



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #14 SUMMARY

Quarterly Briefing on the MoPac
Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

Funding Source: N/A

Board Action Required: No

Description of Matter:

The report is an account of the activities on the MoPac Improvement Project from July to September, 2013.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

Wesley M. Burford, P.E., Director of Engineering



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

QUARTERLY PROGRESS REPORT

No. 12 | October 2013





CENTRAL TEXAS
Regional Mobility Authority

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PROJECT PARTNERS





QUARTERLY PROGRESS REPORT No. 12

INTRODUCTION

The MoPac Improvement Project is a \$204 million project to add one Express Lane in each direction along an approximately 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to Parmer Lane north of Austin within existing right of way. The Project is an effort to address the mobility problem in this corridor and takes into account the needs of drivers, transit riders, pedestrians, bicyclists, and the concerns of surrounding neighbors.

Environmentally cleared in August 2012, the Project will be built in cooperation with the Texas Department of Transportation (TxDOT), the Capital Area Metropolitan Planning Organization (CAMPO), the City of Austin, Capital Metro (CapMetro), and the Federal Highway Administration (FHWA).

The Express Lanes will be located in the middle of the MoPac corridor separated from the existing general purpose lanes by a four to five foot wide striped buffer zone with flexible pylons. Drivers will be able to access the MoPac Express Lanes at Cesar Chavez Street, near Far West Boulevard, or near Parmer Lane. While this addition of lanes will require widening of the pavement, the Express Lanes project requires no property acquisition and all existing non-toll general purpose lanes and the UPRR corridor will remain.

In addition to the Express Lanes, the MoPac Improvement Project will include: sound walls; a Collector/Distributor road under Steck Avenue; aesthetic enhancements and significant landscaping; bicycle and pedestrian improvements including two shared-use paths; full mainlane overlay with special (PFC) pavement which serves as a wet weather safety improvement measure; enhanced incident management (cameras and traffic data collection); and a significant community relations effort.

The Mobility Authority entered into a contract with CH2M HILL to design and build the MoPac Improvement Project. The agreement requires the project to be substantially complete by September 17, 2015. The Contractor developed an acceptable Baseline CPM (Critical Path Method) Schedule for the Project. The Mobility Authority issued Notice to Proceed (NTP) on April 18, 2013.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from July 2013 through September 2013.



KEY TO LINES

- Express Lane Southbound
- Express Lane Northbound
- ⋯ Union Pacific Railroad
- ⋯⋯ Capital Metro Rail



SUMMARY OF ACTIVITIES

The following activities have been accomplished by the Mobility Authority, its consultants, and the D/B Contractor during the reporting period.

DESIGN ACTIVITIES

- Weekly task force meetings commenced in April and over the shoulder informal reviews have been ongoing. The Mobility Authority's GEC is performing oversight of the Contractor activities.
- CH2M HILL completed submittal of the first design package which is a 30% design of the entire project and comment resolution has concluded. A request has been made of TxDOT and FHWA for concurrence in accepting the design.
- CH2M HILL is nearing completion of all geotechnical surveying.
- Management Plans including the Design Quality Management Plan, Construction Quality Management Plan, and Safety Plan have been accepted for use on the project. In addition, the Sustainability Plans (Noise, Dust/Emissions, Recycling, and Waste Management) were submitted in September.
- Final (100%) Design is ongoing for Segment 2B (between the interchanges with US 183 to and RM 2222) and an Early Release for Construction package is expected for Segment 2B, which is anticipated to include Traffic Control Plans (TCP), Removals, Clearing, Storm Water Pollution Prevention Plan (SWPPP), and Safety Lighting on October 18.
- Segment 2B Final (100%) Design Plans and RM 2222 SB Bridge Widening are scheduled to be submitted on October 28.
- Final (100%) Design is ongoing for Segment 3 (from RM 2222 to Enfield Road).
- Environmental Re-Evaluation is awaiting approval from TxDOT and FHWA. The Open House was conducted September 5. In addition to the ongoing Environmental Re-evaluation, Section 106 Consulting Party Coordination was conducted for the proposed design changes at 5th Street. As a result of the coordination, a recommendation was made to the Texas Historic Commission (THC) that the design change would "have no adverse effect to any character-defining feature or to the historic aspects for which a property or district may be eligible for or listed in the NRHP". The THC concurred with this recommendation and Section 106 Consultation is complete.

CONSTRUCTION ACTIVITIES

- For the period from July through September 2013, CH2MHILL's team continued to collect data needed for design including survey and geotechnical soil borings. Some of this work required lane closures. Lane closures took place at night between 9:00 pm and 5:00 am. Some temporary closures of shoulders during daytime hours were also necessary.
- CH2M HILL is currently fabricating traffic barrier specifically for the project at the Tricon Plant in New Braunfels.
- CH2M HILL is currently mobilizing its resources for construction. Installation of traffic barrier is expected to begin in December 2013 along the median shoulder between the interchanges with US 183 and RM 2222.

PROGRESS PHOTOS



Daytime Drill Rig Operation to Obtain Soil Samples

Intermittently since May, there have been drill rigs operating on the site concurrently, each one drills a 4" diameter hole into the ground anywhere from 15' deep up to 90'. Every 5' the material type is classified. Materials encountered include a variety of clays, topsoil, limestone, and others. Soil compressive strengths are quantified later in a lab which is working with samples obtained from the boring/coring work. The information from the boring/sampling activity is used by the Design-Build design engineers to determine foundation types, structural soil bearing capacity, etc. for the design of such elements as sound walls and retaining walls.



Traffic Barrier Fabrication at the Tricon Plant in New Braunfels

PROJECT PROGRESS

As of September 30, 2013, 18.7% of the 882 calendar days to scheduled Substantial Completion have expired. There are 717 calendar days until Substantial Completion. The Contractor is allowed an additional 120 calendar days for Final Acceptance.

Design and Construction Progress through September 2013

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of September 2013 is as follows:

MoPac Improvement Project Progress for Period Ending September 2013

Design + Construction Tasks	% Complete
Development Design	35%
Traffic Control	0%
Earthwork/Demolition/Removals/Drainage	0%
Structures/Bridges/Retaining Walls	0%
Sound/Neighborhood Walls	0%
Geotech/Survey	94%
Utilities	0%
Pavement/Subbase/Base Course	0%
Environmental Monitoring	19%
Lighting/Signing/Striping	0%
Toll Facilities	0%
Landscaping/Shared use Path/Sidewalks	0%

CH2M HILL’s Substantial Completion date per their approved baseline schedule is September 16, 2015.

SCHEDULE OF CONTRACTUAL PROJECT MILESTONES

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Substantial Completion
- **January 15, 2016:** Final Acceptance

REPORTING PERIOD PROGRESS ACTIVITIES

- **August 2013:** The official Project Office opened at 1901 Braker Lane, Building D, Suite 200, Austin, Texas 78758
- **July 2013:** Submittal of the partial (30%) design package
- **July 2013:** Start Final Design of Segments 2B and 3
- **August 2013:** Submittal of remaining (30%) design package
- **September 2013:** Environmental Re-Evaluation Open House

UPCOMING ANTICIPATED PROGRESS ACTIVITIES

- **October 2013:** Executive Level Partnering Meeting
- **October 2013:** Groundbreaking Ceremony
- **October 2013:** Early Release for Construction (ERFC) Segment 2B Package Submittal
- **October 2013:** Segment 2B Final (100%) Design Package Submittal
- **November 2013:** “Meet the Contractor” Open House
- **November/December 2013:** Segments 2B and 3 Bridge Design Submittals
- **December 2013:** Segment 2B Full Construction Begins

PROJECT FINANCIAL STATUS

All CH2M HILL draw requests are accompanied by an approved progress schedule. The original CH2M HILL Contract Amount is **\$136,632,100**.

Summary of Draw Requests & Payments During Reporting Periods 01-03

Original CH2M HILL Contract Amount:	\$ 136,632,100
<i>Authorized Changes (Change Order and/or Amendments):</i>	
None to date	<u>\$ 0</u>
Current Authorized Contract Amount:	\$ 136,632,100
CH2M HILL Payments:	
Amount of Draw No. 01 (July 2013)	\$6,940,041
Amount of Draw No. 02 (August 2013)	\$1,130,513
Amount of Draw No. 03 (September 2013)	<u>\$7,614,580</u>
Total Requested Amount To-Date through Draw No. 03:	\$15,685,134
Retainage withheld**:	<u>\$ 0</u>
Approved Amount for Work Completed through Draw No. 03:	\$15,685,134
Total Project Budget Expended Through September 2013:	11.5%
Amount remaining for work to be completed:	\$120,946,966

**Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders During Reporting Period

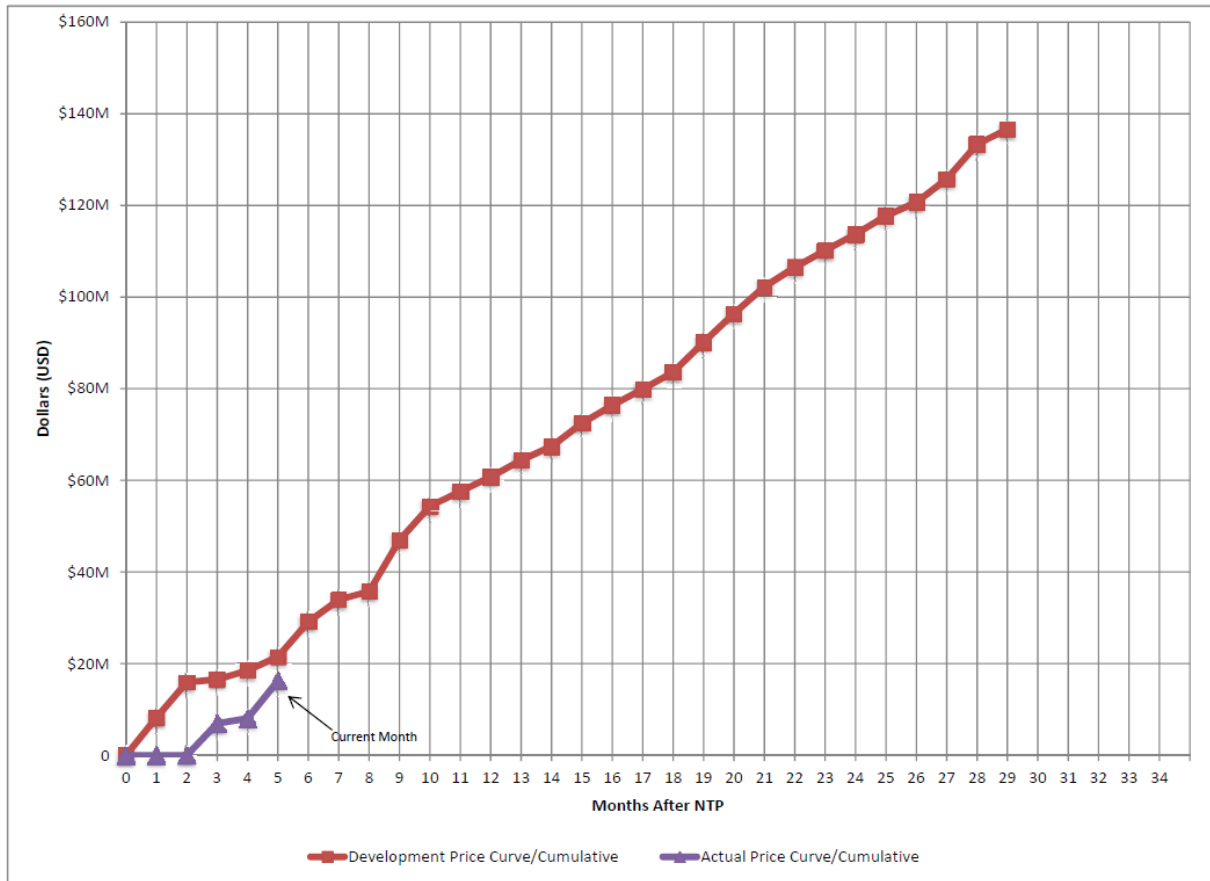
There are no current change orders.

Project Cash Flow Curve – September 2013

Cash Flow Curves are provided by CH2M HILL at the time of billing/draw requests submittal.



**PAYMENT CURVE
COMPARITIVE GRAPH**

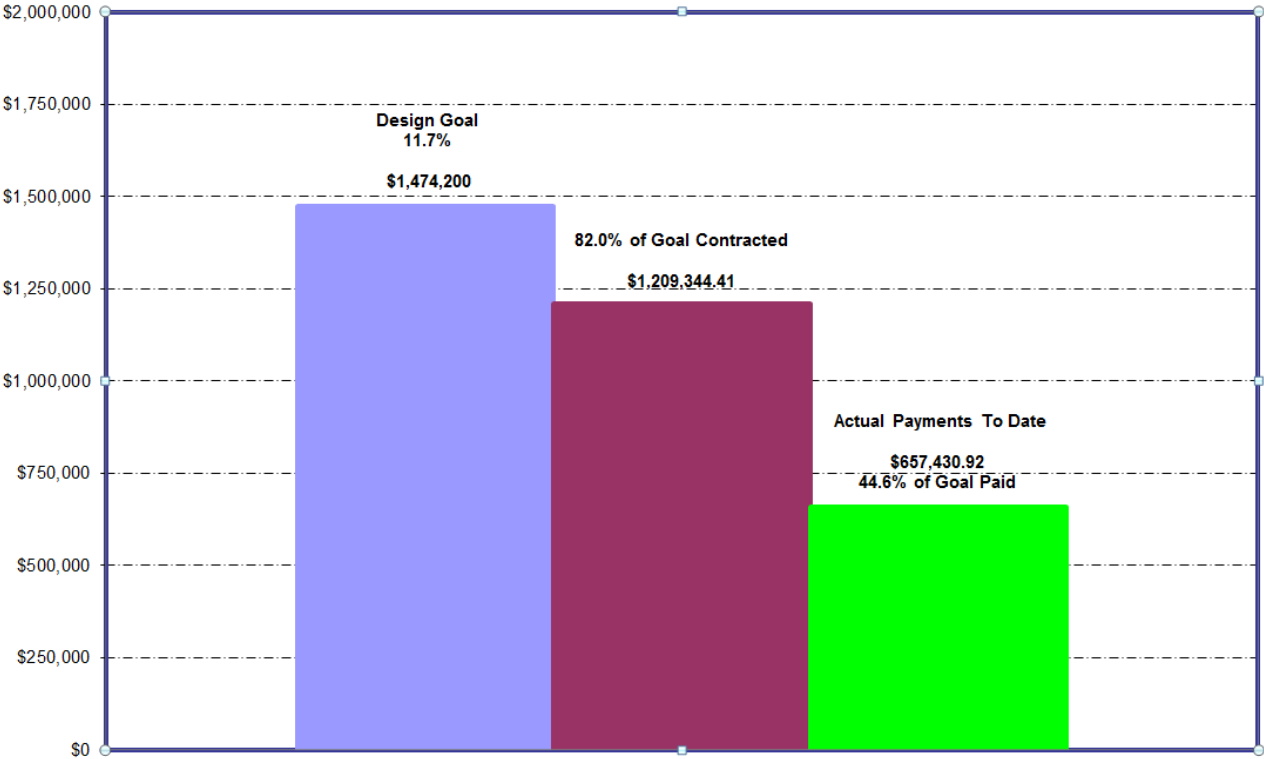


DBE STATUS

CH2M HILL has submitted a plan to achieve the Disadvantaged Business Enterprise (DBE) goal of 11.7% for both the design services and the construction work. The overall total DBE requirement for the project, based on the current contract value, is \$15,985,955. The current planned total for all DBE subcontracts is \$18,392,683. The below charts reference the current actual DBE Commitments vs Payments to date.

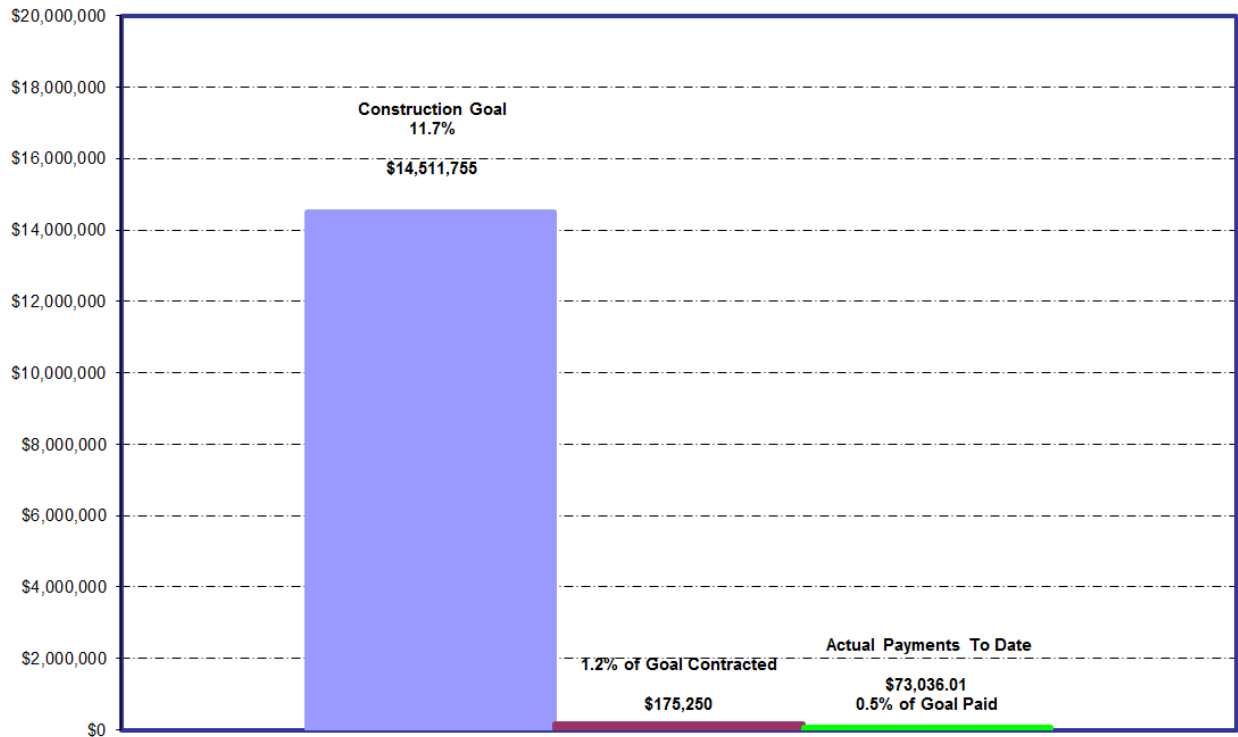
Design

**DBE Design Commitment vs Payment
for Period Ending September 2013**



Construction

**DBE Construction Commitment vs Payment
for Period Ending September 2013**



EMPLOYMENT REPORTING STATUS

Design and construction of the MoPac Improvement Project is estimated to have supported approximately 102 jobs during the reporting month of September 2013. This estimated number of jobs supported by the project includes: the design personnel and management staff; the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants.

COMMUNITY RELATIONS

- The community relations team continues the ramp up for the upcoming construction phase. This effort included:
 - Continued preparation of the construction alert procedure,
 - Continued preparation of outreach tools, and
 - Responding to the public and media via the website and the 24/7 hotline.
- Stakeholder meetings and elected official briefings continue.
- Construction activity notifications continue to be posted to the project website (www.MoPacExpress.com), the twitter account (@ImproveMopac), and the Facebook account (www.facebook.com/mopacimprovementproject).
- The mobile app, featuring project information and construction alerts, launched for Android, iPhones, and iPads this third quarter. It can be downloaded from Google Play or iTunes.
- A Community Relations Vehicle has been branded with the project's identity and is driven by the project's Community Relations Director. The team has received a few hotline calls in response to seeing the vehicle drive along MoPac. These calls were general inquiries about the project.
- The team is in coordination with TxDOT for the use of a Highway Advisory Radio (800 AM). Pertinent project information will be continuously broadcast and will be updated to maintain relevancy.
- A direct mail piece is being developed and will be distributed to approximately 75,000 households within about 1.5 miles on either side of the corridor to inform them about the project. This postcard will also include a refrigerator magnet that lists the website address and hotline number.
- The team is developing Project Roadway Signs to be placed along the corridor and a "MoPac Man" Display Booth for outdoor community events.
- Preparations for initializing a monthly e-Newsletter for the project stakeholders have begun as well as updating a general MoPac Improvement Project Fact Sheet.
- Adjacent project coordination with the Mobility Authority's multiple ongoing environmental studies continues.
- A community outreach plan for construction activities, including sound wall construction, is in progress.
- The Mobility Authority's Communication Department will launch an Integrated Marketing Campaign this fall. Phase One, the Preliminary Awareness Campaign, will include an advertising "wrap" of the *Austin American Statesman* in late October.
- Primary interest issues identified from the current outreach activities include: proposed restriping at southern end of project that would improve traffic operations and allow access to 5th Street from the express lane; and interest in trees along the corridor.

EVENTS

- **Environmental Re-Evaluation Open House:** Over 90 citizens attended the Environmental Re-Evaluation Open House on September 5 at O. Henry Middle School. The Open House Summary Report, which includes responses to public comment, was prepared and submitted to TxDOT and FHWA for review. Most public comment was in favor of proposed design changes; there were divergent interests regarding downtown access via 5th Street for express lane travelers.
- **Westfield Neighborhood National Night Out Neighborhood Event:** The MoPac Improvement Project helped sponsor this neighborhood event. The team attended and provided information about the upcoming construction.
- **Groundbreaking Ceremony:** The ceremony will be held on October 18 near the U-turn between West 6th and 5th Streets south of Patterson Avenue, beneath the existing downtown connections to and from MoPac. We anticipate the following speakers:
 - Chairman Ray Wilkerson, Mobility Authority
 - Chairman Ted Houghton, Texas Transportation Commission
 - Mayor Lee Leffingwell, City of Austin
 - Judge Sam Biscoe, Travis County
 - Chairman Will Conley, CAMPO Policy Board
- **Maintenance of Traffic (MOT) Stakeholder Meeting:** Planning continues for this meeting to be held on November 6 at the Project Office. The construction notification protocol will be disseminated at this meeting to key local agencies, like police/fire/EMS and public information officers of organizations like Austin Energy and TxDOT.
- **“Meet the Contractor” Open House:** Planning continues for a public open house meeting on November 12 at O. Henry Middle School.