

**JULY 28, 2011 CTRMA BOARD OF DIRECTORS MEETING
Summary Sheet**

AGENDA ITEM # 17

Quarterly briefing on the Manor Expressway Project

Department: Engineering

Associated Costs: Not applicable

Funding Source: Not applicable

Board Action Required: No

Description of Matter: The report is a comprehensive account of the construction activities on the Manor Expressway Project during the 2ND quarter of 2011.

Attached documentation for reference:

GEC Quarterly Progress Report on the Manor Expressway Direct Connectors at US 183 Project

GEC Quarterly Progress Report for Manor Expressway Phase II Design/Build Comprehensive Development Agreement

Contact for further information: Eric J. Ploch, P.E., Atkins North America, Inc., GEC Program Manager



CENTRAL TEXAS
Regional Mobility Authority

Manor Expressway Direct Connectors at US 183 QUARTERLY PROGRESS REPORT No. 8 | JULY 2011

GENERAL

The construction of the Manor Expressway Direct Connectors (DC) at US 183 continues to progress. Since the last Quarterly Report in April, 2011, prime contractor Webber, LLC and their subcontractors have continued to advance the direct connector substructure elements. Progress includes drilled shafts, footings, columns, column capitals, bent caps, and prestressed concrete beams. Bridge deck formwork and reinforcing steel placement continues. Roadway construction elements also continue to be a focus with excavation, embankment, mechanically stabilized earth retaining walls, permanent drainage, illumination and intelligent transportation system conduit, asphaltic concrete pavement, traffic control and erosion control efforts all advancing quickly over the past quarter. Continuously reinforced concrete pavement construction commenced and has progressed well.



Setting of beams at the south to east direct connector [taken June 14, 2011]

A summary of construction activities under progress by Webber and its subcontractors through June 2011 includes:

Webber

- Constructed 55 footings to date (of 58 total)
- Constructed 88 columns to date (of 115 total)
- Constructed 40 column capitals to date (of 51 total)
- Constructed 52 bent caps (of 88 total)
- Erected 33 spans of Concrete Beams (of 67 spans total)
- Erected one span of steel girders (of 19 spans total)
- Continued bridge deck forming
- Progressed MSE (mechanically stabilized earth) retaining wall construction at the North to West DC approach, the East to South DC approach, and the South to East DC approach
- Construction of the concrete pavement for the eastbound mainlanes and the eastbound exit ramp progressed into Phase 3

McKinney Drilling Company

- Constructed 245 bridge drilled shafts to date (of 275 total)

Indus Construction

- Continued fabricating reinforcing steel cages for footings, columns, column capitals, and bent caps. Began installing bridge deck reinforcing steel.

EBC Construction

- Continued installation of the permanent drainage at mainlanes and frontage road pavements and at direct connector approaches

F&W Electric

- Continued installation of conduits for highway illumination and intelligent transportation systems

Highway Technologies

- Installed and maintained traffic control signage

JD Ramming

- Completed frontage road hot mix paving through Phase 3 and completed hot mix base paving at South to East DC, North to West DC, and East to South DC.

Panther Creek Transportation, Inc.

- Hauled embankment (excavated subgrade on site)

Rice Environmental

- Installed and maintained erosion control measures/devices

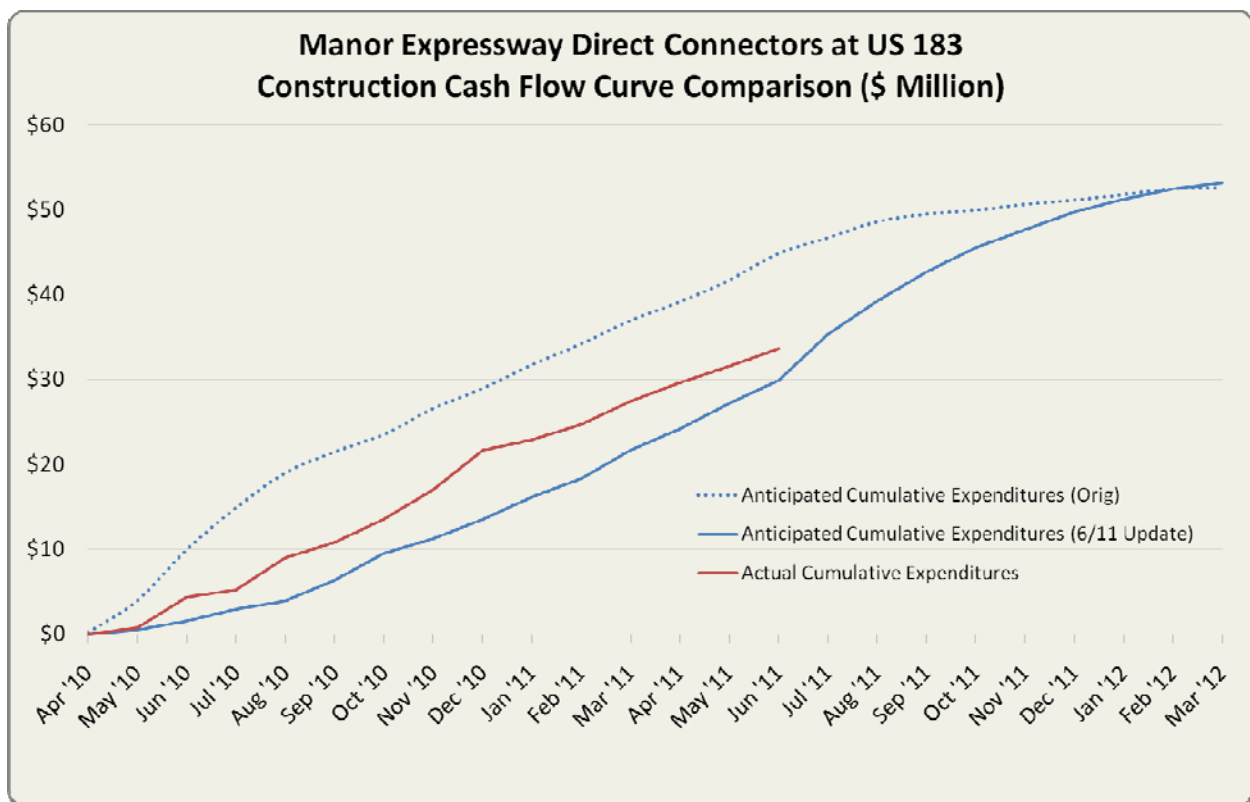
Pictures of recent construction activities are provided in Attachment A.

PROJECT SCHEDULE & FINANCIAL STATUS

Construction Progress

In regard to percent complete status, based on current information provided with Webber’s Draw Request #14 for efforts through June 25, 2011, the project is at 63.0% complete based on actual revenue/expenditures to date as derived from the cost loaded schedule; this figure is derived by simply dividing actual cumulative expenditures to date by the total contract value. This compares to an anticipated completion of 84.0% based on the baseline schedule originally approved for the project and 56.0% based on the update schedule provided by Webber as part of their Draw Request #14 submittal; both of these figures are derived by dividing anticipated cumulative expenditures to date (also based on cost-loaded schedules) by the total contract value.

The graph below tracks and compares the anticipated cumulative expenditures against the actual cumulative expenditures related to the construction of the project.



As of June 25, 2011, Webber has completed 63% of the work while using 57.4% of the time to Substantial Completion. The monthly update schedule indicates that the project is on schedule.

Financial Status

Webber submitted their Draw Request #14 on June 29, 2011 which included expenditures through June 25th, 2011. This request was reviewed and approved by General Engineering Consultant Atkins on July 5, 2011; it has been forwarded to CTRMA for processing and issuance of payment.

The following summary provides the financial status of the project.

Original Webber Contract Amount ⁽¹⁾ :	\$ 52,575,545.77
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order No. 1 ⁽¹⁾	\$ 142,122.16
Change Order No. 2	\$ 265,306.88
Change Order No. 3 ⁽¹⁾	\$ 10,000.00
Change Order No. 4 ⁽¹⁾	\$ 84,710.32
Change Order No. 6 ⁽¹⁾	\$ 96,000.00
Change Order No. 8 ⁽¹⁾	\$ 182,541.99
<i>Contractually Authorized Additional Quantity Payments:</i>	
Drilled Shafts ⁽¹⁾	
From previous quarterly report ⁽¹⁾	\$ 312,035.30
Amount incurred during reporting period (4/1/11-6/30/11)	\$ <u>6,661.85</u>
Current Authorized Contract Amount:	\$ 53,674,924.27
Previous Total of Webber Payments: ⁽¹⁾	\$ 27,458,720.28
Amount of Webber Draw Request #12 for Apr. 2011 efforts	\$ 2,155,090.07
Amount of Webber Draw Request #13 for May. 2011 efforts	\$ 1,958,798.45
Amount of Webber Draw Request #14 for Jun. 2011 efforts	\$ <u>2,054,474.71</u>
Total Amount Paid To-Date:	\$ 33,627,083.51
Retainage withheld: ⁽²⁾	\$ <u>0.00</u>
Approved Amount for work completed (through Draw #14):	\$ 33,627,083.51
Amount remaining for work to be completed:	\$ 20,047,840.76
Total Project Budget Expended through June 2011:	62.6%

Footnotes

⁽¹⁾ Information/data presented in previous Quarterly Reports.

⁽²⁾ Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders This Reporting Period

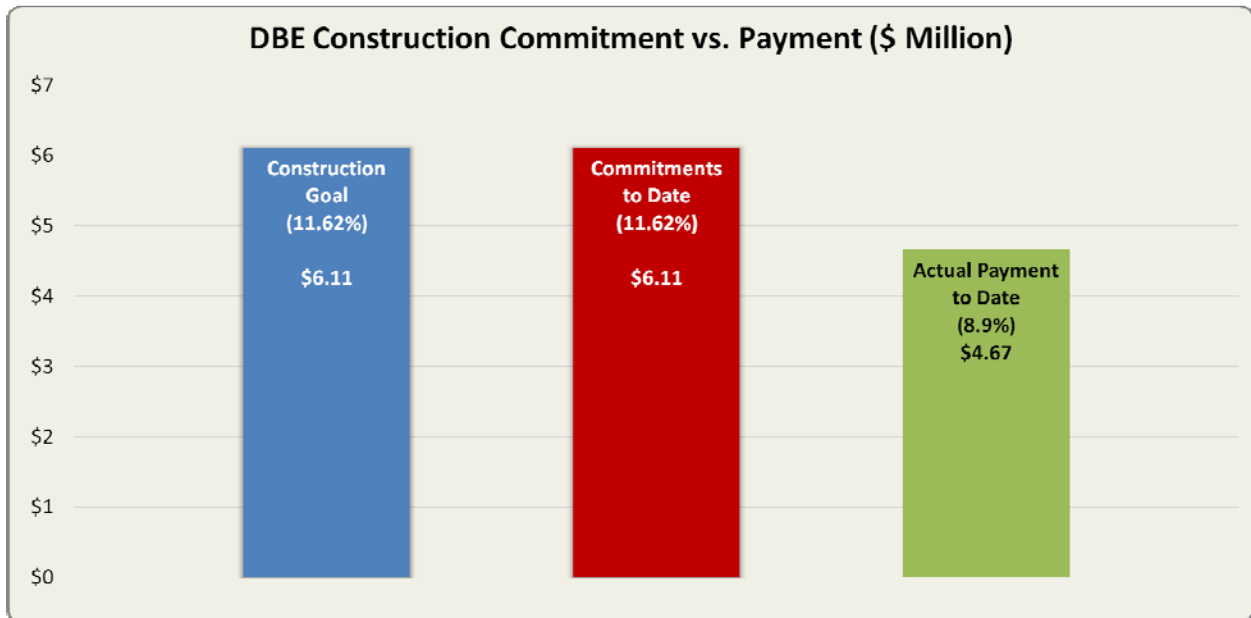
Change Order No. 2 was in the amount of \$265,306.88 and was fully executed on June 9, 2011. This change order incorporated a number of changes into the construction contract. The first element required the addition of a second left turn lane for eastbound US 290 traffic to turn left onto Tuscany Way. This second left turn lane was added to adjust for the future closure of the left turn lane from eastbound US 290 to Cross Park Drive. Modifications to the traffic signal

at Tuscan Way, as well as assumption of maintenance of traffic signals at both Tuscan Way and Springdale would also be required. The second element of this change order required revisions to the traffic control plan on the northbound frontage road to allow for keeping at least one northbound US 183 exit ramp open at all times. The last element of this change order required the addition of underdrain pipes in order to adjust for conditions identified in the field as potential for drainage problems.

DBE STATUS

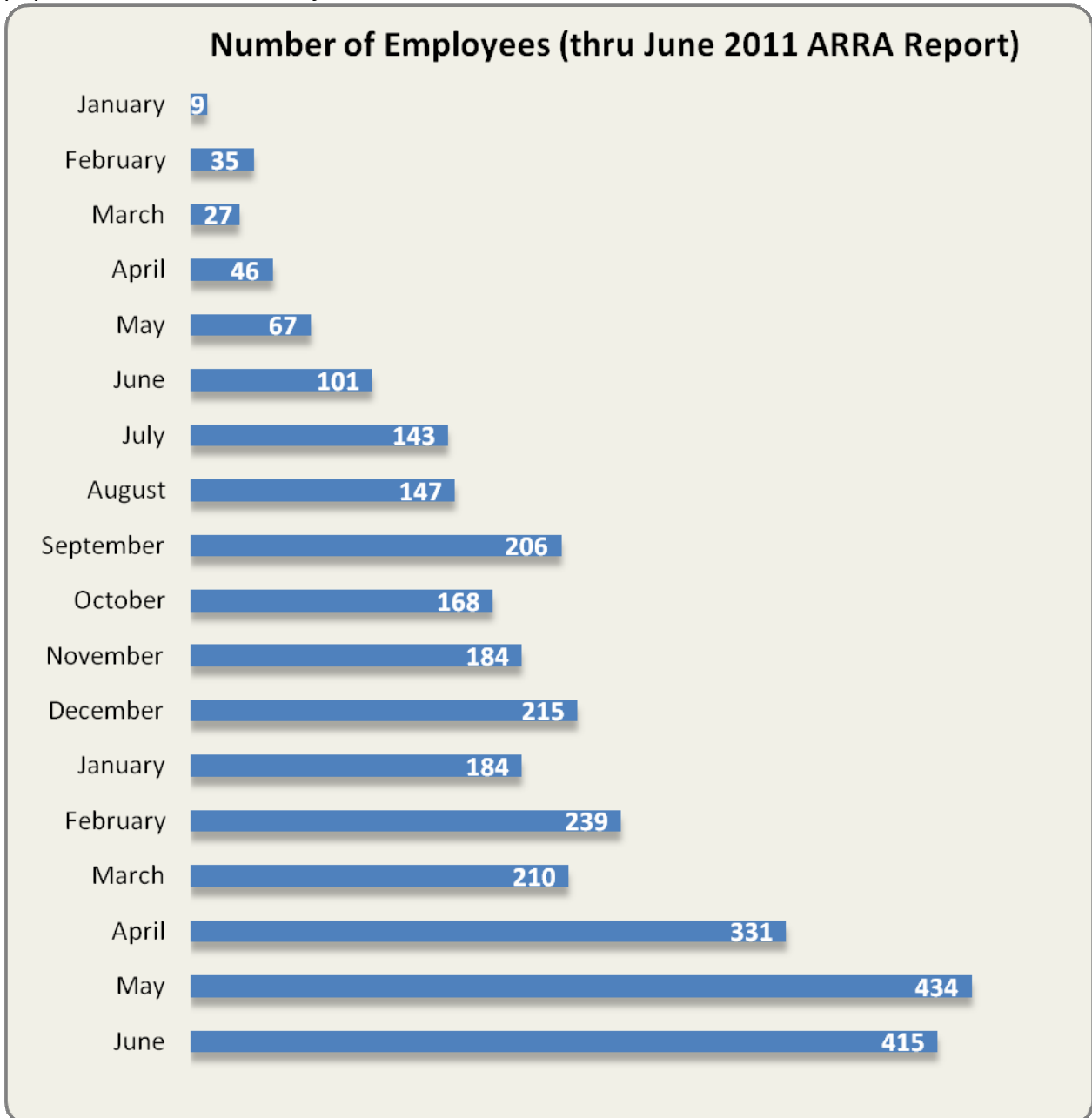
Webber is required and committed to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for the project. The total DBE amount committed by Webber to date is \$6,109,278.42, which is 11.62% of the project total; this will include work completed by DBE subcontractors Cadit Company, Inc. [structural steel plate], Indus Construction [steel], Panther Creek Transportation, Inc. [trucking], and EBC Construction, LLC. [underground utilities and riprap].

As of June 25, 2011, Webber has submitted costs associated with DBE construction work in the amount of \$4,671,813.71 which equals approximately 8.9% to date of the current authorized contract value.



EMPLOYMENT REPORTING STATUS

Given that this project utilizes funds from the *American Recovery and Reinvestment Act of 2009* (ARRA), the Mobility Authority must submit monthly reports documenting the expenditure of these funds as well as the associated job creation. **The project created 415 jobs during the reporting month of June 2011.** This number of jobs created includes the construction personnel and their subcontractors, construction management staff including inspectors and subconsultants, design support staff and the general engineering consultant staff. The total payroll associated with the jobs and work effort to date is \$5,232,537.12.



PUBLIC INVOLVEMENT

As the progress continues on the Manor Expressway project, ongoing outreach and response to the public continues to take place through various methods. The following lists the outreached activities this quarter:

✓ Hotline:

Eight hotline calls have been received over the project's hotline (512.684.3252) this quarter. Callers' inquiries were focused on information about the project itself (impacts, speed limits, schedule, etc). All calls are logged as they are received.

✓ Twitter:

Nineteen updates on the project have been posted to the Manor Expressway's Twitter account (@ManorExpressway) this quarter to inform followers of lane and ramp closures.

✓ Website:

All project updates have continued to be posted on the website in an effort to help keep the public informed on lane closures and construction activities.

✓ Text Messaging:

All updates regarding lane closures and detours are sent out via text message with a reference to visit the project website for further information.

✓ Emails:

Emails continue to be sent out to the businesses and organizations along 290 East who prefer to receive the updates via email. As updates have been posted on the website and Twitter, they have continued to also be emailed to 125 email addresses of stakeholders along the project area.

✓ Visits:

One-on-one visits with stakeholders continued as needed.

UPCOMING CONSTRUCTION ACTIVITIES

The following construction activities are anticipated over the next month:

- Concrete substructure construction to continue
- Concrete beam erection to continue
- Grading, drainage, and paving to continue
- MSE retaining wall construction to continue

- Bridge deck concrete placement to begin
- Curved steel girder erection to begin

ATTACHMENT A

Manor Expressway Project Direct Connectors at US 183
Construction Activity Pictures
January thru July 2011



*Interchange construction looking west
(Taken 7/12/2011)*



*Interchange construction looking east
(Taken 7/12/2011)*



*Interchange construction looking south
(Taken 7/12/2011)*



*Interchange construction looking north
(Taken 7/12/2011)*



*Type IV beam setting at South to East direct connector
(Taken 6/14/2011)*



*Type IV beam setting at South to East direct connector
(Taken 6/14/2011)*



*Type IV beam setting at South to East direct connector
(Taken 6/14/2011)*



*Type IV beam setting at South to East direct connector
(Taken 6/14/2011)*



*Type IV beam setting at South to East direct connector
(Taken 6/14/2011)*



*Double left turn at Tuscany
(Taken 7/6/2011)*



*South to East Direct Connector Bent 14 Cap Pour
(Taken 7/6/2011)*



*West to North direct connector
(Taken 7/6/2011)*



*West to North direct connector Spans 5 & 6
(Taken 7/6/2011)*



*South to East direct connector approach looking south
(Taken 7/6/2011)*



South to East direct connector looking north from US 183 median



*West to North direct connector looking north
(Taken 7/6/2011)*



CENTRAL TEXAS
Regional Mobility Authority

Manor Expressway Phase II Project QUARTERLY PROGRESS REPORT No. 1 | July 2011

GENERAL

The CTRMA issued the Notice to Proceed (NTP) to Central Texas Mobility Constructors, LLC (CTMC) on June 29, 2011. The CTMC management and design staff has mobilized into the Project office, and the construction staff will mobilize into the Project field office located on the Project corridor in the upcoming weeks. CTMC began the design of the Project, at risk, in advance of issuance of the NTP. CTMC's design focus is on the Interim Development Work (that portion of the Project from the US 183 Interchange to east of the US 290 East intersection with Arterial A). CTMC has submitted the 30% Roadway plans for the Interim Development Work. Additionally, CTMC has substantially developed the 30% bridge layout plans and the 30% culvert layouts for the Interim Development Work. CTMC anticipates commencement of construction activities by the end of July. CTMC's current construction focus is initiating the clearing and grubbing (removal of trees, brush, stumps, and roots from the right-of-way) activities to support the Interim Development Work.



Mobilization of the Project field office along the existing US 290 East facility [taken July 14, 2011]

A summary of Project development activities under progress by CTMC through June 2010 includes:

- Development of the Project Management Plan
- Development of the Design Quality Management Plan
- Development of the Health and Safety Plan
- Development of the Environmental Management Plan
- Development of the Project Mitigation Plan
- Development of the Hazardous Materials Management Plan
- Development of the Conceptual Utility Adjustment Plan
- Development of the Construction Quality Management Plan
- Submittal of the Interim Milestone 30% Roadway Plans
- Submittal of the Interim Milestone SW3P Plans
- Development of the Interim Milestone 30% Culvert Layouts and Drainage System
- Development of the Interim Milestone 30% Bridge Layouts
- Mobilization of the Project field office

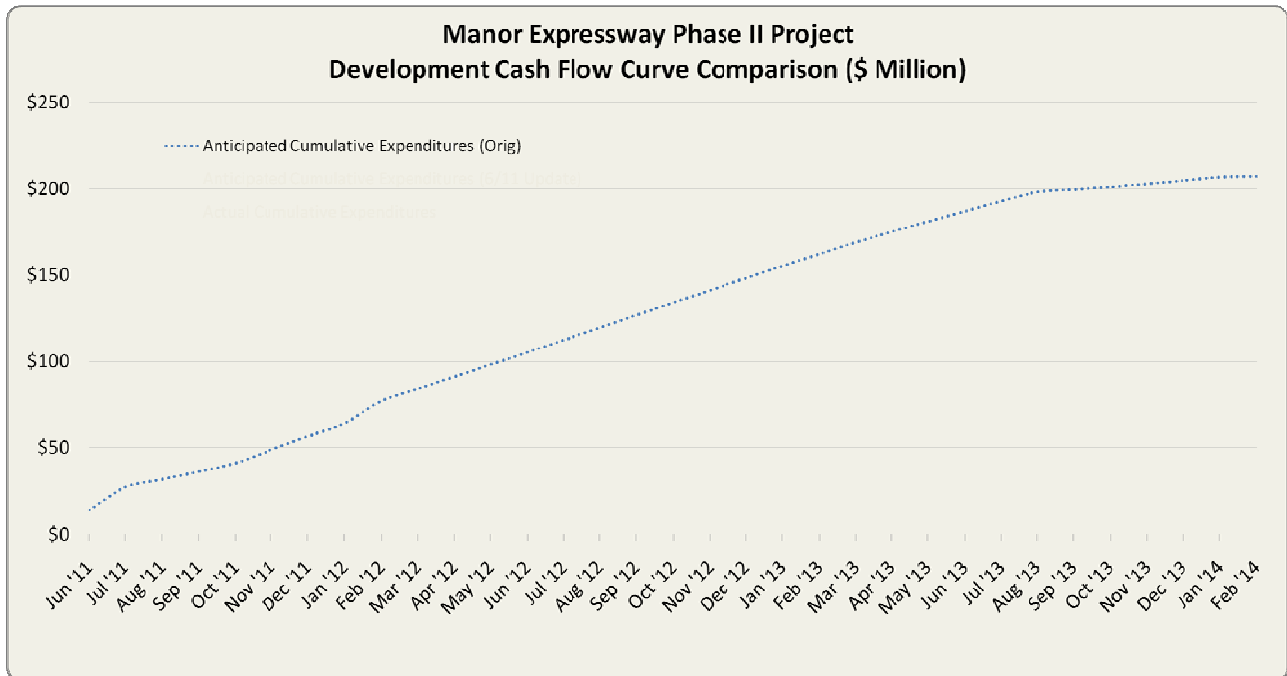
PROJECT SCHEDULE & FINANCIAL STATUS

Development Work Progress

CTMC is currently developing their Project Schedule that will be used as a basis for determining the overall status of the Development Work and as a basis for CTMC's monthly draw requests for completed Development Work. Since NTP was issued to CTMC on June 29, 2011, it is too early to predict the anticipated completion of the Interim Development Work or the Development Work in its entirety; however, CTMC's ability to progress the design work for the Interim Development Work in advance of the issuance of the NTP serves as an indicator that the Project will be substantially completed on schedule.

Financial Status

The graph on the following page shows the anticipated cumulative expenditures related to the development of the Project. Through the Project development, actual cumulative expenditures and updated cumulative expenditure curves will be included in the graph.



The following summary provides the financial status of the project. To date, no draw requests have been submitted to the CTRMA.

Original CTMC Contract Amount:	\$ 207,297,859.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
No executed change orders to date	\$ 0.00
Current Authorized Contract Amount:	\$ 207,297,859.00
Previous Total of CTMC Payments:	\$ 0.00
Total Amount Paid To-Date:	\$ 0.00
No Draw Requests Submitted to Date	\$ 0.00
Retainage withheld: ⁽¹⁾	\$ 0.00
Approved Amount for work completed (including Draw #1):	\$ 0.00
Amount remaining for work to be completed:	\$ 207,297,859.00
Total Project Budget Expended through June 2011:	0.00%

Footnote:

⁽¹⁾ Retainage to be withheld only after 95% of the adjusted contract price has been paid.

Summary of Change Orders This Reporting Period

There have been no Change Orders approved for the Manor Expressway Phase II Project.

DBE STATUS

CTMC is required to meet the Disadvantaged Business Enterprise (DBE) goal of 12.2% for the Project, and is currently developing their Subcontracting Plan and their DBE Plan. The General Engineering Consultant, Atkins, will review these plans upon completion by CTMC to ensure that CTMC's DBE commitments are consistent with the DBE goals for the Project.

A graph containing DBE commitments and payments will be provided in future reports as this information is developed by CTMC.

PUBLIC INVOLVEMENT

Prior to the commencement of construction activities on Phase I of the Manor Expressway Project (the direct connectors at the US 183 Interchange), a groundbreaking ceremony attended by dignitaries and various members of the media was held. The CTRMA and CTMC are committed to a structured, systematic community outreach plan that establishes positive relations with drivers, business owners, and residents in the surrounding community while fostering public support for the Project.

Outreach and anticipated responses to the public will take place through various communication methods. The following list summarizes the outreach activities that have occurred or are expected to occur during development of the Project:

✓ Maintenance of Traffic (MOT) Task Force Meetings:

CTMC has already held an initial MOT task force meeting to convey the anticipated traffic control plan to area stakeholders. CTMC will continue to coordinate with these stakeholders in an effort to keep them informed of the traffic control phasing as the Project is developed.

✓ Direct Mail:

Direct mail will notify stakeholders of meetings and/or to provide special Project information.

✓ Hotline:

A Project hotline will be established in July so that the public can provide feedback about the Project and voice issues of concern.

✓ Website:

Project updates will be posted on the website (www.ManorExpressway.com) in an effort to help keep the public informed on lane closures and construction activities.

✓ Roundtable Lunches:

Quarterly business roundtable lunches in area restaurants will be held to keep businesses informed on new Project developments and foster strong relationships with local business owners.

✓ Earthcam:

Earthcam is a camera viewable from a webpage that allows the public to view live construction activity. The Earthcam currently located on the Phase I Project will be strategically located on the Phase II Project upon completion of the Phase I Project.

✓ Visits:

Face-to-face meetings and presentations will be held during the development of the Project to keep stakeholders informed of Project related information including construction staging and impacts.

UPCOMING PROJECT DEVELOPMENT ACTIVITIES

The following Project development activities are anticipated over the next month:

- Development of Project baseline schedule
- Finalization of the Interim Milestone 30% roadway plans
- Submittal of Early Release for Construction (ERFC) SW3P plans
- Submittal of Notice of Intent (NOI) for TXR150000 construction general permit
- Mobilization of construction staff in the Project field office
- Clearing and grubbing for the Interim Milestone

ATTACHMENT A

Manor Expressway Phase II Project
Pre-Construction Pictures
July 2011



US 290 East looking west from Gilleland Creek
(Taken 6/7/2011)



US 290 East looking west from Parmer Lane
(Taken 6/7/2011)



US 290 East at SH 130 Interchange looking west
(Taken 6/7/2011)



US 290 East at Decker Lane Intersection looking west
(Taken 6/7/2011)



US 290 East at Harris Branch Intersection looking west
(Taken 6/7/2011)



US 290 East at Crofford Lane Intersection looking west
(Taken 6/7/2011)



US 290 East at Giles Road Intersection looking west
(Taken 6/7/2011)



US 290 East near Old Manor Road looking west
(Taken 6/7/2011)



US 290 East looking west at Mogan Crossing
(Taken 6/7/2011)



US 290 East at Chimney Hill Blvd looking west
(Taken 6/7/2011)



US 290 East at Tuscany Way looking west
(Manor Expressway Direct Connectors at US 183 Project in background)
(Taken 6/7/2011)