

Zaragoza Interchange Direct Connectors Project

LP 375 (Joe Battle Boulevard) at FM 659 (Zaragoza Road)

At a Glance

TXDOT Project CCSJ: 2552-03-034

Type: Traditional- TXDOT Designed/Managed

Project Limits: From 0.61 miles northeast of Loop 375 (on FM 659) to 0.63 miles south of FM 659 (on Loop 375)

Notice to Proceed: June 3, 2011

Construction Start Date: January 3, 2012

Scheduled Completion Date: November 9, 2013

Completion by Time (Mar 31, 2013): 58%

Completion by Cost (Mar 31, 2013): 64%

Award Amount: \$25,492,550.07

Adjusted Project Cost: \$25,943,826.05

CRRMA Contribution: \$16,086,567.80

CRRMA Paid to Date: \$3,321,456.44

TxDOT Initial Contribution: \$12,000,000.00

TxDOT Paid to Date: \$13,285,825.60

Total Paid to Date (Mar 31, 2013): \$16,607,282.04

Total Change Orders: 5

Total Change Order Costs: \$320,011.98

Total CRRMA Change Order Costs: \$ 115,969.92

General

The skyline at Montwood, Zaragoza, an Joe Battle saw some dramatic changes in the first few months of 2013. AS Horner aggressively drilled foundations for the continuation of the north and south direct connectors as a part of the new infrastructure. As each foundation was complete, columns, and bent caps went up in short order. Concrete beams for the southbound direct connector are to be erected with bridge deck construction beginning soon after.

This quarter the following tasks were completed:

- Construction of all drill shafts for this project were completed.
- All columns and bent caps were formed and poured for the southbound bridge structure.
- The abutment for the Zaragoza approach ramp was completed, with backfill for MSE retaining walls undergoing compaction, paving, and preparation for tying into Zaragoza Road.
- All of the columns and a majority of the bent caps for the northbound direct connector were formed and poured, with several bents still being formed.



Above: Formwork for the columns of both north and southbound direct connectors.

Summary of Development Activities

Major peripheral work has been completed or began during this quarter, such as the relocation of a high pressure petroleum pipeline and El Paso Electric transmission lines. AT&T started relocation of fiber optic lines within the project area. Pond construction was close to being completed this quarter and completion is anticipated in the second quarter.

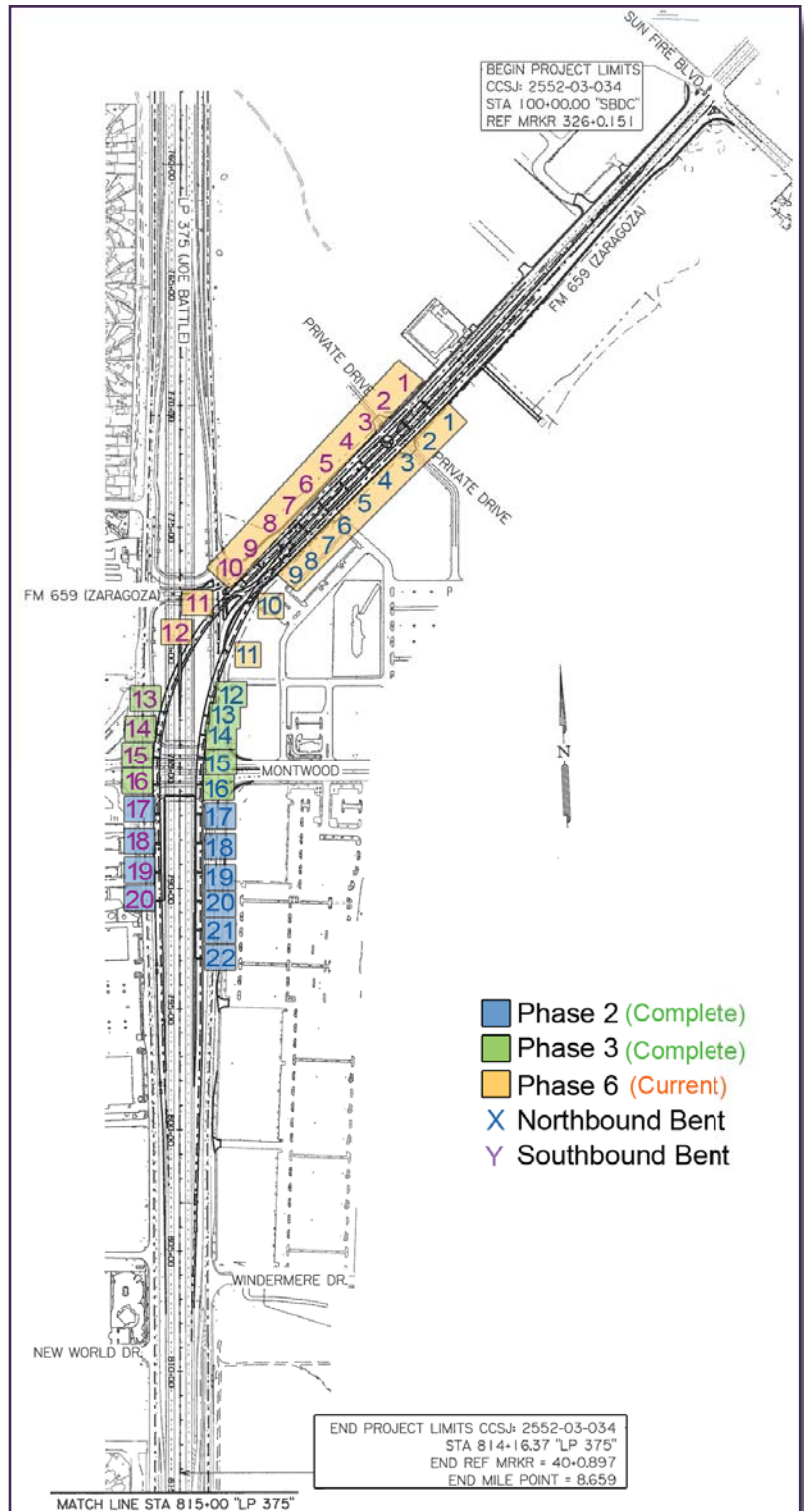
The first set of concrete beams were received on March 22, 2013. Beams were set from Bents 1 through 9 of the southbound direct connector, with placement of bridge deck panels beginning during the first week of April, and deck pours scheduled for the second week.

The northbound direct connector is making steady progress with most columns constructed and bent cap construction following closely behind descending from west to east (11-4), with bents 2 and 3 already constructed.



Above: Substructure for the southbound direct connector, as of mid-March, looking west.

Below: Zaragoza area construction as seen from the future north bound frontage road, looking west. Bent rebar cage in foreground.



Project Schedule and Anticipated Delays

Phase	Description	Start Date	End Date
Phase 1	Construct permanent widening at Montwood Drive intersection	Jan 3 2012	Mar 10 2012
Phase 2		Jan 3 2012	
Step 1	Construct drill shafts, columns, and bent caps for NB Bents 22-17 and SB Bents 20-17 Construct Retaining Walls A, B, C, D, H, I, J, & K Span beams from NB Bent 22-17 and SB Bent 20-17 Pour and complete bridge deck from NB Bent 22-17 & SB Bent 20-17		
Step 2	Construct drill shafts, columns, and bent caps for NB Bent 16 and SB Bent 16 Span beams from NB Bent 17-16 and SB Bent 17-16 Pour and complete bridge deck from NB Bent 17-16 & SB Bent 17-16		
Phase 3	Construct drill shafts, columns, and bent caps for NB Bent 15-12 and SB Bent 15-11 Span beams from NB Bent 16-12 and SB Bent 16-13 Pour and complete bridge deck from NB Bent 16-12 and SB Bent 16-13	Apr 23 2012	
Phase 4		Aug 15 2012	Jan 4 2013
Step 1	Zaragoza Road- Drainage and preparatory work		
Step 2	Close and complete work at and around Private Drive- <i>Milestone Work</i>		
Phase 5	Construct drill shafts, columns, and bents for NB Bent 10 and 11	Jan 5 2013	Mar 30 2013
Phase 6	Construct Retaining Walls E, F, & G Construct drill shafts, columns, and bents and abutments for NB 1-9 and SB 1-10 Span beams from NB Bents 9-12 and SB Bents 10-13 Span beams from NB Abutment 1- Bent 9 and SB Abutment 1 - Bent 10	Apr 1 2013	Nov 9 2013
Phase 7	Punch list, Completion project wide		

Construction of bridge decks for the southbound direct connector will continue throughout the second quarter.

Placement of bent caps and delivery of concrete beams for the northbound direct connector are also anticipated for the second quarter.

Steel girder delivery and erection is scheduled for May.

The contractor and TxDOT are discussing an accelerated construction schedule to make up for delays associated with ROW acquisition issues. Should discussions prove fruitful, bridges could be open to the public as early as late November of this year.

Other construction activities scheduled include building the new eastbound frontage road on Zaragoza. Currently, traffic is traveling in both directions on what will ultimately be the new two lane westbound frontage road.

As bridge decks are poured, the contractor will begin placing barrier rail.

The final stages of bridge construction will be limited to the steel girder spans, with associated closures expected on Joe Battle between Montwood and Zaragoza. Once spans are erected, bridge deck and barrier rail will be continuous from Joe Battle to Zaragoza. At that point sealing, grooving and striping will be the only outstanding items.



Above: Abutment construction in background, with both SB & NB Bent 2 in foreground, looking east.

Below: During the middle of March crews were just beginning to form bents at the crossing of LP 375. Looking west at the intersection of Zaragoza and LP375.



Project Financial Status

The CRRMA involvement in the Zaragoza Project is financed through a State Infrastructure Bank (SIB) Loan backed by funds to be generated through the City of El Paso's TRZ No. 2. Money from this loan can only be used within the TRZ limits and cannot be used for utility relocation or right-of-way acquisition. The bid contract is separated into fourteen categories, plus three additional categories for additional Traffic Control, Utilities, Striping, and ITS infrastructure. Not all items listed below can be paid for through the CRRMA provided funds.

	Description	Bid Amount	Amount Paid to Date	% to Date
Category 1	Traffic Control	\$882,097.50	\$649,413.68	74%
Category 2	Roadway	\$6,427,185.10	\$6,059,501.51	94%
Category 3	Retaining Walls	\$3,269,815.00	\$2,924,090.31	89%
Category 4	Drainage	\$1,162,727.00	\$773,895.00	67%
Category 5	Bridge (South & North Bound)	\$10,951,518.55	\$5,141,768.38	47%
Category 6	Traffic Signal	\$389,990.30	\$50,325.10	13%
Category 7	ADA	\$276,273.60	\$54,400.00	20%
Category 8	Illumination	\$535,549.00	\$348,149.00	65%
Category 9	Illumination Underpass	\$97,445.00	\$2,356.60	2%
Category 10	Signing & Striping	\$148,603.02	\$17,349.14	12%
Category 11	Traffic Management	\$600,755.00	\$206,549.10	34%
Category 12	Contractor Force Account Work	\$38,000.00	\$7,800.00	21%
Category 13	SWPPP	\$102,168.20	\$41,035.12	40%
Category 14	Traffic Control (Uniformed Police)	\$73,216.00	\$1,666.55	2%
Additional Items and Change Orders		\$ 988,482.78	\$328,982.55	33%
Total		\$ 25,943,862.05	\$16,607,282.04	64%

Change Orders

No change orders were presented to the CRRMA during this quarter.

Right: Concrete beams set on Zaragoza stretch of the southbound direct connector, as seen from LP375 looking east.

