

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

AGENDA ITEM # 16

Quarterly briefing on the 183A Phase II Project.

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 construction from April through June, 2011.

Attached documentation for reference:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

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183A TURNPIKE - PHASE II
QUARTERLY
CONSTRUCTION
PROGRESS REPORT



No. 5 | July 2011





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183A TURNPIKE - PHASE II
**Quarterly Construction
Progress Report**
No. 5



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183A TURNPIKE - PHASE II
**Quarterly Construction
Progress Report**
No. 5



INTRODUCTION

This report documents and describes the second phase of the 183A Turnpike Project construction from April 1, 2011 to June 30, 2011. 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 March 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.

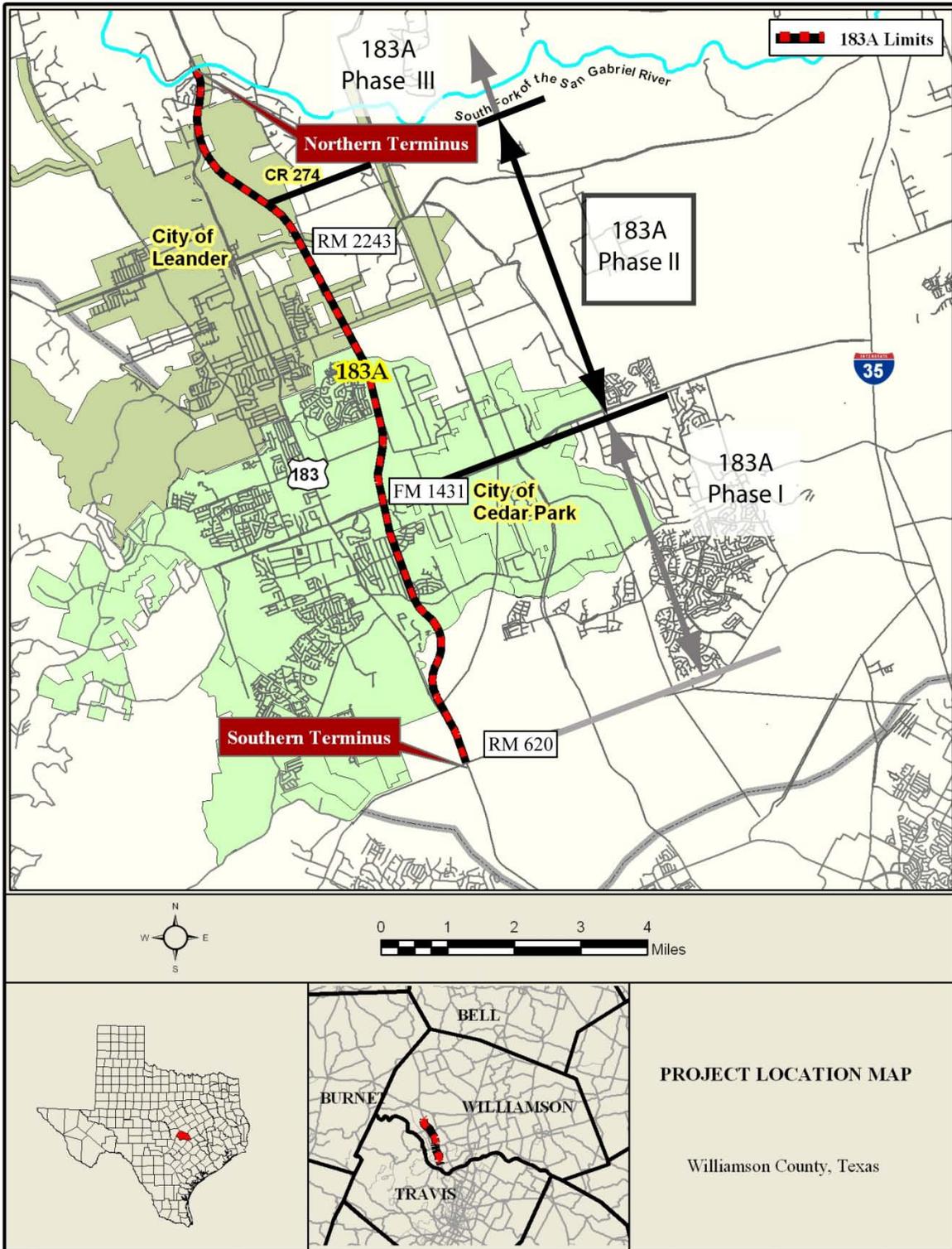


Figure 1:
Project Location

CONSTRUCTION ACTIVITIES

With over half of the work finished, the construction of the 183A Phase II Project continues on its two-year timeline to complete approximately 5.1 miles of tolled mainlanes, 26 bridges, and the necessary toll collection systems.

Construction progress for this reporting period was marked by the continued placement of pre-cast bridge deck panels and concrete on the 183A mainlane overpasses at New Hope Drive, Block House Creek, Crystal Falls Parkway, RM 2243, and Hero Way.

Several milestones were met during the reporting period. On May 2, 2011, the temporary closure of the Scottsdale Drive crossover began in order to facilitate the construction of the Scottsdale Drive bridges over the 183A mainlanes. Since that time, continuous excavation and rock grinding for the depressed section at this location has commenced and bridge structures have been placed. Soil nail wall construction continues. The temporary closure should last approximately four months.

The reporting period also marked the beginning of the concrete paving operations for the mainlanes. Concrete is being produced onsite at the Contractor's temporary concrete batch plant facility.

Additionally, Telvent, the project's toll integrator contractor, began coordination with Webber and is now actively working on the project.

The following tasks continue from the last reporting period: ongoing excavation of material and embankment building; construction of drainage facilities along the project; MSE wall placement throughout the project area; placement of cement-treated base material for roadway preparation; ongoing traffic control activities; and erosion control.

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.

The Cut At Scottsdale

On May 2, the crossover at Scottsdale Drive was removed to facilitate construction of the Scottsdale Drive bridges over the depressed 183A mainlanes.



View from the Scottsdale Drive Crossover, looking north



Excavation at the Scottsdale Drive Underpass



Drilled shaft construction at future Scottsdale Drive bridges



Excavation at Scottsdale Drive, looking west



Bridge construction at Scottsdale Drive

Progress at Block House Creek

The contractor is building mainlane bridges, widening existing frontage road bridges, and constructing a pedestrian bridge over the Block House Creek. Progress at this location also includes several storm water detention systems beneath the bridges for runoff.



Preparing bridge deck for concrete placement at Block House Creek



Blockhouse Creek bridge deck pour at night



Placing asphalt on the cement-treated base near Block House Creek



Placing supporting concrete for a bridge structure at Block House Creek



Widening the bridge at Block House Creek

183A Shared Use Path

Construction has begun in earnest on the 183A Shared Use Path - Phase II, which stretches on the west side of the 183A right-of-way from RM 1431 to Hero Way.

Picture right is drilled shaft construction for the Shared Use Path pedestrian bridge over Block House Creek.



Mainlane Pavement

With the temporary concrete batch plant in place, the contractor has begun paving the mainlanes in certain locations.



Placing concrete for paving on the mainlanes north of Crystal Falls Parkway



Applying surface finish to concrete pavement

Moving north

Progress continues in the northern sections of the project.



Placing concrete deck panels at Crystal Falls Parkway



Placing beams at the 183A bridges over Hero Way



Concrete bridge beams at RM 2243



Placing concrete at a back wall for the 183A bridge over Hero Way



Sifting top soil near the north end of 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 June 2011 is as follows:

**Table 1:
183A Phase II Construction Progress for Period Ending June 2011**

Construction Tasks	% Complete
Earthwork / Excavation / Embankment	90%
Stormwater Protection	65%
Drainage Structures	80%
Bridge Substructures	90%
Bridge Superstructure	65%
Retaining Walls	85%
Pavement Base	60%
Roadway Concrete Paving	10%
Asphalt Paving	20%
Toll Structures	5%
Electrical/Lighting / Signing / Signals	40%
Landscaping	0%

The assessment of the Contractor’s progress against their acceptable Baseline CPM (Critical Path Method) schedule for the reporting period indicates that the Contractor is maintaining schedule and forecasting an early project completion on February 22, 2012. There are no identified threats to the schedule at this time. **The Project is currently ahead of the contract required completion date.**

As of June 30, 2011, sixty two (62%) of the 742 calendar days (previously 730) to substantial completion have expired and **construction is reported at 60.5% complete.**

**Table 2:
Schedule of 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

The Mobility Authority's GEC issued two "Stop Work" notices to the Contractor during this reporting period due to public safety concerns. The Mobility Authority and HNTB met with

Webber leadership and construction staff to discuss the incidences and the proactive measures going forward. The stop work orders were rescinded.

PROJECT FINANCIAL STATUS

The following summarizes the financial status of the Project through June 30, 2011.

Original Webber Contract Amount:	\$ 75,792,413.92
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order Nos. 01-13 (2010-March 2011)	(\$259,297.39)
Change Order No. 14 (pending)	(---)
Change Order No. 15 (May 2011)	<u>(\$0)</u>
Current Authorized Contract Amount:	\$ 75,533,116.53
 Webber Payments:	
Amount of Draw Nos. 01-11 (2010-March 2011)	\$35,079,619.47
Amount of Draw No. 12 (April 2011)	\$3,687,273.18
Amount of Draw No. 13 (May 2011)	\$3,757,148.35
Amount of Draw No. 14 (June 2011)	<u>\$3,200,865.51</u>
Total Requested Amount To-Date through Draw No. 14:	\$ 45,724,906.50
Retainage withheld*:	<u>\$ 0.00</u>
Approved Amount for Work Completed through Draw No. 14:	\$ 45,724,906.50
 Total Project Budget Expended Through June 2011:	60.5%
 Amount remaining for work to be completed:	\$29,808,210.03

*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. 14 is not authorized, pending further coordination with the City of Leander with regard to the utility encasements. Further documentation of this change order will follow in later reports as required.

Change Order No. 15 incorporates 12 additional days to the schedule due to Tropical Storm Hermine flooding the site. This flooding caused Webber to lose access to portions of the site where work was being performed. The change order for a time extension only, and no fee adjustment, was submitted to the GEC on May 18, 2011 and was fully executed on May 19, 2011. The original contract with the approved change orders now reflect April 4, 2012 as the required date for substantial completion. Final acceptance is up to 90 days beyond that.

Project Baseline Cash Flow Curve

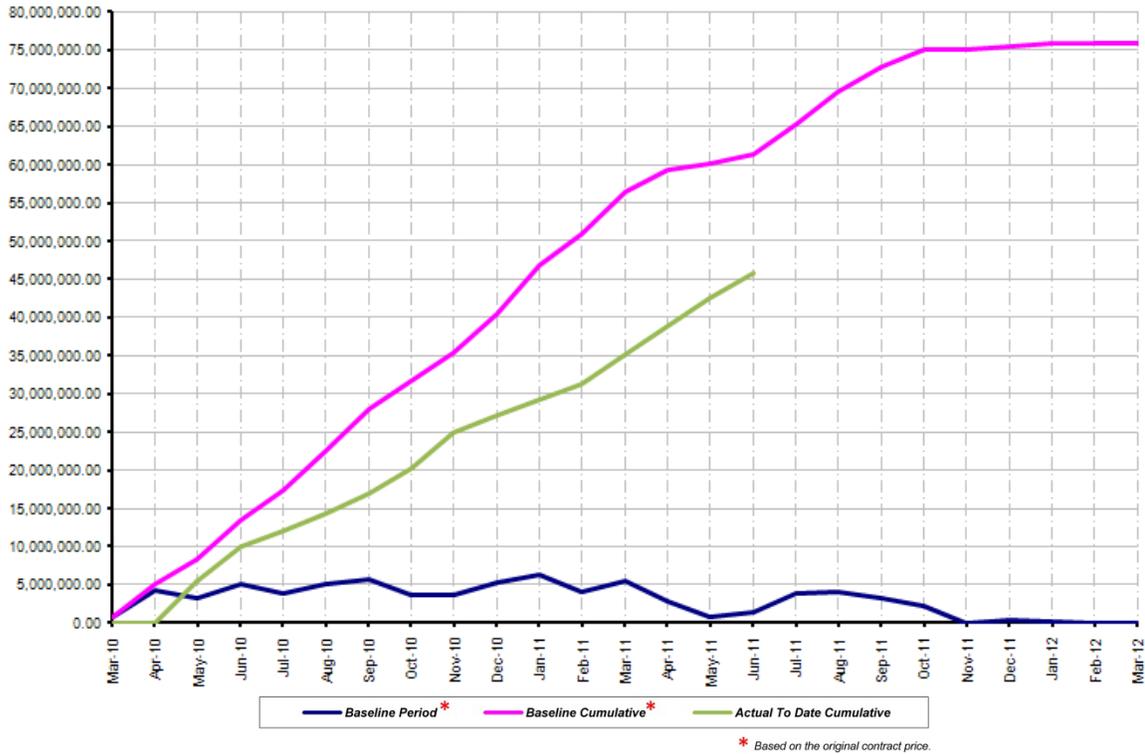


Figure 2:
Project Baseline Cash Flow Curve for Period Ending June 2011

DBE STATUS

Webber is required to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for the project. The total DBE amount subcontracted to date is \$8,579,350 which is 11.36% of the authorized contract total. This represents executed DBE subcontracts with the following firms: Royal Vista, Indus, N-Line, and Roadway Specialties. To date, the DBE firms have been paid a total of \$5,381,919, which is 61.32% of the goal.

Effective May 31, the DBE subcontractor Trevcon was terminated by Webber due to performance related issues. This termination reduces the current DBE contracted commitment by Webber to 11.36%. Webber is evaluating options to increase additional DBE subcontractor services to meet the project DBE goal.

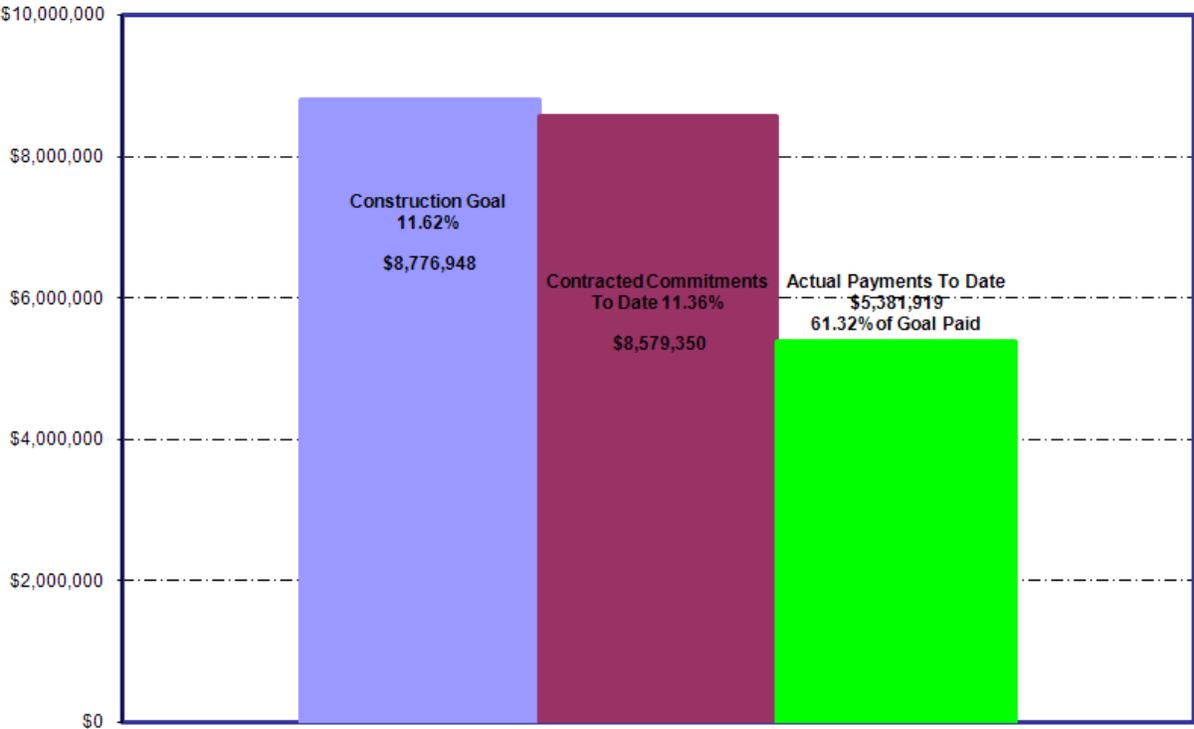


Figure 3:
DBE Construction Commitment vs. Payment
for Period Ending June 2011

EMPLOYMENT REPORTING STATUS

Construction of Phase II of the 183A Turnpike Project supported **440 jobs** during the reporting month of June 2011. This 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 total payroll associated with the jobs and work effort for June 2011 is **\$1,027,012**.

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.

As mentioned earlier, the temporary closure of the Scottsdale Drive crossover began during the reporting period. The Public Involvement Team reached out to the community regarding this issue in the following ways:

- Information was sent via e-blast by the Block House Creek Owners Association to their members in early April
- As school bus routes would be impacted, a stakeholder meeting was held with the transportation director for Leander ISD on April 14
- The 183A.com website was updated with information about the closure and the proposed detour routes on April 21
- The Mobility Authority and the construction team gave a presentation on the closure at the Block House Creek Owners Association meeting on April 21
- A direct mail piece with information about the closure and the proposed detour routes was mailed to the 183A mailing list on April 20
- The City of Cedar Park and the City of Leander, as well as emergency services and the Cedar Park Center, were notified of the closure via email on April 22
- The media was sent an advisory of the closure on April 27
- Dynamic message boards with messaging on the closure were placed along the corridor the week before

The Project Team did not receive any calls from the general public during the reporting period regarding the closure, attesting to the effectiveness of the planned community outreach efforts weeks in advance of the temporary closure. Ongoing coordination occurred between the Mobility Authority Public Involvement Team and the transportation department of the Leander Independent School District in order to reroute school buses due to the closure.

Several calls were made to the Mobility Authority Public Involvement Team about construction and project related issues. Two calls were made about unevenness on the 183A frontage road caused by construction activity near the Scottsdale Drive crossover. The Contractor smoothed out the roadway with asphalt as a temporary solution. When the Scottsdale Drive bridges are completed, a more permanent solution will be put in place. Both residents received personal calls from the Team to follow up with them about the resolution of this issue.

Additionally, a call was made about the 183A Shared Use Path regarding its connectivity to other trails and when it would be open to the public. The Team responded to the resident with the following information:

- the 183A Shared Use Path Phase I (from South Brushy Creek to RM 1431), is currently under construction by a different contractor and scheduled to open in August 2011;
- Phase I will connect to the 183A Shared Use Path Phase II (from RM 1431 to Hero Way) via the crosswalk at RM 1431;
- Phase II is under construction as part of the 183A Phase II construction project and will open spring 2012; and
- Phase I will connect to the Williamson County South Brushy Creek Trail by way of a pedestrian bridge that is currently under development by the Mobility Authority and scheduled to open in 2012.

Further outreach on the Shared Use Path will commence when Phase I is open to bicycle and pedestrian traffic later this year.