



## THE MOBILITY AUTHORITY COMMUNITY GUIDE TO CONSTRUCTION

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Our region’s unprecedented growth is exciting to some, frustrating for others. It’s brought construction — an undesirable but necessary means to address our regional transportation needs. But for the Central Texas Regional Mobility Authority (Mobility Authority), there’s more to a successful project than simply what you see when it’s complete.

It’s understandable for those outside of the transportation industry to have limited knowledge of all that construction projects entail or why certain delivery methods are important. Here’s a basic guide for all who are interested in learning more about our construction process and how we aim to deliver successful projects from the very beginning.

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## THE PRE-IMPLEMENTATION PROCESS

The [Capital Area Metropolitan Planning Organization \(CAMPO\)](#) is responsible for developing both short- and long-range transportation plans for our region. These plans identify priority projects, forecasting for traffic growth up to 40 years into the future. CAMPO then determines funding plans based on available financing and assigns projects to various agencies, including the Mobility Authority.

## FROM CONCEPTION TO CONSTRUCTION

Transportation infrastructure projects are known for their complexities, unique location conditions, and multi-faceted plan specifics. Considering their scope and size, the planning and approval phase can be a lengthy process. Projects must undergo several phases and fulfill federal and state requirements before projects can begin construction.



### Public Participation

Community input is essential to the planning process and the Mobility Authority proactively seeks feedback in order to learn the needs and expectations of the public before breaking ground.

### UNDER STUDY

Once the need for a toll project is identified and passed to the Mobility Authority, it goes “under study” with our team of engineering and financial professionals. Both the feasibility and financial viability of the toll project is analyzed, and local officials and regional partners are engaged to consider the project’s potential.

### UNDER DEVELOPMENT

If the project is found to be reasonable and feasible, it then goes into the development phase where we conduct robust environmental and engineering studies. Our process is performed in accordance with the National Environmental Policy Act (NEPA) of 1969, which requires meaningful public involvement and balances the need for new infrastructure development with our human and natural environment. Various alternatives, including a ‘No Build’ option, are presented to the public for feedback. This input is then combined with technical analysis to identify the best option for meeting the project’s purpose and need.

### UNDER CONSTRUCTION

Only after approval from federal and state agencies, including the Texas Transportation Commission, may the Mobility Authority proceed with contract procurement and construction.

## DESIGN-BID-BUILD VS. DESIGN BUILD

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The two most commonly applied delivery methods for construction projects are design-bid-build (DBB) and design-build (DB). Though they may sound similar, the two methods are quite different and each carry their own set of advantages and disadvantages.

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### DESIGN-BID-BUILD

This is the most traditional process in the U.S. construction industry, where an entity contracts separately with a designer and a contractor. The design firm is hired to deliver complete design documents before bids are solicited from contractors to implement the design. Designers and contractors bear no obligation to one another. Simply put, the Mobility Authority is responsible for carrying the project through three phases: design of the project, receive bids for construction, and build the previously completed designs.

### DESIGN-BUILD

Under this method, an entity typically hires a single company to perform both design and construction under a single contract. This approach can help expedite completion of a project by allowing some elements of construction to start while roadway design is still ongoing. Portions, or all, of the design and construction may be performed by the company or subcontracted to other companies with better expertise.

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The Mobility Authority determines project delivery methods on a case-by-case basis, evaluating scope, cost, schedule control, and other variables of each project.



#### 183 South Project

The agency's 183 South Project was implemented under a Design-Build Contract. Colorado River Constructors, a team of engineering and construction companies, designed and constructed the project.

## FROM THE PUBLIC'S PERSPECTIVE

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The community will not notice many differences between the two delivery methods during construction. Field crews will still work their way along the project limits. Our outreach team will continue to communicate project schedule and construction notices. But it does impact how project teams operate behind the scenes to coordinate efforts and deliver connections.

## THE CONSTRUCTION TEAM

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Major infrastructure projects require an enormous amount of labor and coordination between parties. Each play a critical role in the construction, affecting the quality, cost, and timely completion of each project. And for us in particular — delivering multi-million dollar transportation investments, spanning miles, and requiring hundreds of workers — it's a complex task. Below are brief descriptions of the major parties involved on Mobility Authority projects:

### The Mobility Authority

Responsible for overseeing project delivery; actively engaged throughout construction.

### General Contractor(s)

Responsible for all construction tasks, including coordination of labor and scheduling.

### Subcontractors

These are often specialty contractors and fall under the supervision of the general contractor.

### Material and Equipment Suppliers

The impact of suppliers on construction projects can't be understated.

### Stakeholders

You — our neighbors and the traveling public — serve a crucial role in the delivery of critical infrastructure projects by providing feedback.

“We measure the success of our projects, not just by their outcome, but by **how we go about delivering increased mobility** to our Central Texas community.”

Lloyd Chance, Mobility Authority  
Asst. Director of Engineering - Construction

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### Employment Opportunities

Private contractors working on our projects may have direct employment or subcontracting opportunities available. Our project websites help direct inquiries to the appropriate parties.

### MoveFWD

The Mobility Authority created the MoveFWD program, collaborating closely with other local agencies and nonprofit organizations, to identify and prepare candidates for skilled positions within the construction and service industries. Visit [MoveFWD.com](http://MoveFWD.com) to learn more.



The Critical Path Method (CPM) is one of the more common construction scheduling techniques. Using this method, the project contractor will outline all activities, milestones and deliverables, dependencies and possible timeframes for each activity to estimate project completion. With projects as large as ours, scheduling is no easy task.



**Schedules are living documents.**

They combine all relevant project information into a single plan and therefore, require daily management. The duration of the critical path represents the minimum length of time required to complete a project; however, more than one critical path can exist. Completion of the entire project timeline could be lengthened by delaying activities along any one of the critical paths.

**Piecing the project together.**

Constructing a roadway is much like putting together a puzzle - you can envision the end result, sorting the pieces out of the box, but it still takes both time and strategy to complete. Balancing contractors, resources, and time may require construction efforts to jump around to different areas of the project (or “puzzle”) but it’s all in an effort to keep on schedule towards that completion date.



**Constraints are inevitable.**

Like anything else, construction doesn’t occur in a vacuum - constraints are inevitable and the entire project team does their best to account for variables from the very beginning. Simple things like weather, temperature, and delayed materials can greatly impact the project. The contractor, for example, will add extra days to the construction schedule to account for these things.

**Purposefully designed to minimize disruption to the public.**

We understand; construction is still construction. So the Mobility Authority requires contractors to plan for work to take place at times that minimize the impacts to the traveling public and to neighboring residents while completing the project in a reasonable timeline.



**Complex Scheduling**

We’re committed to keeping Central Texas moving - it’s why we incorporate pedestrian and cyclist friendly facilities like Shared Use Paths, sidewalks and cross-street connections as part of every project whenever feasible. Completion of these elements are often dependent on the phasing and construction of the roadway.

## PUBLIC OUTREACH

The Mobility Authority engages in constant outreach with stakeholders and the community throughout construction of our projects. It's inherent to our mission that we look beyond the pavement and remain committed to being good neighbors to the communities we serve. Through this commitment, we employ a multi-channel approach throughout all project phases, reaching the community where they are. We appreciate getting to know you through our events and stakeholder meetings, and we're focused on getting you the information you need. Some of these methods include:

### PROJECT WEBSITES

We use dynamic and informative stand-alone websites on every project. This allows the community to engage throughout construction by viewing maps and schematics, accessing studies and background information, and staying informed of project updates. These project websites also allow for residents to connect directly to our project teams. Monitored daily, the sites funnel project-specific inquiries to the right people, aiding in a more nimble response time.

### PROJECT NEWSLETTERS

Interested in receiving regular communication from our team? Sign up for our newsletters that deliver project specific updates and construction notices. Our goal is to keep you informed with valuable information sent directly to your inbox - no searching, no fuss.

### TRADITIONAL MEDIA

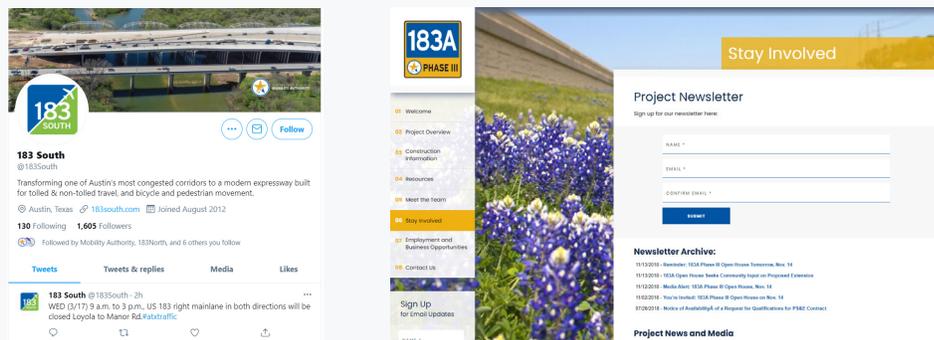
We regularly engage with local news, television and radio outlets to expand our reach and deliver project updates to our community wherever they are, be it home, work or in the car.

### SOCIAL MEDIA

A robust online presence requires social media. Using tools such as Facebook, Twitter, and Instagram, we deliver regular construction and project updates across all channels. And like our project websites, our social media accounts are monitored daily to track urgent questions or comments from the public.

### PHONE HOTLINE

Being tech-savvy, however, is not a requirement to contact us. Simply call us at (512) 996-9778 and we'll connect you with the appropriate team member who can assist with any project questions.



Want to learn more about all our projects? Visit our website and sign up for *Expressway News* to receive regular updates on our projects, programs and other initiatives aimed at keeping Central Texas moving.

[MobilityAuthority.com](http://MobilityAuthority.com)

# In everything we do, we're driven by our mission — and our mission is you.

Bobby Jenkins, Mobility Authority  
Chairman, Board of Directors



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**

## OUR MISSION

Our mission is to implement innovative, multimodal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality.

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We are the driving force behind preserving and enhancing quality of life in Central Texas as we **EVOLVE** with the changing regional landscape, **ENGAGE** with the communities we serve, and **PROTECT** the environment we all share.

## CONTACT US



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