



### SUCCESS STORY

#### ACCELERATED PROJECT DELIVERY USING THE CDA APPROACH



Segment 3A opened to traffic 2 months ahead of schedule; Developer was motivated to open the facility as early as possible to initiate revenue generation from the managed lanes.



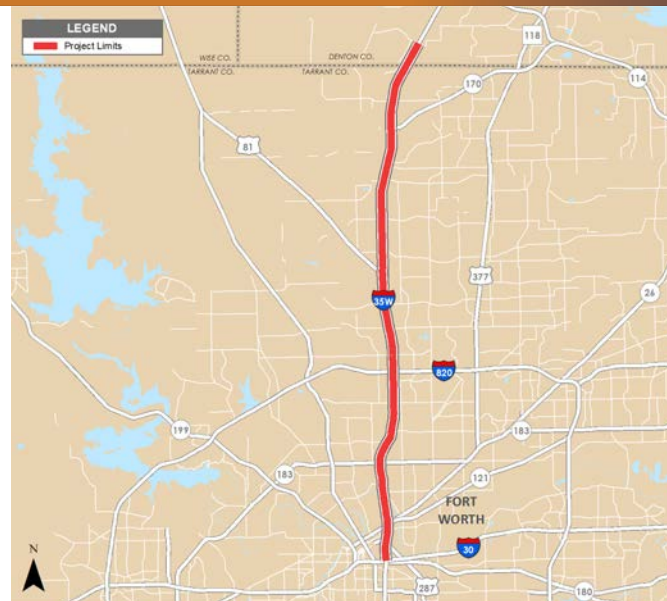
Developer was able to utilize resources efficiently to maximize production and accelerate delivery of the project.



TxDOT, the Developer, and the Independent Engineer worked closely and collaboratively to complete the project.



The North Tarrant Expressway Segment 3 Project was a 52-year concession using a Public Private Partnership (P3) Comprehensive Development Agreement (CDA), which utilized \$1.9 billion in private financing secured by the Developer for construction.



### PROJECT DESCRIPTION

FROM: I-30 TO: US 81/287

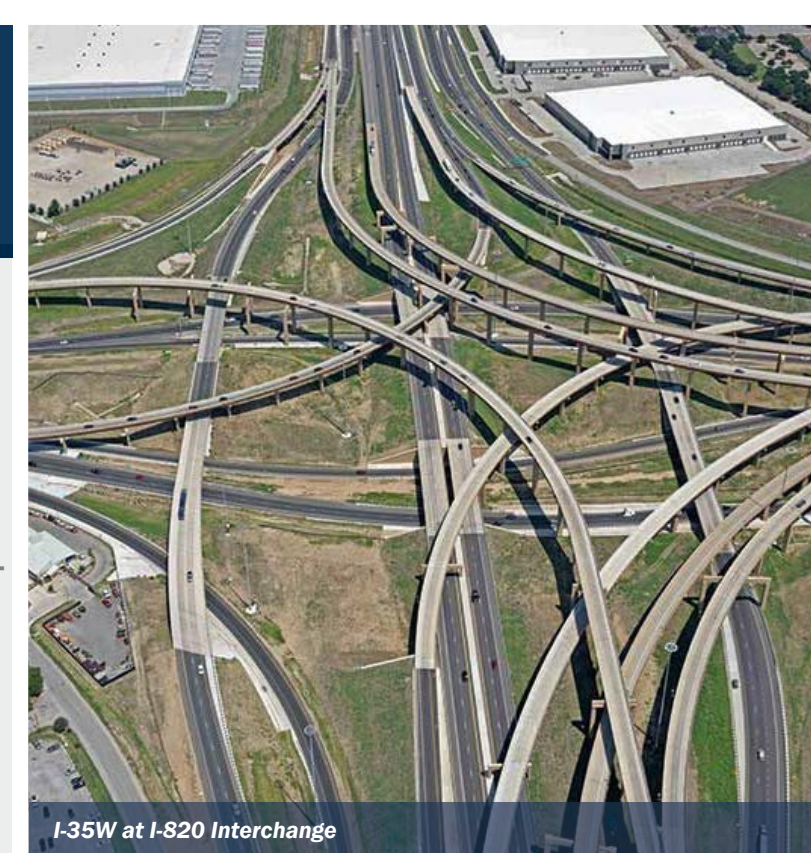
- Segment 3A: Approximately 6.5 miles of I-35W from the interface with Phase 1 south of the I-820 interchange south to the I-30 interchange.
- Segment 3B: 3.6 miles delivered by TxDOT as a Design-Bid-Build (DBB) project.
- Segment 3C: 7.2 miles of I-35W from US 287 north to Eagle Parkway near Fort Worth Alliance Airport.
- Included reconstruction of the I-820 interchange, and added dedicated managed lanes in each direction to alleviate traffic congestion.

LANE MILES:

59

TOTAL CONTRACT VALUE

\$1,985 million



I-35W at I-820 Interchange

#### CDA PROJECT EFFICIENCIES

- Accelerated Project Delivery: Traditional delivery by TxDOT of the NTE corridor would have taken 35 to 50 years due to funding and resource limitations.
- Ability to transfer risks to the Developer resulting in higher quality facility.
  - Financing.
  - Traffic and Revenue.
  - Defects.
- Private Financing: Developer secured approximately \$1.9B in financing for construction with a target internal rate of return of 12%, which is much greater than the interest available to investors on TxDOT issued bonds if the project had been financed through tax-exempt debt.

#### PROJECT ENHANCEMENTS

- The project incorporated several desired upgrades via change orders in response to stakeholder requests resulting in improved project and regional mobility:
  - Construction of a second managed lane to reduce bottlenecks between Segments 3B and 3C.
  - Additional access to the managed lanes.
  - Downtown connector ramps to improve access and mobility.
  - Construction of several U-turn bridges.

#### INNOVATION OPPORTUNITIES

- Implementation of a “corridor” approach to deliver needed improvements through a combination of multiple alternative delivery projects.
- Innovative materials conveyance concept over the travel lanes.
  - Improved material delivery times.
  - Reduced hauling costs.
  - Reduced construction truck traffic.
  - Minimized traffic impacts, accidents and need for lane closures.
  - Enabled the Developer to do six months of work in 30 days.

#### ADP PROGRAM BENEFITS

Enhanced non-compliance event system to help enforce contract requirements.

#### PROJECT BENEFITS/VALUE

- CDA projects typically provide a higher quality product because the risk of maintenance and renewal work over such a long period of time is transferred to the Developer.
- Handback requirements provide added value to TxDOT because the Developer must maintain the facility throughout the long-term lease to ensure it meets performance requirements for transfer of facility back to TxDOT.



I-35W Managed Lanes (TEXpress Lanes)