DATE 11 October 2013

to The Honorable Members of the Transportation and Trinity River Project Committee: Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT TxDOT Horseshoe Project - Pegasus Link Constructors (PLC)

On Monday, 14 October 2013, the Transportation and Trinity River Project Committee will be briefed on the TxDOT Horseshoe Project by Pegasus Link Constructors (PLC). The material is attached for your review.

Please contact me if you have questions.

Jill A. Jordan, P.E.
Assistant City Manager

Attachment

c: A.C. Gonzalez, Interim City Manager
Warren M. S. Ernst, Interim City Attorney
Judge Daniel F. Solis, Administrative Judge
Rosa A. Rios, City Secretary
Craig D. Kinton, City Auditor
Ryan S. Evans, Interim First Assistant City Manager
Forest E. Turner, Assistant City Manager
Joey Zapata, Assistant City Manager
Charles M. Cato, Interim Assistant City Manager
Theresa O'Donnell, Interim Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Frank Librio, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council

“Dallas-Together, we do it better”
The Horseshoe Project

14 October 2013
Traffic Congestion

Nation’s 10 worst commuting trouble spots

Here are the worst commuting “choke points” in the USA, according to the American Automobile Association:

- **Boston.** Interstate 93 north and south. Boston’s central artery cuts an elevated pass through downtown. It was built in the 1950s to carry 90,000 cars daily, but it now overflows with 190,000 cars each day. The 6-8 hours of stop-and-go traffic each day is expected to stretch to 14-16 hours by 2010.

- **Chicago.** Interstate 88 at the Eisenhower Expressway. Traffic from western suburbs comes to a halt as 34,000 cars from I-88 merge with 43,000 cars from the Eisenhower Expressway (Interstate 290) every day. The road goes down to a single lane for 1½ blocks before opening to multiple lanes. What should be a 20-minute trip to the city can take more than an hour.

- **Dallas.** Interstate 35 at Interstate 30. Known as the “Mix Master” by local motorists, these two highways merge and struggle to carry more than 200,000 vehicles a day from downtown through the steep hills of “The Canyon.”

- **Houston.** U.S. 59 at the 610 loop. Only one lane exits on U.S. 59 to the 610 loop, causing delays in all directions at an intersection that handles more than 330,000 vehicles a day. Stop-and-go conditions can occur for five-six hours.

- **Los Angeles.** Interstates 5, 10, 60 and 101. About 566,000 vehicles travel through this intersection daily, overwhelming the capacity of these major commuter highways. Motorists changing lanes as they approach create a traffic bottleneck that extends for miles.

- **Minneapolis.** Interstate 35W and the southern portion of the Minnesota Trunk Highway 62. This section has a traffic volume of 169,979 vehicles a day, and delays are estimated at 7.4 million hours per year.

- **New Orleans.** Interstates 10 and 610, eastbound. Traffic routinely backs up at this interchange every morning. Although it has recently undergone construction to ease the problem, a bottleneck still occurs at the I-10/I-610 split as New Orleans-bound traffic is squeezed into two lanes before opening up.

- **New York City.** Gowanus Expressway. The expressway (Interstate 278) is a major route connecting Brooklyn, Queens, Long Island and Manhattan. The primary congestion point is a 3.8-mile segment between the Brooklyn Battery tunnel and the Belt Parkway that carries 175,000 vehicles a day. Delays can occur for six or more hours.

- **Seattle.** Interstate 5 and Interstate 90 interchange. This area has an average daily volume for both directions of 260,000 vehicles, with an average accident rate of 5.6 accidents per 1 million vehicles. However, this section typically operates below capacity for 10 hours per day. There is lots of weaving and merging through the collector-distributor lanes.

- **Washington, D.C., area.** Springfield, Va., Interstates 495, 395 and 95. “The Mixing Bowl” is where the major interstates of the D.C. metro area converge, resulting in a volume of 400,000 vehicles daily and 179 reported crashes during a two-year period. The interchange is undergoing construction that is expected to last eight years and is the second-largest project of its kind in the USA.

Source: American Automobile Association
Traffic Congestion

- Approximately 460,000 vehicles every weekday
Traffic Congestion

- Outdated roadway geometry
Aging System

Bridge deterioration, constructed in 1930’s, 1950’s and 1960’s
Horseshoe Project

- Replace I-30 & I-35E bridges across the Trinity River
- Construct additional lanes to increase capacity
- Update the outdated roadway geometry of the Mixmaster interchange
- Create new direct connectors for I-30 & I-35E
- Construct Margaret McDermott Bridge
- Increase overall mobility and safety in the corridor
Project Team

Texas Department of Transportation

Pegasus Link Constructors

FLUOR®

Balfour Beatty

TxDOT Horseshoe Project
• $798 million project

• Design-Build Construction will be completed in approximately four years, less than half the time needed for regular construction projects of this magnitude

• Timeframe: 2013 – summer 2017

• TxDOT retains ownership and oversight of the project (not a toll or managed lane project)
Third Party Coordination

- City of Dallas
- US ARMY Corps of Engineers
- Dallas County
- Utility companies
- Dallas Area Rapid Transit
- Area businesses
- Area residents
- Local government entities
- Other stakeholders & Third Parties
Horseshoe Project Map
Proposed Configuration

<table>
<thead>
<tr>
<th>Major Items</th>
<th>Quantity</th>
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<tbody>
<tr>
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HORSESHOE PROJECT

EXISTING

Frontage Road General Purpose Lanes Ramp General Purpose Lanes General Purpose Lanes

PROPOSED - EASTBOUND AT JEFFERSON BOULEVARD

Frontage Road Collector-Distributor Ramp General Purpose Lanes HOV Lanes General Purpose Lanes General Purpose Lanes Collector-Distributor Ramp

NOTE: Illustration depicts example managed lane design only. TxDOT graphic
Margaret McDermott Bridge

- Pedestrian/Bicycle Access
- Top of Bridge approx. 300 feet in height above Trinity River
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
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<tbody>
<tr>
<td>Oct. 2012</td>
<td>Proposals Due</td>
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<td>Nov. 2012</td>
<td>Conditional Award / Selection</td>
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<td>Feb. 2013</td>
<td>Contract Execution / Notice to Proceed I</td>
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<tr>
<td>Early 2013</td>
<td>Planning / Coordination / Design / Utilities</td>
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<td>Aug. 2013</td>
<td>NTP II / Start of Construction</td>
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<td>Feb. 2017</td>
<td>Mainline, Direct Connector, and Frontage Roads - Completion Milestone</td>
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<tr>
<td>April 2017</td>
<td>Margaret McDermott Bridge – Completion Milestone</td>
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<td>May 2017</td>
<td>Final Acceptance Milestone</td>
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Project Phasing

Majority of Initial Construction Outside Existing Footprint
Switch Traffic to Frontage Roads to Remove Existing
Project Phasing

Continue Removal and Reconstruction of Existing Structures
Project Phasing

Reconstruction of Mixmaster
Project Phasing

Construction Complete
Traffic Impacts/Lane Closures

- **HOV Lane Closures I-35E & US 67 (through 2017)**
  - Northbound HOV lane closed
  - Southbound HOV lane closed from downtown Dallas to Louisiana Avenue

- **Upcoming Construction:**
  - Fleming Place I-35E underpass & northbound Eighth Street on-ramp closures (October)
  - I-30 Commerce Street off-ramp construction (start after Thanksgiving)
  - Colorado Boulevard closure (February 2014)
Project Information Resources

- Project Website – www.dallashorseshoe.com
- Project Hotline – 214-Fix-MixD (214-349-6493)
- Email: info@dallashorseshoe.com
- Project Storefront – 160 Continental Ave. (M-F, 8am-5pm)
- Project Facebook & Twitter Pages
- Newsletters (English & Spanish)
- Press Releases & Media Alerts (English & Spanish)
- Mobile App, Text Message & eFlash (start Nov. 4)
Public & Partners Meetings

- Quarterly Project Public Updates
- Briefings to City of Dallas
- Presentations to neighborhood associations, organizations and trade associations
- First Responders Group meetings
- Travel & Tourism Partners meetings
- Government Partners meetings
- One-on-one stakeholder meetings, upon request
Public Information

Project Open House – August 8, 2013
DBE Program

- Online Vendor Registration (project website)
- Bid opportunities on website and emailed to chambers, contractor associations and DBE firms
- DBE one-on-one meetings
- Outreach at minority chambers/contractor association events and tradeshows
- DBE certification assistance
- Opportunities Training Program – DBE capacity building training
- DBE compliance program
- DBE Program Administrators:
  - Adrienne Williams
    adrienne.williams@plcjv.com
  - Ruben Landa
    rlanda@kstrategies.com
One-on-One Program

Pegasus Link Constructors (PLC) Office
160 Continental Avenue
Dallas, TX 75207

The Pegasus Link Constructors (PLC) invites Disadvantaged Business Enterprise (DBE) firms to take part in a one-on-one meeting with the Horseshoe Project Team. It is a great opportunity for contractors to share their product or service with the Project Team and find out about upcoming project opportunities. All you have to do is contact us so that we may set up a meeting for you. These meetings are by appointment only.

Register with Ruben Landa, DBE Administrator at rlanda@kstrategies.com or 214-599-9766

* Please note that meetings are by appointment only. No walk-ins.

www.dallashorseshoe.com
Procurement Schedule

Disadvantaged Business Enterprise (DBE) Program

Pegasus Link Constructors (PLC) is committed to maximizing and increasing opportunities for DBE firms on the TxDOT Horseshoe Project. Our DBE Program is focused on developing relationships with contract and capacity building opportunities. The PLC Team looks to engage DBE firms through the following initiatives:

- Project Information and Outreach Events
- Collaboration with Contractor Associations
- Online Contractor/Supplier Vendor Registration
- DBE 2-in-1 Meetings
- DBE Certification Assistance
- Advertising Big Opportunities & Schedule
- Opportunities Touting Program

Project Overview

The Horseshoe Project is a $768 million design-build highway construction project for the Texas Department of Transportation (TxDOT) to improve traffic flow through the heart of downtown Dallas.

Dubbed “Horseshoe” because of its U shape, the 4-year construction project will include the expansion, repaving and additions of several new bridges and roadways along interstates 30 and 35E across the Trinity River and through the city’s Mainstreet and central business district. The project is scheduled for completion in 2017.

For additional information, please contact:

The Horseshoe Project Hotline
214-921-9921 (office)
adrienne.williams@plcjx.com

Ruben Landa
DBE Administrator
214-921-2545 (office)
rlanda@horseshoe.com

www.dallashorseshoe.com
Upcoming Bid Opportunities

- Asbestos Abatement
- Demolition
- Compost
- Concrete Deck Grooving
- Concrete Flatwork
- Mowing
- Painting
- Pavement Grinding

- Pedestrian Railing
- Permanent Attenuators
- Preformed Metal Decking
- Sawing and Sealing
- Seeding and Sodding
- Special Bridge Bearings
- Stamped Concrete
- Utility Relocations
DBE Outreach

DBE Outreach Events – May 21 and September 17, 2013
Horseshoe Project Contacts

• Katrina Keyes
  Public Relations Director
  kkeyes@kstrategies.com
  972-421-2300

• Dan Young
  Deputy Project Director – Construction Director
  dan.young@plcJV.com
  972-421-2300