



April 26, 2017
AGENDA ITEM #10

Executive Director Report

CENTRAL TEXAS
Regional Mobility Autho

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

Summary:

Executive Director Comments.

- A. Quarterly update on transportation projects under construction.
 - I. 183 South Project.
 - II. SH 45 SW Project.
 - III. MoPac Improvement Project.
 - IV. Status on Change Orders.

- B. Texas 85th Legislature Update.

Backup provided: SH 45 SW Quarterly Report
183 South Quarterly Report

QUARTERLY PROGRESS REPORT



SH 45SW

Reporting Period

January through March 2017



CENTRAL TEXAS
Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

Board of Directors

Ray A. Wilkerson, Chairman
Nikelle S. Meade, Vice Chairman
David Singleton, Treasurer
David B. Armbrust
Charles Heimsath
Amy Ellsworth

Executive Director

Mike Heiligenstein



PROJECT PARTICIPANTS

Central Texas Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

Texas Department of Transportation



General Contractor



Mobility Authority's
Construction Engineering & Inspection
Consultant



SH 45SW PROJECT
Quarterly Project Progress Report
January through March 2017

TABLE OF CONTENTS

INTRODUCTION..... 1

PROJECT DESCRIPTION..... 1

PROJECT STATUS/ACTIVITIES..... 3

LOOK AHEAD 5

CONSTRUCTION PROGRESS..... 5

PROJECT FINANCIAL SUMMARY 5

PROGRESS PHOTOS..... 6

INTRODUCTION

This report presents the progress and status of the State Highway 45 Southwest (SH 45SW) Project for the first quarter of 2017, including efforts from January through March 2017.

This project is being developed by the Central Texas Regional Mobility Authority (Mobility Authority) and constructed by McCarthy Building Companies, Inc. (McCarthy). The Project is being constructed on state-owned right of way lands and will connect FM 1626 to the existing SH 45 and Loop 1 (MoPac). This new location roadway is being built in an area of considerable environmental sensitivity. Tolloed lanes will be operated and maintained by the Mobility Authority upon substantial completion of the Project. The total project cost of the SH 45SW Project is approximately \$108 million, which includes the construction price of \$75,103,623.

PROJECT DESCRIPTION

SH 45SW is an innovative four-lane divided toll road between MoPac and FM 1626 that will feature extensive water quality protection measures, bicycle and pedestrian accommodations and Green Mobility Challenge and Context Sensitive Solutions initiatives. Construction of the SH 45SW began on November 8, 2016. The 3.6-mile project is being built by McCarthy. Construction is expected to take approximately three years to complete with opening of the facility slated for late 2019.

SH 45SW consists of two twelve-foot lanes in each direction with a ten-foot outside shoulder and a four- or five-foot inside shoulder with varying median widths. The project includes a ten-foot-wide, ADA-compliant shared use path, separated from the roadway for the entire length of the project, except over the Bear Creek Bridge. The shared use path will serve as part of the future Violet Crown Trail and will have a trailhead under the bridge structure at SH 45SW and MoPac. To protect the extensive karst features in the area, 90 percent of the project will be constructed on top of fill and will not require excavation.

The following bridges are included in the design of SH 45SW:

- Overpass of Bliss Spillar Road and water quality pond
- Overpass of Bear Creek and water quality pond
- Overpass of Danz Creek, water quality ponds, and MoPac
- Direct connector for westbound SH 45SW to northbound MoPac over Danz Creek
- Widening of the existing SH 45 and MoPac bridges over Danz Creek

The location and limits of the Project are illustrated in Figure 1.

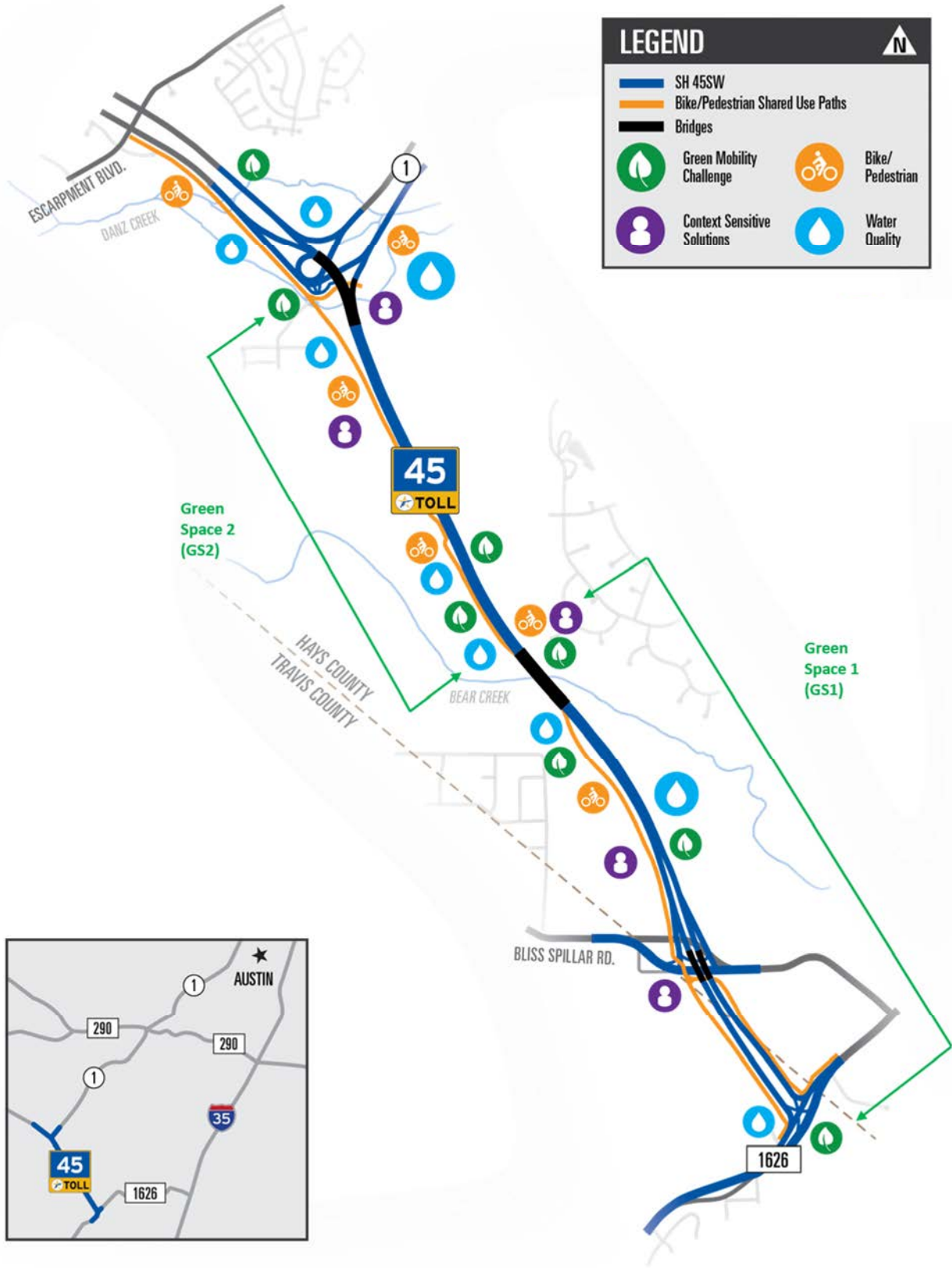
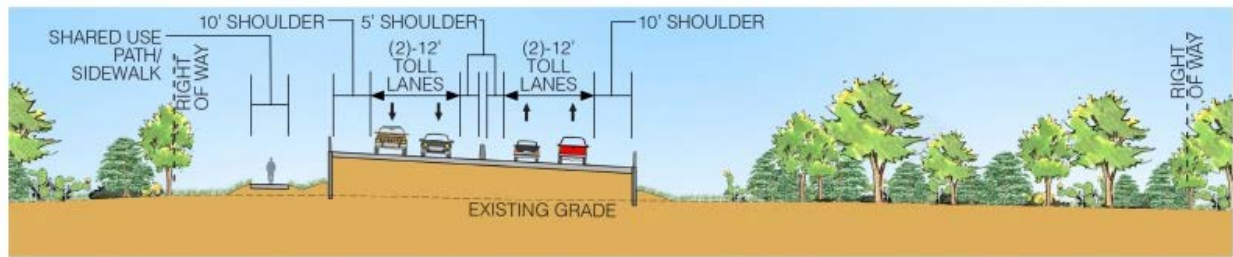
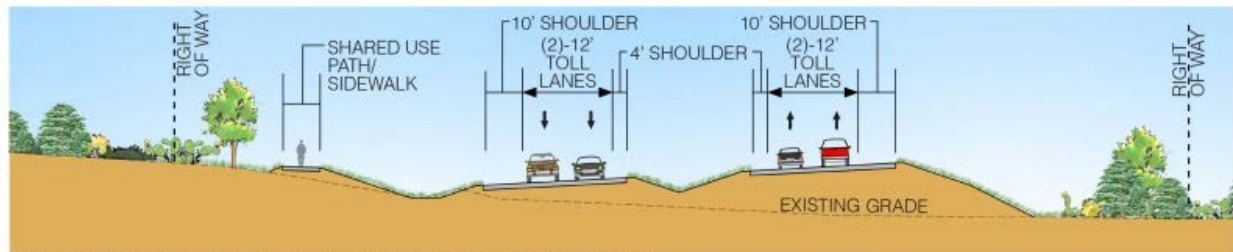


Figure 1. Project Location and Limits

Two typical sections will be utilized throughout the project and are illustrated in Figure 2.



SH 45SW TYPICAL SECTION FROM BEAR CREEK TO MOPAC



SH 45SW TYPICAL SECTION FROM FM 1626 TO BEAR CREEK

Figure 2. Typical Sections

PROJECT STATUS/ACTIVITIES

Administrative

On July 20, 2016, the Mobility Authority awarded the construction contract to McCarthy. Once the project is complete, the Mobility Authority will operate and maintain SH 45SW. TxDOT was the lead agency in the development of the SH 45SW environmental study, including related environmental documentation and coordination of public outreach.

SH 45SW is a locally funded project; no federal dollars are included in the financial package. The funding sources include the following entities: TxDOT Toll Equity Grant, TxDOT Toll Equity Loan, Travis County and Hays County.

Rodriguez Transportation Group, a design firm, was hired by the Mobility Authority to develop final construction plans, details and specifications under the oversight of the Mobility Authority. TxDOT provided funding, right of way, input and feedback as project partners.

Design

Design is 100 percent complete, with the exception of utility design. The final plan set contains design for relocation of an AT&T line, but this is currently undergoing revisions due to the inclusion of Time Warner Cable (TWC). The Pedernales Electric Cooperatives (PEC) line is also under design. The preliminary design of AT&T, TWC and PEC conduits to be installed by McCarthy have been issued for review and pricing of the change order. Impacts to schedule and cost due to these utilities are under evaluation and will be determined when the designs are final.

Construction

Construction of the SH 45SW Project began on November 8, 2016 from the east end of the project right of way at FM 1626. The sequence of construction is well defined in the plans and is intended to minimize the soil disturbing activities at any given time due to numerous sensitive karst features within the right of way. The project will be constructed in five identified segments as follows:

- FM 1626 – construction along FM 1626, including final connection to SH 45SW
- Green Space 1 (GS1) – from FM 1626 to Bear Creek, including realignment of Bliss Spillar Road
- Green Space 2 (GS2) – from Bear Creek to MoPac
- SH 45SW / Loop 1 Interchange – construction along MoPac and new interchange direct connectors
- Haul Road – temporary haul road for construction traffic to traverse across GS1 and GS2

The Contractor has completed the initial tree/vegetative clearing of the project right of way. The right of way has been surveyed by a project geologist and in cooperation with BSEACD to identify any potential features. Initially, three potential features were identified and closed using the TCEQ-approved closure plan. After the entire project was surveyed an additional three potential features were identified. Closure plans for potential features PF004, PF005, and PF006 are still pending TCEQ approval.

Upon completion of clearing, the Contractor installed the appropriate erosion control environmental protection devices to commence stripping of topsoil from FM 1626 to Bear Creek. The Contractor has also commenced with the construction of the roadway subgrade, the installation of drilled shafts for the Bear Creek bridge, construction of Pond A at FM 1626, and installation of drainage line A.

LOOK AHEAD

For the next few months, the Contractor's primary focus is on the construction of the bridges at Bear Creek and Bliss Spillar as well as the installation of the drainage system and roadway subgrade from FM 1626 to the Bliss Spillar overpass.

CONSTRUCTION PROGRESS

McCarthy submits updated Project Schedules every month for review. The key progress dates and durations are highlighted in Table 1.

Table 1 - Project Key Progress Dates and Durations

Project Milestones	Actual/Projected Dates	Status
Project Award	July 20, 2016	Complete
Contract Execution	November 1, 2016	Complete
Notice to Proceed	November 3, 2016	Complete
Commencement of Construction	November 8, 2016	Complete
Durations		
Construction Duration	545 working days based on 5-day workweek	
Charge Days this Period	52 days	
Charge Days Completed through this Period	95 days	
Remaining Working Days through the end of this Period	450 days	

PROJECT FINANCIAL SUMMARY

Table 2 shows the overall construction financial status for the SH 45SW project through the end of March 2017.

Description	Construction Bid Contract	Expenditures This Period	Expenditures to Date	Contract Budget Remaining
Total Project Cost	\$75,103,623.13	\$5,235,954.73	\$10,434,567.19	\$64,669,055.94

PROGRESS PHOTOS



At GS1: Mulching Operation



At GS1: Grading Haul Road



At GS1: Bear Creek Looking North



At GS1: Foundation Drilling at Bear Creek Bridge Bent 2



At GS1: Stripping Topsoil



At GS1: Video Monitoring of Bear Creek Bridge Bent 3 Shaft C



At GS1: Backfilling Operation of a Drainage Line



At GS1: Pond A Excavation



At GS1: Compacting Embankment along the Eastbound Mainlane



At GS1: Splitter Structure at Pond A



At GS1: Embankment Placement of Haul Road South of Bear Creek



At GS2: Installing Rock Filter Dam



At Interchange: Installing Grate on Sensitive Feature PF04



Maintenance of Environmental Protection Devices



QUARTERLY PROGRESS REPORT

183 SOUTH PROJECT

April 2017

Reporting Period

January 2017 through March 2017



CENTRAL TEXAS
Regional Mobility Authority



CENTRAL TEXAS
Regional Mobility Authority

Board of Directors

Ray A. Wilkerson, Chairman
Nikelle S. Meade, Vice Chairman
Charles Heimsath, Secretary
David B. Armbrust
Amy Ellsworth
James H. Mills
David Singleton

Executive Director

Mike Heiligenstein



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 2017

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION.....	1
PROJECT DEVELOPMENT ACTIVITIES	3
LOOK AHEAD	6
DEVELOPMENT PROGRESS	7
PROJECT FINANCIAL SUMMARY	9
DESIGN-BUILD CONTRACTOR FINANCIAL STATUS.....	10
PROGRESS PHOTOS.....	12

LIST OF FIGURES

FIGURE 1 - PROJECT LOCATION MAP.....	2
FIGURE 2 - TYPICAL SECTIONS.....	3
FIGURE 3 – DEVELOPMENT CASH FLOW CURVE.....	9

LIST OF TABLES

TABLE 1 – OWNER ACQUIRED PARCELS.....	5
TABLE 2 - SCHEDULE OF PROJECT MILESTONES.....	7
TABLE 3 - DESIGN-BUILD CONTRACTOR PROGRESS.....	8
TABLE 4 - PROJECT FINANCIAL SUMMARY	9
TABLE 5 - FINANCIAL STATUS, DESIGN-BUILD CONTRACT	10
TABLE 6 - DESIGN BUILD CONTRACT TRACKING	11

INTRODUCTION

This report documents and describes the progress and status of the 183 South Project (“Project”) for the first quarter of 2017, including efforts from January 2017 through March 2017.

The Central Texas Regional Mobility Authority (“Mobility Authority”) is developing and constructing this Project. The Mobility Authority will operate and maintain the toll express road upon substantial completion of the Project. The Project’s original total cost is \$742,792,000, which includes the Design-Build Contract Price of \$581,545,700.

PROJECT DESCRIPTION

The Project is approximately 8-miles along the existing US 183 corridor between US 290 and SH 71. Within the Project limits, the existing US 183 facility’s classification is a four-lane major arterial (six lanes in some locations) with several at-grade signalized intersections and numerous side street junctions.

The Project reconstructs and expands this facility to consist of six tolled mainlanes (three in each direction) and four to six non-tolled general-purpose lanes (two to three in each direction). Tolling limits of the mainlanes upon completion of the Project are from south of Manor Road to south of Thompson Lane. The Project also includes two toll flyovers connecting eastbound SH 71 to northbound US 183 and southbound US 183 to westbound SH 71. The non-toll general-purpose roads allow local traffic to access adjacent properties and includes traffic signals at major cross streets. Through traffic can use the Project’s toll mainlanes, with grade-separated interchanges, to bypass all cross street intersections. The Project improves access for cyclists with new 5-foot bike lanes adjacent to the general-purpose roads. Recreationalists will utilize the 10-foot wide shared use path or 6-foot wide sidewalk the Project is constructing.

The Project includes interim design/build work which constructs the ultimate Project configuration described above between US 290 to Boggy Creek, a distance of approximately 4.3 miles. The intent is to open this interim work to traffic in advance of the full Project completion to SH 71.

Figure 1 below illustrates the location and limits of the Project. Figure 2 shows the typical sections, both existing and proposed.

Figure 1 - Project Location Map

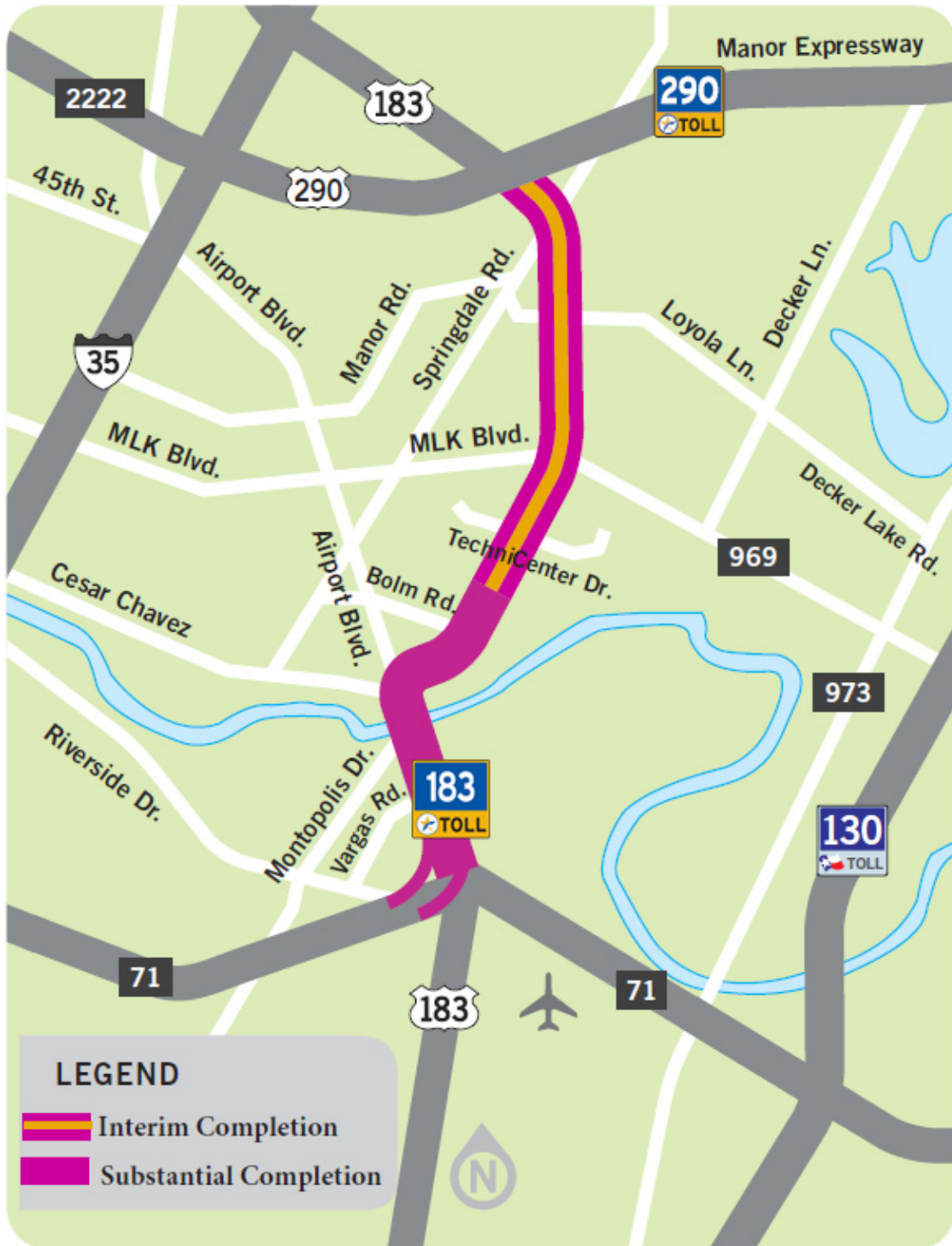
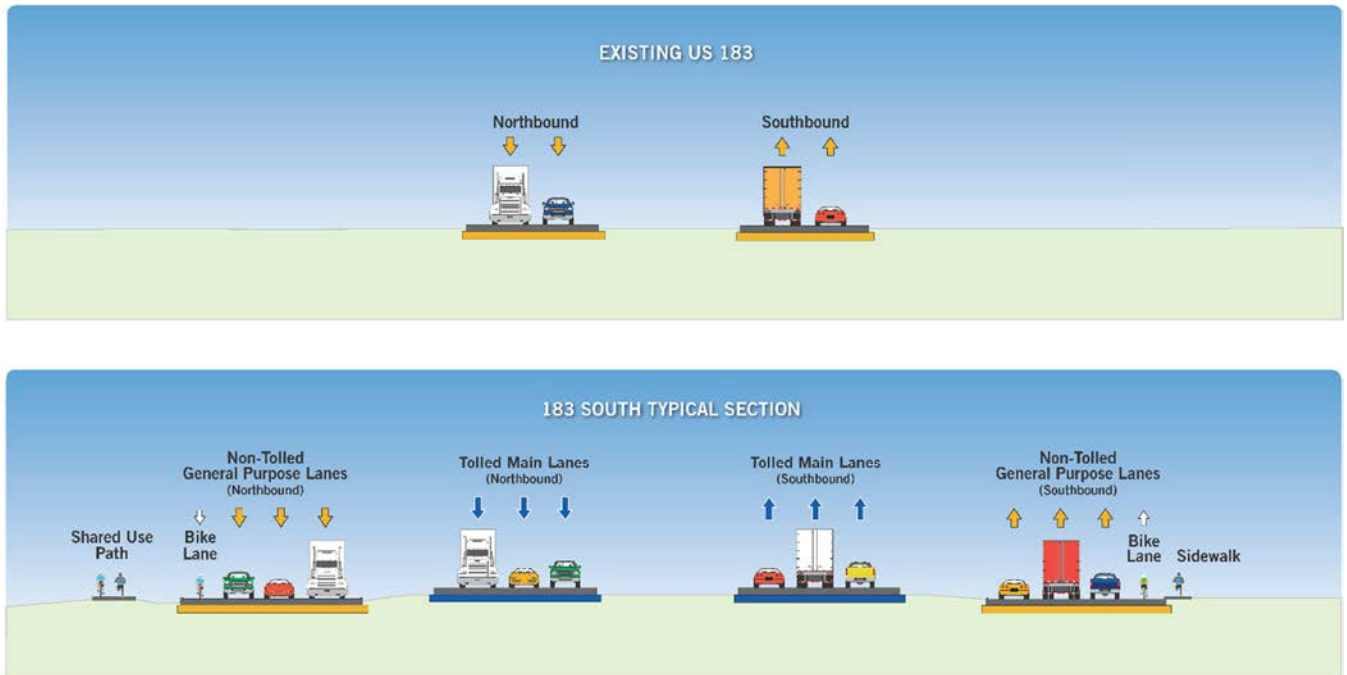


Figure 2 - Typical Sections



PROJECT DEVELOPMENT ACTIVITIES

Administrative

On May 27, 2015, the Mobility Authority selected Colorado River Constructors ("CRC") as the best value 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 Project.

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

The Mobility Authority issued the first notice to proceed ("NTP1") on September 10, 2015. This allowed CRC to begin submitting components of the Project Management Plan, which is now complete. The second notice to proceed ("NTP2") came on November 30, 2015, and permitted CRC to begin construction of the Project.

Design Oversight

Design efforts are on schedule and are approximately 99% complete at the close of this quarter. Only a few packages remain to be Released for Construction (RFC) and these packages are not impacting CRC's ability to complete the Project.

Utility design packages currently sit at 80% complete and permitted. Design efforts continue, with a focus on completing the outstanding design packages and subsequent permits for the City of Austin Water and Wastewater Utilities. Efforts continue in advancing the Master Utility Adjustment Agreements (MUAAs) for the Project, with 13 of the 15 agreements complete. The two outstanding MUAAs are not critical to the Project's development at this time.

The team continues to face challenges in the permitting process for the City of Austin water/wastewater relocation design. There are six remaining relocation design packages needing the City's permit approval. The Mobility Authority and CRC are aggressively pursuing issuance of these permits through weekly meetings with the City's staff. Currently, CRC is accommodating these delays within their current schedule. However, they warn additional delays may influence their ability to meet the contractual completion dates. The expectation is that this issue will not affect the schedule commitments for commencement of toll collection for either the interim work completion or substantial completion of the Project.

Construction

Construction is ongoing with many activities focusing on the Project's interim work. Each category below highlights major construction activities this quarter.

Roadway Construction:

- Earthwork operations extended from US 290 to Boggy Creek for the general-purpose roads and from US 290 through the Manor Road interchange on the mainlanes.
- CRC placed select fill material, cement treated base, asphalt bond-breaker and concrete pavement on the general purpose roads from US 290 to Loyola Lane.
- Recognizing the urgency to restore vital cross streets to their original capacity, CRC accelerated earthwork and pavement structure placement on MLK Boulevard and Manor Road.
- Drainage installation focused on completing several outfalls along the facility's main drainage lines through the interim work. Crews constructed pipes and inlets along the general-purpose roads, and cross streets, in advance of roadway pavement placement.

Utility Relocations:

- Austin Energy and City of Austin Wastewater each completed several bores crossing the corridor within the interim work.
- The joint utility duct bank work has extended from Loyola Lane to SH 71 including several borings. Five utility companies continued to install their infrastructure in completed portions of the duct bank near Manor Road.
- Texas Gas work focused on MLK Boulevard, and the US 183 corridor between MLK Boulevard and Boggy Creek this quarter.

- Tasks completed for the City of Austin Water are numerous. The bulk of the waterline installations were between Little Walnut Creek and MLK Boulevard in the interim work section. Waterline bores extended throughout the Project corridor in preparation for work in the future.

Bridge Construction:

- CRC set the beams on the main spans of both general-purpose roads bridges over Little Walnut Creek and set beams on the southbound mainlane bridge over Manor Road.
- Substructure work included drilled shafts, column construction, and abutments for the first phase of bridge construction at Boggy Creek. The activities above continued in the area of the Airport Boulevard interchange as well as on the Colorado River bridges.
- Superstructure work included the setting of beams, placing of deck panels, and constructing the bridge surface at MLK Boulevard.

Wall Construction:

- Crews constructed MSE retaining walls along the general-purpose roads between Manor Road and Little Walnut Creek while soil nail walls progressed underneath MLK Boulevard.
- At the Manor Road overpass, the existing topography required the use of hybrid retaining walls. CRC used both soil nails and MSE retaining walls to create a linear wall that, with the placement of the wall panels, will appear uniform in appearance.
- Temporary walls installed this quarter allowed CRC to begin removing the required landfill material near Loyola Lane.

Right-of-Way Acquisition

All Fee and Easement Parcels were available to the contractor beginning on March 8, 2016. The Mobility Authority approved using the Power of Eminent Domain for the remaining Right of Entry parcel. Table 1 showed the status of the Mobility Authority’s parcel acquisition, including the completion all Access Denial acquisitions, as of March 31, 2017.

Table 1 – Owner Acquired Parcels

Parcel Type	Total Parcels	Acquired	Comment
Fee	12	11	1 (Right of Entry)
Easement	6	6	Completed
Access Denial	18	10	Completed*
TOTAL	36	27	1 Parcel Active

**Rescinded Access Denial offers to 8 parcels.*

Utility Easements

CRC is responsible for acquiring the 72 City of Austin’s Water or Wastewater utility easements for the Project. Of the 22 offers to Purchase Easement that CRC is extending to impacted property owners at this time, 7 parcel owners consent to the offer’s conditions through signed and recorded documents. To facilitate utility construction, CRC is currently offering Possession and Use agreements to 52 impacted properties with 20 parcel owners accepting the agreement’s

terms. Finally, Special Commissioner Hearings are for obtaining eminent domain on the Project and there are three utility easements at various points in this process.

Public Involvement

The team worked on communication outreach efforts during construction, including developing materials for meetings with neighborhoods, schools, business owners, the City of Austin, and other stakeholders. Coordination effort continued with external events and facility managers in the area for proactive coordination of potential impacts due to ongoing construction.

This quarter, ten events ranging from individual and business owners meetings, calls with large event planners in the area, visiting local educational facilities, to hosting neighborhood events. The team also responded to over forty e-mails received through the project website, forty hotline calls, and prepared bi-monthly newsletters for distribution.

LOOK AHEAD

CRC activities for the next quarter include; comment resolution for reviews, permitting, right-of-way (easements), utility relocation design, utility master agreement negotiations, and completion of Released for Construction Plans (“RFC”). As final design is completed, revisions to previously approved RFC plans will occur.

Austin Energy will focus their resources on the interim work areas. The joint duct bank construction will continue throughout the corridor with utility companies placing their infrastructure in completed portions of the joint duct bank. Enterprise Pipeline will be on-site next quarter for relocation of their line around the Colorado River. Texas Gas’ work is ongoing and they will begin installing lines from the Colorado River to Thompson Lane. Waterline construction will continue in several locations throughout the Project while wastewater will install a segment of line south of Boggy Creek.

Next quarter, CRC will begin earthwork and pavement substructure operations on the northbound general-purpose road from Manor Road to Loyola Lane. Earthwork on the mainlanes is commencing north of MLK Boulevard and extending to the interim work limits. Pavement placement on the mainlanes is occurring from US 290 through the Manor Road interchange. Finally, drainage work will continue throughout the interim work area and will be extending down to the SH 71 interchange.

Retaining walls in the upcoming quarter will include cast in place construction and MSE wall erection at several locations beginning at Manor Road and extending down to the SH 71 interchange area. The hybrid walls supporting the mainlanes over Manor Road will be complete next quarter. Crews will also begin working on soundwalls along the southbound general-purpose road, just north of Manor Road.

In the next three months, CRC will complete the Little Walnut Creek general-purpose bridges and the northbound general-purpose bridge over Montopolis Tributary. Crews will also demolish the existing MLK Boulevard bridge to make room for the second phase of bridge construction, starting with substructure work. CRC continues substructure work including ongoing drilled shafts, columns, and abutments in the Airport Boulevard interchange, over the Colorado River, SH 71

over US 183, and northbound mainlanes over the Montopolis Tributary. Crews will set beams on the northbound mainlane bridge over Manor Road with deck panels, bridge surface and railings on both bridges occurring. The Airport Boulevard interchange area will also see superstructure work occurring with the setting of beams, deck panels, and bridge surface.

The public involvement team will continue monitoring construction activities and disseminate information to neighborhoods, schools, business owners, the City of Austin, and other stakeholders. The public involvement team will continue bi-monthly distribution of the Project’s newsletter, responding to emails and hotline questions, maintaining the 183south.com website, and using social media to post real time construction information. The team is looking for opportunities to engage with local residents through neighborhood meetings, local event sponsorships, community events, while seeking opportunities to encourage the construction workforce to frequent local businesses.

Finally, the Mobility Authority continues to coordinate efforts with their oversight consultants selected for Public Involvement, Survey Quality Assurance Services, Materials Acceptance Testing Services, and Construction Inspection Services.

DEVELOPMENT PROGRESS

CRC submits, and the Mobility Authority approves, the Project Baseline Schedule (PBS2). Schedule Update 18 (SU-18) is CRC’s latest submittal with a Data Date of March 26, 2017. Table 2 provides the Project’s milestones, according to CRC’s Project Baseline Schedule (PBS2).

Table 2 - 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 ¹	Complete
Commencement of Construction	April 18, 2016 ¹	Complete
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 3 shows the progress in Design and Construction in terms of percentage complete based on efforts to date as of March 26, 2017 and compares this progress to the previous Quarterly Report.

Table 3 - Design-Build Contractor Progress

Development Task	Current	Previous	Change
Project Administration	77%	62%	15%
Mobilization	100%	75%	25%
Submittals and Permitting	63%	54%	9%
Development Design	100%	98%	2%
Utility Coordination	96%	92%	4%
Utility Relocation	28%	15%	13%
Utility Betterment	11%	4%	7%
Frontage Roads/General Purpose	19%	10%	9%
Mainlanes	8%	5%	3%
SH 71	3%	3%	0%
Patton Avenue	0%	0%	0%
Airport Blvd/7 th Street	31%	8%	23%
Montopolis Drive	1%	1%	0%
MLK Boulevard	28%	6%	22%
Loyola Lane	1%	1%	0%
Manor/Springdale Road	49%	13%	36%

PROJECT FINANCIAL SUMMARY

Table 4 shows the overall financial status for the Project through March 2017 including the original budget for the Project and expenditures to date.

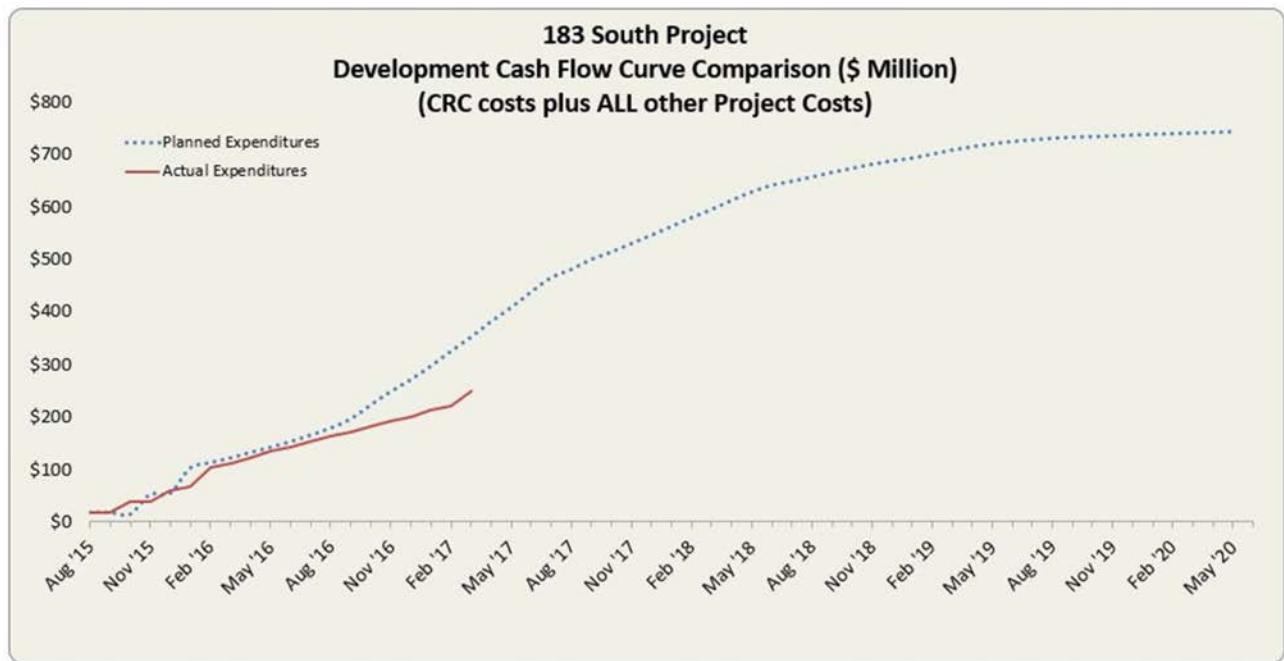
Table 4 - Project Financial Summary

Description	Original Costs Estimate	Expenditures to Date	Estimated Remaining Cost	Estimate at Completion
Total Project Cost	\$742,792,000	\$249,287,504	\$493,504,496	\$742,792,000

Note: The above numbers include Traffic & Revenue analyses, Final Engineering, Right of Way, Utility adjustment, Construction, Toll & ITS, General Engineering Consultant, Legal, and contingency costs.

The following graph, Figure 3, shows the anticipated cumulative expenditures for the development of the Project. Comparing the actual cumulative expenditures against the baseline cumulative expenditure curves will occur throughout the Project’s development. This graph does not include funds requested associated with the pending Draw Request #20, only actual expenditures to date through the end of March 2017.

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 Project. This status includes December's 2016 Draw Request #17 approved amount through Draw Request #20, currently under review and pending payment.

Table 5 - Financial Status, Design-Build Contract

Original CRC Contract Amount:	\$581,545,700.00
Authorized Changes (Change Order and/or Amendments):	
Previous Change Orders	(\$2,037,548.83)
Change Order #3 – MSE Wall at Herrera Street	\$93,805.34
Change Order #4 – Greenroads Implementation	\$362,280.00
Change Order #5 – Virtual Weigh Station Removal	(\$80,402.09)
Change Order #6 – 51 st Parking Area & Trailhead	\$477,583.12
Current Authorized Contract Amount:	\$580,361,417.63
Draw Requests	
Previous Draw Requests	\$163,965,717.81
Draw Request #17 (December 2016)	\$11,499,447.98
Draw Request #18 (January 2017)	\$6,983,630.66
Draw Request #19 (February 2017)	\$25,659,113.99
<i>Draw Request #20 (March 2017)</i>	<i>\$12,813,541.91</i>
Total Amount Earned To Date:	\$220,921,452.35
Amount remaining for work to be completed:	\$359,439,965.28
Expenditures vs Current Contract Price (%) thru March 2017:	38.1%

SUMMARY OF CHANGE ORDERS THIS REPORTING QUARTER

Change Order #3 adds a retaining wall along the northbound general-purpose road to prevent the Project's embankment from prohibiting residents to access their property on Herrera Street.

Change Order #4 implements certain initiatives associated with the Greenroads program. At the Mobility Authority's request, the Project is seeking sustainability certification using Greenroads' Rating System.

Change Order #5 removes certain scope items pertaining to the virtual weigh station facilities for the Project. Equipment cabinets, and overhead detection systems (including foundations) will not be constructed at four locations. Additionally, Change Order #5 removes certain conduits associated with the virtual weigh station facilities.

Change Order #6 authorizes CRC to design and construct an additional trailhead on the Mobility Authority's parcel at 51st Street and US 183. The change order includes construction of an asphalt parking lot, landscaping, exercise stations, picnic tables, and illuminating the trailhead and parking areas.

DESIGN-BUILD CONTRACT TRACKING

The following table (Table 6) shows the contract status for CRC including all executed change orders or change orders in negotiation, and a summary of the Project contingency status.

Table 6 - Design Build Contract Tracking

Project Contingency:	\$36,560,000.00
Contractor Incentive	\$7,800,000.00
Lane Rental Bank Incentive	\$3,500,000.00
Initial Project Contingency:	\$47,860,000.00
Approved 3 rd Party Reimbursable:	\$0.00
Pending 3 rd Party Reimbursable:	\$722,009.00
Total Project Contingency:	\$48,582,009.00
Approved Contingency Items	
Dispute Board Costs	\$3,292.14
Partnering Costs	\$16,828.00
Liquidated Damages	(\$112,500.00)
Change Orders (See Table 5)	(\$1,184,282.00)
Authorized Changes	(\$1,276,661.86)
Pending Change Proposals	
RCP-009: Reclaimed Waterline Extension*	\$520,000.00
RCP-010: Google Accommodation (FM969 to Boggy Creek)*	\$70,000.00
RCP-013: Google Accommodation (Boggy Creek to Colorado River)*	\$20,000.00
RCP-020: City of Austin Wastewater Line Upgrade*	\$71,242.00
RCP-024: City of Austin Additional Gate Valve on Line WL048*	\$40,767.00
Total Pending Change Proposal	\$722,009.00
Remaining Project Contingency	\$49,136,661.86

* *Third Party Reimbursable*

PROGRESS PHOTOS



Bridge Cap Construction near MLK Boulevard [January 10, 2017]



Bridge Construction near MLK Boulevard [January 25, 2017]



Bridge Approach near MLK Boulevard

[March 29, 2017]



Bridge Columns at Colorado Bridge

[February 22, 2017]



Southbound Bridge Columns at Boggy Creek

[March 8, 2017]



Hot Mix Asphalt near Manor/Springdale Road

[February 12, 2017]



Drainage Culverts

[March 2, 2017]



Joint Trench Utilities

[March 29, 2017]



Soil Nail Wall Construction [January 23, 2017]



Tie Additional Steel on Soil Nail Wall (Northbound) [March 7, 2017]



Excavating & Demo for Drill Shaft Rig

[March 20, 2017]



Bridge Cladding near Airport Boulevard & Leander Loop

[February 24, 2017]



183 at US 290 Interchange (Looking South)

[February 24, 2017]



183 south of US 290 (Looking South)

[February 24, 2017]



183 at Springdale/Manor Rd Interchange (Looking South)
[February 24, 2017]



183 at Purple Sage Pedestrian Bridge (Looking South)

[February 24, 2017]



183 North of Loyola Ln (Looking South)

[February 24, 2017]



183 at Loyola Ln (Looking South)

[February 24, 2017]



183 at Little Walnut Creek (Looking South)

[February 24, 2017]



183 at 51st St (Looking South) [February 24, 2017]



183 at FM 969/MLK Jr Blvd (Looking South)

[February 24, 2017]



183 just South of FM 969/MLK Jr Blvd (Looking South)

[February 24, 2017]



183 at Techni Center Dr (Looking South) [February 24, 2017]



183 at Central Ave (Looking South) [February 24, 2017]



183 at Hudson St and Harold Ct (Looking South)
[February 24, 2017]



183 at Boggy Creek (Looking South)

[February 24, 2017]



183 Between Boggy Creek and Bolm Rd (Looking South)
[February 24, 2017]



183 at Bolm Rd (Looking South) [February 24, 2017]



183 near Bolm Rd (Looking South)

[February 24, 2017]



183 near Colorado River Bridge (Looking West)

[February 24, 2017]



183 Near Vargas Rd (Looking South)

[February 24, 2017]



183 at Colorado River Bridge (Looking Southwest)

[February 24, 2017]



183 at Airport Blvd/7th St/5th St/1st St (Looking Southeast)

[February 24, 2017]



183 near Callahan's General Store at Thompson Ln (Looking south)

[February 24, 2017]



183 towards Old Bastrop Rd (Looking South)

[February 24, 2017]



Old Bastrop Rd – SH 71 – 183 N Ramp (Looking Southeast)

[February 24, 2017]



WB/EB SH 71 at 183 Interchange (Looking East)

[February 24, 2017]



SH 71 at 183 (Looking East from interchange)

[February 24, 2017]



SH 71 at 183 Interchange (Looking North)

[February 24, 2017]