



TEXAS DEPARTMENT OF TRANSPORTATION

Texas Transportation Commission Meeting March 26, 2009

Item 9.e.

DFW Connector

TEXAS TURNPIKE AUTHORITY DIVISION



TEXAS DEPARTMENT OF TRANSPORTATION

DFW Connector Project



TEXAS TURNPIKE AUTHORITY DIVISION



Project Description

Design-Build CDA

- Ultimate project – 14.4 miles
- Reconstruct and expand SH 114 and SH 121 including six interchanges across seven highways: FM 1709, FM 2499, I-635, SH 26, SH 114, SH 121, and SH 360
- Adds tolled managed “express” lanes and additional general purpose lanes on SH 114
- Toll rates based on RTC Managed Lane Policy

TxDOT Option for Capital Maintenance Agreement

- Three 5-year terms, commencing upon Substantial Completion



Project Need and Financing

Project Need

- Improves regional mobility, air quality, enhances safety and addresses acute and growing congestion
- Significant rehabilitation of existing infrastructure
- Reflects a high priority project by D/FW region
- Managed lanes with complete electronic toll collection, compatible with all other toll road networks in Texas.

Project Financing

- Construction uses public funds currently available; not a Concession
 - \$667M previously available for the project
 - \$250M ARRA funding approved by the TTC in March 2009
- \$917M total funding available for the project**



Procurement History

- December 2006 – TxDOT issued Request for Proposals and Qualifications
- May 2007 – TxDOT short-listed three of the four proposers
- March 28, 2008 – TxDOT issued Request for Detailed Proposals
- July 15, 2008 – TxDOT received three proposals
- December 10, 2008 – TxDOT issued Request for Revised Proposals and Best and Final Offers (BAFO) for three Project configurations
- January 12, 2009 – TxDOT received revised proposals for three Project configurations from three Proposers
- March 5, 2009 – ARRA funds added
- March 6, 2009 – TxDOT issued request for revised pricing
- March 16, 2009 – TxDOT received revised pricing from two Proposers
- **March 26, 2009 – Apparent Best Value Proposer identified**



Proposers

TxDOT received revised pricing proposals from two proposer teams:

Gateway Connector Constructors JV:

- Fluor Enterprises, Inc. (Equity Owner)
- Balfour Beatty Infrastructure, Inc. (Equity Owner)
- Parsons Transportation Group, Inc.
- VMS, Inc.
- Raba-Kistner Infrastructure, Inc.
- Weber Shandwick



Proposers (cont.):

TxDOT received revised pricing proposals from two proposer teams:

Northgate Constructors, JV:

- | | |
|---|---|
| <ul style="list-style-type: none">• Kiewit Texas Construction L.P.
(Equity Owner)• Zachry Construction Corporation
(Equity Owner)• PB Americas, Inc.• ICA• J.D. Abrams, LP• DMJM Harris Projects• TCB | <ul style="list-style-type: none">• Bridgefarmer & Associates, Inc.• Lina T. Ramey & Associates• Southwestern Testing Laboratories, LLC• Bohannon Huston, Inc.• Public Information Associates• Oldfield-Davis, Inc.• O.R. Colan Associates, LLC |
|---|---|



Scoring of Proposals

Best Value scoring based on price and technical factors

- Maximum of 100 points per proposal
 - 80 points to be assigned based on price
 - 20 points to be assigned based on qualitative technical evaluation
- Price is based on the cost proposal for all three configurations and includes the capital maintenance price
- Qualitative technical evaluation of Proposer's Project Development Plan based upon:
 - Technical Solutions
 - Project Management Plan
 - Quality Management Plan



Scoring of Financial Proposals

- TxDOT requested construction and capital maintenance pricing for each configuration
- Financial score of 80 points distributed as follows:
 - Configuration 1: 60 points
 - Configuration 2: 15 points
 - Configuration 3: 5 points
- Price Value for each configuration calculated as sum of Present Value of monthly construction payments, ATC adjustments and fifteen years of capital maintenance
- Proposer with lowest Price Value for each configuration received full score for that configuration. Other proposers received points pro-rata based on their Price Value to the lowest Price Value by configuration



DFW Connector Configuration 1

- **Construct Managed Lane** – one in each direction on SH 114 from SH 114B/Southlake Blvd to International Parkway
- **Reconstruct Main Lanes** – 4 to 7 in each direction from SH 114B/Southlake Blvd to west of International Parkway
- **Reconstruct Frontage Roads** – 2 to 3 lanes in each direction from SH 114B/Southlake Blvd to Texan Trail





DFW Connector Configuration 1



DFW Connector Configuration 2

- Includes Configuration 1 and additional elements
- Extend project to the north by reconstructing main lanes and ramps to IH-635 and one lane each direction to FM 2499
- Construct Managed Lanes – two in each direction on SH 114 from SH114B/Southlake Blvd to International Parkway
- Reconstruct Main lanes – 6 to 7 in each direction from SH114B/Southlake Blvd to east of International Parkway
- Reconstruct Frontage Roads – 2 to 3 lanes in each direction from SH 114B/Southlake Blvd to IH-635



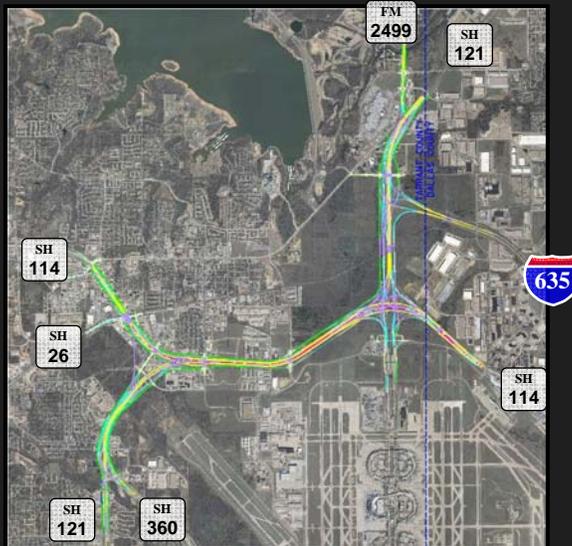


DFW Connector Configuration 2



DFW Connector Configuration 3

- Includes Configuration 2 and the following added elements:
- Extend project to the north by reconstructing main lanes, ramps, and frontage roads to past FM 2499
- Extend project to the south by reconstructing main lanes, ramps, and frontage roads south of the SH 121/SH 360 split.





DFW Connector Configuration 3



Results:

NorthGate Constructors, JV

- Kiewit Texas Construction L.P. (Equity Owner)
- Zachry Construction Corporation (Equity Owner)
- PB Americas, Inc.
- ICA
- J.D. Abrams, LP
- DMJM Harris Projects
- TCB
- Bridgefarmer & Associates, Inc.
- Lina T. Ramey & Associates
- Southwestern Testing Laboratories, LLC
- Bohannon Huston, Inc.
- Public Information Associates
- Oldfield-Davis, Inc.
- O.R. Colan Associates, LLC

is recommended to the Texas Transportation Commission as providing the best value



Results:

NorthGate Constructors, JV

Configuration 1 Price: \$ 599,707,000
Configuration 2 Option Price: \$ 1,058,868,000
Configuration 3 Option Price: \$ 1,535,142,000

Option can be exercised up to six months after CDA is signed



Next Steps

- Environmental approval (anticipated by Spring 2009)
- Publication of Project information and Public Hearing
- Negotiate final terms of CDA
- FHWA concurrence with award
- Attorney General concurrence of legal sufficiency
- 30-day notice and information to Legislative Budget Board and State Auditor's Office
- Request and obtain Legislative Budget Board written approval
- Final execution of the CDA anticipated by Spring 2009
 - Contract for development, design and construction of the project
 - Work begins upon CDA execution
 - Construction to be completed within 5 years
 - Capital Maintenance Agreement, for up to three 5-year maintenance periods, exercisable at TxDOT's option, commencing upon completion of construction



T E X A S D E P A R T M E N T O F T R A N S P O R T A T I O N

Questions

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For more information go to
www.txdot.gov – keyword “DFW Connector”
www.txdot.gov/business/partnerships/cda
www.keeptexasmoving.com

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