

**DEVELOPMENT AND IMPLEMENTATION OF:
I-35E Managed Lane Project, I-635 to US 380, Dallas and Denton counties
I-35W/I-820 Interchange, Tarrant County
US 77 Projects and adjacent projects south of Refugio County**

DESCRIPTION:

Staff previously presented a plan to the commission regarding the department's efforts to work cooperatively with the local elected officials to investigate possible alternatives for developing and implementing these projects. The staff will update the commission on the results of these continuing efforts and the potential solutions identified for these projects.

ISSUES:

I-35E – Several options exist for development of the corridor which could be completed in phases as revenue sources mature or as additional funding becomes available. Strong community support exists for reaching a solution. Local elected officials recently created their own delivery committee to work with TxDOT staff and provide input into scoping, technical provisions and procurement processes.

The most recent cost estimates for the entire corridor amount to more than \$4.4 billion for design, right of way, utilities, construction and oversight. The corridor would feature four mainlanes, two managed lanes and two to three frontage road lanes in each direction. While community support exists, a significant amount of public funding will be required to deliver substantial portions of the corridor.

I-35W/I-820 Interchange – This is a continuation of a discussion item presented to the commission in May 2010. Staff wishes to bring back the item for further discussion. This interchange could be partially or fully completed under a submittal recently received from North Tarrant Express Mobility Partners (NTEMP). The submittal covers approximately 10 miles of I-35W in two Segments: north of I-30 to I-820 (Segment 3A) and I-820 to US 287 (Segment 3B). Proposed improvements would address one of the state's worst bottlenecks as identified in a recent TxDOT study.

A TxDOT response to NTEMP's Ready for Development Letter was issued June 16, 2010. This allows work to begin on the Facility Implementation Plan (FIP), which defines a general project scope and the roles and responsibilities of both TxDOT and NTEMP. The FIP process is expected to take up to four months to complete before efforts begin on reaching a final agreement, which could occur in early 2011. The project has a development value of \$1.2 billion that includes design, construction, right of way, utilities, and oversight. In addition, the value of operations and maintenance (both routine and lifecycle maintenance) totals \$1.6 billion. Public funds are being requested to help deliver the project, with leveraging of approximately \$150 million to \$200 million if a partial interchange is planned at I-820 or up to approximately \$287 million if a full interchange is planned at I-820.

US 77 – Safety and mobility concerns are central to the proposal to upgrade portions of the existing US 77 to meet interstate standards. Truck traffic, which serves the major ports of Brownsville and Corpus Christi, is expected to almost double by 2024. Four candidate projects have been identified to provide interstate-quality improvements and address immediate priorities.

Proposed improvements totaling \$92 million would convert portions of the existing four-lane highway and at-grade crossings to a four-lane freeway with frontage roads and grade-separated interchanges at major crossroads. Proposed improvements include completion of the freeway and direct connector construction at SH 44 (Nueces County, \$45 million); and construction of overpasses and mainlanes at SP 56 (Willacy County, \$27 million), Sarita School (Kenedy County, \$8 million) and Caesar Avenue (Kleberg County, \$12 million).

DESIRED RESULTS:

I-35E – Brief the commission on the options and receive feedback or direction for staff on how to proceed with rule revisions, Pass-Through Finance (PTF) procurement or Comprehensive Development Agreement (CDA) authority. Options include waiting for Legislative authority to start a CDA procurement; proceeding with a PTF procurement in 2010; or starting procurement as a PTF with the possibility of switching to a CDA, if that option becomes available via Legislative authority.

I-35W/I-820 Interchange – Further discussion of the options for the interchange. More information and a staff recommendation will be brought back to the commission at a later date.

US 77 – Further discussion of proposed improvements. More information and a staff recommendation will be brought back to the commission at a later date.



IH 35E: IH 635 to US 380 Dallas and Denton Counties

Presented to the
Texas Transportation Commission
June 23, 2010



Overview

- Project segments
 - **North (10.5 miles):**
FM 2181 to US 380
 - **Middle (12.1 miles):**
PGBT to FM 2181
 - **South (5.5 miles):**
IH 635 to President
George Bush Turnpike
(PGBT)
 - **Total Length: 28.2 miles**
 - **Total Project Costs \$4.4 billion**



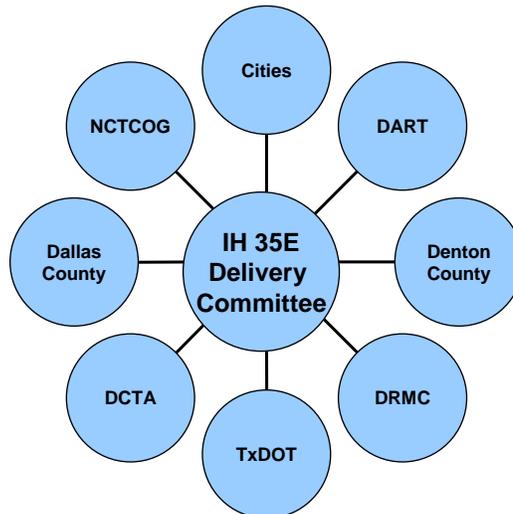


Options

- ❑ Await Legislative Authority
- ❑ Proceed with Pass Through Procurement in 2010
 - Would Require New Proposed Rule Revisions



IH 35E Delivery Committee





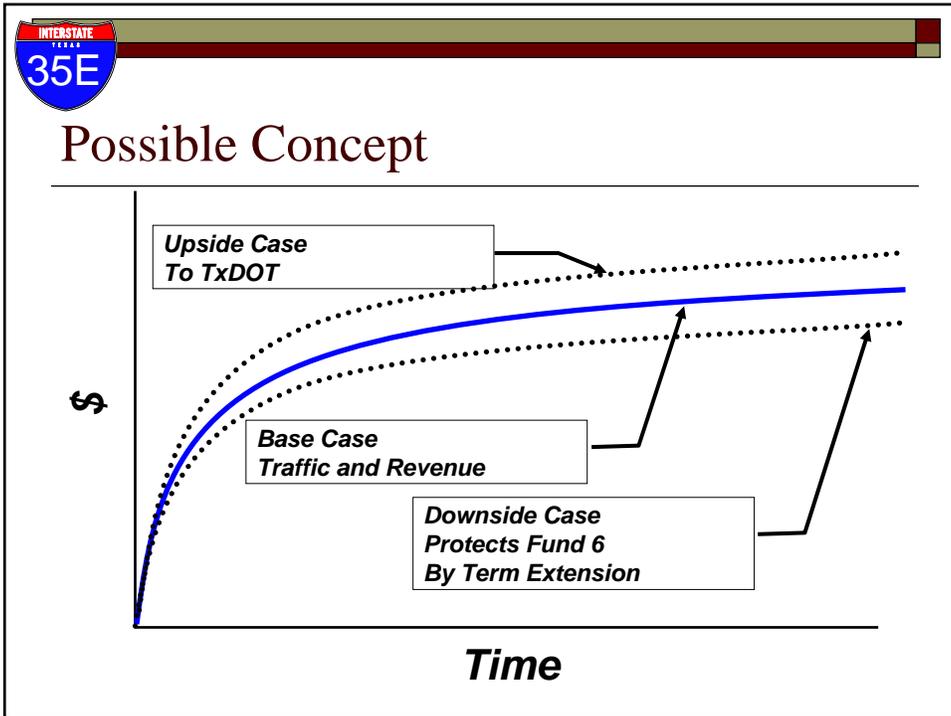
IH 35E Delivery Committee

- Policy Committee
 - Provide support for Procurement
 - Assist with Policy Issues/Requirements
- Technical Subcommittee
 - Will Work with TxDOT Staff
 - Project Scoping Decisions
 - Preparation of Technical Provisions
 - Observe Procurement Process



Pass Through Finance Rule Revisions

- December 2009
 - Proposed Revisions
 - Would allow solicitation of proposals and allow the department to make payments to the private developer from project revenue as reimbursement of financing costs and to provide a return on any private sector investment
- Public Comment
- Concerns
- April 2010
 - Withdrawal of Proposed Rule Revisions



INTERSTATE TEXAS 35E

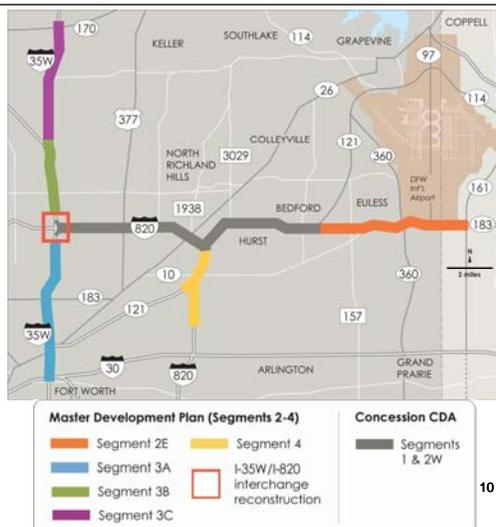
Discussion

I-35W/I-820 Interchange Tarrant County

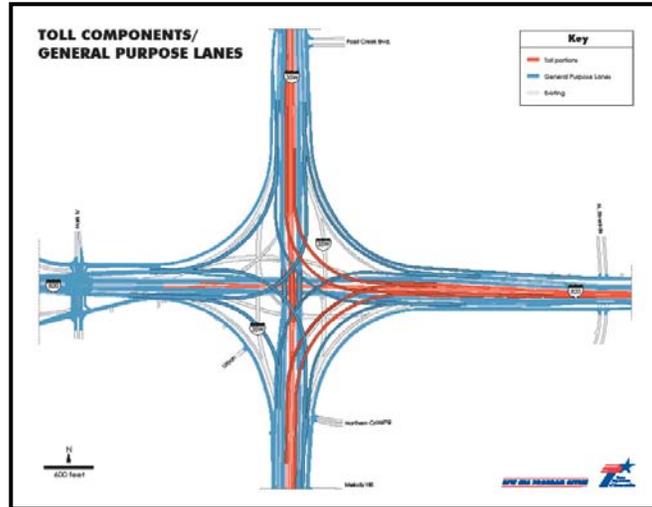
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North Tarrant Express

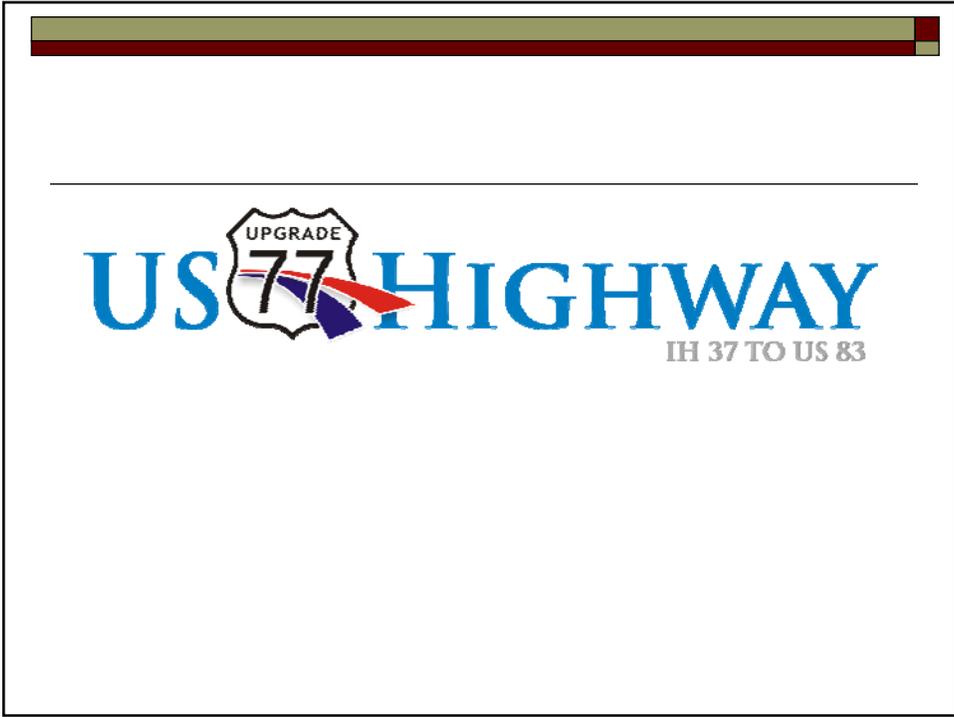
- ❑ Concession CDA for Segments 1 & 2W
- ❑ Master Development Plan CDA for Segments 2-4
- ❑ Ready for Development Notice and Initial Development Submission
 - Segments 3A & 3B



Overview: I-35W at I-820



Discussion



Project Location Map

Counties:
Nueces
Kleberg
Kenedy
Willacy
Cameron



Existing Facility

- Four-lane facility
- Divided by a grass median with at-grade cross-overs
- Intersection crossings are at-grade, with the exception of newer construction near Robstown, Bishop, Kingsville and Raymondville

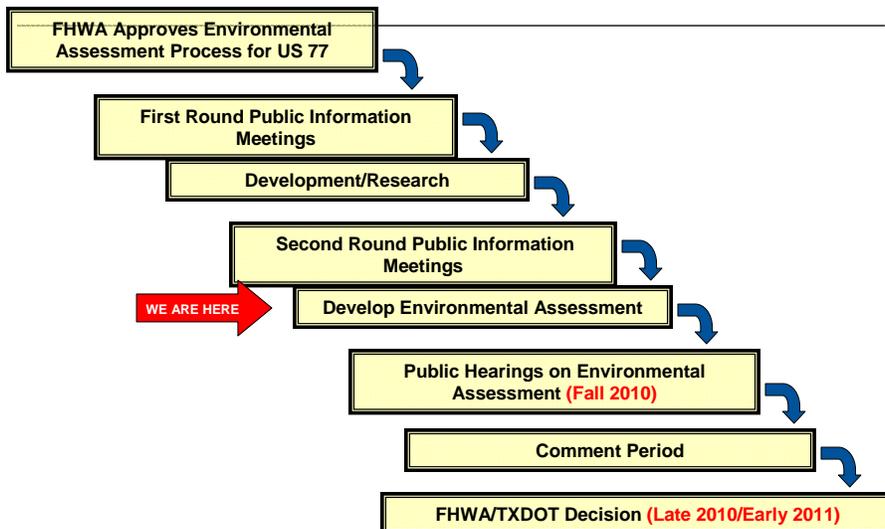
Proposed Facility

- Four-lane freeway with frontage roads as needed
- Center median without crossovers
- Interchanges at major crossroads
- One-way frontage roads as needed
- Controlled access freeway that meets interstate standards

Purpose and Need (Mobility and Safety)

- ❑ Traffic in project area is expected to grow by 75% between 2004 and 2024
- ❑ Truck traffic represents approx. 25% of total volume
- ❑ Ports of Brownsville and Corpus Christi have plans to expand capacity
- ❑ Improves safety for US 77 traffic and local communities

NEPA Environmental Process



Results of Community Involvement

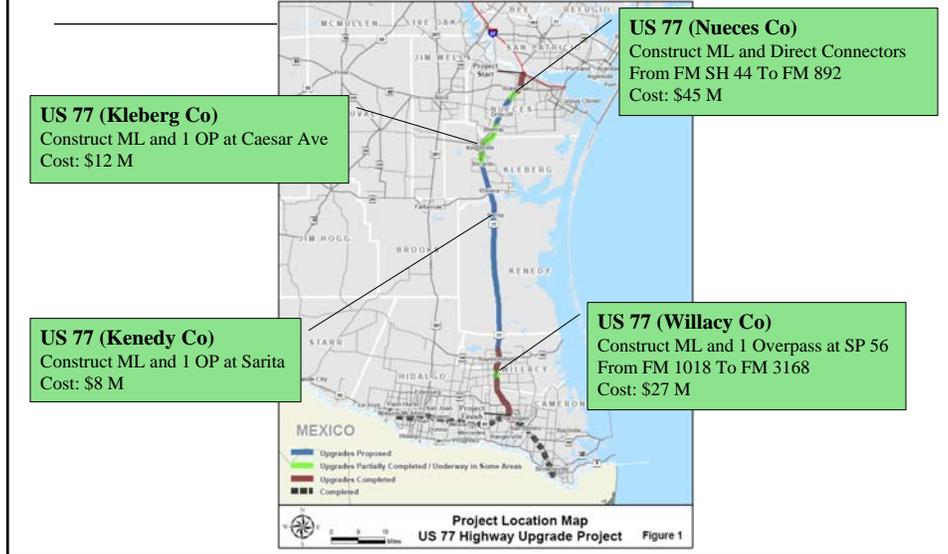
- Added/revised interchanges
- Consideration of alternative design options in relief routes for Riviera and Driscoll
- Design changes in Ricardo to avoid relocations and meet community needs
- Direct access interchanges for relief routes in Riviera and Driscoll
- Design modifications for endangered species

Candidate Projects for Development

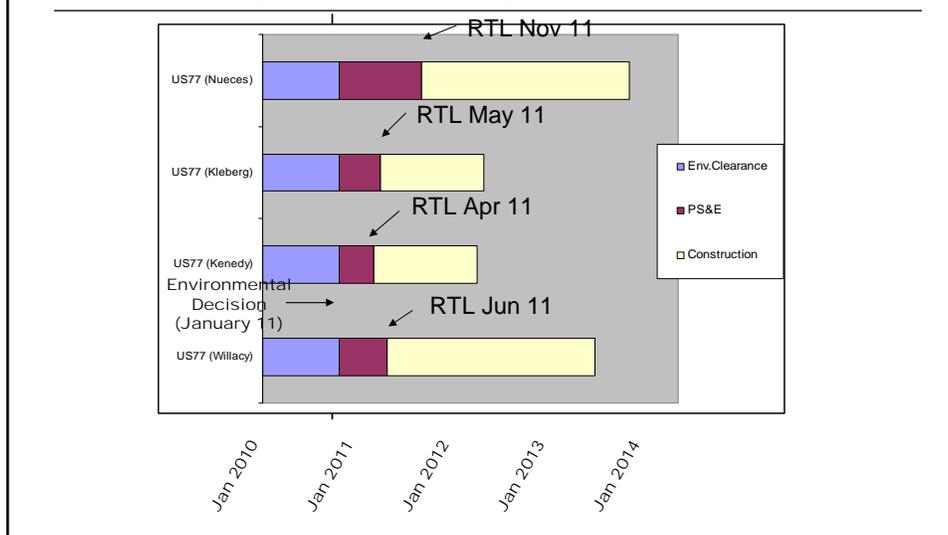
- OP at SP 56 and construction of main lanes (Willacy Co) \$27 M
- OP at Sarita school and associated ML (Kenedy Co) **\$ 8 M**
- Complete freeway and build direct connectors to SH 44 in Robstown (Nueces Co) \$45 M
- OP at Caesar Ave and construction of main lanes in Kingsville (Kleberg Co) **\$12 M**

Note: These projects provide a continuation of the interstate quality improvements to US 77 and address immediate priorities along the corridor

Project Location Map



US77 Project Development Timeline



Total Costs

Project	Const.	ROW	Des.	Total
US 77 Wilacy	\$27 M	0	0	\$27 M
US 77 Kenedy	\$ 8 M	0	0	\$ 8 M
US 77 Nueces	\$45 M	0	0	\$45 M
US 77 Kleberg	\$12 M	0	0	\$12 M
Total cost				\$92 M

Impacts to I-69 CDA

- US 77 projects will not compete with I-69 CDA
- US 77 projects will enhance overall development opportunities



Discussion