

General Meeting of the Board of Directors of the  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY  
301 Congress Avenue, Suite 360 • Austin, Texas  
Thursday, July 28, 2011 • 9:30 a.m.



## AGENDA

1. Welcome, opening remarks, and comments concerning items of community interest by the Chairman and members of the Board of Directors.
2. Open Comment Period for Public Comment – See Notes at the end of this agenda.

### **Discuss, consider, and take appropriate action on the following:**

3. Approve the minutes for the June 29, 2011, Special Board Meeting.
4. Approve a proposed amendment to the October, 2005 Agreement with URS Corporation for Traffic and Revenue Engineering Services to delete Article 17 (Authority Indemnified) and related provisions.
5. Approve selection of one or more firms to provide communications and marketing consulting services.
6. Approve an amended work authorization with Atkins North America, Inc., relating to general support and assistance for CTRMA operations.
7. Approve an amended work authorization with HNTB Corporation relating to general support and assistance for CTRMA operations.
8. Approve an amended work authorization with HNTB Corporation relating to initial development of future projects , project feasibility studies, and support for certain other project specific activities.
9. Approve an amended authorization with Atkins North America, Inc., relating to initial development of future projects , project feasibility studies, and support for certain other project specific activities.
10. Approve a new work authorization with HNTB Corporation relating to general administrative support and assistance for CTRMA operations.
11. Approve a new work authorization with Atkins North America, Inc., relating to general administrative support and assistance for CTRMA operations.

12. Approve a new work authorization with HNTB Corporation relating to the US183/183A Intersection Improvement Project.
13. Authorize the Executive Director to administratively approve certain construction change orders.
14. Accept the monthly financial report for June, 2011.

**Briefing and discussion with no action proposed on the following:**

15. Quarterly briefing on the MoPac Improvement Project.
16. Quarterly briefing on the 183A Phase II Project.
17. Quarterly briefing on the Manor Expressway Project.
18. Update on the Green Mobility Challenge.
19. Executive Director's report.
  - a. Updated violation enforcement process.
  - b. Update on procurement for project finance and development advisors.

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***Executive Session***

*Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.*

*The Board may deliberate the following items in executive session if announced by the Chairman:*

20. Discuss acquisition of one or more parcels or interests in real property needed for the Manor Expressway Project and related legal issues, as authorized by §551.072 (Deliberation Regarding Real Property; Closed Meeting) and by §551.071 (Consultation With Attorney).

21. Discuss legal issues relating to procurement and financing of CTRMA transportation projects, as authorized by §551.071 (Consultation With Attorney).
22. Discuss legal issues related to claims by or against the Authority, pending or contemplated litigation, and any related settlement offers, or other matters as authorized by §551.071 (Consultation With Attorney).
23. Discuss personnel matters as authorized by §551.074 (Personnel Matters).

***Reconvene in Open Session following Executive Session***

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**Discuss, consider, and take appropriate action on the following:**

24. Declare a public necessity to acquire one or more of the following described parcels of land or related property interest for the Manor Expressway Project, and with respect to those parcels authorize the negotiation and execution of a purchase contract, the negotiation and execution of a possession and use agreement, or the use of the power of eminent domain to acquire the parcel for the Manor Expressway Project, as applicable:
  - A. Parcel 31 of the Manor Expressway Toll Project, a 2.432 acre parcel of real estate owned by Robert W. and Janice W. Jenkins, located at 9475 US Hwy 290E in Travis County.
  - B. Parcel 44A of the Manor Expressway Toll Project, a 0.479 acre parcel of real estate owned by Applied Materials, Inc., located at 9700 US Hwy 290E in Travis County.
  - C. Parcel 44B of the Manor Expressway Toll Project, a 0.907 acre parcel of real estate owned by Applied Materials, Inc., located at 9700 US Hwy 290E in Travis County.
  - D. Parcel 44C of the Manor Expressway Toll Project, a 0.079 acre parcel of real estate owned by Applied Materials, Inc., located at 9700 US Hwy 290E in Travis County.
  - E. Parcel 57 of the Manor Expressway Toll Project, a 0.184 acre parcel of real estate owned by Applied Materials, Inc., located at the northeast corner of US Hwy 290E and Harris Branch Parkway in Travis County.
  - F. Parcel 35 of the Manor Expressway Toll Project, a 1.31 acre parcel of real estate owned by Arturo Diaz, located at US Hwy 290E West of Giles Road in Travis County.

- G. Parcel 37 of the Manor Expressway Toll Project, a 2.030 acre parcel of real estate owned by Scott William Elder, located at 9577 US Hwy 290E in Travis County.
- H. Parcel 50A and 50A (E) of the Manor Expressway Toll Project, a 1.496 acre parcel of real estate and a 0.037 acre drainage easement owned by Robert Hurst Rental Company, located at 9741 US Hwy 290E in Travis County.
- I. Parcel 50B of the Manor Expressway Toll Project, a 0.341 acre parcel of real estate owned by Robert Hurst and Janet Lockwood, located at 9741 US Hwy 290E in Travis County.
- J. Parcel 47A of the Manor Expressway Toll Project, a 0.602 acre parcel of real estate owned by Kerry S. Yom, located at the south line of Hwy 290E, east of Crofford Lane in Travis County.
- K. Parcel 47B of the Manor Expressway Toll Project, a 0.560 acre parcel of real estate owned by The Yom Family Trust, Kerry S. Yom and Sun Y. Yom, located at the south line of Hwy 290E, east of Crofford Lane in Travis County.
- L. Parcel 28 of the Manor Expressway Toll Project, a 2.610 acre parcel of real estate owned by TX Old Manor Housing, L.P., located at 9345 US Hwy 290E in Travis County.
- M. Parcel 32 of the Manor Expressway Toll Project, a 1.468 acre parcel of real estate owned by Bobby Joe and Deanne Barnett, located at 9493 Hwy 290E in Travis County.
- N. Parcel 46 of the Manor Expressway Toll Project, a 1.528 acre parcel of real estate owned by Duff RE Austin, LP, located at 9665 Hwy 290E in Travis County.
- O. Parcel 48 of the Manor Expressway Toll Project, a 0.747 acre parcel of real estate owned by Sovran Acquisition LP, located at 9717 Hwy 290E in Travis County.
- P. Parcel 41 of the Manor Expressway Toll Project, a 0.505 acre parcel of real estate owned by Hardin Interests, Inc., located at the west line of Johnny Morris Road, South of US Hwy 290E in Travis County.
- Q. Parcel 42 of the Manor Expressway Toll Project, a 4.709 acre parcel of real estate owned by H. Dalton Wallace, located southeast corner of Johnny Morris Road and US Hwy 290E in Travis County.
- R. Parcel 45 of the Manor Expressway Toll Project, 1.464 acre parcel of real estate owned by Day Life Corporation, located at 9808 Crofford Lane in Travis County.



- S. Parcel 49A of the Manor Expressway Toll Project, a 0.598 acre parcel of real estate owned by River City Rolloffs, Inc., located at 9721 US Hwy 290E in Travis County.
- T. Parcel 49B & 49B(E) of the Manor Expressway Toll Project, a 0.011 acre parcel of real estate and a 0.022 acre parcel of easement owned by River City Rolloffs, Inc., located at 9741 US Hwy 290E in Travis County
- U. Parcel 59 of the Manor Expressway Toll Project, a 0.043 acre parcel of real estate owned by Lone Star Gas Company, located at the south line of US Hwy 290E, between SH 130 and Parmer Lane (Boyce Lane) in Travis County.
- V. Parcel 29 of the Manor Expressway Toll Project, a 9.108 acre parcel of real estate owned by JMTCV Ltd., located at US Hwy 290E between Ferguson Cutoff and Johnny Morris Road in Travis County.
- W. Parcel 8 of the Manor Expressway Toll Project, a 2.175 acre parcel of real estate and a 0.186 acre Drainage Easement owned by Fred Morse and Scott Morse, Co-Independent Executors of the Estate of Frederic Clarke Morse, Sr. and JPMorgan Chase Bank, Trustee of the Frederic Clarke Morse, Jr. Exempt Family Trust, located at East Corner of US 183 and US Hwy 290E in Travis County.
- X. Parcel 58 of the Manor Expressway Toll Project, a 1.112 acre parcel of real estate owned by the Butler Family Partnership, Ltd., located at the southeast corner of US Hwy 290E and Parmer Lane in Travis County.
- Y. Parcel 60 of the Manor Expressway Toll Project, a 0.345 acre parcel of real estate owned by the Butler Family Partnership, Ltd., located at the southeast corner of US Hwy 290E and Parmer Lane in Travis County.
- Z. Parcel 61 of the Manor Expressway Toll Project, a 14.084 acre parcel of real estate owned by the Butler Family Partnership, Ltd., located at the northeast corner of US Hwy 290E and Parmer Lane in Travis County.
- AA. Parcel 113 of the Manor Expressway Toll Project, a 0.027 acre parcel of real estate owned by the Butler Family Partnership, Ltd., located at the northwest corner of US Hwy 290E and Parmer Lane in Travis County.
- BB. Parcel 39 of the Manor Expressway Toll Project, a 0.999 acre parcel of real estate owned by the City of Austin, located at the SW corner of 290E and Johnny Morris Road in Travis County.

- CC. Parcel 22AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by Wayne Allen Barbee, located at US Hwy 290E, West of Chimney Hill Blvd in Travis County.
  - DD. Parcel 44D (AC) of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by Applied Materials, Inc., located at 9700 US Hwy 290E in Travis County.
  - EE. Parcel 13AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by Raymond D. and Elda Raschke, located at 9470 US Hwy 290E in Travis County.
  - FF. Parcel 21AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by Jimmy Nassour, Trustee and Salim Haddad, Trustee, located at 9230 US Hwy 290E in Travis County.
  - GG. Parcel 30AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by 290 Jones Investments, Inc, located west of Johnny Morris Road on the north side of US Hwy 290E in Travis County.
  - HH. Parcel 33AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by Joe T. Robertson, located at 9500 US Hwy 290E in Travis County.
  - II. Parcel 111AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by SCC East Bourne Manor LP, located at the southeast corner of US Hwy 290E and SH130 in Travis County.
  - JJ. Parcel 112AC of the Manor Expressway Toll Project, a release and relinquishment of access rights to US Hwy 290E owned by Austin HB Residential, located at the northeast corner of US Hwy 290E and SH130 in Travis County.
25. Adjourn Meeting.
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#### **NOTES**

Open Comment Period for Public Comment – At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to CTRMA's jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the open

comment period. If the speaker's topic is not listed on this agenda, the Board may not deliberate the topic or question the speaker during the open comment period, but may direct staff to investigate the subject further or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not act on an item that is not listed on this agenda.

Public Comment on Agenda Items – A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board's consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

Meeting Procedures – The order and numbering of agenda items are for ease of reference only. After the meeting is convened, the Chairman may rearrange the order in which agenda items are considered. The Board may consider items listed on the agenda in any order and at any time during the meeting.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services, such as an interpreter for persons who are deaf or hearing impaired, and readers of large print or Braille, are requested to contact Jennifer Guernica at (512) 996-9778 at least two working days before the meeting so that appropriate arrangements can be made.

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

**AGENDA ITEM # 1**

**Welcome, Opening Remarks and Board Member Comments**

**Board Action: NO**

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

**AGENDA ITEM # 2**

**Open Comment Period for Public Comment** – At the beginning of the meeting, the Board provides a period of up to one hour for public comment on any matter subject to CTRMA’s jurisdiction. Each speaker is allowed a maximum of three minutes. A person who wishes to address the Board should sign the speaker registration sheet before the beginning of the open comment period. If the speaker’s topic is not listed on this agenda, the Board may not deliberate the topic or question the speaker during the open comment period, but may direct staff to investigate the subject further or propose that an item be placed on a subsequent agenda for deliberation and possible action by the Board. The Board may not act on an item that is not listed on this agenda.

**Public Comment on Agenda Items** – A member of the public may offer comments on a specific agenda item in open session if he or she signs the speaker registration sheet for that item before the Board’s consideration of the item. The Chairman may limit the amount of time allowed for each speaker. Public comment unrelated to a specific agenda item must be offered during the open comment period.

**Board Action: NO**

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

**AGENDA ITEM # 3**

**Approve the minutes for the June 29, 2011 General Board Meeting.**

**Department: Law**

**Board Action: YES (by motion)**

**Description of Matter:**

**The minutes for the June 29, 2011 General Board Meeting require approval by the Board.**

**Attached Document: Draft Minutes June 29, 2011 General Board Meeting**

**Contact for further information:**

**Andrew Martin, General Counsel**

**MINUTES FOR  
General Meeting of the Board of Directors  
of the  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**Wednesday, June 29, 2011  
9:30 A.M.**

The meeting was held at 301 Congress Avenue, Suite 360, Austin, Texas 78701. Notice of the meeting was posted June 24, 2011 at the County Courthouses of Williamson and Travis Counties, with the Secretary of State, on the CTRMA website, and on the bulletin board in the lobby of CTRMA's offices at Suite 650, 301 Congress Avenue, Austin, Texas.

**1. Welcome and Opening Remarks by Chairman Ray A. Wilkerson**

Chairman Wilkerson called the meeting to order at 9:30 a.m. and called the roll. Board Members present at the time the meeting was called to order were Chairman Ray Wilkerson, Vice-Chairman Jim Mills, Ms. Nikelle Meade, Mr. David Singleton, Mr. Bob Bennett, and Mr. Charles Heimsath. Mr. Henry Gilmore did not attend the meeting.

**2. Open Comment Period**

No public comments were offered.

**3. Approval of Minutes of May 25, 2011 General Board Meeting and June 10, 2011 Special Board Meeting**

Chairman Ray Wilkerson presented the minutes from the May 25, 2011 Board Meeting and the June 10, 2011 Special Board Meeting for review by the Board. Mr. Jim Mills moved for approval of the minutes. Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the minutes were approved as drafted.

**4. Approve an amendment to the GEC Master Contract with HNTB Corporation to authorize an appropriate negotiated profit rate for each separate work authorization.**

As Wes Burford, Director of Engineering was not present at this meeting; Mr. Everett Owen presented this item. This amendment addresses the profit margin within the HNTB Corporation Master Contract, and provides flexibility within the profit rate depending upon the degree of difficulty for the scope of work being performed. The rate would be between 8% and 12%.

Mr. Charles Heimsath moved for approval of the resolution. Mr. Bob Bennett seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

5. **Approve an amendment to the GEC Master Contract with Atkins North America, Inc., to authorize an appropriate negotiated profit rate for each separate work authorization.**

Mr. Everett Owen presented this item. This amendment addresses the profit margin within the Atkins North America, Inc. Master Contract, and provides flexibility within the profit rate depending upon the degree of difficulty for the scope of work being performed. The rate would be between 8% and 12%.

Ms. Nikelle Meade abstained from this item. Mr. Bob Bennett moved for approval of the resolution. Mr. David Singleton seconded the motion. The motion carried unanimously 5-0, and the resolution was approved as drafted.

6. **Approve a work authorization for FY 2012 under the GEC Master Contract with Atkins North America, Inc., relating to trust indenture obligations, toll operations and maintenance, roadway operations and maintenance, technology systems support, financial planning support, and general program support.**

Mr. Everett Owen presented this item seeking Board approval of a work authorization for FY 2012 under the Atkins North America, Inc., Master Contract relating to operations and maintenance.

Ms. Nikelle Meade abstained from this item. Mr. Bob Bennett moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 5-0, and the resolution was approved as drafted.

7. **Approve a work authorization for FY 2012 under the GEC Master Contract with HNTB Corporation relating to trust indenture obligations, toll operations and maintenance, roadway operations and maintenance, technology systems support, financial planning support, and general program support.**

Mr. Everett Owen presented this item seeking Board approval of a work authorization for FY 2012 under the HNTB Corporation Master Contract relating to operations and maintenance.

Mr. Bob Bennett moved for approval and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

8. **Approve a supplemental work authorization for FY 2012 to Work Authorization No. 6 under the GEC Master Contract with Atkins North America, Inc., for continued support relating to project feasibility, initial development of future project and support for project activities not associated with any other work authorization.**

Mr. Everett Owen presented this item seeking Board approval of a supplemental work authorization for FY 2012 to Work Authorization No. 6 under the Master Contract with



Atkins North America, Inc., for future projects not associated with any other work authorizations.

Ms. Nikelle Meade abstained from this item. Mr. Jim Mills moved to postpone this item to a future date, and Mr. Bob Bennett seconded the motion. The motion carried unanimously 5-0, and the item was post-poned until a future date.

9. **Approve a supplemental work authorization for FY 2012 to Work Authorization No. 6 under the GEC Master Contract with HNTB Corporation for continued support relating to project feasibility, initial development of future project and support for project activities not associated with any other work authorization.**

Mr. Everett Owen presented this item seeking Board approval of a supplemental work authorization for FY 2012 to Work Authorization No. 6 under the Master Contract with HNTB Corporation for future projects not associated with any other work authorizations.

Mr. Jim Mills moved to postpone this item to a future date, and Mr. Bob Bennett seconded the motion. The motion carried unanimously 6-0, and the item was post-poned until a future date.

10. **Approve a work authorization under the GEC Master Contract with Atkins North America, Inc., for project specific services to the development of the Oak Hill Expressway (at the US 290W / SH 71 interchange in Oak Hill).**

Mr. Everett Owen presented this item seeking Board approval for project specific services to the development of the Oak Hill Expressway under the Atkins North America, Inc., Master Contract. The development of the Oak Hill Expressway was included in the toll equity financing with TxDOT, and is a 2-year work authorization.

Ms. Nikelle Meade abstained from this item. Mr. Charles Heimsath moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously 5-0, and the resolution was approved as drafted.

11. **Approve a work authorization under the GEC Master Contract with HNTB Corporation for project specific services related to the development of the Manchaca Expressway (approximately 4 miles of the SH 45 Southwest Corridor, from Loop 1 to FM 1626).**

Mr. Everett Owen presented this item seeking Board approval for project specific services to the development of the Manchaca Expressway under the HNTB Corporation Master Contract. The development of the Manchaca Expressway was included in the toll equity financing with TxDOT, and is a 3-year work authorization.

Mr. David Singleton moved for approval, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

- 12. Approve the submission of project applications to the Capital Area Metropolitan Planning Organization (CAMPO) for its consideration in response to a CAMPO call for projects to be funded from 2011 – 2014 Metro Mobility and Rehabilitation dollars allocated to the region.**

Executive Director Mike Heiligenstein presented this item requesting authorization from the Board to approve the submission of project applications to CAMPO for its consideration in response to a CAMPO call for projects to be funded from 2011 – 2014 Metro Mobility and Rehabilitation dollars allocated to the region. There are four projects that include 183-A Shared Use Path, HERO patrol service program, Loop 1 express lanes project from Lady Bird Lake to Slaughter Lane, and the U.S. 183 express lanes from 620 to Loop 1.

Mr. Jim Mills moved for approval of the submission of project applications to CAMPO, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

- 13. Authorize a procurement process for proposals to be a sponsor of the HERO program.**

Mr. Mario Espinoza presented this item requesting the Board authorize a procurement process for sponsorship of the HERO program. Approximately 3,600 motorists have been assisted since the HERO program began in September, 2010. The Board's approval would allow staff to issue a solicitation for public and private funding for the HERO program.

Ms. Nikelle Meade moved for approval, and Mr. David Singleton seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

- 14. Authorize initiation of a process to (i) procure consultants to evaluate all project finance and development options available under state law for CTRMA transportation projects, including public-private partnerships, design/build, and design/build/finance options; and (ii) solicit industry input on project finance and development options for specific projects, including but not limited to the Loop 1/Mopac Improvement Project and the 183 South/Bergstrom Expressway.**

Executive Director Mike Heiligenstein presented this item seeking Board authorization to procure consultants to evaluate project finance and development options and to solicit industry input on project finance and development options for the Loop 1/MoPac Improvement Project and the 183 South/Bergstrom Expressway.

Mr. Bob Bennett moved for approval, and Ms. Nikelle Meade seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

**15. Adopt the CTRMA Budget for Fiscal Year 2012.**

Ms. Cindy Demers presented this item, and provided the Board with copies of the FY 2012 Proposed Budget. Ms. Demers provided highlights and changes that were made from the previous month's proposed budget presentation.

Mr. Bob Bennett moved for approval of the CTRMA Budget for Fiscal Year 2012, and Mr. Charles Heimsath seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

**16. Adopt a resolution expressing intent to finance expenditures to be incurred for project costs relating to development of the MoPac Improvement Project (approximately 11 miles of the Loop 1 Corridor, from Parmer Lane to Cesar Chavez Street).**

**17. Adopt a resolution expressing intent to finance expenditures to be incurred for project costs relating to development of the Bergstrom Expressway Project (approximately 8 miles of the US 183 Corridor, from Springdale Road to Patton Avenue).**

**18. Adopt a resolution expressing intent to finance expenditures to be incurred for project costs relating to development of the Oak Hill Expressway Project (at the US 290W / SH 71 interchange in Oak Hill).**

**19. Adopt a resolution expressing intent to finance expenditures to be incurred for project costs relating to development of the Manchaca Expressway Project (approximately 4 miles of the SH 45 Southwest Corridor, from Loop 1 to FM 1626).**

Items 16 through 19 were presented together by Bill Chapman. There may or may not be expenditures related to the projects in items 16 through 19; however, the resolutions allow CTRMA to reimburse itself from bond proceeds for costs related to the development of each project. This action is required for future reimbursement purposes should project financing occur.

Mr. Bob Bennett moved for approval of items 16 through 19, and Mr. David Singleton seconded the motion. The motion carried unanimously 6-0, and the respective resolutions for agenda items 16 through 19 were approved as drafted.

**20. Accept the monthly financial report for May, 2011.**

Mr. Bill Chapman presented this item requesting Board approval of the monthly financial report for May, 2011. There were not any special items to discuss on the financial report. Mr. Chapman reported on the financial close of the 2011 bond sale and several members of the financial team spoke on the transaction.

Mr. Bob Bennett moved for approval of the monthly financial report for May, 2011, and Mr. David Singleton seconded the motion. The motion carried unanimously 6-0, and the resolution was approved as drafted.

**Briefing and discussion on the following; no action proposed:**

**21. Report on the CTRMA legislative program for the 82<sup>nd</sup> Legislature and final legislative action affecting CTRMA.**

Mr. Brian Cassidy, outside legal counsel, presented this item, and provided a written report to the Board discussing the new legislation enacted by the 82<sup>nd</sup> Legislature and signed by Governor Perry.

**22. Executive Director's report.**

Executive Director Mike Heiligenstein explained to the Board that a letter from the Attorney General concurring with the Comprehensive Development Agreement with the Central Texas Mobility Constructors was included in their Board materials.

An update was provided regarding the Union Pacific Railroad, and Mr. Heiligenstein explained that Union Pacific Railroad has provided all of the right of way in can provide in the MoPac corridor.

Mr. Heiligenstein noted that Governor Perry did veto the bill that would have allowed buses to use the MoPac corridor.

Mr. Tim Reilly provided a customer service update. CTRMA's vendor, Municipal Services Bureau ("MSB") handles about 2,000 incoming calls per week dealing mostly with payment information. Less than 1% of calls are escalated to a supervisor, and even less are sent to CTRMA staff. An average wait time when calls are placed to MSB is about 2 minutes. A quick payment tool was recently launched on the MSB website where customers are able to type in their license plate number to see if they have a balance. Also, CTRMA now has an agreement with ACE Cash Express to have places where customers are able to pay their bills in person with cash or a debit card. Staff has also been working the Williamson County Justice of the Peace to revise violation and court processes in order to make them more effective.

**Executive Session Pursuant to Government Code, Chapter 551**

Chairman Wilkerson announced in open session at 11:00 a.m. that the Board would recess the open meeting and would reconvene in Executive Session to deliberate the following items:

**23. Discussion of the acquisition of one or more parcels or interests in real property needed for the Manor Expressway Project and related legal issues, pursuant to §551.072 (Deliberation Regarding Real Property; Closed Meeting) and §551.071 (Consultation with Attorney).**

24. Discussion of legal issues relating to legislation proposed to the 82<sup>nd</sup> Texas Legislature that may affect the Mobility Authority, its operations, or jurisdiction, as authorized by §551.071 (Consultation with Attorney).
25. Discussion of legal issues relating to procurement and financing of CTRMA transportation projects, as authorized by §551.071 (Consultation with Attorney).
26. Discussion of legal issues related to claims by or against the Authority, pending or contemplated litigation, and any related settlement offers, or other matters as authorized by §551.071 (Consultation with Attorney).
27. Discussion of personnel matters as authorized by §551.071 (Consultation with Attorney).

The Board reconvened in open meeting at 11:30 a.m., and Chairman Wilkerson announced that there was no action taken in Executive Session.

**Discuss, consider, and take appropriate action on the following:**

28. Declare a public necessity to acquire one or more of the following described parcels of land for the Manor Expressway Project, and with respect to those parcels, authorize the negotiation and execution of a purchase contract, the negotiation and execution of a possession and use agreement, or the use of the power of eminent domain to acquire the parcel for the Manor Expressway Project, as applicable.

Ms. Nikelle Meade made a motion, seconded by Mr. Charles Heimsath, to adopt the staff recommended resolution for each parcel listed below to authorize negotiation and execution of a purchase contract, the negotiation and execution of a possession and use agreement, or the use of the power of eminent domain to acquire each of the following parcels, as identifies by Agenda items: 28(A), 28(B), 28(C), 28(D), 28(E), 28(F), and 28(G). The motion carried unanimously, 6-0, and separate resolutions authorizing the action specified by the motion were approved for each parcel as drafted.

A. Parcel 34 of the Manor Expressway Toll Project, a 0.539 acre parcel of real estate owned by Paul and Verena DeVooght, located at US Hwy 290E West of Giles Road in Travis County.

B. Parcel 40 of the Manor Expressway Toll Project, a 0.342 acre parcel of real estate owned by Lake Investment and Production Company Ltd., located at the south corner of Old Manor Road and Johnny Morris Road in Travis County.

C. Parcel 36B of the Manor Expressway Toll Project, a 1.374 acre parcel of real estate owned by Delfino and Reyna Perez, located at 9525 Hwy 290E in Travis County.

D. Parcel 57 of the Manor Expressway Toll Project, a 0.184 acre parcel of real estate owned by Applied Materials, Inc., located at the northeast corner of US Hwy 290E and Harris Branch Parkway in Travis County.

E. Parcel 44A of the Manor Expressway Toll Project, a 0.479 acre parcel of real estate owned by Applied Materials Inc., located at 9700 US Hwy 290E in Travis County.

F. Parcel 44B of the Manor Expressway Toll Project, a 0.907 acre parcel of real owned by Applied Materials, Inc., located at 9751 US Hwy 290E in Travis County.

G. Parcel 54 of the Manor Expressway Toll Project, a 0.557 acre parcel of real estate owned by Robert W. and Janice W. Jenkins, located at 9475 US Hwy 290E in Travis County.

**29. Adjourn Meeting.**

Chairman Wilkerson declared the meeting adjourned by unanimous consent at 12:00 p.m.

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

**AGENDA ITEM # 4**

**Approve a proposed amendment to the October, 2005 Agreement for Traffic and Revenue Engineering Services with URS Corporation to delete Article 17 (Authority Indemnified) and related provisions of that agreement.**

**Department: Financial Services**

**Associated Costs: None**

**Funding Source: N/A**

**Board Action Required: YES**

**Description of Matter:**

**This item provides an opportunity for the Board of Directors to consider and take action on the request initiated by URS Corporation to amend the October, 2005 Agreement for Traffic and Revenue Engineering Services with URS Corporation. The proposed amendment would delete Article 17 (Authority Indemnified) and related provisions of that agreement.**

**Placing the item on the agenda implements one provision included in the attached letter dated June 28, 2011, signed by URS Corporation and Bill Chapman. In that letter, CTRMA staff agreed to “take all actions necessary to include on the agenda for CTRMA’s next regularly scheduled board meeting and seek the approval of a proposed amendment to the Agreement to provide for the removal of Article 17 of the Agreement and any related provisions as amended.”**

**Attached documentation for reference:**

**June 28, 2011 letter agreement signed by URS Corporation and Bill  
Chapman  
Draft Resolution**

**Contact for further information:**

**Bill Chapman, Chief Financial Officer**



**Joseph Masters**  
Vice President, General Counsel  
and Secretary

June 28, 2011

Mr. Bill Chapman  
Chief Financial Officer  
Central Texas Regional Mobility Authority  
301 Congress Avenue, Suite 650  
Austin, TX 78701

RE: Manor Expressway Project – Agreements Related to Issuance of Certificate

Dear Mr. Chapman:

As a condition to URS Corporation's ("URS") delivery of an executed certification in the attached form (the "Certification") and Central Texas Regional Mobility Authority's (the "CTRMA") use of the Certification in any way with respect to the Series 2011 Obligations (as defined in the Certification), you agree, to the extent permitted by law and without making any representation as to the enforceability thereof, on behalf of the CTRMA and its officers, directors, employees and agents (as defined in Article 17 of the October 2005 Agreement for Traffic and Revenue Engineering Services (the "Agreement") entered into between the CTRMA and URS Corporation): (1) to release URS from all claims, costs, and liabilities of any type or nature, including but not limited to for defense expenses and attorneys' fees, pursuant to Article 17 of the Agreement or any related provisions as amended; and separately (2) to take all actions necessary to include on the agenda for CTRMA's next regularly scheduled board meeting and seek the approval of a proposed amendment to the Agreement to provide for the removal of Article 17 of the Agreement and any related provisions as amended.


Please acknowledge our agreement by signing in the space indicated.

Sincerely,

Acknowledge and agreed:

Enclosure

URS Corporation  
600 Montgomery Street, 26th Floor  
San Francisco, CA 94111  
Tel: 415.774.2700  
Fax: 415.834.1506  
joe\_masters@urscorp.com

  
Bill Chapman



CERTIFICATE OF URS CORPORATION

The undersigned, a duly elected and acting officer of URS Corporation (the "*Consultant*"), hereby certifies that:

1. This certificate has been requested from the Consultant in connection with the issuance by the Central Texas Regional Mobility Authority of its Senior Lien Revenue Bonds, Series 2011 (the "*Series 2011 Senior Lien Bonds*") and its Subordinate Lien Revenue Bonds, Series 2011 (the "*Series 2011 Subordinate Lien Bonds*") and together with the Series 2011 Senior Lien Bonds the "*Series 2011 Obligations*"). Capitalized terms used in this certificate shall have the meanings given to them in the Official Statement dated June 10, 2011 (the "*Official Statement*") prepared in connection with the sale of the Series 2011 Obligations.

2. The Consultant has been retained to act as the traffic and revenue consultant for the Manor Expressway Project.

3. The Consultant has prepared the "Manor Expressway Toll Road Project Investment Grade Traffic and Toll Revenue Study Final Report" dated May 16, 2011 (the "*Report*"), and the Consultant and Stantec Consulting Services Inc. have jointly prepared the "CTRMA Toll System Traffic and Revenue Final Summary Report" dated May 16, 2011 (the "*System Traffic and Revenue Report*"). Subject to the same assumptions and qualifications provided in the Report and the System Traffic and Revenue Report, as of this date, the Consultant believes the statements made by it in the Report and the System Traffic and Revenue Report to be correct and accurate in all material respects. Other than such statements, and other than with respect to the information contained under the caption "Traffic and Revenue Reports" (except for Stantec Consulting Services, Inc.), "APPENDIX D – Manor Expressway Traffic and Revenue Report" and "APPENDIX F – System Traffic and Revenue Report" (except for Stantec Consulting Services, Inc.), the Consultant takes no responsibility for and makes no representations regarding the accuracy of any statements or information presented in the Preliminary Official Statement dated as of May 23, 2011 or the Official Statement.

Dated: \_\_\_\_\_, 2011

URS CORPORATION

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**Approve a proposed amendment to the October, 2005 Agreement for Traffic and Revenue Engineering Services with URS Corporation to delete Article 17 (Authority Indemnified) and related provisions of that agreement**

WHEREAS, by Resolution No. 05-73, dated September 28, 2005, the Board of Directors approved and authorized the Executive Director to execute a contract with URS Corporation (“URS”) to provide traffic and revenue engineering services to CTRMA, and that contract was subsequently executed by URS and CTRMA to become effective on or about October 1, 2005 (the “Agreement”); and

WHEREAS, a letter agreement relating to Article 17 (Authority Indemnified) and any related provisions was signed by Joseph Masters, Vice President and General Counsel of URS Corporation and, on behalf of CTRMA to the extent permitted by law, and without making any representation as to the enforceability of that agreement, by Bill Chapman, CTRMA’s Chief Financial Officer, a copy of which is attached to this resolution as Attachment A; and

WHEREAS, the Board has considered the proposed contract revision set forth in Attachment A and believes it is in the interest of CTRMA to approve the proposed revision.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves an amendment to the Agreement to delete Article 17 (Authority Indemnified) and any related provisions; and

BE IT FURTHER RESOLVED, that the Executive Director, on behalf of CTRMA, is authorized and directed to negotiate and execute an amendment to the Agreement consistent with this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

---

Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

---

Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

**ATTACHMENT "A" TO RESOLUTION 11-**  
**SEPTEMBER 28, 2011, URS CORPORATION LETTER AGREEMENT**

**[on the following 2 pages]**

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

**AGENDA ITEM # 5**

**Approve selection of one or more firms to provide communications and marketing consultant services.**

**Department: Communication and Marketing**

**Associated Costs: Amount not to exceed \$400,000 per year**

**Funding Source: General Fund and Capital Budget**

**Board Action: Yes**

**Description of Matter: At the March 2011 Board Meeting, the Board authorized staff to issue an RFP for the procurement of a Communication and Marketing Consultant. The RFP was issued on May 6, 2011, and the Mobility Authority received submittals on June 10, 2011. Four firms submitted proposals. The proposals were reviewed and scored by a five member evaluation team. Committee members included:**

**Mario Espinoza - Deputy Executive Director, CTRMA (Committee chair)**

**Deborah Melba – Executive Assistant to the Executive Director, CTRMA**

**Connie Watson – Public Information Officer, Williamson County**

**Karla Villalon - Public Information Manager, City of Austin's Transportation Dept.**

**Larry Graham - Customer Service Director, Texas Gas Service**

**After scoring the proposals, the Committee shortlisted three of the proposers and invited those firms to make oral presentations. The presentations were then scored and a final score was tallied for each proposer.**

**Contact for further information: Steve Pustelnyk, Director of Communications**

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE SELECTION OF \_\_\_\_\_ TO PROVIDE  
COMMUNICATIONS AND MARKETING CONSULTING SERVICES.**

WHEREAS, CTRMA issued a request for proposals for communications and marketing consulting services on May 6, 2011 (the "RFP"), and received four responsive proposals to the RFP by the May 27, 2011 submittal deadline; and

WHEREAS, those proposals were reviewed and evaluated in accordance with CTRMA's procurement policies; and

WHEREAS, after a review and analysis of the proposals by a review team and the Executive Director, the Executive Director recommends awarding the contract to \_\_\_\_\_.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors awards the contract to \_\_\_\_\_ and authorizes the Executive Director to finalize and execute a contract for communications and marketing consulting services on terms and conditions acceptable to the Executive Director and consistent with the RFP, CTRMA procurement policies, and the response of \_\_\_\_\_ to the RFP.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

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

**AGENDA ITEM # 6**

**Approve an amended work authorization with Atkins North America, Inc., relating to general support and assistance for CTRMA operations.**

**Department: Engineering**

**Associated Costs: Revised to an amount not to exceed \$100,000**

**Funding Source: General Fund**

**Board Action Required: YES**

**Description of Matter:**

**On June 29, 2011, the Board authorized the current Work Authorization No. 8. The GEC will provide those General Engineering Consultant services related to the specific obligations of the Trust Indenture, as well as perform general engineering assistance, assistance in administration and management of operations and maintenance contracts, project engineering feasibility services, assistance with technology systems and communications network management, general program development, special activities/tasks, and additional activities as specifically requested by the Authority.**

**The proposed amendment to the work authorization amount reflects the Mobility Authority's updated and anticipated program requirements.**

**Attached documentation for reference:**

**Draft Supplement No. 1 to Work Authorization No. 8**

**Contact for further information:**

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

**EXHIBIT D**  
**WORK AUTHORIZATION**

**Supplemental Work Authorization No. 1 to  
Work Authorization No. 8**

This Supplement No. 1 to Work Authorization No. 8 dated June 29<sup>th</sup>, 2011, is made as of this 28<sup>th</sup> day of July, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of January 4<sup>th</sup>, 2010 (the "Agreement"), between the **Central Texas Regional Mobility Authority** ("Authority") and **Atkins North America, Inc.** (formerly Post, Buckley, Schuh & Jernigan, Inc.) ("GEC"). This Supplement is made for the following purpose, consistent with the services defined in the Agreement:

***General Engineering Consultant Operations [FY 2012]***

The following terms and conditions of Work Authorization No. 8 are hereby amended, as follows:

**Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority authorizes a reduction of the GEC fee by \$494,508.00. This will decrease the not to exceed amount for Work Authorization No. 8 from \$594,508.00 to \$100,000.00 based on a Cost Plus fee with a 10% Profit. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts for requested services are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

**Authority:**

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**GEC:**

**ATKINS NORTH AMERICA, INC.**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE AN AMENDED WORK AUTHORIZATION WITH ATKINS NORTH  
AMERICA, INC., REALTING TO GENERAL SUPPORT AND ASSISTANCE FOR  
CTRMA OPERATIONS.**

WHEREAS, by Resolution No. 11-077, dated June 29, 2011, the Board of Directors authorized a new Work Authorization No. 8 with Atkins North America, Inc. (“Atkins”) to provide general support and assistance to CTRMA in its operations during Fiscal Year 2012; and

WHEREAS, the Executive Director recommends that Work Authorization No. 8 be amended to reduce from \$594,508.00 to \$100,000.00 the maximum authorized payment by CTRMA to Atkins; and

WHEREAS, a copy of the proposed amendment is attached to this resolution as Attachment A.

NOW THEREFORE, BE IT RESOLVED, that the proposed amendment to Work Authorization No. 8 with Atkins is approved; and

BE IT FURTHER RESOLVED, that an amendment to Work Authorization No. 8 with Atkins in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11



**ATTACHMENT "A" TO RESOLUTION 11-**  
**PROPOSED AMENDMENT TO WORK AUTHORIZATION NO. 8**

**[on the following page]**

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

**AGENDA ITEM # 7**

**Approve an amended work authorization with HNTB Corporation relating to general support and assistance for CTRMA operations.**

**Department: Engineering**

**Associated Costs: Revised to an amount not to exceed \$576,500**

**Funding Source: General Fund**

**Board Action Required: YES**

**Description of Matter:**

**On June 29, 2011, the Board authorized the current Work Authorization No. 9. The GEC will provide those General Engineering Consultant services related to the specific obligations of the Trust Indenture, as well as perform general engineering assistance, assistance in administration and management of operations and maintenance contracts, project engineering feasibility services, assistance with technology systems and communications network management, general program development, special activities/tasks, and additional activities as specifically requested by the Authority.**

**The proposed amendment to the work authorization amount reflects the Mobility Authority's updated and anticipated program requirements.**

**Attached documentation for reference:**

**Amendment to Work Authorization No. 9**

**Contact for further information:**

**Wesley M. Burford, Director of Engineering**

**APPENDIX D**

**WORK AUTHORIZATION AMENDMENT**

**WORK AUTHORIZATION NO. 9.0**

**AMENDMENT NO. 1**

This Amendment No. 1 to Work Authorization No. 9.0 dated June 29, 2011, is made as of this 1st day of August, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of December 23, 2009 (the "Agreement"), between the Central Texas Regional Mobility Authority ("Authority") and **HNTB Corporation** ("GEC"). This Amendment is made for the following purpose, consistent with the services defined in the Agreement:

***FY2012 Operations and Trust Indenture Obligations***

The following terms and conditions of Work Authorization No. 9.0 are hereby amended, as follows:

**Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority authorizes a reduction of the GEC fee by \$726,000. This will decrease the not to exceed amount for Work Authorization No. 9.0 from \$1,302,500 to \$576,500 based on a Cost Plus fee with a 10% Profit. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts for requested services are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

**Authority:**

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_  
Name: Mike Heiligenstein  
Title: Executive Director  
Date: \_\_\_\_\_

**GEC:**

**HNTB Corporation**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE AN AMENDED WORK AUTHORIZATION WITH HNTB CORPORATION  
RELATING TO GENERAL SUPPORT AND ASSISTANCE FOR CTRMA  
OPERATIONS.**

WHEREAS, by Resolution No. 11-078, dated June 29, 2011, the Board of Directors authorized a new Work Authorization No. 9 with HNTB Corporation (“HNTB”) to provide general support and assistance to CTRMA in its operations during Fiscal Year 2012; and

WHEREAS, the Executive Director recommends that Work Authorization No. 9 be amended to reduce from \$1,302,500.00 to \$576,500.00 the maximum authorized payment by CTRMA to HNTB; and

WHEREAS, a copy of the proposed amendment is attached to this resolution as Attachment A.

NOW THEREFORE, BE IT RESOLVED, that the proposed amendment to Work Authorization No. 9 with HNTB is approved; and

BE IT FURTHER RESOLVED, that an amendment to Work Authorization No. 9 with HNTB in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

**ATTACHMENT "A" TO RESOLUTION 11-**  
**PROPOSED AMENDMENT TO WORK AUTHORIZATION NO. 9**

**[on the following page]**

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

**AGENDA ITEM # 8**

**Approve an amended work authorization with HNTB Corporation relating to initial development of future projects, project feasibility studies, and support for certain other project specific activities.**

**Department: Engineering**

**Associated Costs: \$350,000**

**Funding Source: General Fund**

**Board Action Required: YES**

**Description of Matter:**

**The Board approved HNTB Corporation Work Authorization No. 4 to provide professional services and deliverables related to General Project Activities required to assist the Mobility Authority in the study and initial development of Future Projects at their December 17, 2009 meeting. It is intended that the level of activities under this Work Authorization will be reviewed and assessed on a yearly basis. This Supplement provides for continuation of support of current on-going activities which include construction document control, landscape design services, HERO Program oversight, and additional work necessary to address the closeout/warranty items on the original 183A Project. In addition, this Supplement will provide for support of any new Future Project Activities for FY2012.**

**Attached documentation for reference:**

**Draft Supplement No. 2 to Work Authorization No. 4**

**Contact for further information:**

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

## APPENDIX D

### WORK AUTHORIZATION SUPPLEMENT

WORK AUTHORIZATION NO. 4.0

SUPPLEMENT NO. 2

This Supplement No. 2 to Work Authorization No. 4.0 dated December 23, 2009, is made as of this 1st day of August, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of December 23, 2009 (the "Agreement"), between the Central Texas Regional Mobility Authority ("Authority") and **HNTB Corporation** ("GEC"). This Supplement is made for the following purpose, consistent with the services defined in the Agreement:

#### *General Project Activities*

The following terms and conditions of Work Authorization No. 4.0 are hereby amended, as follows:

#### **Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Services shall be provided as requested by Authority, from the effective date of this Supplement through the estimated end date of June 30, 2012.

#### **Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority authorizes to the GEC an additional \$350,000 based on a Cost Plus fee. This will increase the not to exceed amount for Work Authorization No. 4.0 from \$688,205 to \$1,038,205. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts for requested services are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

The parties agree that GEC shall discontinue Services upon June 30, 2012 or upon reaching the new not to exceed amount (\$1,038,205) specified herein, whichever occurs first. If the new not to exceed amount is reached before June 30, 2012, a third supplement to Work Authorization No. 4.0 will be required in order for services to continue.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

**Authority:**

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_

Name: Mike Heiligenstein\_\_\_\_\_

Title: Executive Director\_\_\_\_\_

Date: \_\_\_\_\_

**GEC:**

**HNTB Corporation**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE AN AMENDED WORK AUTHORIZATION WITH HNTB CORPORATION  
RELATING TO INITIAL DEVELOPMENT OF FUTURE PROJECTS, PROJECT  
FEASIBILITY STUDIES, AND SUPPORT FOR CERTAIN OTHER PROJECT  
SPECIFIC ACTIVITIES.**

WHEREAS, HNTB Corporation (“HNTB”) serves as a general engineering consultant to the Central Texas Regional Mobility Authority (“CTRMA”) under the Agreement for General Consulting Civil Engineering Services effective January 1, 2010 (the “Agreement”); and

WHEREAS, by Resolution No. 09-87, dated December 17, 2009, the Board of Directors approved Work Authorization No. 4 under the Agreement for general project activities related to the development of future CTRMA projects through June 30, 2011; and

WHEREAS, HNTB and the Executive Director have discussed and agreed to a proposed amendment to Work Authorization No. 4, a copy of which is attached and incorporated into this resolution as Attachment A, to continue certain support activities provided by HNTB as a general engineering consultant; and

WHEREAS, the Executive Director recommends approval of the proposed amendment to Work Authorization No. 4.

NOW THEREFORE, BE IT RESOLVED that the proposed amendment to Work Authorization No. 4 is approved; and

BE IT FURTHER RESOLVED that the proposed amendment to Work Authorization No. 4 in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

**ATTACHMENT "A" TO RESOLUTION 11-**  
**PROPOSED AMENDMENT TO WORK AUTHORIZATION NO. 4**

**[on the following 2 pages]**

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

**AGENDA ITEM # 9**

**Approve an amended authorization with Atkins North America, Inc., relating to initial development of future projects, project feasibility studies, and support for certain other project specific activities.**

**Department: Engineering**

**Associated Costs: \$250,000**

**Funding Source: General Fund**

**Board Action Required: Yes**

**Description of Matter:**

**The Board approved Atkin's Work Authorization No. 6 to provide professional services and deliverables related to General Project Activities required to assist the Mobility Authority in the study and initial development of Future Projects at their June 30, 2010 meeting. It is intended that the level of activities under this Work Authorization will be reviewed and assessed on a yearly basis. This Supplement provides for continuation of support activities which include, but are not limited to concept reports, feasibility studies, preliminary engineering, agency coordination, funding applications and communications support. In addition, this Supplement will provide for support of any new Future Project Activities for FY2012.**

**Atkins North America, Inc. will utilize the engineering firm of RS&H to assist in the delivery of the services contained in this work authorization.**

**Attached documentation for reference:**

**Draft Supplement No. 1 to Work Authorization No. 6**

**Contact for further information:**

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

**EXHIBIT D**  
**WORK AUTHORIZATION**

**Supplemental Work Authorization No. 1 to  
Work Authorization No. 6**

This Supplement No. 1 to Work Authorization No. 6 dated June 30<sup>th</sup>, 2010, is made as of this 28<sup>th</sup> day of July, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of January 4<sup>th</sup>, 2010 (the "Agreement"), between the **Central Texas Regional Mobility Authority** ("Authority") and **Atkins North America, Inc.** (formerly Post, Buckley, Schuh & Jernigan, Inc.) ("GEC"). This Supplement is made for the following purpose, consistent with the services defined in the Agreement:

*Activities associated with the Development of Future Projects*

The following terms and conditions of Work Authorization No. 6 are hereby amended, as follows:

**Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Services shall be provided as requested by Authority, from the effective date of this Supplement through the estimated end date of June 30, 2012.

**Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority authorizes to the GEC an additional \$250,000.00, based on a Cost Plus fee. This will increase the not to exceed amount for Work Authorization No. 6 from \$199,427.00 to \$449,427.00. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts for requested services are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

The parties agree that GEC shall discontinue Services upon June 30, 2012 or upon reaching the new not to exceed amount (\$449,427.00) specified herein, whichever occurs first. If the new not to exceed amount is reached before June 30, 2012, a second supplement to Work Authorization No. 6 will be required in order for services to continue.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

**Authority:**

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**GEC:**

**ATKINS NORTH AMERICA, INC.**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

DRAFT

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE AN AMENDED WORK AUTHORIZATION WITH ATKINS NORTH  
AMERICA, INC., RELATING TO INITIAL DEVELOPMENT OF FUTURE  
PROJECTS, PROJECT FEASIBILITY STUDIES, AND SUPPORT FOR CERTAIN  
OTHER PROJECT SPECIFIC ACTIVITIES.**

WHEREAS, Atkins North America, Inc. (“Atkins”), as successor entity to Post, Buckley, Schuh & Jernigan, Inc. (d/b/a PBS&J), serves as a general engineering consultant to the Central Texas Regional Mobility Authority (“CTRMA”) under the Agreement for General Consulting Civil Engineering Services effective January 1, 2010 (the “Agreement”); and

WHEREAS, by Resolution No. 10-60, dated June 30, 2010, the Board of Directors approved Work Authorization No. 6 under the Agreement for general project activities related to the development of future CTRMA projects through June 30, 2011; and

WHEREAS, Atkins and the Executive Director have discussed and agreed to a proposed amendment to Work Authorization No. 6, a copy of which is attached and incorporated into this resolution as Attachment A, to continue certain support activities provided by Atkins as a general engineering consultant; and

WHEREAS, the Executive Director recommends approval of the proposed amendment.

NOW THEREFORE, BE IT RESOLVED that the proposed amendment to Work Authorization No. 6 is approved; and

BE IT FURTHER RESOLVED that the proposed amendment to Work Authorization No. 6 in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

---

Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

**ATTACHMENT “A” TO RESOLUTION 11-**  
**PROPOSED AMENDMENT TO WORK AUTHORIZATION NO. 6**

**[on the following 2 pages]**

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

**AGENDA ITEM # 10**

**Approve a new work authorization with HNTB Corporation relating to general administrative support and assistance for CTRMA operations.**

**Department: Engineering**

**Associated Costs: \$454,000**

**Funding Source: General Fund**

**Board Action Required: YES**

**Description of Matter:**

**The services to be performed by the GEC associated with this work authorization include administrative support, record keeping, note taking, report writing, meeting attendance, progress reporting, and document control associated with the Trust Indenture Obligations; general engineering assistance; assistance in managing operations and maintenance activities; support in contract development, review and administration; assistance with technology systems and communications networks management; general project development services; supporting public information and community development; special activities/tasks; and any additional activities as requested.**

**Attached documentation for reference:**

**Draft Work Authorization No. 11**

**Contact for further information:**

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



## APPENDIX D

### WORK AUTHORIZATION

#### WORK AUTHORIZATION NO. 11.0

This Work Authorization is made as of this 1st day of August, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of December 23<sup>rd</sup>, 2009 (the "Agreement"), between the Central Texas Regional Mobility Authority ("Authority") and **HNTB Corporation** ("GEC"). This Work Authorization is made for the following purpose, consistent with the services defined in the Agreement:

#### *FY 2012 General Support Activities*

##### **Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

The services to be performed under this Work Authorization are those activities that are less technical, administrative, and less complex in nature such as: administrative support, record keeping, note taking, report writing, meeting attendance, progress reporting, and document control associated with Work Authorization No. 4 (General Project Activities) and Work Authorization No. 9 (Operations and Trust Indenture Obligations).

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the Authority.

Technical and Complex tasks such as engineering or other tasks that require specialized training or skills.

##### **Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

*WA No. 11 Services defined herein shall expire June 30, 2012.*

##### **Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$454,000 based on a Cost Plus fee with an 8% Profit. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amount for requested services are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered

within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

**Section D. - Authority's Responsibilities**

The Authority shall perform and/or provide the following in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance with the following:

N/A

**Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization:

N/A

**Authority:**

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_

Name: Mike Heiligenstein

Title: Executive Director

Date: \_\_\_\_\_

**GEC:**

**HNTB Corporation**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE A NEW WORK AUTHORIZATION WITH HNTB CORPORATION  
RELATING TO GENERAL ADMINISTRATIVE SUPPORT ASSISTANT FOR CTRMA  
OPERATIONS.**

WHEREAS, HNTB Corporation (“HNTB”) serves as a general engineering consultant to the Central Texas Regional Mobility Authority (“CTRMA”) under the Agreement for General Consulting Civil Engineering Services effective January 1, 2010 (the “Agreement”); and

WHEREAS, by Resolution No. 11-075, dated June 29, 2011, the Board of Directors approved the First Amendment to the Agreement to provide for a variable profit margin to be negotiated and established for each future work authorization based on the complexity and risk of the services to be provided by HNTB under that work authorization; and

WHEREAS, HNTB and the Executive Director have discussed and agreed to a proposed new Work Authorization No. 11 that sets forth a scope of services for administrative support and assistance for CTRMA operations through June 30, 2012, a copy of which is attached and incorporated into this resolution as Attachment A.; and

WHEREAS, the Executive Director recommends approval of the proposed Work Authorization No. 11.

NOW THEREFORE, BE IT RESOLVED that the proposed Work Authorization No. 11 is approved; and

BE IT FURTHER RESOLVED that the proposed Work Authorization No. 11 in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

**ATTACHMENT "A" TO RESOLUTION 11-**  
**PROPOSED WORK AUTHORIZATION NO. 11**

**[on the following 2 pages]**

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

**AGENDA ITEM # 11**

**Approve a work authorization with Atkins North America, Inc., relating to general administrative support and assistance for CTRMA operations.**

**Department: Engineering**

**Associated Costs: \$525,000**

**Funding Source: General Fund**

**Board Action Required: YES**

**Description of Matter:**

**The services to be performed by the GEC associated with this work authorization include administrative support, record keeping, note taking, report writing, meeting attendance, progress reporting, and document control associated with the Trust Indenture Obligations; general engineering assistance; assistance in managing operations and maintenance activities; support in contract development, review and administration; assistance with technology systems and communications networks management; general project development services; supporting public information and community development; special activities/tasks; and any additional activities as requested.**

**Attached documentation for reference:**

**Draft Work Authorization No. 9**

**Contact for further information:**

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

## **EXHIBIT D** **WORK AUTHORIZATION**

### **Work Authorization No. 9**

This Work Authorization is made as of this 28<sup>th</sup> day of July, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of January 4<sup>th</sup>, 2010 (the Agreement), between the **Central Texas Regional Mobility Authority** (Authority) and **Atkins North America, Inc.** (formerly Post, Buckley, Schuh & Jernigan, inc.) (GEC). This Work Authorization is made for the following purpose, consistent with the services defined in the Agreement:

#### *General Support Activities [FY 2012]*

#### **Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

The services to be performed under this Work Authorization are those activities that are less technical, administrative, and less complex in nature such as: administrative support, record keeping, note taking, report writing, meeting attendance, progress reporting, and document control associated with Work Authorization No. 6 (Activities associated with the Development of Future Projects) and Work Authorization No. 8 (General Engineering Consultant Operations).

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the Authority.

Technical and Complex tasks such as engineering or other tasks that require specialized training or skills.

#### **Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Services defined herein are expected to be substantially complete by June 30, 2012. This Work Authorization will not expire until all tasks associated with the Scope of Services are complete.

#### **Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$525,000.00 based on a Cost Plus fee with an 8% Profit. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amount for requested services are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

**Section D. - Authority's Responsibilities**

The Authority shall perform and/or provide the following in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance with the following:

Not applicable.

**Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization:

Not applicable.

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

Authority: Central Texas Regional Mobility Authority

GEC: Atkins North America, Inc.

By: Mike Heiligenstein

By: \_\_\_\_\_

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: Executive Director

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE A NEW WORK AUTHORIZATION WITH ATKINS NORTH AMERICA,  
INC., RELATING TO GENERAL ADMINISTRATIVE SUPPORT  
AND ASSISTANCE FOR CTRMA OPERATIONS.**

WHEREAS, Atkins North America, Inc., (“Atkins”) serves as a general engineering consultant to the Central Texas Regional Mobility Authority (“CTRMA”) under the Agreement for General Consulting Civil Engineering Services effective January 1, 2010 (the “Agreement”); and

WHEREAS, by Resolution No. 11-076, dated June 29, 2011, the Board of Directors approved the First Amendment to the Agreement to provide for a variable profit margin to be negotiated and established for each future work authorization based on the complexity and risk of the services to be provided by Atkins under that work authorization; and

WHEREAS, Atkins and the Executive Director have discussed and agreed to a proposed new Work Authorization No. 9 that sets forth a scope of services for administrative support and assistance for CTRMA operations through June 30, 2012, a copy of which is attached and incorporated into this resolution as Attachment A; and

WHEREAS, the Executive Director recommends approval of the proposed Work Authorization No. 11.

NOW THEREFORE, BE IT RESOLVED that the proposed Work Authorization No. 9 is approved; and

BE IT FURTHER RESOLVED that the proposed Work Authorization No. 9 in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11



**ATTACHMENT “A” TO RESOLUTION 11-**  
**PROPOSED WORK AUTHORIZATION NO. 9**

**[on the following 2 pages]**

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

**AGENDA ITEM # 12**

**Approve a new work authorization with HNTB Corporation relating to the US183/183A Intersection Improvement Project.**

**Department: Engineering**

**Associated Costs: \$625,000**

**Funding Source: General Fund; Reimbursed with TxDOT Pass Through Financing**

**Board Action Required: YES**

**Description of Matter:**

**The services to be performed by the GEC will include, but not be limited to, professional services and deliverables for various tasks related to the study, project development, and construction phase services for the US183/183A Intersection Improvement Project under TxDOT Pass Through Financing. The improvements will include the widening of the northbound and southbound lanes of US 183 and 183A to accommodate auxiliary lanes and turning lanes. Improvements will also include turnaround lanes, reconfiguration of US 183 west of US 183 / 183A, reconstruction of the intersection of US 183 and CR 276, and realignment and extension of the existing Access Road. The existing signalization equipment at the US 183 / 183A intersection will also be removed and replaced with new signalization equipment that will accommodate the new intersection configuration and turning movement requirements.**

**Attached documentation for reference:**

**Draft Work Authorization No. 10**

**Contact for further information:**

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

## APPENDIX D

### WORK AUTHORIZATION

#### WORK AUTHORIZATION NO. 10.0

This Work Authorization is made as of this 1st day of August, 2011, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING ENGINEERING SERVICES, dated as of December 23<sup>rd</sup>, 2009 (the "Agreement"), between the Central Texas Regional Mobility Authority ("Authority") and **HNTB Corporation** ("GEC"). This Work Authorization is made for the following purpose, consistent with the services defined in the Agreement:

#### *US 183 / 183A Intersection Improvement Project*

#### **Section A. - Scope of Services**

A.1. GEC shall perform the following Services:

*Please reference Attachment A – Scope of Work*

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the Authority.

*Please reference Attachment A – Scope of Work*

A.3. In conjunction with the performance of the foregoing Services, GEC shall provide the following submittals/deliverables (Documents) to the Authority:

*Please reference Attachment A – Scope of Work*

#### **Section B. - Schedule**

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule:

*Services defined herein are expected to be substantially complete within eighteen (18) months from the date this Work Authorization 10.0 becomes effective. This Work Authorization 10.0 will not expire until all tasks associated with the Scope of Services are complete.*

#### **Section C. - Compensation**

C.1. In return for the performance of the foregoing obligations, the Authority shall pay to the GEC the amount not to exceed \$ 625,000, based on a Cost Plus fee listed in Attachment B – Fee Estimate. Compensation shall be in accordance with the Agreement.

The Authority and the GEC agree that the budget amounts contained in Attachment B-Fee Estimate are estimates and that these individual figures may be redistributed and/or adjusted as necessary over the duration of this Work Authorization. The GEC may alter the

compensation distribution between tasks or work assignments to be consistent with the Services actually rendered within the total Work Authorization amount. Upon written approval by the Authority, GEC may alter the compensation distribution between Work Authorizations. The GEC shall not exceed the maximum amount payable without prior written permission by the Authority.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

**Section D. - Authority's Responsibilities**

The Authority shall perform and/or provide the following in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance with the following:

**Section E. - Other Provisions**

The parties agree to the following provisions with respect to this specific Work Authorization:

**Authority:**

**CENTRAL TEXAS REGIONAL  
MOBILITY AUTHORITY**

By: \_\_\_\_\_

Name: Mike Heiligenstein

Title: Executive Director

Date: \_\_\_\_\_

**GEC:**

**HNTB Corporation**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**CENTRAL TEXAS RMA**  
**ATTACHMENT A – SCOPE OF WORK**  
**WORK AUTHORIZATION NO. 10**

**SERVICES TO BE PROVIDED BY THE GENERAL ENGINEERING CONSULTANT**  
**(GEC)**

**General**

The services to be performed by the GEC will include, but not be limited to, providing engineering design services required to develop plans, specifications and estimates (PS&E) and the construction engineering & inspection and construction management services necessary to oversee the construction of the US183/183A Intersection Improvement Project. This will entail those professional services and associated deliverables required to complete the inspection and oversight activities associated with the management and administration of the contractor's (hereinafter referred to as the Contractor) activities.

**Project Description**

The Central Texas Regional Mobility Authority is proposing a pass-through finance program to improve safety and driver expectation issues at the US 183 and 183A intersection in Leander, Texas. The improvements will include the widening of the northbound and southbound lanes of US 183 and 183A to accommodate auxiliary lanes and turning lanes. Improvements will also include turnaround lanes, reconfiguration of US 183 west of US 183 / 183A, reconstruction of the intersection of US 183 and CR 276, and realignment and extension of the existing Access Road on the west side of the intersection. The existing signalization equipment at the US 183 / 183A intersection will also be removed and replaced with new signalization equipment that will fit the new intersection configuration and turning movement requirements.

The project will be constructed under traffic. Capacity for the anticipated daily traffic volumes on US 183, 183A, and CR 276 will be provided for throughout all phases of construction whenever possible.

The GEC will provide the following services:

## **1. ROUTE AND DESIGN STUDIES**

### **1.1. Traffic Evaluations and Projections**

- The GEC will utilize previously collected traffic data to establish the appropriate queuing lengths for the proposed turning movements and to establish the appropriate timing of the proposed traffic signals.

### **1.2. Develop Roadway Design Criteria**

- The GEC shall develop the roadway design criteria utilizing TxDOT design principles and practices.
- The GEC will fill in the TxDOT Design Summary Report (DSR) that will serve as the living document for the project.

### **1.3. Preliminary Cost Estimates**

- The GEC will develop preliminary cost estimates utilizing the approved roadway design criteria and the Average Low Bid Unit Prices for Construction located on the TxDOT website as well as recent bidding history on local projects.
- The cost estimates will be prepared using a spreadsheet format and will be submitted at approximately 60% and updated at 100% completion of the design.

### **1.4. Design Schematic**

- The GEC will develop a preliminary design schematic utilizing the approved roadway design criteria and information from the Design Concept Conference (DCC) if required by TxDOT. The schematic layouts will include the basic information necessary for the proper review and evaluation of the proposed improvement:
  - General project information including project limits, design speed, and functional classification.
  - Existing and proposed profiles and horizontal alignment data will not be shown on the schematic; however, it will be developed in sufficient detail to determine right of way needs.
  - Lane lines and/or arrows indicating the number of lanes should be shown.
  - An explanation of the sequence and methods of stage construction.
  - Tentative right of way limits.
  - The geometrics (pavement cross slope, lane and shoulder widths, slope ratio for fills and cuts) of the typical sections of proposed highway mainlanes, speed lanes, and auxiliary lanes, turnaround lanes, access road lanes and other side roads.
  - Existing and proposed control of access lines.
  - Direction of traffic flow on all roadways.
  - Design speed.
  - Existing roadways to be closed or removed.

## 2. RIGHT-OF-WAY DATA

### 2.1. Subsurface Utility Engineering (SUE) – Utility Surveys

- **Level “D” Survey:** Collect existing utility record information (as-built) from utility purveyors, TxDOT, municipalities, counties and other agency suppliers within the area of investigation.
- **Level “C” Survey:** Field locate and obtain accurate horizontal position of visible utility surface features for all of the utility systems described within Level D service.
- **Level “B” Survey:** Quality Levels D and C are inclusive with Level B services. Designate is to indicate, by marking with paint, the presence and approximate horizontal location of subsurface utilities using geophysical prospecting techniques, including, without limitations, electromagnetic, sonic and acoustical techniques.

### 2.2. The GEC will:

- Provide the following designating services to aid in the design of site, right-of-way, construction plans or project development plans, or for other purposes as agreed to by the parties.
  - Provide all equipment, personnel, and supplies required for performing designating services. The GEC shall determine which equipment; personnel and supplies are required to perform designating services.
  - Conduct appropriate investigation of site conditions.
  - Designate the approximate horizontal location of the existing utilities within the project limits.
  - Mark the utilities to be surveyed on the ground.
    - Markings on the ground are to be used for design purposes and not for construction excavation purposes. The use of information provided does not relieve any contractor from the duty to comply with applicable utility damage prevention laws and regulations, including, but not limited to, giving notification to utility owners or “one-call” centers before excavation.
    - The accuracy of subsurface data can be influenced by factors beyond our control, such as conductivity of materials and their surroundings, soil moisture content, proximity of other underground utilities or structures, depth of utility, etc. Therefore, only the accuracy of data obtained by actual physical verification (through vacuum excavation or otherwise) can be guaranteed to applicable engineering and/or surveying standards.
  - The GEC will provide all SUE services to the prevailing standard of care applicable in the subsurface utility engineering profession.
- **Overhead Utility Survey:** The GEC will collect record utility information for above ground utility systems. This information will be verified by visual inspection in the field. The types of overhead utilities will be shown and labeled on the plan sheets.

- **Data Management:** The GEC will analyze and correlate all of the field-collected information with the collected record information for ensuring continuity of the information collected. Resolve conflicts with Level D, C, and B information. All information will be correlated to the project's monumentation.
- **Plan Preparation:** Plan sheets will be prepared utilizing MicroStation format and meeting established standards. The utilities will be referenced by the type of utility, color coded to American Public Works Association standards, utility company or agency name, address, telephone number and contact person.
- **Standard of Care:** The GEC will provide all services to the standard of care applicable in the subsurface engineering profession. The GEC shall obtain all information related to the project and determine the significance of same as it relates to the project. The GEC shall obtain, review and evaluate existing data and appropriate plans provided by TxDOT, Williamson County, the City of Leander, and various utility districts and utility companies to determine the significance and usefulness as it relates to the project.
- **Disclaimer:** The GEC will not be responsible for any omission of utility information that is not obtainable via electromagnetic, sonic, or acoustical designating services. Non-metallic piping, inactive electric and/or communication lines may or may not be found by electromagnetic, sonic or acoustical designating practices. The GEC does not warrant and/or guarantee that existing utilities will be found.

### 2.3. Right of Way / Easement Staking:

- If deemed necessary for the facilitation of acquiring additional right of way and/or easements, the GEC will identify the general locations of the existing and proposed right of way and/or easement(s). Locations will be identified in the field one time with lath and flags using offset measurements from the baselines established for the project.

## 3. FIELD SURVEYING AND PHOTOGRAMMETRY

### 3.1. Field Surveying

- **Right-of-Entry:** The City of Leander shall obtain required Right-of-Entry (ROE) with all property owners associated with the project surveying efforts.
- **Control:** The GEC shall locate previously set horizontal control points (traverse points) and bench marks, within the limits of the project, and verify their validity. Establish additional bench marks at intervals not to exceed 1000 feet for the limits of the project and tie to project baseline. Bench marks shall be #6, 3/4 inch diameter iron rods 4 feet in length, or of a shorter length if driven to resistance, and located near the proposed right-of-way line at a measured distance and a given station. Bench marks will be looped in accordance with good surveying practice prior to performing surveying within this scope. All traverse and control



leveling work related to the project will be performed in substantial accordance with the current Manual of Practice for Land Surveying in the State of Texas published by the Texas Society of Professional Surveyors.

- **Control Location Maps:** The GEC shall prepare a Project Layout sheet which will include control location information. The information shown for the control points should tie the control point, by distance, to a minimum of three known topographic features. The information should identify the control point x, y, elevation, name and or number. The Project Layout sheet shall contain all pertinent information regarding the control point and bench mark locations in relation to the entire project.
- **Centerline Staking:** The design centerlines (or an offset if located within existing roadways) shall be staked at P.C.'s, P.T.'s and 100 foot station intervals.
- **Survey Information:** The GEC will utilize photogrammetric survey information that was previously obtained for the future US 183 / 183A roadway extension project. The GEC shall also obtain additional topographic survey information as needed to supplement the photogrammetric survey at proposed roadway tie-in locations and to locate any drainage structures, trees, utility covers and manholes, traffic and light poles, traffic, junction and pull boxes and other topographic features within the previously defined limits. The GEC shall also obtain topographic survey information the area in the northwest quadrant of the US 183 / CR 276 intersection for the proposed re-alignment of the Access Road.
- **Cross Sections:** For US 183 and 183A, the GEC shall obtain roadway cross sections (centerlines, edges of pavement, cross slope breaks, ditch bottoms, grade breaks) every 200 feet from approximately 1200 feet south of the US 183 / 183A intersection to approximately 1400 feet north of the intersection. Width of cross sections shall be approximately 200 feet centered on existing mainlanes. In addition, the GEC will survey roadway cross sections every 200 feet along the existing US 183 mainline from the intersection of the northbound US 183 / 183A mainlanes to approximately 1000 feet south of the US 183 / CR 276 intersection. Width of cross sections shall be approximately 200 feet centered on existing roadway. In addition, the GEC will survey roadway cross sections every 200 feet along the existing and projected alignment of the existing Access Road to a point approximately 1600 feet north of the US 183 / 183A intersection. Width of cross sections shall be approximately 150 feet measured from the existing right of way.

#### 4. ROADWAY DESIGN CONTROLS

##### 4.1. The GEC will:

- Provide overall Subtask Management and Coordination of Roadway Design efforts related to the project.
- Design horizontal and vertical alignments for US 183, 183A, CR 276, proposed access road, existing driveways and pavement transitions. Where applicable, the

geometric development shall be in conformance with the TxDOT Roadway Design Manual.

- Provide Quality Control/Quality Assurance for Roadway Design activities and plan sheets.

#### 4.2. The GEC will develop:

- Project Layout sheets.
- Existing Typical Section sheets for US 183, 183A, CR 276, and access road.
- Proposed Typical Sections for US 183, 183A, CR 276, access road, turnarounds, and driveways.
- Horizontal Alignment Data, Survey Control and Benchmark Data sheets.
- Roadway Plan and Profile Sheets for US 183, 183A, CR 276, access road, turnarounds, and driveways. Plan layouts will be developed in English units at 1"=100' scale or an appropriate scale necessary for the construction of the project on 11"x 17" sheets.
- Roadway Detail Sheets for US 183/183A, US 183/CR 276, and other intersections.
- Miscellaneous Roadway Detail sheets.
- Design Cross Sections and determine Earthwork Volumes.
- Roadway Quantity Summaries and Cost Estimates.
- Roadway Standard sheets.

#### 4.3. Pavement Design

- **Flexible Pavement Design:** The proposed pavement section that is to be used to construct the widened sections of US 183 and 183A will match the existing pavement section used to construct those roadways. The GEC will provide flexible pavement designs for the portion of US 183 west of the intersection, CR 276, and the Access Road using TxDOT approved format.

### 5. DRAINAGE

#### 5.1. The GEC will:

- Provide overall Subtask Management and Coordination of Drainage Design efforts related to the project.
- Determine basis of flow by performing hydrologic studies, including drainage area maps, discharge determination and stage-discharge determination.
- Perform hydraulic drainage data, including hydraulic computations for storm drains, culverts and channels (if applicable).
- Provide drainage design for swales and drainage structures to accommodate the surface drainage along the project limits (if applicable). All designs will be prepared in conformance with TxDOT standards.
- Prepare a SW3P plan for the project location in accordance with current US EPA requirements and local criteria. This will include preparation of the construction plan, the required narrative, the Notice of Intent document for filing with the EPA and the Notice of Termination document for filing at the completion of the project.

- Layout, design, and detail drainage features. Design may include new culverts, new storm drain systems, improvements to existing, subsurface drainage at retaining walls and outfall channels.
- Calculate drainage quantities.
- Provide Quality Control/Quality Assurance for Drainage design activities and plan sheets.

#### **5.2. The GEC will develop:**

- Hydraulic Data Sheets (if applicable).
- Roadway swale detail sheets as required (if applicable).
- SW3P plans and details as required.
- Drainage Plan and Profile sheets and miscellaneous details of proposed drainage facilities.
- Summary of drainage quantities sheets.
- Drainage Standards sheets.

## **6. SIGNING, MARKINGS AND SIGNALIZATION**

### **6.1. Pavement Markings and Signing**

#### **6.1.1. The GEC will:**

- Provide overall Subtask Management and Coordination of the Pavement Marking and Signing designs and plan preparation efforts.
- Calculate signing and pavement marking quantities.
- Provide Quality Control/Quality Assurance for Signing design activities and plan sheets.

#### **6.1.2. The GEC will develop:**

- Summary of Pavement Markings Quantities sheet.
- Summary of Small Signs Quantities sheet.
- Plans and details and prepare drawings for roadway Pavement Marking and Signing design.
  - Plan layouts will be developed in English units at 1"=100' scale or an appropriate scale necessary construction, on 11"x17" sheets. The roadway pavement marking and signing design drawings shall generally consist of the following:
    - Existing Sign Removal/Relocation and Small Sign Layouts. Layout will show the project centerline stationing and signing.
    - Pavement Marking and Delineation Layouts. Layout will show the project centerline stationing and proposed markings, delineators and object markers. Layouts will include a summary of existing markings to be removed and new marking to be installed (per sheet).
- Miscellaneous Sign Details as required.
- Pavement Marking standards
- Signing standards.

## 6.2. Traffic Signals (Permanent and Temporary)

### 6.2.1. The GEC will:

- Provide overall Subtask Management and Coordination of the Traffic Signal design and plan preparation efforts for the proposed (permanent) traffic signal installations at the US 183 / 183A intersection and for (temporary) traffic signal installations used for maintaining traffic during the different phases of construction.
- Calculate traffic signal quantities.
- Provide Quality Control/Quality Assurance for Traffic Signal design activities and plan sheet production.

### 6.2.2. The GEC will develop:

- Plans and details and prepare drawings for upgrading existing traffic signal to accommodate proposed and future improvements and for maintaining traffic during construction. Detection will be coordinated with TxDOT and utilized on all approaches.
  - Plan layouts will be developed in English units at 1"= 40' scale, 11"x 17" sheets. Permanent traffic signal plans shall consist of the following drawings for each intersection:
    - Existing Condition
    - Traffic Signal Layouts
    - Traffic Signal Elevations
    - Traffic Signal Wiring
    - Traffic Signal Phasing
    - Traffic Signal Basis of Estimate
    - Traffic Signal Notes
    - Traffic Signal Service Pole Summary
    - Standard Detail Drawings
  - Plan layouts will be developed in English units at 1"= 40' scale, 11"x 17" sheets. Temporary traffic signal plans shall consist of the following drawings for each phase of construction:
    - Temporary Traffic Signal Layouts
    - Temporary Traffic Signal Elevations
    - Temporary Traffic Signal Wiring
    - Temporary Traffic Signal Phasing
    - Temporary Traffic Signal Notes

NOTE: The traffic signal layouts shall be designed in conformance with TxDOT Austin District PS&E requirements. Material for construction of the proposed traffic signals shall conform to TxDOT standards and specifications. Safety lighting on traffic signal poles will be included in the signal design on this project. The traffic signal design shall be prepared in accordance with Americans with Disabilities Act (ADA) requirements as adopted by TxDOT. All required specifications, general notes and estimates will be included.

- Traffic Signalization standards.

- Electric Service Summary Sheet.
- Temporary Traffic Signal Layout sheets indicating equipment layout and phase sequencing for each construction phase.
- Summary of Traffic Signal Quantities sheet.

## 7. MISCELLANEOUS (ROADWAY)

### 7.1. Illumination

#### 7.1.1. The GEC will:

- Provide overall Subtask Management and Coordination of the Roadway Illumination design and plan preparation efforts necessary for relocating and/or updating existing illumination equipment.
- Calculate illumination quantities.
- Provide Quality Control/Quality Assurance for all Illumination design activities and plan sheet production.

#### 7.1.2. The GEC will develop:

- Plans and details and prepare drawings for roadway illumination design.
  - Plan layouts will be developed in English units at 1"=100' scale or an appropriate scale necessary for construction on 11"x17" sheets. The roadway illumination design drawings shall generally consist of the following:
    - Existing Condition
    - Lighting Layouts
    - Illumination Wiring
    - Illumination Details
    - Illumination Summary of Quantities
    - Illumination Service Pole Summary
    - Illumination Notes
    - Standard Detail Drawings

NOTE: All design shall conform to TxDOT Austin District requirements and shall coordinate fully with any existing illumination located adjacent to the Project. All required specifications, general notes and estimates will be included.

### 7.2. Utilities

#### 7.2.1. The GEC will:

- Provide overall Subtask Management and Coordination for the Utility coordination activities associated with the design of the project. Coordination efforts will include TxDOT, City of Leander, and utility companies.
- Map information provided by the surveyor regarding utility locations, elevations, and directions of critical locations on the project design files.
- Provide existing utility information on plan sheets.
- Review proposed roadway design data for potential conflicts with existing utilities.

- Coordinate with the appropriate utilities to address solutions to utility conflicts.

NOTE: No utility conflicts are anticipated at this time. Utility relocation plans are not included in this scope of work. Any utility relocation plans to be completed by the GEC that may be necessary for the project shall be completed under a separate Work Authorization.

### **7.3. Construction Sequencing and Traffic Control Plan**

#### **7.3.1. The GEC will:**

- Provide overall Subtask Management and Coordination of the Traffic Control design and plan preparation efforts necessary for maintaining traffic flows through the construction area.
- Prepare traffic control plans (TCP) for each phase necessary for the proposed construction. The TCP shall show the detailed construction sequences and the necessary phases, complete with barricades, signing, striping, delineation, detours, temporary traffic signals and their adjustments. Each phase of the TCP shall show the location of the traffic flow indicated by directional arrows.
- Prepare quantity estimates for each traffic control bid item. These quantities will be estimated for each sheet and totaled by phase.
- Determine the project construction sequence and design a traffic control plan based upon the Texas MUTCD (TxMUTCD) and the latest Austin District traffic control design requirements.
- Provide Quality Control/Quality Assurance for TCP design and plan production activities.

NOTE: Typical sections showing the traffic lanes, construction pavement markings, delineators, barriers, buffer zone for barrels and CTB, pavement drop-off and construction detail shall be shown on each sheet. Construction signing shall be represented pictorially and designated with the appropriate identification number as shown in the TxMUTCD.

#### **7.3.2. The GEC will develop:**

- Temporary detour sheets as necessary.
- Traffic control plans (TCP) for each phase necessary for the proposed construction.
- Miscellaneous TCP detail sheets as necessary.
- Barricade and Construction standards and other appropriate standard drawings.

NOTE: Temporary lighting during the construction sequencing is not anticipated in this project. If temporary lighting is required, it will be considered additional services.

## 7.4. Miscellaneous

### 7.4.1. The GEC will:

- Provide title sheet for the plan set.
- Provide general notes for the construction documents.
- Develop a project construction manual that includes bid instructions and documentation, contracting documentation, LGPP requirements and documentation, general conditions, special conditions, governing specifications, special provisions and other required items.
- Provide index of sheets.
- Provide Quality Control/Quality Assurance for all miscellaneous design and plan production activities.
- Prepare and submit all necessary permits that are required for the project.

## 8. PROJECT MANAGEMENT/ADMINISTRATION

### 8.1. Project Management and Coordination

The GEC shall manage all activities associated with the project. Establishment of project schedules and channels of communication will be included in this task. The GEC shall secure resources necessary to produce the project deliverables and meet the project schedule. All communications associated with the project will be directly channeled through the GEC for distribution to the project team as appropriate. The GEC shall designate one Texas Registered Professional Engineer Shawn B. Stover, P.E., as Project Manager to be responsible throughout the project for project management and all communications, including billing, with the Authority. The Authority must approve any replacements to the GEC's designated Project Manager.

The GEC will be required to meet with the Authority, TxDOT, City of Leander, and others, as necessary to report on progress and to ensure all components of the project are proceeding in compliance with the scope of services and according to the project schedule. The purpose of these meetings is to evaluate the project status, determine necessary adjustments to the project work plan and schedule, plan upcoming events and discuss and resolve project technical issues. The GEC will prepare minutes of each meeting and circulate to all attendees.

The engineering work on this project may be inspected by the Authority at any time in their office at 301 Congress, Suite 650, Austin, Texas, 78701. Other fieldwork and miscellaneous specialized subcontract work will be performed at HNTB's office at 601 E Whitestone Blvd., Suite 628, Cedar Park, TX 78613 or on site.

### 8.2. General Administration

Perform general administration duties required to maintain the project. These duties include:

- **Coordination with subconsultants:** If the need for subconsultant services is determined to be necessary, the GEC will prepare and execute contracts with

subconsultants, monitor subconsultant activities (staff and schedule), and review and recommend approval of subconsultant invoices. Subconsultant progress reports and invoices will be incorporated into the monthly progress report and invoices.

- **Preparation of monthly progress reports and invoices:** Invoices for work completed during the period will be submitted monthly for the GEC and subconsultants. The invoice content and format will be in accordance with the specified criteria. Monthly progress reports will include:
  - Activities during the reporting period.
  - Project action item
  - Overall status of project.
  - Pending issues that need short-term attention.
- Record keeping and file management
- Data management and file transfers for required elements of the project.
- Quality Control/Quality Assurance

## **DELIVERABLES**

Deliverables will consist of the following:

- Three (3) roll plots and an electronic copy of the Design Schematic.
- One (1) 11"x17" signed and sealed mylar original of each plan sheet and two (2) electronic copies of the Plans, Specifications and Estimates (PS&E) and all related contract documents.
- A Contract Time Determination schedule.
- Three (3) copies of the PS&E at 60% completion for the Authority Plan Review.
- Two (2) copies of the PS&E at 60% completion for City of Leander Plan Review.
- Eight (8) copies of the PS&E at 60% completion for TxDOT District Plan Review and Area Office Review.
- Three (3) copies of the PS&E at 100% completion for the Authority Plan Review.
- Two (2) copies of the PS&E at 100% completion for City of Leander Plan Review.
- Eight (8) copies of the PS&E at 100% completion for TxDOT District Plan Review and Area Office Review.
- Ten (10) copies of the PS&E at 100% completion for TxDOT Division Review and Processing.

## **9. LOCAL GOVERNMENT PROJECT PROCEDURES (LGPP)**

### **9.1. Local Government Project Procedures (LGPP)**

These duties include:

- Statement and Payrolls
  - Labor Interviews must be conducted monthly and must be compared to corresponding certified payrolls
  - 10% of certified payroll must reviewed for compliance of Davis Bacon wages
- Audits – Prepare for and participate in TxDOT quarterly audits and will conduct a final audit when the project closes –



- Coordinate with TxDOT to ensure they approve all subcontractors before they are allowed to work on Project
- Obtain copies of all subcontracts to ensure they comply with LGPP
- Comply with the DBE Program (reports (SMS 4903), CUF checklist, Prompt Payment Certifications
- Maintaining material testing database/log
- Maintain site plan showing location of erosion control devices with date of installation, replacement and removal an measured quantity

## **10. CONSTRUCTION ENGINEERING & INSPECTION**

### **10.1. Construction Inspection and Review Services**

- General contract administration and oversight of construction
- Quantity verification for payment purposes
- Recommendation for approval of payment to Contractor
- Inspection for reasonable construction quality in conformance to plans and specifications
- Conduct SW3P inspections every 14 days or within 24 hrs after .5 inches or more of rainfall
- Maintain site plan showing location of erosion control devices with date of installation, replacement and removal an measured quantity
- Conduct day and night traffic control inspections (1 day and 1 night per month)
- Review testing and materials reports Contractor for conformance to specifications
- Verification of horizontal and vertical grades using random 3<sup>rd</sup> party surveys, as necessary, to verify reasonable conformance to plan line and grade
- Document construction using daily inspection reports and photos

NOTE: Construction Quality Control (QC) Testing and Quality Assurance (QA) Testing in addition to Independent Assurance of the Quality Assurance Program services are not included in this contract. It is anticipated that TxDOT will perform these duties. If these services are required of the GEC, they will be considered additional services and require a supplement to this Work Authorization.

### **10.2. Final Punch List / Final Inspection, and Project Close-out**

- Coordinate with the Contractor in the generation of preliminary and final punch lists.
- Monitor the resolution of outstanding construction items.
- Perform a final walk-through with the Owner and the Contractor to make sure all aspects of the Project meet the Owner's satisfaction and reasonably conform to the contract plans and specifications.
- Verify and certify final inspection reports of the completed construction; issue recommendations and certification of construction completion.

## **DELIVERABLES**

Deliverables will consist of the following:

- Diary (objective and consisting of documented facts and statements only)
- Pay Item Computation (if needed)
- Records generated and related to the construction and construction project management

## **11. PROJECT OVERSIGHT - CONSTRUCTION**

### **11.1. Change Order Processing & Management**

- Prepare change orders as required by the Owner.
- Review change orders and associated cost estimates prepared by the Contractor, evaluate Contractor claims for extension of time, and provide comments to the Authority.
- Maintain, log and retain all documents associated with change orders.

### **11.2. Request for Information (RFI) and Shop Drawing / Submittals, Processing, and Management**

- Review and respond to RFIs on the Project.
- Maintain, log and retain all documents associated with RFIs and shop drawings.
- Review submittals and shop drawings for general conformance with contract plans and specifications.

### **11.3. Records Management**

- Maintain and retain pertinent document on the Project.
- At the completion of the Project, return all such documentation to the Authority for their storage.
- Coordinate document integration with the Authority's EDMS.

### **11.4. Record Drawings**

- Compile and provide the Authority with Record Plans incorporating construction revisions into the original "as bid" construction plans. The GEC is not responsible for any errors or omissions in the information provided by the Contractor that are incorporated into the record drawings.

## **DELIVERABLES**

Deliverables will consist of the following:

- Change Order files and log
- RFI and shop drawing files and log
- Final Record Drawings

ATTACHMENT B  
FEE ESTIMATE

TASK DESCRIPTION	CLASSIFICATION														TOTAL HOURS
	Group Director / Program Manager	Project Manager II	Project/Sr. Engineer	Engineer II	Engineer I	Sr. Technician	Resident Engineer	Sr. Inspector	Inspector III	Inspector I	Sr. ITS Design Engineer	Office Business Manager	Project Analyst	Office Tech Specialist I	
<b>1. ROUTE AND DESIGN STUDIES</b>															
1.1. Traffic Evaluations and Projections		8		12											
1.2. Develop Roadway Design Criteria		4		8											
1.3. Preliminary Cost Estimates		8		12											
1.4. Design Schematic		8		8	16	16									
<b>SUBTOTAL</b>	0	28	0	40	16	16	0	0	0	0	0	0	0	0	100
<b>2. SURVEYING</b>															
2.1. Subsurface Utility Engineering (SUE) – Utility Surveys		4		16											20
2.2. GEC Provided Surveying		4		8	24										36
2.3. Right of Way / Easement Staking		4		16	4										24
<b>SUBTOTAL</b>	0	12	0	40	28	0	0	0	0	0	0	0	0	0	80
<b>3. FIELD SURVEYING AND PHOTOGRAMMETRY</b>															
3.1. Field Surveying				2	12										14
<b>SUBTOTAL</b>	0	0	0	2	12	0	0	0	0	0	0	0	0	0	14
<b>4. ROADWAY DESIGN CONTROLS</b>															
4.1. GEC Provided Design Services		16		16		76									108
4.2. PS&E Deliverables		16		16	430										462
4.3. Pavement Design		4		8	8										20
<b>SUBTOTAL</b>	0	36	0	40	438	76	0	0	0	0	0	0	0	0	590
<b>5. DRAINAGE</b>															
5.1. GEC Provided Design Services		12		60	24										96
5.2. PS&E Deliverables		8		16	220										244
<b>SUBTOTAL</b>	0	20	0	76	244	0	0	0	0	0	0	0	0	0	340
<b>6. SIGNING, MARKINGS AND SIGNALIZATION</b>															
<b>6.1. Pavement Marking and Signing</b>															
6.1.1. GEC Provided Design Services		4		8	16										28
6.1.2. PS&E Deliverables		2		4	148										154
<b>6.2. Traffic Signals (Temporary and Permanent)</b>															
6.2.1. GEC Provided Design Services		12	24	8							75				119
6.2.2. PS&E Deliverables			2	4	280										286
<b>SUBTOTAL</b>	0	18	26	24	444	0	0	0	0	0	75	0	0	0	587
<b>7. MISCELLANEOUS (ROADWAY)</b>															
<b>7.1. Illumination</b>															
7.1.1. GEC Provided Design Services		4	16	12							2				34
7.1.2. PS&E Deliverables		2		2	74										78
<b>7.2. Utilities</b>															
7.2.1. GEC Provided Design Services		12			12										24
<b>7.3. Construction Sequencing and Traffic Control Plan</b>															
7.3.1. GEC Provided Design Services		12		80											92
7.3.2. PS&E Deliverables		2		8	134										144
<b>7.4. Miscellaneous</b>															
7.4.1. GEC Provided Design Services		20		22	35									40	117
<b>SUBTOTAL</b>	0	52	16	124	255	0	0	0	0	0	2	0	0	40	489
<b>8. PROJECT MANAGEMENT/ADMINISTRATION</b>															
8.1. Project Management and Coordination	30	100										15	15		160
8.2. General Administration		60											75	100	235
<b>SUBTOTAL</b>	30	160	0	0	0	0	0	0	0	0	0	15	90	100	395
<b>9. LOCAL GOVERNMENT PROJECT PROCEDURES</b>															
9.1. Local Government Project Procedures	4	16					24		24					100	168
<b>SUBTOTAL</b>	4	16	0	0	0	0	24	0	24	0	0	0	0	100	168
<b>10. CONSTRUCTION ENGINEERING &amp; INSPECTION</b>															
10.1. Construction Inspection and Review Services		28		28			72	1200		632					1960
10.2. Final Punch List / Final Inspection, and Project Close-out		16		8			10	8		16					58
<b>SUBTOTAL</b>	0	44	0	36	0	0	82	1208	0	648	0	0	0	0	2018
<b>11. PROJECT OVERSIGHT - CONSTRUCTION</b>															
11.1. Change Order Processing & Management				96			144							18	258
11.2. Request for Information (RFI) and Shop Drawing / Submittals, Processing, and Management				72			100							27	199
11.3. Records Management														124	124
11.4. Record Drawings		8		40	80		40								168
<b>SUBTOTAL</b>	0	8	0	208	80	0	284	0	0	0	0	0	0	169	749
<b>TOTAL HOURS</b>	34	394	42	590	1,517	92	390	1,208	24	648	77	15	90	409	5,530
<b>BASE RATE</b>	\$ 96.16	\$ 63.73	\$ 50.40	\$ 35.75	\$ 32.71	\$ 45.51	\$ 53.53	\$ 39.15	\$ 32.51	\$ 22.28	\$ 57.90	\$ 46.17	\$ 26.59	\$ 24.71	
	1%	7%	1%	11%	27%	2%	7%	22%	0.4%	12%	1%	0.3%	2%	7%	<b>Overall Totals</b>
<b>TOTAL LABOR</b>	\$ 3,269	\$ 25,109	\$ 2,117	\$ 21,093	\$ 49,627	\$ 4,187	\$ 20,877	\$ 47,289	\$ 780	\$ 14,434	\$ 4,458	\$ 693	\$ 2,393	\$ 10,106	\$ 206,431
<b>LABOR BURDEN</b>	\$ 6,086	\$ 46,742	\$ 3,940	\$ 39,266	\$ 92,386	\$ 7,794	\$ 38,864	\$ 88,033	\$ 1,452	\$ 26,871	\$ 8,299	\$ 1,289	\$ 4,455	\$ 18,814	\$ 384,292
<b>TOTAL</b>	\$ 9,356	\$ 71,851	\$ 6,057	\$ 60,358	\$ 142,013	\$ 11,981	\$ 59,741	\$ 135,322	\$ 2,233	\$ 41,305	\$ 12,757	\$ 1,982	\$ 6,848	\$ 28,920	\$ 590,723

EXPENSES & SUBCONSULTANTS	ITEM
MISCELLANEOUS EXPENSES	\$ 9,277
Survey Subconsultant	\$ 25,000
Additional Subconsultants as necessary - Estimated fee (\$50,000) included in labor prices	
<b>TOTAL</b>	<b>\$ 34,277</b>

SUBTOTALS BY TASK	TOTAL HOURS	TOTAL LABOR	TOTAL BURDENED LABOR
1. ROUTE AND DESIGN STUDIES	100	\$ 4,466	\$ 12,780
2. SURVEYING	80	\$ 3,111	\$ 8,902
3. FIELD SURVEYING AND PHOTOGRAMMETRY	14	\$ 464	\$ 1,328
4. ROADWAY DESIGN CONTROLS	590	\$ 21,512	\$ 61,558
5. DRAINAGE	340	\$ 11,974	\$ 34,264
6. SIGNING, MARKINGS AND SIGNALIZATION	587	\$ 22,183	\$ 63,478
7. MISCELLANEOUS (ROADWAY)	489	\$ 17,989	\$ 51,507
8. PROJECT MANAGEMENT/ADMINISTRATION	395	\$ 18,638	\$ 53,334
9. LOCAL GOVERNMENT PROJECT PROCEDURES	168	\$ 5,940	\$ 16,998
10. CONSTRUCTION ENGINEERING & INSPECTION	2,018	\$ 70,204	\$ 200,895
11. PROJECT OVERSIGHT - CONSTRUCTION	749	\$ 29,941	\$ 85,680
EXPENSES & SUBCONSULTANTS			\$ 34,277
<b>JOB TOTALS</b>	<b>5,530</b>	<b>\$ 206,431</b>	<b>\$ 625,000</b>

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**APPROVE A NEW WORK AUTHORIZATION WITH HNTB CORPORATION  
RELATING TO THE US183/183A INTERSECTION IMPROVEMENT PROJECT.**

WHEREAS, HNTB Corporation (“HNTB”) serves as a general engineering consultant to the Central Texas Regional Mobility Authority (“CTRMA”) under the Agreement for General Consulting Civil Engineering Services effective January 1, 2010 (the “Agreement”); and

WHEREAS, HNTB and the Executive Director have discussed and agreed to a proposed new Work Authorization No. 10 that sets forth a scope of services related to project development and construction phase services for the US183/183A Intersection Improvement Project under TxDOT Pass Through Financing, a copy of which is attached and incorporated into this resolution as Attachment A; and

WHEREAS, the Executive Director recommends approval of the proposed Work Authorization No. 10.

NOW THEREFORE, BE IT RESOLVED that the proposed Work Authorization No. 10 is approved; and

BE IT FURTHER RESOLVED that the proposed Work Authorization No. 10 in the form or substantially the same form as Attachment A may be finalized and executed by the Executive Director on behalf of CTRMA.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28<sup>th</sup> day of July, 2011.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number: 11-\_\_\_  
Date Passed: 7/28/11

**ATTACHMENT “A” TO RESOLUTION 11-**  
**PROPOSED WORK AUTHORIZATION NO. 10**

**[on the following 17 pages]**

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

**AGENDA ITEM # 13**

**Authorize the Executive Director to administratively approve certain construction change orders.**

**Department:** Engineering  
**Associated Costs:** Not applicable  
**Funding Source:** Not applicable  
**Board Action Required:** Yes

**Description of Matter:**

At its August 29, 2007 meeting, the CTRMA Board approved Resolution 07-49 to authorize the Executive Director to execute a construction change order up to and including \$150,000.00 without Board approval. The Resolution referred specifically to a change order associated with a Comprehensive Development Agreement, which at that time was only the CDA for construction of the 183A Turnpike. The proposed resolution was included under the heading of "183-A Project Authorizations."

The Texas Department of Transportation (TxDOT) has had, since 2007, a Change Order Approval Authority Policy (attached) which authorizes a District Engineer to approve Change Orders up to \$300,000.00 without additional approvals.

Staff recommends that the Board increase the Executive Director's change order approval authority to \$300,000.00 for all construction contracts on all CTRMA projects, including but not limited to change orders to construction under a Comprehensive Development Agreement.

**Attached documentation for reference:**

**TxDOT Change Order Approval Authority Policy**

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

## Section 2

### Change Order Approval Authority

#### Policy

A CO is approved only after signed with the [signature authority](#) listed in the following table ‘Change Order Signature Authority’ ([signature authority](#) for highway improvement [contract](#) COs detailed in the *Contract Management Manual*, "[Contracting Authority](#)").

**Change Order (CO) Signature Authority**

Change Order Category:	Signature Authority:
Bilateral CO less than \$50,000	Area Engineer (AE)
Bilateral CO less than \$300,000	District Engineer (DE), Deputy District Engineer, District Director of Operations, District Director of Construction, Construction Division Director, Construction Section Director
Unilateral CO less than \$300,000	DE
Interim adjustment CO less than \$300,000	DE
CO \$300,000 or greater	Assistant Executive Director (AED), Engineering Operations (EO)
Interim adjustment CO \$300,000 or greater	AED, EO
CO changing project limits, regardless of amount	AED, EO
CO that resolves termination cost to contractors	AED, EO
CO that changes limits or roadways on district-wide CSJ projects (i.e., CCSJ: 09xx-00-xxx)	AED, EO

Follow the signature authority in 'Change Order (CO) Signature Authority' for COs that settle disputes. While the signature authority listed above may not be delegated further, the district delegation allowed is at the discretion of the DE. Adhere to district policy and procedures in the review and approval of COs that may be approved at the district level.

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**AUTHORIZING THE EXECUTIVE DIRECTOR TO ADMINISTRATIVELY  
APPROVE CERTAIN CONSTRUCTION CHANGE ORDERS.**

WHEREAS, under Subsection 6, Section 28 of the CTRMA Bylaws adopted by the Board of Directors, the Executive Director “may execute contracts, contract supplements, contract change orders, and purchase orders not exceeding amounts established in Resolutions of the Board”; and

WHEREAS, at its meeting on August 29, 2007, the Board approved a resolution that authorized the Executive Director to approve a change order to a construction contract in an amount not to exceed \$150,000.00; and

WHEREAS, under policies adopted by the Texas Department of Transportation, a district engineer has authority to approve a change order to a construction contract in an amount less than \$300,000.00; and

WHEREAS, the Board of Directors believes that increasing the Executive Director’s authority to approve a construction contract change order valued at \$300,000.00 or less will increase the efficiency and timeliness of CTRMA construction projects, without risking a loss of good and sound oversight by the Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors authorizes the Executive Director to approve a construction contract change order if the value of that change order is \$300,000.00 or less, without review or approval by the Board of Directors; and

BE IT FURTHER RESOLVED that any construction contract change order in excess of \$300,000.00 shall require approval by the Board; and

BE IT FURTHER RESOLVED that the Executive Director may, in his discretion, present a construction change order of \$300,000.00 or less to the Board for its consideration and approval.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28th day of July, 2011.

Submitted and reviewed by:

Approved:

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Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

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Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number 11-\_\_\_  
Date Passed 7/28/2011



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

**AGENDA ITEM # 14**

**Presentation and Action on Acceptance of Monthly Financial Reports**

**Department:** Finance

**Associated Costs:** None

**Board Action Required:** Yes

**Description of Matter:**

**Presentation and acceptance of monthly financial report for June 2011**

**Attached documentation for reference: Financials will be handed out at the meeting.**

**Contact for further information: Bill Chapman, Chief Financial Officer**

**GENERAL MEETING OF THE BOARD OF DIRECTORS  
OF THE  
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 11-\_\_\_**

**Accept Monthly Financial Report**

WHEREAS, the Central Texas Regional Mobility Authority (“CTRMA”) is empowered to procure such goods and services as it deems necessary to assist with its operations and to study and develop potential transportation projects, and is responsible to insure accurate financial records are maintained using sound and acceptable financial practices; and

WHEREAS, close scrutiny of CTRMA expenditures for goods and services, including those related to project development, as well as close scrutiny of CTRMA’s financial condition and records is the responsibility of the Board of Directors and its designees through procedures the Board may implement from time to time; and

WHEREAS, the Board of Directors has adopted policies and procedures intended to provide strong fiscal oversight and which authorize the Executive Director, working with the CTRMA’s Chief Financial Officer, to review invoices, approve disbursements, and prepare and maintain accurate financial records and reports; and

WHEREAS, the Executive Director, working with the Chief Financial Officer, has reviewed and authorized the disbursements necessary for the month of April 2011, and has caused Financial Reports to be prepared for each month which are attached to this resolution as Attachment “A.”

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors accepts the Financial Report for June 2011, attached respectively as Attachment “A” to this resolution.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28th day of July, 2011.

Submitted and reviewed by:

Approved:

\_\_\_\_\_  
Andrew Martin  
General Counsel for the Central  
Texas Regional Mobility Authority

\_\_\_\_\_  
Ray A. Wilkerson  
Chairman, Board of Directors  
Resolution Number 11-\_\_\_  
Date Passed 7/28/2011

**Exhibit A**

**Financial Report for June 2011**

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

**AGENDA ITEM # 15**

**Quarterly briefing on the MoPac Improvement Project.**

**Department: Engineering**

**Associated Costs: None**

**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 April through June, 2011.**

**Attached documentation for reference:**

**GEC Quarterly Activities Report and Board Presentation**

**Contact for further information:**

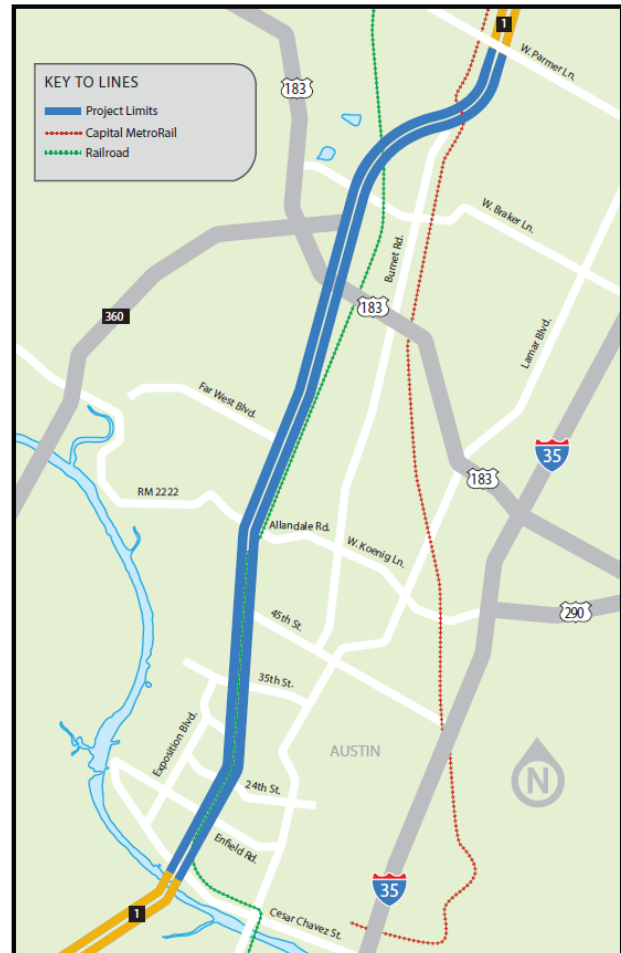
**Wesley M. Burford, P.E., Director of Engineering**

## PROJECT DESCRIPTION

The 11-mile stretch of MoPac between Parmer Lane and Cesar Chavez Street is one of Austin's most important arteries, serving as a key route to downtown and points beyond. As a primary alternative to Interstate 35, MoPac moves more than 180,000 cars and trucks each day. This stretch of MoPac is currently seeing high levels of congestion and unreliable operations. At the urging of local and state leaders, the Central Texas Regional Mobility Authority (Mobility Authority), the Texas Department of Transportation (TxDOT), the City of Austin and Capital Metro (CapMetro) have teamed up to develop a reasonable solution to the mobility problem in this corridor that takes into account the needs of drivers, transit riders and the concerns of surrounding neighbors.

Any proposed improvements would require approval from the Federal Highway Administration (FHWA). TxDOT and the Mobility Authority are currently working together to complete preliminary schematic design and environmental studies following the requirements set by the National Environmental Policy Act of 1969 (also known as "NEPA"). The preliminary design and environmental phase is scheduled to be completed by the summer of 2012. If the approved Project has a toll component, the Mobility Authority will take responsibility for the financing, design, construction, operations, and maintenance of the facility.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished in the second quarter of 2011.



# ACTIVITIES

The following activities have been accomplished by TxDOT, the Mobility Authority, and their consultants during the reporting period.

## ENVIRONMENTAL ASSESSMENT (EA) AND SCHEMATIC DESIGN

- **Environmental Process Schedule:** The environmental process is on schedule. An environmental finding from FHWA is anticipated in the fall of 2012
- **EA Document Status:** The draft EA was revised by TxDOT's consultant to address comments received from the Mobility Authority and TxDOT's Environmental Affairs Division (ENV). After confirming Mobility Authority comments were addressed, the draft EA was re-submitted to ENV on July 1. If ENV deems that their comments were satisfactorily addressed, ENV will forward the document to FHWA for review and comment. Current schedule reflects a submittal to FHWA by September 22, 2011.
- **Schematic Design:** The draft project schematic is currently being reviewed by TxDOT's Design Division and FHWA. It is anticipated that the schematic will be finalized before the end of the year after design exceptions and alternative analysis are approved by FHWA.
- **Design Exceptions:** In order to avoid significant acquisition of right of way on the southern portion of the Project, the design of the majority of alternatives requires several design exceptions for reduced lane and shoulder widths as well as vertical clearances at some overpasses. These exceptions have been submitted to FHWA for approval. A decision is anticipated by September.
- **Sound Wall Workshops:** The seven planned Sound Wall Workshops have been underway since late June. Each workshop is targeted to a specific neighborhood and specific adjacent property owners who will be given the chance to vote on whether or not they want a sound wall. The purpose of the workshop is to update neighborhoods on the proposed sound wall locations, heights, designs, colors, and materials. The workshops for the Old West Austin, Clarksville, West Austin, Old Enfield, Pemberton Heights, and Bryker Woods neighborhoods have been held by the time of this report, and the remaining workshops are as follows: July 28 for Allandale, August 2 for Highland Park West/Balcones, and August 18 for Oakmont Heights & Westminster.

## PUBLIC INVOLVEMENT AND COMMUNITY OUTREACH

### Context Sensitive Design (CSD)

- **Context Sensitive Design Advisory Committee:** The Context Sensitive Design Advisory Committee (CSDAC) met on April 25, May 16, and June 6 to continue the process of refining concepts to create a constructible, maintainable, and cost effective aesthetic solution within the MoPac corridor. The concepts were presented at the May 26 Open House and, after responding to public comment, the final results of the Committee's hard work are on display at this summer's Sound Wall Workshops.
- **Bike/Pedestrian Mobility:** The Project Team has continued to coordinate with the bike/pedestrian mobility community, City of Austin, CAMPO, and FHWA on potential improvements to the bike and pedestrian facilities along and across the MoPac Corridor. An approach has been identified and is being incorporated into the draft EA. Components

include north/south improvements as well as east-west connectivity improvements where feasible. Later in the year, there will be community outreach about the progress of the inclusion of bike/pedestrian mobility components in the project design.

### Messaging, Information, and Meetings

- **Stakeholder Meetings:** The Project Team continues to coordinate with stakeholders. Various stakeholder meetings held in the second quarter of this year include:
  - Old West Austin Neighborhood Association (OWANA)
  - Camp Mabry
  - Bike/pedestrian mobility representatives from CAMPO, FHWA, City of Austin, BikeTexas, League of Bicycle Voters, and Austin Metro Trails and Greenways.
  - Utility Representatives – including electric (both transmission and distribution), water, fiber optic, and cable
- **Open House Meetings:** In May, an Open House meeting was held at Gullett Elementary School to provide an opportunity for the public to view and comment on the project aesthetic concepts as well as receive an update on the status of the Environmental Study. The meeting was well attended, and an impressive amount of quality feedback was received. Another open house is planned for the fall following FHWA's review and anticipated approval of the Design Exceptions and Alternatives Analysis.
- **Informational Workshops:** Informational Workshops are anticipated for late this year with the purpose of providing general information to key stakeholders on express lanes and dynamic pricing.
- **Project Updates:** The Mobility Authority sends Project Updates via e-mail on a monthly basis to several key stakeholders. These Project Updates provide a short summary of the progress achieved on the Project over the previous weeks. Project Updates were e-mailed on April 14, May 12, and June 17.
- **E-Newsletter:** An e-Newsletter was distributed on May 13. The next e-Newsletter is planned for late August.
- **Project Focus Groups:** The Mobility Authority has engaged the Texas Transportation Institute (TTI) to conduct focus group studies on signage, marking, and operations for the Express Lanes alternative if it moves forward as the FHWA-approved recommended preferred alternative. TTI will also provide technical support for the Informational Workshops. TTI met with the Project Team during the reporting period to discuss existing and proposed Dynamic Message Signs (DMS)/ Intelligent Transportation System (ITS) infrastructure and how it can be best incorporated into the project.

## **PROJECT DEVELOPMENT / DESIGN-BUILDER PROCUREMENT**

- **Project Aesthetics:** Utilizing the preferred aesthetic concept identified during the Context Sensitive Design process, the Project Team is developing aesthetic guidelines for the project. These guidelines will be included in the contract documents to make sure the final design and materials reflect the aesthetics selected.
- **Union Pacific Railroad Coordination:** The Project Team will begin drafting agreements which will engage the UPRR in design review, flagging services, and negotiations of possible temporary easements for construction of bridge structures and other work in and around

UPRR right of way. The UPRR did not respond favorably to the Mobility Authority's previous request to investigate shared use easements for refuge bays /access locations in the portion of the project where the UPRR is in the median.

- **Comprehensive Development Agreement (CDA):** The Project Team has been in the process of preparing draft CDA documents and developing supporting reference documents, designs, and agreements. Currently, this activity is on hold as the Project Team reviews the implications of potentially developing the project through a P3 process.
- **Cost Estimates:** The development of an updated estimate of probable construction cost has been prepared. This estimate will continue to be refined and updated as the project scope is refined and financing requirements are clear. The estimate utilizes a risk based analysis which will provide a statistical probability of a cost range.
- **Utilities:** TxDOT and the Mobility Authority are continuing discussions with major utilities along the corridor. The Team's goal is to reduce the number of utility relocations and start long lead-time efforts to reduce impact to the construction schedule.
- **Operations Analysis:** University of Texas' Center for Transportation Research (CTR) provided the results of their analysis of the downtown street system operations that is anticipated to occur after the project opens, specifically with regard to the proposed connections to Cesar Chavez/ 5<sup>th</sup> Street. The results were submitted to the Mobility Authority, TxDOT, and City of Austin traffic staff on May 31. Based on the study's assumptions, the results indicate that the MoPac project will not negatively affect downtown traffic during the morning peak period.
- **T&R Studies:** A Level 2 Traffic and Revenue (T&R) Study has been completed and a draft report was submitted. Results are being reviewed by the Mobility Authority, HNTB, and TTI is conducting a Peer Review of the traffic model and assumptions. An Investment Grade (Level 3) Study will be initiated later this year.

## FUNDING / AGREEMENTS

- **US DOT Funding Sources:** The TIFIA Program reviewed and declined the Letter of Interest submitted by the Mobility Authority which requested an \$82 million loan to enhance the Project funding package. The Project Team is reviewing the possibility of applying for funding from the upcoming TIGER III Discretionary Grant and/or the TIGER TIFIA Program.
- **City of Austin Prop 1:** Discussions are still ongoing with City of Austin on the use of the \$100K included in the Prop 1 Bond package for the MoPac project. This \$100k comes with a matching \$200k federal grant.
- **City of Austin 2012 Bond Election:** Mobility Authority staff has initiated conversation with the City of Austin for potential funding opportunities for the Project that might be included in the City's 2012 Bond Election.



# SCHEDULE

**The overall Project remains on schedule.** An environmental finding from FHWA is anticipated by the fall of 2012. If the Express Lanes alternative moves forward as the FHWA-approved recommended preferred alternative and the project is further developed as design/build, the bond sale would occur in early 2013 followed by an anticipated start of design and construction. It is anticipated that, following this schedule, a facility could potentially be open to traffic in 2015. If the project moves forward as a P3, it is still anticipated that they facility could be open to traffic in 2015.

## SCHEDULE RISK ASSESSMENT



Environmental Process / TxDOT & FHWA Coordination



Resolution on Design Exceptions by FHWA



Public and Political Opinion



Coordination with UPRR / City of Austin / CapMetro



Traffic and Revenue - Financing

## UPCOMING MILESTONES

- Submit Draft EA to FHWA
- Sound Wall Workshops in July and August
- FHWA Resolution of Design Exceptions and Alternatives Analysis
- Determination of Project Development approach (D/B vs. P3)

## MILESTONES MATRIX

<b>Milestone</b>	<b>Date</b>	<b>Status</b>
<b>Restart Environmental Study and Public Involvement</b>	Summer 2010	Complete
<b>Market Valuation / Exercise Primacy</b>	Fall 2010	Complete
<b>Develop and Refine Preliminary Alternatives</b>	Fall 2010	Complete
<b>Conduct Open House Meetings (Round 1 &amp; 2)</b>	Fall 2010	Complete
<b>Reasonable Alternatives Refinement</b>	Winter 2010/ 2011	Complete
<b>Draft Environmental Assessment (EA) and Schematic Complete - Initiate Review Process</b>	February 2011	Complete
<b>TxDOT Austin District EA Review Begins</b>	February 2011	Complete
<b>Restart Aesthetics Committee</b>	March 2011	Complete
<b>Complete Level 2 Traffic and Revenue (T&amp;R)</b>	May 2011	Complete
<b>Context Sensitive Design Advisory Committee Meetings</b>	March-May 2011	Complete
<b>TxDOT Environmental Division EA Review</b>	Spring 2011	In Progress
<b>Conduct Open House Meeting (Round 3)</b>	May 2011	Complete
<b>Conduct Sound Wall Workshops</b>	Summer 2011	In Progress
<b>FHWA Resolution on Design Exceptions</b>	Summer 2011	In Progress
<b>FHWA Begin Schematic Review</b>	Summer 2011	In Progress
<b>FHWA Begins EA Review</b>	Fall 2011	
<b>FHWA Approval of Schematic Design</b>	Fall 2011	
<b>Conduct Open House Meetings (Round 4)</b>	Fall 2011	
<b>EA is deemed "Satisfactory for Further Processing" by FHWA</b>	Winter 2011/2012	
<b>Start Design/Build Procurement</b>	Winter 2011/2012	
<b>Conduct Community Open Houses and Public Hearings on the Draft EA</b>	Spring 2012	
<b>Submittal of Final EA to TxDOT/FHWA</b>	Spring 2012	
<b>Environmental Finding from FHWA</b>	Summer 2012	
<b>Complete Investment Grade T&amp;R</b>	Fall 2012	
<b>Complete Design/Build Procurement</b>	Winter 2012/2013	
<b>Bond Sale; Groundbreaking</b>	Spring 2013	

**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:**

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



183A TURNPIKE - PHASE II  
**QUARTERLY**  
**CONSTRUCTION**  
**PROGRESS REPORT**



No. 5 | July 2011





**CENTRAL TEXAS**  
**Regional Mobility Authority**

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**webber**

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.



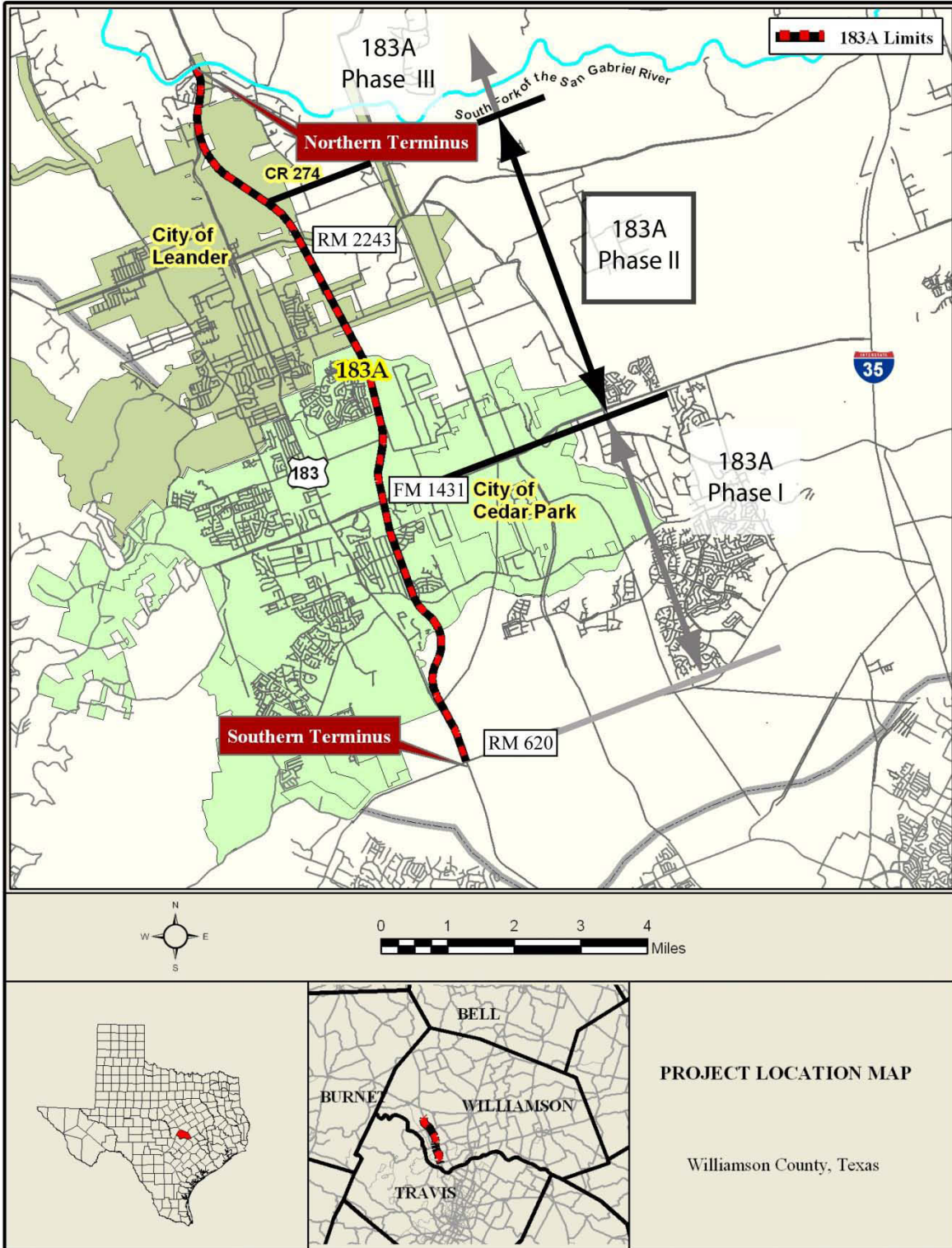


Figure 1:  
Project Location

# 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.

<b>Original Webber Contract Amount:</b>	<b>\$ 75,792,413.92</b>
<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>
<b>Current Authorized Contract Amount:</b>	<b>\$ 75,533,116.53</b>
 <b>Webber Payments:</b>	
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>
<b>Total Requested Amount To-Date through Draw No. 14:</b>	<b>\$ 45,724,906.50</b>
Retainage withheld*:	<u>\$ 0.00</u>
<b>Approved Amount for Work Completed through Draw No. 14:</b>	<b>\$ 45,724,906.50</b>
 <b>Total Project Budget Expended Through June 2011:</b>	<b>60.5%</b>
 <b>Amount remaining for work to be completed:</b>	<b>\$29,808,210.03</b>

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

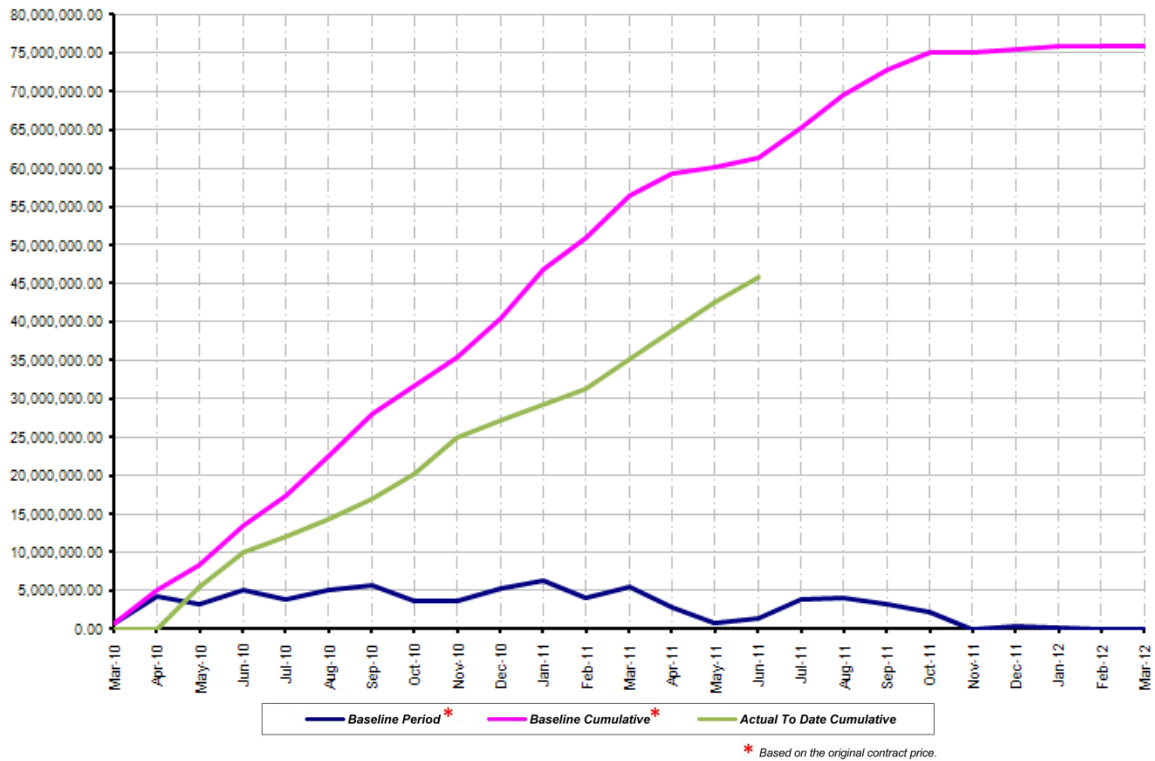
### ***Summary of Change Orders During Reporting Period***

**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

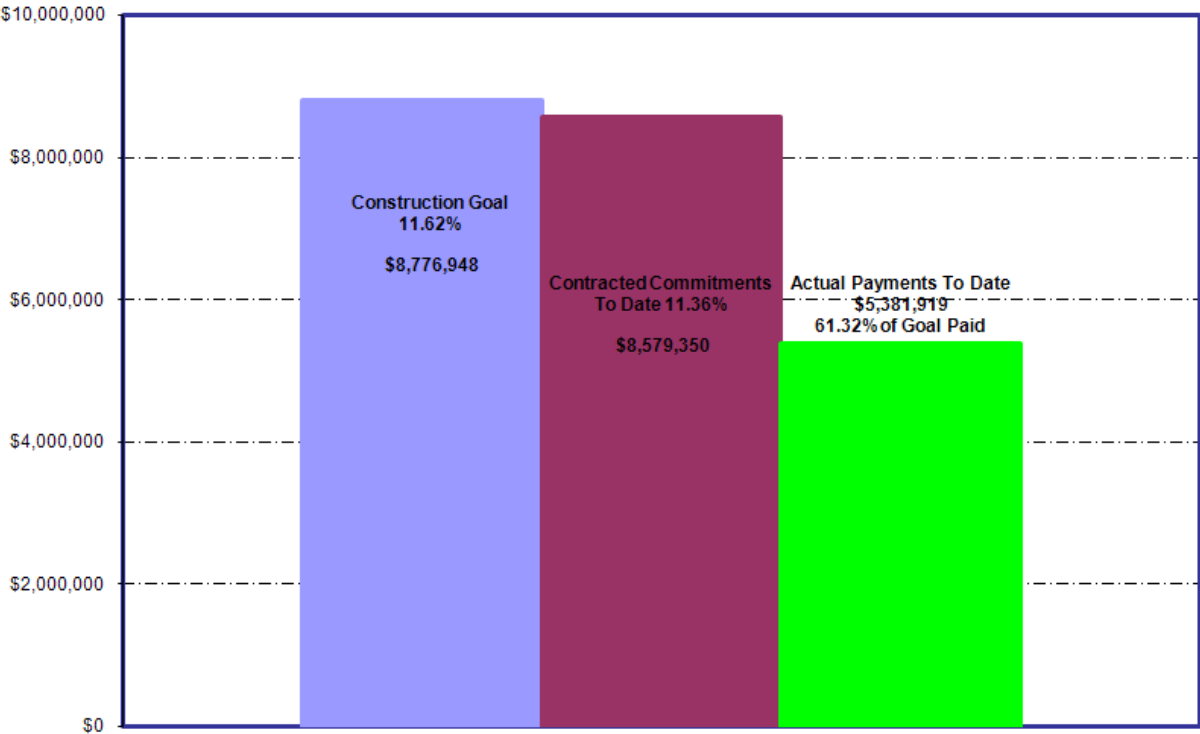


**Figure 2:**  
**Project Baseline Cash Flow Curve for Period Ending June 2011**

# 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.

**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 2<sup>ND</sup> 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

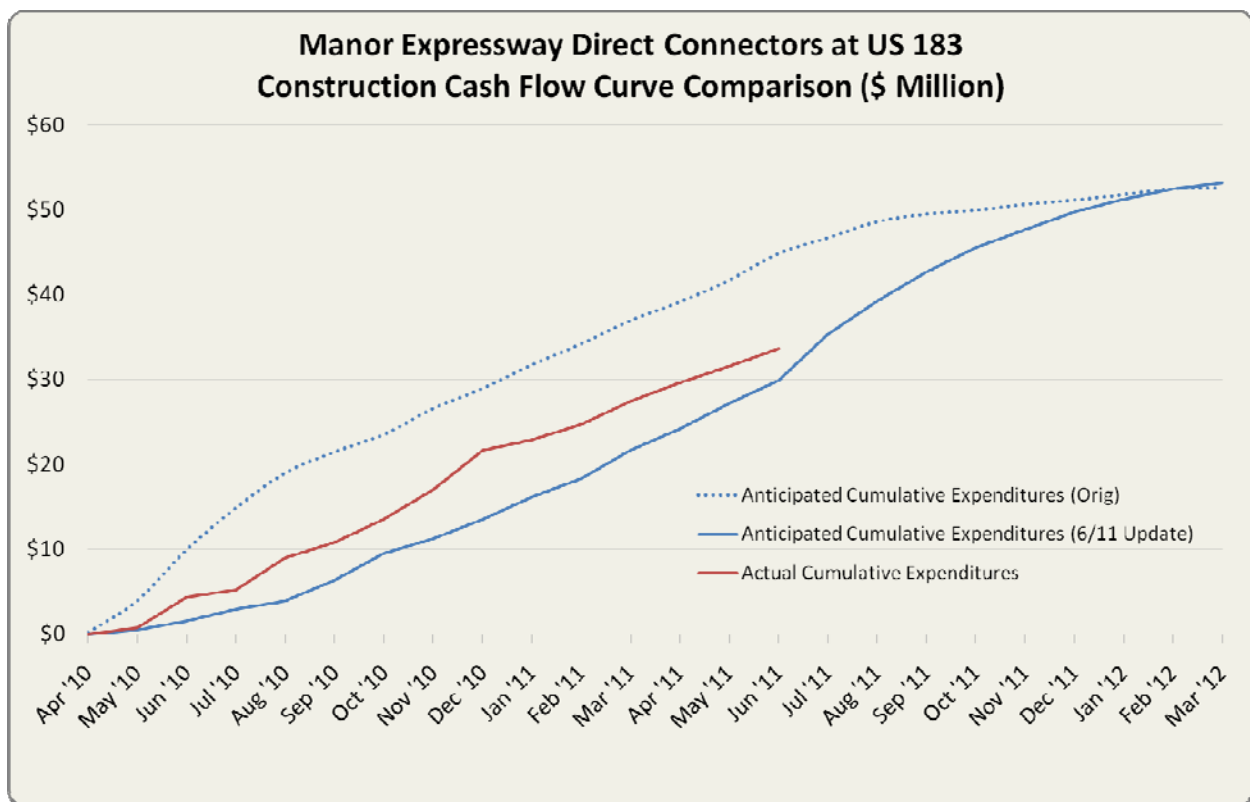
Pictures of recent construction activities are provided in Attachment A.

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

### Footnotes

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

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

## Summary of Change Orders This Reporting Period

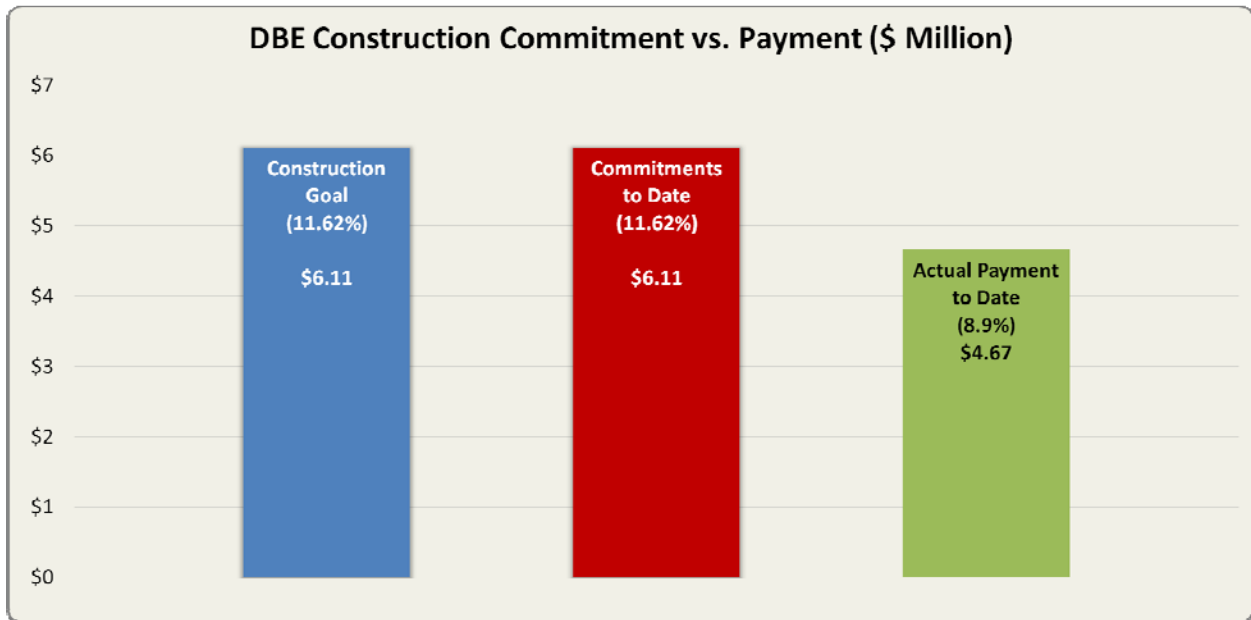
**Change Order No. 2** was in the amount of \$265,306.88 and was fully executed on June 9, 2011. This change order incorporated a number of changes into the construction contract. The first element required the addition of a second left turn lane for eastbound US 290 traffic to turn left onto Tuscany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

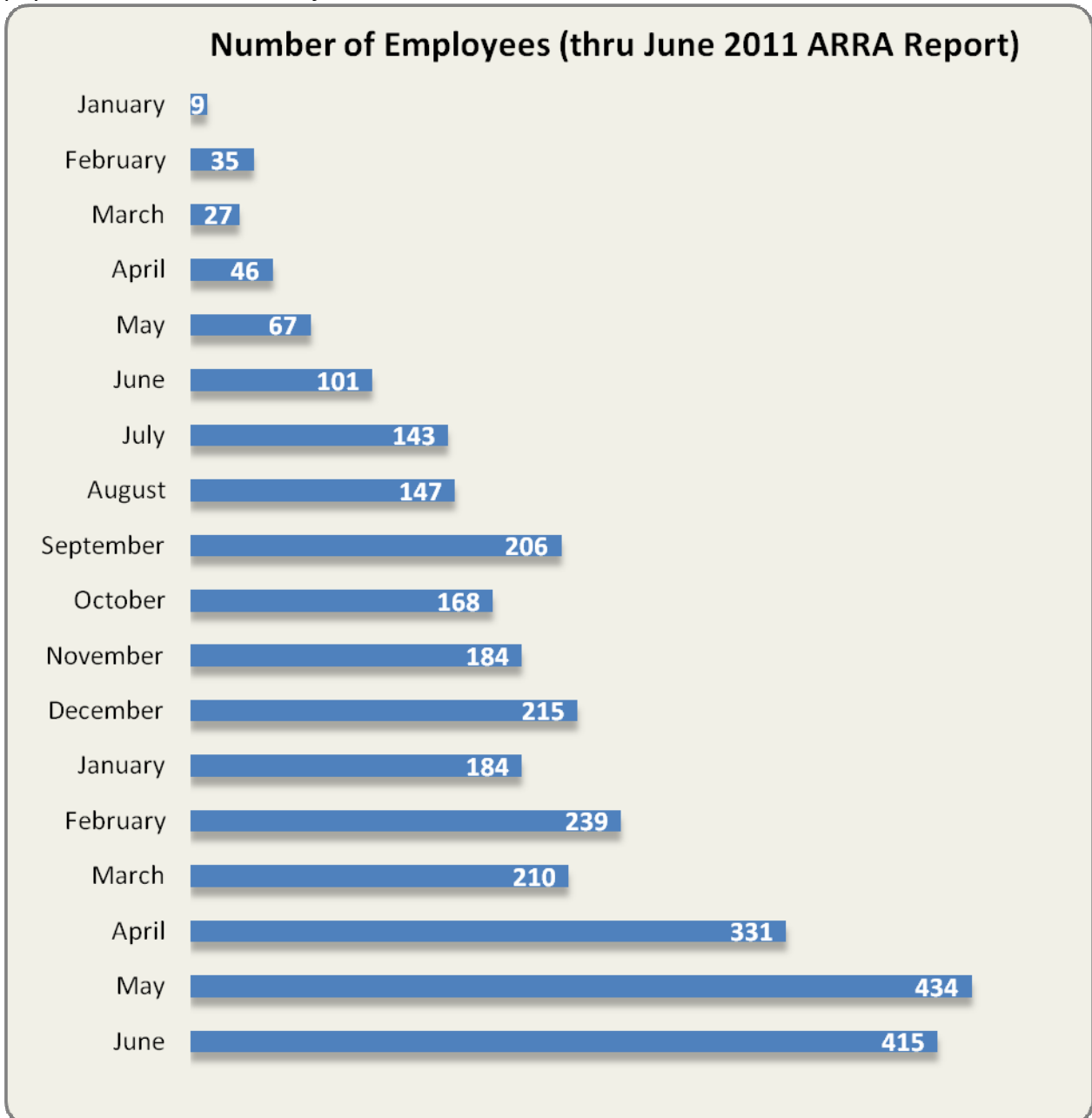
Webber is required and committed to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for the project. The total DBE amount committed by Webber to date is \$6,109,278.42, which is 11.62% of the project total; this will include work completed by DBE subcontractors Cadit Company, Inc. [structural 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

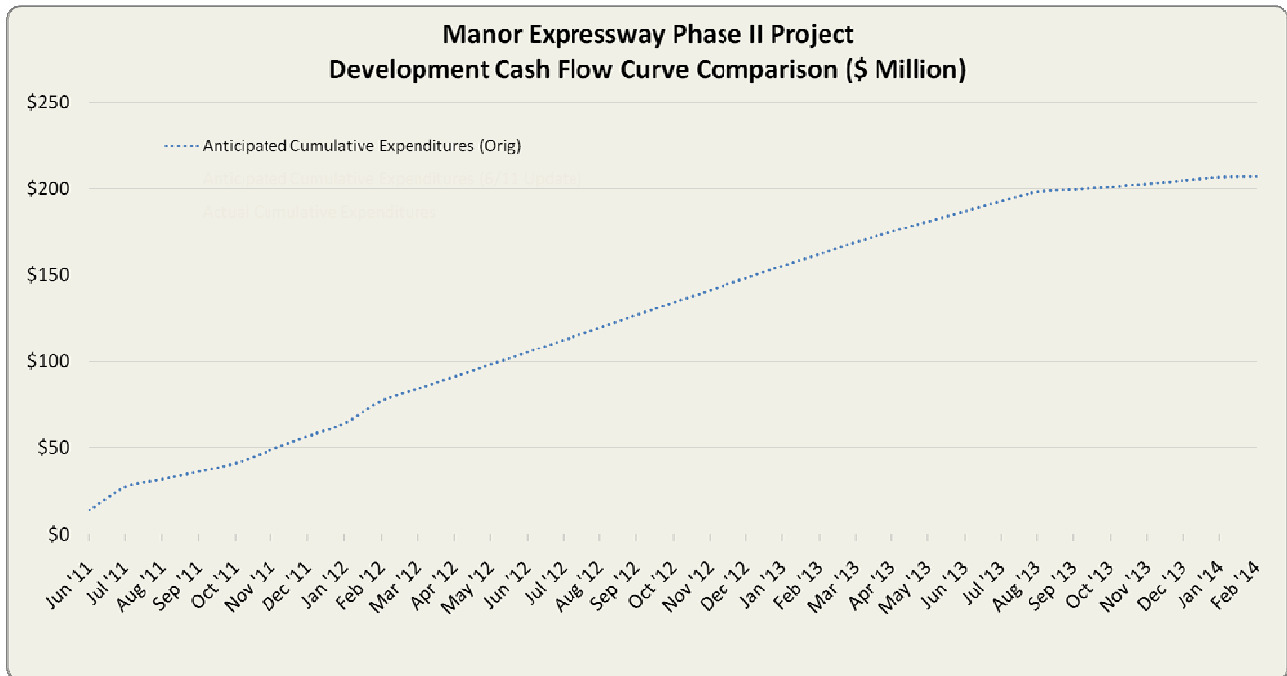
## **PROJECT SCHEDULE & FINANCIAL STATUS**

### **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
<b>Current Authorized Contract Amount:</b>	<b>\$ 207,297,859.00</b>
<b>Previous Total of CTMC Payments:</b>	<b>\$ 0.00</b>
<b>Total Amount Paid To-Date:</b>	<b>\$ 0.00</b>
No Draw Requests Submitted to Date	\$ 0.00
Retainage withheld: <sup>(1)</sup>	\$ 0.00
<b>Approved Amount for work completed (including Draw #1):</b>	<b>\$ 0.00</b>
<b>Amount remaining for work to be completed:</b>	<b>\$ 207,297,859.00</b>
<b>Total Project Budget Expended through June 2011:</b>	<b>0.00%</b>

Footnote:

<sup>(1)</sup> 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](http://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 Mokan 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)

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

**AGENDA ITEM # 18**

**Update on the Green Mobility Challenge**

**Department: Engineering**

**Associated Costs: Not applicable**

**Funding Source: Not applicable**

**Board Action Required: No**

**Description of Matter: The Mobility Authority Board approved the Green Mobility Challenge during their March 30<sup>th</sup>, 2011 meeting. Mobility Authority staff will brief the Board on the status of their efforts.**

**Attached documentation for reference: Green Mobility Challenge Status Update**

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

**CTRMA GREEN MOBILITY CHALLENGE [GMC] STATUS UPDATE**  
**July 18, 2011**



**Launch:**

- The Green Mobility Challenge was officially launched on July 1, 2011; launch marked the opening of registration and the website going live.

**Sponsorship:**

- Contacts with existing engineering/financial/legal advisors & vendors to request sponsorships continue.
- To date, two entities have committed to sponsoring the event, with Atkins committing to \$15,000 and the Austin/Central Texas Council of Engineering Companies (CEC) committing to \$5,000.

**Judges:**

- Letters from Mike Heiligenstein have been sent to all potential judges inviting them to participate; follow-ups are being conducted by Mobility Authority and consultant staff.
- Tentative commitments have been received from a handful of judges.

**Competition Guide:**

- A meeting with TxDOT was held to finalize project specific issues and data.
- A "page-turner" group review was conducted with the core team to finalize the Competition Guide prior to the launch date for posting on the GMC website.

**Outreach Plan:**

- The GMC website is live at [www.GreenMobilityChallenge.com](http://www.GreenMobilityChallenge.com); a link to the GMC will be available on the CTRMA's main website.
- An email blast was sent to 300 professional and university contacts on the date of launch, July 1. Since then, the blast has been sent to an additional 60 contacts.
- Additional outreach via email, phone calls and in-person meetings has commenced.
- Efforts have begun to have the competition posted on several additional websites.
- The competition was advertised at the Central Texas Livability Summit on July 13, 2011.
- A press release is scheduled for distribution.
- An informational meeting for interested and participating teams is scheduled for August 3, 2011.

**Finals Event:**

- Senator Watson has agreed to emcee the event as long as he has no scheduling conflicts. His office is sending his availability to the Mobility Authority such that we can identify a date for the event.

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

**AGENDA ITEM # 19**

**Executive Director's Update – Presentation of the Executive Director's Report**

**Department:** Administrative

**Associated Costs:** None

**Board Action Required:** No

**Description of Matter:**

**The Executive Director's Report is attached for review and reference and includes the following:**

- a. Updated violation enforcement process.
- b. Update on procurement for project finance and development advisors.

**Contact for further information: Mike Heiligenstein**



# REPORT TO THE BOARD OF DIRECTORS JULY 28, 2011

MIKE HEILIGENSTEIN - EXECUTIVE DIRECTOR

## PRIORITY ISSUES



MoPac Improvement Project  
soundwall meetings



TIFIA

### OPERATIONS

#### UPDATED VIOLATION ENFORCEMENT PROCESS

Beginning this month, we expanded our efforts to encourage payment of tolls by reducing the number of violations needed before entering the court process. By bringing these violators in to the court process earlier, we hope to resolve these cases more efficiently and at less expense to both the customer and the agency.

Williamson County Justice of the Peace Edna Staudt began issuing arrest warrants for anyone ignoring their court summons the week of July 11th. The story was covered by multiple media sources and positively impacted call volumes at MSB, our video toll bill processor. On average, they are collecting an additional \$6 thousand a day in payments and receiving an extra 450 calls. The percentage of customers calling specifically to make payments grew by over 15%.

### FINANCE

#### MO PAC IMPROVEMENT PROJECT

##### TIFIA GRANT

The Letter of Interest submitted to TIFIA was reviewed and declined. Staff continues to look for additional funding sources including the upcoming TIGER III

Discretionary Grants and the TIGER TIFIA program.

#### P3 PROCUREMENT

The Executive Director is reviewing options on adding financial consultant assistance in analyzing the Public Private Partnership approach to the development of the MoPac Improvement Project and Bergstrom Expressway (US 183 South). We will be working with our fellow agencies to share best practices as we move through this process.

### PROJECT DEVELOPMENT

#### MANOR EXPRESSWAY PHASE 1

##### CONSTRUCTION

Phase 1 construction continues to progress. Webber has drilled 89% of the shafts, completed 95% of the footings and 77% of the columns necessary to complete the interchange at US 183. Construction teams also maintain focus on retaining wall and paving operations.

#### MANOR EXPRESSWAY PHASE 2

##### DESIGN AND CONSTRUCTION

Central Texas Mobility Constructors (CTMC) was officially issued Notice to Proceed (NTP) on June 29th. Their initial focus will be on completing design and starting construction on the western portion of the expressway from US 183 to Chimney Hill Boulevard. Completing this 1.4-mile stretch as expeditiously as possible will ensure the new flyovers operate



efficiently. Phase 1 is projected to open in late 2012. The anticipated opening of the entire project is early 2015.

### RIGHT-OF-WAY

Right-of-way acquisition and negotiations with affected property owners continues for the Manor Expressway between US 183 and Parmer Lane. All parcels have been acquired for Phase 1 of the Manor Expressway from US 183 to Chimney Hill Boulevard. Negotiations are ongoing for the remaining parcels for Phase 2 of the Manor Expressway from Chimney Hill Boulevard to Parmer Lane.

### MoPAC IMPROVEMENT PROJECT

#### PROJECT DEVELOPMENT

The MoPac Improvement Project environmental study remains on schedule. Bicycle and pedestrian enhancements have been developed and incorporated into the draft study. Seven soundwall workshops, targeted at specific neighborhoods, have been underway since late June. Affected property owners are able to view graphic displays of the proposed walls and ask questions about locations, heights and design.

The Context Sensitive Design Committee, composed of the original aesthetics committee members and new members from the surrounding neighborhoods, continues to meet to help recommend design guidelines for items

such as sound walls, bridge structures, retaining walls and landscaping.

The University of Texas' Center for Transportation Research provided their analysis of Austin's downtown street system and how the project might effect it operationally. Results indicated that the project is not expected to significantly affect downtown traffic during the morning peak period, the time frame of most concern to the City.

### 183A EXTENSION

#### CONSTRUCTION

Webber continues to make progress on the 183A Extension focusing the majority of their efforts on completing bridge work and placing retaining walls at the Scottsdale Drive crossover. Crews have also begun placing the concrete for the mainlanes. Webber erected a temporary concrete batch plant for concrete paving. Construction is reported at 61% complete.

Televent, our toll system integrator, is now actively working with Webber to begin our toll system installation.

#### SHARED USE PATH

Construction of the 183A shared use path from South Brushy Creek to FM 1431 is 98% complete, and the path is on schedule to open this fall. An opening event is being planned, and details will follow soon.



Central Texas Regional  
Mobility Authority

## Central Texas Regional Mobility Authority MoPac Improvement Project

### Summary of Conclusions of CTR's DTA Assessment

The Center for Transportation Research (CTR) is an organization associated with the University of Texas. TxDOT contracted with the organization to develop a model of downtown Austin. The modeled area is bound by Red River Street to the east, MoPac to the west, Cesar Chavez Street to the South, and 35<sup>th</sup> Street to the north. This model is referred to as a Dynamic Traffic Assignment Model (DTA).

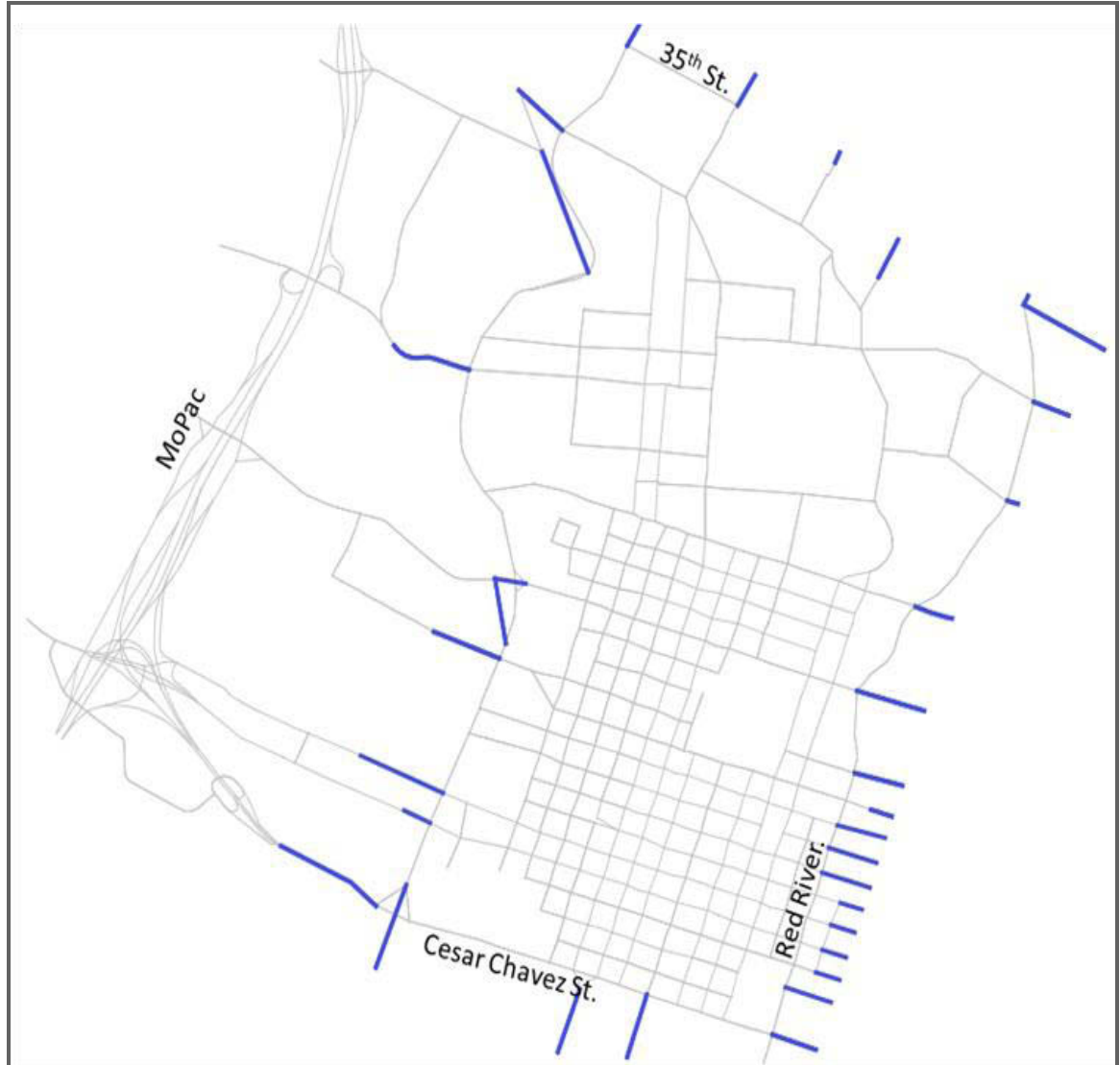


Figure 1. Limits of Study Area

CTR was requested to assess potential impacts on the downtown area that may be caused by the addition of Express Lanes on MoPac. These potential impacts may be a result of:

- The variation in the proportion of vehicles taking the Cesar Chavez/5<sup>th</sup> St. exit from southbound MoPac as result of the added connection from the Express Lanes.
- Changes in the downtown conditions if a large number of drivers headed to locations north of Cesar Chavez and 5<sup>th</sup> St. chose to utilize the Express Lanes (i.e., turning movements at intersections as well as traffic volumes on northbound streets could be affected).

#### Model development and calibration:

- The DTA model was utilized to assess possible impacts on AM peak (7-9AM) downtown traffic of MoPac Improvement Project
- The model accounts for dynamic changes in traffic conditions and explicitly models the impact to the existing traffic control devices (signals).
- The model was validated by comparing actual travel time and count data along several routes with the models results. The model produced very satisfactory results. The comparison shows the calibrated model is capturing the current network behavior with enough accuracy to allow for reliable results during the analysis of the proposed scenario.
- The express lane network developed by Wilbur Smith Associates for the draft traffic and revenue study was then incorporated into the DTA model. The model used a worst-case scenario in terms of the number of drivers destined to downtown using the southbound express lane.

#### Results on Cesar Chavez, and 5<sup>th</sup> streets:

The report's comparison of the downtown access pattern from the west between the base case and the Express Lanes scenario resulted in the following observations:

- The **total number of vehicles** entering downtown through 5<sup>th</sup> St. and Cesar Chavez remains practically the same whether the connection from the Express Lane is in place or not.
- This suggests that in the model most of the drivers using the Express Lane connection to downtown are those originally taking the Cesar Chavez/5<sup>th</sup> St. exit, which explains the small magnitude of the changes in downtown traffic conditions described in the report.

Travel times and link flows on the base case and the Express Lane scenario were compared along 30 routes (423 Links).

- **Vehicle flow** differences between scenarios do not exhibit a major change in the traffic pattern in downtown Austin during the AM peak hour.
- The difference in **travel time** along selected routes between the base case and the Express Lane scenario do not point to any major change in traffic conditions in the downtown area.
- There was a slight increase in travel time on Cesar Chavez WB which may be indicating slightly longer delay at intersections due to an increased number of left turning movements from Cesar Chavez EB into the downtown area. The report



clarifies that the impact is relatively small and may be exaggerated by the limitations of the simulation model which does not fully capture the priorities ruling permissive left turn movements.

The model evaluated **turning movements at intersections**, and the corresponding delays, for five locations on Cesar Chavez identified by the City of Austin as critical (Figure 7).

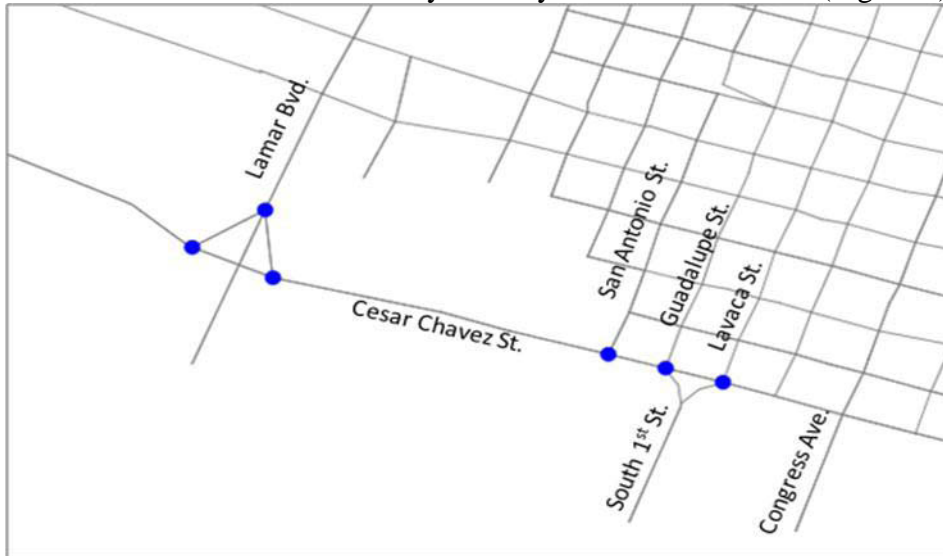


FIGURE 7. INTERSECTION MOVEMENTS AND DELAY ANALYSIS

The report indicated that the only intersection that had a somewhat noticeable variation in delay was at South First Street (see below). All of the remaining turning movement volume changes were less than 100 vph, and the changes in delay were well under five seconds per vehicle in the majority of the analyzed cases.

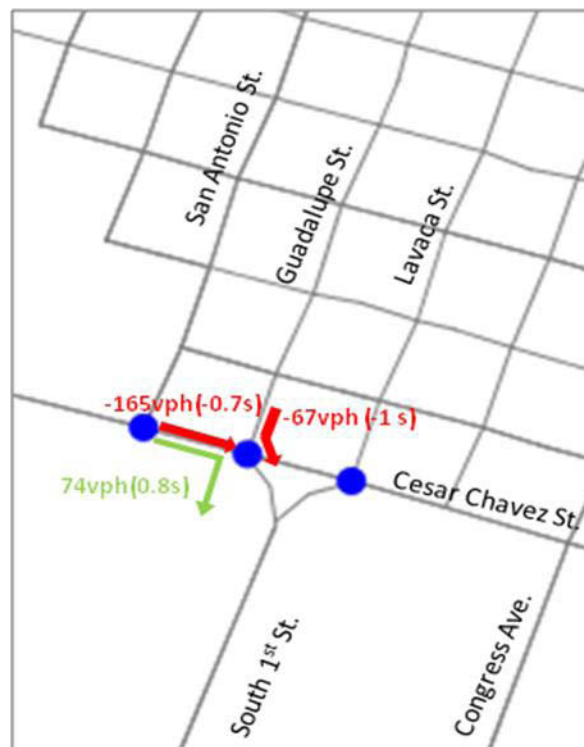


FIGURE 8. CHANGES IN TURNING MOVEMENT AND DELAY PER VEHICLE AT THE MOST AFFECTED INTERSECTION

This suggests that an increased number of vehicles are turning from Cesar Chavez to South First Street which may indicate a stronger incentive for vehicles traveling south of the river to exit on Cesar Chavez Street and not on other exits along MoPac.

CTR Report Summary:

- A comparison of downtown traffic conditions before and after the incorporation of Express Lanes to MoPac does not suggest any major change in traffic flow patterns. Link flows and travel times along selected routes remain practically unchanged, and the same is true for intersection delays.
- The express lanes model results show a slightly higher travel time on the westbound direction of Cesar Chavez Street but the impact to the intersections is relatively small.
- **Based on the study's assumptions, the addition of express lanes to MoPac will not affect downtown traffic significantly during the AM peak period.**