



**CENTRAL TEXAS  
Regional Mobility Authority**

Meeting Date: October 28, 2015  
AGENDA ITEM # 26

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Quarterly update on  
transportation projects under development

Strategic Plan Relevance: Regional Mobility  
Department: Engineering  
Contact: Justin Word, P.E., Director of Project Management  
Associated Costs: N/A  
Funding Source: N/A  
Action Requested: Briefing and Board Discussion Only

Summary:

The Director of Project Management will provide a summary of project activities from July through September, 2015 for the following projects:

- MoPac South Environmental Study
- 183 North Environmental Study
- Oak Hill Parkway
- SH 71 Express

Backup provided: Quarterly Activities Reports



**CENTRAL TEXAS**  
**Regional Mobility Authority**

ENVIRONMENTAL STUDIES

**Quarterly  
Progress  
Report**

**OCTOBER 2015**

OAK HILL PARKWAY

MOPAC SOUTH ENVIRONMENTAL STUDY

MOPAC INTERSECTIONS ENVIRONMENTAL STUDY

183 NORTH MOBILITY PROJECT



# Oak Hill Parkway

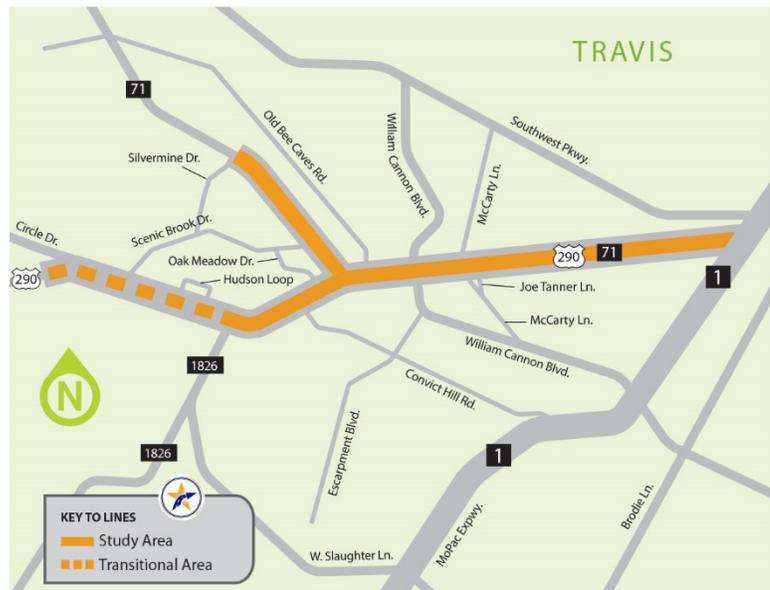
## INTRODUCTION

This report documents and describes the Oak Hill Parkway Project for the period through September 30, 2015. This Project is currently in the environmental clearance phase of development which requires the completion of an Environmental Impact Statement (EIS), consistent with the regulations contained in the National Environmental Policy Act of 1969 (NEPA). The Project is currently being developed jointly by the Central Texas Regional Mobility Authority and the Texas Department of Transportation (TxDOT) Austin District.

## PROJECT DESCRIPTION

The Project encompasses the area surrounding the existing “Y at Oak Hill” intersection of US 290 and SH 71. It includes the study of US 290 West from FM 1826 to Loop 1 and SH 71 West from Silvermine Drive to US 290 West. A transition may be necessary through Circle Drive to ensure adequate and safe operations of the facility.

In 2012, TxDOT and the Mobility Authority initiated a new environmental study of US 290 and SH 71, called the Oak Hill Parkway. Together, TxDOT, the Mobility Authority, their consultants, partner agencies, and the public developed mobility improvement concepts and a methodology for screening the concepts. The concepts represented the range of reasonable alternatives required by the National Environmental Policy Act (NEPA). The preliminary concepts were presented to the public during numerous public involvement activities.



The iterative process involved initial scoping discussions, collaboration regarding concepts to be evaluated and the project’s purpose and need, evaluation of the concepts through a screening process, and carrying forward for further study the concepts that best meet the project purpose and need.

As of January 2015, the remaining build concepts are being further developed as Alternative A and Alternative C. The No Build, or “Do Nothing,” Alternative is also being carried forward and will serve as a baseline for analysis. These alternatives will be evaluated in detail during the Draft EIS process, resulting in the identification of a preferred alternative.

The EIS document is currently being prepared by a consultant team led by Rodriguez Transportation Group, Inc. (RTG) under a professional services agreement with the TxDOT Austin District. The Mobility

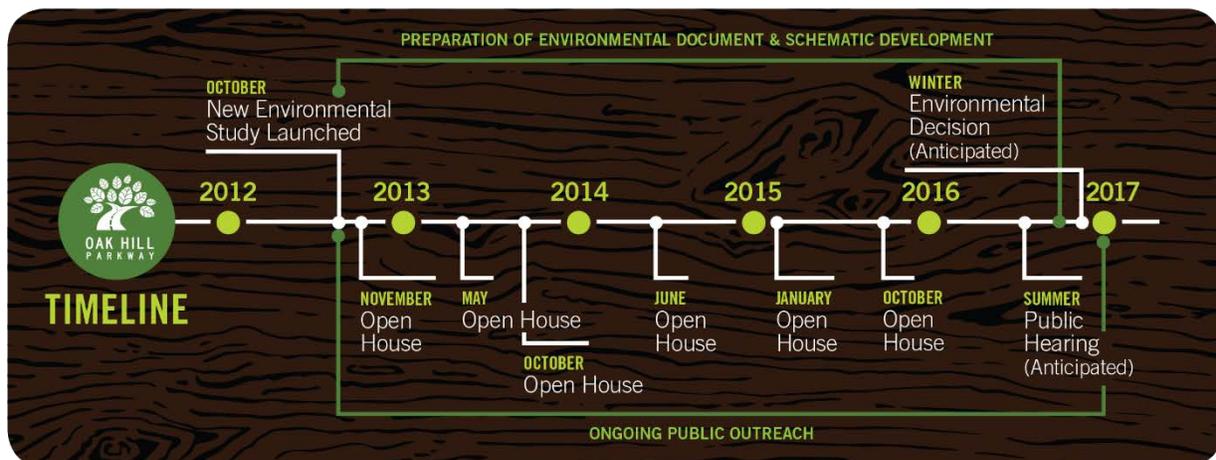
Authority, supported by Atkins under their General Engineering Consultant contract, is coordinating closely with both TxDOT and RTG as the document is being developed.

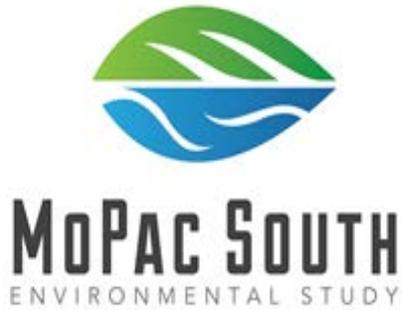
### RECENT ACTIVITIES

- Efforts with TxDOT and the City of Austin continue for potential off-site water detention facilities.
- The design level schematics for Alternative A and C moving forward into the alternatives analysis phase are continuing to be refined as the engineering aspects are reviewed.
- Significant outreach to stakeholders has been ongoing this summer and early fall. The team continues to contact and meet with stakeholders with concerns regarding regional water detention, right-of-way acquisition and other project-related issues. Multiple meetings have been held with OHAN leadership.
- A Water Quality Workshop was held on August 25 for the whole community. It featured ideas for how the project will revitalize Williamson Creek and information on flooding and water quality measures. 40 members of the public attended.
- Over 80 persons attended a stakeholder meeting on the proposed redesign of the west end of the project on September 9 and the team is working to refine the design per public input.
- A Project Update was sent via e-newsletter on September 8 and the website was updated with new information about the proposed elevated structures, renderings, alternatives evaluation, and toll financing.
- The team is planning for the sixth open house to occur October 29 at Covington Middle School from 4:30 p.m. to 7 p.m. The open house will include: an updated look at the design of Alternatives A and C, including artistic renderings of key intersections; the draft matrix for this third phase of evaluation; an update on designs and ideas for Context Sensitive Solutions including bicycle / pedestrian improvements and intersection aesthetics; and information provided at the recent Water Quality Workshop including off-site water detention.
- A media workshop was held in advance of the event on October 7.

### PROGRESS STATUS

The Environmental Impact Statement process is into its third year of development and is anticipated to take approximately four years to complete. To date, the project team has performed consistent with the project schedule.

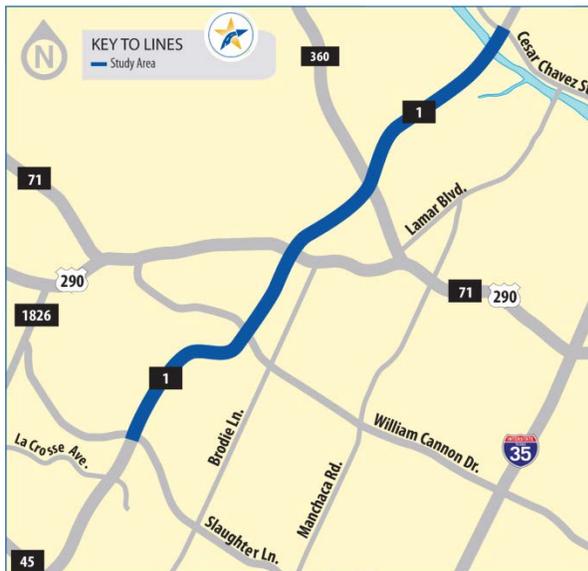




# MoPac South Environmental Study

## PROJECT DESCRIPTION

MoPac Expressway south of Cesar Chavez Street is a vital transportation artery for Austin. Initial construction started in 1973 and various sections have been under construction for the past 40 years. Currently, this eight-mile section is a four- to six-lane freeway which attracts as many as 130,000 cars and trucks per day on the north end. Over time, growth in the corridor – residential, retail and commercial – led to increased congestion and reduced mobility. Funding for an environmental study along with preliminary and final design was allocated to the project under Rider 42 of the General Appropriations Act (2011, HB 1, 82nd Legislature, Regular to the Session). Rider 42 funds are state funds from Proposition 12 set aside to study the most congested roadways in Texas.



The Mobility Authority, supported by HNTB under their General Engineering Consultant contract, is leading the environmental study and community outreach program which launched in April 2014 in partnership with the Texas Department of Transportation (TxDOT).

The environmental study will thoroughly analyze the corridor from Cesar Chavez Street to Slaughter Lane and determine the best alternative for improving mobility. The result will be documented in an Environmental Assessment that will consider “build” and “no build” options. Over the course of the study, a full range of alternatives will be developed that will take into account the needs of drivers,

transit riders, bicyclists and pedestrians as well as surrounding businesses, neighborhoods and the environment. Through extensive analysis of the engineering feasibility, social, economic and environmental impacts of each alternative, as well as consideration of public input, the study team will recommend a solution.

In response to community feedback following the February 2015 Open House, the Mobility Authority extended the environmental study process to allow for additional community input and engineering analysis on the project. The Mobility Authority intend to hold an Open House November 10<sup>th</sup> to share information and gather feedback on several potential Express Lanes operational configurations as well as several enhancements that were incorporated into all Express Lanes configurations under consideration by the project team.

Following the November Open House, the project team will analyze the data and community feedback to determine which Express Lanes operational configuration will move forward for further analysis.

This report describes the status of the MoPac South Environmental Study and documents the activities accomplished through the third quarter of 2015.

### **RECENT ACTIVITIES**

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

### **PROJECT DEVELOPMENT**

- The project team studied five Express Lane operational configuration concepts developed by the Mobility Authority and an additional operational configuration put forth for further study by the city of Austin. These options were evaluated for geometric, environmental, and operational impacts. These configurations, and the results of the additional evaluation, will be shared through a Virtual Open House (October 21 – November 20, 2015) and an Open House (November 10, 2015) for community review and feedback.
- The results of the evaluations will also be presented at an Agency Technical Working Group Meeting and several targeted stakeholder workshops during October and November, 2015.
- UT's Center for Traffic Research (CTR) substantially completed their study of the downtown street system for 2020 (opening year). CTR evaluated how the downtown street system would operate if Express Lanes on MoPac South were not constructed in order to draw comparisons to how the downtown network would operate if one-lane and two-lane Express Lanes operational configurations (with and without direct connections to downtown) were constructed on MoPac South. The results will be presented to stakeholders in October and at the November open house.
- CDM Smith substantially completed their study of how various operational configurations would affect travel times on MoPac South Express and general purpose lanes. Results will be shared with the public in October and November, 2015.
- The development of technical memoranda on the social, economic, and environmental impacts of the project will continue after an Express Lane configuration is selected for further analysis.
- The initial draft Environmental Assessment and Public Hearing were shifted forward approximately five months to accommodate the added analysis and fourth open house. The draft environmental document is anticipated to be available for review and public comment in spring 2016.

### **COMMUNITY OUTREACH**

- The Mobility Authority will hold a fourth Open House on November 10<sup>th</sup> to present the results of the extended operational evaluation. A Virtual Open House that presents the same information as the in-person Open House will be available on the project website beginning October 21, 2015 and will continue through November 20, 2015.
- A series of fact sheets, presentations, and memos have been developed to highlight key operational features and provide a summary of the data analysis conducted on each of the various concepts.
- Meetings with interested stakeholder groups and responses to questions and comments continue as schematic refinements are made.
- The information received during the spring has been reviewed and analyzed. The information is being used to influence project design and develop options for a preferred corridor look and feel. Results of the Context Sensitive Solutions analysis will be included in the fourth Open House.

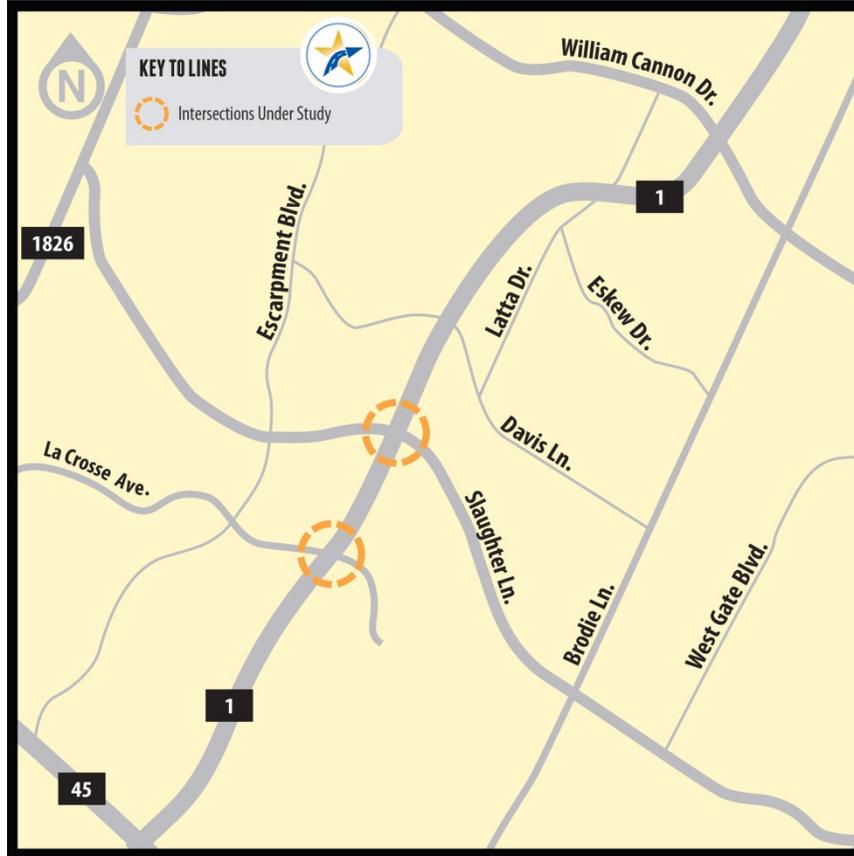
**SCHEDULE**

The high-level schedule below has been updated to reflect the extension of the environmental process launched in early 2013.



# MoPac Intersections Environmental Study

## PROJECT DESCRIPTION



The Mobility Authority, supported by HNTB under their General Engineering Consultant contract, and in coordination with the Texas Department of Transportation (TxDOT), prepared an environmental study document for proposed operational and safety improvements including grade separation of the MoPac mainlanes under Slaughter Lane and La Crosse Avenue. The environmental study launched in May of 2013. If the proposed improvements are environmentally cleared, the project will be turned over to TxDOT to design, construct, and maintain.

This report describes the status of the MoPac Intersections Environmental Study and documents the activities accomplished through the third quarter of 2015.

## RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

## PROJECT DEVELOPMENT

- TxDOT's Environmental Division approved the draft Environmental Assessment (EA) as satisfactory for further processing. The document is available for public review on the project website.
- A Public Hearing was held on July 30, 2015 at Bowie High School. More than 120 people attended and more than 300 official comments were received during the official comment period.
- Responses to official comments were developed and the EA resubmitted to TxDOT. An Environmental Decision is expected later this year. Once the project is environmentally cleared, TxDOT will assume responsibility for final design and construction.

## COMMUNITY OUTREACH

- Stakeholder outreach and public communication will continue as the environmental study approaches completion.

- A sound wall workshop was held on September 3, 2015 for homeowners that would be adjacent to proposed sound walls. These adjacent homeowners were provided ballots which allowed them to vote on whether or not a wall should be built near their home. The Wildflower Center and City of Austin Parks Department were also given opportunity to vote on walls adjacent to their property.

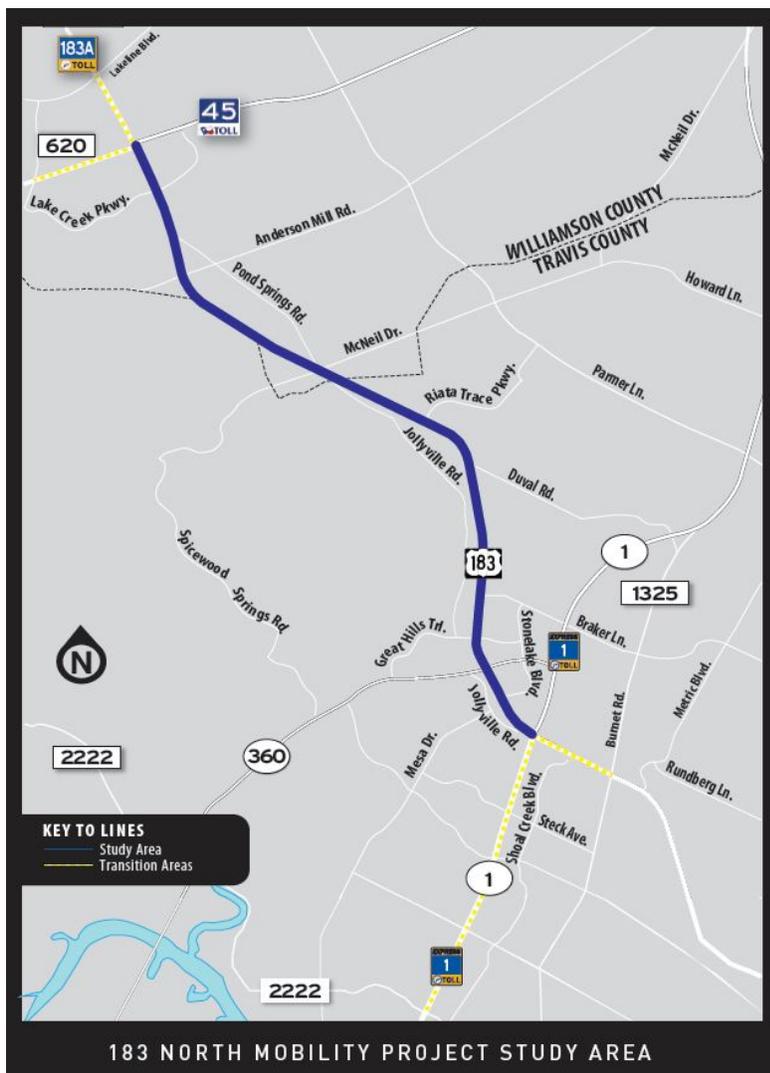
#### **SCHEDULE**

An environmental decision is anticipated in early November 2015.

# 183 NORTH MOBILITY PROJECT

## PROJECT DESCRIPTION

In August 2013, the Central Texas Regional Mobility Authority (Mobility Authority), supported by HNTB under their General Engineering Consultant contract, and the Texas Department of Transportation (TxDOT) launched the 183 North Mobility Project. This environmental study, nearing completion, thoroughly analyzed an eight-mile segment of US 183 between SH 45 North and MoPac to determine the best options for managing congestion, as well as improving transit reliability and emergency response times. The study will also look at ways to connect mobility improvements on 183 North to the MoPac corridor.



The 183 North Mobility Project was selected as one of the recipients of the CAMPO Surface Transportation Program – Metropolitan Mobility (STP-MM) funding program. Proposed improvements include the addition of two lanes in each direction in the median of the existing US 183 North (from SH 45 North to MoPac), as well as direct connectors at the US 183/ SH 45 interchange and at the US 183/MoPac interchange. In addition, inclusion of a fourth general purpose lane is proposed in both directions to provide four continuous general purpose lanes south of McNeil Drive. In summer 2014, the team announced that the alternatives being carried forward for further study are Express Lanes and the No Build alternative. A decision on which solution will be implemented is expected in early 2016.

This report describes the status of the 183 North Mobility Project and

documents the activities accomplished through the third quarter of 2015.

## RECENT ACTIVITIES

The following activities have been accomplished by the Mobility Authority and its consultants during the reporting period.

## PROJECT DEVELOPMENT

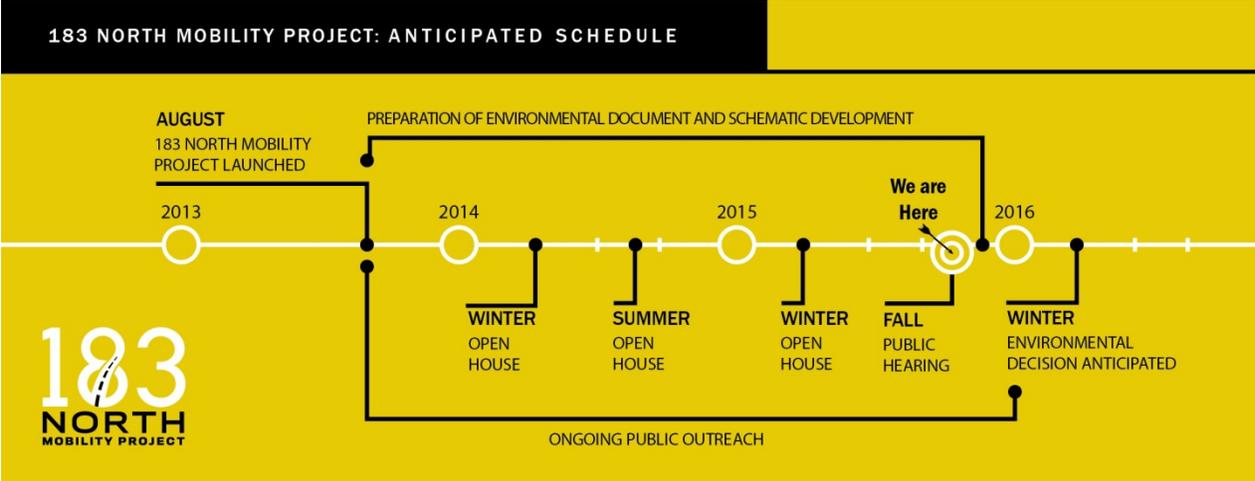
- The draft environmental document, including all technical memoranda and social, economic, and environmental impact evaluations, was made publicly available on October 12, 2015.
- The 100% schematic design is pending resolution of design exception comments and signage updates; review and approval of the design exception is being coordinated with TxDOT.
- CAMPO submitted the 2035 Regional Toll Analysis (RTA) to FHWA on July 9, 2015 which reflects a project description update of two Express Lanes in each direction.
- Opportunities for transit expansion are currently being evaluated and coordinated with Capital Metro.
- The Public Hearing is scheduled for November 12, 2015.

## COMMUNITY OUTREACH

- The opportunity to review and receive public comment on the draft environmental document began on October 12, 2015 and will extend through the November 12, 2015 Public Hearing, concluding on November 22, 2015.
- Meetings with interested stakeholder groups will continue as requested prior to the Public Hearing.
- Technical Working Group #4 is scheduled for October 28, 2015.
- Context Sensitive Solutions design concepts, developed with input from the community and agency partners, will be presented at the Public Hearing.
- Preparation for the Public Hearing is continuing and public information materials are being coordinated with TxDOT.
- Notification of the Public Hearing and availability of the draft environmental document for review will begin on November 12, 2015 and will continue through the Public Hearing.
- The 3D Visualization of the potential facility improvements is being finalized and will be ready in late October 2015. The 3D visualization will be used at community meetings and the Public Hearing to help inform stakeholders on how they could use the facility, if constructed.

## SCHEDULE

The Environmental Assessment process for the 183 North Mobility Project launched in late 2013 and is anticipated to take two to three years. A Public Hearing is scheduled for November 12, 2015, and completion of the environmental study through an environmental finding from TxDOT's environmental division is expected in early 2016.





SH 71 EXPRESS PROJECT

# Quarterly Progress Report



**ATKINS**

Independent Engineering Report



**CENTRAL TEXAS**  
**Regional Mobility Authority**

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**Executive Director**

Mike Heiligenstein

## PROJECT PARTICIPANTS

Texas Department of Transportation



TxDOT General Engineering Consultant



Central Texas Regional Mobility Authority



CENTRAL TEXAS  
Regional Mobility Authority

Mobility Authority General Engineering

**ATKINS**

Design-Build Developer

**MCCARTHY**



## **TABLE OF CONTENTS**

INTRODUCTION.....	1
PROJECT DESCRIPTION.....	1
PROJECT DEVELOPMENT ACTIVITIES .....	3
PROJECT PROGRESS PHOTOS.....	4
PROJECT PROGRESS .....	5
TWO MONTH LOOK AHEAD .....	5
CONSTRUCTION FINANCIAL STATUS.....	6

## **LIST OF TABLES**

Table 1 - Schedule of Project Milestones.....	5
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## **LIST OF FIGURES**

Figure 1 - Project Location Map.....	1
Figure 2 - Typical Sections near Presidential Boulevard and at SH 130.....	2
Figure 3 - Rendering of Proposed FM 973 Interchange.....	2

# INTRODUCTION

This report documents and describes the State Highway 71 Express Project during the period from June 28, 2015 through October 28, 2015. This Project is being developed and constructed by the Texas Department of Transportation (“TxDOT”). The Central Texas Regional Mobility Authority (“Mobility Authority”) will operate and maintain the tolled express lanes upon substantial completion of the Project. The Project development, design, and construction is being funded by TxDOT with partial reimbursement by the Mobility Authority. The estimated total project cost is \$140M with reimbursement by the Mobility Authority in an amount up to \$60M for TxDOT’s project costs.

# PROJECT DESCRIPTION

The State Highway 71 Express Project is an approximately 3.9-mile limited-access toll road located in Travis County along the existing SH 71 corridor. The tolled express lanes begin at Presidential Boulevard at the Austin Bergstrom International Airport (ABIA) and extend east, ending at SH 130 near Onion Creek. The tolled express lanes will include grade separated intersections at FM 973 and SH 130 through the construction of two new toll lane overpasses as well as bicycle and pedestrian facilities. The SH 71 Express Project will provide a more expeditious route to ABIA from the SH 130 corridor, and is expected to enhance safety as well as reduce congestion and travel time along the SH 71 corridor. The SH 71 Express Project is being developed in partnership with the Texas Department of Transportation (TxDOT), and in conjunction with the City of Austin. The design-build project is being designed and constructed by McCarthy Building Companies (McCarthy).

The location of the Project is illustrated in Figure 1.

Figure 1 - Project Location Map



The typical sections are shown in Figure 2, and a rendering of the proposed interchange at FM 973 is illustrated in Figure 3.

Figure 2 - Typical Sections near Presidential Boulevard and at SH 130

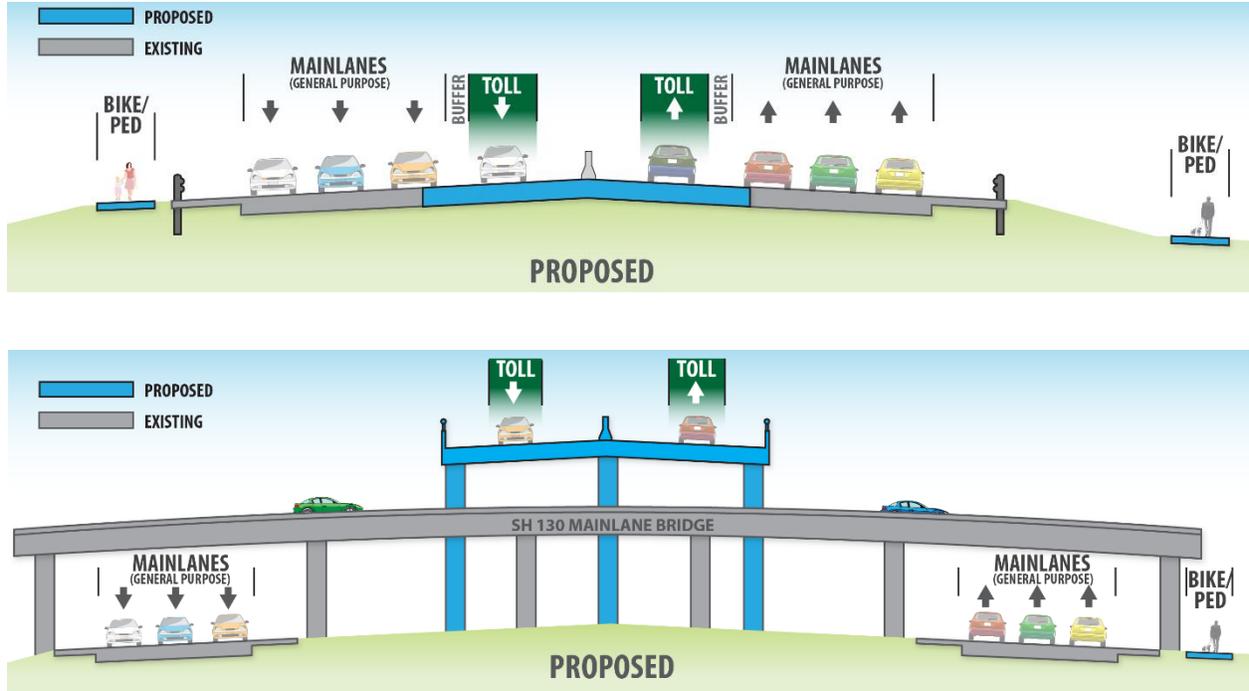


Figure 3 - Rendering of Proposed FM 973 Interchange



## PROJECT DEVELOPMENT ACTIVITIES

On August 29, 2014, TxDOT and McCarthy executed a design-build agreement for the development of the SH 71 Express Project. On December 22, 2014, TxDOT issued a notice to proceed (NTP2) that allowed McCarthy to begin design and construction of the Project. Following NTP2, McCarthy began submitting design plans to TxDOT for review, and on February 2, 2015, McCarthy commenced construction activities.

During the reporting period, McCarthy has focused on finalizing the design activities. McCarthy has gained concurrence by TxDOT for almost all of the plan sets on the Project. The only remaining design submittals include a Drainage Report and the Signing and Markings Plans. The Mobility Authority's oversight team and System Integrator, have been integrated into the TxDOT review process. The team has reviewed the tolling plans and are working through minor comments with TxDOT.

While finalizing the design effort, McCarthy has continued to advance construction activities throughout the Project corridor. Earthwork, utility adjustment, road base, retaining wall, bridge and shared use path elements have all progressed throughout the reporting period. The earthwork activities have included completing the SH 130 bridge headers and frontage road grading.

McCarthy completed the substructure work on the bridges at SH 130 and Onion Creek during the reporting period and began pouring the bridge decks over SH 130. The Onion Creek bridge decks are scheduled to be poured in mid-October. The SH 130 bridge work will continue into the next quarter. McCarthy continued their work on retaining walls at the Spirit of Texas intersection and also began work on the retaining walls at Presidential Boulevard; this work will be ongoing throughout the next quarter.

Utility relocations are progressing well; work for every utility owner is active with the exception of Texas Gas. All ongoing utility relocations are scheduled to be complete by the end of November.

Work continues on the cross drainage culverts and has commenced on the pavement widening on the west end of the project.

McCarthy has also begun work on the shared use path throughout the project limits where no further disturbance is necessary.

The Mobility Authority's oversight team is assisting with community outreach for the project. The project team held an Open House on September 22, 2015, to update stakeholders on the construction progress and upcoming traffic switches. Attendance included 15 members of the public and two individuals from the media. An e-newsletter was also published in September 2015 outlining the progress and upcoming traffic switches as well.

## PROJECT PROGRESS PHOTOS

McCarthy continues to focus on earthwork operations, utility relocations, the SH 130 and Onion Creek bridges, retaining walls, and the shared use path. Work on widening SH 71 on the west end has also commenced.



First bridge deck pour over SH 130 (Sept 23)



Bridge deck forming completed over SH 130



Shared use path being installed



Crews working on cross drainage culverts



Crews installing retaining walls

## PROJECT PROGRESS

McCarthy has submitted its progress schedule for the period ending July 31, 2015. McCarthy's latest schedule indicates Substantial Completion in the October/November 2016 timeframe; although, the managed lanes may be open a few months prior to that, and Final Acceptance of all remaining Development Work in late 2016.

The SH 71 Express Project milestones are provided in Table 1.

**Table 1 - Schedule of Project Milestones**

<b>Task</b>	<b>Date</b>
Selection of Design-Build Contractor	June 26, 2014
NTP1 Issued	September 5, 2014
NTP2 Issued	December 22, 2014
Commencement of Construction	February 2, 2015
Substantial Completion (Open to Traffic)	Summer/Fall 2016
Final Acceptance	Late 2016

## TWO MONTH LOOK AHEAD

McCarthy plans to work on the mainlanes of SH 71 forming the new overpass at FM 973 as well as the approaches on FM 973 which are on new location. They will continue working on the retaining walls around Presidential and Spirit of Texas as well as the bridge decks over SH 130. They will go back to working on the Onion Creek Bridge and start pouring the bridge decking. Work will continue on the shared use paths as well as the relocation of utilities.



*\*Project timeline is subject to change*

## CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of the design-build contract for the SH 71 Express Project.

<b>Original McCarthy Contract Amount:</b>	<b>\$ 95,490,271</b>
<i>Authorized Changes (Change Order and/or Amendments):</i>	
	\$ 4,887,854
<b>Current Authorized Contract Amount:</b>	<b>\$ 100,152,529</b>
<b>Previous Total of McCarthy Payments:</b>	<b>\$ 22,232,703</b>
Draw Request #9 for May 2015 efforts	\$ 8,348,061
Draw Request #10 for June 2015 efforts	3,552,829
Draw Request #11 for July 2015 efforts	5,168,584
<b>Total Amount Earned To-Date:</b>	<b>\$ 39,699,168</b>
Retainage withheld:	\$ 396,992
<b>Approved Amount for work completed (through Draw #11):</b>	<b>\$ 39,302,177</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 60,850,352</b>
<b>Total Percent of Budget Expended through May 2015:</b>	<b>39.6%</b>

### ***Summary of Change Orders This Reporting Period***

CO# 1	Modification to Golf Course Rd	\$ 154,345
CO# 2	Removal of oil/wastewater infrastructure	\$ 18,418
CO# 3	WB Onion Creek Bridge Rehab	\$ 4,489,494
CO# 4	Add ITS hub at 973	\$ 189,719
CO# 5	VECP #1/#2	\$ -39,121
CO# 6	Unidentified utility	\$ 75,000