



DFW Connector Design/Build CDA

Fact Sheet

Improvements by 2014

- **Estimated Initially-Funded Project Cost:** \$1.02 billion
 - \$667 million in public gas-tax dollars
 - \$250 million in ARRA stimulus funds
 - \$917 million total (design and construction)

 - \$107 million in public gas-tax dollars (right of way)
- **Total Length:** 8.4 miles
- **Managed Lanes Length:** up to 4 miles on SH 114
- **Scope:** 4 highways, 2 major interchanges and 5 bridges
- **Lanes Today on SH 114:**
8 main lanes + 4 frontage road lanes = 12 lanes
- **Lanes When Complete on SH 114:**
13/14 main lanes + 4 managed lanes + 6/7 frontage road lanes = up to 24 lanes
- **Vehicles Per Day** (based on NCTCOG model/projections)
 - 2007 average
 - SH 114 in Grapevine – 189,000
 - 2030 average
 - SH 114 in Grapevine – 359,000
- Project will double the existing capacity.
- On March 26, 2009, TxDOT conditionally awarded a comprehensive development agreement (CDA) **design/build contract** for the DFW Connector project.
- This is not a concession-model CDA and no long-term lease agreements will result from this design/build CDA. When the project is complete, the team's work is done unless TxDOT chooses to have them provide maintenance.
- NCTCOG's RTC developed and set the region's managed lane toll policy and rates. NTTA will operate the managed lanes. TxDOT will oversee. Any revenue

from the managed lanes will first go towards operation and maintenance, and any excess would be retained by the region.

Project Specifics

- This conditionally awarded contract is through a **Comprehensive Development Agreement** (CDA) design/build contract that will *develop, design, build and possibly maintain* 8.4 miles of the SH 114/121 corridor including major interchanges at SH 121 and International Parkway.
- The contract is conditionally awarded to a team of firms called NorthGate Constructors.
- This design/build team is led by Kiewit Texas Construction L.P. (Fort Worth), Zachry Construction Corporation (San Antonio), and a host of other Texan and American firms:
 - PB Americas, Inc.
 - ICA
 - J.D. Abrams, LP
 - DMJM Harris Projects
 - TCB
 - Bridgefarmer & Associates, Inc.
 - Lina T. Ramey & Associates
 - Kimley-Horn
 - Southwestern Testing Laboratories, LLC
 - Bohannon Huston, Inc.
 - Public Information Associates
 - Oldfield-Davis, Inc.
 - O.R. Colan Associates, LLC
- The team offered the best value to the region, providing the best technical and financial overall proposal.
- **Ultimate 14-mile Est. Total Project Cost:** \$1.5 billion (excluding right of way)
- Moving forward with improvements today is the right answer. Construction costs will continue to rise with inflation. The region needs mobility improvements now. It is important to start now and work with the region on additional funding.
- The award to NorthGate Constructors is conditional until all elements of the contract are negotiated and executed, which is expected by this summer. After contract execution, pre-construction activities (such as right of way acquisition and design) will begin this year with construction beginning by 2010.
- Concurrently, the department conducted the environmental process and received environmental clearance in April 2009.

- **The contract must be reviewed** by the State Auditor, the Legislative Budget Board and the Attorney General.
- Two **public hearings** were held – one each in Tarrant and Dallas Counties. (According to SB 792, hearings had to be held in the county seat of the counties that the project is within which will be in Fort Worth and Dallas.
- All roadways and rights of way will always be **state-owned**. TxDOT will retain **oversight** throughout the contract and will perform regular audits of the contractor.
- The project will comply with all applicable state and federal **DBE requirements**. There is a 12 percent DBE participation goal for the project.
- The initial improvements by 2014 will include approximately **\$8 million in aesthetics and landscaping**. TxDOT and the contractor will work with local officials on developing a plan.

Improvements by 2014

- Build **12 to 14 main lanes**
- Add **four toll-managed lanes**
 - Two in each direction on SH 114
- Add **new direct connector ramps**
 - SH 121 northbound to SH 114 westbound
 - SH 114 eastbound to SH 121 southbound
(Currently, connection in this area is through William D. Tate Ave.)
- Includes **rebuilding interchanges/intersections**
 - SH 114/121 (3-level)
 - SH 114/SH 26
 - SH 114/FM 1709
 - SH 114/Main Street
 - SH 114/Texan Trail
 - SH 114/International Parkway (4-level)
- Build **up to 13 main lanes** on SH 121 from the Dallas/Fort Worth International Airport to DART Railroad south of I-635

Design/Build

- **By using a CDA design/build method, the right of way, design and construction phases of work are accelerated – minimizing the impacts to businesses and the travelling public.** While design work is being undertaken on one part of the DFW Connector, construction will begin on another part. Work will begin this year in 2009 and be complete by 2014.

- Construction will take approximately five years. This will be less than half the time usually needed for traditional contracts of this magnitude. In comparison, the I-30/35W Interchange in downtown Fort Worth required seven projects over 10 years to complete.
- As construction proceeds for the North Tarrant Express and the DFW Connector, TxDOT will minimize impacts and coordinate construction at both entrances to the D/FW International Airport. Both contracts include coordination of construction sequencing to manage economic and mobility impacts.
- A separate contract for maintenance, called a Capital Maintenance Agreement, can be implemented at TxDOT's option for up to three 5-year periods for the whole facility. This would be determined and negotiated near the end of the construction project.
- On completion of a five, 10 or 15-year maintenance contract, TxDOT will resume maintenance and operation.

Managed Lanes

- Drivers on SH 114 can choose to enter the 4-mile section of managed toll lanes at either end of the DFW Connector and pay a toll to ensure a fast and predictable trip time.
- The rates are established in the NCTCOG Regional Transportation Council managed lane toll policy. As congestion increases, rates may be adjusted.
- The toll-managed lanes encourage carpooling/transit which means fewer vehicles on the managed lanes and main lanes.
- NTTA will be paid to operate the managed lanes. TxDOT will oversee, and the region will receive any revenue from the managed lanes after operation and maintenance costs.
- **Congestion Pricing:** speed and volume will dictate pricing, and the pricing will vary throughout the day. (Max pricing may or may not occur every day, and when it could, it will be a brief period of time approx. 30 min. – 1 hour.) Demand will dictate the rates which will comply with the RTC policy.
- **Motorists can expect to maintain approx. 50 mph in peak periods.** (Peak periods are 6 hours within a 24-hr period. 6 a.m. - 9 a.m. and 4 p.m. – 7 p.m. Pricing will vary within the peak periods.)
- All main lanes on these roadway facilities will not be tolled. The facilities include up to four toll-managed lanes next to 14 non-tolled main lanes.
- The managed lanes are designed to provide through movements along SH 114 (similar to express lanes) and not to provide access. This eliminates weaving and

other conflicts, plus provides more capacity to the adjacent roadways for motorists who are traveling short distances within the city.

- Managed lanes are a regional strategy, a tool, to manage traffic and provide reliable mobility. Motorists using the managed lanes benefit from added capacity. Those who choose to use the managed lanes free up capacity for the benefit of the main lanes.

Toll Rates

- Congestion pricing based on number of vehicles, 50 mph LOS, time of day)
- Under anticipated operating conditions the estimated cost in tolls to travel per mile are:

<u>2014 (opening year)</u>	<u>2029</u>
16 cents	24 cents

- Carpoolers/motorcycles – discount
- Transit Vehicles – free
- Trucks – higher fee based on number of axles
- Fully electronic toll collection

Timeline

March 26, 2009 – Commission Meeting – conditional award of the DFW Connector

April 2009 – Federal Environmental Clearance

May 26, 2009 – CDA Public hearings – Tarrant and Dallas Counties

Fall 2009 – Anticipated execution of the CDA contract

Fall 2009 – Team opens local office within the corridor and begins preliminary work

Late 2009 – The team begins purchasing right of way and relocating utilities

Early 2010 – Construction begins on the DFW Connector

2014 – Construction completed