

30 September 2021

To: Mayor and City Council members

Big improvement to extend McHard Road between Mykawa and Cullen, providing another continuous east-west thoroughfare for mobility in Pearland, continues. On track for opening to traffic a little later than this time next year. Aerial on page five of the PDF gives sense of scale of the work underway. Clay



# McHard Road Extension (Mykawa to Cullen)

Is it in Budget?		Is it on Schedule for the Current Phase per the Contract?		Community Benefit	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		<i>Improves mobility by providing an additional east west corridor as an alternative to Broadway (FM 518)</i>
<b>Project Phase</b>					
Construction					

### Highlights:

- The Clear Creek detention pond is approximately 80% complete.
  - The pond excavation and haul off is complete.
  - Clay liner has been installed.
  - The outfall has not been installed.
  - Slope paving has not been installed.
- The contractor completed pouring approximately 35,000 SY of concrete pavement. Concrete pavement placement is approximately 90% complete in Phase 1 and 1A. The phases include the section of pavement between Cullen and Stone Rd., as well as the paving of the lanes in both directions between Mykawa and O'Day.
- The contractor is prepping the sidewalks between Mykawa and O'Day.
- The contractor has completed the McHard Road and Stone Road intersection using Fast Track concrete mixture. The mixture allows traffic to use the roadway after curing 24 hours.
- The contractor began pouring manhole block-outs between Cullen and Stone.
- The subcontractor has begun installing traffic signal poles. Traffic Signal Poles have been installed at Cullen, Roy and Max Roads.
- The contractor is installing drainage laterals while working through waterline conflicts.
  - The storm sewer is in conflict with the previously installed waterline at Stone Rd., O'Day Rd., Woody, Rd., and Hatfield Rd.
  - Conflicts include the waterlines being too high for the placement of the storm sewer boxes, the air relief valves.
  - The storm drain laterals are being installed throughout the alignment. The contractor is installing laterals that are designed to be installed in phase 2 in the current phase 1 and 1A to offset the impact of resolving the waterline conflicts are having on the critical path.
- The Contractor has completed:
  - Phase 1 and 1A of the drainage system is complete. It includes:
    - The installation of 7' x 3' drainage laterals west of Stone.
    - The installation of 7' x 4' RCB trunk line between Stone and Max.
  - Installing curbs and driveways between Cullen and Stone.
- Ongoing work includes:
  - Preparing to install drainage system inverts in the roadway inlets.



- Complete the concrete pour between O'Day and Mykawa.
- Continue installing the RCB trunk line between O'Day and Garden.
- Install the drill shafts for the signal poles at Roy Rd. and Max Rd.

**Challenges:**

- Previously installed waterline conflicts remain throughout the alignment, mainly at the intersecting streets.
  - Contractor has relocated the waterlines at Stone, Garden, Hatfield and Woody.
  - Contractor relocated fire hydrants at Stone, Hatfield, and Woody.
- The church at the intersection of O'Day and McHard appears to have installed a wrought iron fence on the east side of the property and a chain link fence on the south side of the property in the wrong location.
  - The fences appear to be approximately 20 ft inside of the ROW.
  - The project team is verifying the property boundaries by attempting to locate the property pins.
    - Staff is also reaching out to Centerpoint Energy to verify whether they surveyed the property before installing their poles, which seem to be in a location that corresponds to the survey information that the City has.
    - The Centerpoint poles are about 16 to 18 ft inside of the fence on the east side of the property.

**Budget Info:**

Funding Sources	Series	To Date	Future	Total Budget
Certificates of Obligation	TBS 2022	5,028,428		5,028,428
General Obligation Bonds	2014	531,488		531,488
General Obligation Bonds	2015	238,566		238,566
General Obligation Bonds	2016A	222,627		222,627
General Obligation Bonds	2017	1,725,637		1,725,637
General Obligation Bonds	2020	7,846,966		7,846,966
General Revenue - Cash				-
HGAC TIP		32,580,531		32,580,531
Other Funding Sources - Fund 506 Balance		413,341		413,341
<b>Total Funding Sources</b>		<b>48,587,584</b>	-	<b>48,587,584</b>

Expenditures	To Date	Future	Total
PER			-
Land	6,582,494	407,500	6,989,994
Design	4,677,357	130,000	4,807,357
Construction Contract	30,307,364	1,672,769	31,980,132
Construction Management/Inspection	2,480,193		2,480,193
Construction Materials Testing	425,289		425,289
FF&E			-
<b>Total Expenditures</b>	<b>44,472,696</b>	<b>2,210,269</b>	<b>46,682,964</b>

<b>Project Contingency</b>	<b>3%</b>	<b>1,500,000</b>
<b>Project Balance</b>		<b>404,620</b>

Project balance includes TIP funds associated with the project.



**Schedule Info:**

	<b>Base Line</b>	<b>Current</b>
<b>Design Start</b>	August-14	August-14
<b>Bid Start</b>	April-17	January-20
<b>Construction Start</b>	June-20	September-20
<b>Construction Completion</b>	September-22	October-22

**Upcoming Work Items:**

- The contractor will continue installing storm sewer trunk line eastwards.
- The subcontractor will continue installing the traffic signal poles.
- The subcontractor will begin installing fiber optic conduits.
- Traffic should be moved to the new pavement between Cullen and Stone by October 15, and work will transition over to the southside of the road.

**Project Manager:** Jennifer Lee

**Designer:** Freese and Nichols, Inc.

**Contractor:** James Construction Group

**Construction Manager:** HDR, Inc.

**Scope:**

The McHard Road project will extend from the intersection of Mykawa and McHard Rd. west to tie into the existing roadway at Cullen Blvd. It will include the construction of approximately 3.5 miles of four lane divided concrete curb and gutter roadway with signalized intersections (Max Rd., Roy Rd., O’Day Rd., Garden Rd., and Hatfield Rd.). Also included in the road design is grading, paving, mixed use sidewalks, drainage, detention ponds, signage, pavement markings, illumination, traffic control, storm water pollution prevention and landscaping/irrigation.

**Justification:**

This project is in accordance with the City’s Thoroughfare Plan to alleviate traffic on FM 518 by providing an alternate east/west route between SH 288 and SH 35. The project was selected by H-GAC to receive 80% federal funding for design and construction through the 2016 TIP.

**Previous Memos:** 04.01.2015, 07.15.2015, 10.14.2015, 02.04.2016, 10.06.2016, 01.26.2017, 05.04.2017, 09.07.2017, 05.31.2018, 01.24.2019, 09.26.2019, 06.04.2020, 11.19.2020, 02.04.2021, 04.15.2021, 06.24.21





**Project Location Map:**



**CITY OF PEARLAND  
McHard Road Extension**

- Detention Ponds
- McHard Road Extension
- City Limits



1 in = 1 miles  
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.  
 MAP PREPARED, DECEMBER 2018  
 CITY OF PEARLAND DEPARTMENT





**Project Photos:**



**East and West bound paving operations at Mykawa Rd.**



**Looking east midway between O'Day Rd. and Hatfield Rd.**





**Slip-form paving operations between O'Day Rd. and Hatfield Rd.**



**Rebar installation between Harkey Rd. and Woody Rd.**





**Traffic signal drill shaft at Max Rd.**



**Fast-Track concrete installation at Stone Rd.**