



Central Texas Regional
Mobility Authority

AGENDA ITEM #16 SUMMARY

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 from October through December, 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
Progress Report**



No. 7 | January 2011





CENTRAL TEXAS
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183A Turnpike - Phase II
Quarterly Progress Report
No. 7
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INTRODUCTION

This report documents and describes the second phase of the 183A Turnpike Project construction from October 1, 2011 to December 31, 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 April 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.

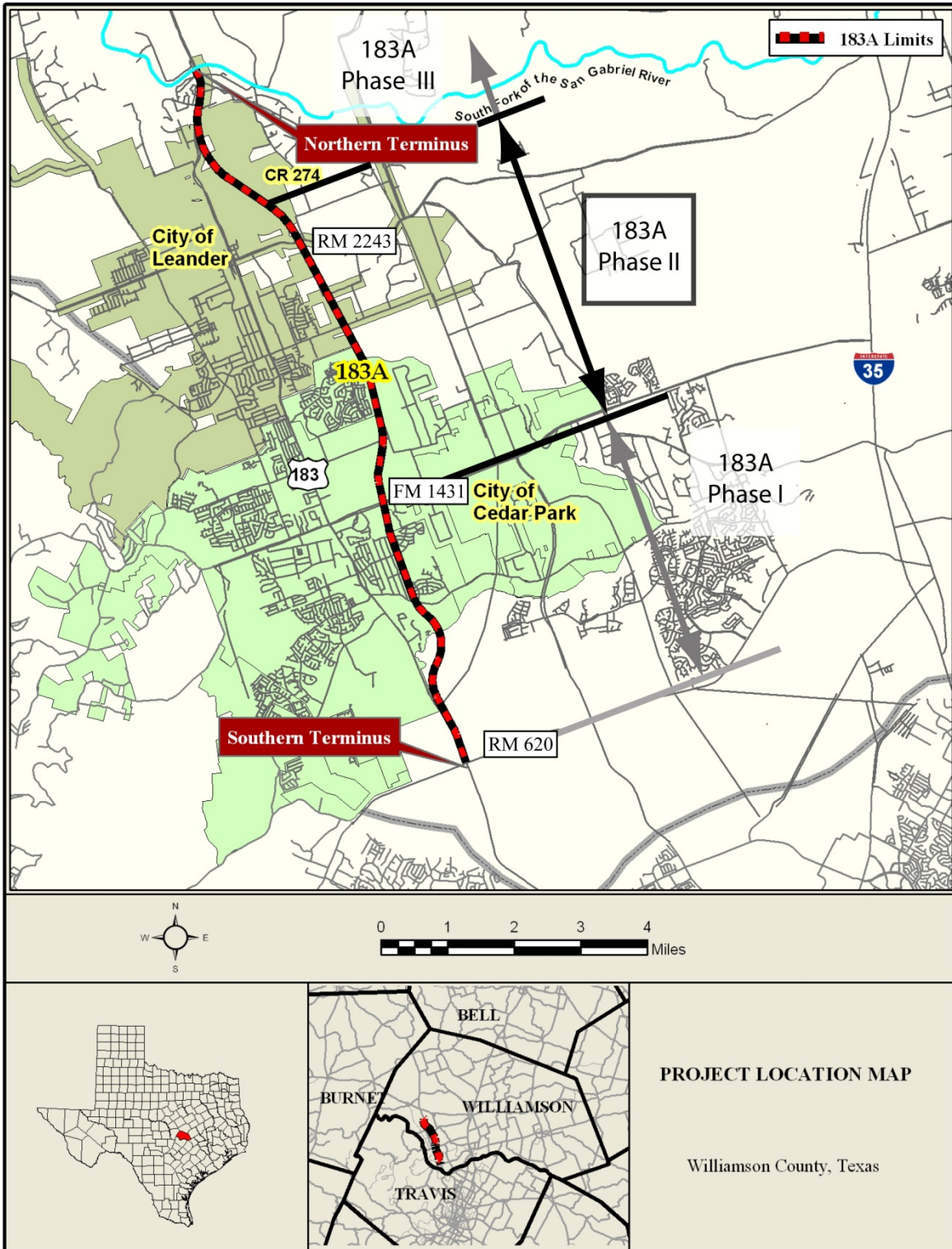


Figure 1 - Project Location

CONSTRUCTION ACTIVITIES

Construction of 183A Phase II is 85% complete. The team is currently on schedule to open the five mile tolled expressway in the spring of 2012.

Progress for the period is highlighted by the completion of the Scottsdale Drive bridges over the future 183A mainlanes. The bridges and the connection to Scottsdale Drive opened to traffic on October 24. Aesthetic traffic rail along these bridges was also added during the reporting period. Mainlane roadway paving and installation of tolling equipment continue to be the major efforts across the project.

Crews have been working on toll gantry foundation work, sign column construction, and electrical conduit installation. Toll system equipment housing was also delivered and installed. Toll gantry steel was erected at the Mainlane Toll Plaza.

Drainage construction continues throughout the project, as well as the installation of block walls and grading construction in the project's water quality ponds. The construction of the Phase II Shared Use Path continues.

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 Bridges at Scottsdale Drive

Webber opened the Scottsdale Drive bridges over the depressed 183A mainlanes on October 24. Work continues on the 183A mainlanes below.



Placing precast concrete panels at a Scottsdale Drive turnaround bridge



From the depressed 183A mainlanes, looking south at the Scottsdale Drive bridges



View of the Scottsdale Drive bridges and the 183A mainlanes below



Constructing the aesthetic bridge railing at Scottsdale Drive



Compacting the final lift of soil on the 183A mainlanes south of Scottsdale Drive

Mainlane Paving and Ramp Construction

Mainlane roadway paving continues to be a major effort across the project.

Webber still aims for the sky with a ramp between New Hope Drive and Scottsdale Drive.



Northbound bridge over
RM 2243 looking south



Sawcutting grooves on the bridge
over RM 2243



View of the southbound mainlanes at the
Block House Creek bridges



Future entrance ramp bridge and exit ramp
overpass between New Hope and Scottsdale



View from end of future bridge of braided
ramp north of New Hope Drive

Progress Continues Across Project

Other critical tasks include construction of the Phase II Shared Use Path, which is parallel to the 183A mainlanes and will connect with the recently opened Phase I Shared Use Path. Webber is preparing for the tolling component of the project with the construction of sign columns and toll equipment buildings. Additionally, construction of drainage facilities continues.



Construction of the Phase II Shared Use Path



Overhead sign support columns spanning the frontage roads at the project's northern end



Precast concrete building for tolling equipment at the Crystal Falls on ramp



Stone masonry at storm water detention pond



Installing the underground storm drain system south of Scottsdale Drive

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 December 2011 is as follows:

Table 1 - 183A Phase II Construction Progress for Period Ending December 2011

Construction Tasks	% Complete
Earthwork / Excavation / Embankment	95
Stormwater Protection	85
Drainage Structures	95
Bridge Substructures	100
Bridge Superstructure	95
Retaining Walls	95
Pavement Base	95
Roadway Concrete Paving	95
Asphalt Paving	50
Toll Structures	75
Electrical/Lighting / Signing / Signals	55
Landscaping	0

Webber's latest schedule submitted with their December 25 draw request indicates substantial completion on April 23, 2012, 19 days later than the current contract requirement, indicating the project is behind schedule. The GEC and the Contractor are partnering to resolve several outstanding items including the negotiation of Change Orders which may impact the contractual substantial completion date.

As of December 31, 2011, 87.2% of the 742 calendar days to substantial completion have expired and **construction is reported at 85.2% complete.**

Table 2 - Schedule of Contractual 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

PROJECT FINANCIAL STATUS

The following summarizes the financial status of the Project through December 31, 2011.

Original Webber Contract Amount:	\$ 75,792,413.92
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Order Nos. 01-17 (2010-July 2011)	\$25,529.19
Change Order No. 18 (October 2011)	<u>\$918,876.92</u>
Current Authorized Contract Amount:	\$ 76,736,820.03

Webber Payments:	
Amount of Draw Nos. 01-17 (2010-September 2011)	\$57,167,132.58
Amount of Draw No. 18 (October 2011)	\$3,210,479.56
Amount of Draw No. 19 (November 2011)	\$3,371,944.41
Amount of Draw No. 20 (December 2011)	<u>\$1,623,060.36</u>
Total Requested Amount To-Date through Draw No. 20:	\$65,372,616.91
Retainage withheld**:	<u>\$ 0.00</u>
Approved Amount for Work Completed through Draw No. 20:	\$65,372,616.91

Total Project Budget Expended Through December 2011: **85.2%**

Amount remaining for work to be completed: **\$11,364,203.12**

**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. 18 incorporates construction costs for the Shared Use Path "Gap" Project, which connects the 183A Phase I Shared Use Path to the originally planned 183A Phase II Shared Use Path. In addition, the change order incorporates required design modifications to the Phase II Shared Use Path in order to comply with new AASHTO Guidance for Shared Use Paths. The change order, a total of \$918,876.92, was submitted to the GEC on October 17, 2011, and it was fully executed on October 17, 2011.

Project Cash Flow Curve - Baseline

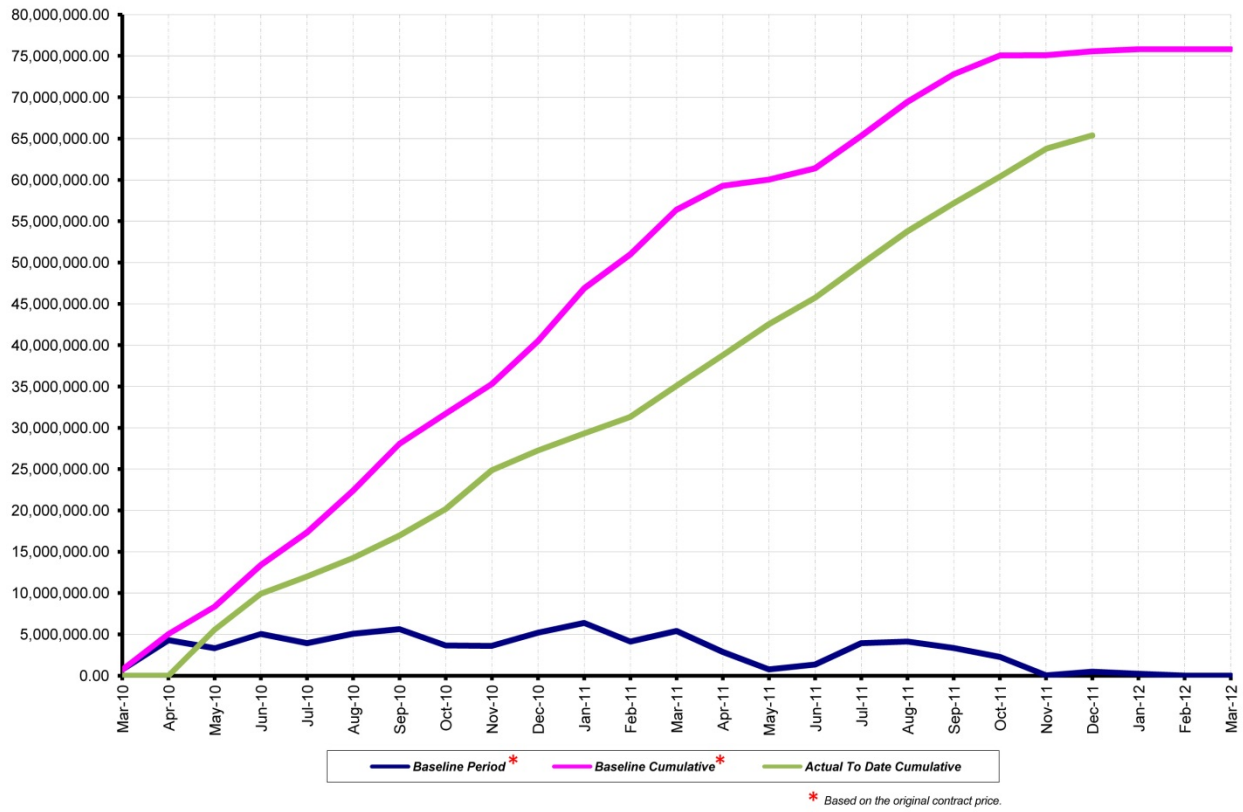


Figure 2 - Project Baseline Cash Flow Curve for Period Ending December 2011

DBE STATUS

Webber is requested to meet the Disadvantaged Business Enterprise (DBE) goal of 11.62% for the project. The total DBE amount subcontracted to date is \$9,054,110 which is 11.80% of the current authorized contract total. This represents executed DBE subcontracts with the firms N-Line, Royal Vista, Roadway Specialties, Boothe Bros, Trevcon (terminated), and Indus. To date, the DBE firms have been paid a total of \$7,943,876 which is 89.1% of the DBE goal.

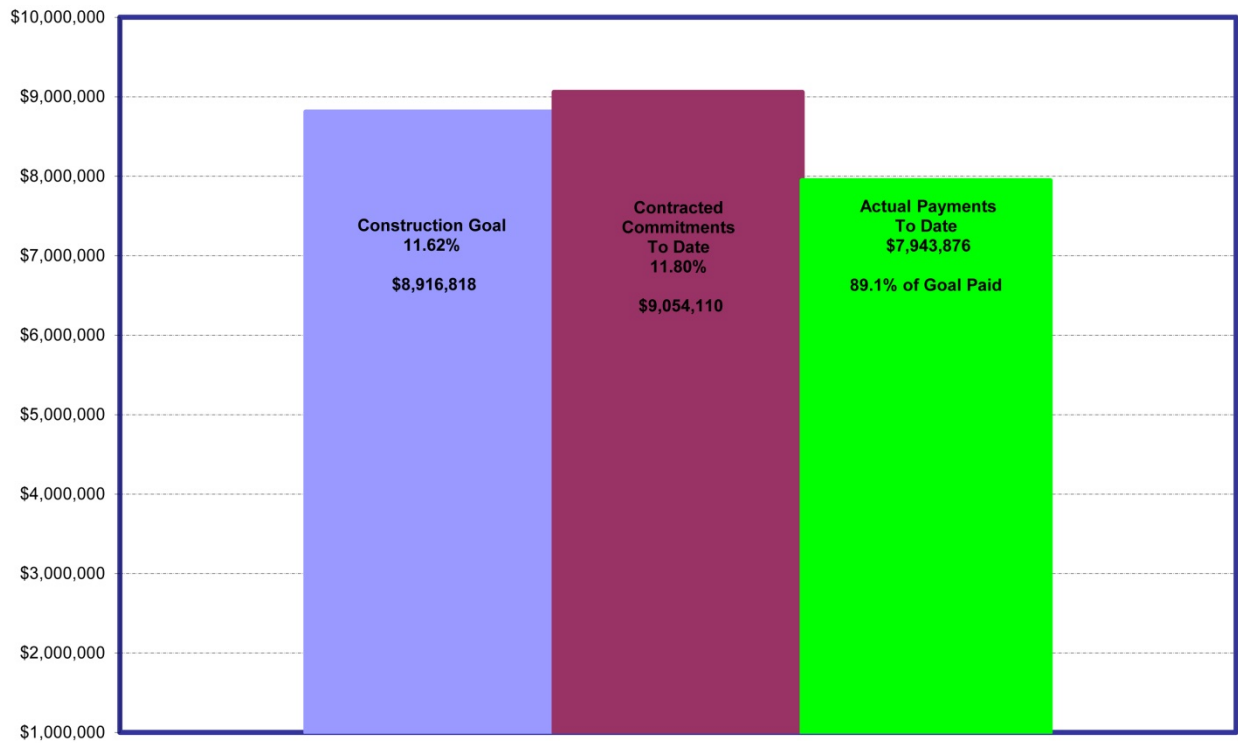


Figure 3 - DBE Construction Commitment vs. Payment for Period Ending December 2011

EMPLOYMENT REPORTING STATUS

Construction of Phase II of the 183A Turnpike Project is estimated to have supported **288 jobs** during the reporting month of December 2011. This estimated 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 estimated total payroll associated with the jobs and work effort for December 2011 is **\$393,049**.

SUSTAINABILITY

The 183A Phase II Construction team launched the "Green Construction" initiative in September 2010. Through use of warm mix asphalt and recycling, the construction team is promoting sustainability and environmental responsibility. The following table indicates the total quantity used or recycled for each of the items under the Green Construction initiative as of December 2011.

Warm mix asphalt Warm mix asphalt allows a reduction in the temperature at which asphalt mixtures are produced and placed. These reductions have the benefit of cutting fuel consumption and decreasing the production of greenhouse gases.	23,175 tons
Recycling at the construction site At the job sites, the following is collected for recycling: scrap steel; plastic containers; steel, tin, and aluminum cans; glass bottles and jars.	54.10 tons
Recycling at the Webber and HNTB field offices At the field offices, the following is collected for recycling: newspapers and magazines; any kind of paper; calculator tape; carbonless forms; brochures and pamphlets; manila folders; plastic containers; steel, tin, and aluminum cans.	1.58 tons

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.

During the reporting period, the team received a few calls about the status of the construction, and requests for information regarding the limits of the toll road and the frontage roads. In all instances, questions were responded to personally by the 183A Public Involvement Team.

The Mobility Authority's partnership with the Block House Creek Owners' Association (BHCOA) continues to be strong. The 183A Public Involvement Team participated in the BHCOA Annual Harvest Fest which was held in November. Similar to the team's participation in the event last year, the Mobility Authority donated several items for the silent auction, including VIP glass seat tickets to a Texas Stars Hockey game and a signed team jersey. The Mobility Authority also coordinated the appearance of the Ice Girls to meet, greet, and take photos with people at the event. The Mobility Authority and Webber co-sponsored the ferris wheel at the event, which was a big hit with the kids. The team was on hand at the event to promote awareness and answer questions about the project.



In late December, the Mobility Authority was a sponsor for the BHCOA's Light Up the Night event, a family-friendly, neighborhood party that included 5,000 paper luminaries set up throughout the neighborhood, music, food and hay wagon rides. The Public Involvement team was responsible for setting up 120 luminaries and returning the day after the event to remove them and help with clean-up.



ATTACHMENT A

183A Phase II Construction Contingency Tracking

183A Phase II Extension | Contingency Balance Sheet

01/18/12

PROJECT CONSTRUCTION CONTINGENCY (from the Bond Sale)		\$4,547,545
APPROVED ITEMS		
Executed Change Orders		
CO#01	Removing cable barrier along project	-\$551,364
CO#02	TCP for CPC	\$3,039
CO#03	Additional Mow Strip	\$99,480
CO#04	Type C Embankment	\$0
CO#05	Green Initiatives	\$164,060
CO#06	Additional Ex/Embank	\$32,686
CO#07	Asphalt spec revisions	-\$154,992
CO#08	Added lane CPC	\$86,426
CO#09	Work Zone Signs, 48" RCP, Crystal Falls Mods	\$26,120
CO#10	Crystal Falls Utility Mods	\$42,379
CO#11	RM2243 Utility Mods	\$44,296
CO#12	C411 Rail, Drainage Revisions, 2243 Widening	-\$58,602
CO#13	2" Water Line Relocation	\$7,175
CO#14	NOT USED	N/A
CO#15	Tropical Storm Hermine Time Delay	\$0
CO#16	SUP Realignment @ BH Creek, San Gabriel Fence - Tolling Service	\$21,343
CO#17	Utility Encasement	\$263,483
CO#18	Shared-Use Path Gap	\$918,877
Subtotal Executed Change Orders		\$944,406
Approved Other Items		
	Off-Site Materials Testing - WA Supplement	\$890,947
	Supplemental WA for Group Solutions	\$239,398
	Pavement Striping	\$65,000
	Additional amounts for costs of NTP2, NTP 3, and Alternative Bid	\$382,954
	RTG Supplement for Extended Construction Services	\$100,000
Subtotal Other Items		\$1,678,299
Subtotal Approved Items		\$2,622,705
Available Contingency Remaining		\$1,924,840

ENVIRONMENTAL		
Budgeted Environmental Funds	\$500,000	
Upcoming Environmental Costs		
N/A	N/A	
Total - Environmental Costs		\$0
Available Environmental Funds Remaining		\$500,000

RIGHT OF WAY		
Budgeted Right of Way Funds	\$2,000,000	
Executed Right of Way Costs		
Control of Access Adjustments -Sheet & Crossfield	\$69,250	
Bryson Farmstead	\$1,000,000	
Upcoming Right of Way Costs		
N/A	N/A	
Total - Right of Way Costs		\$1,069,250
Available Right of Way Funds Remaining		\$930,750