



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR JUNE 2023

HCRMA Board of Directors

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Forrest Runnels, Vice-Chairman

Ezequiel Reyna, Jr., Secretary/Treasurer

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Juan Carlos Del Angel, Director

Francisco Gabriel Kamel, Director

Sergio Saenz, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Ramon Navarro IV, PE, CFM, Chief Constr. Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.

Ascencion Alonzo, Chief Financial Ofcr.

General Engineering Consultant

HDR ENGINEERING, INC.

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Report on HCRMA Program Management Activities
Chief Construction Engineer – Ramon Navarro IV, PE, CFM



▶ OVERVIEW

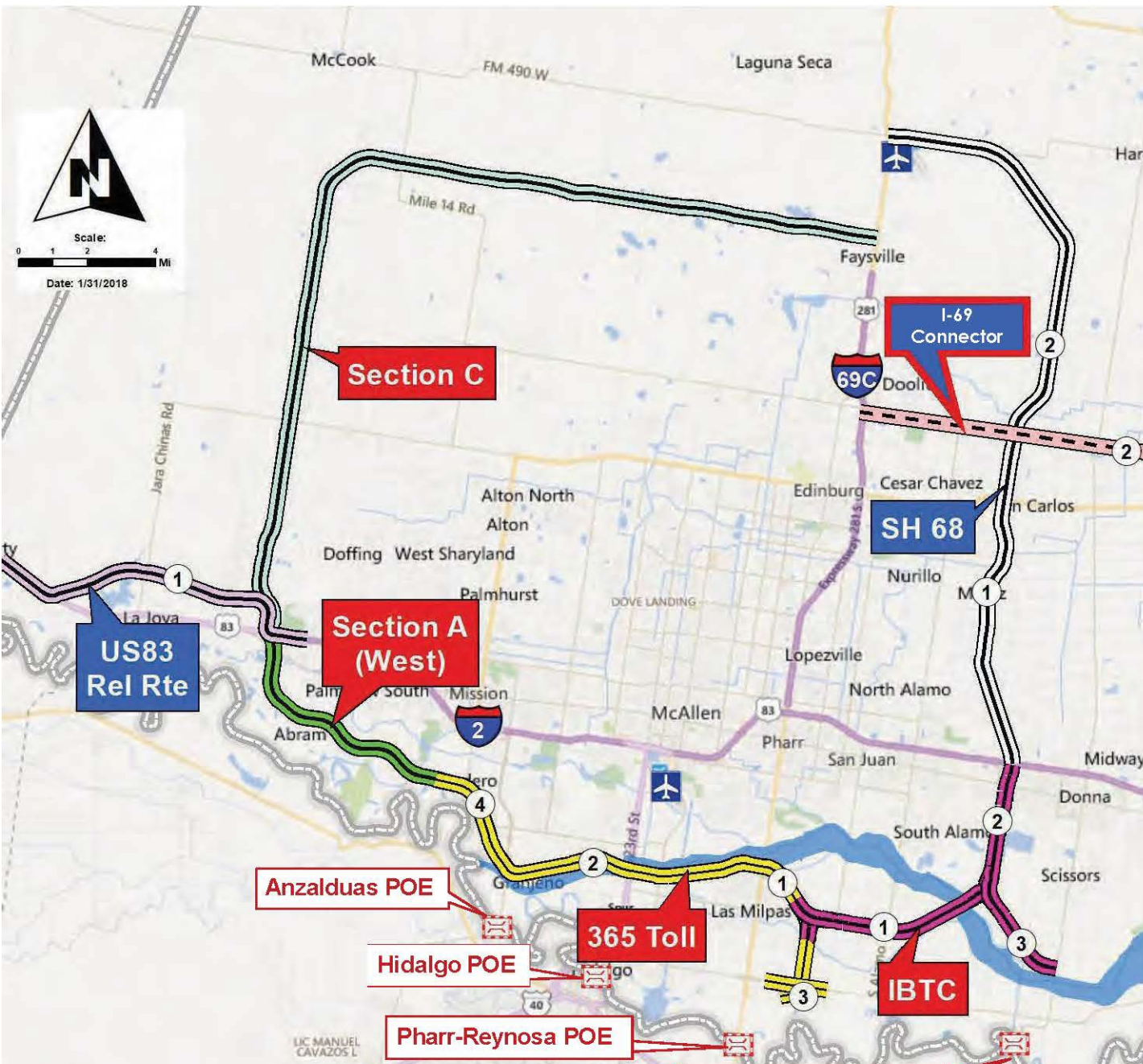
- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

MISSION STATEMENT:

“ To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”

HCRMA STRATEGIC PLAN

DEVELOP THE
INFRASTRUCTURE TO
SERVE A POPULATION
OF APPROXIMATELY
800,000 RESIDENTS
AND
5 INTERNATIONAL
PORTS OF ENTRY



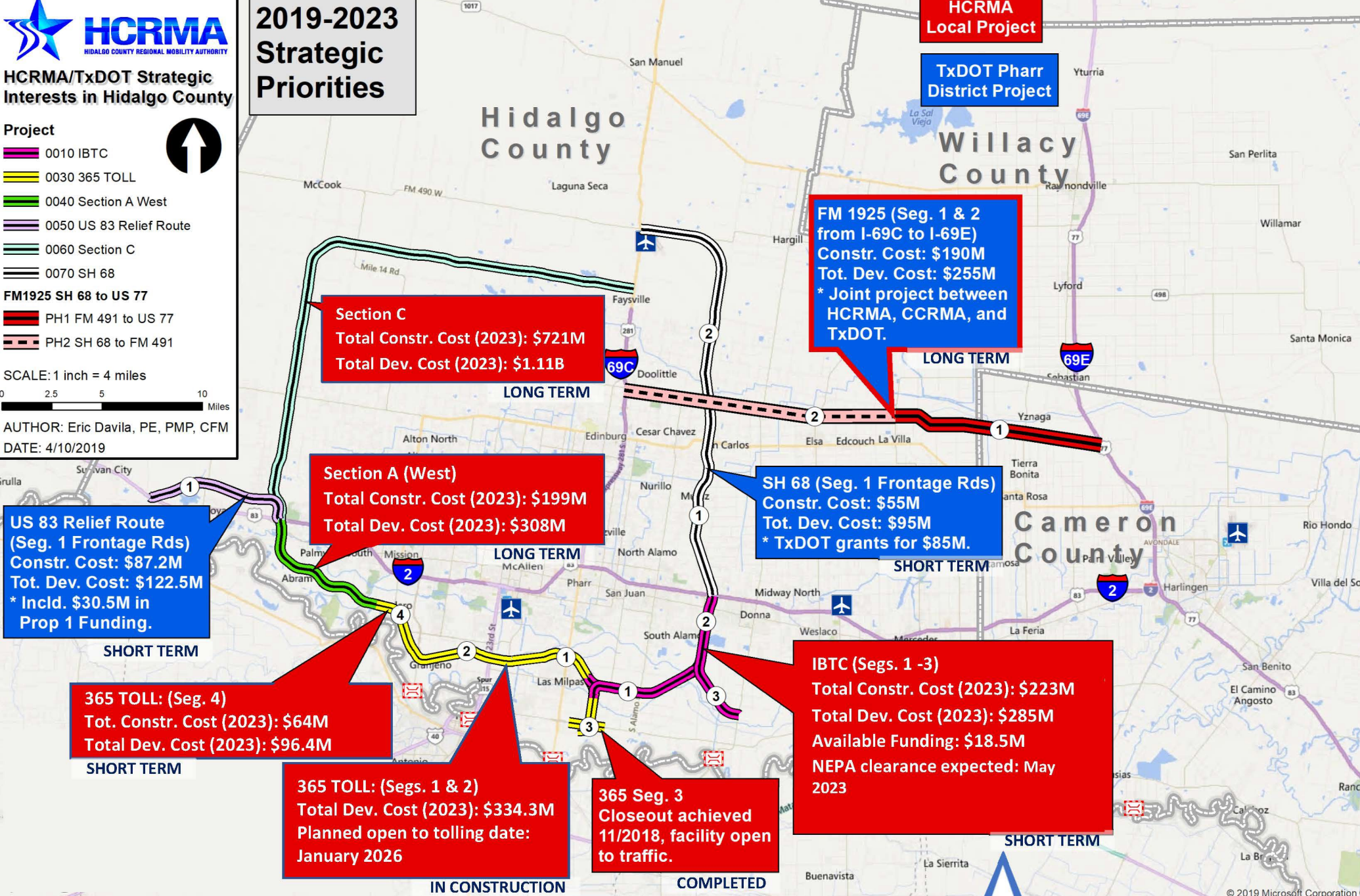


HCRMA/TxDOT Strategic Interests in Hidalgo County

- Project**
- █ 0010 IBTC
 - █ 0030 365 TOLL
 - █ 0040 Section A West
 - █ 0050 US 83 Relief Route
 - █ 0060 Section C
 - █ 0070 SH 68
- FM1925 SH 68 to US 77**
- █ PH1 FM 491 to US 77
 - █ PH2 SH 68 to FM 491

SCALE: 1 inch = 4 miles
 0 2.5 5 10 Miles
 AUTHOR: Eric Davila, PE, PMP, CFM
 DATE: 4/10/2019

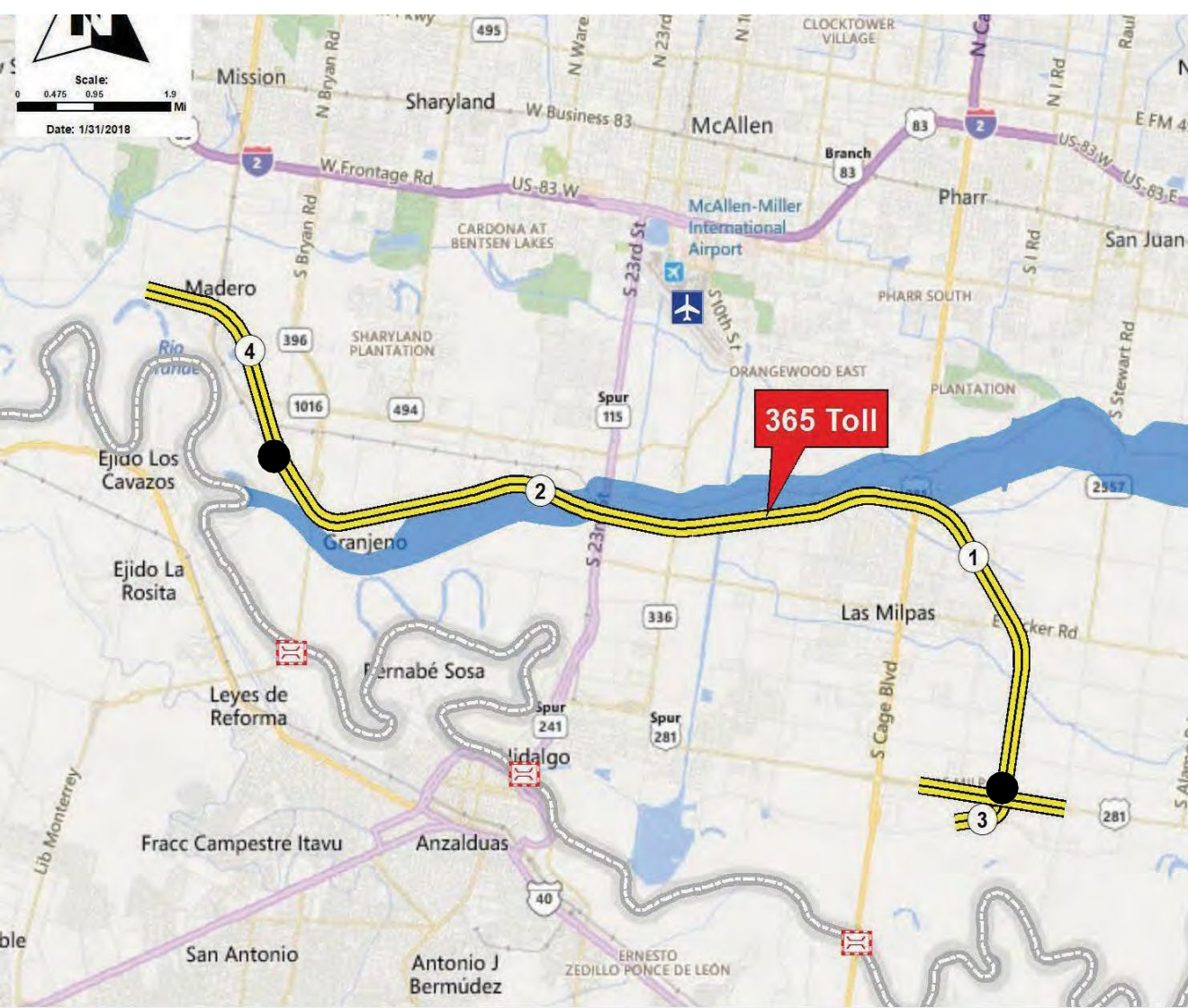
2019-2023 Strategic Priorities



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MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

100% ROW ACQUIRED

PH 1: 365 SEG. 3 –
LET: 08/2015
COMPLETED

PH 2: 365 TOLL
SEGS. 1 & 2 –
OPEN: 01/2026

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY

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ABOUT 365 Tollway

The HCRMA 365 Tollway will be a 12.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges and one (1) flyover bridge structure. HCRMA levee relocation is part of roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, retention structures, traffic signals, illumination, signing, pavement markings, toll gates and tolling equipment and electrical.



HCRMA 365 Tollway



Questions of Comments About the Project?





Contact Police

3000 W. Sam Houston Pkwy S
Houston, TX 77059
Tel: 530-2183
www.Police.com

POLICE

PROJECT DATA

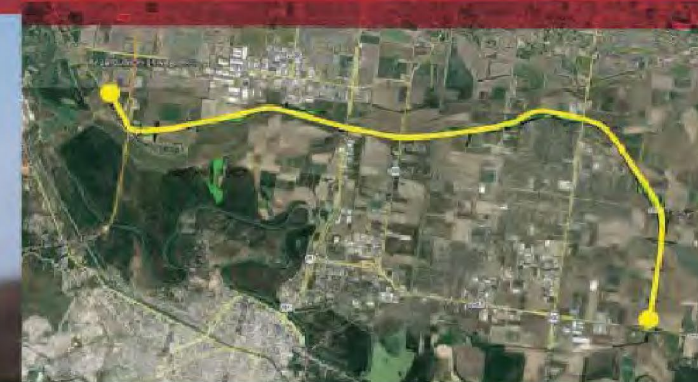


-  **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
-  **Location:** Hidalgo County, TX
-  **Contract Time:** 1,264 days
-  **Project Budget:** \$281,723,797

365 TOLLWAY: BY THE NUMBERS

| Representative Items | Quantity |
|------------------------------------|--------------|
| Excavation | 386,000 CY |
| Embankment | 3,584,318 CY |
| Leak Treatment (Existing Material) | 1,450,000 SY |
| Concrete Pavement | 80,676 SF |
| Pre-Stressed Concrete Slabs | 9,888 LF |
| Rebar | 1,288 LF |
| Reinforced Concrete Slabs | 488,042 SF |
| Retaining (MSE) Wall | 489,168 SF |
| Concrete Gutters | 82,124 LF |
| Concrete Rail | 85,488 LF |
| Drainage (RCD & RCP) | 49,217 LF |

WEST LOOP



Major Project Components

Production and Performance

There are 208 calendar days, working days will be seven days a week, excluding holidays, but in the exception of New Year's Day, Independence Day, Labor Day, Thanksgiving Day, Christmas, Friday, and Christmas Eve and Christmas Day, regardless of work conditions, business availability or other activities out of the control of the team.

Environmental

Protecting the environment is a top priority for us. Our team, State Water Pollution Prevention Plan (SWPPP) and other regulatory documents will be developed and followed to ensure a safe and healthy environment.

Community Key Issues/Concerns

Facilitating safety and efficiency for the public is the primary concern with Police, Maintenance and operators of public roads will be discussed with project teams and any issues and concerns will be resolved to the satisfaction of all.



EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Monday in the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)

regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$ 16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

- The total construction cost submitted \$ 295,932,420.25.

SCHEDULE & CONSTRUCTION COSTS

Four (4) approved Changes Order(s): [\$37,838,866.04] +0 days

- CO#1 11/11/2021 entering VECP process +000 days \$000,000,000.00 .0%
- CO#2 12/21/2021 VECP Plan Revisions +000 days \$(38,010,382.63) (12.84%)
- CO#3 04/26/2022 VECP Contractor Risk +000 days \$000,000,000.00 (0%)
- CO#4 01/24/2023 Drill Shaft +000 days \$171,516.59 0.06%

CHANGE ORDERS:

Change Order No.1 Summary: November 11,2021

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 21, 2021

- Change order No. 2 amended the contract price from \$295,932,420.25 to 281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2, and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

VECP calculations for Contract Price of \$281,723,797.95

| | | |
|-----------------------------|-----------------|---------------------------------|
| VECP Gross Savings | \$38,010,382.63 | |
| Less est. Total Design Cost | \$1,943,648.45 | (Schematics + Final Design) |
| Less Est. Owner's Fees | \$545,178.43 | (GEC, Environmental, T&R Costs) |
| VECP Net Savings | \$35,521,555.76 | |
| 60% Contractor Saving: | \$21,312,933.45 | Paid as Progress Payments |
| 40% Owner Savings: | \$14,208,622.30 | Reduce I from original Project |

Change Order No. 3 Summary: April 26, 2022

- ❑ As provided for Contract Amendment #1 and Change Order No. 2, the Contractor’s share of the net savings includes the “Contractor Risk” that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- ❑ To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor’s 60% portion of the net savings (the “Contractor Risk”).
- ❑ Contractor VECP Savings Payments

Contractor’s share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

| Construction Progress | Proposed Savings Payment |
|-----------------------|--------------------------|
| 20% Completion | \$4,262,586.69 |
| 40% Completion | \$4,262,586.69 |
| 60% Completion | \$4,262,586.69 |
| 80% Completion | \$4,262,586.69 |
| Final Acceptance | \$4,262,586.69 |
| | \$21,312,933.45 |

The parties agrees that if the Savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i) deferred to the next progress period or (iii) reduced to reflect the Contractor’s Risk for unrealized Savings/overages.

Change Order No. 4 Summary: January 24, 2023 [\$14,037,105.71]

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42”)introduces 48” drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract. Attached exhibits provide current assessment and breakdown. The net cost of \$171,516.59 shall be fully paid by the Owner [HCRMA].

| SUMMARY OF PCI \$ REQUEST | | | | Deferrable (Yes or No) | Reason (E&O or Preference) |
|---|----------------|------------------|--|---------------------------|--|
| | Pulice Request | HDR/GEC estimate | Notes | | |
| Missing Quantities | \$1,552,768.96 | \$1,133,977.42 | Of the \$1,552,768.96 in missing quantities claim, \$1,024,620.88 is related to ITS multicut conduit. | | |
| ITEM 0110-6001 EXCAVATION (ROADWAY) | \$76,544.90 | \$0.00 | As per update from Pulice email dated 05/10, The 30,617.96 CY of embankment are not missing quantities; they represent the difference between the original design and the updated design after including the VECs there. | No | N/A (plans quantity adjustment) |
| ITEM 0132-6006 EMBANKMENT (FINAL)(DENS CONT)(TY C) | -\$185,385.00 | -\$185,385.00 | THIS IS A PLANS QUANTITY MEASUREMENT ITEM. New quantity is not less than 5% of total of item in CO#03, so HCRMA is normally not entitled to 'credit' at this time. Item should be reconciled at the end of project. Pulice should provide further documentation prior to authorization. 2023-05-10 - RMA confirmed that PLANS QUANTITY ITEMS should be resolved now These quantities have been documented by Pulice and confirmed and are related to levee changes. Assuming no additional time is being requested for changes at levee. | No | N/A (plans quantity adjustment) |
| ITEM 0400-6010 STRUCT EXCAV (SPECIAL) | \$6,132.00 | \$0.00 | As per update from Pulice email dated 05/10, there are no missing quantities related to structural excavation | N/A | N/A |
| ITEM 0400-6011 SAND BACKFILL | \$10,695.00 | \$8,227.10 | Pulice updated information via email on 05/10. These quantities have been documented by Pulice and confirmed | No | N/A (plans quantity adjustment) |
| ITEM 0402-6001 TRENCH EXCAVATION PROTECTION | \$2,631.60 | \$0.00 | For item 0420-6001 trench excavation on pages 912 and 917, agree that quantities are not shown on quantity summary sheet 103. However, there is a note on this sheet that states "for culvert sheet 743+43 and 788+00, see summary of drainage sheet 0098 to 0102 utilities and drainage (mainlanes) section for quantities". On those pages item 402 is shown and also provided for in the bid tab. No addition should be applied in this case. 2023-05-10 - PCI-Othon verified Qty is on 0098 and 102 and no additional dollars will be requested | N/A | N/A |
| ITEM 0432-6045 RIPRAP (MOW STRIP)(4 IN) | \$63,000.00 | \$63,000.00 | Additional mow strip riprap locations were shown on plans, but lengths were not called out, nor added into the quantity summary sheets and the bid list. Contractor may be justified in requesting additional compensation These quantities have been documented by Pulice and confirmed | No | E&O |
| ITEM 0464-6042 RC PIPE (CL III)(42 IN)(SPL) | \$86,733.60 | \$86,733.60 | Agree that a total of 710 LF of 064-6042 have been added to avoid archeological site. These quantities have been documented by Pulice and confirmed and related to archeological site. Assuming no other quantities or time is being requested by Pulice | No | Specifically for avoidance of archeological site |
| ITEM 0465-6002 MANH (COMPL)(PRM)(48IN) | \$5,314.33 | \$5,314.33 | Per Pulice's email on 05/08, Agree that item 0465-6002 MANH(COMPL)(PRM)(48in) is shown on the quantity table on page 991, but not shown in quantity summary or bid tab. These quantities have been documented by Pulice and confirmed | No | E&O |
| ITEM 0465-6139 INLET (COMPL)(PSL)(FG)(5FTX6FT-3FTX5FT) | \$54,831.60 | \$6,853.96 | Agree that per Pulice's email on 05/08, this inlet is shown on drainage plans (page 934, but is not shown in bid tab or quantity summary. Pulice is justified in adding this item, but not at a cost of \$54,831.60 for one inlet. Bid price for this inlet is \$6,853.95, not \$54,831.60 | No | E&O |
| ITEM 0466-6152 WINGWALL (FW - 0) (HW=5 FT) | \$24,000.00 | \$24,000.00 | Agree that per Pulice's email on 05/08, this wingwall is shown on culvert layout 1060+64, but is not shown in bid tab or quantity summary. Pulice is justified in adding this item | No | E&O |

| SUMMARY OF PCI \$ REQUEST | | | | Deferrable (Yes or No) | Reason (E&O or Preference) |
|---|-----------------------|-----------------------|--|---------------------------|---------------------------------|
| | Pulice Request | HDR/GEC estimate | Notes | | |
| RELATED TO ITEM ABOVE ITEM 0466-6180 WINGWALL (PW-1) (HW=5 FT) | | -\$14,640.70 | This wingwall is shown on bid tab (54C) and quantity summary (pg 106) but not on the culvert layout 1060+64 (page 925). This should be deducted since Pulice is now using wingwall (FW-0)(HW=5ft) | | |
| ITEM 0466-6152 MTL W-BEAM GD FEN (TIM POST) | \$102,095.76 | \$102,095.76 | Additional MBGF locations were shown on original bid plans, but lengths were not called out, nor added into the quantity summary sheets and the bid list. Contractor <u>may be justified</u> in requesting additional compensation These quantities have been documented by Pulice and confirmed | No | E&O |
| ITEM 0540-6016 DOWNSTREAM ANCHOR TERMINAL SECTION | \$5,336.48 | \$5,336.48 | Additional MBGF locations, along with downstream anchor terminal sections and guardrail end treatments, were shown original bid plans, but were not called out on the plans, nor added into the quantity summary sheets and the bid list. Contractor <u>may be justified</u> in requesting additional compensation These quantities have been documented by Pulice and confirmed | No | E&O |
| ITEM 0540-6016 GUARDRAIL END TREATMENT (INSTALL) | \$11,858.80 | \$11,858.80 | Additional MBGF locations, along with downstream anchor terminal sections and guardrail end treatments, were shown on plans, but were not called out on the original bid plans, nor added into the quantity summary sheets and the bid list. Contractor <u>may be justified</u> in requesting additional compensation These quantities have been documented by Pulice and confirmed | No | E&O |
| ITEM 6016-9002 ITS MULTI-DUCT CND (PVC C-DUCT) | \$501,890.03 | \$233,493.23 | The original bid plans had two ITS conduits running down both sides of tollway, until Military Parkway, then one conduit. Pulice incorporated the conduits on one side of the highway, but extended the second conduit past Military Parkway. RMA in agreement that the additional conduit between Military Parkway and the end of the project can be eliminated. However, even with the elimination of this extra conduit, it appears that original quantities are incorrect. The omitted quantities provided by Pulice have been documented and confirmed | No | N/A (VECP concept) |
| ITEM 6016-9003 ITS MULTI-DUCT CND (PVC C-DUST)(STL ENCSE)(142.55) | \$522,730.85 | \$522,730.85 | Original quantities on bid set were incorrect. The omitted quantities provided by Pulice have been documented and confirmed | No | E&O |
| HCRMA 3541-01-02 COMPACTED FILL | \$264,359.01 | \$264,359.01 | At 05/10 meeting, these quantities were documented by Pulice and confirmed as missing | No | N/A (plans quantity adjustment) |
| Revised VECP | \$3,186,525.45 | \$0.00 | It is the GEC's understanding that this line item represents Pulice's proposed VECP concepts that were not realized. Change order documents state that these cost increases shall be deducted from the Contractor's 60% portion of the net savings. NO INCREASE TO HCRMA. | | |
| Design Issues | \$3,295,508.35 | \$3,123,991.76 | | | |
| Floodway scour depth | \$171,516.59 | \$0.00 | Extra costs at Floodway bridge have already been negotiated between HCRMA and Pulice in CO#4 | No | E&O |
| stopping sight distance | \$2,348,633.99 | \$2,348,633.99 | This issue could be considered a design error. In a June 17th, 2022, S&B stated that the 6 locations identified by Pulice do not meet the TxDOT RDM guidelines (email from Philip Pawelek, S&B, to Eric Davila on 6/17/22). 2023-05-11 - Additional information was provided by Pulice and additional quantities were confirmed | No | E&O |
| superelevation transition areas | \$571,146.24 | \$571,146.24 | This issue could be considered a design error. 2023-05-11 - Additional information was provided by Pulice and additional quantities were confirmed | No | Preference |
| Max design values at Jackson | \$0.00 | \$0.00 | Pulice has stated that they are not requesting additional compensation for this line item. GEC is not aware of this issue at this time | N/A | N/A |
| U-turn horizontal clearance at FM 494 | \$0.00 | \$0.00 | Pulice has stated that they are not requesting additional compensation at this time. S&B confirmed the incorrect design vehicle was used for the U-turns at Shary Road underpass (call between RMA, GEC and S&B on 12/1/22). While this issue could be considered a design error, changes to the quantities are considered relatively insignificant. | No | N/A |

| SUMMARY OF PCI \$ REQUEST | | | | | |
|--|-----------------------|-----------------------|---|------------------------|----------------------------|
| | Pulice Request | HDR/GEC estimate | Notes | Deferrable (Yes or No) | Reason (E&O or Preference) |
| Slotted median Barrier | \$160,834.53 | \$160,834.53 | Contractor's designer has acknowledged that the use of slotted barrier in the various superelevation locations posed a risk to the traveling public. The Contractor's designer has added median inlets to catch the drainage and prevent sheet flow across the highway. 2023-05-11 - Since this can be considered a safety issue, RMA has confirmed to keep the plan revisions. Pulice has provided extra quantities and these have been documented and confirmed | No | N/A - Safety Issue |
| Design inconsistencies at Mc Coll Rd. | \$43,377.00 | \$43,377.00 | This issue could be considered a design error. Original cross sections at McColl have >2.5:1 sideslopes, which require MBGF for safety. These quantities have been documented by Pulice and confirmed | No | E&O |
| Ramp tie-ins with ML and FR | \$0.00 | \$0.00 | Pulice has stated they are not requesting additional compensation at this time. S&B revised ramp tie in due to inconsistencies in their design (email from Wille Arriatia, S&B, to Michael Meroney on 1/4/23). However, since Pulice is modifying the location of the mainlanes (constructing the center and omitting the medians), this changes should be considered part of their VECP design, and would have had to be made regardless of the original inconsistencies of the design | No | N/A |
| Longitudinal slope brakes along ML | \$0.00 | \$0.00 | Pulice has stated they not requesting additional compensation for this line item. GEC is not aware of this issue at this time | No | N/A |
| Pulice Requested amount -----> | \$8,034,802.76 | \$4,257,969.18 | <----- GEC independent estimate total | | |



365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION, and MAINTENANCE PROJECT

SEPTEMBER 8, 2022 Request for Proposals was released.

OCTOBER 3, 2022 Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option

DECEMBER 9, 2022 Five proposals were received for the 365 Toll Collection System Installation, Integration, and Maintenance Project.

DECEMBER 16, 2022 Compliance reviews were conducted of all electronic bids;

FEBRUARY 6, 2023 Evaluation committee [HCRMA staff and HDR [GEC]] thoroughly reviewed proposals, conducted oral presentations and in accordance with the RFP's two- step scoring process

FEBRUARY 14, 2023 Proposal bid prices opened, evaluated, scored by evaluation committee

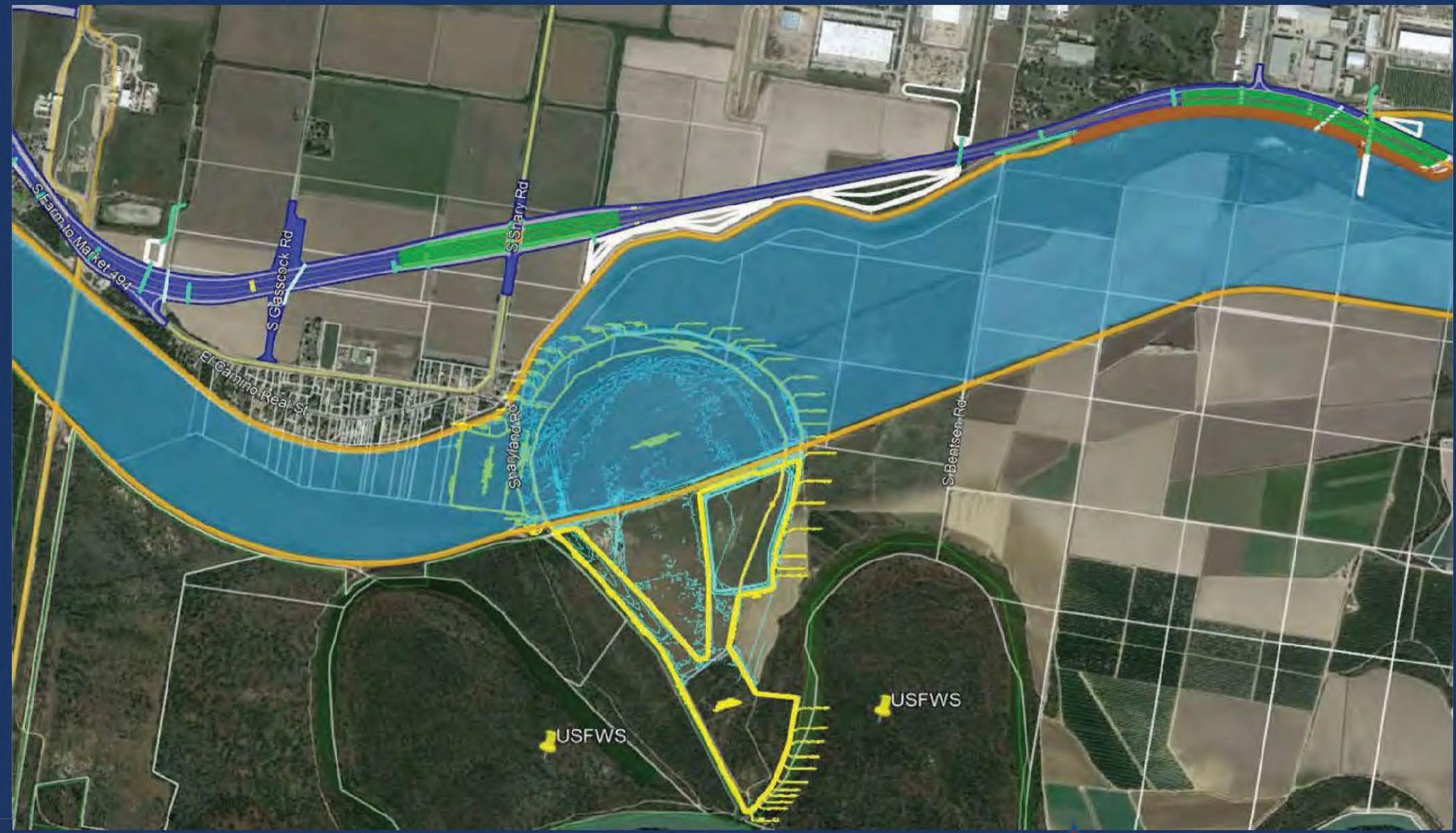
FEBRUARY 28, 2023 First executive briefing

MARCH 13, 2023 Second executive briefing

MARCH 14, 2023 Negotiation of contract terms, conditions , & BAFO

MARCH 28, 2023 Award of contract to SICE, Inc. for \$13,980,669 with a score of 905

WETLAND MITIGATION SITE



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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA

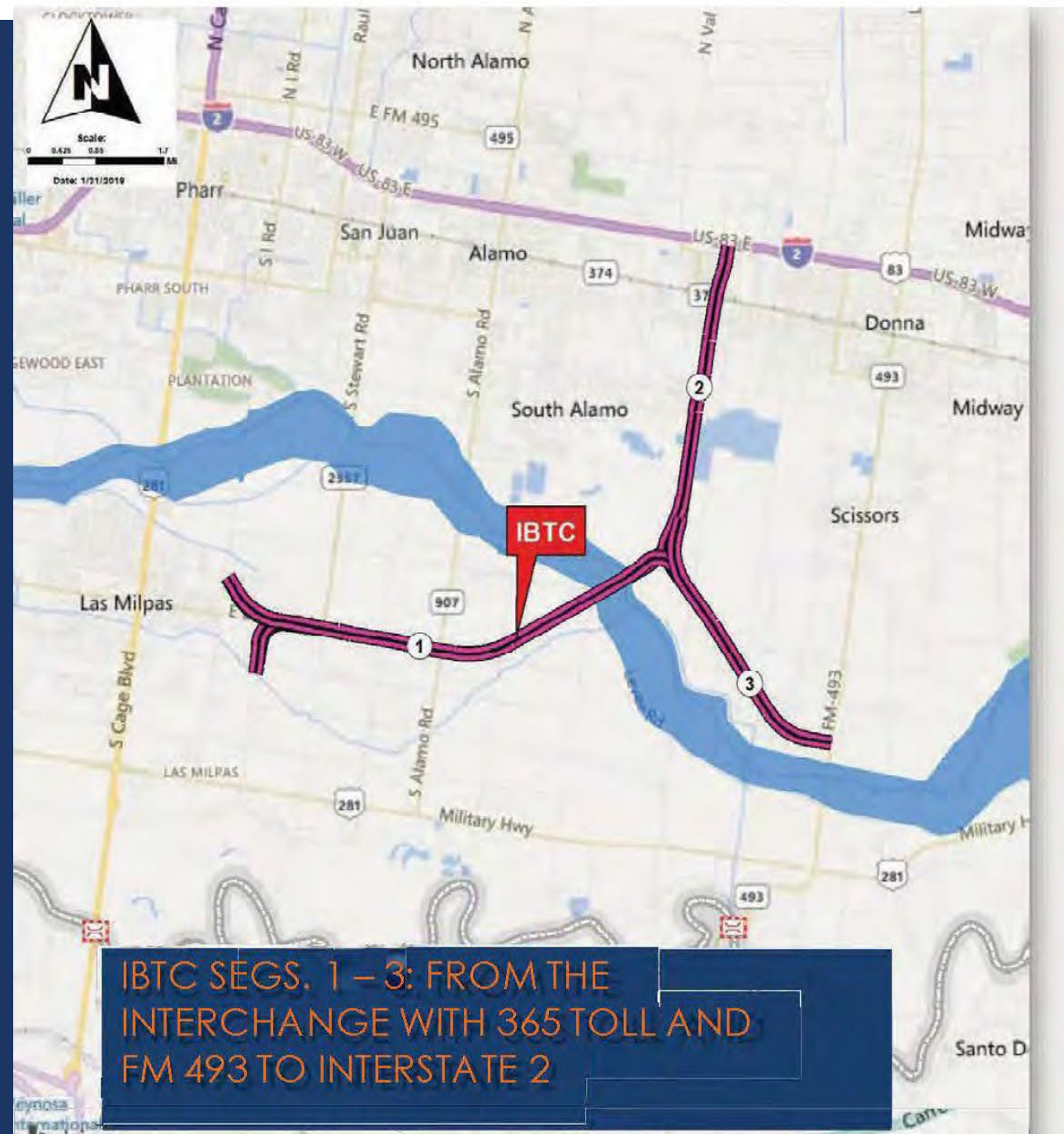


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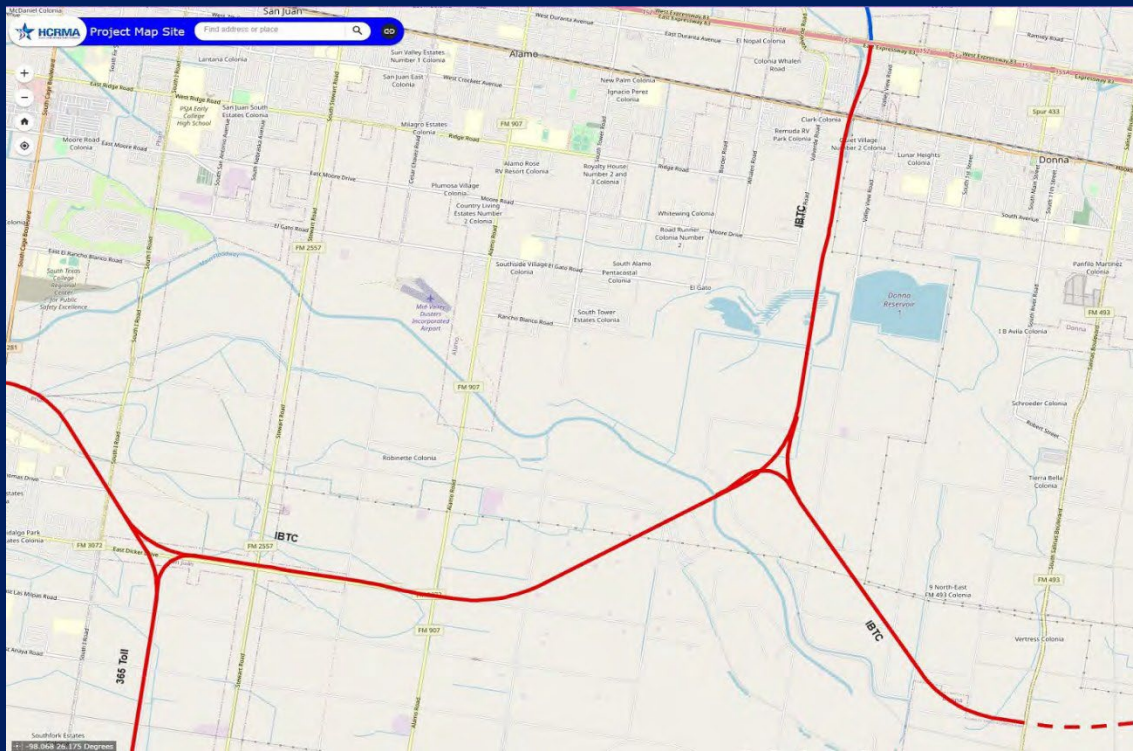
IBTC

13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2

HCRMA – IBTC Project

CSJ#:0921-02-142



Recent Key Activity:

- Included in Border Master Plan- High Impact Project
- Received Environmental Classification of Environmental Assessment October 2017.
- Held Public Meeting March 2019.
- TxDOT approved schematic November 2021.
- Public Hearing held March 2022.
- Risk workshop held with TxDOT Portfolio Management Division April 2022.
- Requested Functional Classification: Principal Arterial
- Estimated NEPA clearance by May 2023.
- Schematic updates UPRR Structure Group for Railroad Bridge over BUS83
- Working with RGVMPO/TxDOT to federalize project
- TxDOT/FHWA to migrate project ON-SYSTEM

1 Environmental: 99%

2 Preliminary Engineering: 75%

3 ROW & Utilities: 60%
63 of 186 parcels acquired

4 Design: 65%

5 Funding: 20% \$38M / \$211,442,110
HCRMA IBTC - 0921-02-142 – FY 2026
 – Revising Costs and Funding (PE, ROW, C, CE)
 – Pending FC

▶ ADVANCE PLANNING

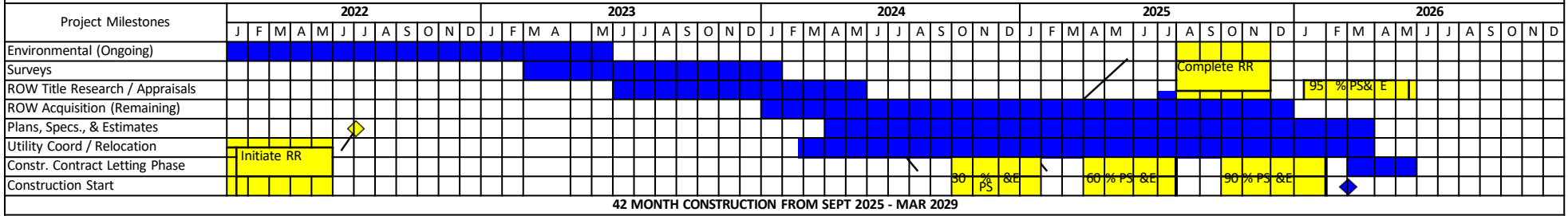
Funding / UTP / TIP Status:

- ❑ Funding is non-toll and incorporates overweight corridor network fees to help finance project
- ❑ HCRMA requested via letter to TxDOT for On-System classification
- ❑ The project has been included in federalized amendment to 2023-26 STIP, adding \$20 Million of Category 7 federal funds to the project for construction.
- ❑ On May 1, 2023 Federal Functional Classification [FC] request was submitted to RGVMP. Preliminary review and TxDOT concurrence for FHWA submittal is anticipated by July 2023.

Environmental:

- ❑ Submitted Final EA revisions 8/8/2022. The Final EA document will need to be updated (Project Consistency Section of the EA) to illustrate the new funding for consistency and anticipate project's final determination by late-2023.
- ❑ TxDOT anticipates approval of the the environmental document upon project's federalization [FC].

International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)



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Milestones

- 1 Start Date
- 2 Feasibility Study
- 3 SCH/ENV WA
- 4 PSE WA
- 5 AFA
- 6 Geotechnical Report
- 7 Design Survey
- 8 SUE
- 9 Traffic Analysis
- 10 Schematic
- 11 PSE 30%
- 12 ENV Clearance
- 13 ROW Survey/Map
- 14 PSE 60%
- 15 PSE 95%
- 16 ENV Permits/Survey
- 17 ROW Acquisition
- 18 Utility Adjustments
- 19 PSE 100%
- 20 Railroad Coord.
- 21 Ready to Let

Target Date

Updated Target Date

| | Target Date | Updated Target Date |
|----|-------------|-----------------------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | 6/1/2022 | 1/1/2024 |
| 5 | 12/31/2021 | 9/30/2022 |
| 6 | 9/1/2022 | 10/31/2023 |
| 7 | | 1/31/2024 |
| 8 | | 2/28/2025 |
| 9 | | |
| 10 | | |
| 11 | 12/1/2022 | 7/31/2024 |
| 12 | 11/31/2021 | 5/31/2023 |
| 13 | 11/1/2021 | 8/31/2023 |
| 14 | 12/1/2022 | 1/31/2025 |
| 15 | 5/1/2023 | 10/31/2025 |
| 16 | | |
| 17 | 6/1/2022 | 12/31/2025 |
| 18 | 10/1/2022 | 3/31/2026 |
| 19 | 7/31/2023 | 3/31/2026 |
| 20 | 1/1/2022 | 7/1/2022 - 03/31/2025 |
| 21 | 10/1/2023 | 9/1/2025 |

The IBTC project is broken down into two phases, Phase I (Interim Design) and Phase II (Ultimate Design). Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads included in the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be found below.

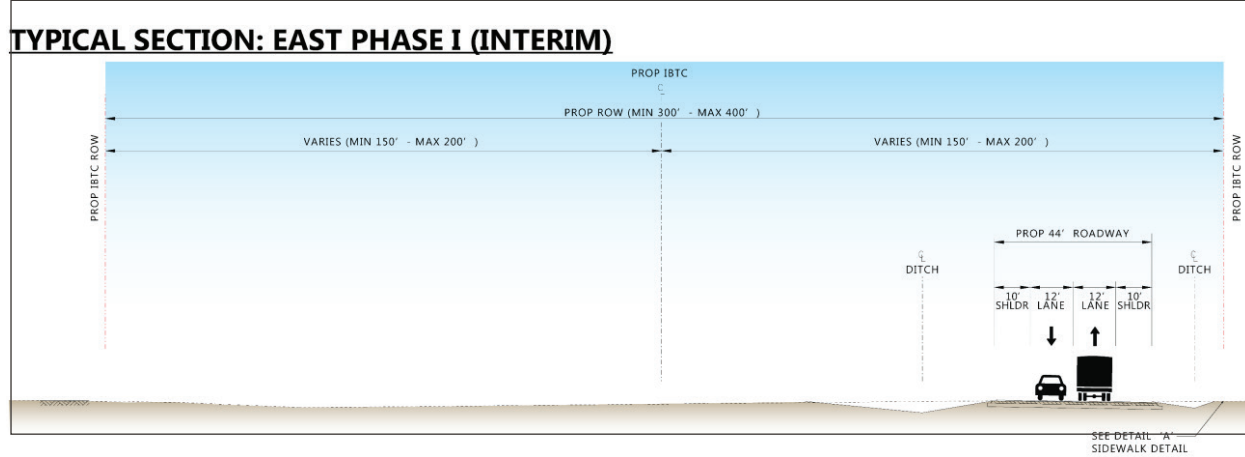


Figure 2: East Leg Phase I Typical Section

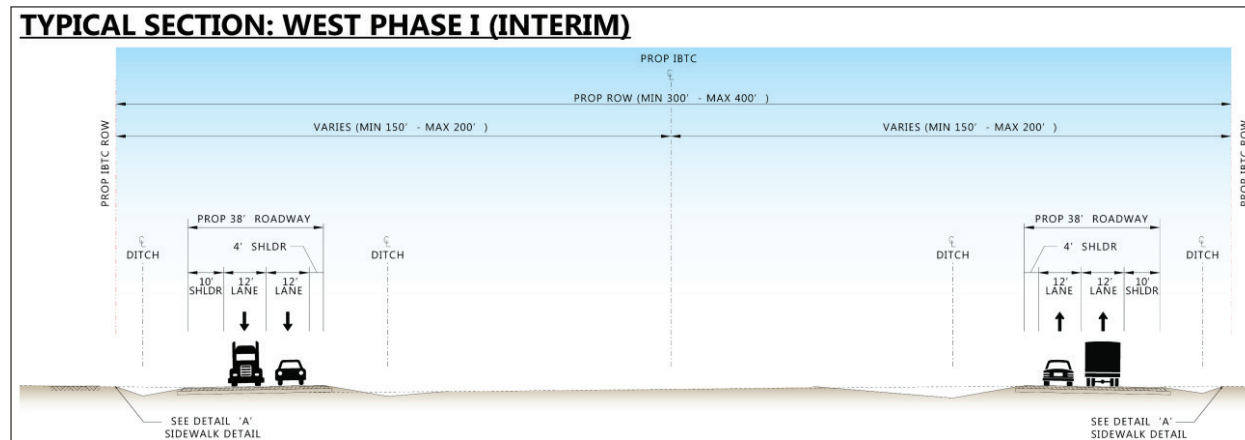
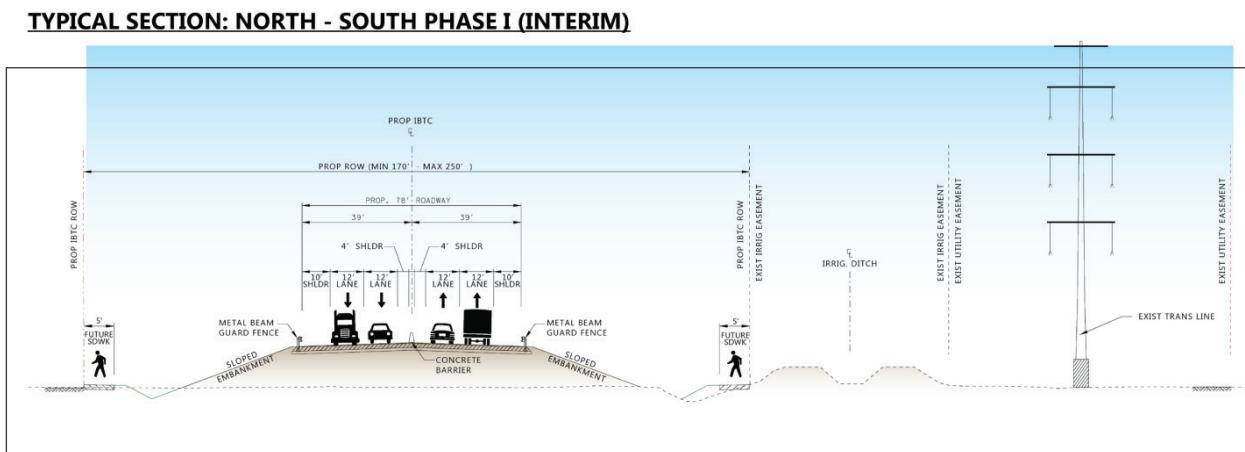


Figure 3: West Leg Phase I Typical Section



Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

- **East Leg:** The East Leg of the project consists of one frontage road with one 12-foot-wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.
- **West Leg:** The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.
- **North Leg:** The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission (IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the proposed project would be 3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

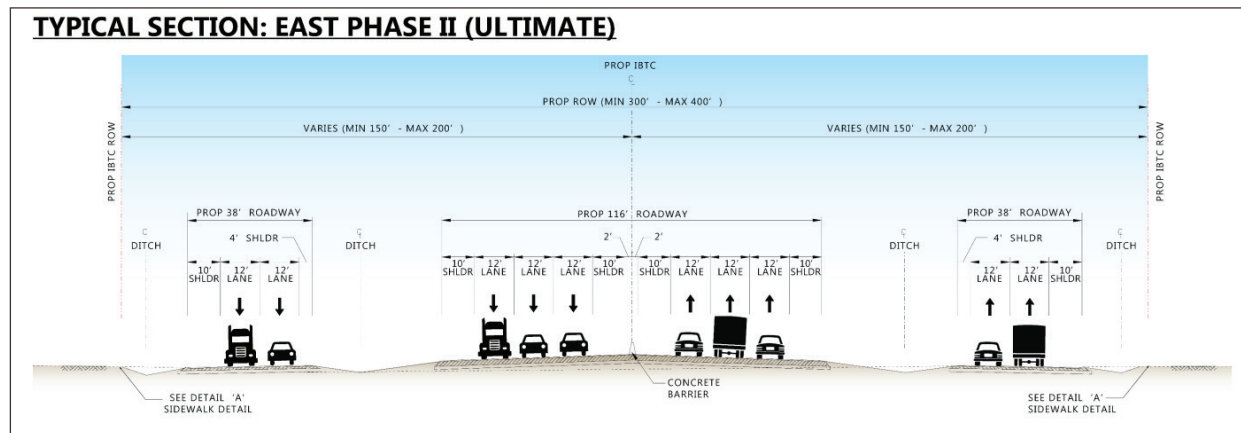


Figure 5: East Lea Phase II Typical Section

TYPICAL SECTION: WEST PHASE II (ULTIMATE)

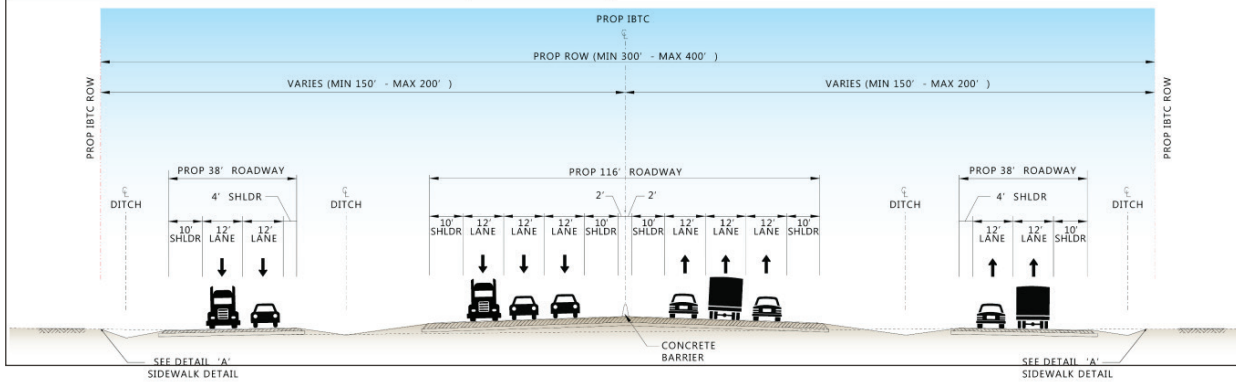


Figure 6: West Leg Phase II Typical Section

TYPICAL SECTION: NORTH - SOUTH PHASE II (ULTIMATE)

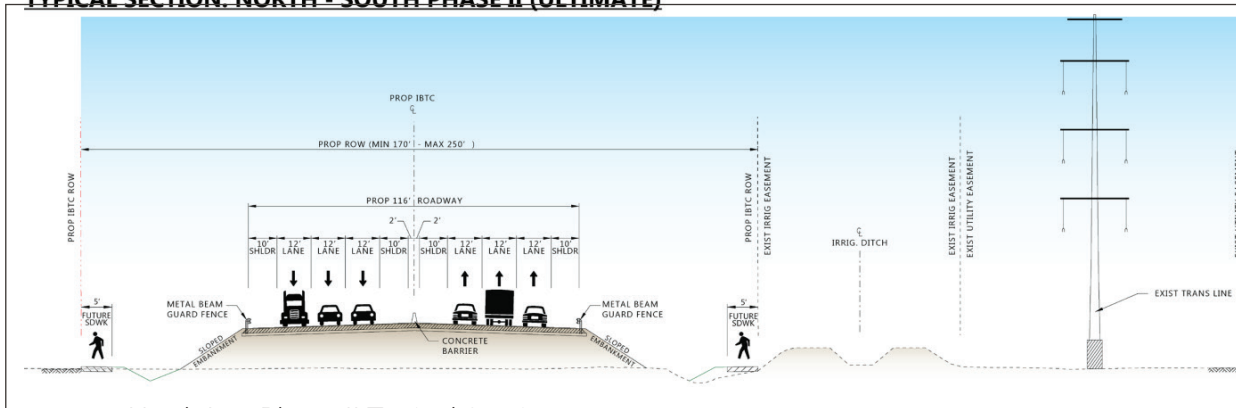


Figure 7: North Leg Phase II Typical Section

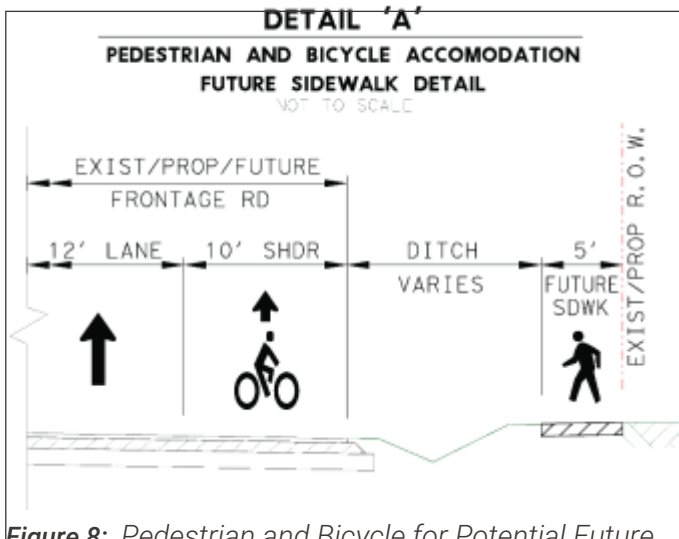


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design.



Friday, March 10, 2023

Lenguaje inglés ▼

Specialized Overweight Permits

Hidalgo County allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs. For a more detailed explanation, see below.

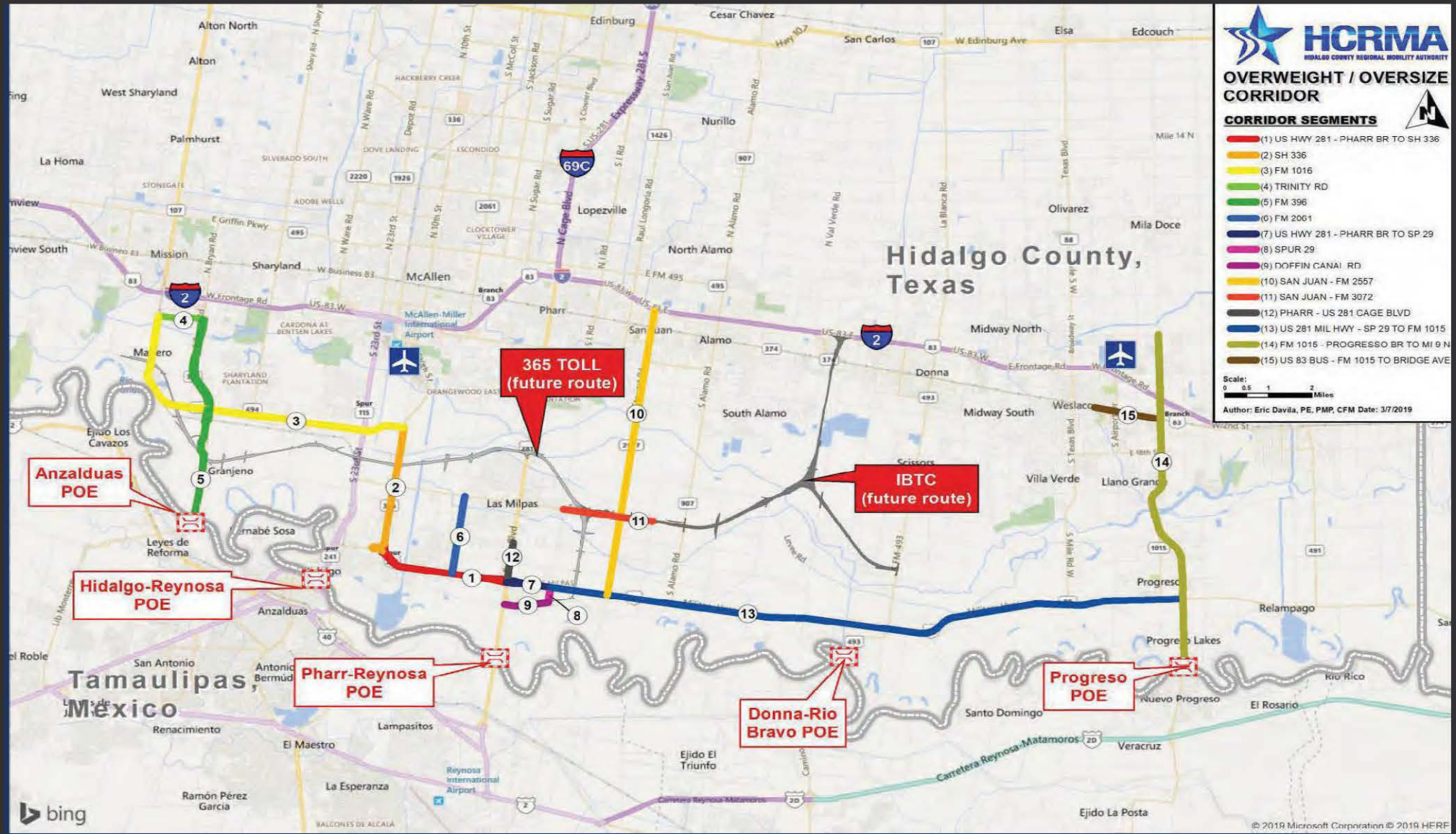
Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the Hidalgo County overweight corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- (1) U.S. Highway 281 between its Intersection with Pharr-Reynosa International Bridge and its Intersection with State Highway 336.
- (2) State Highway 336 between its Intersection with U.S. Highway 281 and its Intersection with Farm-to-Market Road 1016.
- (3) Farm-to-Market Road 1016 between its Intersection with State Highway 336 and its Intersection with Trinity Road.
- (4) Trinity Road between its Intersection with Farm-to-Market Road 1016 and its Intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its Intersection with Trinity Road and its Intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 2061 between its Intersection with Farm-to-Market Road 3072 and its Intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its Intersection with the Pharr-Reynosa International Bridge and its Intersection with Spur 29.
- (8) Spur 29 between its Intersection with U.S. Highway 281 and its Intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its Intersection with the Pharr-Reynosa International Bridge and its Intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard ('I' Road) to Cesar Chavez Road.
- (12) Route 12: US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 – Progreso International Bridge to Mile 9 North.
- (15) US 83 Business – Farm to Market 1015 to South Bridge Avenue.

The gross weight of cargo and equipment shall not exceed the allowable permissible axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12' wide, 15'6" high, or 110' long.

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS



▶ **OVERWEIGHT REPORT FOR April 2023:**
January 1, 2023–May 31, 2023

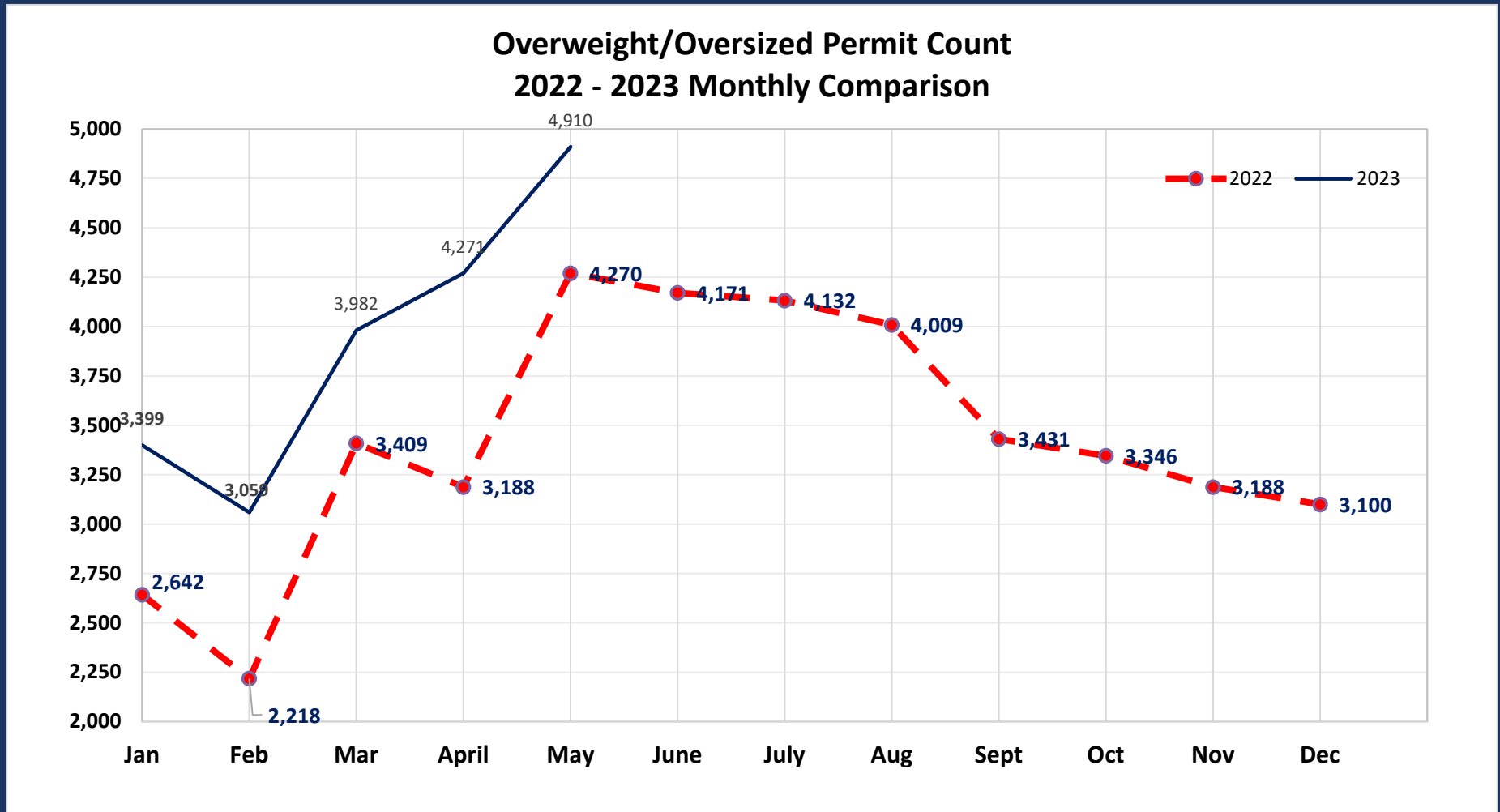
OW

| | |
|--------------------------------|--------------------|
| Total Permits Issued: | 19,621 |
| Total Amount Collected: | \$4,006,508 |
| ■ Convenience Fees: | \$ 82,308 |
| ■ Total Permit Fees: | \$3,924,200 |
| – Pro Miles: | \$ 58,863 |
| – TxDOT: | \$ 3,335,570 |
| – HCRMA: | \$ 529,767 |

▶ OVERWEIGHT REPORT FOR 2023:

▶ JANUARY 1, 2023 – May 31, 2023

OW



Notes:

1. The permit count for 2022 (41,104) ended with a +4.5% (increase of 1831) compared to 2021 (39,273).
2. Monthly permit count of 4,910 represents a +15% (increase, 640) compared to the same month in 2022 (4,270).