



**CENTRAL TEXAS  
Regional Mobility Authority**

## AGENDA ITEM #13 SUMMARY

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Quarterly briefing on the MoPac Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

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 October through December, 2013.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

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




**MOPAC**  
**IMPROVEMENT**  
**PROJECT** 

**QUARTERLY**  
**PROGRESS**  
**REPORT**

No. 13 | January 2014





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

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CONTRACTOR**

**CH2MHILL®**

**PROJECT PARTNERS**





# QUARTERLY PROGRESS REPORT No. 13

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## INTRODUCTION

The MoPac Improvement Project is a \$204 million project to add one Express Lane in each direction along an approximately 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to Parmer Lane north of Austin within existing right of way. The Project is an effort to address the mobility problem in this corridor and takes into account the needs of drivers, transit riders, pedestrians, bicyclists, and the concerns of surrounding neighbors.

Environmentally cleared in August 2012, the Project will be built in cooperation with the Texas Department of Transportation (TxDOT), the Capital Area Metropolitan Planning Organization (CAMPO), the City of Austin, Capital Metro (CapMetro), and the Federal Highway Administration (FHWA).

The Express Lanes will be located in the middle of the MoPac corridor separated from the existing general purpose lanes by a four to five foot wide striped buffer zone with flexible pylons. Drivers will be able to access the MoPac Express Lanes at Cesar Chavez Street, near Far West Boulevard, or near Parmer Lane. While this addition of lanes will require widening of the pavement, the Express Lanes project requires no property acquisition and all existing non-toll general purpose lanes and the UPRR corridor will remain.

In addition to the Express Lanes, the MoPac Improvement Project will include: sound walls; a Collector/Distributor road under Steck Avenue; aesthetic enhancements and significant landscaping; bicycle and pedestrian improvements including two shared-use paths; full mainlane overlay with porous friction course (PFC) pavement which serves as a wet weather safety improvement measure; enhanced incident management (cameras and traffic data collection); and a significant community relations effort.

The Mobility Authority entered into a contract with CH2M HILL to design and build the MoPac Improvement Project. The agreement requires the project to be substantially complete by September 17, 2015. The Contractor developed an acceptable Baseline CPM (Critical Path Method) Schedule for the Project. The Mobility Authority issued Notice to Proceed (NTP) on April 18, 2013.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from October through December 2013.



# LOCATION MAP



**KEY TO LINES**

- Express Lane Southbound
- Express Lane Northbound
- ⋯ Union Pacific Railroad
- ⋯ Capital Metro Rail



**Segment 1:** Parmer to UPRR  
**Segment 2A:** UPRR to US 183  
**Segment 2B:** US 183 to RM 2222  
**Segment 3:** RM 2222 to Enfield  
**Segment 4:** Enfield to Cesar Chavez

# SUMMARY OF ACTIVITIES

The following activities have been accomplished by the Mobility Authority, its consultants, and the D/B Contractor during the reporting period.

## DESIGN ACTIVITIES

- Weekly task force meetings continue and over the shoulder informal reviews have been ongoing. The Mobility Authority's GEC is performing oversight of the Contractor activities.
- Management Plans including the Water Quality Maintenance/Enhancement Plan, and Tree Protection Plans were submitted to oversight team and reviewed in October.
- Railroad Exhibit A's for the following bridges were submitted by CH2M HILL:
  - CapMetro Bridge Widening – submitted to CapMetro
  - Pedestrian Bridge – submitted to UPRR
  - Segments 3 and 4 median work – submitted to the Oversight Team for review
- Segment 2B (US 183 / RM 2222) Final (100%) Design was completed and accepted in December.
- Segment 3 (RM 2222 / Enfield) Final (100%) Design was completed and submitted in December.
- Segment 2B Early Release for Construction (ERFC); which includes Removals, Stormwater Pollution Prevention Plans (SWPPP), Clearing, Safety Lighting and Project Advance Warning Signs, was issued in November.
- Segment 3 (RM 2222/Enfield) ERFC was submitted to Oversight Team for review in December.

## CONSTRUCTION ACTIVITIES

- From October-December 2013 CH2M HILL's team finalized data collection needed for design including surveying and geotechnical soil borings.
- CH2M HILL mobilized its resources for construction to begin in early December. Advance warning signs were installed and striping removals occurred. Temporary traffic barrier will be installed along the corridor at the US 183 Interchange South to RM 2222 along the median shoulder both Northbound and Southbound.
- Erosion control measures are being installed along the corridor in preparation for construction.
- Fabrication of pre-cast concrete barrier rail continues at the Tricon Plant in New Braunfels, TX.
- CH2M HILL is coordinating with fabricator of Sound Wall panels to begin production.
- TxDOT negotiated an agreement with a separate contractor to remediate asbestos coatings present on bridges within corridor. TxDOT's contractor will operate under the same lane closure constraints as CH2M HILL. Asbestos remediation is scheduled to begin January 22<sup>nd</sup> on RM 2222 southbound bridge. The intent is to remediate bridges in advance of CH2M HILL demolition and widening activities.

# PROGRESS PHOTOS



## Groundbreaking!

Drilling rig breaks ground for construction on MoPac



Chairman Ray Wilkerson, the Board of Directors, and Executive Director Mike Heiligenstein of the Central Texas Regional Mobility Authority at the groundbreaking ceremony for the MoPac Improvement Project on October 18, 2013





### **EarthCam**

The Mobility Authority's EarthCam trailer is located near the southern limit of the project near 10th Street and Newfield Lane



The EarthCam is a valuable tool that assists in monitoring and documenting project progress by providing a webcam feed which can be viewed at [MopacExpress.com](http://MopacExpress.com). It will be live on the website in early 2014.





### **Subsurface Utility Engineering**

This photo depicts the vacuum-excitation rig onsite along with workers in an effort to locate existing subsurface utilities. This underground utility information is needed for the design team to locate proposed structures and to aid in overall utility design and planning.



### **Pavement Marking Removal**

This machine grinds off the existing pavement markings and vacuums the debris into the truck. This work was necessary to temporarily shift the driving lanes in order to create enough space for placement of the temporary concrete barrier that will separate the travelling public from work areas.

# PROJECT PROGRESS

As of December 31<sup>st</sup>, 2013, 29.1% of the 882 calendar days to scheduled Substantial Completion have expired. There are 625 calendar days until Substantial Completion. The contractor is allowed an additional 120 calendar days for Final Acceptance.

## Design and Construction Progress through December 2013

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of December 2013 is as follows:

### MoPac Improvement Project Progress for the Period Ending December 2013

Design + Construction Tasks	% Complete
Development Design	59%
Traffic Control/Detours/Temp Barrier	14%
Earthwork/Demolition/Removals/Drainage	0%
Structures/Bridges/Retaining Walls	0%
Sound/Neighborhood Walls	0%
Geotech/Survey	100%
Utilities	0%
Pavement/Subbase/Base Course	0%
Environmental Monitoring	2%
Lighting/Signing/Striping	0%
Toll Facilities	0%
Landscaping/Shared use Path/Sidewalks	0%

CH2M HILL's Substantial Completion date per their approved baseline schedule is September 12, 2015.

## **SCHEDULE OF CONTRACTUAL PROJECT MILESTONES**

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Substantial Completion
- **January 15, 2016:** Final Acceptance

## **REPORTING PERIOD PROGRESS ACTIVITIES**

- **October 2013:** Executive Level Partnering Meeting No. 2
- **October 2013:** Groundbreaking Ceremony
- **October 2013:** Early Release for Construction (ERFC) Segment 2B Package Submittal
- **October 2013:** Segment 2B Final (100%) Design Package Submittal
- **November 2013:** “Meet the Contractor” Open House
- **November/December 2013:** Segments 2B and 3 Bridge Design Submittals
- **December 2013:** Segment 3 Final (100%) Design Package Submittal
- **December 2013:** Segment 2B Construction Activities Began
- **December 2013:** Corridor Courtesy Patrol Commenced

## **UPCOMING ANTICIPATED PROGRESS ACTIVITIES**

- **January 2014:** Executive Level Partnering Meeting No. 3
- **January 2014:** Project Team Partnering Workshop No. 2
- **January 2014:** TxDOT to begin asbestos remediation for Segments 2 & 3 structures
- **January 2014:** Segment 3 Construction Activities Begin
- **January 2014:** Environmental Re-Evaluation FHWA finding anticipated
- **January 2014:** Segment 4 ERFC Package Submittal
- **February 2014:** Segment 4 Bridge Design Submittal
- **February 2014:** Segment 4 Final (100%) Design Package Submittal
- **February 2014:** Segment 4 Construction Activities Begin
- **March 2014:** Segment 1 Final (100%) Design Package Submittal
- **March 2014:** Segment 2A Final (100%) Design Package Submittal
- **March 2014:** Segment 1 Bridge Design Submittal



## PROJECT FINANCIAL STATUS

All CH2M HILL draw requests are accompanied by an approved progress schedule. The original CH2M HILL Contract Amount is **\$136,632,100**.

### *Summary of Project financial status through December 2013*

<b>Original CH2M HILL Contract Amount:</b>	<b>\$136,632,100</b>
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Orders No.	_____ \$0
<b>Current Authorized Contract Amount:</b>	<b>\$136,632,100</b>
<b>CH2M HILL Payments:</b>	
Amount of Draw Nos. 01-03 (July – September 2013)	\$15,685,134
Amount of Draw No. 04 (October 2013)	\$1,476,352
Amount of Draw No. 05 (November 2013)	\$1,152,937
Amount of Draw No. 06 (December 2013)	<u>\$1,007,544</u>
<b>Total Requested Amount To-Date through Draw No. 6:</b>	<b>\$19,321,967</b>
<b>Retainage withheld**:</b>	_____ <b>\$0</b>
<b>Approved Amount for Work Completed through Draw No. 06:</b>	<b>\$19,321,967</b>
<b>Total Project Budget Expended Through December 2013:</b>	<b>14.1%</b>
<b>Amount remaining for work to be completed:</b>	<b>\$117,310,133</b>

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

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

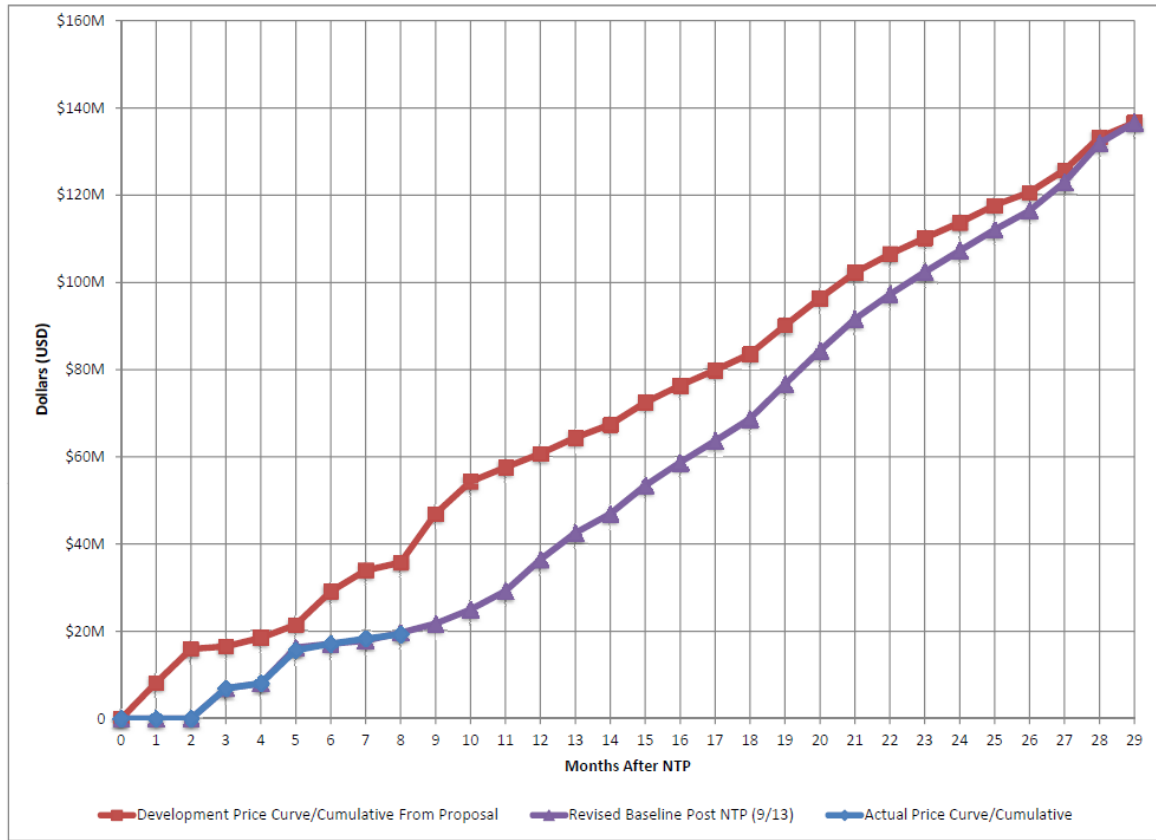
There were no executed Change Orders during the reporting period.

### Project Cash Flow Curve – December 2013

Cash Flow Curves are provided by CH2M HILL at the time of billing/draw requests submittal.



PAYMENT CURVE  
COMPARITIVE GRAPH

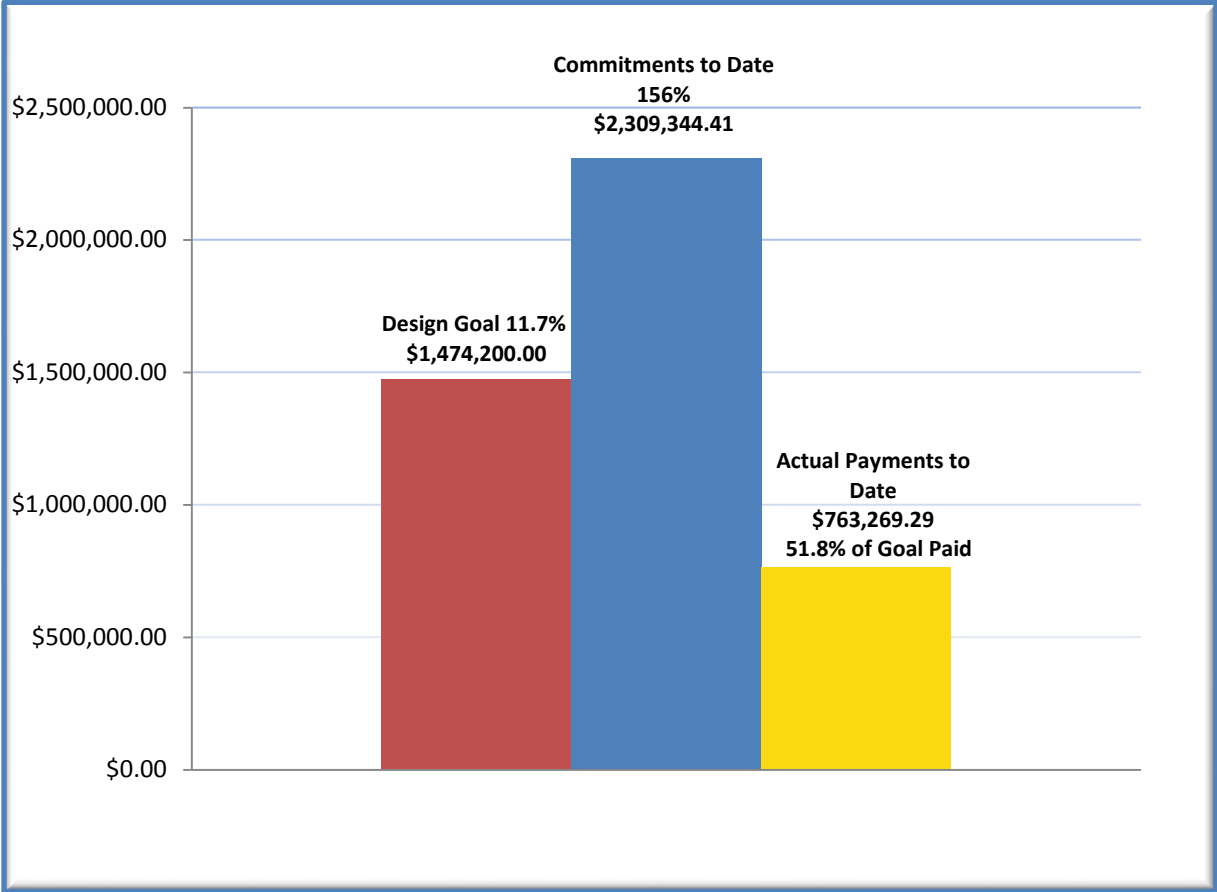


# DBE STATUS

CH2M HILL plans to meet the Disadvantaged Business Enterprise (DBE) goal of 11.7% for both the design services and the construction work. The overall total DBE requirement for the project, based on the current contract value, is \$15,985,955. The current committed total for all DBE subcontracts is \$16,262,278. The below charts reference the current actual DBE Commitments vs. Payments to date.

## Design

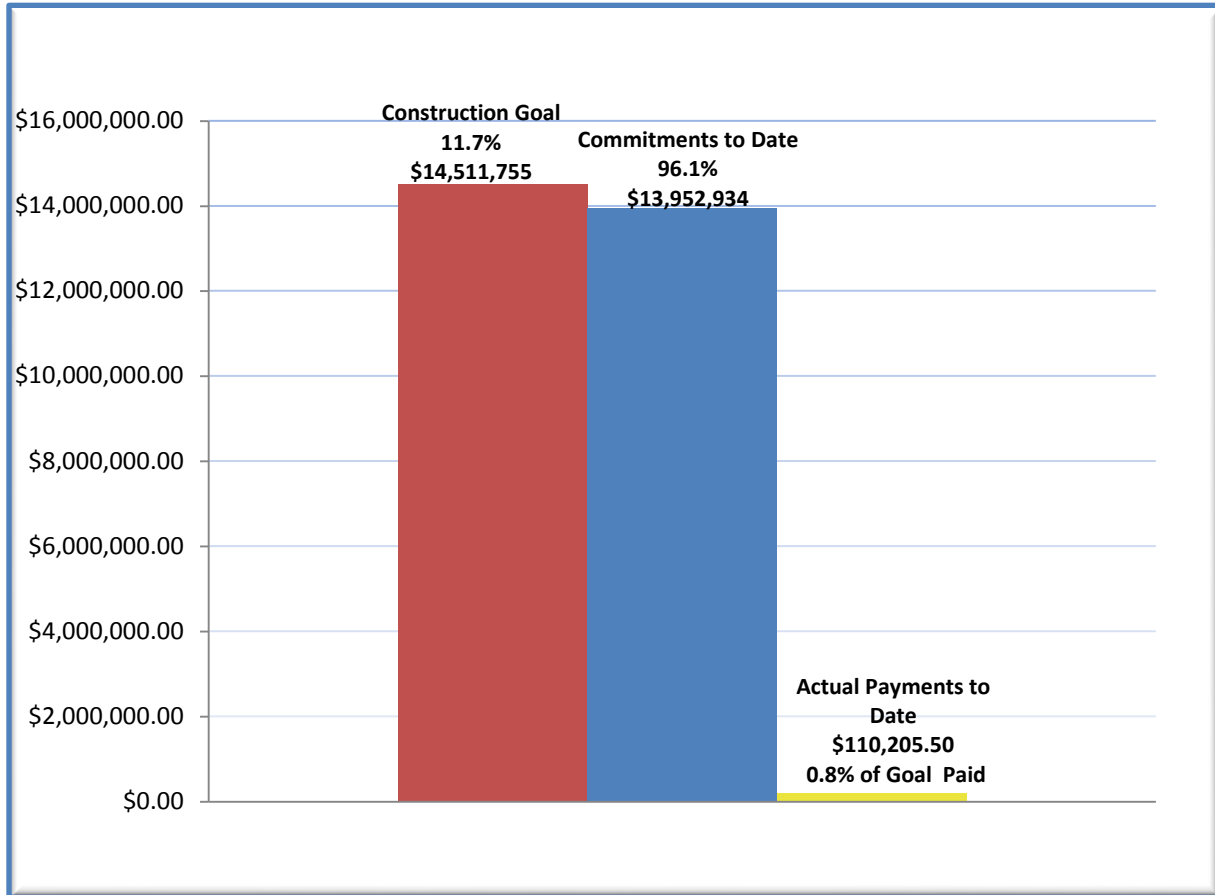
**DBE Design Goal vs. Commitment vs. Payment  
For Period Ending December 2013**





# Construction

## DBE Construction Goal vs. Commitment vs. Payment For Period Ending December 2013



## EMPLOYMENT REPORTING STATUS

Design and construction of the MoPac Improvement Project is estimated to have supported approximately 122 jobs during the reporting month of December 2013. This estimated number of jobs supported by the project includes: the design personnel and management staff; the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants.

## COMMUNITY RELATIONS

- In November 2013, postcards with an attached magnet were mailed to approximately 75,000 residences along the corridor, indicating key contacts for obtaining up-to-date project information. As a result, the Community Relations Team received a large number of calls and emails on the hotline and website, respectively, from people interested in learning more about the upcoming construction.
- The 24/7 Hotline and Answering Service, as well as the Online Contact Form, receives and responds to a steady number of inquiries about the project. In addition, when TxDOT transferred maintenance of the roadway to CH2M HILL, the call protocol was revised to ensure that calls are routed to the appropriate staff.
- The project website ([www.MoPacExpress.com](http://www.MoPacExpress.com)) and twitter account (@ImproveMopac) are updated regularly with construction alerts. The twitter account has over 700 followers. Members of the public can sign up to receive project construction alerts via email, text message, and push notifications on the mobile app (available for Androids and iPhones).
- After coordination with TxDOT, the Highway Advisory Radio (800 AM) went live in late October with a recorded message announcing the MoPac Improvement Project construction and an invitation to the “Meet the Contractor” Open House. Following that, a new message is recorded and broadcasted every week.
- Social media, including the MoPac Man blog and the project’s Facebook and twitter accounts, continues to be monitored and updated.
- MoPac Project Roadway Signs were approved and are in production currently to be placed in three areas along the corridor.
- The fact sheet was updated and disseminated at the “Meet the Contractor” Open House as well as made available on the project website.
- The first e-Newsletter was distributed at the beginning of November.
- Outreach regarding Sound Wall Installation along the corridor began this reporting period. Outreach materials were produced and letters were sent to the first round of impacted property owners. In November, CH2M HILL’s employees began visiting stakeholders to obtain signatures on Right of Entry forms. To date, the outreach has been in regards to Sound Walls 1, 4, 7, and 8 as well as Neighborhood Wall 1.
- Business outreach began with a presentation at the Commercial Brokers Association of Austin Luncheon on December 20, 2013. The project team also met with the manager of the Verano Apartment Homes located near the construction staging area near Duval Street.
- Media coordination is ongoing and has continued with coverage on several aspects of the MoPac Improvement Project, including the Groundbreaking Ceremony, construction start, “MoPac Man”, and sound wall construction.
- During the reporting period, the official Open House Summary Report for the Environmental Re-Evaluation Open House held in September 2013 was prepared and sent to TxDOT and FHWA for review.
- Adjacent project coordination with the Mobility Authority’s multiple ongoing environmental studies continues. “MoPac Man” attended the MoPac South Environmental Study Open House in November 2013.

- As part of the groundbreaking ceremony, the communications team placed a full page, four-color “wrap” ad in the American Statesman featuring a large-scale schematic drawing and details about the project. The ad also invited readers to visit the project website and download the mobile app. More than 147,000 households received the ad. An awareness campaign will take place in the first half of 2014 to begin positioning the project’s benefits upon completion.
- Primary interest issues identified from the current outreach activities include:
  - Trees along the corridor
  - Construction information, including schedule and lane closures

## EVENTS

- A **Ceremonial Groundbreaking** launched the construction of the MoPac Improvement Project on October 18<sup>th</sup>. Speakers included: Chairman Ray Wilkerson, Mobility Authority; Chairman Ted Houghton, Texas Transportation Commission; Mayor Lee Leffingwell, City of Austin; Travis County Judge Sam Biscoe; and CAMPO Policy Board Chairman Will Conley, who also serves as Hays County Commissioner. Other elected officials included: Texas Representative Paul Workman; Travis County Commissioners Gerald Daugherty and Bruce Todd; and City of Austin Mayor Pro Tem Sheryl Cole and Council Member Chris Riley. Members of virtually every transportation agency in the area were in attendance, including TxDOT Executive Director Phil Wilson and Austin District Engineer Greg Malatek; Justin Ham and Bindu Johnson with FHWA; Capital Metro President and CEO Linda Watson; and CAMPO Director Maureen McCoy. Representing the neighborhoods and key stakeholder interests groups were: Frances Allen, Elected President Emeritus of MONAC; August Harris, President of MONAC (and Commissioner of the Texas Historical Commission); and Tom Wald, Executive Director of Bike Austin.
- A **“Meet the Contractor” Open House** was held on November 12th at O. Henry Middle School. Key staff was available to answer questions. Various display boards, a project schematic, and a 3D project video were on display. The event was announced in the monthly e-Newsletter and email invitations were sent out to key stakeholders and organizations.