



## SH 130 @ US 79--Major Intersection Takes Shape

The City of Hutto, Texas, east of Round Rock, is one of many communities experiencing significant population and economic growth. US 79 runs through the city and is the major corridor for access from Hutto and other outlying areas to I-35 and to the economic centers of the Austin metro area. Running parallel and just south of US 79 is one of Union Pacific's major rail lines. This main line carries freight as well as two passenger trains per day.

SH 130 crosses US 79 just east of Hutto, and the intersection of the two roadways is being constructed to maximize mobility in the region for both vehicular and rail traffic. In its final configuration, the US 79 mainlanes and the Union Pacific rail track will remain at approximately the existing ground line, the frontage roads will be depressed below this level, and the SH 130 mainlanes will cross above US 79 and the Union Pacific line. Construction is proceeding in phases. Phase 1 is comprised of excavation for an underpass

north of existing US 79 and construction of new US 79 bridges. The Phase 1 underpass work has been completed, and the last bridge deck for US 79 was placed in late September. Earthen headers for the SH 130-over-US 79 bridges have also been constructed. The substructure has been completed, including setting prestressed concrete bridge girders over the active rail line and future lanes of US 79. The remaining girders will be set over existing US 79 once traffic is diverted to the new US 79 bridges.

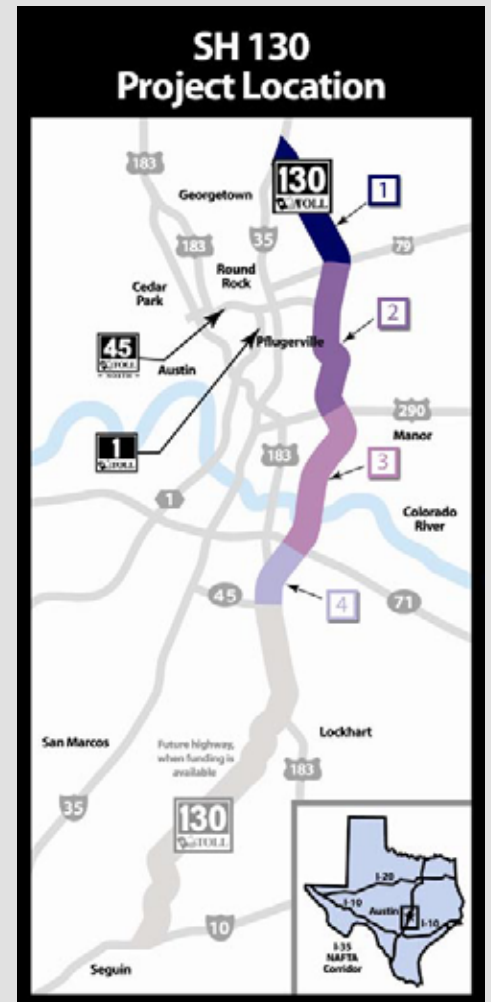
Designers have planned a temporary bypass track ("shoo-fly") to re-route train traffic while roadway excavation and the construction of two new rail bridges are completed. This bypass track is nearing completion, and the railroad is expected to make it fully operational in October.

Phase 2 is comprised of completing the new railroad bridges and removing the remaining excavation to complete the underpass. Mechanically-stabilized earth (MSE) walls will line the sides of the excavation, and the intersection of the underpass will be signalized.

In Phase 3, the rail line will be moved onto the newly constructed railroad bridges, and the SH 130 and US 79 bridges and roadways will be completed. The underpass at the interchange will allow traffic to exit US 79 and SH 130 and change directions without stopping traffic on either facility.



Welders working on "shoo fly" construction, SH 130 @ US 79



Construction of the SH 130 bridges over US 79

\*This report is for the Central Texas Turnpike System, 2002 Project (CTTS-2002 Project). For more complete information on the CTTS-2002 Project, refer to the Official Statement or the latest quarterly report ([www.texasollways.com](http://www.texasollways.com)). Information is also available from the State Information Depository and the Nationally Recognized Municipal Securities Information Repositories. No financial decision should be made based upon this report. For further information, contact the TxDOT Austin District Public Information Office: 512.832.7060.

**Note:** Segments 5 and 6 of SH 130, SH 45N Section 8 direct connectors, SH 45N Section 9, SH 45SE, and 183A are not part of the CTTS 2002 Project and are not funded through the Series 2002 Obligations. Information on these roadways may be included in this report because these facilities are major connector projects and are important to the overall CTTS.



# SH 130 STATUS

## CONSTRUCTION ■ ROADWAY DESIGN

### C ONSTRUCTION

A significant milestone was reached in Segment 1 -- construction activities are now continuous from I-35 to the northern limit of Segment 2 near US 79. Another important occurrence was a traffic switch onto the newly completed portion of pavement for the first phase of the widening of FM 971.

At the SH 130/I-35 interchange, bridge deck forming work on the direct connector between I-35 and SH 130 is complete. Other activities in this area involved placing asphalt concrete pavement on the SH 130 northbound and southbound frontage roads between I-35 and CR 152. Northeast of Georgetown, bridge beams have been erected at Pecan Branch, FM 971, and the Georgetown Railroad.

Activities at SH 29 include bridge column construction and placing asphalt concrete pavement on the southbound frontage road between SH 29 and CR 104. Material from cut-and-haul operations at SH 29 was moved to and embanked at the headers for CR 105 and CR 107.



*SH 130 @ CR 152, Looking North*

*SH 130  
@ SH 29,  
Looking South*



In the area between CR 105 and CR 118, drilled shaft construction began at CR 105 and at Chandler Road. Work continued on Mainlane Toll Plaza 5 near Chandler Road, and construction began on the adjacent Ramp Toll Plazas, Nos. 28 and 29. Major utility relocations in this area included an Atmos gas line relocation at CR 107; TXU overhead electric line relocation work at CR 105, CR 107 and along CR 118; a TXU underground distribution relocation at CR 109; and a Sprint communications relocation at CR 118.

Embankment operations continued in Section 11 between the Capitol Metro Railroad and Blue Bluff Road. Burning and chipping of brush piles has continued this month and will continue into October as more parcels are cleared between FM 973 and FM 969. In the FM 973 area, cast-in-place box culvert 11B was completed and work will continue on culverts 11A and 11S into October. Significant scraper haul and embankment work was accomplished in Section 11 and 12 as just over 1 million cubic yards of material was processed. Drilled shaft foundation work was completed

and substructure work continued at the Elm Creek bridges in Section 12. Additionally, bridge substructure work continued in Section 13 on the north side of the Colorado River. Austin Energy overhead electric relocations are in progress in Sections 12 and 14, SBC and Time Warner underground relocations are in progress in Section 12, and a Citgo gas line relocation is occurring in Segment 4 Section 15.



*Embankment work near Blue Bluff Road,  
Segment 3, Section 11*

### ROADWAY DESIGN

During the month of September, LSI continued to progress the design plans for SH 130, including the submittal of Section 15B ultimate schematics for review. In October it is anticipated that Section 13 100% plans and Section 15B interim schematics will be submitted for review.

# SH 130 STATUS (CONT.)

## ENVIRONMENTAL ■ RIGHT OF WAY ■ UTILITIES

### ENVIRONMENTAL

**E** Temporary crossings at Brushy Creek, Harris Branch Creek, and the adjacent Wetland 16 were removed and restored. Approval was received from the U.S. Army Corps of Engineers (USACE) on a permit modification for additional work in Channel Creek along CR 118. The Annual Report summarizing construction activities at waters of the U.S. was submitted to the USACE. A draft NEPA Re-evaluation document for Segment 5 is undergoing revision prior to submittal to FHWA. Work on the Environmental Assessment for Segment 6 continues. A draft Re-evaluation for the Onion Creek floodplain is in review.

### RIGHT OF WAY

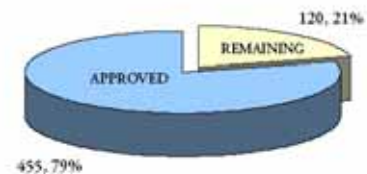
As of September 30, 2005, 417 parcels are required for SH 130, Segments 1 through 4. Twelve of these parcels have been acquired for TxDOT through other entities (e.g. Williamson County), and LSI is responsible for the remaining 405 parcels. Of these 405 parcels, 358 have had a first offer made to the property owner, 169 parcels have been acquired by negotiation, 119 have been acquired by condemnation, and possession-and-use agreements are active for 31 parcels. In summary, 300 of the 417 parcels have been acquired and 331 are available for construction.

### UTILITIES

In September, ten Utility Assemblies (plans, specifications, and estimates) including Williamson County and

City of Manor waterlines, Atmos Energy gas pipeline, Conoco/Phillips, Chevron, and Koch Pipelines, Level(3) Communications fiber optics, and Time Warner Cable lines were approved. To date, 455 out of the estimated 575 (79%) Utility Adjustments have been approved by TxDOT for construction. 237 of these Adjustments have been completed in the field.

SH 130 UTILITY ADJUSTMENTS STATUS, SEPTEMBER 30, 2005



# SH 45N/LOOP 1 STATUS

## CONSTRUCTION

### CONSTRUCTION

**C** Construction activities in Sections 1 and 2 include starting placement of concrete for traffic rail on the northbound frontage road south of Shoreline drive, concrete parking lot for Mainlane Toll Plaza #1, and beginning work on the substructure (drilled shafts, footings, and columns) at the Howard Lane u-turn. Other work initiated in September includes installation of panels for the MSE walls at the Scofield Ridge overpass and boring for placement of reinforced concrete pipe under southbound FM 1325, south of Oakcreek Drive.

(cont. on page 4)

### STATE HIGHWAY 45N AND LOOP 1 PROJECT LOCATION



central texas  
turnpike system



## SH 45N/LOOP 1 STATUS (CONT.)

## CONSTRUCTION

## C ONSTRUCTION

*(cont. from page 3)*

On Section 3, shoulder paving was completed for the entrance ramp just north of the future Anderson Mill Road. Work continued on the rip rap west of McNeil Road for the area between the box culverts and south on McNeil Road to the headwall of a drainage culvert. Hot mix paving was completed on McNeil Road for the eastbound and westbound frontage road. Pouring of the traffic rail for this area was started and mounting of traffic rail in other areas continued.

In Section 4, concrete deck placement was started on the westbound direct connector ramp, spans 3 and 4. On the south-to-east direct connector, work on the bent cap for the east-to-north direct connector was started. Work continued on concrete beam placement at Greenlawn Boulevard overpass. Mainlane closures on I-35 began on September 30 for beam placement and will continue on selected weekends over the next few months.

On Section 5, retaining walls for mainlane header banks are currently being installed. The mass excavation is 85% complete. Type A hot mix for mainlane paving was placed west of A.W. Grimes Boulevard. On Section 6, the processing of base, finishing and lime stabilizing sub-grade on the mainlane east of Heatherwilde Boulevard is in progress. The Heatherwilde Boulevard bridge approach slab and concrete barrier rail is in progress. The service conduits for illumination and traffic signal installation continues at Heatherwilde Boulevard. The Intelligent Transportation Systems (ITS) crossing and illumination east of Heatherwilde is in progress. On



*Mainlane Toll Plaza, Loop 1*



*SH 45N @ US 183,  
Section 8, Looking South*

Mainlane Toll Plaza #3 (Wilke Lane), work continues on the electrical, canopy roofing, dumpster pad and finishing work on the building and tunnel. Loop detectors installation is in progress. Installation of the storm sewer, pouring inlet tops and irrigation line east of Heatherwilde has begun.

In Section 7, the contractor resumed continuous reinforced concrete paving on the east end of the project to Lake Creek Parkway. The work was completed on all Lake Creek Parkway bridge deck concrete placement. The last inverted-tee pier caps of the Davis Spring Branch Bridge were completed during September. The roadway embankment work between Davis

Springs and Culvert G (Davis Creek) was finalized and preparation for base material is in progress. The assembly of the retaining wall along the north side of the proposed westbound main lanes was completed.

In Section 8, embankment work continues on the eastbound mainlane and westbound mainlane south of the batch plant. The northbound-eastbound connector columns and caps construction is on-going. At the North Branch water quality pond (west), the foundations and slab on grade are under construction. The basement walls for the Mainlane Toll Plaza #3 are complete. The excavation of the tunnel is in progress.

On Section 9, the north u-turn at Lakeline Boulevard is complete and was opened on September 23<sup>rd</sup>. Seal coat was placed on the southbound US 183 frontage road at Lakeline Boulevard. Additional activities in section 9 include embankment and flex base work, construction of retaining walls, and work on the westbound-northbound and southbound-westbound structures.

**TURNPIKE TEAM**  
2002 PROJECT BOND OVERSIGHT  
General Engineering Consultant: PBS&J

SH 130  
Program Manager: HDR Engineering, Inc.  
Developer: Lone Star Infrastructure

SH 45N & LOOP 1  
Construction Manager: PBS&J  
Construction Contractors by Section:  
1 and 2 – Zachry/Gilbert Constructors  
3 – Zachry/Gilbert Constructors  
4A and 4B – Archer-Western Constructors, Ltd.  
5 – Zachry Construction Corporation  
6 – Austin Bridge & Road, L.P.  
7 – Granite Construction & J.D. Abrams, L.P.  
8 – Austin Bridge & Road, L.P.  
9 – Zachry Construction Corporation