

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

Contract Completion: July 2014

Anticipated Completion: December 2013

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

CRRMA Contribution: \$2,895,113.10

Change Order No. 6 Amount: \$2,436,191.88

Total Cost to Date: \$1,960,042.42

General

MSE wall construction for all overpass embankments has been completed! Crews have begun mobilizing for hot-mix asphalt placement for the roadway, with the Kenworthy overpass complete. Once the remaining overpass approaches have received hot-mix, anticipated during the first part of the 3rd quarter, concrete roadway will be placed. Also, J.D. Abrams has begun placing patterned facade panels on walls for the underpass.

- Deepening of the underpass at LP375 and US54 is complete.
- MSE wall construction is complete.
- Coping placement is nearing completion.
- Barrier rail will be placed following the completion of the roadway paving.
- Facade panels will be connected to soil nail walls for the underpass, currently underway. Facade panels are then backfilled between the facade panel and the soil nail wall.
- Remaining items include grout patching panels and painting, scheduled towards the end of the project.



Top: From the eastbound frontage road at the Rushing overpass.

Bottom: New turnaround nears completion at Rushing.

Summary of Development Activities

US 54 Underpass ①

Soil nail retaining walls are near complete and construction of the facade walls has begun.



Kenworthy Overpass ②

Asphalt sleeper slab has been placed on the bridge deck at Kenworthy and is being prepared for a final concrete driving surface. Also, crews will continue to place coping and prepare for barrier rail construction.



Rushing Overpass ③

Asphalt sleeper slab has been placed on the bridge deck at Rushing and is being prepared for a final concrete driving surface. Like at Kenworthy, remaining items include coping and barrier rail completion.



Alcan Overpass ④

All MSE panels have been constructed. The roadway is being prepared for completion, including remaining coping and barrier rail.

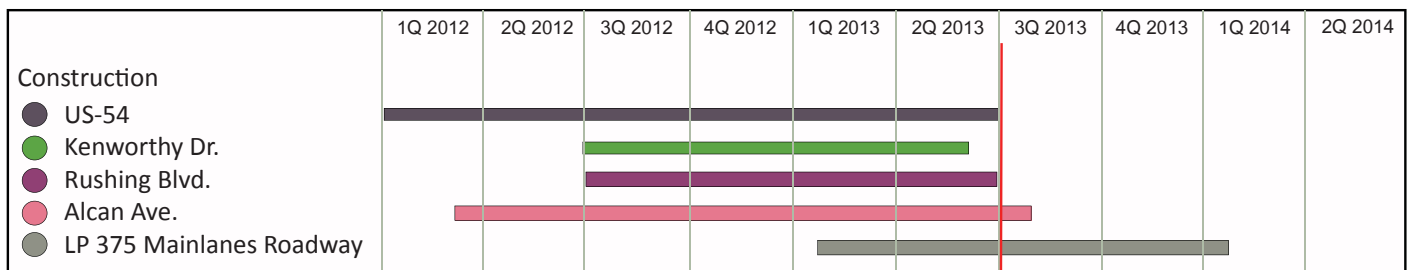




Above: Loop 375 (Woodrow Bean) Mainlanes Expansion project limits as seen from Transmountain Rest Area. The first overpass from the perpendicular running highway (US-54) is Kenworthy, followed by Rushing and in the distance is the Alcan overpass.

Project Schedule and Anticipated Delays

The aesthetics portion of this project has encountered little to no resistance. After a few weeks of adjusting to the arrangement of the panels, Abrams has maintained a steady pace without delay. Still remaining are the detailed facades for the underpass at US-54, erection of sound barriers, installation of patterned median barriers, and the completion of MSE panels. Abrams is well ahead of schedule.



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

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.

Note: Items 0110, 0712, 0713, and 0714 are unique items added to the contract

| | | | | | | | | |
|------|---------|--|------|------------|-----------|----|------------|------|
| 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% |

Note: Remaining items were part of the contract and the cost reflects the additional funds needed to change the aesthetics

| | | | | | | | | |
|------|-----------|--|----|------------|------------|----------------------|------------------------|------------|
| 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 | 321.40 | \$ | 15,240.79 | 100% |
| 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 | 299.40 | \$ | 14,197.55 | 100% |
| 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 | 299.40 | \$ | 14,197.55 | 100% |
| 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 | 179,696.00 | \$ | 1,257,872.00 | 93% |
| 4026 | Underpass | Retaining Walls (Soil Nail) Facia | sf | 6,924.00 | - | \$ | - | 0% |
| 4031 | Underpass | Retaining Walls (Tieback) Facia | sf | 50,604.00 | 18,002.42 | \$ | 126,016.94 | 36% |
| | | | | | | Total To-Date | \$ 1,960,042.42 | 80% |

Additional Costs

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



Left: Close-up of panels designed to represent the scales of a Diamondback Rattlesnake.

Right: US-54 frontage road with aesthetic barrier rail. This barrier rail will be used project wide.