports by the LSI Design Quality Assurance Firm (DQAF) and the Turnpike Team is approximately 73% complete. Reports are also being issued for retaining walls and miscellaneous structures within each section. The miscellaneous structures include sign structures, bridge class culverts, and toll buildings. The retaining wall report for Section 1 and the miscellaneous structures report for Section 5 have been submitted and reviewed.

Pavement design reports prepared by the pavement design consultant for each section present the results of their field investigations, laboratory testing, and pavement thickness designs. The Turnpike Team has completed initial pavement report reviews, and comment resolution meetings are complete for FM 685 and for Sections 1, 2, 3, 5, 6, 7, 8, 9, 11, and 12. Final reports reflecting the review comments are now complete for FM 685 and for Sections 1, 2, 5, 7, 8, and 9.

Geotechnical materials reports, also prepared by the pavement design consultant, address material suitability, potential settlements, slope stability, and related technical issues. The Turnpike Team has reviewed geotechnical materials reports for Segments 1, 2, and 3. Comment resolutions are complete for Segments 1 and 2, and all comments have been resolved. The Segment 1 and Segment 2 geotechnical materials reports have been finalized.

## Right of Way

There are approximately 1,100 acres, or about 30%, of right of way available for construction. Figure 1 illustrates the overall status of right of way acquisition for the SH 130 Project. Through the end of May 2004, approximately 15% of the required parcels have closed, an additional 8% of the parcels have a possession and use agreement, 26% are in the condemnation process, and the remaining 51% are in the acquisition process. LSI has completed 297 surveys (72%), 233 appraisals (57%), 212 acquisition packages (52%), and has made 205 offers (50%) (see Figure 2).

## Roadway Design

As of the end of May, grading and drainage plans on a total of eight Sections have been issued as RFC, and two Sections, Sections 3 and 4, have been approved for construction (AFC) by design. This represents a total of approximately 33 miles of the project. These sections include the major interchanges of SH 195, IH 35, SH 29, U.S. 79 and SH 45N.

Activities for the month of May in regards to the design of SH 130 include: received for review and comment Sections 1, 2, and 8 final roadway plans and received final approval of Segment 4 level of service report.

**SH 130  
Design Completion**

|                               |            |
|-------------------------------|------------|
| <b>Segment 1 (Sec. 1-4)</b>   | <b>79%</b> |
| <b>Segment 2 (Sec. 5-10)</b>  | <b>86%</b> |
| <b>Segment 3 (Sec. 11-13)</b> | <b>73%</b> |
| <b>Segment 4 (Sec. 14-15)</b> | <b>56%</b> |

During the upcoming month, LSI Design will continue to advance the design of SH 130, including the preparation of grading and drainage plans for the remaining five sections of the project. In addition, LSI is continuing to make progress on the design of the final roadway plans for all sections of the project. During the month of June, it is anticipated that LSI will AFC Section 11 grading and drainage plans and will submit for review and comment Sections 3, 5, 6, and 9 final roadway plans.

## Utilities

As of May 31, 2004, approvals have been finalized on 19 utility adjustment assemblies (approximately 23% of the estimated 84 needed) which total 115 adjustments. Two assemblies (10 adjustments) are in TxDOT/LSI review. The utility adjustment process is on schedule. Table 3 provides a summary of May approvals.

Figure 1

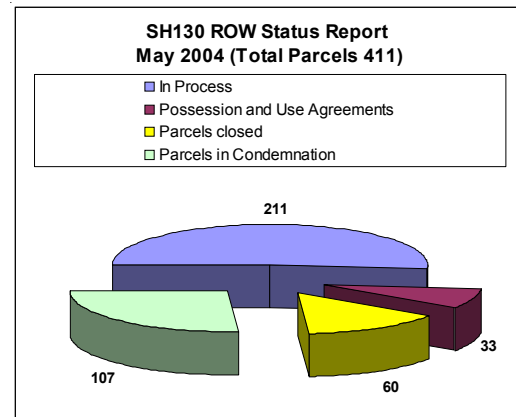
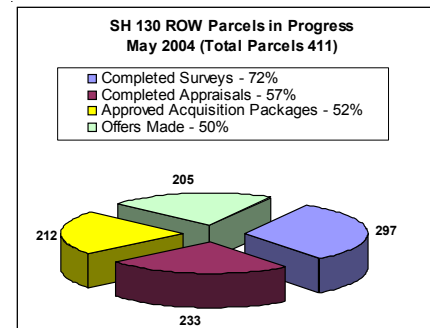


Figure 2



## Bridge Design

Table 2 presents a summary of bridge design work. Design is progressing on all bridges and is on schedule. Early start of construction for portions of 27 bridges has been approved.

Table 2 - SH 130 Bridge Plan Review Status

|           | Number of Bridges | Prelim. Layout Review Complete | Geometric Review Complete | 100% Plans Review Complete | Plans Certified |
|-----------|-------------------|--------------------------------|---------------------------|----------------------------|-----------------|
| Segment 1 | 34                | 34                             | 22                        | 19                         | 1               |
| Segment 2 | 43                | 43                             | 30                        | 26                         | 3               |
| Segment 3 | 20                | 20                             | 10                        | 10                         | 0               |
| Segment 4 | 22                | 18                             | 0                         | 0                          | 0               |
| Total     | 119               | 115                            | 62                        | 55                         | 4               |

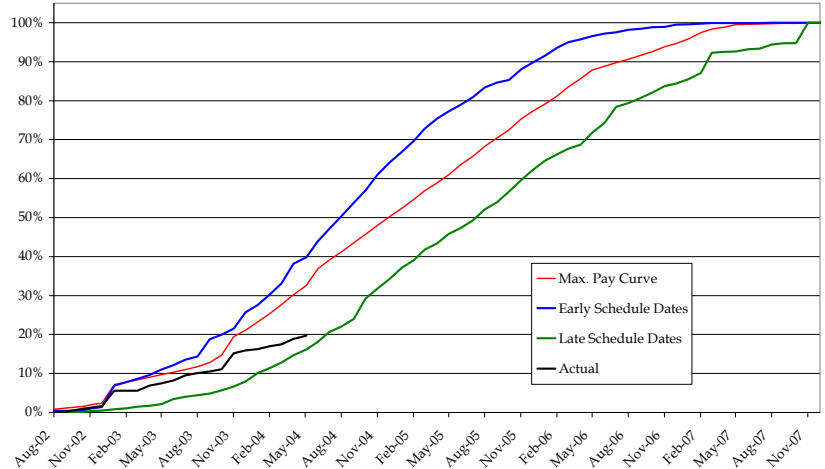
Table 3 - SH 130 Utilities Summary, May Activities

| Utility                               | # of Adjustments | Section |
|---------------------------------------|------------------|---------|
| Lower Colorado River Authority (LCRA) | 1                | 9       |
| Pedernales Electric Cooperative       | 14               | 1       |
| City of Georgetown Water Utility      | 1                | 2       |

### Contract Financial Status

Progress payments in the amount of \$8,209,092 were approved in May. The total amount approved for payment to date reached \$192,126,543 which represents 19.4% of the current total contract price. At this stage, expenditures encompass design, right of way, environmental, utilities, and construction, with approximately half the funds being earned through mobilization, utility relocation, and construction. The maximum payment curve was established initially by the Developer at the proposal submission. The current maximum payment curve is shown in Figure 3 in comparison to the actual approved draw request amounts.

**Figure 3**  
SH 130 Status of Contractor Progress Payments Planned vs. Approved (Plus Retainage) (\$ Mil)



### Contract Changes

TxDOT executed Change Order Nos. 2, 3, and 4 this month. Change Order Nos. 1-4 represent an increase of \$1,935,887 and no time adjustment to the contract. LSI continues to evaluate potential cost, schedule, and maintenance impacts associated with TxDOT-issued Request for Change Proposals (RCP) and two pending Value Engineering Proposals. Forty-one RCP's have been issued for pricing to date. Final negotiations have occurred for 37 of the RCP's, 3 of which have been withdrawn by TxDOT. Table 4 summarizes the current financial status of the SH 130 Project as of May 31, 2004.

**Table 4**  
SH 130 Contract Status - May 31, 2004

|  |                 |
|--|-----------------|
| Original Contract Amount (NTP2 & NTP5) | \$1,306,554,920 |
| Authorized Amount (NTP1, NTP2 & NTP5)  | \$ 986,321,577  |
| Authorized Changes (Change Orders 1-4) | \$ 1,935,887    |
| Current Authorized Contract Amount     | \$ 988,257,464  |
| Approved Payments (Plus Retainage)     | \$ 192,126,543  |
| Amount Remaining                       | \$ 796,130,921  |
| Percent Dollars Expended               | 19.4%*          |
| Percent Time Expended                  | 28.8%           |

\*Does not include development progress for Change Order numbers 2-4

### Schedule

At the end of May, 513 calendar days have elapsed since the second notice-to-proceed (NTP2). This represents approximately 38% of the 1,360 days allowed to achieve substantial completion of Segment 2 (the first Segment to be completed) and approximately 29% 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.

### Public Outreach SH 45N/Loop 1 and SH 130

Over the last several months LSI public information staff have been traveling the SH 130 corridor visiting with local government representatives, providing updates on the Project and presenting elected officials with souvenir shovels and hardhats commemorating the beginning of SH 130 construction.



Shovel and hardhat are presented to Hutto Mayor Mike Fowler and members of the Hutto City Council

Other outreach activities include presentations to local community groups, responding to requests for information from the public, and ongoing website updates.

#### Turnpike Team

##### 2002 Project Bond Oversight

General Engineering Consultant: PBS&J



##### SH 130

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

##### SH 45N & Loop 1

Construction Manager: PBS&J

Construction Contractors:

Sections 1&2: Zachry/Gilbert Constructors

Section 3: Zachry/Gilbert Constructors

Section 4A&4B: Archer-Western Constructors, Ltd.

Section 5: Zachry Construction Corporation

Section 6: Austin Bridge & Road, L.P.

Section 7: Granite Construction & J.D. Abrams, L.P.

Section 8: Austin Bridge & Road, L.P.

Section 9: Zachry Construction Corporation