



CENTRAL TEXAS
Regional Mobility Authority

AGENDA ITEM #14 SUMMARY

Quarterly briefing on the MoPac Improvement Project.

Strategic Plan Relevance: Regional Mobility

Department: Engineering

Associated Costs: N/A Briefing Only

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 January through March, 2014.

Reference documentation:

GEC Quarterly Activities Report and Board Presentation

Contact for further information:

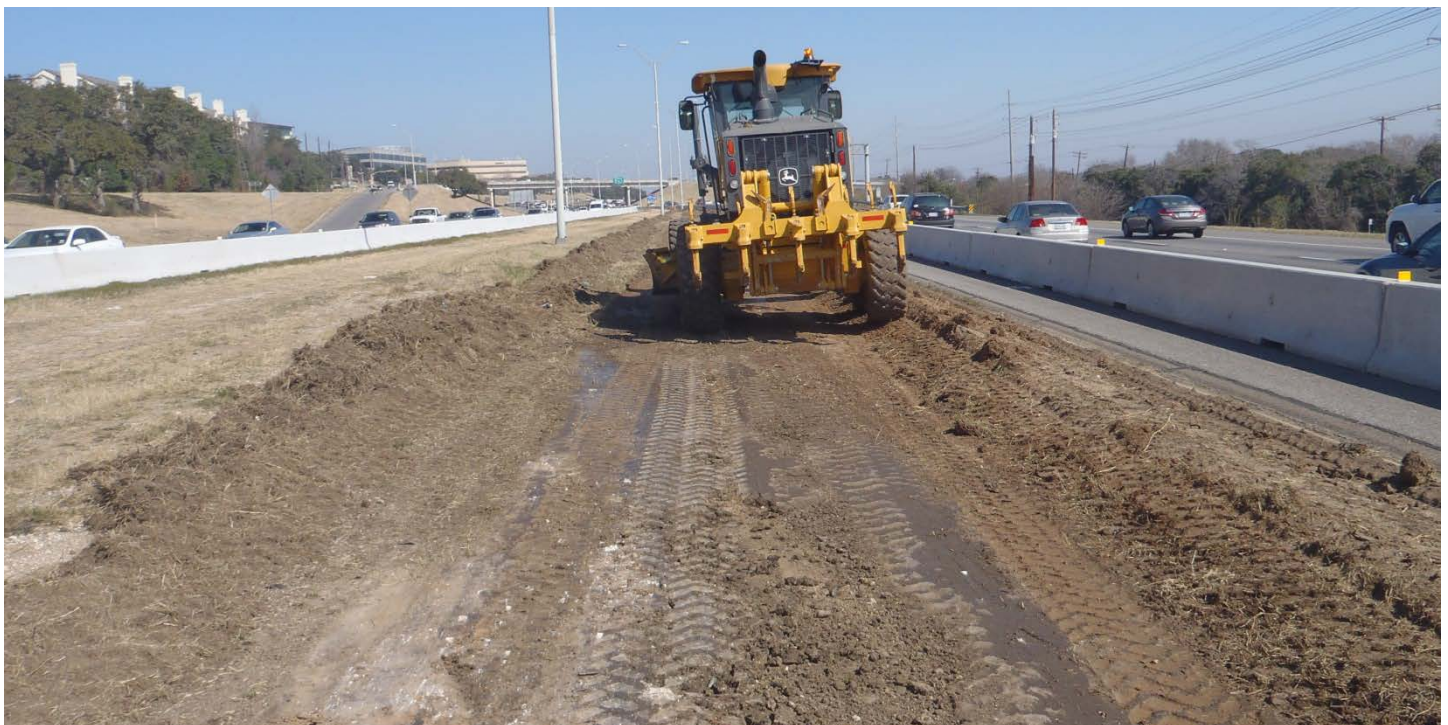
Wesley M. Burford, P.E., Director of Engineering



◀◀ MOPAC
IMPROVEMENT
PROJECT ▶▶

QUARTERLY
PROGRESS
REPORT

No. 14 | April 2014





CENTRAL TEXAS
Regional Mobility Authority

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QUARTERLY PROGRESS REPORT No. 14

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 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 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.

The Mobility Authority 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 developed 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 January through March 2014.

LOCATION MAP



KEY TO LINES

- Express Lane Southbound
- Express Lane Northbound
- ⋯ Union Pacific Railroad
- ⋯ Capital Metro Rail



Segment 1: Parmer to UPRR
Segment 2A: UPRR to US 183
Segment 2B: US 183 to RM 2222
Segment 3: RM 2222 to Enfield
Segment 4: Enfield to Cesar Chavez

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 continue and over the shoulder informal reviews have been ongoing. The Mobility Authority's GEC is performing oversight of the Contractor activities.
- Segments 3 and 4 Tree Protection Plans were submitted to Oversight Team for review.
- Segment 4 Early Release for Construction (ERFC) which included Removals of Metal Beam Guard Fence (MBGF), Stormwater Pollution Prevention Plan (SWPPP), and Traffic Control was submitted to Oversight Team for Review.
- Water Pollution Abatement Plan (WPAP) approved by TCEQ.
- The following were reviewed by the Oversight Team and accepted:
 - Segments 1 & 2A Released for Construction (RFC): Bridge Widening, Pavement Re-striping, and Water Quality plans
 - Segment 2B RFC – Final Roadway and Sound Wall plans
 - Segment 3 RFC – Specific Roadway, Sound Wall, and bridge plans
 - Segment 4 RFC – Pavement Re-striping, Water Quality, and temporary ramp plans
 - Roadway, Sound Wall, and Undercrossing plans submitted for review

CONSTRUCTION ACTIVITIES

- Segments 3 and 4 Construction Activities Began
- CH2M HILL installed project construction signs and continued with striping removals.
- Placement of temporary traffic barrier and re-striping along the corridor continued.
- Installation of erosion control measures for construction continues along the corridor.
- Fabrication of pre-cast concrete barrier rail continues at Tricon in New Braunfels, TX.
- Fabrication of sound wall panels began.
- Installation of sound wall mock-up.
- MoPac Corridor Courtesy Patrol is operating as required.
- Roadway maintenance is being performed as required.
- Tree removals and stripping topsoil operations began in the Segment 2 median areas.
- Installation of temporary lighting along corridor in Segment 2.
- TxDOT Began Asbestos Remediation for Segments 2 & 3 Structures.

PROJECT PROGRESS

As of March 31, 2014, 39% of the 882 calendar days to scheduled Substantial Completion have expired. There are 535 calendar days until Substantial Completion. The Contractor is allowed an additional 120 calendar days for Final Acceptance.

Construction Progress through March 2014

Based on the assessment of the GEC, the summary of the project progress achieved on major work tasks through the end of March 2014 is as follows:

MoPac Improvement Project Progress for the Period Ending March 2014

Design + Construction Tasks	% Complete
Geotech/Survey	100%
Development Design	74%
Environmental Monitoring	14%
Traffic Control/Detours/Temp Barrier	11%
Earthwork/Demolition/Removals/Drainage	4%
Structures/Bridges/Retaining Walls	0%
Sound/Neighborhood Walls	0%
Utilities	0%
Pavement/Subbase/Base Course	0%
Permanent Lighting/Signing/Striping	0%
Toll Facilities	0%
Landscaping/Shared Use Path/Sidewalks	0%

CH2M HILL’s Substantial Completion date per their approved baseline schedule is September 12, 2015.

SCHEDULE OF CONTRACTUAL PROJECT MILESTONES

- **February 27, 2013:** Selection of Best Value Proposer
- **April 18, 2013:** NTP Issued
- **September 17, 2015:** Substantial Completion
- **January 15, 2016:** Final Acceptance

UPCOMING ANTICIPATED PROGRESS ACTIVITIES

April 2014

- UPRR Right of Entry (ROE) Applications and Construction Submittals
- Segment 4 ERFC Package Submittal
- Segments 1 & 2A Phase 1 Construction
- Segment 2B Phase 1 Drainage and Structures Construction
- Segments 2B & 3 Bridge Design Submittals
- RM 2222 SB and Enfield Bridge Substructures Construction
- Median Widening at US 183 to Enfield
- Segment 4 Temporary Traffic Control Implementation

May 2014

- Sound Wall Construction
- Neighborhood Wall Construction
- Utility Relocation at Enfield
- Outside Widening at US 183 to Enfield

June 2014

- Construction of Bridge Substructures at Windsor, Westover, 45th Street
- Water Line Relocate at Cesar Chavez

PROGRESS PHOTOS



Heavy rock excavation to clear and grade the median north of RM 2222.



Sound wall mock-up installation.



Temporary safety lighting system installation. The temporary lighting system will remain in place until the proposed lighting system is constructed.



The speed limit has been reduced to 55 MPH along portions of the Project corridor.



Advance signage for night-time lane closures on MoPac.

PROJECT FINANCIAL STATUS

All CH2M HILL draw requests are accompanied by an approved progress schedule.

Summary of Project financial status through March 2014

Original CH2M HILL Contract Amount:	\$136,632,100
<i>Authorized Changes (Change Order and/or Amendments):</i>	
Change Orders No. 01A – 5 th St Cesar Chavez Reconfiguration Design	<u>\$213,733.58</u>
Current Authorized Contract Amount:	\$136,845,833.58
CH2M HILL Payments:	
Amount of Draw Nos. 01-06 (July 2013 – December 2013)	\$19,321,967
Amount of Draw No. 07 (January 2014)	\$1,376,481
Amount of Draw No. 08 (February 2014)	\$1,402,988
Amount of Draw No. 09 (March 2014)	<u>\$2,041,666</u>
Total Requested Amount To-Date through Draw No. 09:	\$24,143,102
Retainage withheld**:	<u>\$0</u>
Approved Amount for Work Completed through Draw No. 09:	\$24,143,102
Total Project Budget Expended Through March 2014:	17.6%
Amount remaining for work to be completed:	\$112,702,731

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

Summary of Change Orders during Reporting Period

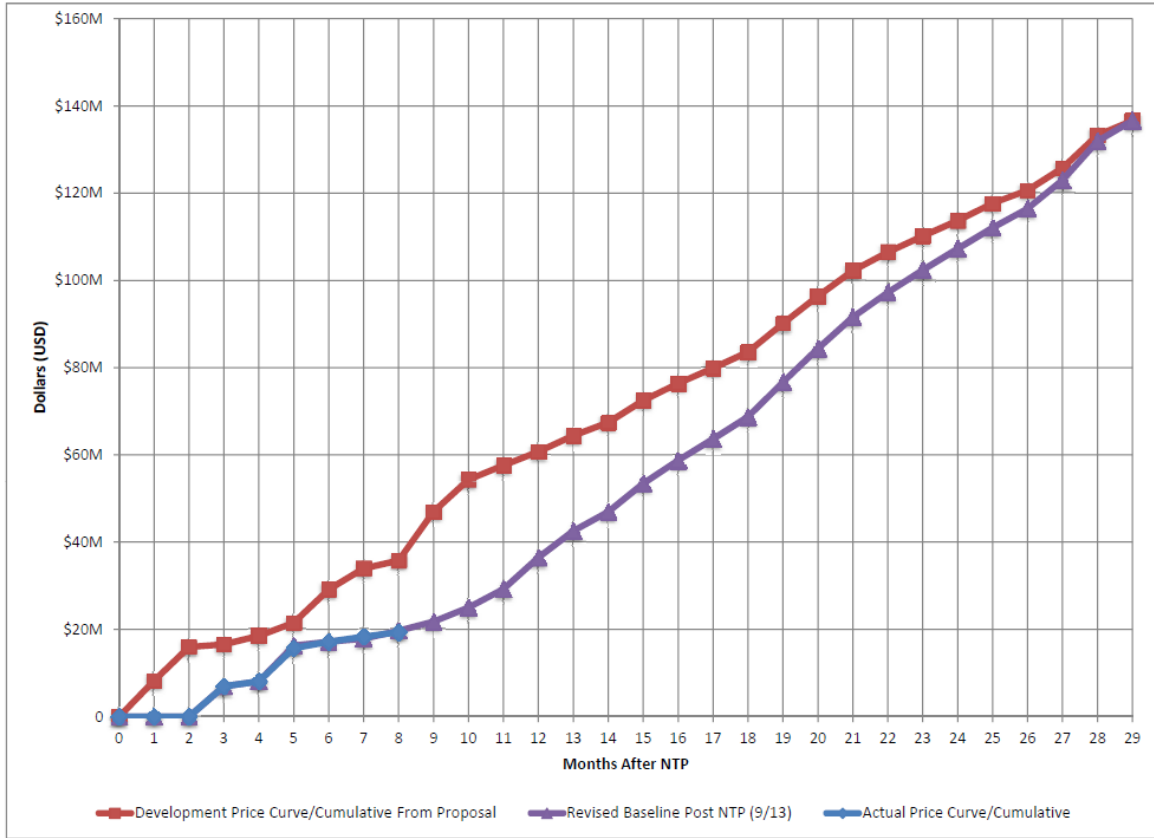
No. 01A – 5th St Cesar Chavez Reconfiguration Design – This change order is for the development and implementation of the lane reconfigurations at the 5th Street / Cesar Chavez Southbound exit to downtown to allow for an additional lane downstream of the express lane connection to the existing ramp. This portion of the change order is to develop the information necessary for the design exceptions and the preliminary design of the re-striping and the retrofit of the bridge bent caps. The change order, totaling \$213,733.58, was submitted to the GEC on January 9, 2014 and was fully executed on February 3, 2014.

Project Cash Flow Curve – March 2014

Cash Flow Curves are provided by CH2M HILL at the time of billing/draw requests submittal.



PAYMENT CURVE
COMPARITIVE GRAPH

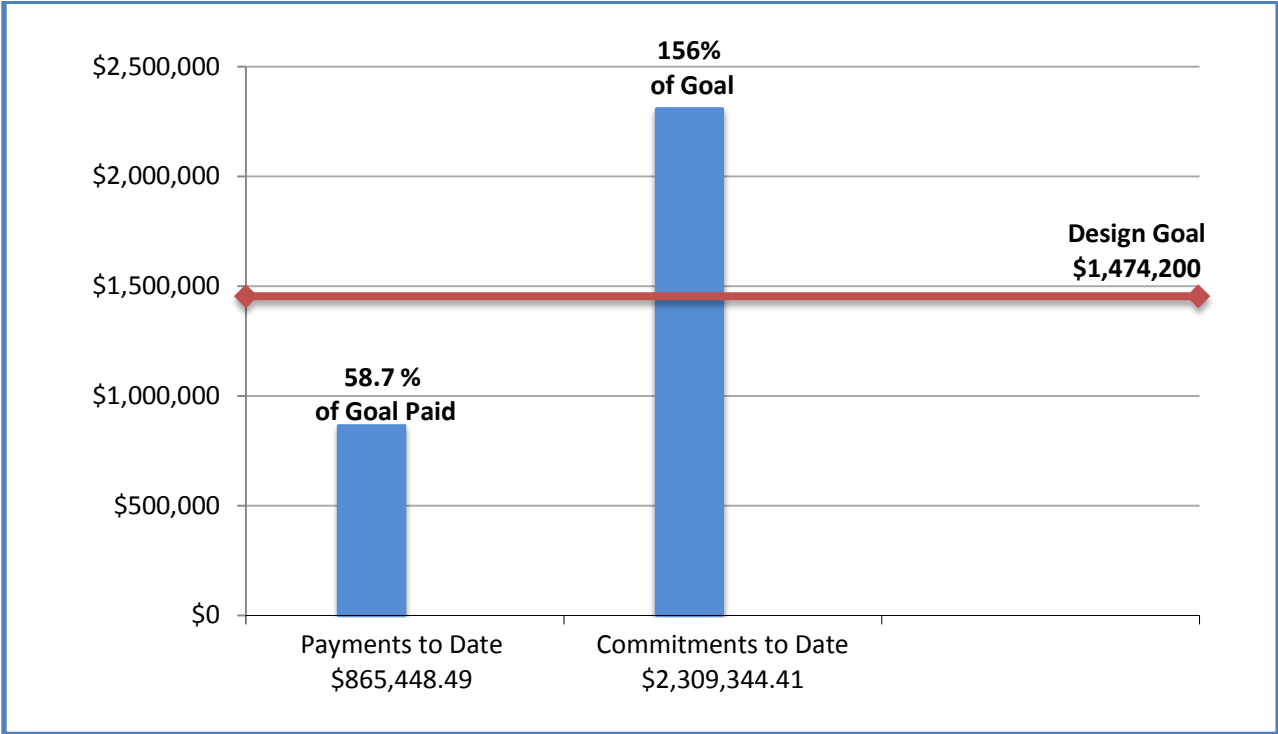


DBE STATUS

CH2M HILL 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 current 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.

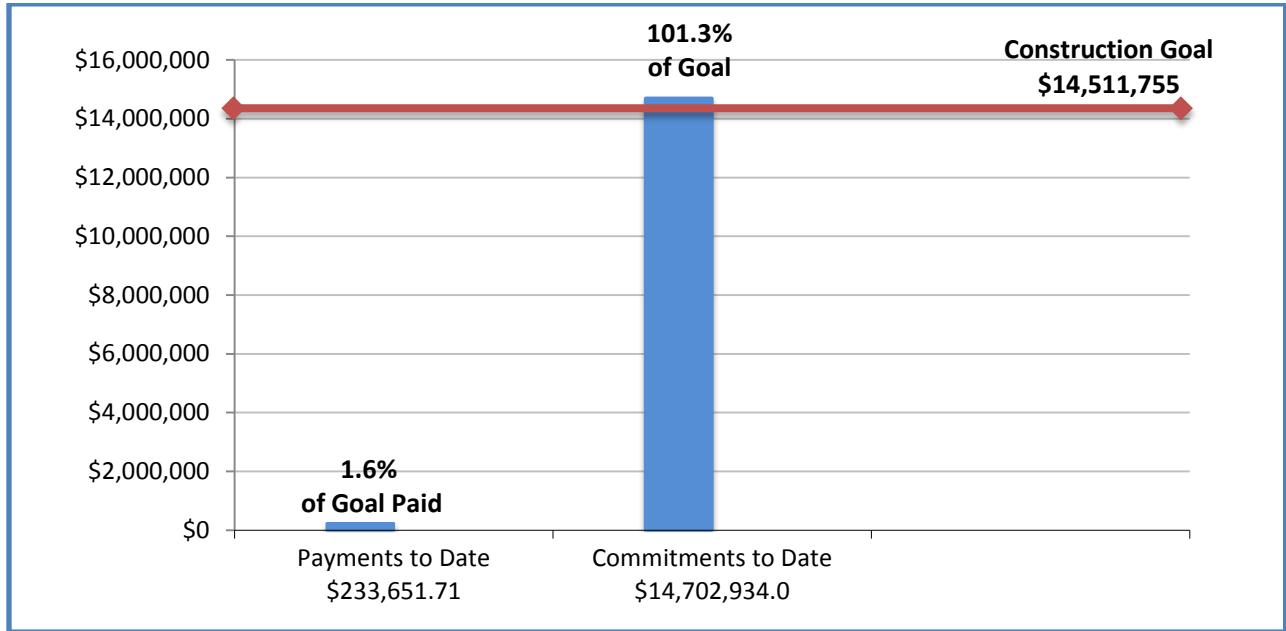
Design

**DBE Design Commitment vs. Payment
For Period Ending March 2014**



Construction

DBE Construction Commitment vs. Payment For Period Ending March 2014



EMPLOYMENT REPORTING STATUS

Design and construction of the MoPac Improvement Project is estimated to have supported approximately 157 jobs during the reporting month of March 2014. 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.

COMMUNITY RELATIONS

- The team staffs a **24/7 Hotline** (via both email and phone), and responds to the steady number of inquiries about the project. Primary interest issues identified from the hotline and current outreach activities include: general inquiries about the project; concerns about the restriping of lanes; reduction in speed to 55 MPH; construction schedule; lane closures, including the Sunday evening closures; plans to extend the express lanes south of the river; construction signage; traffic delays; concerns that lanes do not have an allowance for HOV use; and maintenance.
- Each week on the **project website** (www.MoPacExpress.com), the team posts detailed information about work activities planned for the upcoming week and how they are expected to impact drivers. This information is posted to an interactive map showing precisely where the work will take place.
- The most successful outlet to the public has been the rapidly growing **Twitter** account (@ImproveMoPac). This new and innovative communication method gives the team instant two-way communication with the community. The team issues daily traffic updates via Twitter to more than 1,665 followers. The number of followers increases daily, and many of the account's followers, especially members of the media, retweet or forward advisories to thousands of others, much like how a chain letter gets distributed. The team also proactively monitors conversations on Twitter to identify issues regarding the project and interact with users to provide them additional information whenever appropriate. The number of complaints about the project on Twitter has been nominal, but each one is important and is personally follow-up on by a team member. Our daily tweets are also posted to the top center of our website homepage and to our smartphone application.
- The project's **Facebook** page is monitored and updated with information, photos, and news clips, and the team interacts with public. In the reporting period, the page has 116 likes.
- The **smartphone application** (available for Android and iPhone) launched last fall and is updated weekly. Users of the app can check on the project's progress, get construction alerts, find the answers to frequently asked questions, and much more. When there is an important alert to send out to the public, the users of the smartphone app receive a push notification.
- During the reporting period, **Earthcam cameras** were placed in two locations along the project and will soon be streamed to the project website and smartphone application.
- **Email and text alerts** are being disseminated to members of the public who sign up for this service on the website. Alerts are issued anytime there is a major lane closure that is expected to cause backups.
- The **Highway Advisory Radio (800 AM)** is live and updated every week with a new message about the work activities planned for the upcoming week and promotes other important topics such as work zone safety. The radio broadcast is advertised on multiple signs in the corridor as well as on the project website.



- **E-Newsletters** and the **MoPac Man blog** are distributed periodically to the mailing list with a project update. Within the reporting period, an E-Newsletter launched on the week of January 31 and March 31; a Blog was posted the week of February 13.
- A series of **MoPac Project Roadway Signs** were placed in the corridor in January and March of 2014. These signs advise drivers about the project and direct them to the 800 AM radio broadcast to get more detailed information about the project and the other communication tools we offer.
- **Media coordination** continues and multiple stories have been printed and aired. The focus with coverage on several aspects of the MoPac Improvement Project, including the safety along the corridor, the reduced speed limit, the Travis County Deputy whose car was hit in the construction zone, the construction's various communication tools, and sound walls. Overall, the frequent media coverage has been positive. In February, the team provided the media with guidelines for their presence in the construction zone and along the corridor for their safety.
- **Outreach regarding Sound Wall Installation** along the corridor continued within the reporting period and all 69 households were contacted. Sound wall installation will begin soon. In March, the team dropped door hangers to residences near Sound Wall 11 where the wooden wall was taken down.
- **Business outreach** continues and the team continues to identify additional outreach opportunities. Presentations were given to the City of Austin Greater Chamber of Commerce's Transportation Committee and the Lion's Club in February and to the Downtown Austin Alliance's Transportation Committee in March.
- **Community outreach** continues. The team provided presentations to Great Hills Homeowners' Association in January, and to Brykerwoods Neighborhood Association and OWANA in March. In addition, the team sponsored the Leadership Austin Engage breakfast

in April. Staff continues to schedule additional presentations to be held throughout the year.

- **Adjacent project coordination** with the Mobility Authority's multiple ongoing environmental studies continues. "MoPac Man" attended the 183 North Open House in February, and plans to be at the MoPac South Open House in April.