

DFW CONNECTOR

PROJECT TRACKER

TEXAS DEPARTMENT OF TRANSPORTATION

Spring 2012

OVERVIEW

The initial DFW Connector project spans 8.4 miles in Grapevine, Southlake and Irving, and it doubles the size of the existing highway system around the north DFW Airport



Feb. 2012: SH 114 (foreground) and new Wm. D. Tate direct ramp (top) located behind Classic Chevrolet.

The project will feature a combination of new mainlanes, frontage road lanes and managed lanes, which will have dynamic pricing to keep traffic moving at 50 mph. The \$1.1 billion project is being simultaneously designed and built by NorthGate Constructors. Under a comprehensive development agreement (CDA) with TxDOT, the project is expected to open in 2014, approximately half the construction time needed for traditional contracts. Upon completion, TxDOT can exercise up to three, five-year maintenance contracts with NorthGate for a maximum of 15 years. Regional support led to planning for an ultimate 14.4-mile, \$1.6 billion project. Funding for the remainder has not been identified.

PROJECT HISTORY/TIMELINE

- † Texas Transportation Commission authorizes request for CDA proposals: March 2006
- † CDA conditionally awarded to NorthGate Constructors: March 26, 2009
- † CDA executed: October 6, 2009
- † Groundbreaking: February 17, 2010

PROGRESS

- † White House officials recognized TxDOT project manager Sam Swan as a "Champion of Change" in February for his leadership and the project's use of technology and innovative construction methods. Swan represented the entire TxDOT/NorthGate team at the White House event with Transportation Secretary Ray LaHood.
- † The project continues to average almost \$1 million a day in work. Work is scheduled to be 85 percent complete at the end of 2012.
- † Construction has started on the east side of the Texan Trail bridge. Traffic has moved to the bridge's west side.
- † The project features 91 utility relocations. Sixty-three relocations are complete, 22 are under way and six will begin soon.
- † The new westbound SH 114 bridge to southbound International Parkway opened in early spring.
- † In one month, crews moved enough concrete barriers to stretch more than two miles; about 1 million cubic yards of dirt has been moved -- enough to fill almost 500 football fields with a foot of soil.
- † The project team briefs business leaders on schedules and work around their properties at the monthly Business Owners Task Force.

PROJECT FACTS (IMPROVEMENTS BY 2014)

Length: 8.4 miles

Number of non-toll lanes (widest points):

- † Six to eight westbound, six eastbound between William D. Tate Avenue and International Parkway
- † Four to seven northbound and three to six southbound lanes at SH 121 near DFW Airport north entrance

Managed Lanes

- † Four miles in length
- † Two each direction, SH 114
- † Estimated initial travel cost: 16 cents per mile

Cost: \$1.1 billion (funded entirely by TxDOT)

- † TxDOT: \$667 million
- † American Recovery and Reinvestment Act funds: \$260 million
- † Proposition 14 bonds: \$107 million; Prop. 12 bonds: \$32 million

Right of Way (ROW) and Utilities

- † Approximately 55 parcels have been acquired for the current configuration and are held in the name of the State of Texas.
- † TxDOT has acquired 18 parcels (146 acres) from DFW Airport.
- † All master utility agreements are complete.

Construction dates

- † Construction started: February 2010
- † Anticipated substantial completion date: early 2014

Ultimate project details (Configuration 3, unfunded)

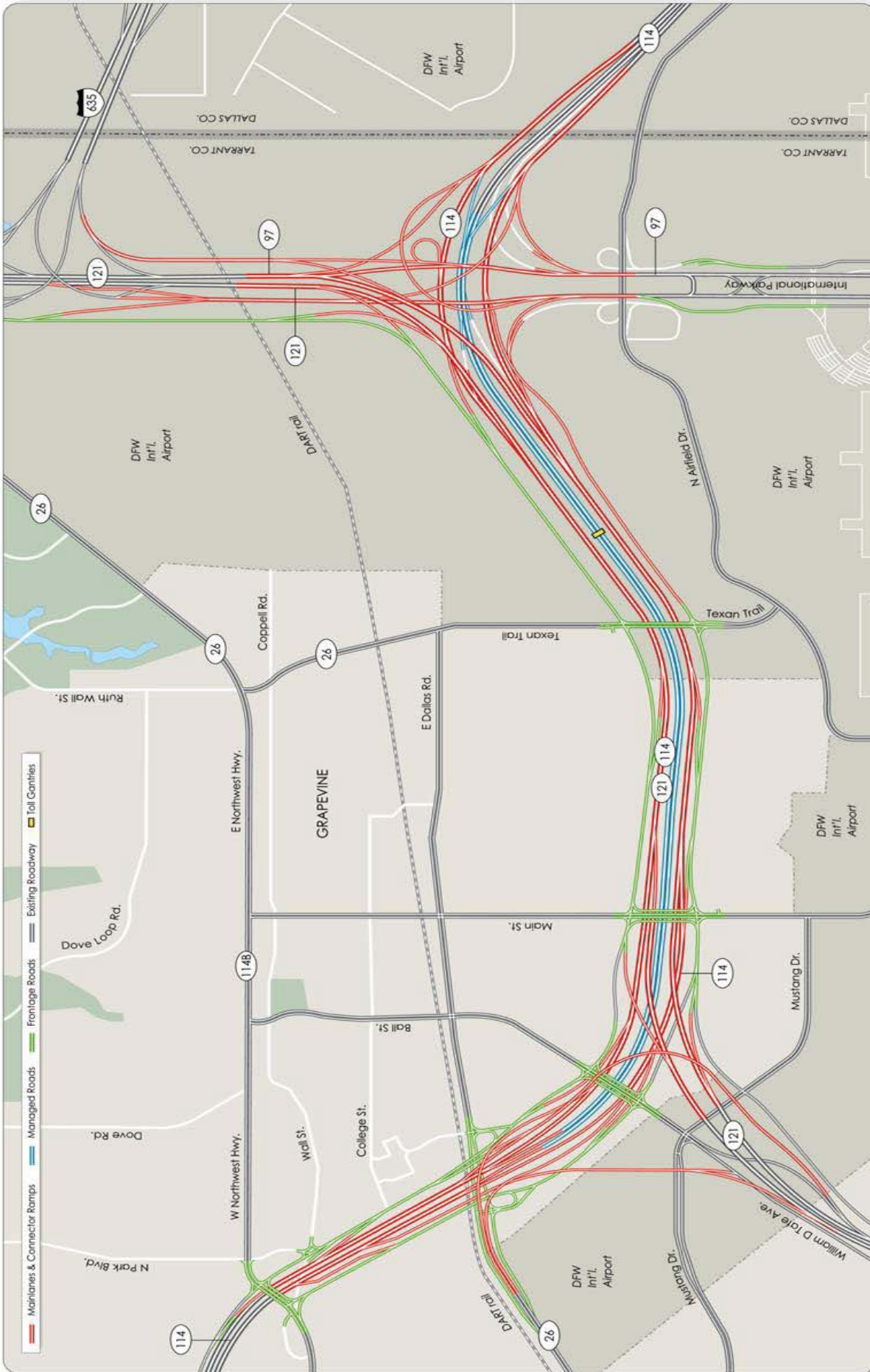
- † Length: 14.4 miles (six miles of additional construction)
- † Total project cost: \$1.6 billion (\$600 million unfunded; cost includes right-of-way, utilities, construction, etc.)
- † Completion date: To be determined

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- † Design-build CDA with TxDOT funding the entire project cost
- † Regional support of the Texas Transportation Commission advancing the project via a CDA
- † NorthGate Constructors: A joint venture between Kiewit Texas Construction L.P. and Zachry Construction Corporation
- † TxDOT retains the project and has the right to enter into a maximum of three, five-year maintenance agreements with NorthGate Constructors upon construction completion
- † Estimated annual routine maintenance costs (FY 2009) assumed by developer: \$877,000
- † North Texas Tollway Authority to provide toll collection services. Toll policy set by the region. TxTAG, TollTag and EasyPass transponders will work on this project.



DFW STRATEGIC PROJECTS OFFICE



NOTE: Project area is not drawn to scale in order to emphasize details.

DFW CONNECTOR CONTACTS

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