



First Toll Booths Delivered

A major step toward completing and opening the Central Texas Turnpike System (CTTS) occurred in mid-December with delivery of the first 14 toll booths. These booths have been installed at the Loop 1 mainlane toll plaza near Merriltown Drive.

The exterior of the toll booths is stainless steel with aluminum and stainless steel components inside. The booths are climate-controlled with energy efficient, individual heating and cooling units. At the mainlane toll plazas the booths are 9.5 feet tall, 4 feet wide and 8 feet long. At the ramp toll plazas the booths are 9.5 feet tall by 7 feet wide and 17.5 feet long. The larger size is to accommodate ADA-compliant restroom facilities within the booth.

The booths are manufactured in New Jersey by Meta-Lite Inc., then shipped directly to the toll plazas. Since the lifting and setting of the booths is complex, Tony Alam, the plant manager for Meta-Lite Inc., traveled to Austin to direct the placement of the first booths.

Mainlane toll plazas will initially have 2 to 7 toll booths in operation for each traffic direction and are designed to be expanded as traffic warrants. The mainlane toll plaza on Loop 1, with the

connected CTTS customer service center, is expected to have the heaviest traffic and will initially have 7 toll booths. At exits and entrances to the tollway, the ramp toll plazas will have 1 to 2 toll booths or automatic coin machines per plaza.

In addition to collecting tolls, booth operators will be able to sell toll tags, called TxTags, to drivers. Drivers with TxTags will pay their toll electronically by passing under sensors located over the lanes, eliminating the need to slow down or stop to conduct a transaction.

Signage at the plazas is designed to make traveling on the tollway as easy as possible. For example, all the booths will not be staffed at all hours; therefore, a green arrow or red X will indicate if the lane is open and an attendant is available. Other signage will alert motorists to lanes where automatic bill changers are available.

Additional deliveries of toll booths for Loop 1, SH 45N and SH 130 are scheduled to occur throughout the rest of 2006.



Figure and an illuminated green light indicate that an attendant is available.

This booth is not staffed, but takes exact coins and has a bill changer.



Tony Alam, Meta-Lite, Inc., supervises off-loading and installation of toll booths

130 TOLL **45 TOLL** **1 TOLL**
—NORTH—

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*This report is for the Central Texas Turnpike System, 2002 Project (CTTS-2002 Project). For more complete information on the CTTS-2002 Project, refer to the Official Statement or the latest quarterly report (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 upon this report. For further information, contact the TxDOT Austin District Public Information Office; 512.832.7060.

Note: Segments 5 and 6 of SH 130, SH 45N Section 8 direct connectors, SH 45N Section 9, SH 45SE, and 183A are not part of the CTTS 2002 Project and are not funded through the Series 2002 Obligations. Information on these roadways may be included in this report because these facilities are major connector projects and are important to the overall CTTS.





state highway 45N/Loop 1

CONSTRUCTION

- In Sections 1 and 2, work on the southbound frontage road bridge at FM 1325 included pouring concrete decks and placement of railing. Work began on the retaining walls at the Scofield Ridge underpass, and work is in progress on the detention ponds near Howard Lane and the Scofield Ridge underpass.
- In Section 3, topsoil placement is underway, and work on the underpass lighting/electrical work is in progress. Ride quality testing is complete in Section 3. Painting of the beams is in progress. Application of linseed oil sealant for the bridge decks is complete. Installation of the hazardous material trap is underway.
- In Section 4, box beams were set for the new eastbound frontage road bridge over I-35. Work on the direct connector over I-35 included placement of concrete deck panels for the southbound-to-eastbound direct connector. Construction was completed on the ramp toll plaza building foundation west of I-35. Forming for concrete placement was completed on the east ramp toll plaza building foundation.
- In Section 5, the first bridge deck was poured on the eastbound bridge over CR 170. Beams were placed for the Arterial A bridge, and canopies were installed for both ramp toll plazas.



*Loop 1 Extension Looking North
(Parmer Lane in lower foreground)*

- In Section 6, placement of flex base on the mainlanes is ongoing, as is asphalt paving on the westbound and eastbound main lanes. The mechanically-stabilized earth (MSE) wall for the eastbound frontage road is in progress. At the mainlane toll plaza, electrical and lighting work on the building, tunnel, and canopy, as well as construction of the toll booth foundations, is in progress.
- In Section 7, concrete placement on the bridges was completed. Ongoing work includes mainlane pouring,

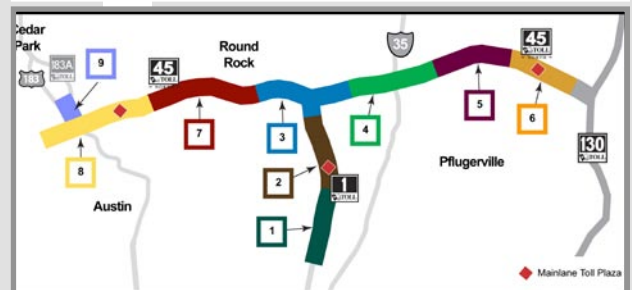
frontage road construction and topsoil/seeding operations.

- In Section 8, the concrete deck placement on the eastbound mainlanes was completed. Structural steel beams were placed at the westbound-to-southbound and southbound-to-eastbound direct connectors. Additional activities include construction of the mainlane toll plaza tunnel and operations building.
- In Section 9, concrete paving for the northbound mainlanes will begin in early January. Construction of the southbound-to-westbound direct connector bent caps are in progress.



*SH 45N @ A.W. Grimes Blvd.
Section 5*

SH 45N/LOOP 1 LOCATION MAP



state highway 130

CONSTRUCTION

SEGMENT 1

- In Section 1, drilled shaft construction and 80% of the new bridge columns were completed at the I-35 southbound frontage road over Berry Creek.
- Building foundation slabs were completed for the mainlane toll plaza near Chandler Road, and roof canopy structures were installed at the two nearby ramp toll plazas.
- In Section 2, the SH 130 southbound bridge deck over Pecan Branch and the SH 130 northbound bridge deck over FM 971 have been completed.
- In Section 3, installation of cement-treated subgrade, flexible base and asphalt paving for the southbound frontage road between SH 29 and CR 102 was completed.
- In Section 4, work on the bridge at Chandler Road included near completion of the bridge headers, completion of drilled shaft work, and 90% completion of the bridge columns.

SEGMENT 2

- Both railroad bridge decks along US 79 were placed in December.
- US 79 traffic was diverted onto the newly-constructed US 79 alignment. This diversion cleared the way for the construction of new bridges over Carmel and Channel Creeks and the completion of the frontage road intersection beneath US 79, as well as the



SH 130 @ SH 29



Direct Connector, SH 130 @ US 290



SH 130 Bridge Sub-Structure Work over Decker Creek

northbound and southbound SH 130 over US 79 interchange.

- Approximately 203,000 cubic yards (CY) of embankment material was placed in Segment 2.
- Bridge column and cap construction continued near

US 79, US 290, and the SH 130/SH 45N interchange.

SEGMENT 3

- Embankment operations continued in Sections 11 and 12, with just over 750,000 CY of material being processed.
- Drilled shaft work was completed in the Decker Creek bridge area and has begun at the bridge near Blue Bluff Road.
- Bridge substructure work continued in Section 13 for the northbound and southbound portions of the Colorado River bridge (north side of the river).

SEGMENT 4

- In Segment 4, archaeological investigations south of Onion Creek have concluded, allowing clearing operations to begin in late December.

OTHER ACTIVITIES

- Of the 425 ROW parcels required for SH 130, Segments 1 through 4, 322 have been acquired and 349 are available for construction (including possession and use agreements).
- To date, 489 out of the estimated 611 utility adjustments have been approved by TxDOT for construction. An increase in the number of estimated utility adjustments reflects additional adjustments arising from the US 79 project in Segment 2.

Cultural Resources Investigation

Section 106 of the National Historic Preservation Act of 1969, as amended, requires TxDOT to take into account the effect SH 130 will have on “historic properties.” In Texas, Section 106 is administered by the Texas Historical Commission (THC). Historic properties include archaeological sites, properties listed or eligible for listing in the National Register of Historic Places, State Archaeological Landmarks, and Official State Historical Markers. The entire SH 130 right of way (ROW) has to be evaluated for these items. For archaeological resources, the first step is a pedestrian survey. This survey entails walking the area and digging small holes, looking for evidence of cultural resources. If the pedestrian survey indicates a high probability that the area is a cultural resource, site test excavations will be conducted, usually digging trenches with a backhoe and excavating with hand tools if evidence is found. If the site is determined to contain significant evidence of being a cultural resource site, data recovery follows. A study area is identified and hand excavation is conducted for the detailed recovery and preservation of artifacts.



For a parcel along one of the creeks in the SH 130 ROW, findings from the pedestrian survey indicated that test excavations were warranted. During the test excavations, heat shattered rock, charcoal, and a grinding stone were found, indicating a temporary occupation. However, there was not enough evidence to warrant data recovery. THC concurred with the determination that the site is ineligible for listing in the National Register of Historic Places.

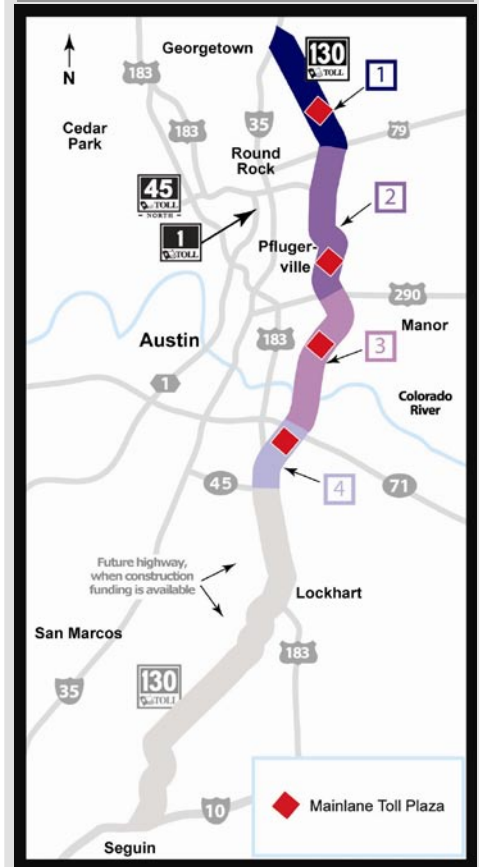
Signs tell a Story

Recently, something other than detour and road closed signs mark construction on the Central Texas Turnpike System.



central texas
turnpike system

SH 130 LOCATION MAP



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 by Section:
1 and 2 – Zachry/Gilbert Constructors
3 – Zachry/Gilbert Constructors
4A and 4B – Archer-Western Constructors, Ltd.
5 – Zachry Construction Corporation
6 – Austin Bridge & Road, L.P.
7 – Granite Construction & J.D. Abrams, L.P.
8 – Austin Bridge & Road, L.P.
9 – Zachry Construction Corporation

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