

PROJECT FINANCE AT A GLANCE

PROJECT COMPONENTS

Construction	\$620 million
Margaret McDermott	\$80 million
SUB-TOTAL	\$700 million
Design, Constr. Mgmt. & Testing	\$56 million
SUB-TOTAL	\$756 million
R.O.W. & Utilities	\$62 million
TOTAL	\$818 million

FUNDING SOURCE

Federal Allocation	\$181.4 million
IH-30 Proposition 12 Major Bridges	\$136.5 million
IH-35E Proposition 12 Major Bridges	\$79 million
SH 121 Regional Toll Revenue (RTR)	\$72 million
Remainder Prop 12 V1 (MO 112473 for PE)	\$10 million
Remainder Prop 14 V1 (MO 111680 for PE)	\$13.3 million
I-345 & Neches River Bridge Prop 12 V2 Major Bridges	\$185 million
Dallas District's Prop 12 - V2 PE & ROW*	\$53.7 million
NCTCOG-MPO Prop 12 V2 Metro Mobility	\$87.1 million
TOTAL	\$818 million

*Pending TTI study and commission approval.
SOURCE: TxDOT research.

ADDITIONAL INFORMATION

Stakeholders

There are many stakeholders involved in this project including federal, state, county and local government officials, TxDOT, the City of Dallas, Dallas County, the US Army Corps of Engineers, local residents, chambers of commerce, businesses, the Dallas Convention and Visitors Bureau, sporting and entertainment venues, hotels, schools, financial institutions and more. Communication and input are vital to the success of this project.

Mobility and Access

Traffic will be maintained on the entire project with lane and ramp closures when necessary. The proposed contract includes financial penalties for closing lanes during peak travel times. Complete road closures, if necessary, will be performed during off-peak hours. Closure and detour signs will be posted well in advance and will also be communicated through regular avenues of communication, i.e. website, mobile alerts, email notifications and news releases.

Alternate Routes

Advanced notifications of closures and detours will be clearly marked with signs. Notifications will also be communicated electronically from the project website, email notifications, the news media and other available communications methods to allow motorists to determine the best alternative route.

Business Access

There will be at least one access point to all affected businesses at all times.

Proposed Communication Methods

- Public Meetings
- Project Website
- Public Information Office (storefront)
- Email Alerts
- Social Media
- News Releases
- Telephone Hotline
- Electronic Message Signs

THE HORSESHOE PROJECT DESIGN - BUILD

PROJECT FACT SHEET

TEXAS DEPARTMENT OF TRANSPORTATION



Rendering of an overhead view of the project with the Houston St. and Jefferson Blvd. viaducts centered in the distance.

TxDOT photo illustration



THE HORSESHOE
Fixin' the Mix

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas.

The project will upgrade the I-30 and I-35E bridges that cross the Trinity River, as well as a portion of the Mixmaster. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

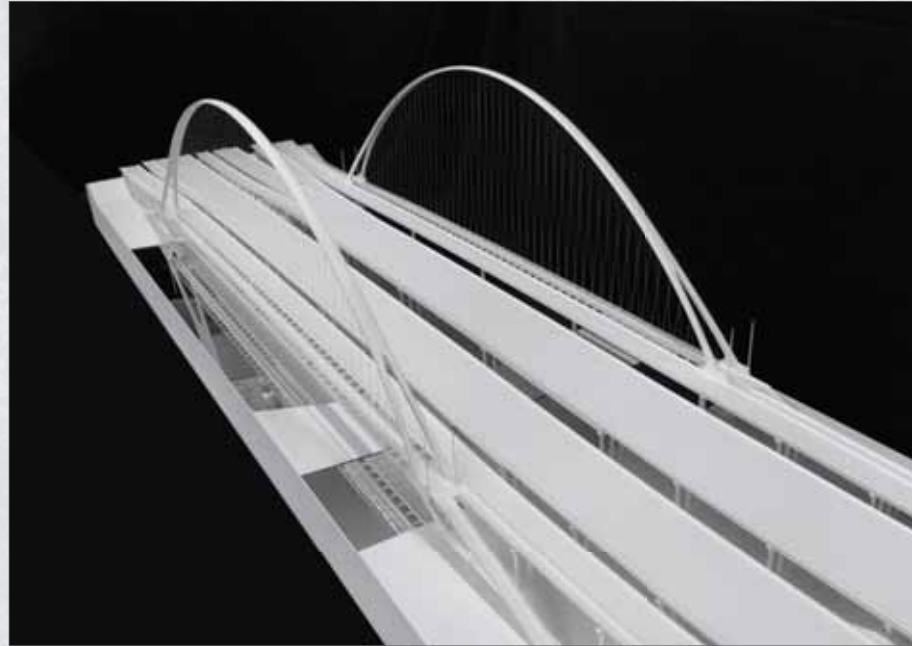
Legislators and the region made funding for the project a priority designating several sources including federal funding, voter approved Proposition 12 and Proposition 14 funding, and local funding.

Cooperative communication and coordinated partnerships between legislators, the region, the City of Dallas and TxDOT led to the vision, advanced planning, funding and expected delivery of the project.

State legislators enabled TxDOT to utilize a new delivery method

of design-build. Delivering projects through design-build is not new in the construction industry; however, it is a new tool for TxDOT. And now, because of the visionary thinking of the legislature, taxpayers will ultimately reap the benefits of quicker construction and lower cost; the very core of doing more with less. When the project is complete motorists will realize reduced congestion and improved traffic flow. For more information, please visit the website at http://www.txdot.gov/project_information/projects/dallas/horseshoe/default.htm

THE HORSESHOE PROJECT: DESIGN - BUILD



Model of the Margaret McDermott Bridge

TxDOT photo archives

INNOVATIVE PROJECT DEVELOPMENT TOOLS

This project is made possible by legislation passed in 2011 which provided TxDOT with additional tools in the form of "Design-Build" authorization as well as additional Proposition 12 funding. The new tools provide the opportunity to close the project funding gap and construct the project at least two years sooner than conventional project development methods could. Utilizing design-build will allow the project to potentially get underway by spring 2013 and be completed as early as 2017.

SHORT-LISTED PROPOSAL TEAMS

The list of potential contractors has been narrowed to a "short list" of three contractors:

Northgate Horseshoe Constructors JV

- Kiewit Infrastructure Group, Inc.
- Zachary Construction Corp.

Pegasus Link LLC

- Balfour Beatty Infrastructure
- Flour Enterprises, Inc. Dallas

Horseshoe Solutions

- Granite Construction Company
- CH2M Hill Engineers, Inc.
- Traylor Brothers, Inc.

Final proposals/selection will be made in late September and a contract will be conditionally awarded in October 2012.

PURPOSE AND NEED:

- Within the project limits, I-30 and I-35E carry hundreds of thousands of vehicles per weekday
- Ranked in the 20 most congested roadways in Texas.
- Rapid deterioration of bridges built in the 1930's and 1950's
- Increasing maintenance and repair costs in recent years
- Local stakeholders raised the priority to develop a solution that addresses the safety and congestion concerns and is financially attainable.

SOURCE: TxDOT research.

PROPOSED PROJECT:

- Replace I-30/I-35E bridges that cross Trinity River.
- Improving safety
- Increasing capacity
- Improving mobility

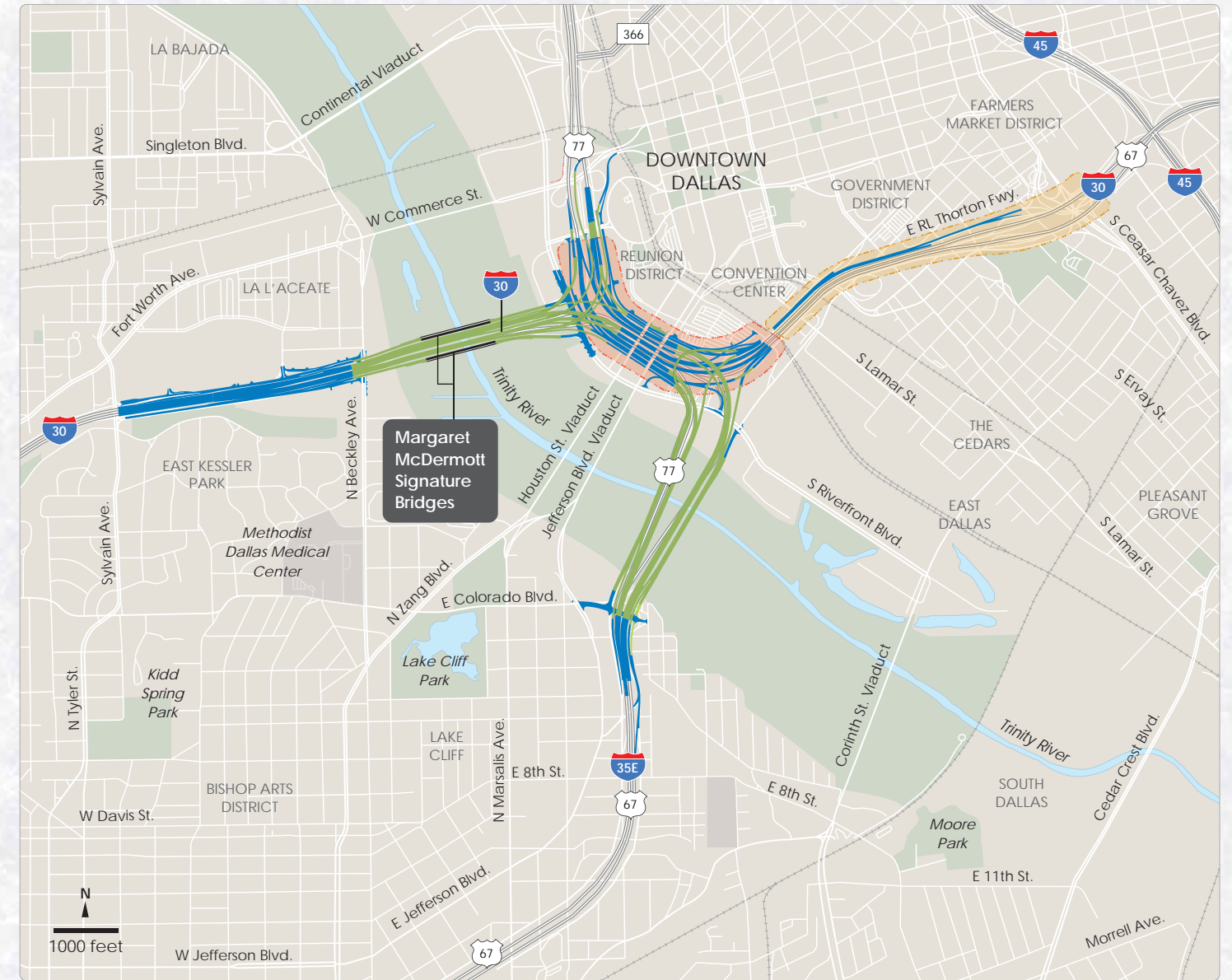
NEXT STEPS:

- Public Hearing – August 2012
- Receive Final Proposal/Selection – September 2012
- Conditional Award – October 2012
- Environmental Clearance – Fall 2012 (estimated)
- Start Construction – Early 2013

TxDOT graphic

PRELIMINARY HORSESHOE SCHEMATIC (April, 2012)

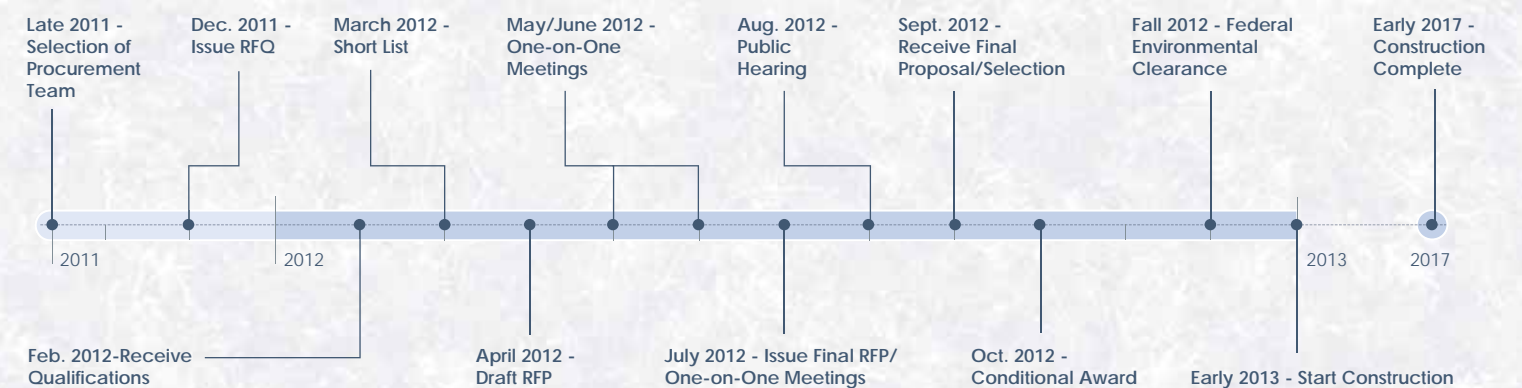
■ New Bridges ■ New Roadway Pavement ■ Mixmaster Area ■ Canyon Area



SOURCES: HNTB, Texas Department of Transportation.

TxDOT graphic

PROJECT TIMELINE



SOURCE: TxDOT research.

TxDOT graphic