

Memorandum



CITY OF DALLAS

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.

A handwritten signature in blue ink that reads "Jill Jordan".

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 Libro, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council

TxDOT Horseshoe Project

Pegasus Link Constructors (PLC)



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 In-

terstate 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



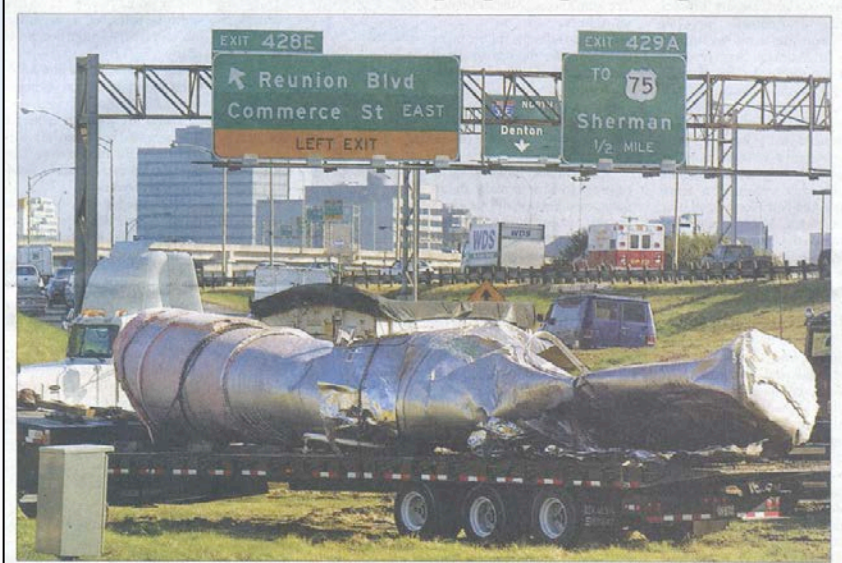
- Outdated roadway geometry

Truck crashes snarl downtown traffic



The Dallas Morning News: Erich Schlegel

Milk truck falls from ramp, spilling 5,000 gallons



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



FLUOR[®]

Balfour Beatty



Project Overview



- \$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



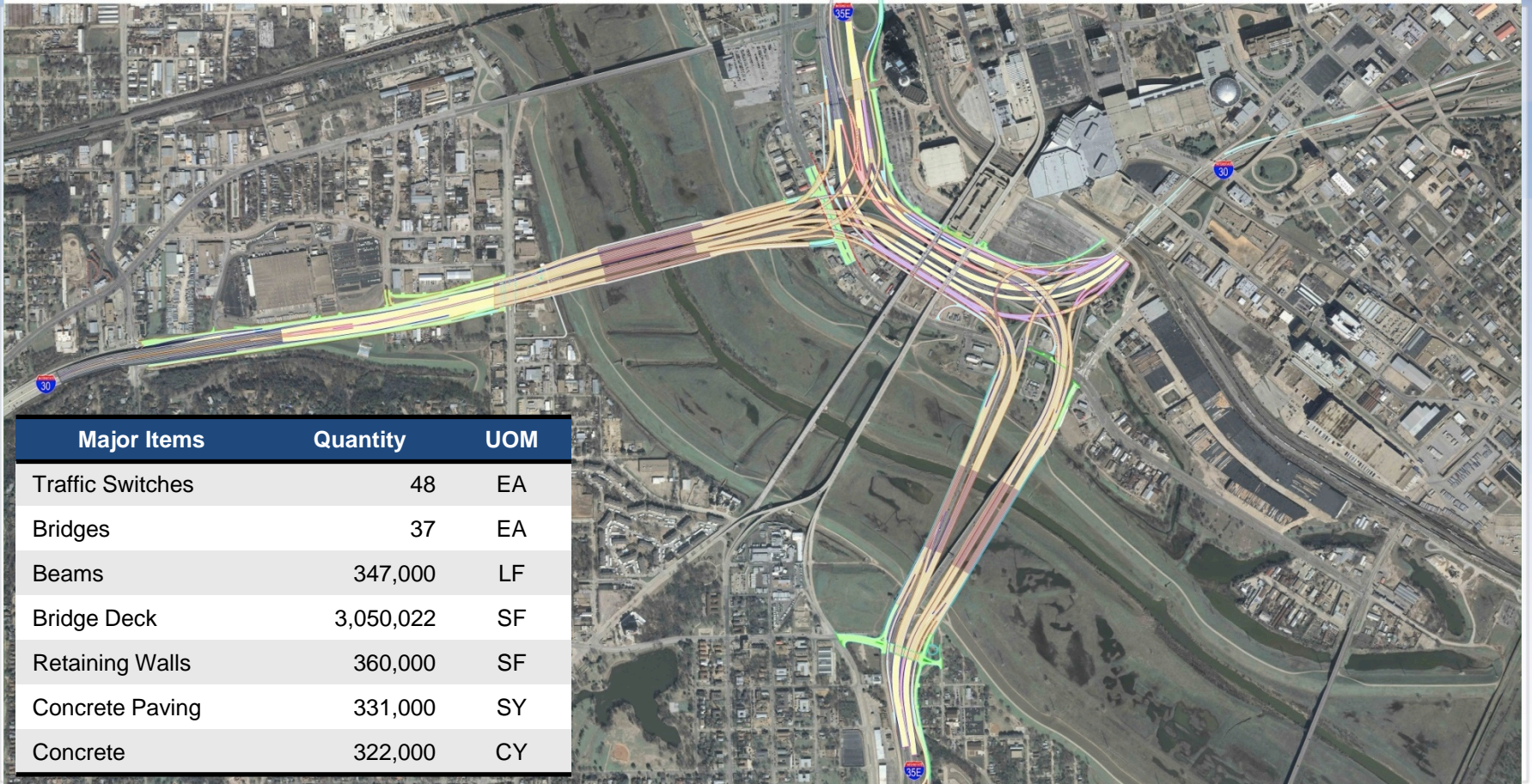
PRELIMINARY HORSESHOE SCHEMATIC (April, 2012)



TxDOT graphic



Proposed Configuration



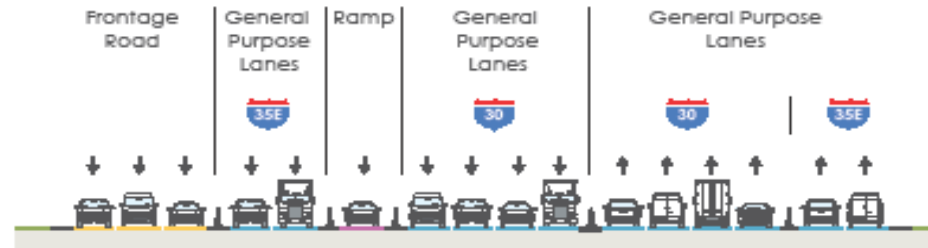
Major Items	Quantity	UOM
Traffic Switches	48	EA
Bridges	37	EA
Beams	347,000	LF
Bridge Deck	3,050,022	SF
Retaining Walls	360,000	SF
Concrete Paving	331,000	SY
Concrete	322,000	CY

Mixmaster Configuration

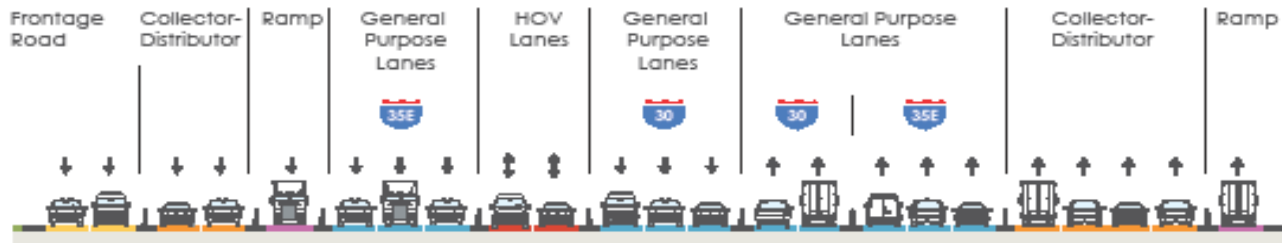


HORSESHOE PROJECT

EXISTING



PROPOSED - EASTBOUND AT JEFFERSON BOULEVARD



NOTE: Illustration depicts example managed lane design only.

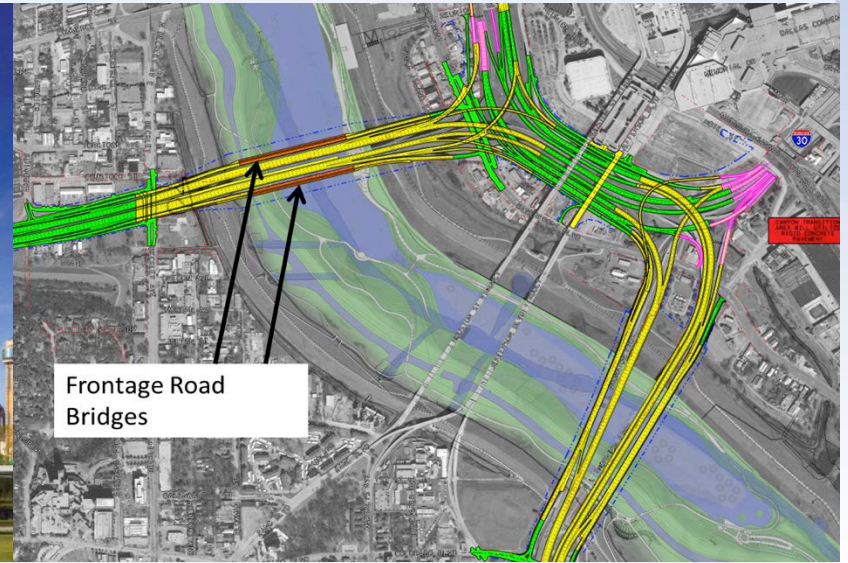
TxDOT graphic



Margaret McDermott Bridge



- Pedestrian/Bicycle Access
- Top of Bridge approx. 300 feet in height above Trinity River

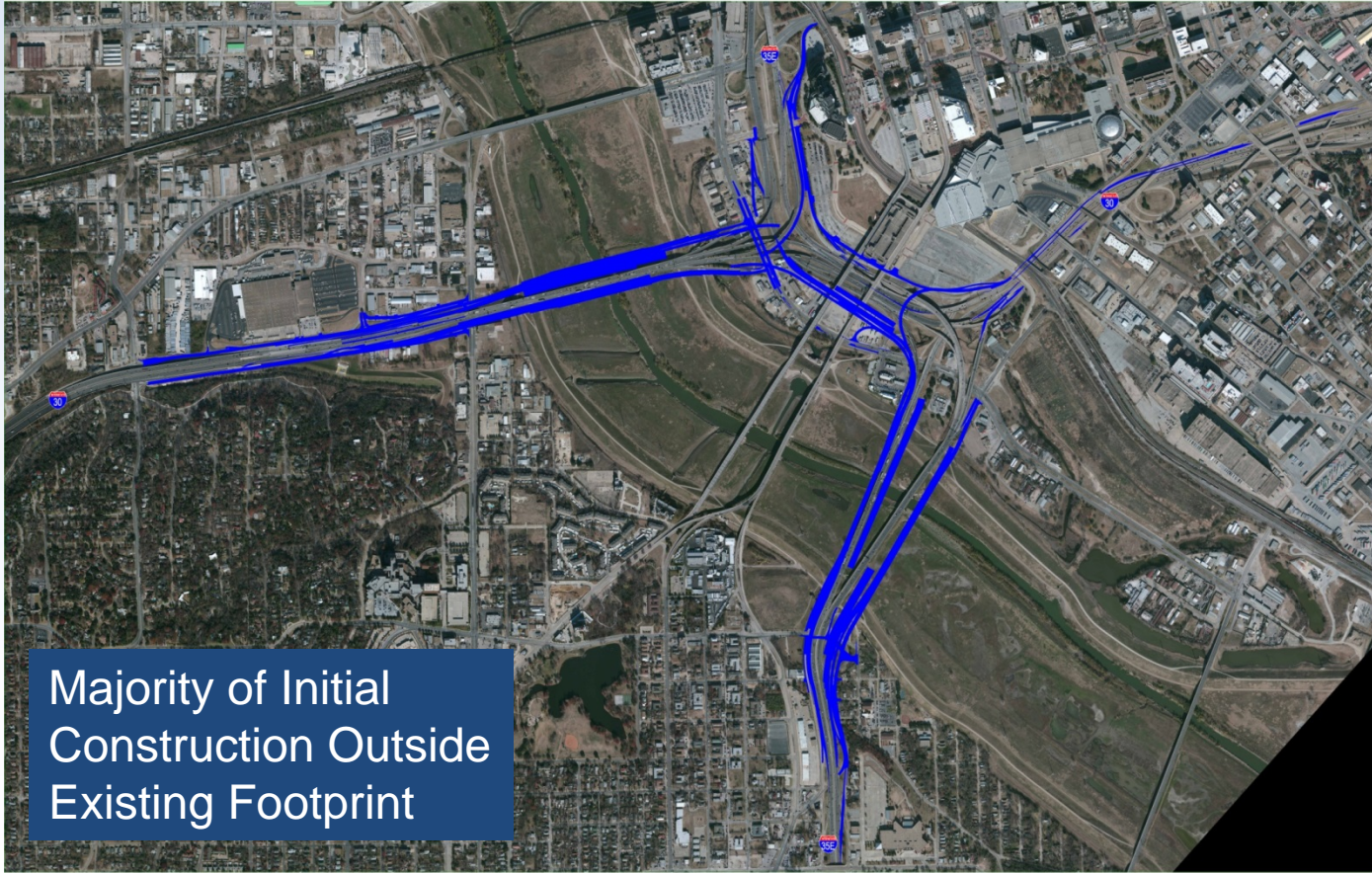


Project Schedule



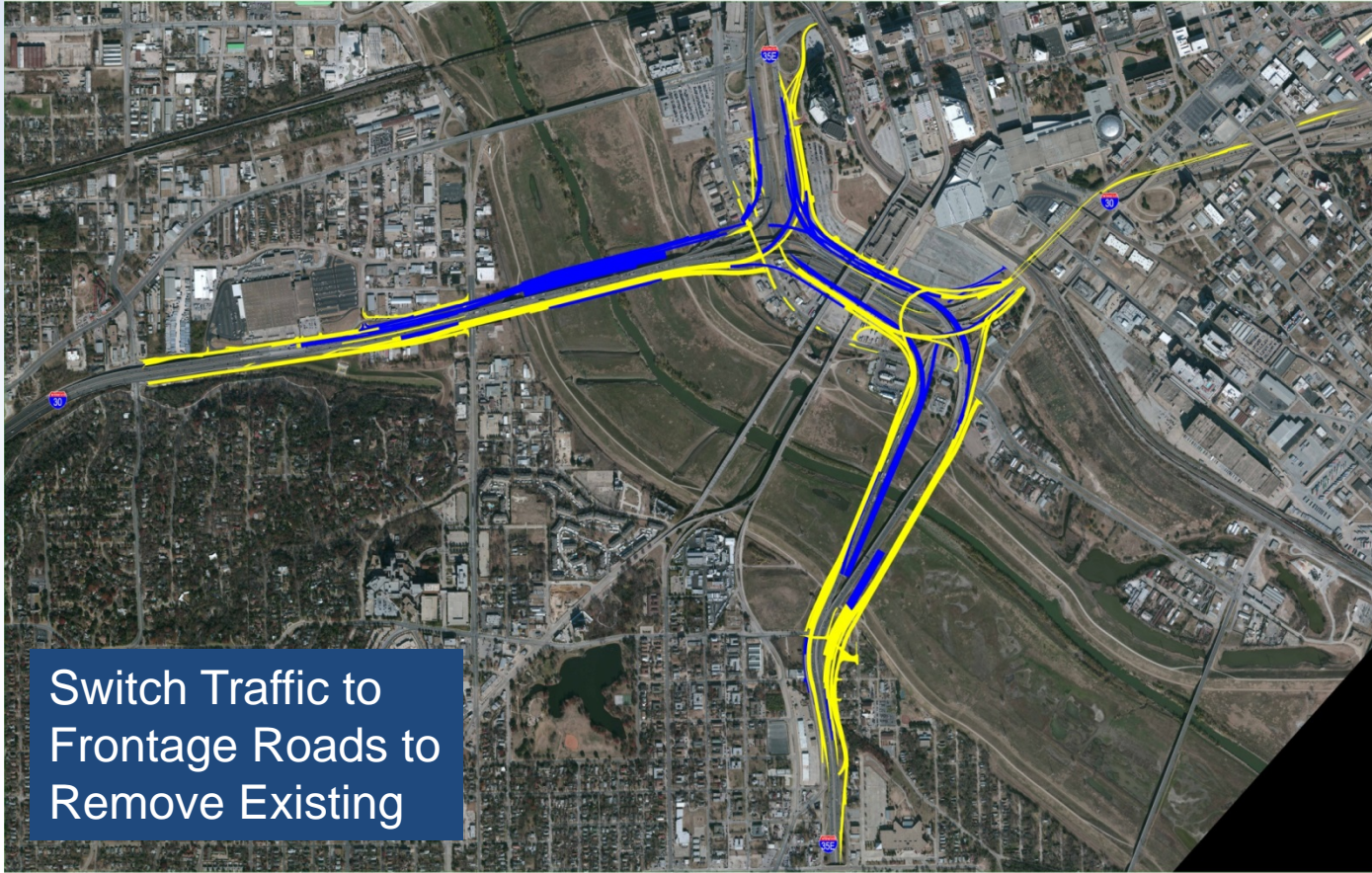
Date	Description
Oct. 2012	Proposals Due
Nov. 2012	Conditional Award / Selection
Feb. 2013	Contract Execution / Notice to Proceed I
Early 2013	Planning / Coordination / Design / Utilities
Aug. 2013	NTP II / Start of Construction
Feb. 2017	Mainline, Direct Connector, and Frontage Roads - Completion Milestone
April 2017	Margaret McDermott Bridge – Completion Milestone
May 2017	Final Acceptance Milestone

Project Phasing



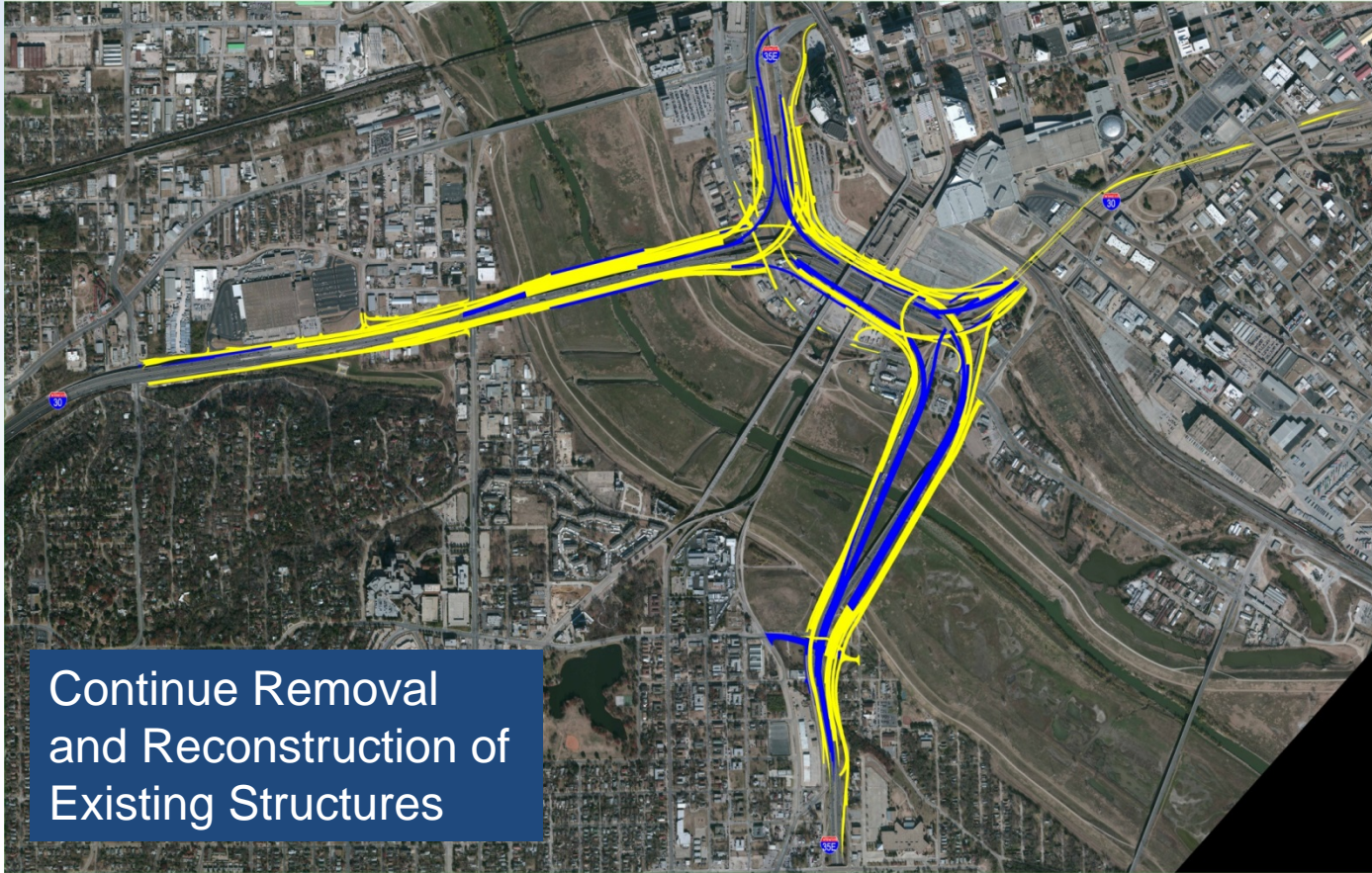
Majority of Initial Construction Outside Existing Footprint

Project Phasing



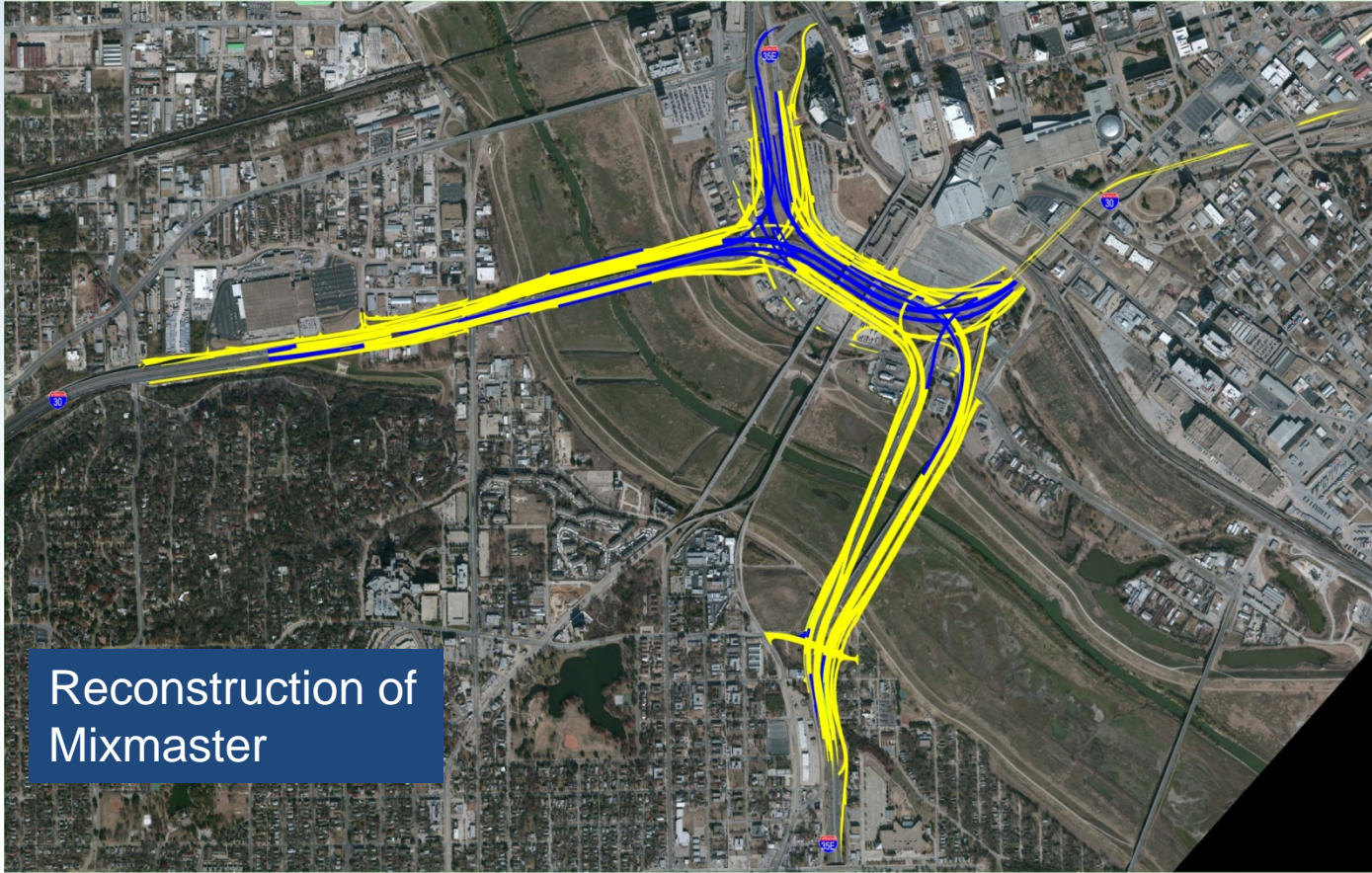
Switch Traffic to
Frontage Roads to
Remove Existing

Project Phasing



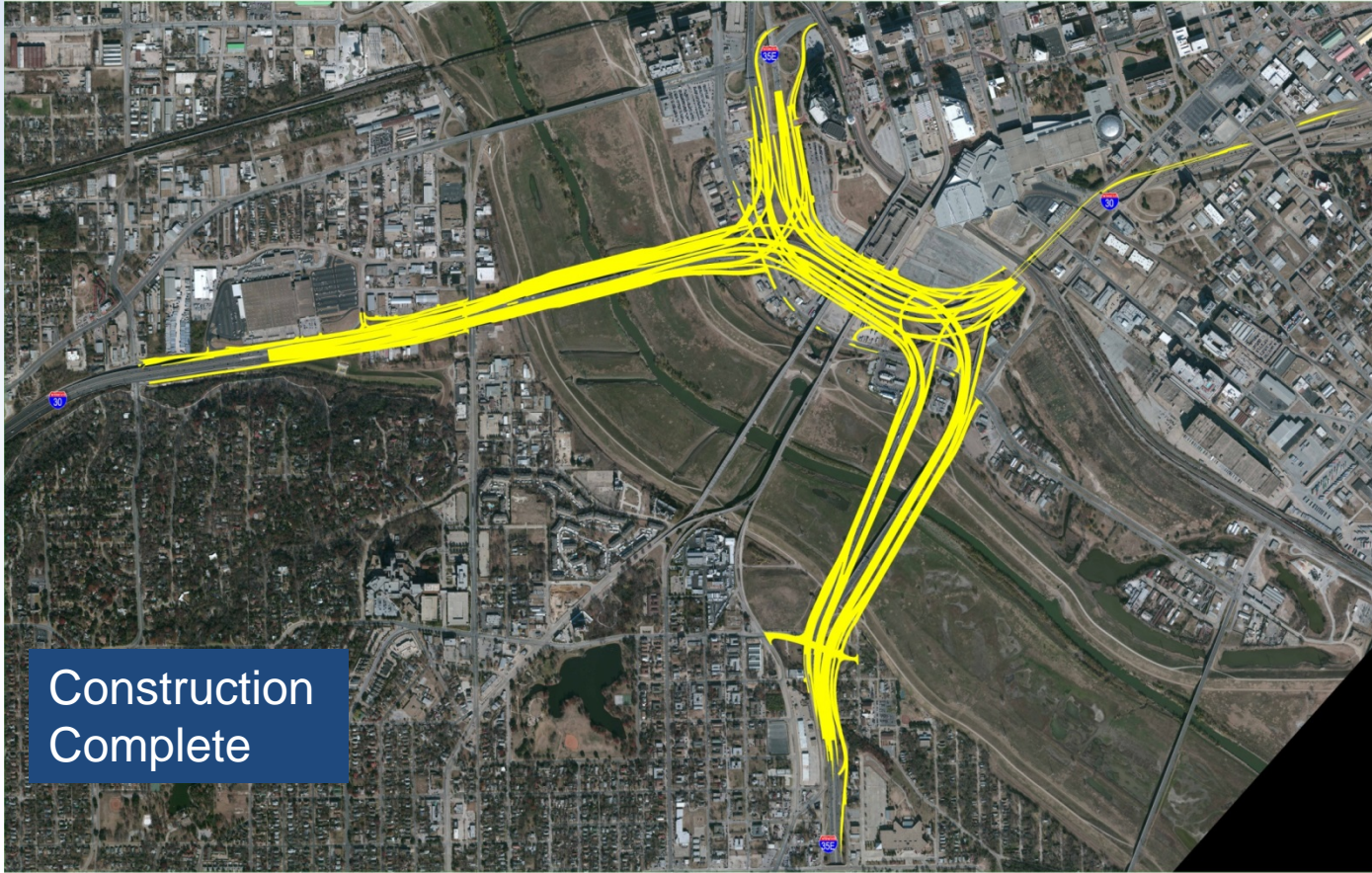
Continue Removal
and Reconstruction of
Existing Structures

Project Phasing



Reconstruction of
Mixmaster

Project Phasing



Construction
Complete

Early Construction Areas



Early Highway Construction Work Areas August 2013 - December 2013



1		I-30 eastbound Frontage Rd.	5		North and southbound I-35E main lanes and Frontage Road Bridge (area outside of existing bridges)
2		I-30 eastbound/westbound bridges across Trinity River (area outside of existing bridges)	6		Northbound I-35 Frontage Road
3		I-35E and I-30 northbound Exit Ramp and Frontage Road to Commerce St.			Staging Area
4		I-30 westbound Collector-Distributor Rd. without disruption to westbound I-30 main lanes			PLC Project Office and Information Center

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.dallashorsehoe.com
- Project Hotline – 214-Fix-MixD (214-349-6493)
- Email: info@dallashorsehoe.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@plcjb.com
 - Ruben Landa
rlanda@kstrategies.com

DBE Program



Horseshoe Project

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.

PRELIMINARY HORSESHOE SCHEMATIC (April, 2012)



www.dallashorseshoe.com



Procurement Schedule



Horseshoe Project

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 providing meaningful contract and capacity building opportunities. The PLC Team looks to engage DBE firms through the following activities:

- Project information and Outreach Events
- Collaboration with Contractor Associations
- Online Contractor/Supplier Vendor Registration
- One-on-One Meetings
- DBE Certification Assistance
- Advertising Bid Opportunities & Schedule
- Opportunities Training Program

Project Overview

The Horseshoe Project is a \$796 million design-build highway construction project by 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 addition of several new bridges and roadways along Interstates 30 and 35E across the Trinity River, and through the city's Mixmaster and central business district. The project is scheduled for completion in 2017.



Procurement Schedule

Description	2013					2014			
	Aug	Sept	Oct	Nov	Dec	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
CONSTRUCTION SUBCONTRACT PROCUREMENTS									
ASBESTOS ABATEMENT									
BRIDGE DECK GROOVING									
BRIDGE DECK SURFACE TREATMENT									
COMPOST									
CONCRETE FLATWORK									
CONCRETE PUMPING									
DEMOLITION									
DRAINAGE									
FENCING									
FLARED RAIL									
JACK & BORE (DRAINAGE)									
MILLING									
MOWING									
PAINTING									
PAVEMENT GRINDING									
PERMANENT ASPHALT PAVING									
PERMANENT PAVEMENT MARKINGS									
POST TENSIONING									
SAW & SEAL CRCP									
SEEDING & SOODING									
SOIL NAIL / SHOTFIRE									
STAMPED CONCRETE									
SWEEPING									
TEMPORARY ASPHALT PAVING									
TEMPORARY PAVEMENT MARKINGS									
TIEBACKING									
UTILITY RELOCATIONS									
PERMANENT MATERIAL PROCUREMENTS									
BANK SAND									
BRIDGE BRAFFS - SPECIAL									
BRIDGE DRAINS									
BRIDGE FENCING									
CONCRETE ADORNMENTS									
CONCRETE CURB MATERIALS									
FRAME & GRATES									
GRANITE BENCHES AND CURBS									
METAL PIPE									
METAL RAILING									
PAVING CHAIRS									
PERMANENT CRASH CUSHIONS									
PREFORMED METAL DECKING									
PVC PIPE									
MISCELLANEOUS PROCUREMENTS									
UTILITY DESIGN									

For additional information, please contact:

The Horseshoe Project Hotline
214-Fix-MixD (214-349-6493)

Contract Opportunities
opportunities@dallashorseshoe.com



Adrienne Williams
Public Involvement and DBE Manager
972-421-2343 (office)
adrienne.williams@plcqv.com

Ruben Landa
DBE Administrator
214-599-9766 (office)
rlanda@kstrategies.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@plcjb.com
972-421-2300