



Electronic Tolling: Easy and Convenient

The Central Texas Turnpike System (CTTS) tollroads—SH 45N, the Loop 1 Extension, and SH 130—will be accessible by both traditional and electronic toll collection methods to maximize ease and efficiency for system users and operators. Traditional toll collection involves coin baskets or bill changers at each toll plaza lane. This option is important for the driver who uses the toll road infrequently or simply prefers cash transactions. But having exact change handy is not always practical, and taking time to get change at a tollbooth or bill changer can cause traffic backups and the congestion that the turnpike is intended to alleviate.

To speed the process, electronic tolling will be available using Automated Vehicle Identification (AVI) technology. For AVI users, each vehicle has a transponder that communicates a radio signal uniquely identifying the car or truck using the tollway. The transponder is in the form of a sticker, containing a micro-chip, placed on the inside of the vehicle windshield. It represents a prepaid account for the vehicle.

Upon entering a toll plaza or passing under a tolling gantry on the mainlanes, a number of actions take place. Sensors in the pavement detect the approaching vehicle and trigger radio signals to be

emitted from antennas in the plaza canopy or tolling gantry. The signals register the presence of the transponder and transmit the transponder number via underground cable to the Customer Service Center. The toll payment is deducted from an account linked to the transponder, and a signal is sent back to the toll plaza or tolling gantry literally giving the “green light” for the vehicle. These communications take fractions of a second, and the driver does not need to stop when proceeding through toll plazas or slow down under mainlane open-road tolling gantries.

In Texas, the transponder is called a TxTag. The TxTag is operable at all of the state’s tolled facilities. That is, drivers need only one TxTag to drive toll roads in any part of the state.

Opening a TxTag account is easy and can be done on-line—www.txtag.org—or by contacting the TxTag customer service office at 1-888-GoTxTag.



I-35 Mainlane Closure Work Complete at SH 45N

Over the last several months, I-35 mainlane closures over weekends were implemented at the SH 45N interchange. The closures were necessary for construction of the direct connectors at this multi-level interchange. Work involved the placement of steel girders on the direct connectors over the I-35 mainlanes, placement of concrete for the bridge decks, demolition of the I-35 eastbound frontage road bridge, and placement of pre-cast concrete box beams for the new frontage road bridge. The closures also provided an opportunity for the contractor to install bridge railing in areas above the I-35 mainlanes.

This work was completed in April. Additional weekend full mainlane closures are not anticipated at this time, although some shorter duration lane closures will continue to be necessary for other construction work at the intersection.



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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.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 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.



Toll Plaza Operations Begin Testing

Across the new Central Texas Turnpike System (CTTS), toll collection facilities are under construction. In April, an important phase in the CTTS operation was initiated—beginning the installation and testing of the equipment that will make the convenience of electronic toll payments possible. The first facility being set up is the mainlane toll plaza

building on Loop 1 near Merriltown Drive. Instead of waiting until all of the toll plazas have been completed to begin this work, the toll facility management company has early access as each building reaches substantial completion. This approach means that when the toll roads are ready to open to traffic, the electronic collection systems will have been tested for a longer period of time.

At the Merriltown plaza, bench-testing of the equipment—sensors and communications systems—has been completed successfully. In May, the first fiber optic cables and sensors will be installed, and field testing will begin. In Segment 2 of SH 130, preparations for similar installations and testing at the Pecan Street mainlane toll plaza are also beginning.

state highway 45N/loop 1 update

CONSTRUCTION

- A significant milestone was reached in April with the completion of the Loop 1 mainlane toll plaza. Additional work activities completed on Loop 1 included construction of the bridge decks at Scofield Ridge Parkway and the drilled shafts for the Parmer Lane bridge widening.
- In Section 3, placement of topsoil with permanent seeding continued and remaining punch list items are being checked off.



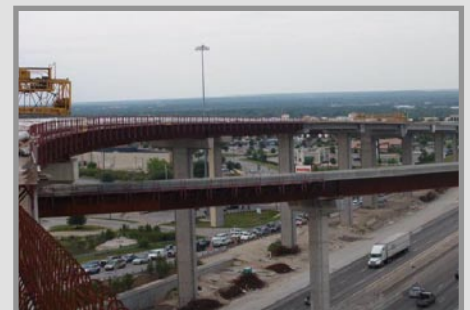
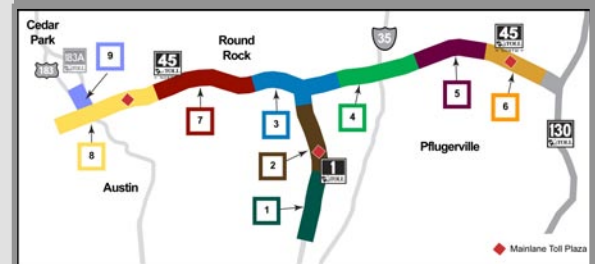
SH 45N/Loop 1 Interchange

- In Section 4, concrete bridge deck placement for the direct connector ramps is complete.
- In Section 5, the SH 45N eastbound mainlane bridge deck was poured over Arterial A.

- In Section 7, work included construction of the permanent concrete median barrier, placement of top soil, and pouring of concrete rip-rap.
- In Section 8, concrete deck placement on the north-to-east direct connector over Lake Creek Parkway continued in April. At the mainlane toll plaza, work included placement of flex base on the eastbound mainlanes and the cash lanes and asphalt placement on the eastbound and westbound mainlanes.
- In Section 9, the temporary detour ramp for the southbound US 183 mainlanes was opened to traffic in April. Southbound US 183 traffic was redirected to the northbound US 183 mainlanes to accommodate construction of the US 183 southbound mainlanes. The northbound US 183 mainlane exit ramp at RM 620 was also closed

central texas
turnpike system

SH 45N/LOOP 1 LOCATION MAP



SH 45N @ I-35

to traffic in April. Northbound US 183 traffic now exits just north of Lakeline Mall Drive.



SH 45N Mainlane Toll Plaza, Section 6

state highway 130 update

CONSTRUCTION

SEGMENT 1

- April progress was highlighted by the completion of SH 130 mainlane concrete paving operations north of CR 104.
- Grading and paving operations advanced and utility construction work was completed, allowing traffic switches along the I-35 southbound frontage road and SH 195.
- Section 2 progress during April included completion of bridge rail construction at the bridges over CR 152, Pecan Branch and FM 971.
- Grading and roadway construction activities continued along SH 29 in preparation for a traffic switch in May.
- In Section 3, reinforcing steel placement for paving operations between CR 104 and CR 105 began in April. CR 104 was closed across the SH 130 alignment and operations began to reconstruct CR 104 within the SH 130 ROW.
- The bridge deck at the northbound frontage road over Mankins Branch was completed and bridge girders were erected over CR 105.
- In Section 4, bridge substructure construction was completed at the Chandler Road bridge and at the bridges over CR 118.
- At the Segment 1 mainlane toll plaza, the exterior masonry work has been completed, and the southbound jointed pavement was constructed.



Bridge Deck Finishing, SH 130 @ I-35

- At ramp plazas 28 and 29 near CR 107, the jointed paving was installed. The plaza canopies for ramp plazas 24

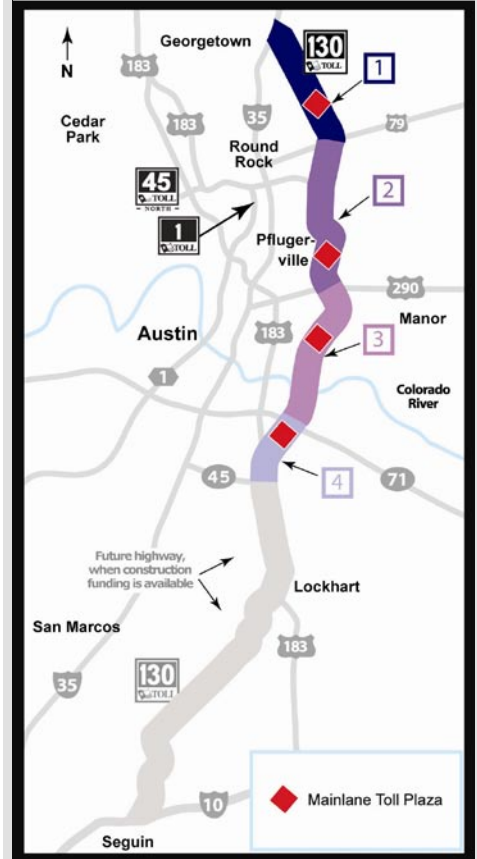
SEGMENT 2

- The Developer, Lone Star Infrastructure (LSI), is addressing items noted on the Substantial Completion Punchlist for Ramp Toll Plazas 36/37(Pecan Street) and 40/41(Howard Lane) and for Mainlane Toll Plaza No. 6 at Pecan Street. Substantial Completion approval for this work is anticipated in May, at which point United Toll Systems will begin installing and testing the IVIS loops and toll collection equipment.
- Work continues on Ramp Toll Plazas 32/33 (US 79) and 34/35 (Gattis School Road). Substantial



SH 130 @ Kelly Lane, Looking West

SH 130 LOCATION MAP



Completion Punchlisting for these plazas is expected to begin in May.

- The communication conduit duct bank backbone that connects the toll plazas is complete. LSI is addressing minor punchlist items and Substantial Completion approval for this work is scheduled for early May.
- Pre-stressed concrete beams and panels have been installed at the Gattis School Road bridge and at the dedicated turnaround bridge at Gattis School Road.

state highway 130 (CONT'D)

(cont'd from page 3)

- Pre-stressed concrete beams have been set at the intersection of US 79 and SH 130.
- A milestone was achieved in April with the shifting of traffic on US 290 to the newly constructed westbound bridge.
- The Kelly Lane re-alignment at SH 130 is nearing completion. Paving and the traffic switch is anticipated in May. This will place Kelly Lane on its new alignment and allow traffic on the old Wilke Lane (now the SH 45N frontage road) to continue under SH 130 onto Kelly Lane.

SEGMENT 3

- A detour of FM 973 traffic was implemented during April which allowed completion of a box culvert under FM 973.
- Select material hauling and placement has begun in the area just south of Decker Creek in Section 12 in anticipation of beginning mainlane toll plaza construction in May.
- In April, LSI set the first concrete beams in Segment 3 at the FM 973 bridge.



First Beams Set in Segment 3,
FM 973 Bridge, Section 11

- Bridge substructure work continued in Section 13 at the Colorado River bridge, northbound and southbound (north side of the Colorado River), as did drilled shaft work for Bridge 84C (Onion Creek bridge).
- SBC and Time Warner utility facilities were relocated at FM 969.

SEGMENT 4

- The Pearce Lane scraper crossing has ended, as major embankment operations between Onion Creek and Pearce Lane have been completed.
- Work began on the box culvert between Pearce Lane and Elroy Road. Box culvert construction also continued south of McAngus Road.
- Clearing operations continued north and south of Elroy Road and are anticipated to begin next month between McAngus Road and Moore Road.
- An Atmos gas line and Austin Energy distribution line are being relocated at Pearce Lane, and an SBC underground line is being relocated at McAngus Road.

OTHER ACTIVITIES

- Of the 427 ROW parcels required for SH 130, Segments 1 through 4, 343 have been acquired and 363 are available for construction (including possession and use agreements).
- Segment 4, Section 15A 100% Plans and Segment 4, Section

15B Ultimate Schematics were certified by the Design Quality Assurance Firm and concurred with by TxDOT. Section 15B certification plans and updated Ultimate Schematics for Segments 1-4 are expected in May.

- In April, three Utility Assemblies were approved. To date, 534 out of the estimated 633 (84%) Utility Adjustments have been approved for construction by TxDOT.



Sealing the Temporary Portion of the
FM 973 Detour, Section 11

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

TxDOT AUSTIN DISTRICT
CTTS PROJECT OFFICE
1421 Wells Branch Parkway Bldg., 1, Ste. 107
Pflugerville, Texas 78660
512.225.1300
www.texasollways.com