

TEXAS TRANSPORTATION COMMISSION

DALLAS County

MINUTE ORDER

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DALLAS District

Subchapter F, Chapter 223, Transportation Code prescribes the process by which the Texas Department of Transportation (department) may enter into a design-build contract with a private entity that provides for the design, construction, expansion, extension, related capital maintenance, rehabilitation, alteration, or repair of a highway project. Transportation Code, §223.242 authorizes the department to enter into, in each fiscal year, up to three design-build contracts for highway projects with estimated construction costs of \$50 million or more.

Project Pegasus is a \$2.1 billion (construction cost only) project in downtown Dallas on two major interstates, I-35E and I-30. All four legs of this project are on the list of 2011 Top 100 Most Congested Roadways in the State of Texas. Due to the lack of immediate funding for Project Pegasus, the deterioration of the I-35E and I-30 bridges over the Trinity River, the heavy congestion at the I-30/I-35E interchange (approximately 350,000 vehicles/day) and the outdated roadway geometry, the department has developed a breakout project from Project Pegasus known as the Horseshoe Project (project).

The project begins at Sylvan Avenue on I-30, extends to the I-30/I-35E interchange (commonly referred to as the Mixmaster) and heads south on I-35E to cross the Trinity River, ending just south of Colorado Boulevard. The project will replace the bridges at I-30 and I-35E that cross the Trinity River and the connecting roadways, as well as upgrading outdated roadway geometry. The estimated construction cost of the project is \$700 million.

The I-35E and I-30 corridors in Dallas County are two of the most highly congested, demand-critical and mobility constrained transportation corridors in the region. The development and completion of the project can be expedited through the use of a design-build contract, and the employment of innovative methods for the development and construction of projects that are available with a design-build contract. Development of the project is a crucial element to responding to traffic congestion throughout the Dallas/Fort Worth Metroplex. Completion of the project will improve mobility on two of the 20 most congested roadways in the state.

Transportation Code, §223.245 prescribes requirements for the procurement of a project to be developed under a design-build contract, and requires the department to publish a notice advertising the issuance of a request for qualifications in the *Texas Register* and on the department's internet website that includes the criteria that will be used to evaluate qualification statements, the relative weight given to the criteria, and the deadline by which qualification statements must be received.

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IT IS THEREFORE ORDERED by the Texas Transportation Commission that the department is authorized to publish in the *Texas Register* and in one or more newspapers of general circulation, and to post on the department's internet website, a request for qualifications to develop, design, construct, and potentially maintain the Horseshoe Project in Dallas County, providing for the replacement and addition of bridges and lanes on I-35 and I-30 at the Trinity River.

Submitted and reviewed by:

Edward P. Remond Jr.
Interim Director, Texas Turnpike Authority Division

Recommended by:

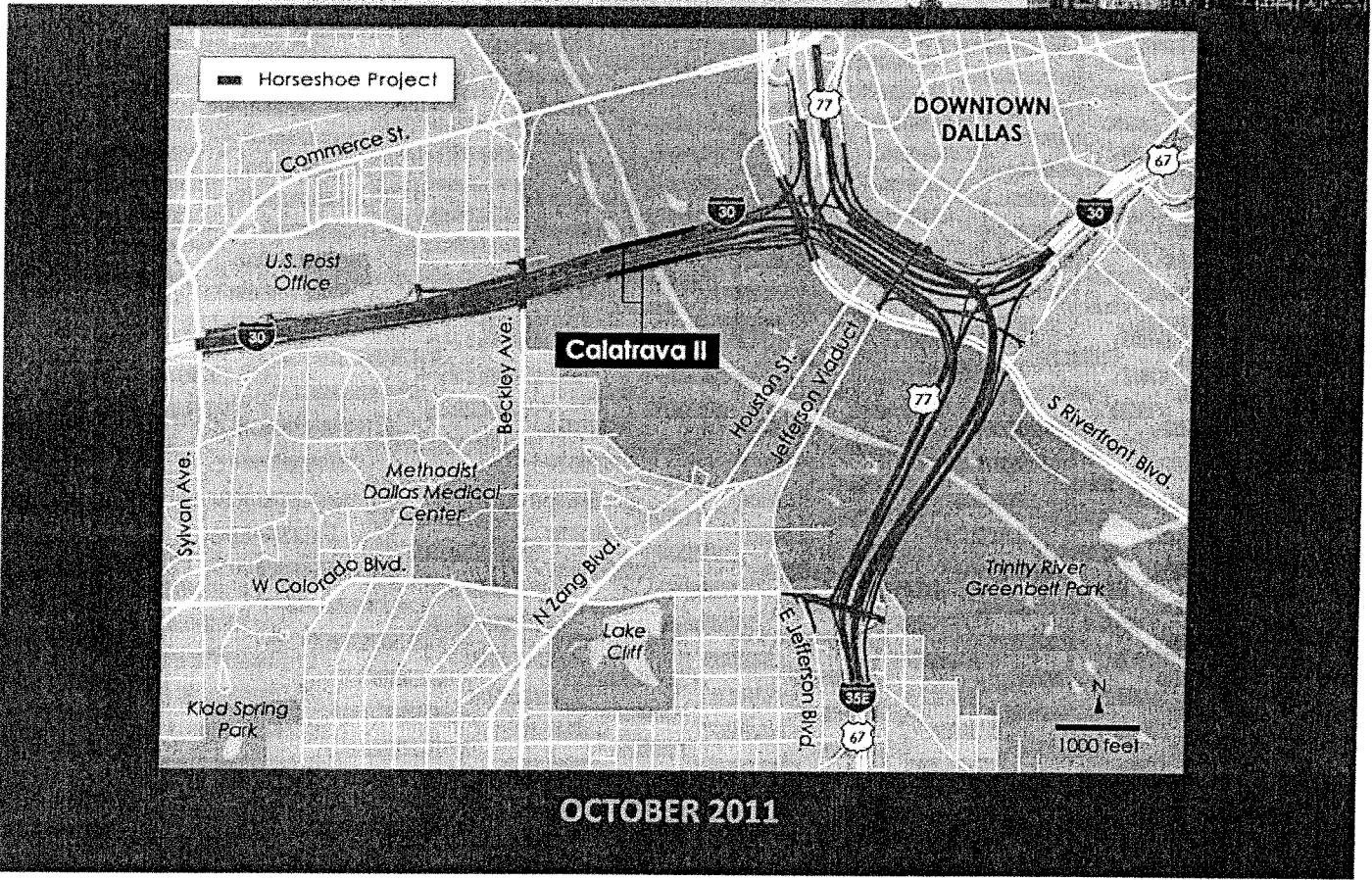
[Signature]
Executive Director

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Minute Date
Number Passed

HORSESHOE DESIGN-BUILD PROJECT

TEXAS DEPARTMENT OF TRANSPORTATION – Dallas, Texas



HORSESHOE DESIGN-BUILD PROJECT

CONCEPT

PROPOSED PROJECT

- Replace bridges that cross Trinity River on IH-30 and IH-35E as well as the connecting roadways where they converge near downtown Dallas' Central Business District
- Upgrading outdated roadway geometry, improving safety, and increasing capacity and mobility
- Meets the NCTCOG 2035 Metropolitan Transportation Plan (MTP)

PURPOSE AND NEED

- Within the project limits, IH-30 and IH-35E carry more than 350,000 vehicles per day
- Rated in the 20 most congested roadways in Texas
- Rapid bridge deterioration
- Increasing maintenance and repair costs in recent years

PROJECT FRUITION

- Legally: Legislative authority for Design-Build
- Financially: Prop 12 funding & SH 121 RTR

HORSESHOE DESIGN-BUILD PROJECT

CONCEPT

WORK COMPLETE/UNDERWAY

- FONSI complete July 2005
- IH-30 – 30% design complete
- IH-35E – 30% design underway
- Draft RFQ document

NEXT STEPS

- Commission approval to “Design-Build”
- Issue RFQ – November 2011 (estimated)
- Entire project to 30% design – June 2012 (estimated)
- USACE 408 permit Fall 2012 (estimated)
- Environmental Assessment – December 2012 (estimated)

HORSESHOE DESIGN-BUILD PROJECT

COST ESTIMATE & FUNDING SOURCES

COST ESTIMATE

Construction	\$620 million
Calatrava II	\$80 million
SUB-TOTAL	\$700 million
Design, Const. Mgmt. & Testing	\$56 million
SUB-TOTAL	\$756 million
R.O.W. & Utilities	\$62 million
GRAND TOTAL	\$818 million

DEDICATED FUNDING SOURCES

Federal Allocation	\$181.4 million
IH-30 Proposition 12 Major Bridges	\$136.5 million
IH-35E Proposition 12 Major Bridges	\$79 million
SH 121 RTR	\$72 million
Remainder Prop 12 V1 (MO 112473 for PE)	\$10 million
Remainder Prop 14 (MO 111680 for PE)	\$13.3 million
I-345 & Neches River Bridge Prop 12 V2 Major Bridges	\$185 million
Dallas District's Prop 12 - V2 PE & ROW *	\$53.7 million
NCTCOG-MPO Prop 12 V2 Metro Mobility	\$87.1 million
TOTAL	\$818 million

* Pending TTI study and Commission approval

HORSESHOE DESIGN-BUILD PROJECT

TIMELINE

