



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #15 SUMMARY

Quarterly briefing on the 183A Phase II Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: None

Funding Source: N/A

Board Action Required: No

Description of Matter:

The report is an account of the construction activities on the 183A Phase II Project from January through March, 2012.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

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



183A TURNPIKE - PHASE II
**Quarterly
Progress Report**



No. 8 | April 2012





CENTRAL TEXAS
Regional Mobility Authority

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183A Turnpike - Phase II
Quarterly Progress Report
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INTRODUCTION

This report documents and describes the second phase of the 183A Turnpike Project construction from January 1, 2012 to March 31, 2012. This project is an extension of the existing 183A toll road facility and is being constructed by the Central Texas Regional Mobility Authority (Mobility Authority). The project is funded entirely from toll revenue bonds.

PROJECT DESCRIPTION

Phase II of the 183A Turnpike Project is located in southwestern Williamson County and extends approximately 5.1 miles, traversing through the cities of Cedar Park and Leander in the State of Texas. The Project extends the mainlanes of the existing 183A Turnpike from FM 1431 to north of RM 2243. This limited-access toll road will be constructed between the existing frontage roads – which were constructed as part of the initial phase of the Project – and the added capacity will consist of three lanes in each direction with access ramps connecting to the frontage roads. It is located east of, and parallel to, the existing US 183 facility. See Figure 1 for the Project Map.

The construction tasks principally include: preparation of right-of-way; excavation and embankment; flexible base / cement treated base; warm mix asphalt; concrete pavement; concrete curb and gutter; roadway bridges; retaining walls; drill shafts; rip rap; concrete box culverts and other drainage structures; water quality ponds; barricades, signs, and traffic handling; illumination; overhead sign supports; traffic / pedestrian signal head, pole, and detectors; a pedestrian bridge; toll facilities; and ITS ducts.

The Mobility Authority entered into a contract with Webber LLC Contractors (Webber) to construct the 183A Phase II Project. The agreement requires the project to be substantially complete by April 2012. The Contractor has developed an acceptable Baseline CPM (Critical Path Method) Schedule for the Project. The Mobility Authority issued Notices to Proceed (NTP) for NTP 1 and NTP 2 on March 24, 2010, in accordance with the terms of the contract. An Alternative Bid NTP was granted on May 7, 2010; and NTP 3 was issued on November 24, 2010. On April 6, 2012, the 183A Phase II Project opened to traffic.

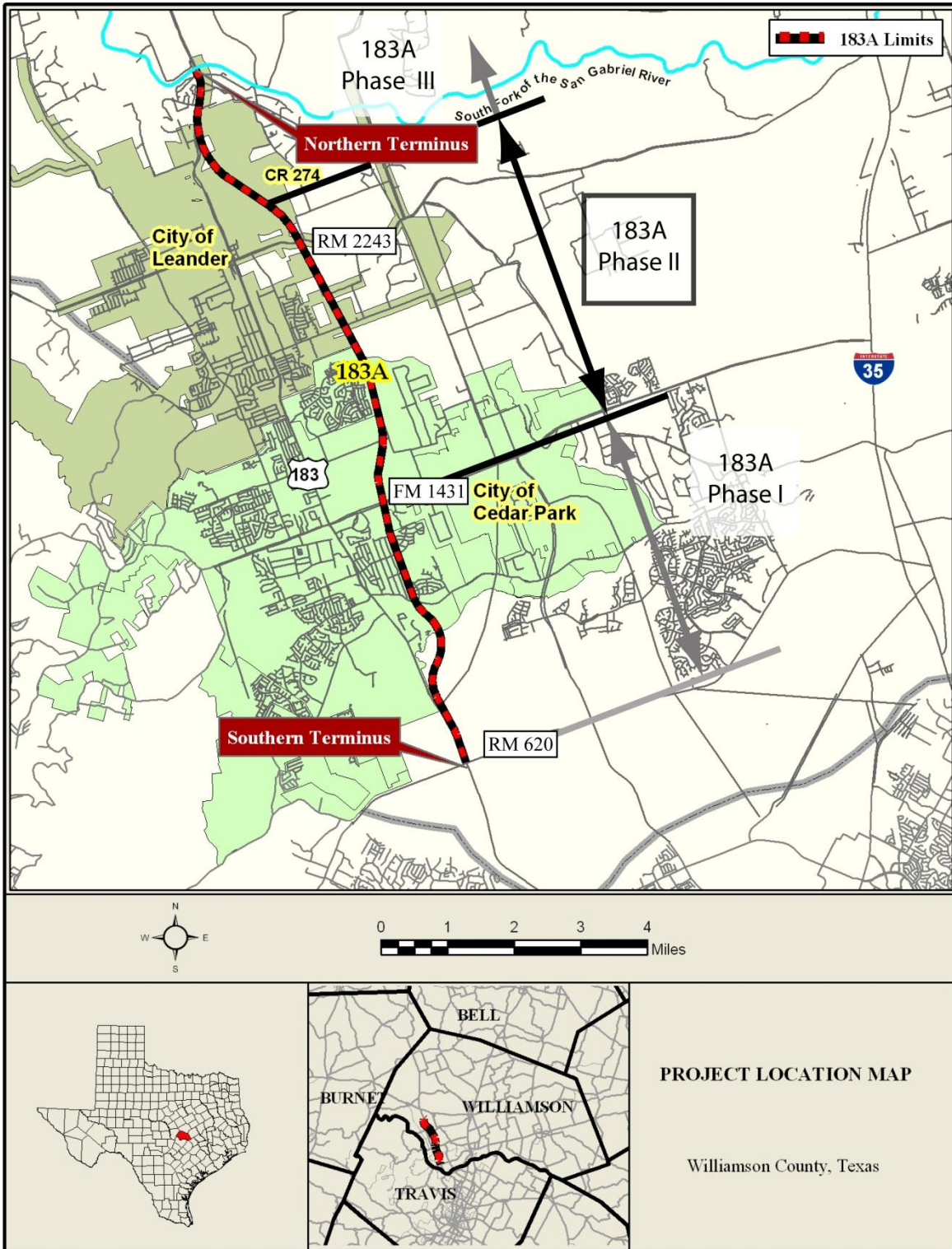


Figure 1 - Project Location

CONSTRUCTION ACTIVITIES

Construction of 183A Phase II is 93% complete. The five mile tolled expressway opened to traffic on April 6, 2012, and the construction will be completed in Summer 2012.

In anticipation of live traffic in April, Webber focused on completing the critical elements of the project. Progress for the reporting period is highlighted by completion of mainlane roadway paving and signing as well as toll equipment installation across the project. Telvent worked concurrently with Webber to ensure that all tolling equipment was in place for testing and operational for opening day.

Crews have been working on the placement of safety guardrail and illumination lighting. Across the project, Webber placed topsoil, seeding, and fertilizer in the grassy areas within the 183A right-of-way. Drainage construction continues throughout the project. The construction of the Phase II Shared Use Path continues, including the placement of a pedestrian bridge over Brushy Creek, and will be finalized this summer.

The Mobility Authority's GEC continues to perform construction inspection and oversight of the Contractor, including all materials testing. Offsite material fabrication plant inspections continue to take place.

Final Preparation of the Mainlanes

Webber's focus centered on readying the mainlanes for traffic and tolling.



Placing a layer of asphalt pavement on the future northbound mainlanes



Striping on the new 183A mainlanes



At Scottsdale Drive, the sign mount for the bridge clearance sign



Construction of the mainlane toll gantries north of Scottsdale Drive



Toll system construction at Scottsdale Drive

Shared Use Path Phase II

The second phase of the Shared Use Path, which is a parallel facility to 183A Phase II, will open to pedestrian and bicycle traffic this summer. The pedestrian bridge over Brushy Creek is a keystone element of the path.



Placed forms in anticipation of laying concrete on the path



Preparation of the ground for the path



Drilled shaft construction at the pedestrian bridge over Brushy Creek



Preparing for placement of the pedestrian bridge over Brushy Creek



Construction and assembly of the pedestrian bridge over Brushy Creek

Work Continues Across Project

Many elements are under construction in anticipation of traffic in April. Other finishing touches will continue into summer.



Construction of the future intersection of 183A and San Gabriel Parkway



Placing topsoil in the median between the mainlanes



Grading the slope in the northwest corner of the Scottsdale Drive bridges



Installing metal beam guard fence at the Crystal Falls Mainline Plaza



Placement of permanent roadway signs along the project

PROJECT PROGRESS

Based on the assessment of the Contractor’s activities and progress, the summary of the construction progress achieved on work tasks through the end of March 2012 is as follows:

Table 1 - 183A Phase II Construction Progress for Period Ending March 2012

Construction Tasks	% Complete
Earthwork / Excavation / Embankment	100%
Stormwater Protection	98%
Drainage Structures	98%
Bridge Substructures (Foundations)	100%
Bridge Superstructure	100%
Retaining Walls	100%
Pavement Base	100%
Concrete Paving	100%
Asphalt Paving	95%
Toll Structures	100%
Electrical/Lighting / Signing	80%
Landscaping	20%

As of March 31, 2012, 99% of the 742 calendar days to scheduled substantial completion have expired and **construction is reported at 93% complete**. There are 95 calendar days until scheduled final completion; the contractor’s schedule forecasts an early final completion on June 22, 2012.

On April 6, 2012, the facility opened to traffic and the Mobility Authority began to collect tolls. However, the GEC team has identified several items which are not complete as contractually required for substantial completion. The GEC and the Contractor are partnering to resolve several outstanding items, including the negotiation of Change Orders, which may impact the contractual substantial completion date.

Table 2 - Schedule of Contractual Project Milestones

Task	Date
Selection of Contractor	December 17, 2009
Early NTP	January 22, 2010
NTP 1 and NTP 2 Issued	March 24, 2010
Alternate Bid NTP Issued	May 7, 2010
NTP 3 Issued	November 24, 2010
Scheduled Substantial Completion (Open to Traffic)	April 4, 2012
Scheduled Final Completion	July 3, 2012

PROJECT FINANCIAL STATUS

The following summarizes the financial status of the Project through March 31, 2012.

Original Webber Contract Amount:	\$ 75,792,413.92
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order Nos. 01-18 (2010-2011)	\$944,406.11
Change Order No. 19 (February 2012)	<u>\$0.0</u>
Current Authorized Contract Amount:	\$ 76,736,820.03

Webber Payments:	
Amount of Draw Nos. 01-20 (2010-2011)	\$65,372,616.91
Amount of Draw No. 21 (January 2012)	\$1,547,133.62
Amount of Draw No. 22 (February 2012)	\$2,447,475.78
Amount of Draw No. 23 (March 2012)	<u>\$ 2,063,405.88</u>
Total Requested Amount To-Date through Draw No. 23:	\$71,430,632.19
Retainage withheld**:	<u>\$ 0.00</u>
Approved Amount for Work Completed through Draw No. 23:	\$71,430,632.19

Total Project Budget Expended Through March 2012: **93.1%**

Amount remaining for work to be completed: **\$5,306,187.84**

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

Summary of Change Orders During Reporting Period

Change Order No. 19 involved a change to the specification for “ride quality”, or the numerical measurement for smoothness of the mainlane concrete. The change order, which did not add or subtract cost to the contract, was submitted to the GEC on February 6, 2012; it was fully executed in February 6, 2012.

Project Cash Flow Curve – Baseline

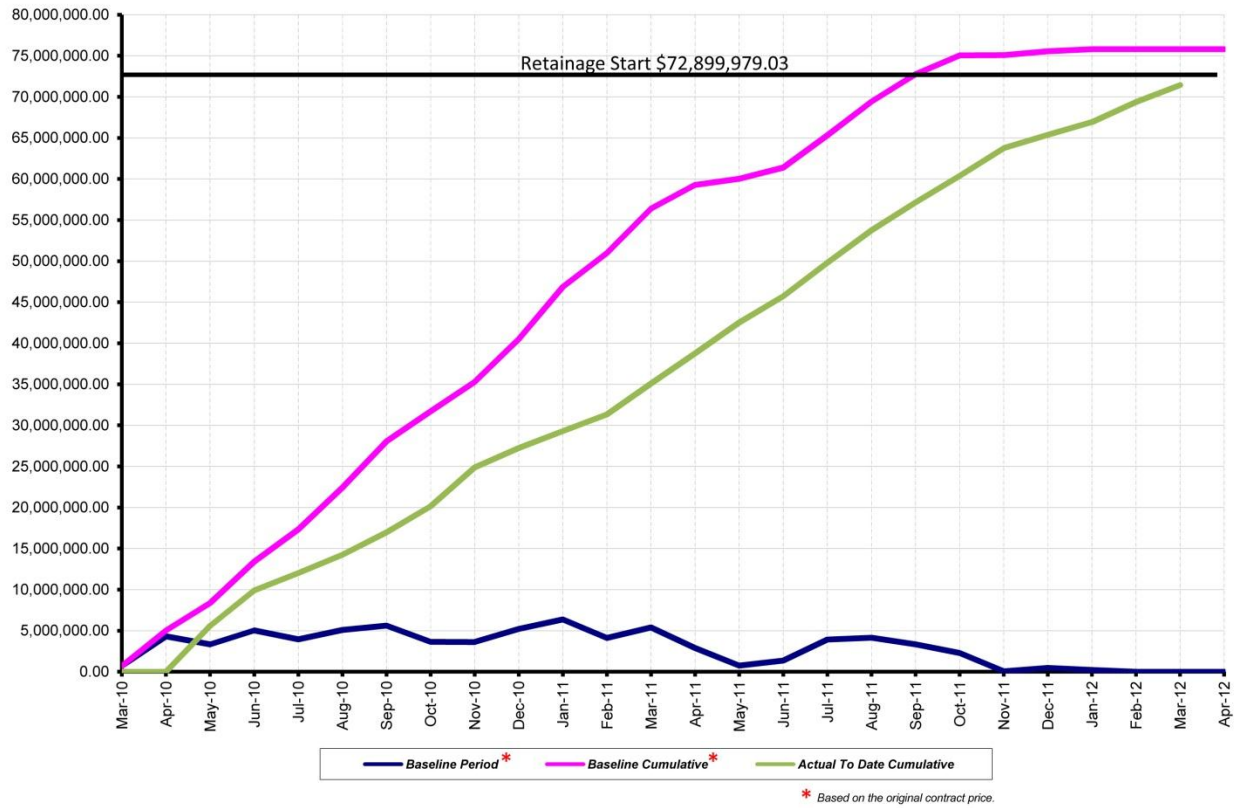


Figure 2 - Project Baseline Cash Flow Curve for Period Ending March 2012

DBE STATUS

Webber is requested to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for the project. The total DBE amount subcontracted to date is \$9,054,110 which is 11.80% of the current authorized contract total. This represents executed DBE subcontracts with the firms N-Line, Royal Vista, Roadway Specialties, Boothe Bros, Trevcon (terminated), and Indus. To date, the DBE firms have been paid a total of \$8,603,948 which is 96.5% of the DBE amount.

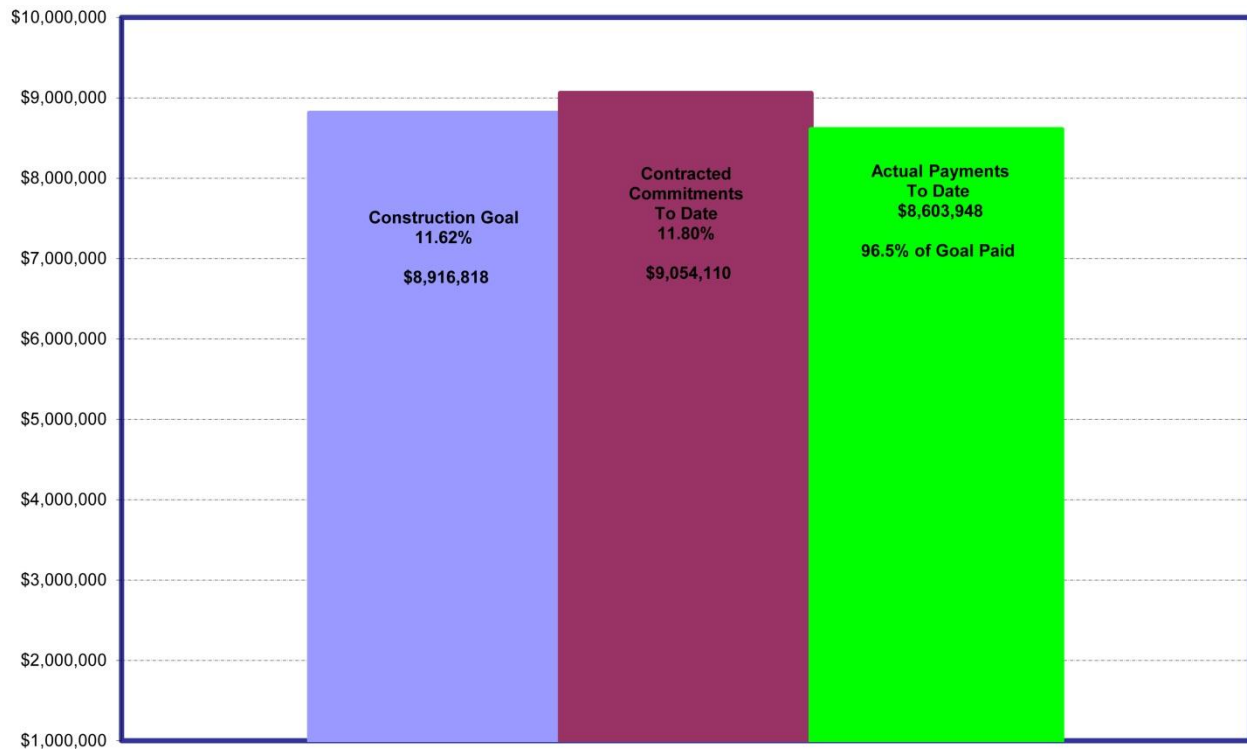


Figure 3 - DBE Construction Commitment vs. Payment for Period Ending March 2012

EMPLOYMENT REPORTING STATUS

Construction of Phase II of the 183A Turnpike Project is estimated to have supported **280 jobs** during the reporting month of March 2012. This estimated number of jobs supported by the construction includes: the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; design support staff; and the general engineering consultant staff and their subconsultants. The estimated total payroll associated with the jobs and work effort for March 2012 is **\$677,685**.

SUSTAINABILITY

The 183A Phase II Construction team launched the "Green Construction" initiative in September 2010. Through use of warm mix asphalt and recycling, the construction team is promoting sustainability and environmental responsibility. The following table indicates the total quantity used or recycled for each of the items under the Green Construction initiative as of March 2012.

Warm mix asphalt Warm mix asphalt allows a reduction in the temperature at which asphalt mixtures are produced and placed. These reductions have the benefit of cutting fuel consumption and decreasing the production of greenhouse gases.	35,531 tons
Recycling at the construction site At the job sites, the following is collected for recycling: scrap steel; plastic containers; steel, tin, and aluminum cans; glass bottles and jars.	80.54 tons
Recycling at the Webber and HNTB field offices At the field offices, the following is collected for recycling: newspapers and magazines; any kind of paper; calculator tape; carbonless forms; brochures and pamphlets; manila folders; plastic containers; steel, tin, and aluminum cans.	1.88 tons

PUBLIC INVOLVEMENT

The Mobility Authority's Public Involvement Team manages the 183A hotline (512-684-3256) and the project website (183A.com). Lane closures and construction alerts are regularly posted on the project website as well as posted on the project Twitter account (@183AExtension). Additionally, stakeholders can sign up on the project website for lane closure information to be sent directly to their cell phone via SMS text.

During the reporting period, the team received a few calls about the construction, including concerns about the effects of vibrations from the construction equipment, the enforcement of the advisory speed limit, and temporary barriers at Scottsdale Drive obstructing drivers' visibility. In addition, there were questions about other projects, such as the traffic light at Crystal Falls Parkway and 183A, and the Williamson County US 183 Project. In all instances, questions were responded to personally by the 183A Public Involvement Team.

Event planning began during the reporting period for the 183A Phase II Grand Opening Celebration, to be held April 6, 2012, on the 183A mainlanes over Hero Way. Invitations were sent out in March in anticipation of the event.

ATTACHMENT A

183A Phase II Construction Contingency Tracking

PROJECT CONSTRUCTION CONTINGENCY (from the Bond Sale)		\$4,547,545
APPROVED ITEMS		
Executed Change Orders		
CO#01	Removing cable barrier along project	-\$551,364
CO#02	TCP for CPC	\$3,039
CO#03	Additional Mow Strip	\$99,480
CO#04	Type C Embankment	\$0
CO#05	Green Initiatives	\$164,060
CO#06	Additional Ex/Embank	\$32,686
CO#07	Asphalt spec revisions	-\$154,992
CO#08	Added lane CPC	\$86,426
CO#09	Work Zone Signs, 48" RCP, Crystal Falls Mods	\$26,120
CO#10	Crystal Falls Utility Mods	\$42,379
CO#11	RM2243 Utility Mods	\$44,296
CO#12	C411 Rail, Drainage Revisions, 2243 Widening	-\$58,602
CO#13	2" Water Line Relocation	\$7,175
CO#14	NOT USED	N/A
CO#15	Tropical Storm Hermine Time Delay	\$0
CO#16	SUP Realignment @ BH Creek, San Gabriel Fence - Tolling Service	\$21,343
CO#17	Utility Encasement	\$263,483
CO#18	Shared-Use Path Gap	\$918,877
Subtotal Executed Change Orders		\$944,406
Approved Other Items		
	Off-Site Materials Testing - WA Supplement	\$890,947
	Supplemental WA for Public Information (Group Solutions)	\$239,398
	Pavement Striping	\$175,000
	Additional amounts for costs of NTP2, NTP 3, and Alternative Bid	\$382,954
	Supplement for Extended Construction Services (RTG)	\$100,000
Subtotal Other Approved Items		\$1,788,299
Subtotal Approved Items		\$2,732,705
Available Contingency Remaining		\$1,814,840

CTRMA PROJECT DEVELOPMENT COSTS		
Budgeted Environmental Funds	\$500,000	
Budgeted Utility Adjustments Funds	\$200,000	
Budgeted Toll Collection Systems	\$4,007,389	
Executed Telvent Toll Collection Costs	\$3,308,692	
PEC Utility Adjustment	\$150,863	
Total Estimated Project Development Costs		\$3,459,555
Available CTRMA Project Development Funds Remaining		\$1,247,834

RIGHT OF WAY		
Budgeted Right of Way Funds	\$2,000,000	
Executed Right of Way Costs		
Control of Access Adjustments	Estimated \$50,000	
Bryson Farmstead	\$1,000,000	
Upcoming Right of Way Costs		
N/A	N/A	
Total - Estimated Right of Way Costs		\$1,050,000
Available Right of Way Funds Remaining		\$950,000

Total of Available Contingency, Project Development, and Right-of-Way Funds Remaining \$ 4,012,674