



May 3, 2016

AGENDA ITEM # 10.A

Quarterly update on transportation projects under construction.

CENTRAL TEXAS Regional Mobility Authority

Strategic Plan Relevance: Regional Mobility
Department: Engineering
Contact: Justin Word, P.E., Director of Engineering
Associated Costs: N/A | Briefing only
Funding Source: N/A
Action Requested: Briefing and Board Discussion Only

Summary:

The Director of Engineering will provide a summary of project activities from January 2016 through March 2016 for the following projects:

- MoPac North
- SH 71 Express
- 183 South Project

Backup provided: SH 71 Express and 183 South Project Quarterly Activities Reports
MoPac North presentation only

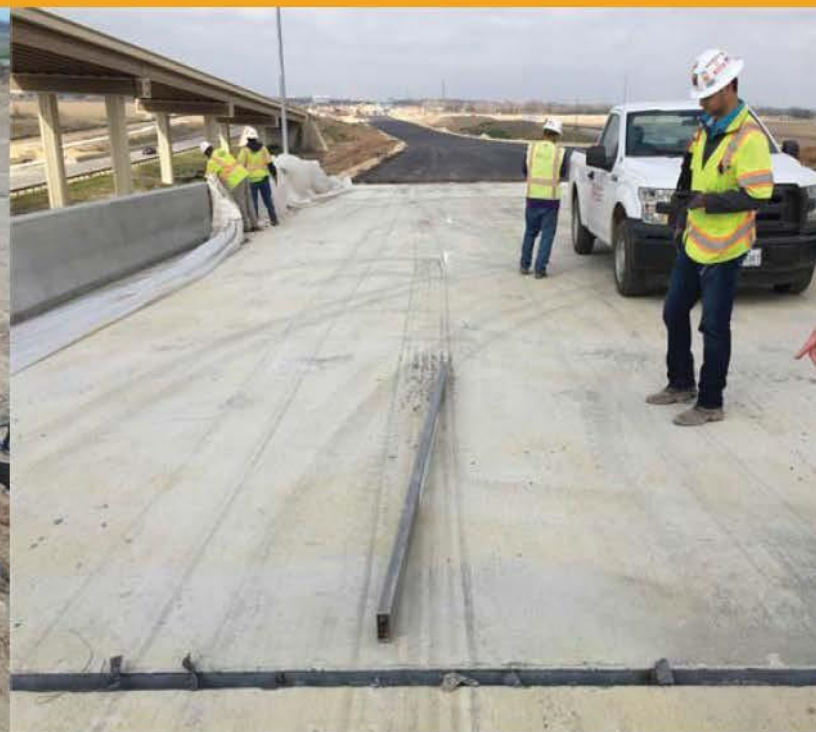


SH 71 EXPRESS PROJECT

Quarterly Progress Report



No. 4 | April 2016





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Regional Mobility Authority

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PROJECT PARTICIPANTS

Texas Department of Transportation



TxDOT General Engineering Consultant



Central Texas Regional Mobility Authority



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Mobility Authority General Engineering
Consultant

ATKINS

Design-Build Developer

The logo for McCarthy features the word "MCARTHY" in a bold, white, sans-serif font, set against a red rectangular background.



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INTRODUCTION

This report documents and describes the State Highway 71 Express Project during the period from October 28, 2015 through May 3, 2016. This Project is being developed and constructed by the Texas Department of Transportation (“TxDOT”). The Central Texas Regional Mobility Authority (“Mobility Authority”) will operate and maintain the tolled express lanes upon substantial completion of the Project. The Project development, design, and construction is being funded by TxDOT with partial reimbursement by the Mobility Authority. The estimated total project cost is \$140M with reimbursement by the Mobility Authority in an amount up to \$60M for TxDOT’s project costs.

PROJECT DESCRIPTION

The State Highway 71 Express Project is an approximately 3.9-mile limited-access toll road located in Travis County along the existing SH 71 corridor. The tolled express lanes begin at Presidential Boulevard at the Austin Bergstrom International Airport (ABIA) and extend east, ending at SH 130 near Onion Creek. The tolled express lanes will include grade separated intersections at FM 973 and SH 130 through the construction of two new toll lane overpasses as well as bicycle and pedestrian facilities. The SH 71 Express Project will provide a more expeditious route to ABIA from the SH 130 corridor, and is expected to enhance safety as well as reduce congestion and travel time along the SH 71 corridor. The SH 71 Express Project is being developed in partnership with the Texas Department of Transportation (TxDOT), and in conjunction with the City of Austin. The design-build project is being designed and constructed by McCarthy Building Companies (McCarthy).

The location of the Project is illustrated in Figure 1.

Figure 1 - Project Location Map



The typical sections are shown in Figure 2, and a rendering of the proposed interchange at FM 973 is illustrated in Figure 3.

Figure 2 - Typical Sections near Presidential Boulevard and at SH 130

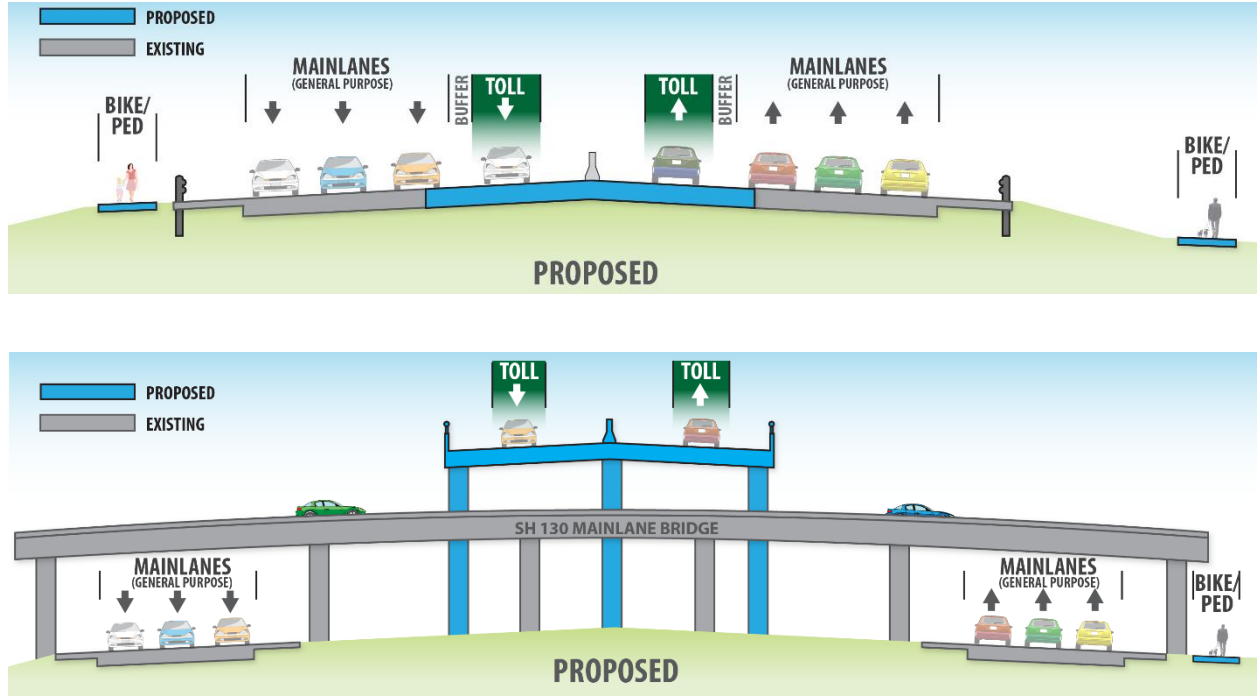


Figure 3 - Rendering of Proposed FM 973 Interchange



PROJECT DEVELOPMENT ACTIVITIES

On August 29, 2014, TxDOT and McCarthy executed a design-build agreement for the development of the SH 71 Express Project. On December 22, 2014, TxDOT issued a notice to proceed (NTP2) that allowed McCarthy to begin design and construction of the Project. Following NTP2, McCarthy began submitting design plans to TxDOT for review, and on February 2, 2015, McCarthy commenced construction activities.

During the reporting period, McCarthy has completed all design activities. The Mobility Authority's oversight team and System Integrator were integrated into the TxDOT review process. The team has reviewed the tolling plans and are continuing to coordinate with TxDOT and the Contractor regarding the schedule for system integration activities.

Despite two 500-year rain events during the reporting period, McCarthy has advanced to approximately 60% completion of the project. The major activities included completing the express lane bridges over SH 130 and widening the bridge structure over Onion Creek. Once those bridges were complete, the area of focus has shifted to completing the FM 973 overpass.

McCarthy has simultaneously been working on retaining walls and bridge structures at Presidential and Spirit of Texas.

It is anticipated that the Systems Integrator will have access to begin installing loops and equipment in June.

Utility relocations were completed.

Miscellaneous work on driveways and shared use paths is being completed in areas where the contractor has access.

The Mobility Authority's oversight team is assisting with community outreach for the project. The project team held an Open House on March 23, 2016, to update stakeholders on the construction progress and upcoming traffic switches. Attendance included 20 members of the public. E-mail blasts are sent continuously announcing the upcoming traffic switches and detours as well.

PROJECT PROGRESS PHOTOS

McCarthy continues to focus on the FM 973 Interchange while working simultaneously on retaining walls, shared use paths, driveways, illumination, ductbank and drainage.



Columns for new FM 973 Overpass



Ductbank being placed



Eastbound general purpose lanes completed



Retaining walls at Presidential and Spirit of Texas



Bridge over SH 130 completed

PROJECT PROGRESS

McCarthy has submitted its progress schedule for the period ending January 31, 2016. McCarthy has requested a time extension due to the two flooding force majeure events. That request is under consideration with TxDOT at this time. If TxDOT agrees, the substantial completion dates listed below would be impacted.

The original SH 71 Express Project milestones are provided in Table 1.

Table 1 - Schedule of Project Milestones

Task	Date
Selection of Design-Build Contractor	June 26, 2014
NTP1 Issued	September 5, 2014
NTP2 Issued	December 22, 2014
Commencement of Construction	February 2, 2015
Substantial Completion (Open to Traffic)	Summer/Fall 2016
Final Acceptance	Late 2016

TWO MONTH LOOK AHEAD

McCarthy plans to work on the overpass at FM 973 and the general purpose lanes between FM 973 and Onion Creek. There will be detours associated with this work that will impact SH 130 traffic trying to access SH 71 particularly westbound.

CONSTRUCTION FINANCIAL STATUS

The following summary provides the financial status of the design-build contract for the SH 71 Express Project.

Original McCarthy Contract Amount:	\$ 95.50 M
<i>Authorized Changes (Change Order and/or Amendments):</i>	
	\$ 5.66 M
Current Authorized Contract Amount:	\$ 101.16 M
Previous Total of McCarthy Payments (thru Dec 2015):	\$ 58.1 M
Draw Request for Nov 2015 efforts	\$ 1.80 M
Draw Request for Dec 2015 efforts	3.42 M
Draw Request for Jan 2016 efforts	2.75 M
Total Amount Earned To-Date:	\$ 60.89 M
Retainage withheld:	\$ 0.61 M
Approved Amount for work completed (through Draw #11):	\$ 60.28 M
Amount remaining for work to be completed:	\$ 40.27 M
Total Percent of Budget Expended through May 2015:	60%

Summary of Change Orders This Reporting Period

CO# 1	Modification to Golf Course Rd	\$ 154,345
CO# 2	Removal of oil/wastewater infrastructure	\$ 18,418
CO# 3	WB Onion Creek Bridge Rehab	\$ 4,489,494
CO# 4	Add ITS hub at 973	\$ 189,719
CO# 5	VECP #1/#2	(\$ 39,121)
CO# 6	Unidentified utility	\$ 75,000
CO# 7	Replace Presidential Blvd Traffic Signal	\$ 577,200
CO# 8	Unidentified AT&T Line	\$ 209,407



QUARTERLY PROGRESS REPORT

183 SOUTH PROJECT

April 2016

Reporting Period

January 2016 through March 2016



CENTRAL TEXAS
Regional Mobility Authority



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PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



Texas Department of Transportation



Design-Build Developer



**Mobility Authority's
General Engineering Consultant**



183 SOUTH PROJECT
Quarterly Progress Report
April 2016

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INTRODUCTION

This report documents and describes the progress and status of the 183 South Project for the first quarter of calendar year 2016 (January 2016 through March 2016).

This Project is being developed and constructed by the Central Texas Regional Mobility Authority (“Mobility Authority”). Tolled express lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the 183 South Project is \$742,792,000, which includes the Design-Build Contract Price of \$581,545,700.

PROJECT DESCRIPTION

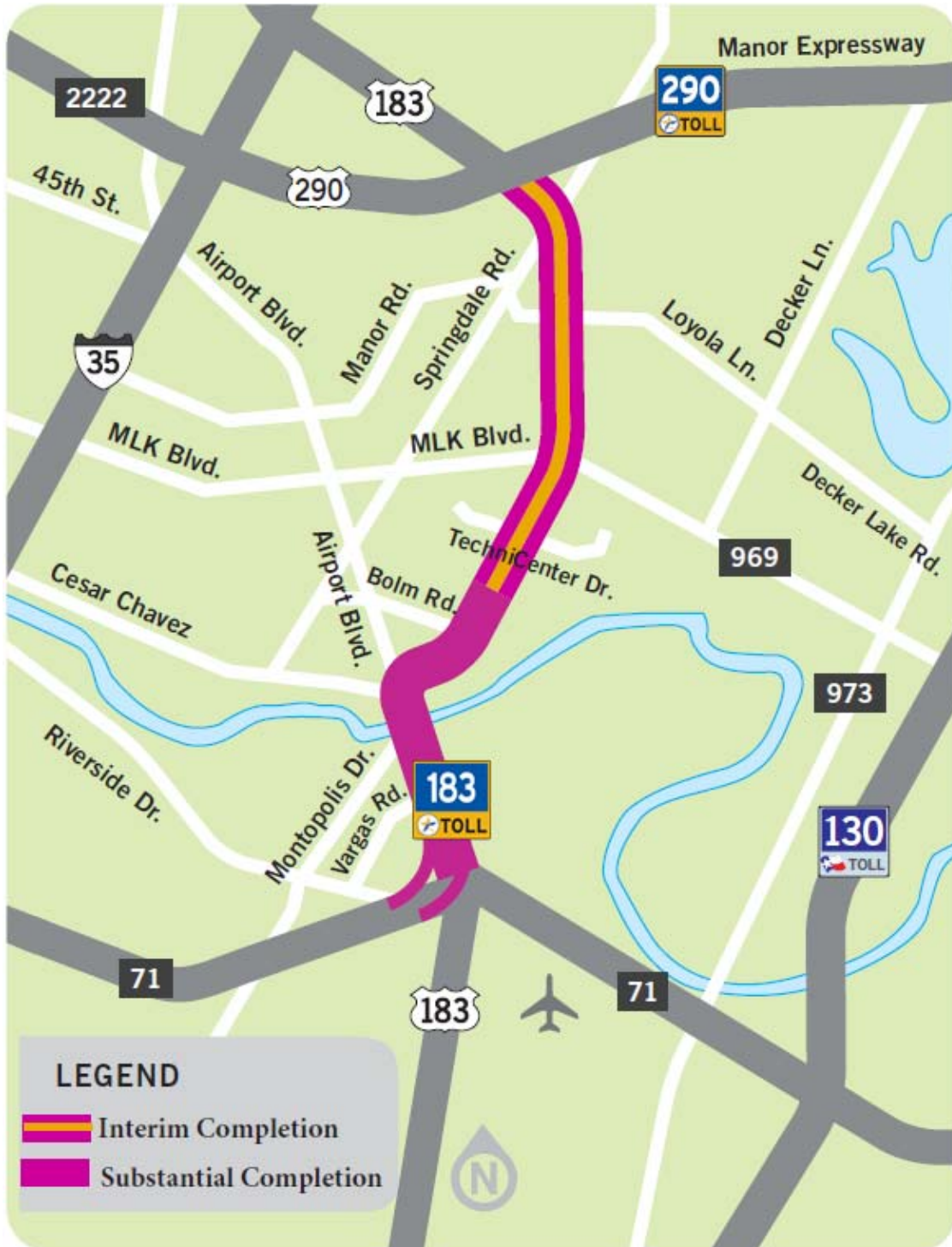
The 183 South Project is an approximately 8-mile toll project along the existing US 183 corridor between US 290 and SH 71. Within the Project limits, the existing US 183 facility is considered a four-lane major arterial (although there are six lanes at some locations) with numerous at-grade signalized intersections.

The 183 South Project will reconstruct and expand the facility to consist generally of six tolled mainlanes (three in each direction) and four to six non-tolled general purpose lanes (two to three in each direction). The tolling limits of the mainlanes will extend from just south of Springdale Road to just south of Thompson Lane. Local traffic will continue to access adjacent properties by use of non-tolled general purpose lanes and signalized intersections. Through traffic will be able to use the 183 South Project with grade-separated interchanges thereby bypassing the existing signalized intersections. The Project also includes two tolled direct connect flyovers that will link eastbound SH 71 to northbound 183 South and southbound 183 South to westbound SH 71. A new 5-foot bike lane will be added to the general purpose lanes on each side of the Project to provide improved access for cyclists. In addition, a 10-foot wide shared use path and a 6 to 10-foot wide sidewalk will be constructed as part of the Project.

The 183 South Project includes interim design/build work, which consists of construction of the ultimate project configuration described above between south of the existing interchange with US 290 to south of Boggy Creek Bridge, a distance of approximately 4.3 miles. It is the intent to open this interim completion work to traffic in advance of the completion of the full project to the South.

The location of the Project and the limits of the interim design-build work (shown as “Interim Completion”) is illustrated in Figure 1.

Figure 1 - Project Location Map



Existing and proposed typical sections are illustrated in Figure 2.

Figure 2 - Typical Sections



PROJECT DEVELOPMENT ACTIVITIES

MOBILITY AUTHORITY

Administrative

On May 27, 2015, the Mobility Authority selected Colorado River Constructors (“CRC”) as the highest ranking proposer, and authorized the Executive Director of the Mobility Authority to negotiate a contract with CRC. On July 29, 2015, the Mobility Authority and CRC executed a design-build agreement for the development of the 183 South Project.

In the last quarter of 2015, the Mobility Authority completed activities to fully fund the Project. These efforts included closing on a TIFIA loan, a SIB Loan, a SHF Loan, Toll Revenue Bonds, TxDOT agreements and other related components of the financing plan.

The Mobility Authority issued the first notice to proceed (“NTP1”) on September 10, 2015 that allowed CRC to begin submittal of components of the Project Management Plan. These submittals continue to be delivered and are subsequently reviewed by the Mobility Authority. The second notice to proceed (“NTP2”) was issued on November 30, 2015, and allowed CRC to begin efforts towards construction of the Project.

Design Oversight

During this period, the Mobility Authority received and processed design packages ranging from 30% submittals to 100% early design packages. Approximately 20 design packages were submitted and reviewed, containing almost 3,000 plan sheets.

The Mobility Authority continued to receive, review and approve CRC Management Plans for the project. The few remaining Management Plans will be completed and approved in early April 2016 in preparation for upcoming construction activities.

The Mobility Authority completed their first audit and is well into their second audit to ensure CRC's conformance with their approved Design Quality Management Plans (DQMP). The first audit had no significant findings indicating that CRC is focused on following their established quality control procedures.

The Mobility Authority has completed contract negotiations for the oversight consultants selected for Public Involvement, Survey Quality Assurance Services, Materials Acceptance Testing Services, and Construction Inspection Services. These contracts have been executed and Notice to Proceeds have been issued.

COLORADO RIVER CONSTRUCTORS

This was a very productive period for CRC as they rapidly advanced their design packages, held technical meetings, and expanded much of the CRC team. Many design packages are progressing through 65% reviews into 100% plan submittals. As construction is scheduled to begin in the first week of April, the team is working diligently for a smooth transition into construction. CRC continues to work with suppliers and vendors to discuss production demands, mobilize members of the construction team, and complete the yard and field offices.

CRC executed many contracts in preparation for upcoming construction including contracts for tunneling & boring, asphalt material, and material trucking this period. The contracts department continued to prepare and negotiate subcontracts to be executed in the coming months.

Design

In closing out the period, many drainage design packages advanced into 100% design, along with the Early Bridge Package, Wall Package and MOT Package. Other packages, such as Roadway, Bridge, & Wall Package 1 are nearing 100%. Design is progressing as scheduled.

Utilities

Utility relocation coordination and relocation is a driver for the project schedule. CRC has been aggressive in coordinating relocations and design efforts in advance of construction. Some key utility efforts during this period include:

- Master Utility Agreements continue to be developed and completed with utility providers within the corridor including AT&T, Century Link (Qwest), Grande Communications, MCI, Texas Gas and others.
- Design efforts have begun for Austin Energy, AT&T, MCI, Texas Gas, Energy Transfer, Level 3 and others.
- To date twenty (20) City of Austin Water and Wastewater design packages are advancing, prioritized in accordance with planned construction sequencing.

Construction (Interim)

No construction activities this period.

Construction (Overall)

CRC concluded documentation of pre-existing site conditions, using video and photos. The land for the concrete plant and field office trailers was cleared, trailers are being installed and the area is being prepared for the plant. MOT preparations are being made, along with the tree protection fencing and erosion control.

RIGHT-OF-WAY ACQUISITION

This period saw all remaining owner-acquired parcels to completion. The easements affecting utility conflicts continue to be eliminated through design as much as possible or as Possession and Use Agreements (PUAs) are obtained or discovered through research to be preexisting.

- 12 – Land Acquisition Parcels **(All Parcels Acquired)**
- 6 – Drainage Easement Parcels **(All Parcels Acquired)**
- 11 – Control of Access Parcels
 - 5 – Acquired
 - 6 – Remaining to be acquired

PUBLIC INVOLVEMENT

This period included development of strategies for the projects Public Outreach Team and included enhancements to the project website, development of branded materials, PowerPoint presentation templates and communication with the public via a toll free number and local number set aside for the project.

Many meetings are in the planning stage or have been held for neighborhoods, stakeholders, community leaders, and property owners adjacent to the corridor. Significant efforts have been taken by the Public Outreach team to plan and develop the approach for the project groundbreaking event scheduled for early April.

Comments from public meetings, telephone calls or website comments are being captured, documented and routed as appropriate to actively engage and respond to public questions or concerns about the project.

LOOK AHEAD

Next period will move design plans submittals into their final stages as 100%, early release for construction and released-for-construction (RFC) drawings are completed for many design packages. Final approval of Project specifications should complete next period. All other design, including utility relocation design, will continue and preliminary construction activities such as asbestos abatement at Manor/Springdale, installation of tree protection and erosion control will continue. CRC will be focused next period on the continued mobilization of equipment, setup of traffic control devices, setting up the laydown yard, setting up field office trailers, connecting utilities and other tasks key to a successful construction start.

Colorado River Constructors (CRC) activities scheduled for the next period include; final comment resolution for reviews of initial deliverables including the Comprehensive Environment Protection Plan and the Sustainability Plan, right-of-way (easements), utility relocation design and permitting, continued utility master agreement negotiations, completion of geotechnical borings, testing and reporting, and continued design of roadway, drainage, bridge, MOT aesthetics, walls, maintenance of traffic/traffic control plans, traffic pavement markings, signs, signals, lighting and ITS. CRC has secured a location for a field office and concrete batch plant site. CRC will continue mobilizing for construction, permitting the field office and concrete batch plant, bringing construction personnel to the site and refining the equipment plan in anticipation of mobilizing equipment to the site.

Materials and Equipment:

- No concerns or issues to date.

DEVELOPMENT PROGRESS

CRC has submitted and the Mobility Authority has approved the Project Baseline Schedule (PBS2). CRC submitted the latest Schedule update 06 with a Data date of March 27, 2016.

The 183 South Project milestones are provided in Table 1. These project milestones are based on CRC's Project Baseline Schedule (PBS2).

Table 1 - Schedule of Project Milestones

Project Milestone	Actual/Projected Dates	Status
Selection of Best Value Proposer	May 27, 2015 ¹	Complete
Contract Executed	July 29, 2015 ¹	Complete
NTP1 Issuance	September 10, 2015 ¹	Complete
NTP2 Issuance	November 30, 2015	Complete
Commencement of Construction	April 18, 2016	On-Target
Interim Completion	December 13, 2018	On-Target
Toll Collection Date for Interim	August 2019	On-Target
Substantial Completion	November 3, 2019	On-Target
Final Acceptance	March 2, 2020	On-Target
Toll Collection Date for Full Project	August 2020	On-Target

¹Actual dates

DESIGN-BUILD CONTRACTOR PROGRESS

Table 2 shows the Development Progress in Design and Construction based on efforts to date as of March 27, 2016.

Table 2 – Design-Build Contractor Progress

Development Task	% Complete
Project Administration	47%
Mobilization	75%
Submittals and Permitting	29%
Utility Adjustments	14%
Development Design	65%
Utility Coordination	60%
Earthwork	0%
Utility Relocation	0%
Frontage Roads/General Purpose	0%
Mainlanes	0%
Sidestreets/Intersections	0%
Structures	0%

PROJECT FINANCIAL SUMMARY

Table 3 shows the overall financial status for the 183 South project through the end of the quarter (March 2016). The original budgets established for the Project and the expenditures to date are provided.

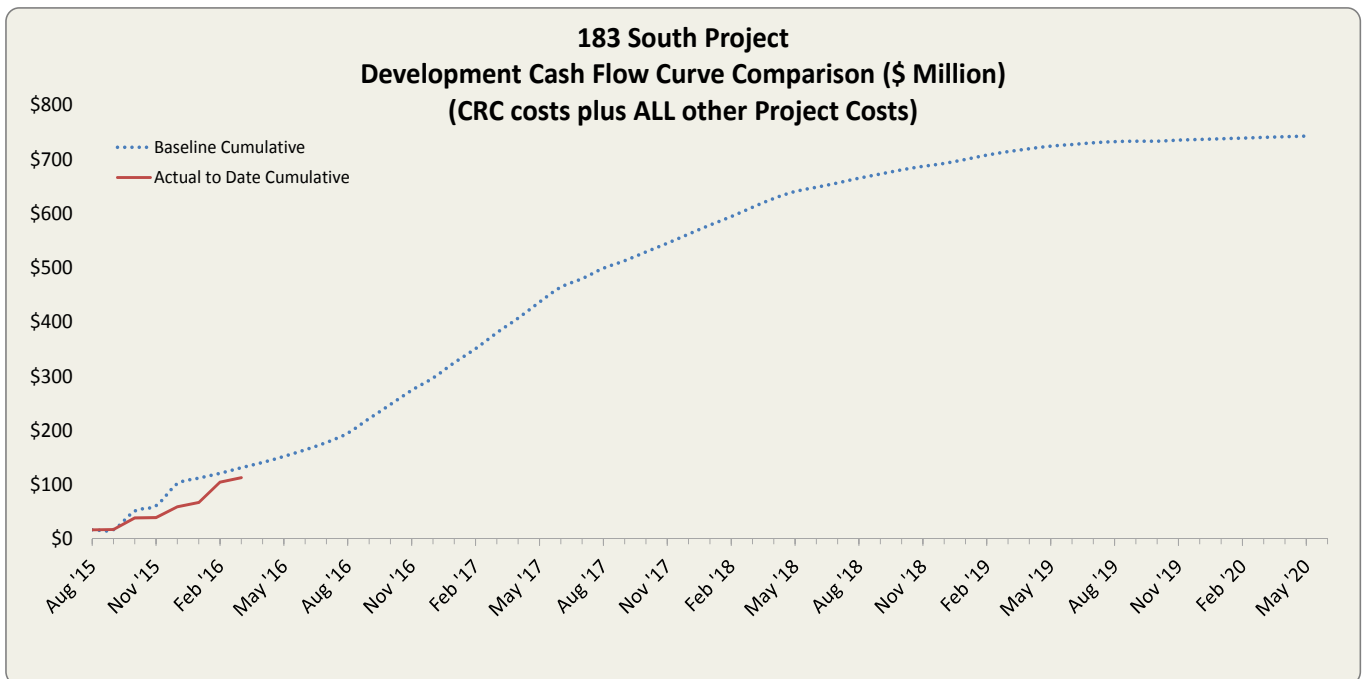
Table 3 – Project Financial Summary

Project Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$113,009,015	\$629,782,985	\$742,792,000

Note: These costs include Traffic & Revenue analyses costs, Final Engineering costs, Right of Way costs, Utility adjustment costs, Construction costs, Toll & ITS costs, GEC costs, Legal costs and contingencies.

The following graph, Figure 3, shows the anticipated cumulative expenditures related to the development of the Project. Throughout Project development, actual cumulative expenditures will be compared against the baseline cumulative expenditure curves. This graph does not include funds requested as part of the pending Draw Request #8 (March 2016), only actual expenditures to date.

Figure 3 – Development Cash Flow Curve



DESIGN-BUILD CONTRACTOR FINANCIAL STATUS

The following summary provides the financial status of the design-build contract for the 183 South Project.

Table 4 – Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
<i>Authorized Changes (Change Order and/or Amendments):</i>	
No authorized changes have been executed to date	\$0.00
Current Authorized Contract Amount:	\$581,545,700.00
Draw Requests #1 thru 5 (August 2015- December 2015)	\$42,460,104.53
<i>Draws for Current Period (Q1/ CY 2016)</i>	
Draw Request #6 (January 2016)	\$37,158,456.18
Draw Request #7 (February 2016)	\$6,900,868.98
Draw Request #8 (March 2016, Pending)	\$9,601,944.58
<i>Quarter Subtotal</i>	\$53,661,269.74
Total Amount Earned To-Date: ⁽¹⁾	\$96,121,374.27
Retainage withheld: ⁽²⁾	\$0.00
Amount remaining for work to be completed:	\$485,424,325.73
Total Percent of Budget Expended through Feb 2016:	16.5%

1. Amount includes CRC's Draw Request pending for the current period
2. Retainage to be held after 95% of the Development Work is completed.

SUMMARY OF CHANGE ORDERS THIS REPORTING PERIOD

No change orders have been executed to date.