

All Electronic Tolling August 22, 2016

*Toll Plaza Demolition and
Roadway Reconstruction*

Toll Demolition Sequencing & Activities



- On the weekend of Go Live, work begins to demolish the toll plazas and reconstruct portions of the roadway. During the demolition and roadway reconstruction process, vehicles will be channelized into lanes and guided through the construction work zone with barrels, barriers, and signage.
- Stage 1 utilizes the travel lanes on the outside portions of the toll plaza to accommodate traffic while the interior of the plaza area is being demolished and reconstructed.
- Stage 2 utilizes the newly reconstructed roadway alignment in the center of the plaza area while the booths, canopy and tunnels on the outer portions of the toll plazas are being demolished.
- Toll plaza demolition activities will include removal of the existing toll booths, gantries, canopies and access tunnels, and removal of existing parking lots and parking access drives. After the booths, canopy, and tunnels have been removed, the roadway will be reconstructed to accommodate vehicles using the new roadway alignment.

Schedule for Toll Demolition



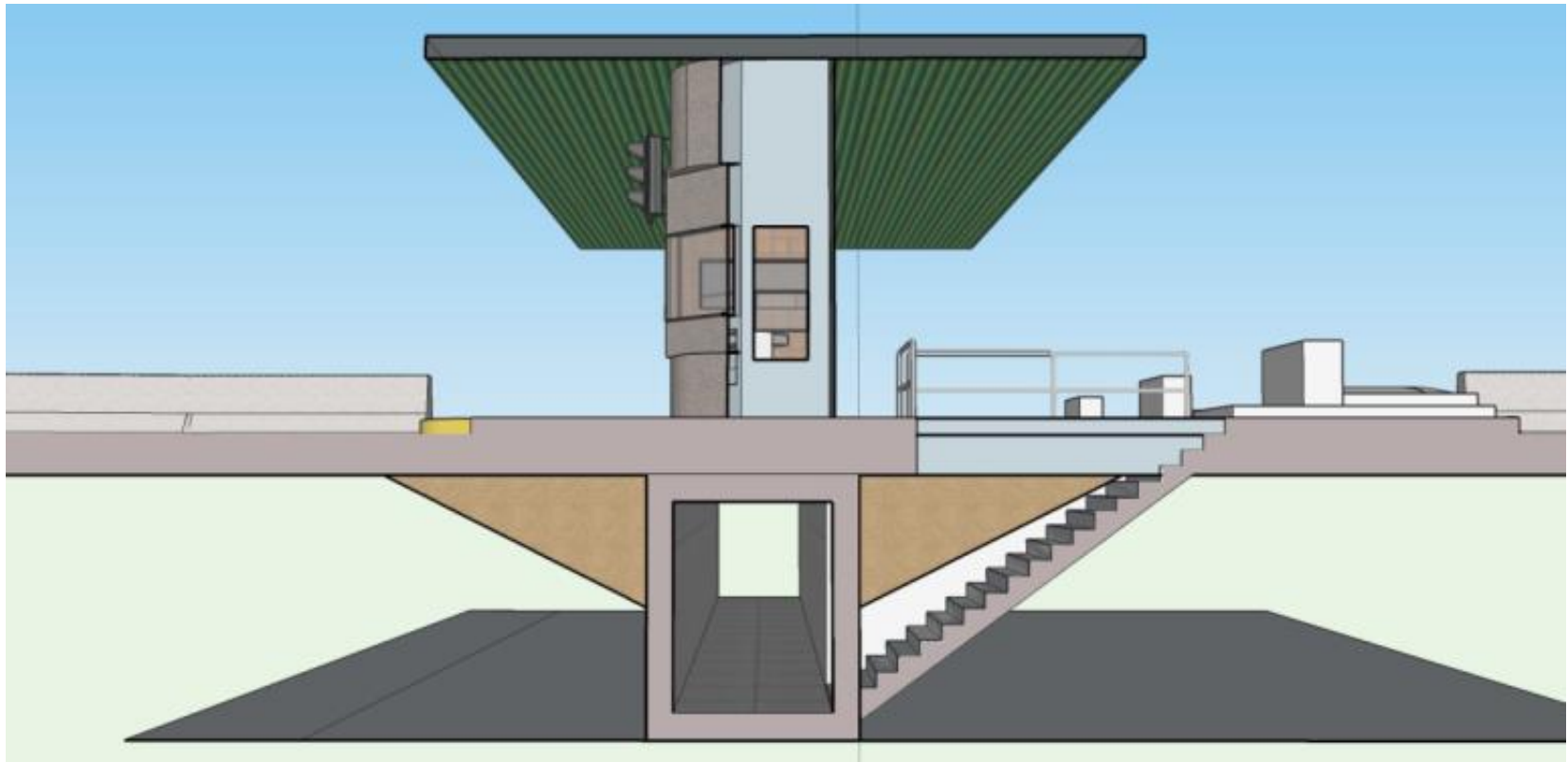
- August 22 - all six toll demolition contracts will be presented

- All Electronic Tolling Go Live - October 28th

- Toll plaza demolition stages:
 - Stage 1 - Begins immediately following Go-Live date
 - Stage 2 - Begins no later than November 22, 2016

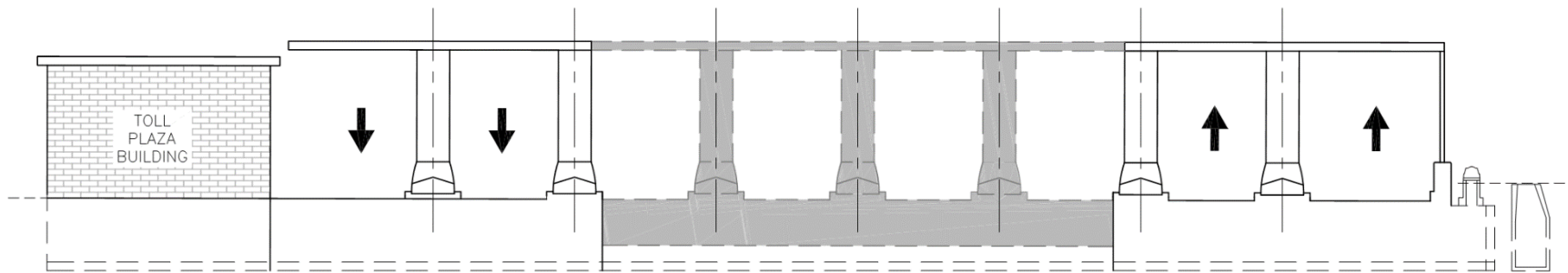
- All work completed by end of 2017

Demolition Activities



- Remove canopy
- Demolish booth
- Remove and fill in tunnel
- Build new roadway

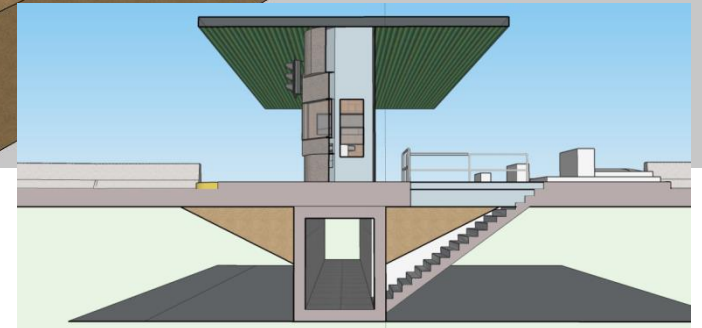
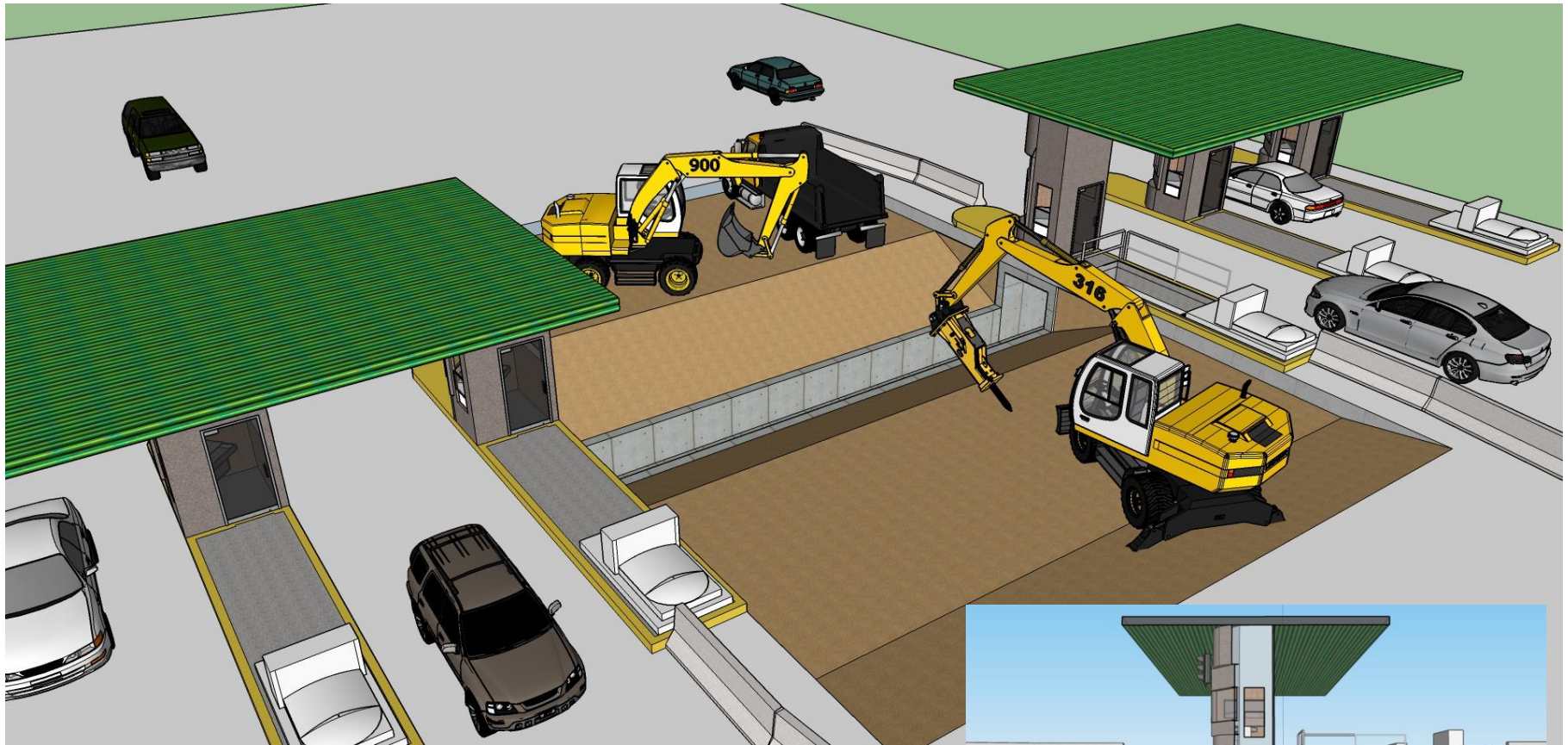
Typical Sequence for Stage 1



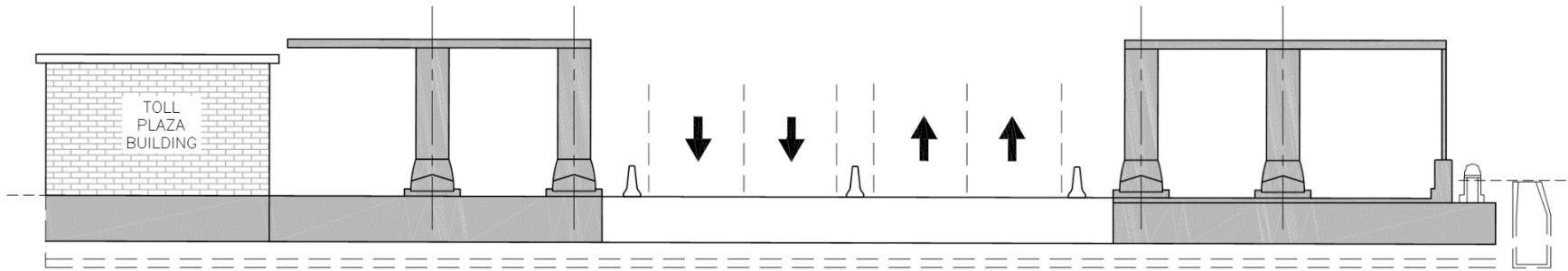
Stage 1

- Traffic channelized to E-ZPass/wide lanes on the outsides of the toll plaza
- Construction/demolition is occurring in the middle of the toll plaza
- Contractors have less than 30 days to work in the center, demolish booths, and lay temporary pavement.
- Speed limit through booths remains 15 mph

Rendering of Typical Stage 1 Work Zone



Typical Sequence for Stage 2



Stage 2

- Center booths were removed in Stage 1
- Traffic is shifted to temporary pavement where center booths were previously located
- Work continues to demolish remaining booths, tunnels, and canopies outside of travel lanes
- Speed limit increased above 15 mph
- This work is ongoing through the winter and into 2017

Rendering of Typical Stage 2- Interim Condition



AET Toll Demolition Contracts



<u>DESCRIPTION</u>	<u>Office Estimate</u>	<u>Low Bid</u>	<u>INTERIM Incentive</u>	<u>Final Incentive</u>	<u>Traffic/Police</u>	<u>Contingency</u>	<u>Total Cost</u>	<u>Contractor</u>
District 1 Interchange Nos. 1 and 2	\$19.81M	\$16.00M	\$0.35M	\$0.69M	\$0.57M	\$2.40M	\$20.01M	J H MAXYMILLIAN INC (5 total bidders)
District 2 Interchange Nos. 3 through 8	\$13.96M	\$12.89M	\$0.35M	\$0.69M	\$0.40M	\$1.94M	\$16.26M	THE MIDDLESEX CORP (7 total bidders)
District 3 Toll Plazas 9, 10, 10A, 11, 11A, 12 and 13 on Interstate 90	\$52.10M	\$39.66M	\$0.58M	\$1.17M	\$1.35M	\$5.95M	\$48.71M	SKANSKA MCCOURT JV (7 total bidders)
District 6 Toll Plazas 14, 15 and 55	\$24.91M	\$18.50M	\$0.58M	\$1.17M	\$0.75M	\$2.77M	\$23.73M	DW WHITE CONSTRUCTION INC. (8 total bidders)
District 6 Toll Plazas 18, 19 and 20	\$19.31M	\$15.45M	\$0.47M	\$0.93M	\$0.75M	\$2.32M	\$19.92M	SPS NEW ENGLAND INC (6 total bidders)
District 6 Toll Plazas 31 and 37	\$3.03M	\$3.35M	\$0.07M	\$0.13M	\$0.14M	\$0.51M	\$4.19M	SPS NEW ENGLAND INC (3 total bidders)
Total (6 Contracts)	\$133.11M	\$105.81M	\$2.39M	\$4.78M	\$3.95M	\$15.89M	\$132.82M	--

- Six contracts for a total construction cost of \$132.82M
 - This amount includes all contingency and achievement of all possible incentives
 - Additionally, each contract has a disincentive clause for both milestone #2 (full beneficial use) and interim milestone #2 (achieving winter condition). The disincentive amounts vary by contract and range from 4.4K to 38.8K/per day.
 - Does not include Sumner Toll Plaza. The Highway Division is currently working with the City of Boston on the final design configuration. At Go-Live, traffic will be channelized through the existing plazas.