

Transmountain-Northeast Project (Aesthetics Modification)

LP 375 (Transmountain) at US 54, Kenworthy Street, Rushing Boulevard, and Alcan Avenue

At a Glance

TXDOT Project CSJ: 2552-01-036

Type: Traditional- TXDOT Designed

Project Limits: LP 375 1.0 mile west of US 54
(Patriot Freeway) to Dyer Street (BU 54)

Notice to Proceed: May 25, 2011

Construction Start Date: December 12, 2011

Scheduled Completion: July 2014

CRRMA Role: General oversight for Change Order
No. 6- Aesthetics Modification

CRRMA Contribution: \$2,895,113.10

Change Order #6 Amount: \$2,436,191.88

Total Cost to Date: \$783,562.52

General

Following its formation, the Camino Real Regional Mobility Authority (CRRMA) together with the El Paso Metropolitan Planning Organization (MPO), the Texas Department of Transportation (TxDOT), and the City of El Paso developed the 2008 Comprehensive Mobility Plan (2008 CMP). The 2008 CMP included the expansion of the mainlines of Loop 375 in the Northeast area. Currently, the project is being developed by TxDOT's West Area Office, with supplemental financial support from the CRRMA, through Transportation Reinvestment Zone (TRZ) No. 3.

- The project was awarded to J.D. Abrams, L.P. on April 28, 2011; the notice to proceed was given May 25, 2011; and, construction began on December 12, 2011.
- Following the award date, the City of El Paso requested that this project be part of an effort to improve aesthetics along major infrastructure corridors. Since the project had already been let out, any changes to the plans had to come in the form of a change order.
- The aesthetics request became Change Order #6 and includes a unique pattern, inspired by the scales of the Diamondback rattlesnake native to the area, by artist Vicki Scurry, to be applied to retaining walls, sound walls, bent caps, and center median barriers.
- The form liners were approved by the artist in April of 2012 and production of the panels began soon after.



Above: Western embankment at the intersection of Kenworthy and LP375 mainlanes.

Below: MSE Walls under construction.



Summary of Development Activities

US 54 Underpass 1

The north-south frontage road bridges at the intersection of LP 375 (Woodrow Bean-Transmountain) and US 54 are scheduled for completion at the end of October. Aesthetic liners were used for the rail barriers on the bridges so that the pattern can be seen by drivers on the future underpass.

No other work related to Change Order No. 6 is anticipated in this area until underpass excavation is complete and construction begins. The retaining walls for the underpass will not use MSE panels similar to the embankments. Instead tie-back and soil nail walls will be built with a patterned facade added after construction.



Kenworthy Overpass 2

Retaining walls for the Kenworthy St. overpass are under construction. On the west side of Kenworthy St. the front MSE wall has been completely erected and workers are preparing the form to place the abutment for the overpass. The east side retaining walls are being erected.

All drill shaft foundations for the bent caps have been placed.

The first of four bent caps was poured at the end of September. Three more will be poured in the near future.



Rushing Overpass 3

The leveling pads for the Rushing Blvd. overpass retaining walls are being constructed.

Drill shaft foundations for the bent walls have been placed.

No other activity is anticipated in this area until the retaining walls at Kenworthy St. are closer to completion and crews become available.



Alcan Overpass

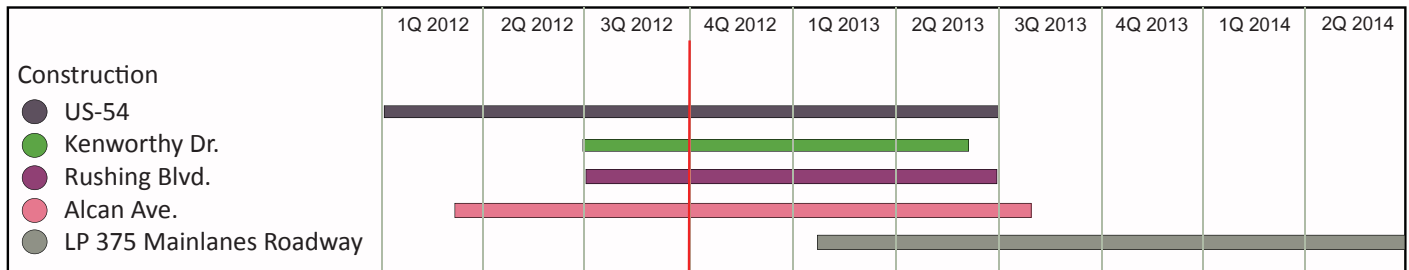
Abrams continues preparing the area for construction.



Project Schedule and Anticipated Delays

Originally, the contractor had scheduled to begin production of the MSE panels in December of 2011. Additional time was needed for the design and production of liners for the new aesthetics package, Change Order No. 6. J.D. Abrams began producing the Diamondback MSE panels in May of 2012. The price of the delay was negotiated by the contractor and TxDOT and a delay rate was paid for 80 days. No further delay charges are expected as a result of this change order.

The schedule for the aesthetics portion follows the general schedule for construction of overpass bridges, the underpass, and the placement of median barriers and sound walls. Each MSE wall is erected as needed for the embankment of the overpass; likewise, the bents that maintain the pattern are constructed to support the beams to be used to span the underlying roadway.



**Note: Schedule is for reference only and all dates are subject to change.*

Panel Production Process

- J.D. Abrams is responsible for the fabrication of the MSE panels; although, the liners were produced by a third party recommended by the artist. The liners are designed to release the concrete from a mold when a release agent is applied; this helps ensure the intricate design remains intact.
- The contractor is capable of fabricating up to 34 panels per day.
- Panels are delivered to the site as they are needed, due to limited space at the project site.
- Due to the complexity of the pattern and the number of different panels, several foremen are on-site to verify the correct panel is being placed in each location.
- Nowhere else in El Paso has a highway aesthetics project been this sophisticated. The contractor has had to redefine their process for organizing, delivering, and erecting MSE wall; there is very little margin for error. A mislabeled panel can cause a delay of up to 24 hours should there not be a panel of the same pattern and dimension available in the storage yard.



Above: MSE panels are inspected after curing for 24-hrs.

Below: MSE panels being removed from forms.



Project Financial Status

Funding for Change Order No. 6 was provided by the CRRMA to be used by TxDOT West Area Office for aesthetic improvements in the Northeast. Each month the contractor submits an invoice based on each line item. The budget used by the CRRMA was created by TxDOT, based on what they believed the cost of the aesthetic modifications would be. This includes items that were added to the contract, or unique items, and items that were on the contract but experienced an increase in price from additional materials and labor required to accomplish the construction. Since the change order is an estimate, the budget is larger than the change order amount. The additional funds can be used to accommodate an increase in cost should some unforeseen expenses arise.

Line Nbr	Location	Description	Unit	Net CO Qty	Qty-to-Date	CEP Funded Amt	% Complete
<i>Note: Items 0110, 0712, 0713, and 0714 are unique items added to the contract</i>							
0110	General	Barricades, Signs, and traffic handling	mo	4.00	4.00	\$ 40,000.00	100%
0712	General	Additional time to manufacture, transport, & install	days	80.00	80.00	\$ 473,017.60	100%
0713	General	Cost for foam required for molds	dol	19,500.00	19,500.00	\$ 19,500.00	100%
0714	General	Anti-graffiti Coating for Walls and Tie-backs	sf	254,873.00	-	\$ -	0%
<i>Note: Remaining items were part of the contract and the cost reflects the additional funds needed to change the aesthetics</i>							
0491	Mainlanes	Permanent Concrete Barrier (F-Shape)(TY2)(MOD)	lf	420.00	-	\$ -	0%
0496	Mainlanes	Permanent Concrete Barrier (F-Shape)(TY1)(MOD)	lf	8,048.00	-	\$ -	0%
1881	General	Sound Wall (13 ft)	sf	2,034.50	-	\$ -	0%
2501	Kenworthy	Class C Concrete for Bents at Kenworthy Bridge	cy	321.40	-	\$ -	0%
2651	Kenworthy	Permanent Concrete Barrier (F-Shape)(TY1)(MOD)	lf	300.00	-	\$ -	0%
2611	Rushing	Class C Concrete for Bents at Rushing Bridge	cy	299.40	-	\$ -	0%
2651	Rushing	Permanent Concrete Barrier (F-Shape)(TY1)(MOD)	lf	264.00	-	\$ -	0%
2721	Alcans	Class C Concrete for Bents at Alcan Bridge	cy	299.40	-	\$ -	0%
2761	Alcans	Permanent Concrete Barrier (F-Shape)(TY1)(MOD)	lf	246.50	-	\$ -	0%
3806	Underpass	Permanent Concrete Barrier (F-Shape)(TY2)(MOD)	lf	100.00	-	\$ -	0%
3811	Underpass	Permanent Concrete Barrier (F-Shape)(TY1)(MOD)	lf	2,007.00	-	\$ -	0%
0711	General	Retaining Walls (MSE)	sf	193,276.00	29,409.02	\$ 205,863.14	15%
4026	Underpass	Retaining Walls (Soil Nail) Facia	sf	6,924.00	-	\$ -	0%
4031	Underpass	Retaining Walls (Tieback) Facia	sf	50,604.00	6,454.54	\$ 45,181.78	13%
Total To-Date						\$ 783,562.52	32%

Additional Costs

No additional costs were presented to the CRRMA during this quarter.

Right: A view from the top of the western Kenworthy embankment, looking east at the drill shaft extensions that will be behind the wall supporting the bridge abutment.

