

**APRIL 27, 2011 CTRMA BOARD OF DIRECTORS MEETING
Summary Sheet**

AGENDA ITEM #18

Manor Expressway Direct Connectors at US 183 Project Report General Briefing

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 290E Toll Project Direct Connectors at US 183 construction during the 1st quarter of 2011.

Attached documentation for reference: GEC Quarterly Progress Report

Contact for further information: Wesley M. Burford, P.E., Director of Engineering



CENTRAL TEXAS
Regional Mobility Authority

Manor Expressway Direct Connectors at US 183 QUARTERLY PROGRESS REPORT

No. 7 | April 2011

GENERAL

The construction of the Manor Expressway Direct Connectors at US 183 continues to progress. Since the last Quarterly Report in January 2011, prime contractor Webber, LLC and their subcontractors have continued to advance the direct connector substructure elements of drilled shafts, footings, columns, column capitals, and bent caps. Additionally, superstructure activities have commenced with the installation of concrete beams, steel girders, bridge deck, and bridge rail. Roadway construction elements also continue to be a focus as excavation, embankment, mechanically stabilized earth retaining walls, cast-in-place retaining walls, permanent drainage, illumination and intelligent transportation system conduit, pavement, traffic control and erosion control efforts have all advanced quickly over the past months.



Ongoing construction work at the west to north direct connector [taken April 13, 2011]

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

Webber

- Constructed 48 footings to date (of 58 total)
- Constructed 80 columns to date (of 115 total)
- Constructed 33 column capitals to date (of 51 total)
- Constructed 24 bent caps (of 88 total)
- Erected 13 spans of Concrete Beams (of 67 spans total)
- Erected one span of steel girders (of 19 spans total)
- Began bridge deck forming
- Progressed the MSE (mechanically stabilized earth) retaining wall construction at the South to East DC Approach and the East to South DC Approach to 90% complete
- Continued excavation and embankment for the eastbound mainlane, eastbound frontage road, and westbound frontage road pavements

McKinney Drilling Company

- Constructed 236 bridge drilled shafts to date (of 275 total)

Indus Construction

- Continued fabricating reinforcing steel cages for footings, columns, column capitals, and bent caps

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

- Paved the top 4 inches of Hot Mix Asphalt (HMAC) on the Phase 2 westbound frontage road and on a portion of the Phase 2 Eastbound frontage road

Panther Creek Transportation, Inc.

- Hauled embankment (excavated subgrade on site)

Rice Environmental

- Installed and maintained erosion control measures/devices

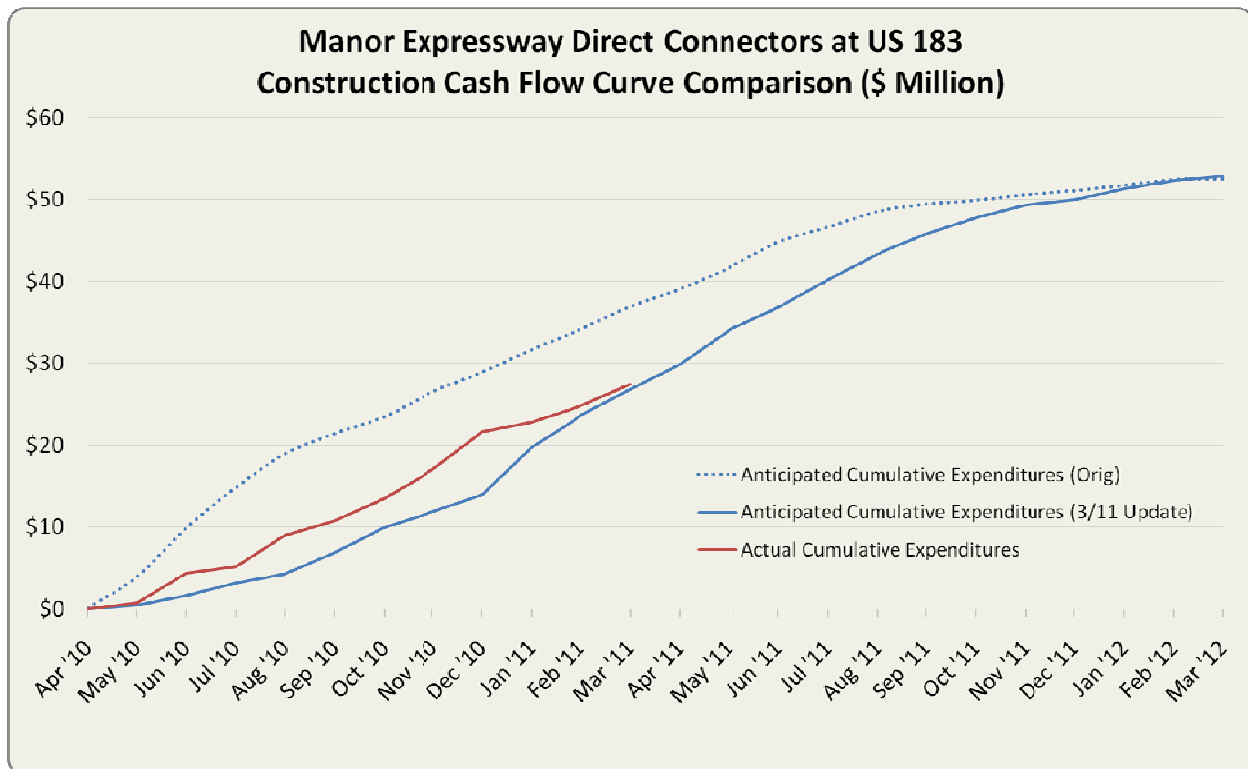
Pictures of recent construction activities are provided in Attachment A.

PROJECT SCHEDULE & FINANCIAL STATUS

Construction Progress

In regard to percent complete status, based on current information provided with Webber's Draw Request #11 for efforts through March 25, 2011, the project is at 51.5% 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 70.3% based on the baseline schedule originally approved for the project and 50.9% based on the update schedule provided by Webber as part of their Draw Request #11 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.



In regard to the actual schedule status, Webber and General Engineering Consultant Atkins met in early April 2011 to review the schedule included in Webber's Draw Request #11. Based on this meeting, the group concurred that the project is approximately 5 days ahead of schedule.

Financial Status

Webber submitted their Draw Request #11 on March 31, 2011 which included expenditures through March 25th, 2011. This request was reviewed and approved by General Engineering Consultant Atkins on April 6, 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. 3 ⁽¹⁾	\$ 10,000.00
Change Order No. 4	\$ 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⁾	<u>\$ 312,035.30</u>
Current Authorized Contract Amount:	\$ 53,402,955.54
Previous Total of Webber Payments: ⁽¹⁾	\$ 21,672,457.66
Amount of Webber Draw Request #9 for Jan. 2011 efforts	\$ 1,170,201.14
Amount of Webber Draw Request #10 for Feb. 2011 efforts	\$ 1,917,856.31
Amount of Webber Draw Request #11 for Mar. 2011 efforts	<u>\$ 2,698,205.17</u>
Total Amount Paid To-Date:	\$ 27,458,720.28
Retainage withheld: ⁽²⁾	<u>\$ 0.00</u>
Approved Amount for work completed (through Draw #11):	\$ 27,458,720.28
Amount remaining for work to be completed:	\$ 25,944,235.26
Total Project Budget Expended through March 2010:	51.50%

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.

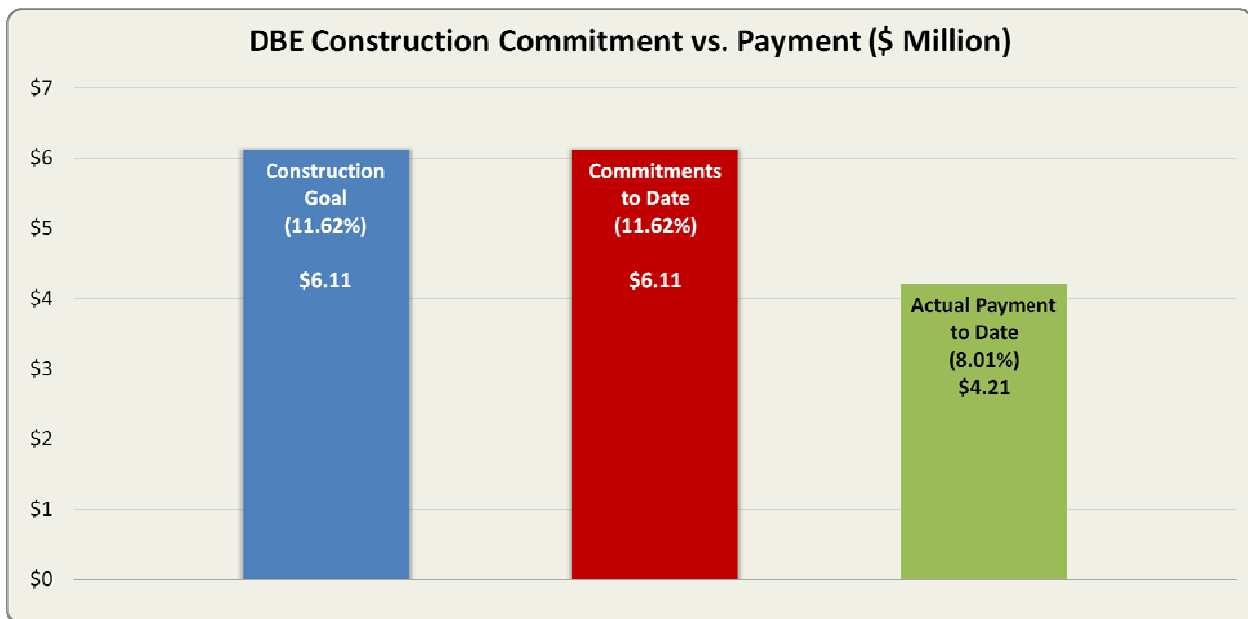
Summary of Changer Orders This Reporting Period

Change Order No. 4 was in the amount of \$84,710.32 and was fully executed on April 4th, 2011. This Change Order formally incorporated traffic control modifications/additions into the construction contract agreement including revised speed limit signage, added speed limit sign covers [for use during non-construction periods], revised temporary concrete traffic barrier type, added temporary concrete traffic barrier end treatments/crash attenuators, and added temporary concrete traffic barrier connecting hardware. The Change Order also included the provision and servicing of recycling bins in the construction field offices.

DBE STATUS

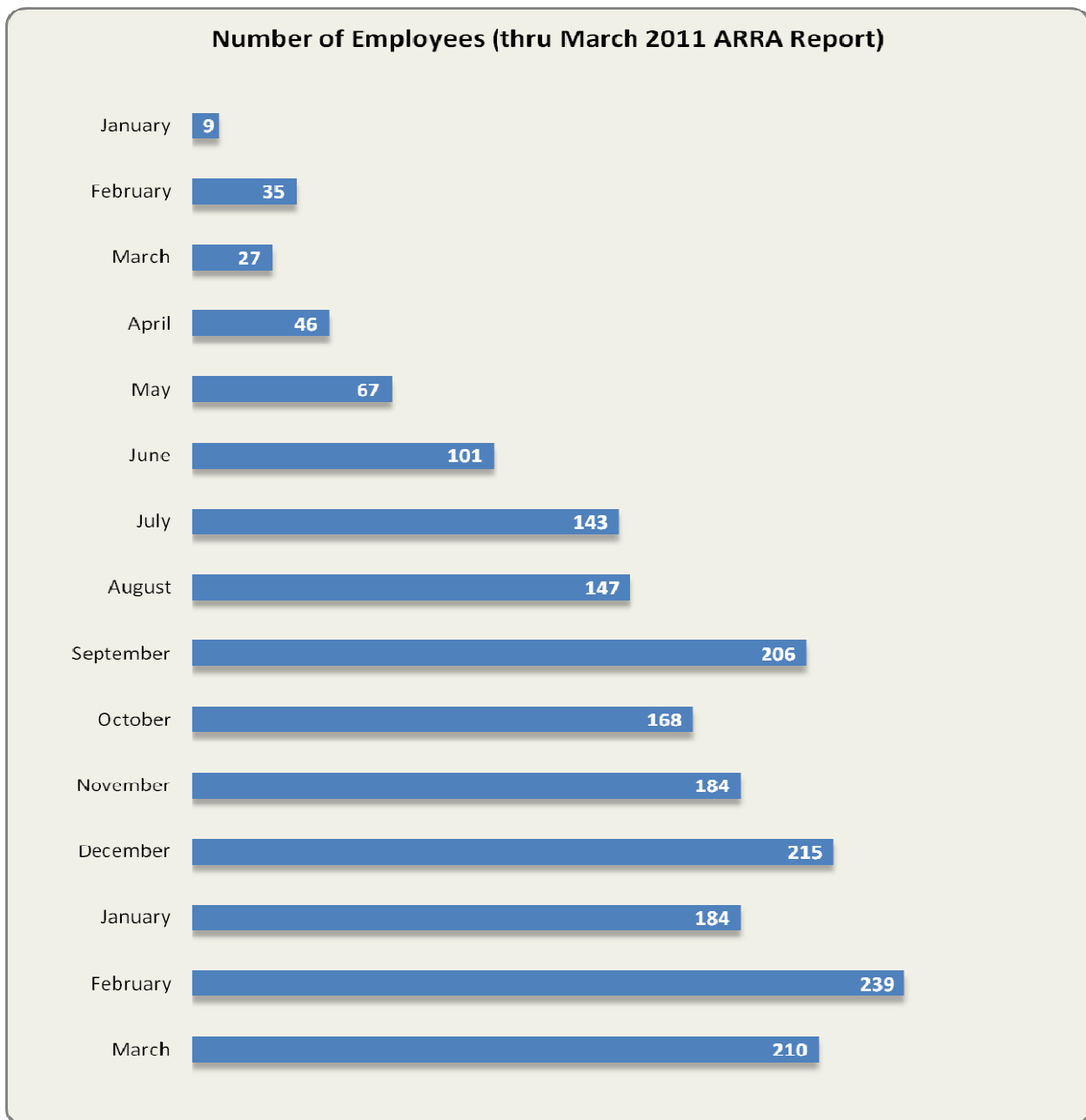
Webber is required and committed to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for the project. The total DBE amount committed by Webber to date is \$6,109,278.42, which is 11.62% of the project total; this will include work completed by DBE subcontractors Cadit Company, Inc. [structural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

As of March 25, 2011, Webber has submitted costs associated with DBE construction work in the amount of \$4,211,941.26 which equals approximately 8.0% to date of the contract value. It is also noted that the rate of DBE expenditure is ahead of the overall timeline of the construction (i.e., approximately 70% of the committed goal has been achieved within the first 50% of the contract time period).



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 210 jobs during the reporting month of March 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 \$3,790,458.68.



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:

Eleven 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, schedule, etc). All calls are logged as they are received.

✓ Twitter:

Ten 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:

- Column construction to continue
- Column capital and bent cap construction to continue
- Concrete beam and steel girder erection will begin
- Grading and paving to continue
- Drainage system installation to continue
- MSE retaining wall construction to continue

ATTACHMENT A

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



*Interchange construction looking west
(Taken 4/11/2011)*



*Interchange construction looking east
(Taken 4/11/2011)*



*Interchange construction looking south
(Taken 4/11/2011)*



*Interchange construction looking north
(Taken 4/11/2011)*



*Setting of steel beams at west to north direct connector
(Taken 1/27/2011)*



*Setting of steel beams at west to north direct connector
(Taken 1/27/2011)*



*Setting of steel beams at west to north direct connector
(Taken 1/27/2011)*



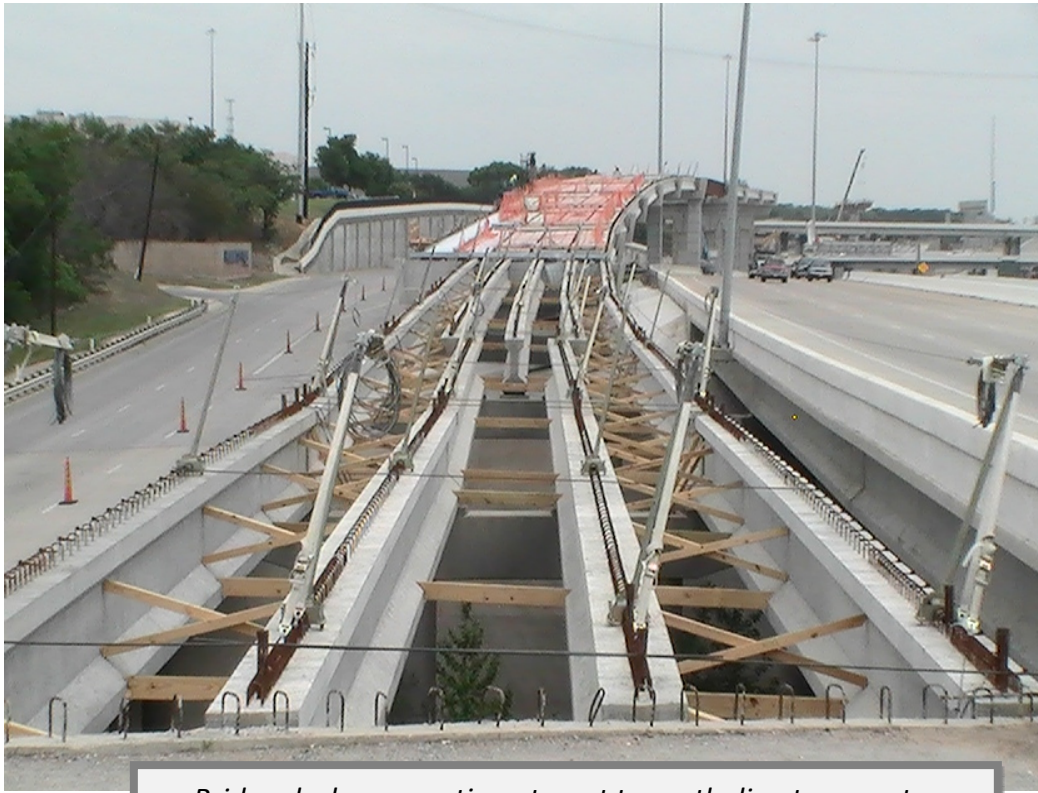
*Beam setting preparation
(Taken 4/14/2011)*



*Beams at west to north direct connector
(Taken 4/14/2011)*



*Beams at west to north direct connector
(Taken 4/14/2011)*



*Bridge deck preparation at west to north direct connector
(Taken 4/14/2011)*



*Bridge deck preparation at west to north direct connector
(Taken 4/14/2011)*

*Bent construction at west to north direct connector
(Taken 4/14/2011)*



*Bent construction at west to north direct connector
(Taken 4/14/2011)*



*Bent construction at west to north direct connector
(Taken 4/14/2011)*



*Bent construction at west to north direct connector
(Taken 4/14/2011)*



*Direct connector abutment construction
(Taken 4/14/2011)*



*Pavement base and curb & gutter construction
(Taken 4/14/2011)*



*Pavement base construction at eastbound frontage road
(Taken 4/14/2011)*



*Pavement construction along eastbound road bed
(Taken 4/14/2011)*



*Pavement construction operations
(Taken 4/14/2011)*



*Pavement construction operations
(Taken 4/14/2011)*



*Roadway appurtenance construction
(Taken 1/14/2011)*



*Earthwork near Tuscany Way intersection
(Taken 4/14/2011)*