



**CENTRAL TEXAS
Regional Mobility Authority**

AGENDA ITEM #11 SUMMARY

Quarterly Briefing on the MoPac
Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A

Funding Source: N/A

Board Action Required: No

Description of Matter:

The report is an account of the activities on the MoPac Improvement Project from April through July, 2013.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

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◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

QUARTERLY PROGRESS REPORT

No. 11 | August 2013





CENTRAL TEXAS
Regional Mobility Authority

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QUARTERLY PROGRESS REPORT No. 11

GENERAL / PROJECT DESCRIPTION

The MoPac Improvement Project is a \$204 million project to 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 will be 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 to five 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 special (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.

The Mobility Authority has entered into a contract with CH2M HILL to design and build the MoPac Improvement Project. The agreement requires the project to be substantially complete by September 17, 2015. The Contractor is developing an acceptable Baseline CPM (Critical Path Method) Schedule for the Project. The Mobility Authority issued Notice to Proceed (NTP) on April 18, 2013.

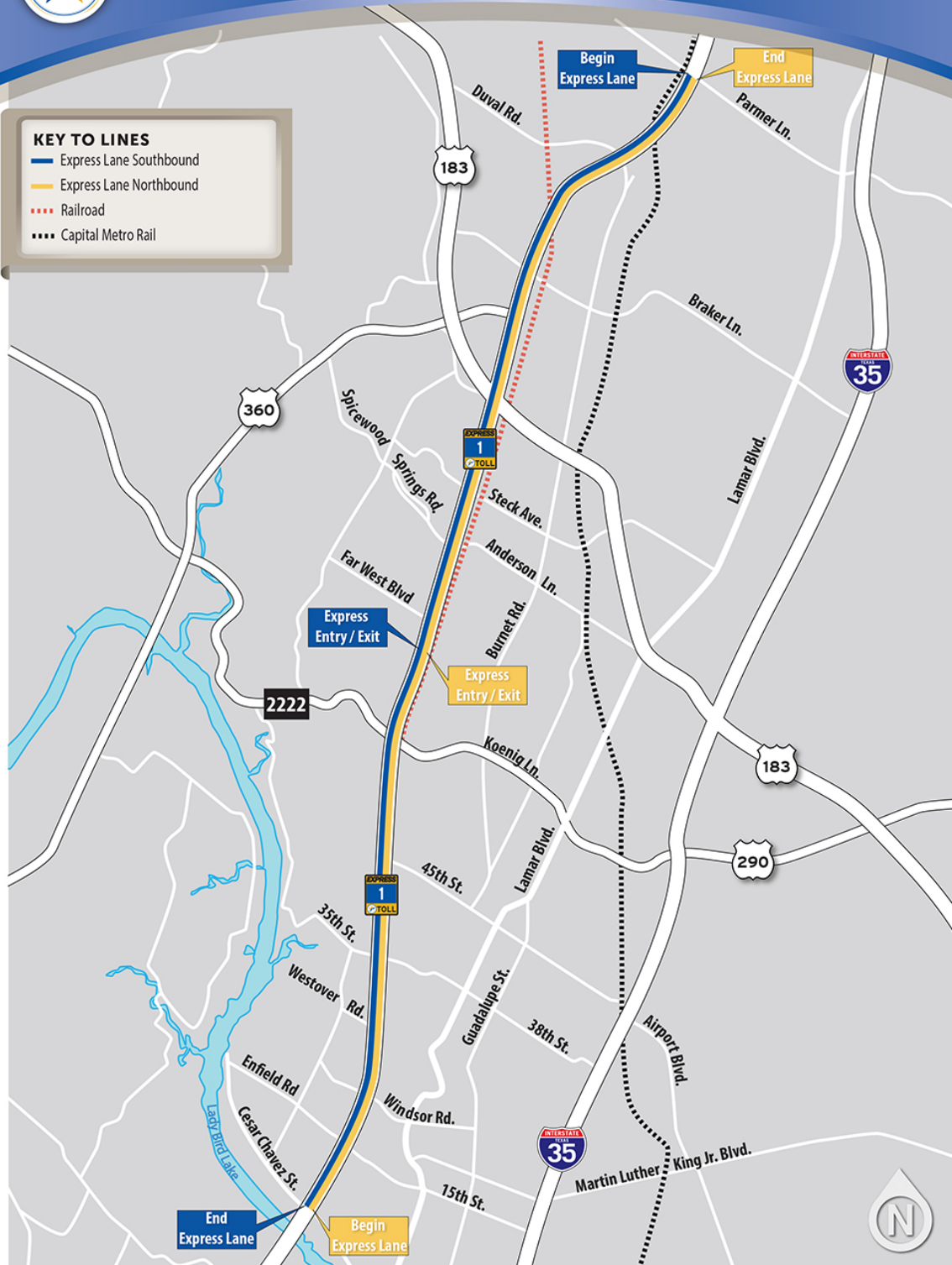
This report describes the status of the MoPac Improvement Project and documents the activities accomplished from April 2013 through June 2013.



PROJECT LOCATION MAP

KEY TO LINES

- Express Lane Southbound
- Express Lane Northbound
- Railroad
- Capital Metro Rail



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

- Weekly task force meetings commenced in April and over the shoulder informal reviews have been ongoing. The Mobility Authority's GEC is performing oversight of the Contractor activities.
- CH2M HILL is currently working on the submittal of the first design package which is a 30% design of the entire project. A pre-submittal workshop was held July 9. The anticipated date for submission to the Mobility Authority for this package is July 22, 2013.
- Survey to support aerial mapping is complete; the aerial flight was performed June 10.
- Numerous Management Plans including the Design Quality Management Plan, Construction Quality Management Plan, Hazardous Materials Management Plan, and Safety Plan are being prepared and are scheduled for submittal in July and August 2013.
- Soon the Mobility Authority will receive CH2M HILL's sustainability plan for recycling, dust/emission and odor control, noise mitigation, and waste management.

CONSTRUCTION ACTIVITIES

- Through May and June 2013 CH2MHILL's team collected data needed for design including surveying and soil borings. Some of this work required lane closures. Lane closures took place between 9:00 pm and 5:00 am.
- Since some of the work took place in the ROW near homes, door hangers were distributed to make nearby residents aware that they may experience noise or light during overnight hours, and provide a contact if they had any issues or concerns. Hundreds of door hangers were distributed. No problems were reported.
- Three property damage events occurred in the reporting period during geotechnical boring operations; a TxDOT box culvert, a TxDOT ITS line, and a City of Austin 42" waterline were hit. In all cases, action was taken to repair the damage and prevent a reoccurrence.
- During July and August 2013 the team will finish the soil boring activities and will begin locating underground utilities in the corridor. This effort will involve the use of a large vacuum device to remove soil so that utilities can be safely located in preparation for construction.
- Construction is not scheduled to begin until fall of 2013.

AGENCY COORDINATION

- Coordination with Capital Metro and UPRR is ongoing. The executed agreement with Capital Metro has been received. The agreement with UPRR is pending, awaiting their signature. Submittal of the 30% plans will be made to Capital Metro and UPRR at the end of July.
- Several Project Partnering Workshops have been conducted with participation from the Mobility Authority, CH2M HILL, TxDOT, FHWA, HNTB, UPRR, CapMetro, City of Austin, and various utilities.

COMMUNITY RELATIONS

- The community relations team began ramping up for the upcoming construction phase as well as launching outreach to key stakeholders and neighbors impacted by the ongoing field investigation work. This effort included:
 - Preparation of the construction alert procedure,
 - Preparation of collateral material and outreach tools,
 - Launching an ongoing dialogue with the public information officers at TxDOT and other agencies/utilities,
 - Coordinating with teams for adjacent project on messaging and schedule, and
 - Responding to the public and media.
- Small group meetings held during the reporting period included: 5 meetings with key stakeholders and 13 elected official briefings.
- Approximately 310 door hangers have been distributed to date to alert residents of upcoming field investigation work which might create noise, night-lighting, or other impacts to the public.
- In July, the construction phase of the project website (www.MoPacExpress.com) will be launched. Alerts of ongoing field investigation work will be placed on the website weekly, as well as on the twitter account (@ImproveMopac). Also in July, additional social media elements will launch, including a page on Facebook and Google+. In August, a phone application will launch, featuring project information and construction alerts.
- Currently, the team is in preparations for a 24/7 hotline and have been in coordination with TxDOT for the use of a Highway Advisory Radio (800 AM).
- Strategy and preparation has begun for a Ground Breaking Event (potentially to be held in early October) and a “Meet the Contractor” Open House (to be held shortly after the Ground Breaking).
- The team has also been in coordination with TxDOT and FHWA on strategy for the public involvement efforts tied to the Environmental Re-Evaluation related to design changes at the downtown access ramps.
- Primary interest issues identified from the current outreach activities include:
 - Access to 1st/5th Street from the connections into downtown
 - Preservation of trees along the corridor
 - Proposed sound wall along Great Northern (Sound Wall 3)

PROJECT FINANCIAL STATUS

Currently the contractor is finalizing their baseline schedule for approval. No draw request / billing can occur on the project until this is completed. The first billing is anticipated to be received in late-July 2013. The original CH2M HILL Contract Amount is **\$136,632,100.00**.

Summary of Draw Requests & Payments During Reporting Period

The contractor has not yet submitted a draw request for review and processing.

Summary of Change Orders During Reporting Period

There are no current change orders.

Project Cash Flow Curve – Baseline

Cash Flow Curve will be provided by CH2M HILL at the time of billing/draw requests submittal.

DBE STATUS

CH2M HILL is required to meet the Disadvantaged Business Enterprise (DBE) goal of 11.7% for both the design services and the construction work. DBE data will be available with the first billing/draw request submission. The overall total DBE requirement for the project, based on the current contract value, is \$15,985,955.70.

EMPLOYMENT REPORTING STATUS

Design and construction of the MoPac Improvement Project is estimated to have supported approximately **62 jobs** during the reporting month of June 2013. 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.

PROJECT PROGRESS

As of June 30, 2013, 8.3% of the 882 calendar days to scheduled Substantial Completion have expired. There are 809 calendar days until Substantial Completion. The contractor is allowed an additional 120 calendar days for Final Acceptance. A baseline schedule has not yet been approved.

Schedule of Project Milestones

Task	Date
Selection of Best Value Proposer	February 27, 2013
NTP Issued	April 18, 2013
Substantial Completion	September 17, 2015
Final Completion	January 15, 2016

UPCOMING ANTICIPATED MILESTONES

- **August 2013:** The official Project Office will open at 1901 Braker Lane, Building D, Suite 200, Austin, Texas 78758
- **Fall 2013:** Ground Breaking Ceremony; construction begins
- **Late 2015:** The MoPac Express Lanes open to traffic

After the Design/Build Contractor’s schedule is finalized and approved, key milestones will be identified and provided to the Board and the public, including when construction will officially begin, sound wall construction completion, and any major planned lane closures.

ACTIVITY PHOTOS



Daytime Drill Rig Operation to Obtain Soil Samples

Since May, there have been up to 4 drill rigs operating on the site concurrently, each one drills a 4" diameter hole into the ground anywhere from 15' deep up to 90'. Every 5' the material type is classified. Materials encountered include a variety of clays, topsoil, limestone, and others. Soil compressive strengths are quantified later in a lab which is working with samples obtained from the boring/coring work. The information from the boring/sampling activity is used by the Design-Build design engineers to determine foundation types, structural soil bearing capacity, etc. for the design of such elements as sound walls and retaining walls.



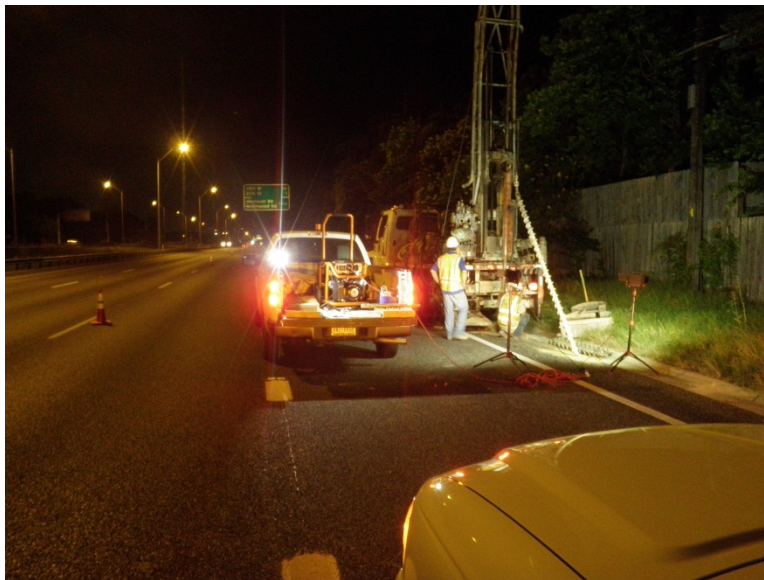
Night Work on MoPac

A lot of construction activity for the MoPac Improvement Project will be done at night.



Nighttime Drill Rig Operation on the MoPac Corridor

The drill rig in this photo is operating in a lane closure on the MoPac mainlanes. The right lane is closed-off to traffic and the drill rig is set up in the lane to drill for soil.



Setting up Drill Rig Operation on Shoulder

The drill rig is being set up to operate on the shoulder of the MoPac corridor, inside the lane closure. The holes are backfilled with a specifically graded aggregate material. When the hole is in a traffic lane, the top layer of the backfill is an asphalt material to match the existing driving surface.