

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: February 2014

Substantial Completion: November 2013

Completion by Time (June 30, 2013): 65%

Completion by Cost (June 30, 2013): 84%

Award Amount: \$25,492,550.07

Adjusted Project Cost: \$27,169,680.32

CRRMA Contribution: \$16,086,567.80

CRRMA Paid to Date: \$3,494,379.54

TxDOT Initial Contribution: \$12,000,000.00

TxDOT Paid to Date: \$18,331,539.19

Other Funding Sources: \$1,088,505.30

Total Paid to Date (June 30, 2013): \$22,914,424.03

Total Change Orders: 7 (CO 6 Pending)

Total Change Order Costs: \$1,545,866.10

Total CRRMA Change Order Costs: \$ 115,969.92

General

The impact of right-of way acquisition difficulties were quantified over the second quarter. It was agreed that the project was delayed by 52 days; although, A.S. Horner has accelerated the project timeline with a goal of having the roadways open before December of this year so that little impact will be felt by motorists. To date, all substructure for the direct connectors is complete and the roadway or superstructure is under construction.

This quarter the following tasks were completed:

- Construction of all columns and bents.
- Erection of concrete beams.
- Steel girders set; welding of torque splices and diaphragms to be completed during the 3rd Quarter.
- Placement of deck Spans 1 through 9 on Southbound Direct Connector.
- Pond excavation; rock wall construction to continue through the 3rd Quarter.
- Concrete roadway placement for frontage roads and cross street on Zaragoza.
- Storm Sewer system for Zaragoza.
- Utility Relocation on Zaragoza, pending AT&T manhole replacement.



Above: Direct Connector bridges from northbound Joe Battle frontage road at the Montwood intersection.

Summary of Development Activities

The first deck pour for the Zaragoza phase of the project occurred on April 9 for southbound spans 1 through 3, followed spans 4 through 6. From April to May, the final three bent caps were formed and poured with northbound Bent 5 poured on May 1st.

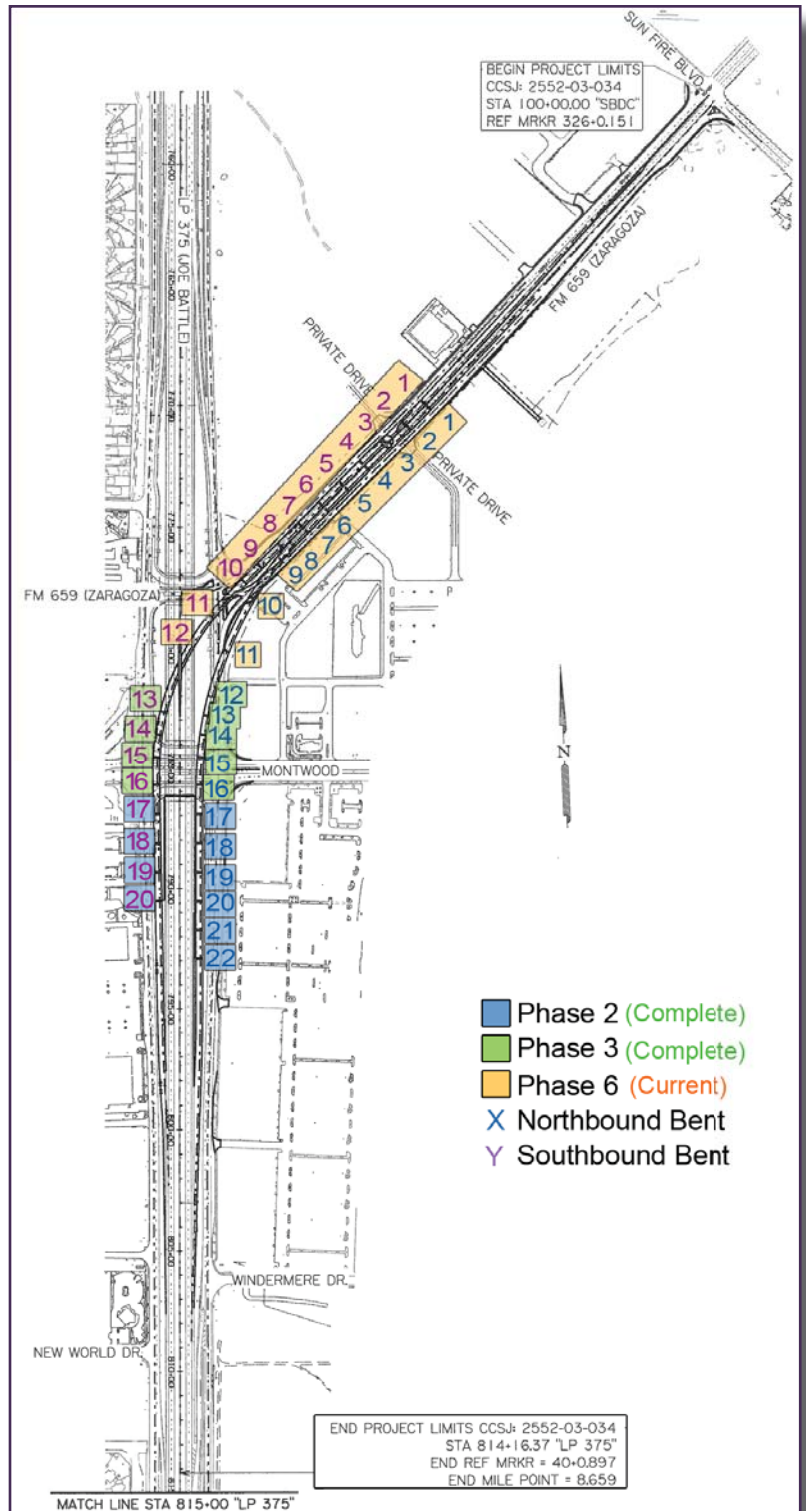
Mobilization for the placement of steel girders began during the second week of May. The girder erectors progressed steadily with the last girders hung during the last week of June and into the first week of July. Final bolting is scheduled through August.

Following the acceptance of each concrete deck pour, the contractor slip formed the barrier rail to give the bridge a more complete look. This process of deck pour/ barrier rail pour will continue through October as the contractor works to complete the bridge construction by November.



Above: Construction of the southbound direct connector. The outer beam's overhang is being built for temporary access for placement of precast deck panels and barrier railing.

Below: Zaragoza bridge abutment and Span 1, between the abutment and NB Bent 2.



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 the direct connectors is nearing completion. The contractor will place precast concrete deck panels for the remaining spans of roadway and will most likely, pending TxDOT approval, pour the entire span between Bents 9 and 13 southbound in a continuous pour; proposing the same for the span between Bents 9 and 12 northbound.

Following the placement of the decks, A.S. Horner will slip form barrier rail, groove the deck, and stripe.

Aesthetic painting has begun for the Joe Battle/Montwood area of the project. Painting is traditionally reserved for the end of the project and this project is no different, we are nearing completion.

Substantial completion, scheduled for the end of November, will accompany the opening of the new roadways. Miscellaneous flatwork will be ongoing with the contractor making minor repairs and addressing punchlist issues. Also it is during the period between Substantial and Final completion that all paperwork is prepared and the area officially transferred from the contractor to the state.

In spite of numerous delays, it is exciting that TxDOT proceeded with an accelerated schedule. This corridor has been in desperate need of a traffic solution; and, it is the mission of the CRRMA to assist in providing mobility solutions for the greater El Paso community.



Above: Steel girder erection for the northbound direct connector.

Below: Just west of the Zaragoza bridge abutment looking west at the underside of the bridge deck.



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	\$703,420.88	80%
Category 2	Roadway	\$6,427,185.10	\$6,472,988.88	101%
Category 3	Retaining Walls	\$3,269,815.00	\$3,036,165.31	93%
Category 4	Drainage	\$1,162,727.00	\$1,042,847.16	90%
Category 5	Bridge (South & North Bound)	\$10,951,518.55	\$9,163,854.99	85%
Category 6	Traffic Signal	\$389,990.30	\$163,427.10	42%
Category 7	ADA	\$276,273.60	\$68,200.00	25%
Category 8	Illumination	\$535,549.00	\$437,989.00	82%
Category 9	Illumination Underpass	\$97,445.00	\$11,001.40	11%
Category 10	Signing & Striping	\$148,603.02	\$17,929.14	12%
Category 11	Traffic Management	\$600,755.00	\$212,249.10	35%
Category 12	Contractor Force Account Work	\$38,000.00	\$7,800.00	21%
Category 13	SWPPP	\$102,168.20	\$47,612.62	47%
Category 14	Traffic Control (Uniformed Police)	\$73,216.00	\$1,666.55	2%
	Additional Items and Change Orders	\$2,214,336.90	\$1,737,000.22	78%
	Total	\$27,169,680.32	\$22,914,424.03	84%

Change Orders

CO 7 5/28/2013 Additional Work requested by TxDOT \$137,348.82

During the design phase, TxDOT designers and EPWU engineers chose to leave a conflicting line issue to be resolved during construction. The solution to this conflict between a storm sewer line and water line was reached through cooperation between the contractor, TxDOT, and EPWU in the field. Additional work also includes the adding of a flume and replacement of traffic barriers damaged by daily traffic. The CRRMA will not participate in this Change Order.

CO 8 6/28/2013 Project Delays, Inefficiencies, and Acceleration \$1,088,505.30

Contract documents required R.O.W acquisition to be completed by October 2011. The last parcel was acquired by TxDOT in January of 2013. The delay in turn prevented utilities from being cleared from the proposed roadway and caused 52 days of lost time. The project schedule was impacted from a January 2014 completion to a July 2014 completion deadline. TxDOT and the contractor have agreed to accelerate the project to meet a new completion deadline in February 2014, with Substantial Completion scheduled for late November 2013. The CRRMA will not participate in this Change Order.