



Meeting Date: January 27, 2016
AGENDA ITEM # 14

Quarterly briefing on the MoPac Improvement
Project.

CENTRAL TEXAS
Regional Mobility Authority

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Jeff Dailey, Deputy Executive Director
Associated Costs: N/A
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Summary:

The report is an account of the activities on the MoPac Improvement Project from October through December, 2015.

Backup provided: GEC Quarterly Activities Report and Board Presentation



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

QUARTERLY
PROGRESS
REPORT

No. 21 | January 2016





CENTRAL TEXAS
Regional Mobility Authority

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PROJECT PARTNERS





QUARTERLY PROGRESS REPORT No. 21

INTRODUCTION

The MoPac Improvement Project is a \$204 million project which will 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.

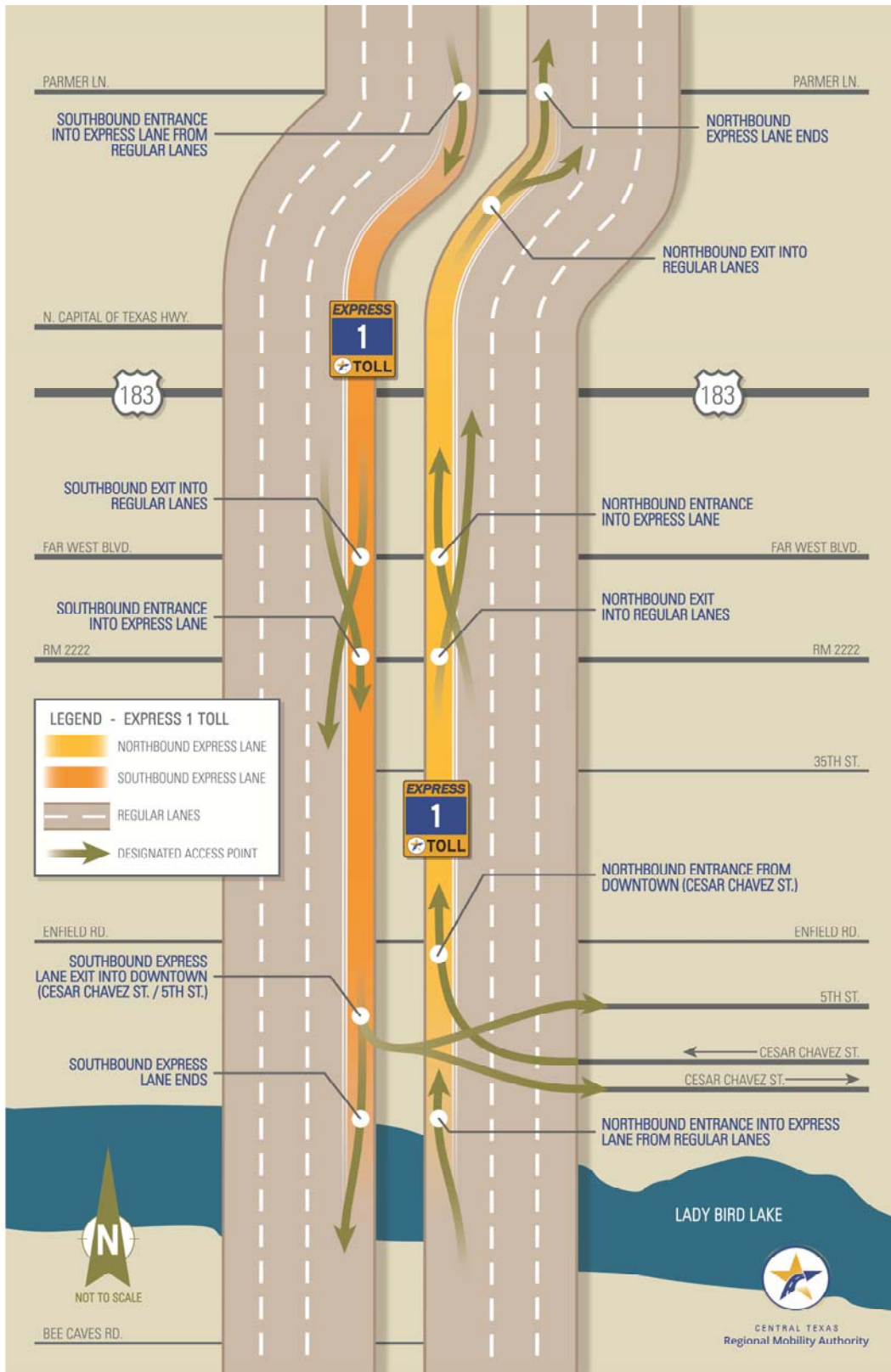
Environmentally cleared in August 2012, the Project is being built in cooperation with the Texas Department of Transportation (TxDOT), the Capital Area Metropolitan Planning Organization (CAMPO), the City of Austin, Capital Metro (CapMetro), and the Federal Highway Administration (FHWA).

The Express Lanes will be located in the middle of the MoPac corridor separated from the existing general purpose lanes by a four 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.

In April 2013, the Mobility Authority entered into a contract with CH2M to design and build the MoPac Improvement Project and issued Notice to Proceed (NTP) on April 18, 2013. The original agreement required the project to be substantially complete by September 17, 2015, but was extended to December 27, 2015 to allow for approved change orders. On December 17, 2015 the Mobility Authority issued a Notice of Default to CH2M after indications that they would not be able to open the express lanes by current contractual substantial completion date; and the failure to provide a contractually required recovery schedule within six months of that date.

This report describes the status of the MoPac Improvement Project and documents the activities accomplished from October through December 2015.



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

- Task force meetings continue on an as-needed basis and over the shoulder informal reviews continue on an as-needed basis. The Mobility Authority's GEC is performing oversight of the D/B Contractor's activities.
- Reviewed and accepted Notice of Design Changes (NDC) for specific design changes.
- Reviewed and responded to Requests for Information (RFI) as it applies to design modifications.

CONSTRUCTION ACTIVITIES

- **Segments 1 & 2A (Parmer Lane to US 183)**
 - Shared Use Path (SUP)
 - Flatwork
 - Retaining Walls
 - Permanent lighting installation
 - Topsoil placement and vegetation in median
 - Utility work
 - Construction of Toll System gantry site at Parmer Lane
 - Sidewalk construction
 - Asphalt paving for median widening
 - Overhead Large Guide Sign installation
 - CapMetro and UPRR bridge concrete deck and rail construction
 - Concrete rip rap in median
- **Segment 2B (US 183 to RM 2222)**
 - Median Widening from 183 to Steck Avenue
 - Permanent lighting installation
 - Retaining Wall construction
 - RM 2222 Bridge demolition and concrete deck construction
 - Installation of drainage structures
 - Utility work
 - Concrete Traffic Barrier installation
 - Asphalt paving for median widening
 - Sound Wall construction
 - Concrete Median Barrier Rail
 - Concrete rip rap in median
 - Sidewalk construction
- **Segment 3 (RM 2222 to Enfield Road)**
 - Drilled shafts and foundation work for sound walls
 - Retaining wall construction

- Installation of posts and panels for sound walls
 - Installation of drainage structures
 - 42" Waterline boring under MoPac – Complete
 - Northbound roadway widening
 - Paving northbound Enfield Road entrance ramp
- **Segment 4 (Enfield Road to Cesar Chavez)**
 - Southbound Undercrossing drainage installation
 - Southbound Undercrossing structural slab and wall construction
 - Retaining Wall construction
 - Northbound Undercrossing – began limited excavation and temporary shoring
 - Concrete rip rap and guard fence construction along northbound frontage road
 - Pavement widening northbound mainlanes at Enfield Road
 - Northbound entrance ramp construction for downtown traffic
 - Sign structure construction
 - Roadway maintenance is being performed as required

PROJECT PROGRESS

As of December 30, 2015, 983 of the 983 calendar days to Substantial Completion have expired. There are 0 calendar days until the Completion. The Contractor did not meet the revised Substantial Completion date for the project.

The D/B Contractor is preparing a recovery schedule to address the Notice of Default (which entails a cure period for resolution) and is expected to provide submission of the schedule by January 13th. A result of this may be continued additional resources (self-performing and subcontractors) to help with productivity, including finalizing agreements with three major subcontractors with focus on work in Segments 1, 2 and 4. The Contractor and Oversight Team members will participate in meetings and schedule review to determine if the recovery is acceptable to cure the default. In addition, options will be explored regarding traffic detours and alternative methods of construction relating to the undercrossing work in an attempt to expedite construction. The D/B Contractor also continues to assess future opportunities to expedite the delivery of the Project. The Oversight Team will continue to work with the Contractor to identify those activities.

Progress continues on the construction activities associated with the City of Austin 42" waterline relocation and is nearing completion. Scheduled tie-in of the waterline to the City system is expected in early February.

Sound wall construction, a subject of considerable public interest, continues to progress. Approximately half of the drilled shaft foundations for the walls have been completed. About 15% of the columns and panels have been installed as of the date of this report. Column and panel installation will continue to move northward in the upcoming months.

Primary issues reported by the D/B Contractor impacting the project schedule include the City of Austin 42" waterline relocation and the duration of rock excavation associated with the construction of the undercrossings for the direct connections to downtown. As such, the Contractor has submitted entitlement claims addressing these issues are in the Dispute Resolution process currently. Hearings with the Dispute Resolution board are scheduled for February 11 and March 2.

Construction Progress through December 2015

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of December 2015 is as follows:

MoPac Improvement Project Progress For the Period Ending December 2015

Design + Construction Tasks	% Complete*
Development Design	96%
Traffic Control/Detours/Temp Barrier	49%
Earthwork/Demolition/Removals/Drainage	41%
Structures/Bridges/Retaining Walls	57%
Sound/Neighborhood Walls	48%
Geotech/Survey	100%
Utilities	79%
Pavement/Subbase/Base Course	32%
Environmental Monitoring	66%
Lighting/Signing/Striping	59%
Toll Facilities	68%
Landscaping/Shared use Path/Sidewalks	15%

*The D/B Contractor's December Draw Request has not been received at the time of this report. The percentages are an estimation of the work completed between Nov. 25 and Dec. 25.

SCHEDULE OF CONTRACTUAL PROJECT MILESTONES

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Original Substantial Completion
- **December 27, 2015:** Revised Substantial Completion
- **April 25, 2016:** Revised Final Acceptance

NEXT QUARTER ACTIVITIES

- **Segments 1 & 2A (Parmer Lane to US 183)**
 - Shared Use Path
 - Grading Approaches for Pedestrian Bridge
 - Retaining Walls
 - Continuing construction of segment from Walnut Creek to Capital of Texas Highway
 - Grading topsoil in median
 - Construction of Toll System gantry site at Parmer Lane
 - Construction of electrical services and median lighting
 - System integrator equipment install
 - Pedestrian intersection improvements

- **Segment 2B (US 183 to RM 2222)**
 - Construction of collector-distributor road at Steck
 - Retaining wall construction
 - Construction of median rail and concrete safety barrier
 - Northbound RM 2222 bridge deck widening
 - Median widening and asphalt paving at RM 2222 approaches
 - Construction of concrete sidewalk along frontage road
 - Construction of electrical services and median lighting
 - Pedestrian intersection improvements
 - Construction of Toll System gantry site at Far West and RM 222
 - System integrator equipment install

- **Segment 3 (RM 2222 to Enfield Road)**
 - Windsor Bridge deck widening
 - Westover Bridge deck widening
 - ITS/Lighting from 45th to Enfield
 - Retaining wall construction
 - 42" waterline construction
 - Noise barrier construction
 - Construction of sign structures
 - Roadway widening NB from 45th St. to Hancock

- **Segment 4 (Enfield Road to Ladybird Lake)**
 - Construction of NB and SB Undercrossings
 - Noise barrier construction
 - NB Ramp construction south of Enfield
 - Construction of concrete rail
 - Construction of NB mainlanes detour
 - Construction of sign structures
 - Construction of retaining walls
 - Preparations for northbound traffic switch

PROGRESS PHOTOS



Northbound Undercrossing Excavation Shoring – October 2015



Southbound Undercrossing Construction – December 2015



Roadway Construction for Northbound Traffic Shift – December 2015



Boring for 42" Waterline at Camp Mabry – December 2015



Installation of LED Roadway Illumination – November 2015



Install of Slip Formed Median Rail – November 2015



Shared Use Path Construction – October 2015



Sound Wall Construction – December 2015

PROJECT FINANCIAL STATUS

Progress billings are received each period from CH2M for review and approval. Currently draw requests are accompanied by an accepted progress schedule. The D/B Contractor’s December 2015 Draw Request has not been received.

Summary of Project financial status through December 2015

Original CH2M Contract Amount:	\$136,632,100
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Previous Period Change Orders	\$3,729,078.50
Reporting Period Executed Change Orders:	\$549,732.51
Current Authorized Contract Amount:	\$140,910,911
CH2M Payments:	
Amount of Draw Nos. 01-26 (July 2013 – August 2015)	\$ 72,118,441
Amount of Draw No. 27 (September)	\$2,345,926
Amount of Draw No. 28 (October)	\$2,425,672
Amount of Draw No. 29 (November)	\$1,516,403
Estimate* of Draw No. 30 (December)	\$1,400,000
Total Requested Amount To-Date through Draw No. 30:	\$79, 806,442
Retainage[†] withheld:	\$0.0
Liquidated Damages Withheld:	\$1,121,500
Approved Amount for Work Completed through Draw No. 30	\$79,806,442
Total Project Budget Expended Through December 2015:	57.4%
Amount Remaining For Work to be Completed:	\$ 59,982,969

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

† At the time of reporting the D/B Contractor has not submitted the 2015 Draw Request.

EMPLOYMENT REPORTING STATUS

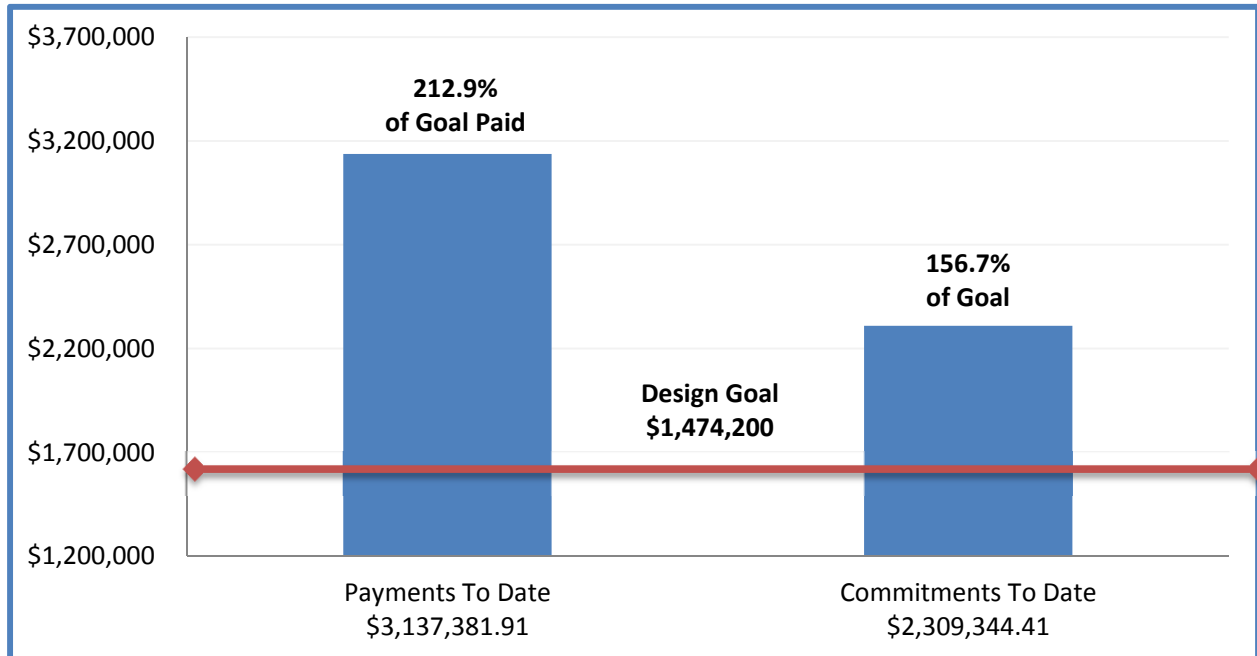
Design and construction of the MoPac Improvement Project is estimated to have supported approximately 383 jobs during the reporting month of December 2015. This estimated number of jobs supported by the project includes: the design personnel and management staff; the construction personnel and their subcontractors; construction management staff, including inspectors and subconsultants; and the general engineering consultant staff and their subconsultants.

DBE STATUS

CH2M 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 original contract value, is \$15,985,955. The current committed total for all DBE subcontracts is \$17,012,278. The charts below reference the current DBE Commitments vs. Payments to date.

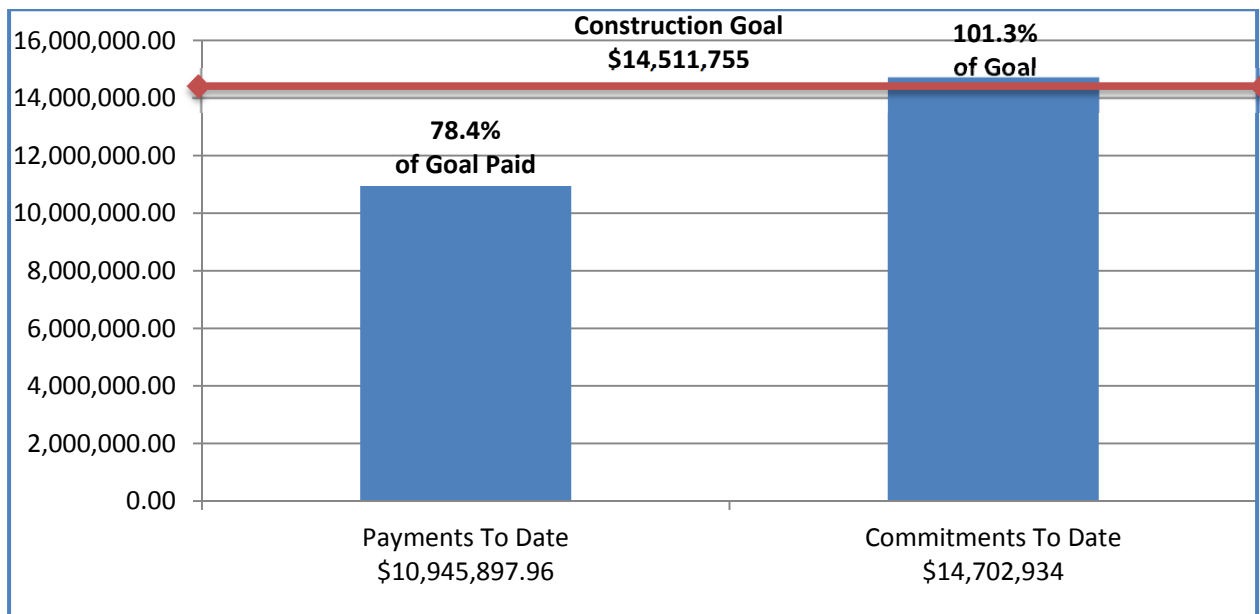
Design

DBE Design Commitment vs. Payment For Period Ending December 2015



Construction

DBE Construction Commitment vs. Payment For Period Ending December 2015



COMMUNITY RELATIONS

The Community Outreach Team utilizes a robust set of communication tools to supply timely information to numerous audiences. The team also provides several avenues for the public to ask questions and provide comments.

Within the reporting period, the team received and responded to approximately 51 inquiries via the 24/7 Hotline, Web Comment Form, and Email. The most recurring comments involved inquiries regarding the sound wall schedule.

- Construction updates continue. The team provides daily and weekly updates for the project Website (www.MoPacExpress.com), Social Media (Twitter and Facebook), Smartphone Application (available for Android and iPhone), Email and Text Alerts, and the Highway Advisory Radio (800 AM).
- Social Media continues to be an effective tool for disseminating information and receiving feedback on the project. At the end of the reporting period, the Twitter account @improvemopac had approximately 2,900 followers and the Facebook page had approximately 500 “likes”.
- E-Newsletters and the MoPac Man blog are distributed periodically to the mailing list and posted to the website with a project update.
- The project continues to receive steady news coverage. KXAN, KVUE, FOX7, Austin American Statesman, Community Impact are some of the news outlets that ran stories about the project. Topics included; project delays; Karst investigation; and the Notice of Default.
- Community outreach continues. The team attended the Brykerwoods National Night Out event and the Pemberton Heights neighborhood association picnic to provide corridor residents the opportunity to ask questions regarding the project.