



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR APRIL 2023

HCRMA Board of Directors

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Forrest Runnels, Vice-Chairman

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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.

www.hcrma.net

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



▶ OVERVIEW

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

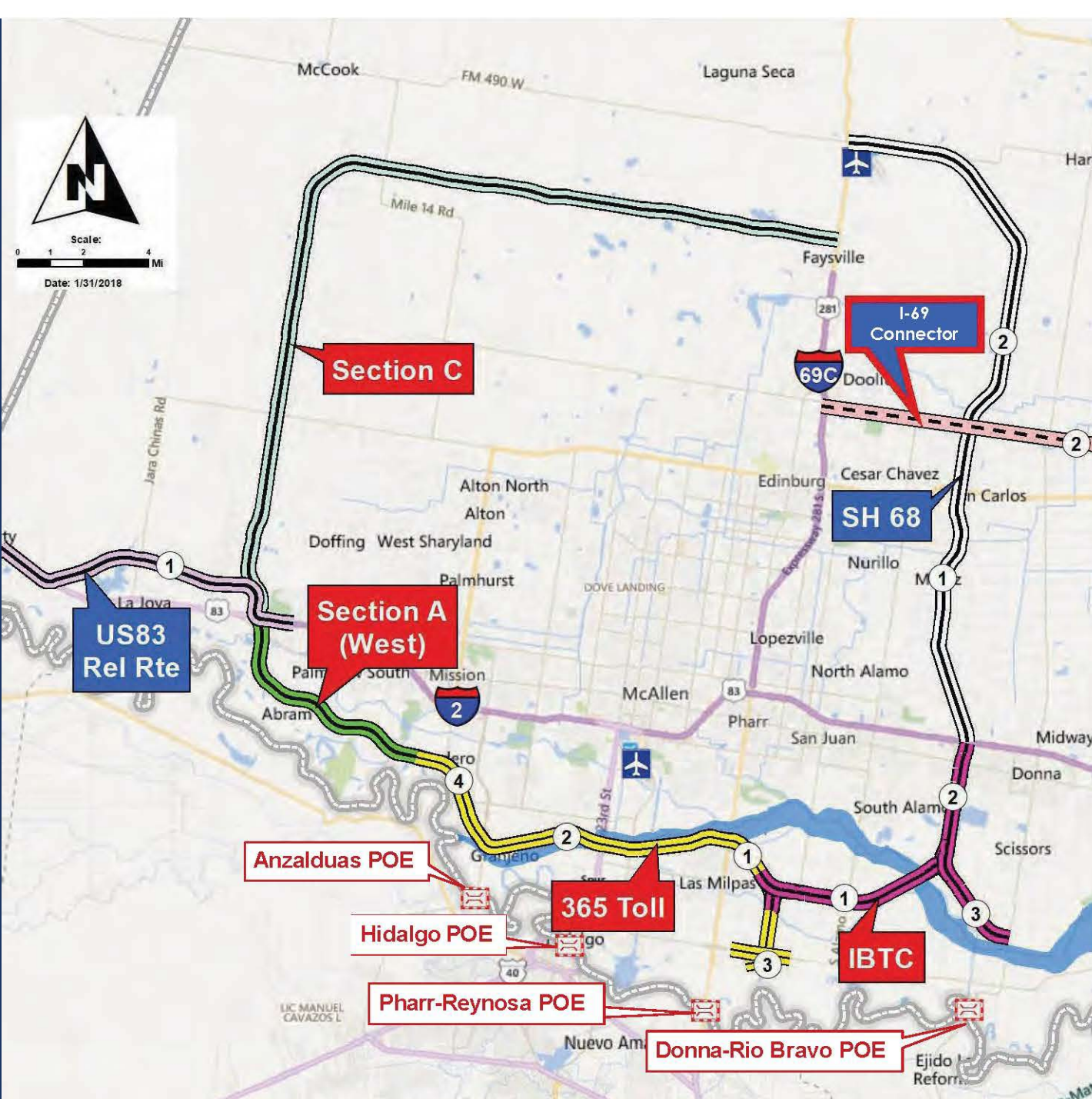
MISSION STATEMENT:

“ 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

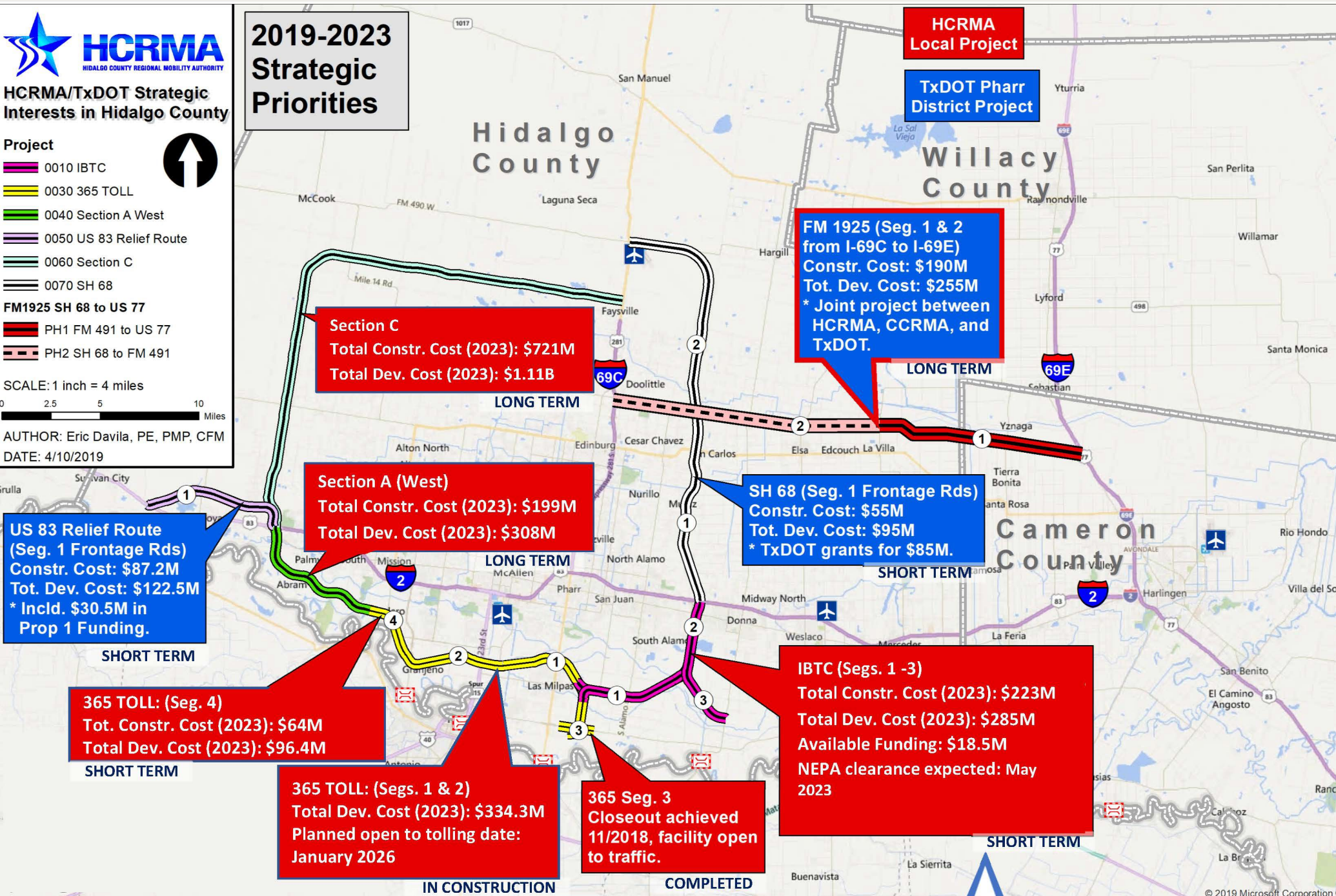
FM1925 SH 68 to US 77

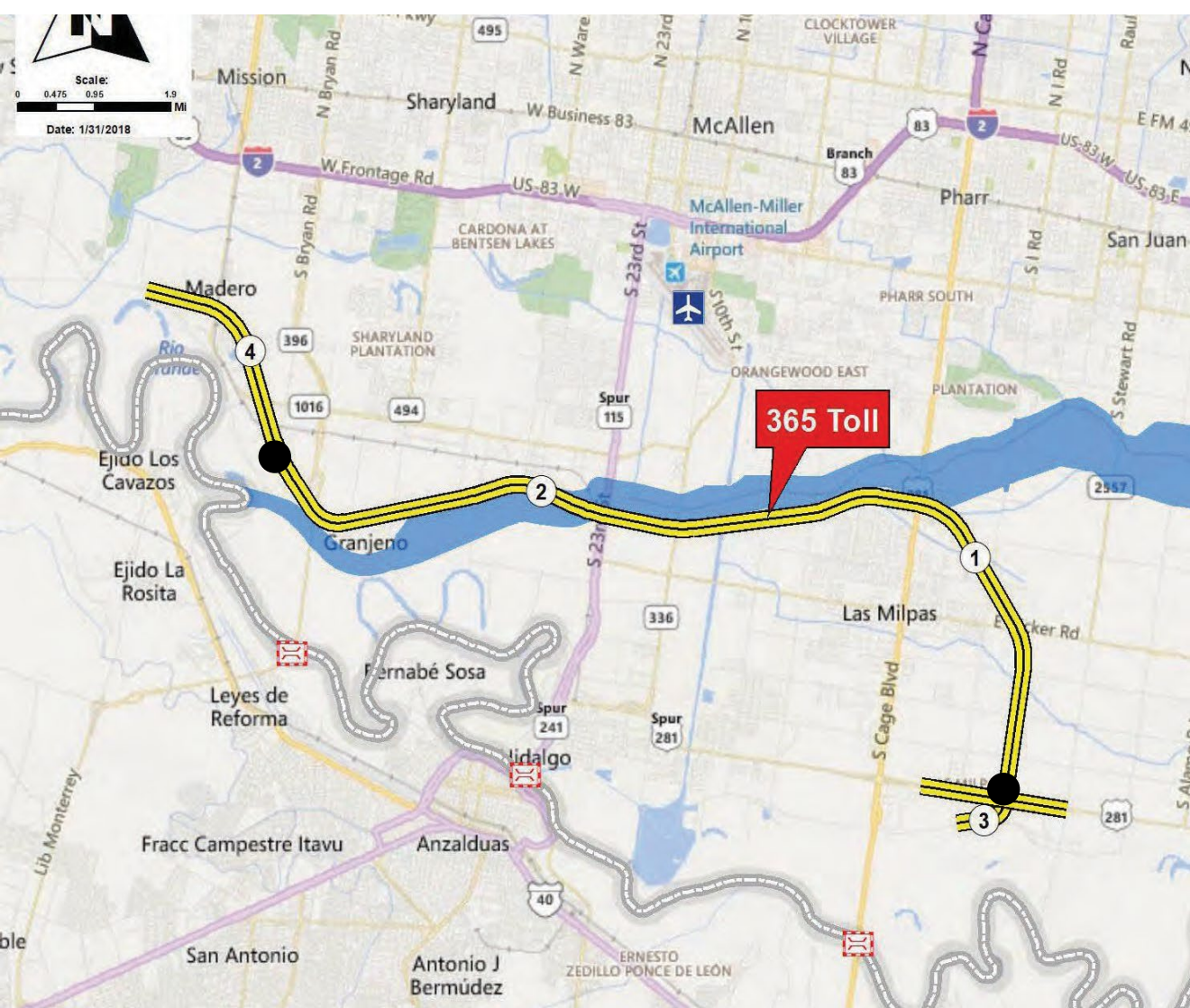
- PH1 FM 491 to US 77
- PH2 SH 68 to FM 491

SCALE: 1 inch = 4 miles

AUTHOR: Eric Davila, PE, PMP, CFM
DATE: 4/10/2019

2019-2023 Strategic Priorities





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

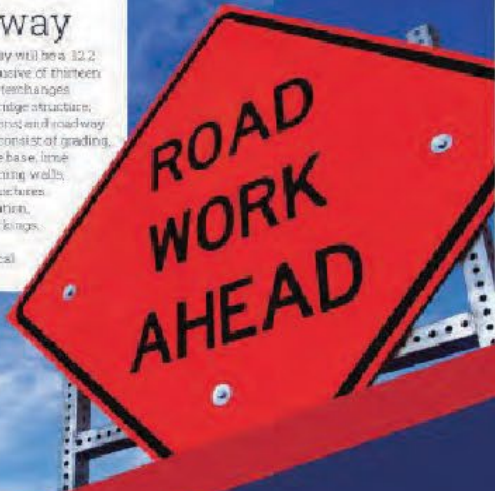
[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY.
TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY
TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY

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ABOUT 365 Tollway

The HCRMA 365 Tollway will be a 32.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges, one (1) grade-separated interchange, one (1) floodway bridge structure, one (1) overpass relocation and all roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, irrigation structures, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical.



HCRMA 365 Tollway

Questions of Comments About the Project?





Contact Pulice
1010 W. Sam Houston Pkwy S
Houston, TX 77069
281-530-0350
www.Pulice.com

PULICE



PROJECT DATA

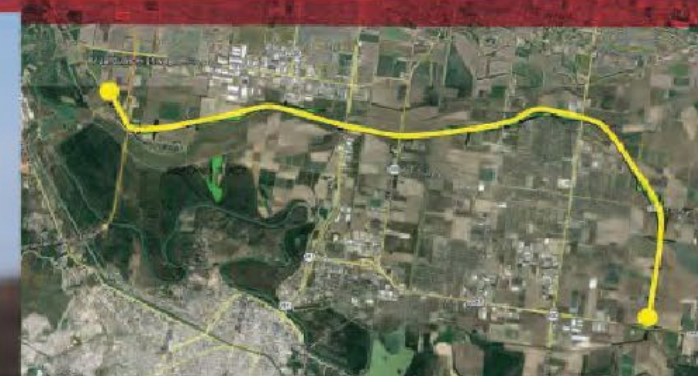


-  **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
-  **Location:** Hidalgo County, TX
-  **Contract Time:** 1,264 days
-  **Project Budget:** \$281,723,797

365 TOLLWAY: BY THE NUMBERS

Representative Items	Quantity
Excavation	388,970 CF
Embankment	3,584,211 CY
Lime Treatment (Existing Material)	1,450,892 SY
Concrete Pavement	811,676 SY
Pre-Stress and Concrete Fillings	9,908 LF
Steel Shaft s	31,881 LF
Reinforced Concrete Slabs	483,042 SF
Retaining (MSE) Wall	483,168 SF
Concrete Gutters	52,124 LF
Concrete Rail	85,458 LF
Drainage (RCD & BCP)	49,317 LF

WEST LOOP



Major Project Components

Production and Performance

To meet schedule deadlines, working days will be seven days a week, including all holidays (with the exception of New Year's Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day). Day (and Evening, Friday) and Christmas Eve and Christmas Day) regardless of work conditions, business availability, or other activities out of the control of the team.

Environmental

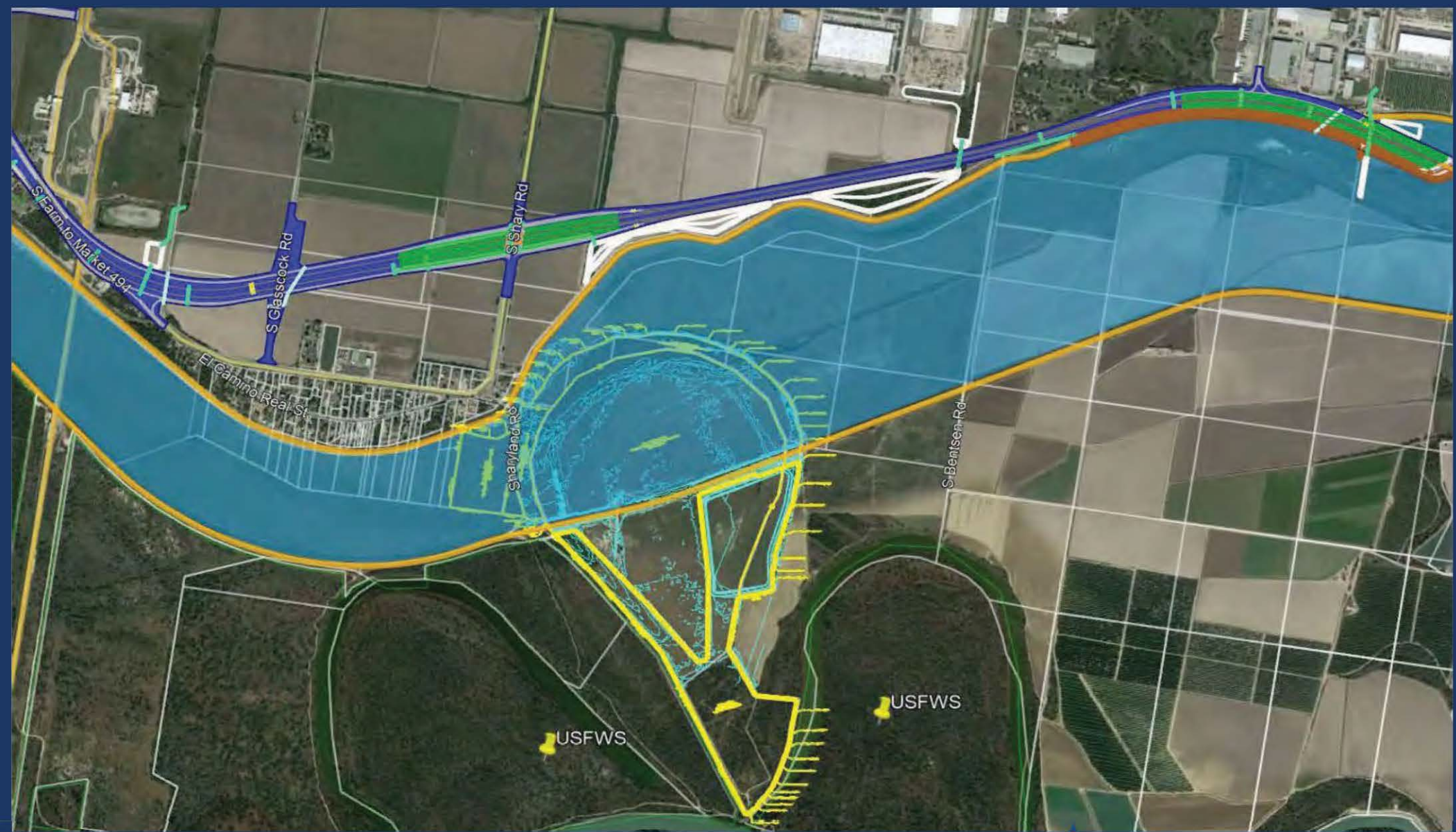
Protecting the environment is a top priority for us. Our Storm Water Pollution Prevention Plan (SWPPP) outlines our environmental goals and objectives to protect and enhance the natural resources of the project.

Community Key Issues/Concerns

Facilitating safety and efficiency for the public is the primary concern with Pulice. Maximizing the protection of public safety will be the focus of all project setup and any issues and concerns will be addressed as well as covered.



WETLAND MITIGATION SITE



www.hcrma.net



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



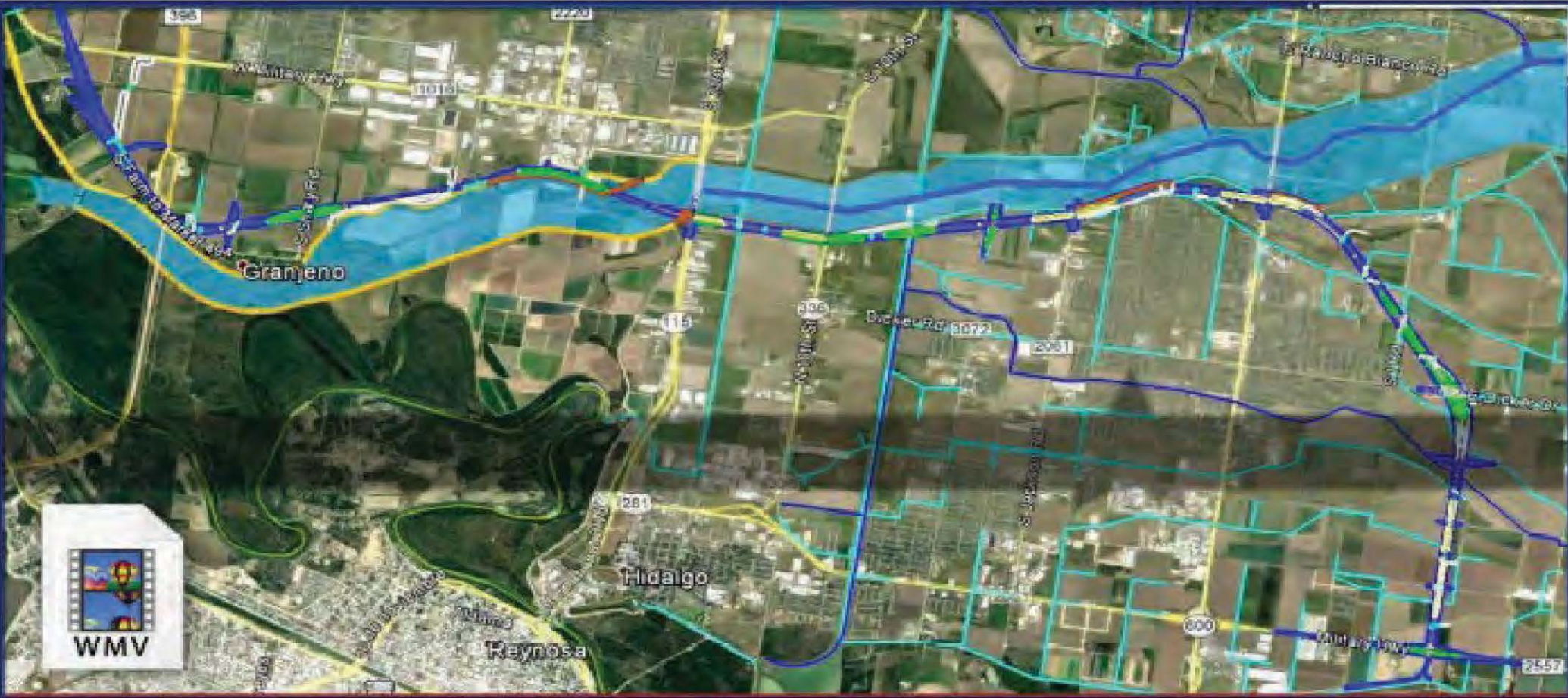
HCRMA

▶ ADVANCE PLANNING

VLF

- Environmental:
- Received official agency correspondence on Conservation Easement from Office of Counsel and the Army Corps of Engineers on 9/19/2022.
- Anticipate project's letting in early 2023.





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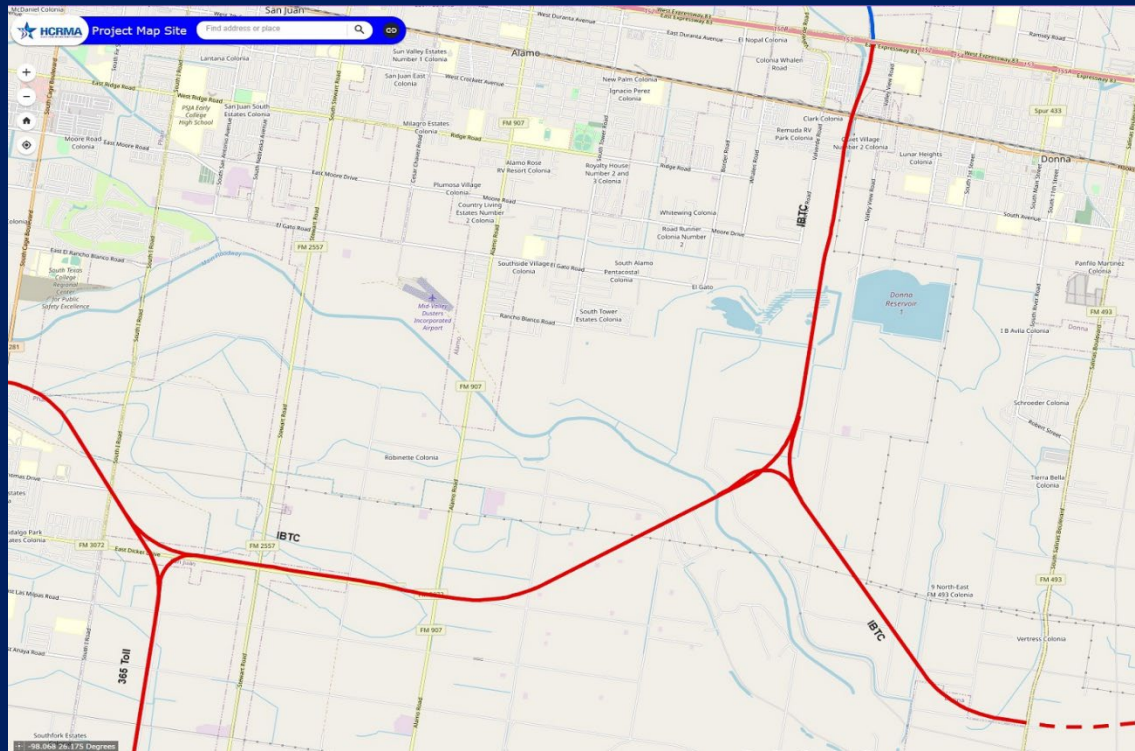
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA

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: 18% \$38M / \$211,442,110

HCRMA IBTC - 0921-02-142 – FY 2026

– Revising Costs and Funding (PE, ROW, C, CE)

– Pending FC

□ ADVANCE PLANNING

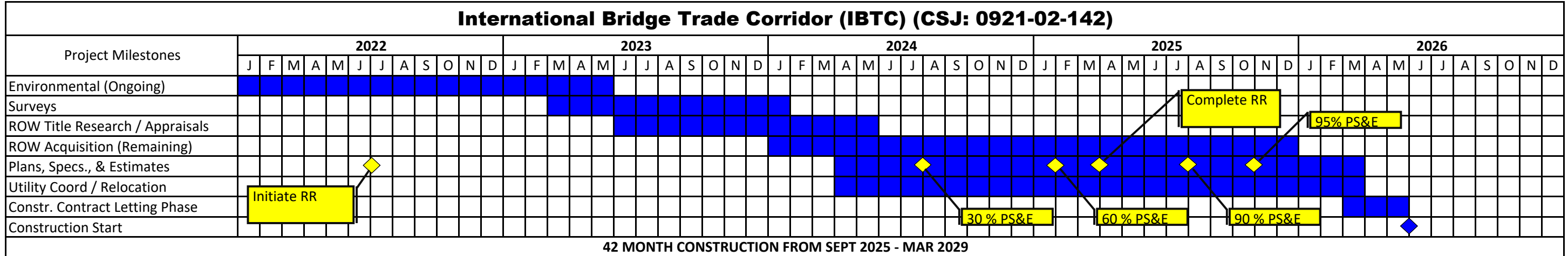
TxDOT anticipates the environmental document can be approved in early 2023, when the project is in the STIP.

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. These additional funds (federal) are included in the revised STIP through the next STIP Amendment (likely in February 2023).
- Federal Functional Classification [FC] Request: HCRMA and the MPO are working on a list of recommendations that need to be addressed before the FC request of IBTC can move forward. This detailed review and preparation is all in attempt to ultimately allow the request to work through the steps of the review process much more seamlessly (First through the MPO then to TxDOT Pharr District then to TxDOT/TTI then for final review and hopeful approval from FHWA).

Environmental:

- Submitted Final EA revisions 8/8/2022.
The Final EA document will need to be updated (Project Consistency Section of the EA) upon federalizing project to illustrate the new funding for consistency and anticipate project's final determination by mid-2023.



	Milestones	Target Date	Updated Target Date
1	Start Date		
2	Feasibility Study		
3	SCH/ENV WA		
4	PSE WA	6/1/2022	1/1/2024
5	AFA	12/31/2021	9/30/2022
6	Geotechnical Report	9/1/2022	10/31/2023
7	Design Survey		1/31/2024
8	SUE		2/28/2025
9	Traffic Analysis		
10	Schematic		
11	PSE 30%	12/1/2022	7/31/2024
12	ENV Clearance	11/31/2021	5/31/2023
13	ROW Survey/Map	11/1/2021	8/31/2023
14	PSE 60%	12/1/2022	1/31/2025
15	PSE 95%	5/1/2023	10/31/2025
16	ENV Permits/Survey		
17	ROW Acquisition	6/1/2022	12/31/2025
18	Utility Adjustments	10/1/2022	3/31/2026
19	PSE 100%	7/31/2023	3/31/2026
20	Railroad Coord.	1/1/2022	7/1/2022 - 03/31/2025
21	Ready to Let	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.

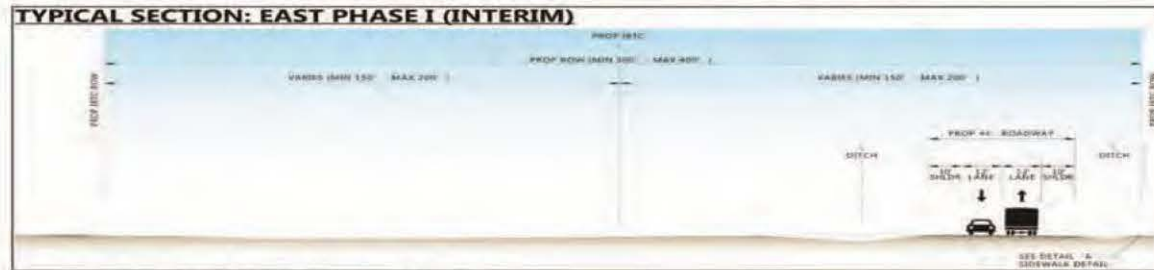


Figure 2: East Leg Phase I Typical Section

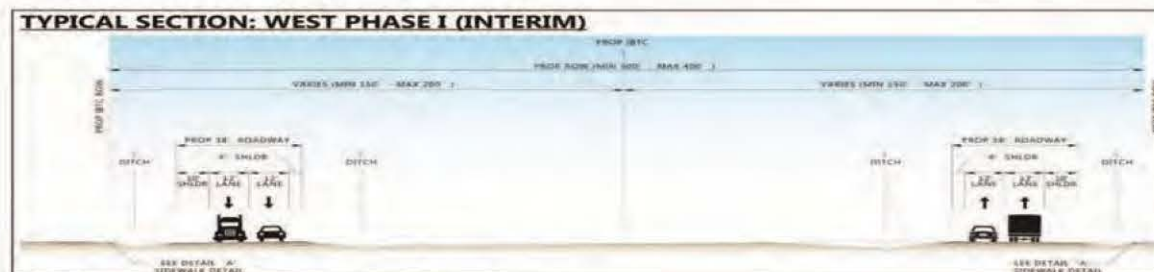


Figure 3: West Leg Phase I Typical Section



Figure 4: North 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.

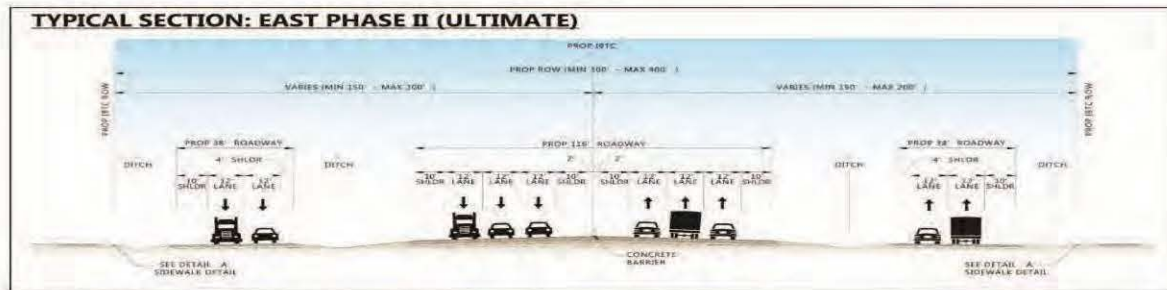


Figure 5: East Leg Phase II Typical Section

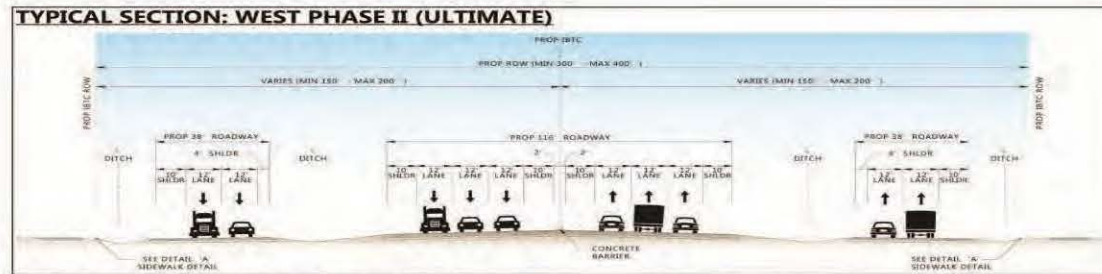


Figure 6: West Leg Phase II Typical Section

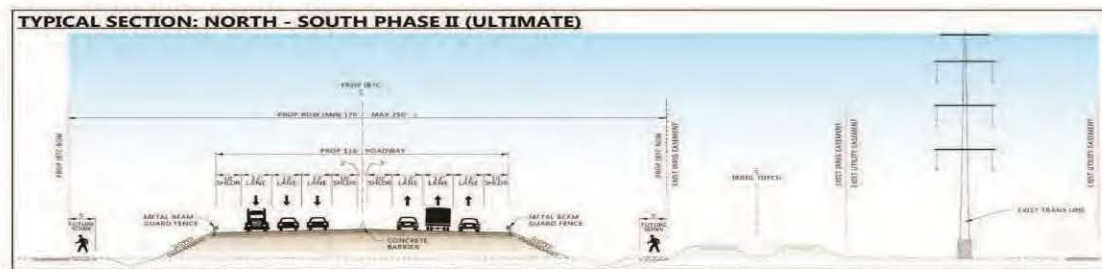


Figure 7: North Leg Phase II Typical Section

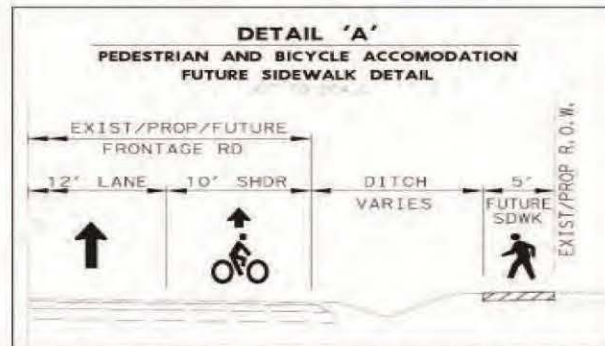
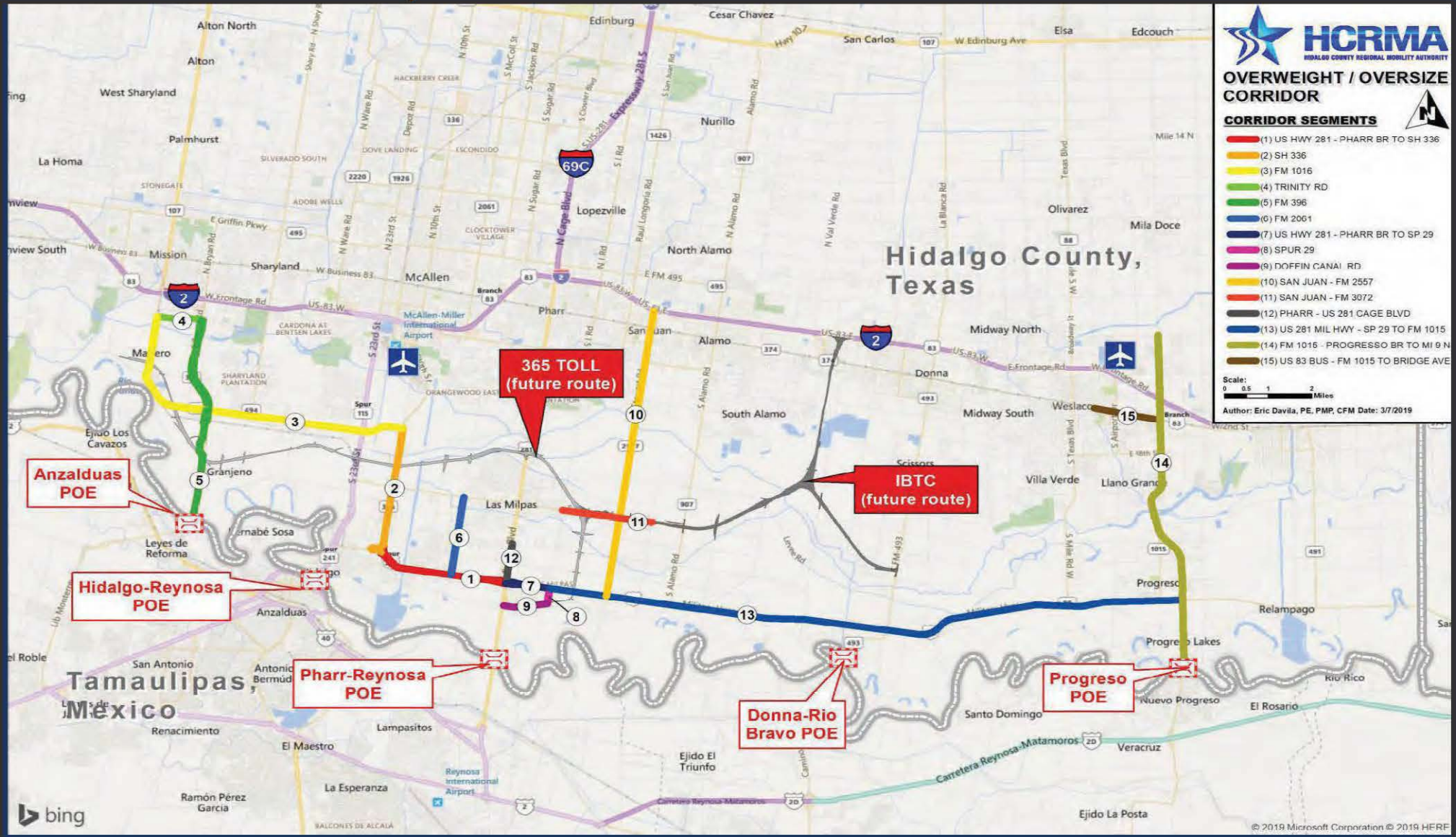


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

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.

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS





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 – Progresso 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 REPORT FOR April 2023:**
January 1, 2023–March 31, 2023

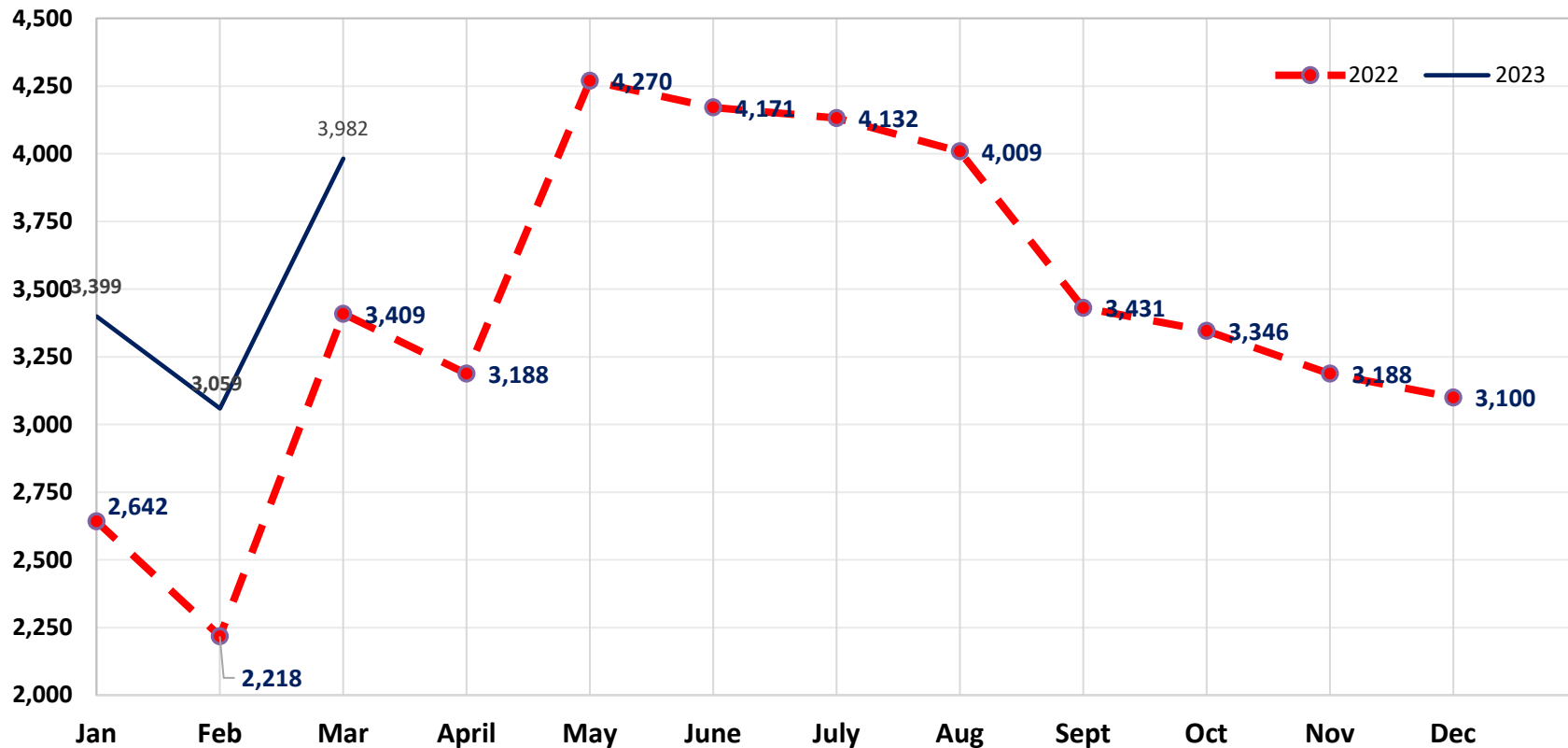
OW

Total Permits Issued:	10,440
Total Amount Collected:	\$2,131,812
■ Convenience Fees:	\$ 43,812
■ Total Permit Fees:	\$2,088,000
– Pro Miles:	\$ 31,320
– TxDOT:	\$ 1,774,800
– HCRMA:	\$ 281,880

▶ OVERWEIGHT REPORT FOR 2023: ▶ JANUARY 1, 2023 – March 31, 2023

OW

Overweight/Oversized Permit Count
2022 - 2023 Monthly Comparison



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 3,982 represents a +16.81% (increase, 573) compared to the same month in 2022 (3,409).

CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and materials prices.
Historical data for ENR's 20 cities can be found at [ENR.com/economics](https://www.enr.com/economics)

Construction Cost Index

+2.6%

ANNUAL INFLATION RATE

APR. 2023

1913=100	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	13229.57	+0.4%	+2.6%
COMMON LABOR	24806.90	+0.7%	+1.2%
WAGE \$/HR.	47.73	+0.7%	+1.2%

Building Cost Index

+4.2%

ANNUAL INFLATION RATE

APR. 2023

1913=100	INDEX VALUE	MONTH	YEAR
BUILDING COST	8000.86	0.0%	+4.2%
SKILLED LABOR	11445.22	+0.4%	+3.0%
WAGE \$/HR.	63.18	+0.4%	+3.0%

Materials Cost Index

-0.2%

MONTHLY INFLATION RATE

APR. 2023

1913=100	INDEX VALUE	MONTH	YEAR
MATERIALS COST	5870.49	-0.2%	+6.2%
CEMENT \$/TON	190.44	+2.1%	+19.8%
STEEL \$/CWT	96.02	+0.2%	+15.2%
LUMBER \$/MBF	962.19	-2.1%	-13.9%

The Construction Cost Index's annual escalation rose 2.6%, while the monthly component rose 0.4%.

The Building Cost Index was up 4.2% on an annual basis, while the monthly component stayed flat.

The Materials Cost Index fell 0.2% this month, while the annual escalation rate increased 6.2%.

ENR's Materials Prices For April 2023

CORRUGATED-STEEL PIPE

0.0%

MONTHLY CORRUGATED-STEEL PIPE PRICES STAYED FLAT IN APRIL.



DUCTILE-IRON PIPE

+0.7%

MONTHLY PRICES ROSE 0.7%, WHILE YEARLY PRICES INCREASED 13.9%.



20-CITY AVERAGE

ITEM UNIT \$PRICE %MONTH %YEAR

REINFORCED-CONCRETE PIPE (RCP)

12"	FT	25.50	-0.9	+11.4
24"	FT	51.73	-1.2	+15.1
36"	FT	111.01	-0.1	+20.6
48"	FT	182.40	-0.2	+18.8

CORRUGATED-STEEL PIPE (CSP)

12"	FT	13.71	-0.6	+12.6
36"	FT	44.00	0.0	+10.1
60"	FT	98.51	+0.9	+7.9

POLYETHYLENE PIPE (PE): UNDERDRAIN

4"	FT	0.95	-1.9	+19.2
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POLYVINYL-CHLORIDE PIPE (PVC)

Sewer, 46"	FT	2.90	+0.2	+14.1
8"	FT	10.13	+1.8	+29.7
Water, 6"	FT	11.07	+3.6	+23.8
8"	FT	13.98	+3.8	+27.9
12"	FT	22.67	-0.7	+12.4

DUCTILE-IRON PIPE (DIP)

6"	FT	25.65	+0.2	+17.2
8"	FT	36.86	+0.7	+13.9
12"	FT	56.44	+0.6	+14.0

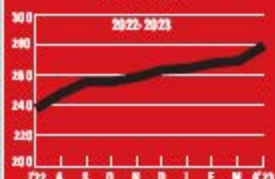
COPPER WATER TUBING: TYPE L

1/2"	FT	2.37	-3.4	+9.0
1 1/2"	FT	10.03	-0.4	+13.4

PVC WATER PIPE

+3.8%

PRICES INCREASED 3.8% SINCE APRIL, AND ARE UP 27.9% SINCE APRIL 2022.



REINFORCED-CONCRETE PIPE

-1.2%

PRICES FOR REINFORCED-CONCRETE PIPE DECREASED 1.2% SINCE LAST MONTH.

