

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

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 (June 30, 2012): 24%

Completion by Cost (June 30, 2012): 36%

Award Amount: \$25,492,550.07

Adjusted Project Cost: \$25,710,417.95

CRRMA Contribution: \$16,086,567.80

CRRMA Paid to Date: \$0.00

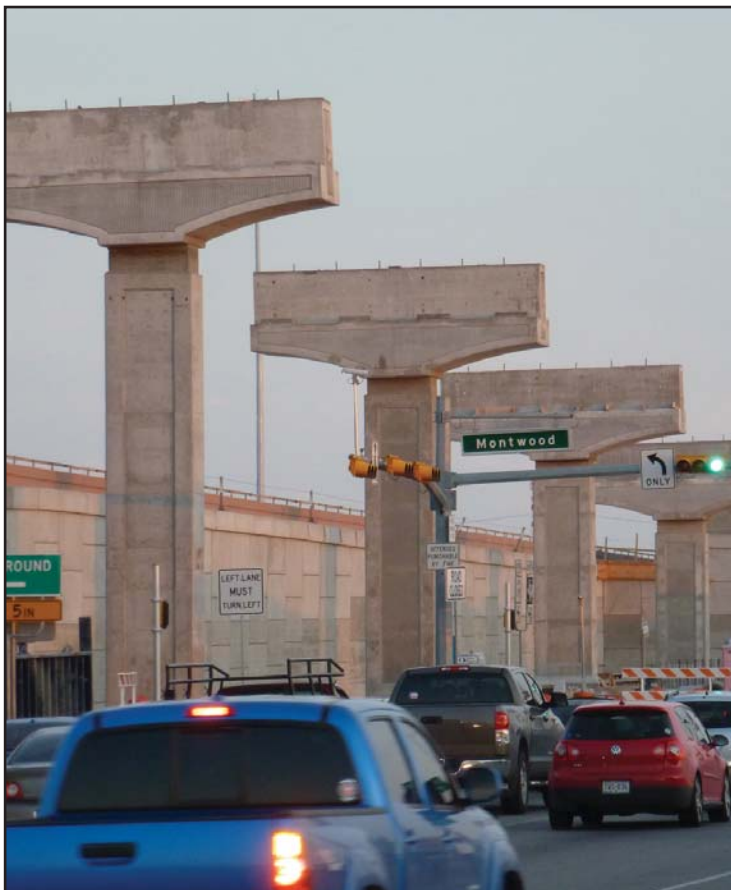
TxDOT Contribution: \$12,000,000.00

TxDOT Paid to Date: \$9,266,567.80

Total Paid to Date (June 30, 2012): \$9,266,567.80

General

In April of 2011, the Texas Department of Transportation (TXDOT) accepted a bid for the construction of two bridge structures and associated infrastructure improvements known as the Zaragoza Interchange Direct Connectors Project. A.S. Horner, Inc. won the contract and the notice to proceed was issued on June 3, 2011.



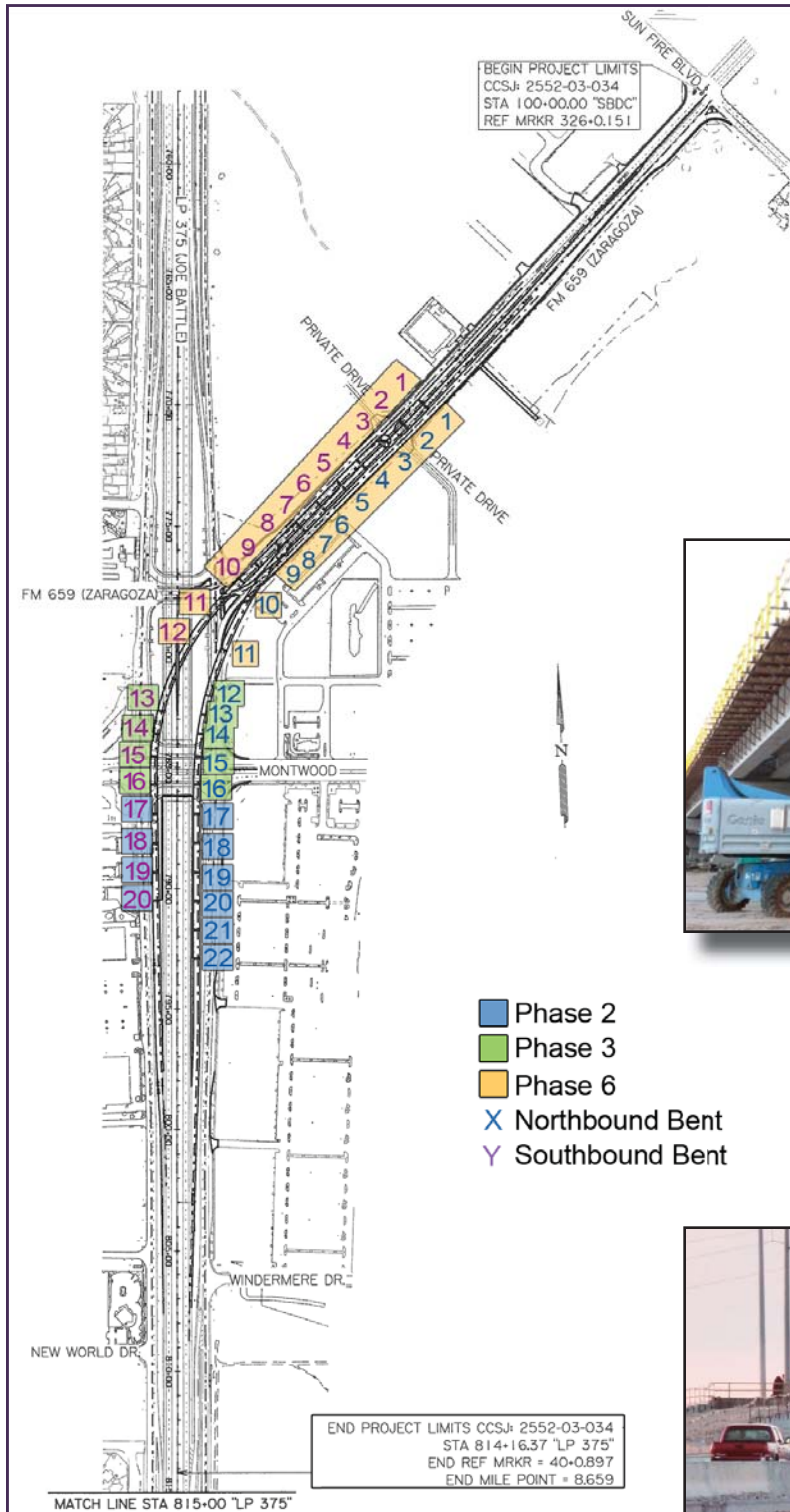
Construction for this project began on January 3, 2012 and has since made steady progress. By the last day of June 2012, the project was 36% complete by cost, with completion scheduled for November of 2013. Substantial progress has been made on the northbound bridge that will connect northbound Joe Battle Boulevard/Loop 375 mainlanes to Zaragoza Road/F.M. 659. This bridge will ease congestion at the intersection of the frontage road and Montwood Drive by allowing traffic to bypass the traffic signal at Montwood Drive. A.S. Horner has placed concrete girders from the southern take-off abutment northward passing over Montwood Drive.

On the southbound bridge, the contractor continues to place rock backfill for the landing abutment at Joe Battle/Loop 375 mainlanes; as well as pouring concrete bent caps on top of finished columns. Columns have been placed up to the median between north and southbound mainlanes of Loop 375.

Left: Columns and bent caps for the Southbound Direct Connector at Montwood on LP375 southbound frontage road.

Summary of Development Activities

Each support for the bridge deck is composed of a foundation or drill shaft, a column, and a bent cap. Girders or beams are placed from bent cap to bent cap creating a span. On top of each span the contractor places deck panels and ultimately pours the bridge deck. Below is a plan view of the project numbered by bent and color coded by the phase each span will have a poured bridge deck. To-date the Northbound Direct Connector has bridge decks poured from Bent 22 to Bent 16.



Northbound Direct Connector

Drill Shafts	10 out of 20
Columns	10 out of 20
Bent Caps	10 out of 20
Concrete Girders	28 out of 72

Southbound Direct Connector

Drill Shafts	8 out of 18
Columns	8 out of 18
Bent Caps	7 out of 18



Above: Northbound direct connector at Bent 16 with girders at Montwood Drive.

Below: Looking north at the southern extension of the Southbound direct connector along Loop 375.

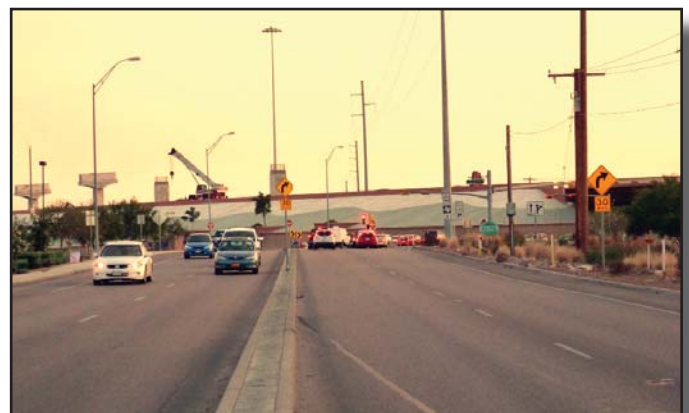


Project Schedule and Anticipated Delays

Initially, the Zaragoza Direct Connectors were to be completed in seven phases. Below is an abbreviated chart reflecting the major tasks involved in each phase as originally planned. Currently, TxDOT and the general contractor are revising the phasing due to unanticipated delays in right of way acquisition.

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	Aug 21 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	Aug 14 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		

Development of the direct connector bridges on Zaragoza Road, Phases 5 & 6, is in jeopardy of delays due to unacquired right-of-way. Utility relocation will prove to be a difficult task without adequate easements and work space. Eminent domain condemnation is being used as a result to acquire the right-of-way. In the meantime, TxDOT has developed alternative phasing for construction to minimize and even possibly eliminate the impact of the holdout landowner for the interim, at least until the right-of-way is obtained. Initially TxDOT had planned on widening Zaragoza Road prior to commencing construction of the Zaragoza abutment; however, without the space to widen the street, A.S. Horner and TxDOT will need to work on each side of the abutment in a piece-meal fashion reducing the number of lanes available. A proposed configuration will create two-way traffic in the current southbound lanes of Zaragoza. More will be known after TxDOT has submitted a Change Order to reflect the rephasing of the project. It is the hope of the CRRMA and TxDOT that the issue be resolved soon so that the project can continue as originally phased.



Above: Looking south from Zaragoza Road with columns from Southbound direct connector along Loop 375 on the horizon.

Left: Intersection of Southbound Joe Battle Boulevard frontage road and Montwood. Girders for this portion of the Southbound Direct Connector will begin to arrive on site in August 2012.



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 available for SIB money and an additional three categories that are unavailable for SIB funding.

	Description	Bid Amount	Amount Paid to Date	% to Date
Category 1	Traffic Control	\$882,097.50	\$275,616.76	31%
Category 2	Roadway	\$6,427,185.10	\$3,957,988.77	62%
Category 3	Retaining Wall	\$3,269,815.00	\$2,355,731.93	72%
Category 4	Drainage	\$1,162,727.00	\$312,273.50	27%
Category 5	Bridge (South & North Bound)	\$10,951,518.55	\$1,827,326.75	17%
Category 6	Traffic Signal	\$389,990.30	\$26,002.50	7%
Category 7	ADA	\$276,273.60	\$4,600.00	2%
Category 8	Illumination	\$535,549.00	\$330,429.60	62%
Category 9	Illumination Underpass	\$97,445.00	\$0.00	0%
Category 10	Sign & Striping	\$148,603.02	\$7,365.94	5%
Category 11	Traffic Management	\$600,755.00	\$148,436.10	25%
Category 12	Contractor Force Account Work	\$38,000.00	\$0.00	0%
Category 13	SWPPP	\$102,168.20	\$19,295.95	19%
Category 14	Traffic Control (Uniformed Police)	\$73,216.00	\$0.00	0%
Total		\$ 24,955,343.27	\$9,265,067.80	37%

Additionally, unforeseen expenses approved by the CRRMA and TxDOT become Change Orders. Funding of change orders with CRRMA money will also be subject to the above described limitations. The costs must pertain to the original intent of this project.

Change Orders

CO 1 2/29/2012 Change in Soil Nail Walls A, B, and J \$37,408.06

The original contract for Soil Nail Walls A, B, and J called for anchor plates with a 1-1/2" diameter hole for the nail to go through. Per industry standards, the #6 Reinforcing Nail Bar requires a 1-1/4" hex nut. Due to the diameter hole in the anchor plate being larger than the hex nut, it was requested that a retrofit of additional plates and washers be used, as well as a change from 12-1/2' nails be replaced with 21' nails at Wall J. The CRRMA and TxDOT Area Office approved these substitutions as fair and reasonable.

CO 2 4/13/2012 Change in Existing Storm Sewer \$49,195.50

Two (2) box culverts were added to the plans after the contract was awarded. The CRRMA and TxDOT Area Office agreed to modify the sheets and add this item to the contract through this change order.