



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #3 SUMMARY

Report on Mobility Authority Projects and Financials

Board Action Required: NO

Backup: See attached

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

Manor Expressway - Phase 2 (CDA Project)

UNDER CONSTRUCTION

Current Phase

Description: Construct a controlled access facility with three tolled lanes in each direction and three-lane, non-tolled frontage roads; includes 10-foot shared use path

Limits: US 183 easterly to east of SH 130; approximately 6.2 miles

Jurisdiction: Travis County; City of Austin; City of Manor

Mobility Authority Role: Development and construction of facility; tolled main lanes will be owned, operated, and maintained by the Mobility Authority

Environmental: Environmental Assessment approved March 9, 2009; Re-Evaluation approved December 16, 2010

Right of Way: Obtained possession or acquired 75 of 75 parcels (6 parcels awaiting closure)

Utilities: Mobility Authority has completed relocation of 5 utilities; Design-Build Developer responsible for all remaining relocations

Start: February 23, 2011 (best value selection); June 29, 2011 (notice to proceed)

Finish: February 2014 (contractual substantial completion)

Estimate: \$250.8m (utility relocation, construction, and construction oversight)

Funding: TxDOT (\$126.7m); toll revenue bonds; Mobility Authority

Designer/Plans: Michael Baker Jr.: completed 2012

Public Involvement: Hotline and construction activity updates (RJW Group Solutions)

Current Status: Focus remains on completing utility relocations and frontage road construction that will open up significant work area for main lane and bridge construction

Overall Project

Delivery Method: Design-Build, Central Texas Mobility Constructors (CTMC - Webber LLC and Texas Sterling Construction Company), \$207.3m (bid price) including \$4.5m for Manor Expressway Shared Use Path

Agreements: **Anticipated:** none; **Executed:** PDA (February 9, 2011); FAA for P.E. (\$2.2m) and constr (\$126.7m) (February 9, 2011); FPAA for P.E. and constr (April 5, 2011)

Comments: Project funded by toll revenue bonds, State Infrastructure Bank (approximately \$32m, paid off by bond funds), and TxDOT (estimated \$129m Category 2 UTP allocation)

Project Manager: Aaron Autry, Atkins

**Central Texas Regional Mobility Authority
Project Status Summary - February 2014**

MoPac Improvement Project (Express Lanes)

UNDER CONSTRUCTION

Current Phase

Description: Design-Build widening of MoPac to accommodate one express lane in each direction; includes connections to downtown at the Cesar Chavez interchange, soundwalls, bike and pedestrian improvements, and aesthetic improvements

Limits: Parmer Lane southerly to Cesar Chavez Street; approximately 11.0 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Final design and construction through a Design-Build contract including design and construction oversight as well as construction materials acceptance

Environmental: Environmental Assessment approved August 23, 2012

Right of Way: None

Utilities: Design-Build Contractor responsible for relocations; anticipated relocations include Austin Energy distribution and transmission, COA waterlines, gas, AT&T, and cable

Start: April 18, 2013

Finish: Substantial completion: October 20, 2015

Estimate: \$195m (design, construction, oversight, public involvement, tolls/cameras, and contingencies)

Funding: CAMPO/TxDOT (\$199.5m, of which \$1.9m allocated to preliminary engineering)

Designer/Plans: CH2M HILL Design-Build Contractor

Public Involvement: **Current events:** Continue to update the public on upcoming construction through project website, social media outlets (over 1,000 followers on Twitter), Highway Advisory Radio (800 AM) and the 24/7 Project Hotline (512 270-5000); stakeholder and elected officials outreach continuing; community outreach continuing; **Upcoming events:** Outreach to public regarding soundwall construction and tree removal and landscaping; community event sponsorship

Current Status: Final design of all project segments (1,2, 3, and 4) is underway; tree surveys are continuing as are permitting/agreements with utilities and railroads; 5th street change order in final execution - several other owner-directed changes are currently being evaluated and priced; construction activities in January include: pavement restriping to narrow mainlanes (US 183 to Enfield), removal of trees; installation of tree protection and erosion control measures, and installation of concrete traffic barrier and temporary lighting

Overall Project

Delivery Method: Design-Build, CH2M HILL, \$136.6m (bid price)

Agreements: **Anticipated:** none; **Executed:** TxDOT-FHWA Oversight Agreement; Design-Build Agreement (April 2013); PDA (March 2013); Sec 129 MOU (September 2012); FAA for P.E. (\$1.9m) (February 9, 2011) and constr (\$197.6m) (September 13, 2012); FPAA for P.E. (August 31, 2011) and constr (September 24, 2012); COA Financial Support Agreement (September 2012); ILA for Great Northern soundwalls (September 2012)

Comments: Anticipated design-build duration of 2½ years; \$204m current project estimate; project federally funded via CAMPO & TxDOT (estimated \$70m Category 2 and \$130m Category 12 UTP allocations)

Project Manager: Paul Petrich, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

US 183 / 183A Intersection Improvements

DESIGN PHASE

Current Phase

Description: Design of at-grade intersection improvements including pavement widening, drainage improvements, signal adjustments, and minor new road construction; work being completed by HNTB/Baker Aicklen for Mobility Authority

Limits: Intersection of US 183 and 183A

Jurisdiction: Williamson County; City of Leander

Mobility Authority Role: Final design, utility adjustments, construction, and construction oversight

Environmental: Programmatic Categorical Exclusion approved February 7, 2012 (paid for by E2M Partners)

Right of Way: Acquisition by City of Leander; 4 of 7 parcels acquired

Utilities: Minor relocation needed (Pedernales Electric Company)

Start: March 2012

Finish: June 2014

Estimate: \$380k (final design)

Funding: Mobility Authority (\$230k); E2M Partners (\$150k)

Designer/Plans: Baker-Aicklen

Public Involvement: None at this time

Current Status: City of Leander is finalizing ROW acquisition; condemnation has been initiated by City of Leander for last three parcels; the City estimates condemnation to be complete by March 2014; after ROW is acquired by the City, it will be transferred to TxDOT/CTRMA and coordination will occur with the Developer (Crescent) and City of Leander on financing prior to coordinating with TxDOT on a letting date

Overall Project

Delivery Method: Design-Bid-Build

Agreements: **Anticipated:** ILA with City of Leander for transfer of Developer funds; **Executed:** TxDOT Pass-Through Finance Agreement (January 19, 2012); E2M Partners (January 11, 2012); Leander has a Development Agreement with Crescent Development

Comments: Construction must commence by January 10, 2015 per Pass-Through Finance Agreement; anticipate design-bid-build letting in August 2014; anticipate construction duration of less than 1 year; \$4.44m project estimate; project funded by Mobility Authority (\$150k for design from 183A Phase 2 constr contingency; \$1.65m for constr to be reimbursed by TxDOT Pass-Through Finance 2013-2025; \$200k for constr oversight; additional \$1.04m contribution); E2M Partners (\$75k for environmental; \$150k for design); Crescent Leander Development (\$1.0m for constr; \$175k for constr oversight)

Project Manager: Kris Keith, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

Maha Loop / Elroy Road - Phase 1

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for new 3-lane rural arterial including a continuous center turn lane; design will be compatible with the ultimate 5-lane urban arterial

Limits: Pearce Lane to SH 71; approximately 2.0 miles

Jurisdiction: Travis County

Mobility Authority Role: Plan, design, utility adjustment, construction, and construction oversight

Environmental: Environmental Evaluation conducted by Travis County (Atkins)

Right of Way: Travis County will acquire the necessary easements; none have been acquired to date and acquisition will not begin until 30% design is complete; all expected to be donations

Utilities: Texas Gas needs to be encased; Waterline valves need to be adjusted

Start: November 2013

Finish: April 2014 (Environmental)

Estimate: \$225k (survey, geotechnical, and environmental)

Funding: Travis County

Designer/Plans: RS&H; Bury (Quality Assurance)

Public Involvement: Commensurate with County processes

Current Status: Surveying for the project is complete; geotechnical boring is complete; existing and proposed conditions modeling of Dry Creek completed - landowners acknowledged impacts; Bridge layouts complete; bridge superstructure under design; 30% plans under internal review and to be submitted February; utility coordination underway; Preliminary pavement design being finalized

Overall Project

Delivery Method: Design-Bid-Build

Agreements: **Anticipated:** ILA; **Executed:** ILA executed November 15, 2013; Project budget approved November 26, 2013 (per ILA)

Comments: Letting in Spring 2014; anticipate construction duration of 1 year; \$16.6m project estimate; project funded by Travis County

Project Manager: Bubba Needham, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

US 183 South Project (Bergstrom Expressway)

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to US 183; work being completed by TxDOT (in-house) and Atkins for Mobility Authority

Limits: US 290 southerly to SH 71; approximately 7.2 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Assist TxDOT with environmental process, perform design schematic, design-build implementation, and oversight

Environmental: Environmental Assessment conducted by TxDOT (in-house); approval anticipated early 2015

Right of Way: Need to acquire 17 parcels, 7 easements, 21 Control of Access; 4 environmentally approved and available for acquisition

Utilities: TBD; Mobility Authority considering early relocations including AT&T switch and duct bank; relocation will require significant time (approx. 3 years)

Start: December 2011

Finish: Anticipate early 2015 environmental decision

Estimate: \$25.1m (environmental & schematic; T&R support; CDA procurement; ROW & utilities; legal and financial support)

Funding: TxDOT (\$4.4m - Category 2; \$10.2 TBD); CAMPO (\$10.5m - Category 7)

Designer/Plans: TBD

Public Involvement: Public Open House occurred September 2012; Context Sensitive Design workshops occurred March 2013 and October 2013; Public Hearing planned for April 2014; continuous public outreach with neighborhood businesses and neighborhood organizations

Current Status: Continuing TxDOT support of environmental document; development of design schematic and public outreach; early utility coordination & ROW acquisition

Overall Project

Delivery Method: TBD

Agreements: **Anticipated:** Funding Agreement for constr; FPAA for constr; **Executed:** FAA for P.E. (\$4.4m) (February 9, 2011); FPAA for P.E. (February 27, 2012); AFA for P.E. (\$6.5m) executed February 6, 2014

Comments: Anticipate design-build for construction of 6 tolled main lanes and 6 non-tolled frontage road lanes for entire project limits; letting in early 2016; anticipated construction duration of 4-5 years; project funded by Mobility Authority with bonds, TxDOT (estimated \$100m Category 2, \$20m Category 7, and \$26m Category 12 UTP allocations)

Project Manager: TW Lowe, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

US 290 West / SH 71 West Project (Oak Hill Parkway)

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to existing US 290 West / SH 71 West interchange; work being completed by Rodriguez Transportation Group via a contract with TxDOT

Limits: US 290 West: RM 1826 easterly to Loop 1 (MoPac); approximately 3.6 miles; SH 71 West: Silvermine Drive easterly to US 290; approximately 1.2 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Joint lead agency with TxDOT on environmental process

Environmental: Environmental Impact Statement being conducted by TxDOT (Rodriguez Transportation Group); approval anticipated late 2016

Right of Way: Need dependent on environmental process

Utilities: TBD

Start: October 2012 (published NOI)

Finish: Anticipate late 2016 environmental decision

Estimate: \$9.8m (environmental support and oversight; T&R support; legal and financial support)

Funding: TxDOT Toll Equity (\$3.1m for prelim T&R and GEC oversight thru FY 2014); TxDOT (\$4.5m for RTG Team)

Designer/Plans: TBD

Public Involvement: Public Workshops covering environmental, design alternatives, and bike/pedestrian facilities occurred between February and May; Public Open House #1 occurred November 2012; Public Open House #2/Virtual Open House occurred May 23rd; Public Workshop occurred September 30th; Public Open House #3 occurred October 22nd; Workshop to discuss western transition held February 4, 2014; Anticipated Public Funding Workshop in March

Current Status: Summary and analysis of public comments from the October 22nd Open House under revision to address TxDOT/CTRMA comments; newsletter posted on website; Modifying second screening criteria based upon comments to be more specific; Held internal workgroup meeting to begin developing materials for the funding workshop (TTI will assist)

Overall Project

Delivery Method: TBD

Agreements: **Anticipated:** FAA for constr (\$39.0m); FPAA for constr; **Executed:** FAA for P.E. (\$3.1m) (February 9, 2011); FPAA for P.E. (October 7, 2011)

Comments: Anticipate design-build letting in 2017; anticipated construction duration of 3-4 years; project funded by Mobility Authority, TxDOT (estimated \$50m Category 2, \$13m Category 12, and \$5m Prop 12 UTP allocations), and entity TBD

Project Manager: Bubba Needham, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

SH 45 Southwest Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for greenfield roadway facility (possibly tolled); work being completed by Rodriguez Transportation Group via a contract with TxDOT

Limits: Loop 1 South (MoPac) easterly to FM 1626; approximately 3.6 miles

Jurisdiction: Travis County; Hays County; City of Austin; (Consent Decree with Barton Springs-Edwards Aquifer Conservation District)

Mobility Authority Role: Assist TxDOT with environmental process, oversight, and construction (if tolled facility)

Environmental: State Environmental Impact Statement being conducted by TxDOT (Rodriguez Transportation Group); approval anticipated fall 2015

Right of Way: Need dependent on environmental process; Travis County purchased with voter-approved bonds which was deeded over to TxDOT

Utilities: TBD

Start: December 2011

Finish: Anticipate early 2015 environmental decision

Estimate: \$4.5m (environmental support, prelim T&R, and oversight)

Funding: TxDOT (\$2.0m) (needs to be converted from federal funds to state funds)

Designer/Plans: TBD

Public Involvement: TxDOT and the Mobility Authority continue to work together on the public involvement efforts; stakeholder outreach is ongoing; Public Open House #1 occurred October 8th; an Environmental Listening Workshop occurred on November 14th; Public Open House #2 is scheduled for December 10th; Circle C Stakeholder meeting held on January 16th

Current Status: Mobility Authority working closely with TxDOT on Community/Stakeholder Outreach and assisting TxDOT with Public Involvement

Overall Project

Delivery Method: TBD; Design-Build anticipated

Agreements: **Anticipated:** Project Agreement; Loan agreement with TxDOT; ILA's with Hays and Travis Counties; **Executed:** FAA for P.E. (\$2.0m) (February 9, 2011) (to be amended to remove federal funds); FPAA for P.E. (February 27, 2012) rescinded May 2013

Comments: Mobility Authority engaged with TxDOT; TxDOT moving forward with the environmental process; anticipate design-build of 2 main lanes in each direction; anticipated letting in mid 2015; anticipated construction duration of 2 years; project funding by state funds, and Hays & Travis County funds (amounts TBD)

Project Manager: Kris Keith, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

MoPac South Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to the MoPac corridor; work being completed by Jacobs for Mobility Authority

Limits: Cesar Chavez Street southerly to Slaughter Lane; approximately 8.0 miles; Slaughter Lane and La Crosse Ave intersections; approximately 1.2 miles

Jurisdiction: Travis County; City of Austin; City of Rollingwood; (Consent Decree with Barton Springs-Edwards Aquifer Conservation District)

Mobility Authority Role: Environmental and final design; environmental only for Slaughter Lane and La Crosse Ave intersections

Environmental: Environmental Assessment being conducted by Jacobs - decision anticipated late 2015 with noise workshops in early 2016 (2-3 years); Categorical Exclusion for Slaughter Lane and La Crosse Ave intersections being conducted by Jacobs - approval anticipated July 2014 (1 year)

Right of Way: Need dependent on environmental process (none anticipated)

Utilities: TBD (relocations anticipated)

Start: April 2013

Finish: Anticipate environmental decision in late 2015 for Environmental Assessment and completion of noise workshops in early 2016; mid 2014 for Categorical Exclusion

Estimate: \$16.5m (preliminary engineering, environmental, and final design); \$1.2m (preliminary engineering and environmental) for Slaughter Lane and La Crosse Ave intersections

Funding: RIDER 42 (\$16.5m for Environmental Assessment); AFA (\$1.2m for Slaughter Lane and La Crosse Ave intersections for Categorical Exclusion)

Designer/Plans: TBD

Public Involvement: Enhanced public involvement plan has been implemented; maps, fact sheets, and Frequently Asked Questions are complete for newsletters and website; website is operational; A Stakeholder meeting for Circle C was held on January 15, 2014, and information about the studies was provided to the neighborhood; Context Sensitive Solutions process is being initiated and will correspond with future Public Workshops being planned for Spring; an e-newsletter is being prepared and will be distributed this winter

Current Status: Data collection for environmental study continuing; first round of public workshops are complete; Draft Purpose and Need statement is being refined; Preparation for the workgroup meeting to discuss alternatives is underway

Overall Project

Delivery Method: TBD; Design-Bid-Build anticipated

Agreements: **Anticipated:** PDA; **Executed:** AFA for Slaughter Lane and La Crosse Ave intersections for P.E. and environmental (\$1.2m) (April 23, 2013); AFA for P.E., environmental, and final design (\$16.5m) (July 27, 2012)

Comments: Anticipate design-bid-build letting in 2017; anticipated construction duration of 3 years

Project Manager: Loretta Schietinger, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

183 North Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document for mobility improvements to US 183

Limits: RM 620 southerly to Loop 1 (MoPac); along MoPac from US 183 to RM 2222 (direct connector); approximately 7.8 miles

Jurisdiction: Williamson County; Travis County; City of Austin

Mobility Authority Role: Environmental process

Environmental: Environmental Assessment being conducted by CP&Y; approval anticipated 2016

Right of Way: Need dependent on environmental process

Utilities: TBD

Start: August 5, 2013

Finish: Anticipate 2016 environmental decision

Estimate: \$7.2m (preliminary engineering and environmental)

Funding: TxDOT (\$7.2m for environmental document, design schematic, and prelim T&R)

Designer/Plans: TBD

Public Involvement: The first Technical Work Group meeting was held on January 14, 2014; Public Meeting #1 is rescheduled for February 18 due to inclement weather

Current Status: Traffic data collection complete; schematic survey and constraints mapping underway; 183/Mopac Interchange analysis underway; Preliminary Purpose and Need Statement is under review by FHWA. Initial interchange configuration alternatives have been developed.

Overall Project

Delivery Method: TBD

Agreements: **Anticipated:** FPAA for constr; Potential agreement with Williamson County (from bonds); **Executed:** AFA for P.E. (\$7.2m) (July 27, 2012); FPAA for P.E. (August 10, 2012; September 19, 2012)

Comments: Anticipate design-build letting in 2016; anticipate construction duration of 3 years

Project Manager: Mike Hutchison, HNTB

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

SH 71 Express Project

ENVIRONMENTAL PHASE

Current Phase

Description: Develop environmental document and schematic for mobility improvements to SH 71

Limits: Presidential Blvd easterly to SH 130; approximately 4.0 miles

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Assist TxDOT with environmental process and oversight

Environmental: Environmental Assessment conducted by TxDOT (Atkins); approval of draft document anticipated mid 2014

Right of Way: 53 parcels total (19 have been acquired); 3 relocations completed (31 remaining)

Utilities: Relocations will be responsibility of Design-Build Contractor; TxDOT responsible for coordination (Alpheus, AT&T, AT&T Long Distance, Austin Energy, COA Water & Wastewater, Enterprise Gas, GAATN, Kinder Morgan Gas, Level 3, Phillips 66, Qwest, Texas Gas. Time Warner. Time Warner Telecom. and XO Communications)

Start: April 2013 (ENV)

Finish: Anticipate mid 2014 environmental decision

Estimate: \$89.0m (TxDOT preliminary engineering and environmental); \$2.4m (Mobility Authority support)

Funding: TxDOT (see comments below)

Designer/Plans: Design-Build TBD

Public Involvement: Public Open House #1 occurred August 13th; Context Sensitive Solution workshop held on August 29th; Second Context Sensitive Solution workshop held on November 19th; Public Hearing is planned for March 2014

Current Status: EA has been submitted to TxDOT; 100% schematic was submitted in November; TxDOT issued RFQ for Design-Build procurement on November 15th; TxDOT issued design-build RFP January 31, 2014

Overall Project

Delivery Method: Design-Build

Agreements: **Anticipated:** Project Agreement (PA) between CTRMA and TxDOT, Loan Agreement between CTRMA and TxDOT, and Federal Project Authorization Agreement (FPAA) between TxDOT and FHWA; **Executed:** Project Agreement December 11, 2013

Comments: Anticipate design-build for construction of one tolled lane each direction with overpasses at FM 973 and SH 130; Realign FM 973 to eliminate offset; includes paved, 10-ft usual width shared use paths along both sides of the corridor connecting with bicycle/pedestrian facilities under development in the Bergstrom Expressway project as well as Travis County's Onion Creek Greenway Trail (southern path on airport property through partnership with ABIA); letting anticipated in late 2014; construction duration approx 2 years; funded by TxDOT (\$1m Design & Environmental funds, \$20m Federal right of way funds, \$59m SH 130 toll road revenue, \$61m Strategic Priority)

Project Manager: Mark Tomlinson, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

Manor Expressway - Phase 1 (Interchange Project)

OPEN TO TRAFFIC

Description: Construct four direct connectors at US 290 and US 183 intersection for movements to and from US 290 east with US 183 north and south

Limits: Intersection of US 290 and US 183

Jurisdiction: Travis County; City of Austin

Mobility Authority Role: Construction, and construction oversight

Environmental: Environmental Assessment approved March 9, 2009; Re-Evaluation approved December 16, 2010

Right of Way: None

Utilities: None

Start: January 12, 2010 (advertise); April 27, 2010 (notice to proceed)

Finish: Opened November 30, 2012; Final Acceptance on April 12, 2013

Estimate: \$67.5m (utility relocation, construction, and construction oversight)

Funding: American Recovery and Reinvestment Act 2009 (\$59.5m); bond funds (\$8.0m)

Designer/Plans: Jacobs: completed 2009

Delivery Method: Design-Bid-Build, Webber LLC, \$52.6m (bid price)

Agreements: **Anticipated:** none; **Executed:** PDA (October 5, 2009)

Comments: \$73.4m total project estimate; project funded by American Recovery and Reinvestment Act 2009 (\$59.5m); bond funds (\$13.9m); additional \$5.0m contingency for Phase 1 included in Manor Expressway bond sale

Project Manager: Aaron Autry, Atkins

Central Texas Regional Mobility Authority
Project Status Summary - February 2014

183A – Phase 1

OPEN TO TRAFFIC

Description: Construction of main lanes and non-tolled frontage roads in each direction with signalized intersections

Limits: US 183/SH 45 Interchange northerly to the South San Gabriel River; approximately 4.1 miles of tolled main lanes and 7.5 miles of non-tolled frontage roads

Jurisdiction: City of Austin; City of Cedar Park; City of Leander; Williamson County

Mobility Authority Role: Implementation of design-build contract

Environmental: Environmental Impact Statement approved July 19, 2001; Re-Evaluations approved October 12, 2006 and May 16, 2008

Right of Way: Acquired by WilCo and donated to Mobility Authority

Utilities: Atmos Energy, Austin Energy, Cox Communications, Grande Communications, High Gabriel Water Supply Corporation, LCRA, PEC, SBC, TWC

Start: February 2, 2004 (advertise); December 10, 2004 and March 3, 2005 (notices to proceed)

Finish: Opened March 3, 2007

Final Project Cost: \$237.5m (excluding financing costs)

Funding: TxDOT; Federal sources; local sources; toll revenue bonds

Designer/Plans: URS

Delivery Method: Design-Build, HCC, \$178.3m

Agreements: **Anticipated:** none; **Executed:** FAA (May 30, 2003); Oversight Agmt (July 3, 2003); CDA (November 29, 2004); ILA (February 2, 2005); FAA (February 3, 2005); TIFIA Agmt (March 1, 2005); Section 129 Agmt (March 14, 2005); PDA (March 14, 2005); ILA (March 17, 2005); CDA Amdmt No. 1 (April 27, 2005); Cap Metro License Agmt

Comments: N/A

Project Manager: Richard Ridings, HNTB

**Central Texas Regional Mobility Authority
Project Status Summary - February 2014**

183A – Phase 2

OPEN TO TRAFFIC

Description: Extend existing main lanes north with three tolled lanes in each direction and all electronic toll collection facilities; includes shared use path

Limits: North of Hero Way southerly to RM 1431; approximately 5.1 miles; shared use path approximately 4.6 miles

Jurisdiction: Williamson County; City of Cedar Park; City of Leander

Mobility Authority Role: Implementation of modified design-bid-build contract

Environmental: Environmental Impact Statement approved July 19, 2001 (TxDOT); Statement of Continuous Activity approved August 18, 2009; Re-Evaluation approved March 1, 2010 (Mobility Authority); Environmental Assessment for San Gabriel Pkwy approved November 19, 2010 (WilCo)

Right of Way: 4 of 4 easements acquired

Utilities: Pedernales Electric Company

Start: March 2010 (advertise); March 24, 2010 and November 24, 2010 (notices to proceed)

Finish: Opened April 6, 2012; Final Acceptance on April 1, 2013

Estimate: \$105.0m

Funding: Toll revenue bonds

Designer/Plans: Rodriguez Transportation Group: completed 2009

Delivery Method: Design-Bid-Build, Webber LLC, \$75.8m including \$2.5m for 183A Phase 2 Shared Use Path

Agreements: N/A

Comments: N/A

Project Manager: Kris Keith, HNTB



CTRMA Summary of Projects

March 13, 2014

The following is a brief summary of CTRMA Projects.

Manor Expressway (290 East Toll Project) – Phase II

<i>Limits:</i>	US 183 to SH 130	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	3 tolled lanes in each direction and 3-lane, non-tolled frontage roads	<i>Developer:</i> \$219 <i>Total Project:</i> \$331 (excludes finance costs)
<i>Tentative Completion Date:</i>	May 2014 (pending change order execution)	
<i>Description:</i>	The project will improve the existing 4 lane divided roadway with signalized intersections to a 6 lane controlled access facility with grade separations and access roads. Project will be developed through a Design/Build CDA. Project length is approximately 6.2 miles.	

Maha Loop/Elroy Road – Phase I

<i>Limits:</i>	Pearce Lane to SH 71	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	3-lane rural arterial including a continuous center turn lane	<i>Construction:</i> \$13.7 <i>Total Project:</i> \$16.6 (excludes finance costs)
<i>Tentative Letting Date:</i>	May 2014	
<i>Description:</i>	The project consists of a new 3-lane rural arterial including a continuous center turn lane; design will be compatible with the ultimate 5-lane urban arterial. Project length is approximately 2.0 miles.	

US 183 / 183A Intersection Improvements

<i>Limits:</i>	Intersection of US 183 and 183A	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	At-grade intersection improvements	<i>Construction:</i> \$3.6 <i>Total Project:</i> \$4.0 (excludes finance costs)
<i>Tentative Letting Date:</i>	August 2014	
<i>Description:</i>	The project consists of at-grade intersection improvements including pavement widening, drainage improvements, signal adjustments, and minor new road construction.	

SH 71 Express Project

<i>Limits:</i>	Presidential Blvd easterly to SH 130	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1 tolled lane each direction with overpasses at FM 973 and SH 130; Realign FM 973; add 10-ft shared use path	<i>Developer:</i> \$109 <i>Total Project:</i> \$140 (excludes finance costs)
<i>Tentative Letting Date:</i>	2014	
<i>Description:</i>	The project consists of the addition of one tolled lane each direction with overpasses at FM 973 and SH 130; realign FM 973 to eliminate offset; includes paved, 10-ft usual width shared use paths along both sides of the corridor connecting with bicycle/pedestrian facilities under development in the Bergstrom Expressway Project as well as Travis County's Onion Creek Greenway Trail. Project length is approximately 4.0 miles. Effort being led by TxDOT. Mobility Authority will operate and maintain the facility.	

MoPac Improvement Project (Express Lanes)

<i>Limits:</i>	Parmer Lane southerly to Cesar Chavez Street	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1 express lane in each direction	<i>Developer:</i> \$137 <i>Total Project:</i> \$200 (excludes finance costs)
<i>Tentative Completion Date:</i>	October 2015	
<i>Description:</i>	The project includes widening the existing roadway to accommodate one express lane in each direction. The project includes 2 direct connectors at the Cesar Chavez interchange. Project is being developed through a Design/Build CDA. Project length is approximately 11.0 miles.	

SH 45 Southwest

<i>Limits:</i>	Loop 1 South (MoPac) easterly to FM 1626	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	2 main lanes in each direction (subject to environmental clearance)	<i>Developer:</i> \$81 <i>Total Project:</i> \$100 (excludes finance costs)
<i>Tentative Letting Date:</i>	2015	
<i>Description:</i>	The proposed project according to the CAMPO Plan consists of 4 main lanes and includes an overpass at Bliss Spillar Road. Project length is approximately 3.6 miles.	

US 183 South Project (Bergstrom Expressway)

<i>Limits:</i>	US 290 southerly to SH 71	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	3 tolled lanes in each direction and 3-lane, non-tolled frontage roads (subject to environmental clearance)	<i>Developer:</i> \$575 <i>Total Project:</i> \$653 (excludes finance costs)
<i>Tentative Letting Date:</i>	2015	
<i>Description:</i>	The proposed project will improve the existing 4 lane divided roadway with signalized intersections to a 6- lane controlled access facility with grade separations and access roads. Project length is approximately 7.2 miles.	

183 North Mobility Project

<i>Limits:</i>	RM 620 southerly to Loop 1 (Mopac); along MoPac from US 183 to RM 2222 (direct connector)	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1-2 express lane(s) in each direction (subject to environmental clearance)	<i>Developer:</i> \$158 <i>Total Project:</i> \$193 (excludes finance costs)
<i>Tentative Letting Date:</i>	2016	
<i>Description:</i>	The proposed project according to the CAMPO Plan would add express lanes. Project length is approximately 7.8 miles.	

MoPac South Environmental Study

<i>Limits:</i>	Cesar Chavez Street southerly to Slaughter Lane	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	1-2 express lane(s) in each direction (subject to environmental clearance)	<i>Construction:</i> \$245 <i>Total Project:</i> \$290 (excludes finance costs)
<i>Tentative Letting Date:</i>	2017	
<i>Description:</i>	The proposed project according to the CAMPO Plan would add express lanes. Project length is approximately 8 miles.	

Oak Hill Expressway (US 290 West – The “Y” at Oak Hill)

<i>Limits:</i>	RM 1826 easterly to Loop 1	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	2 tolled lanes in each direction and 2-lane, non-tolled frontage roads (subject to environmental clearance)	<i>Developer:</i> \$396 <i>Total Project:</i> \$570
<i>Tentative Letting Date:</i>	2017	
<i>Description:</i>	The proposed project according to the CAMPO plan would improve the existing 4-lane divided roadway with signalized intersections to a 4-lane controlled access facility with grade separations and access roads. Project length is currently expected to be about 4 miles.	

Oak Hill Expressway (SH 71 West – The “Y” at Oak Hill)

<i>Limits:</i>	Silvermine Drive easterly to US 290	<i>Inflated Cost Estimate (\$ Millions)</i>
<i>Improvement Type:</i>	Add frontage roads and rebuild existing mainlanes (subject to environmental clearance)	<i>Developer:</i> \$48 <i>Total Project:</i> \$78
<i>Tentative Letting Date:</i>	2017	
<i>Description:</i>	The proposed project according to the CAMPO plan would add frontage roads and rebuild the existing mainlanes. Project length is currently expected to be 1.2 miles.	

NOTE: THE INFORMATION CONTAINED IN THIS
SUMMARY IS PRELIMINARY AND SUBJECT TO CHANGE

PRESENT AND FUTURE

- 12/2008** CAMPO received notification that projects in the short-term Transportation Improvement Program (TIP) needed to be fiscally constrained by about \$70 million. SH 45SW was not going to be environmentally cleared (1989 EIS had expired) and set for construction prior to the end of 2008-2011. The SH 45SW Committee was assembled and tasked with examining ways to bring the project to construction as quickly as possible. The committee was chaired by Travis County Judge Sam Biscoe.
- 6/2009** SH 45SW Committee Members Recommendations were presented to CAMPO Board
- 5/2010** CAMPO adopts 2035 Plan with SH 45SW as a 4-lane tolled freeway
- 7/19/2013** Revised Notice of Intent (NOI) published in Texas Register. The revision indicated that the new EIS would be prepared “in conjunction with the CTRMA”
- 10-12/2013** Open Houses held for the new EIS. In December 2013, the build alternative is presented as a four-lane divided toll road with limited access and no frontage roads; no build alternative is also carried forward as the baseline to indicate the consequences if no action is taken.
- 2/2014** SH 45SW added to CAMPO’s proposed TIP amendments.
- 3-6/2014** TxDOT enters into agreement with the Mobility Authority for gap funding
- 3/11/2014** Interlocal Agreement (ILA) on meeting agendas for Travis and Hays County Commissioners Courts for approval
- 3/17/2014** Public Hearing on the proposed TIP
- 4/14/2014** CAMPO Policy Board meeting to approve the 2015-2018 TIP
- 07/2014** Public Hearing on the new Draft EIS
- 12/2014** Environmental decision anticipated for SH 45SW
- Spring 2015** If build alternative is approved, Mobility Authority awards contract and begins construction

PAST

- 5/22/1985** Minute Order (MO) 83158, passed May 22, 1985 with SH 45 Outer Parkway designated by the Texas Transportation Commission (TTC)
- 7/3/1985** Commissioners Court Resolution passed and the SH 45 Outer Parkway TTC MO provisions were accepted by Travis County
- 12/1986** SH 45 Outer Parkway included in Austin Transportation Study's (now CAMPO) Regional Plan
- 10/14/1987** Travis County Commissioners Court Proclamation passed, including a request for Texas Turnpike Authority (TTA) to undertake SH 45 Outer Parkway Project
- 8/18/1989** Final Environmental Impact Statement (EIS) was approved for the SH 45 Project (with limits of IH 35 South to US 290 West)
- 11/22/1989** Contract let for SH 45 from Loop 1 to RM 1826
- 12/12/1989** Construction began on SH 45 between Loop 1 and RM 1826
- 1/23/1990** The U.S. District Court for the Western District issued a Consent Decree and Partial Final Judgment as conclusion to a lawsuit filed by Save Barton Creek Association, et al., as Plaintiffs, and Barton Springs-Edwards Aquifer Conservation District, as Intervenor, versus the Federal Highway Administration, et al. (including TxDOT), as Defendants and MoPac South Corporation, as Intervenor. The Consent Decree is a settlement and compromise of disputed claims between TxDOT and Save Barton Creek Association and Barton Springs-Edwards Aquifer Conservation District.
- 11/1997** Travis County voters approved \$3.3 million of Travis County Road Bonds to purchase SH 45SW ROW between Loop 1 and FM 1626
- 4/2003** Travis County completed the SH 45SW ROW purchase, transferring the ROW parcels to the State of Texas
- 7/2004** The CAMPO Transportation Policy Board adopted SH 45SW as a toll-financed project to construct a six lane facility with one non-tolled lane in each direction
- 7/2004** Shady Hollow residents petition the Travis County Commissioners Court to close Brodie Lane off from FM 1626. Brodie remains open, but County Commissioners pledge to support getting relief by getting TxDOT to construct SH 45SW as promised.
- 4/2006** Travis County discusses to temporarily close Brodie Lane to thru traffic. The Commissioners Court recommended no closure of Brodie Lane and requested that Travis County work to expedite improvements to SH 45SW, FM 2304, Frate Barker and FM 1626.

SH 45SW ENVIRONMENTAL STUDY

