
Public Hearing

IH 35E Managed Lanes Project

Dallas County, Texas – January 15, 2013

Dallas County Health and Human Services Bldg.

2377 North Stemmons Freeway, Rm. 627

Dallas, Texas 75207

Denton County, Texas – January 17, 2013

Denton Civic Center, located at 231 E. McKinney Street

Denton, Texas 76201



Public Hearing Agenda

Welcome and Project Overview

William L. Hale, P.E.

District Engineer

Texas Department of Transportation

Dallas District

IH 35E Managed Lanes Project



Public Comments

- Please sign in at the front desk
- Comments tonight:
 - Please submit written comments at the front desk
 - Court reporter will also be available to document oral comments
- Mail written comments to:
 - Randall C. Redmond, P.E.
 - Texas Department of Transportation
 - 4777 Highway 80 East
 - Mesquite, Texas 75150
- E-mail written comments through TxDOT's IH 35E Project web page at www.txdot.gov keyword: "I 35E"
- *Written comments must be received at the TxDOT Dallas District Office by 5 p.m. on January 21, 2013*
- Summary and analysis of comments to be posted on project website
IH 35E Managed Lanes Project



Public Hearing Purpose

- Describe IH 35E Managed Lanes Project
- Describe Financial Information
- Provide an Opportunity for the Public to Comment on the Financial Information

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Project Overview

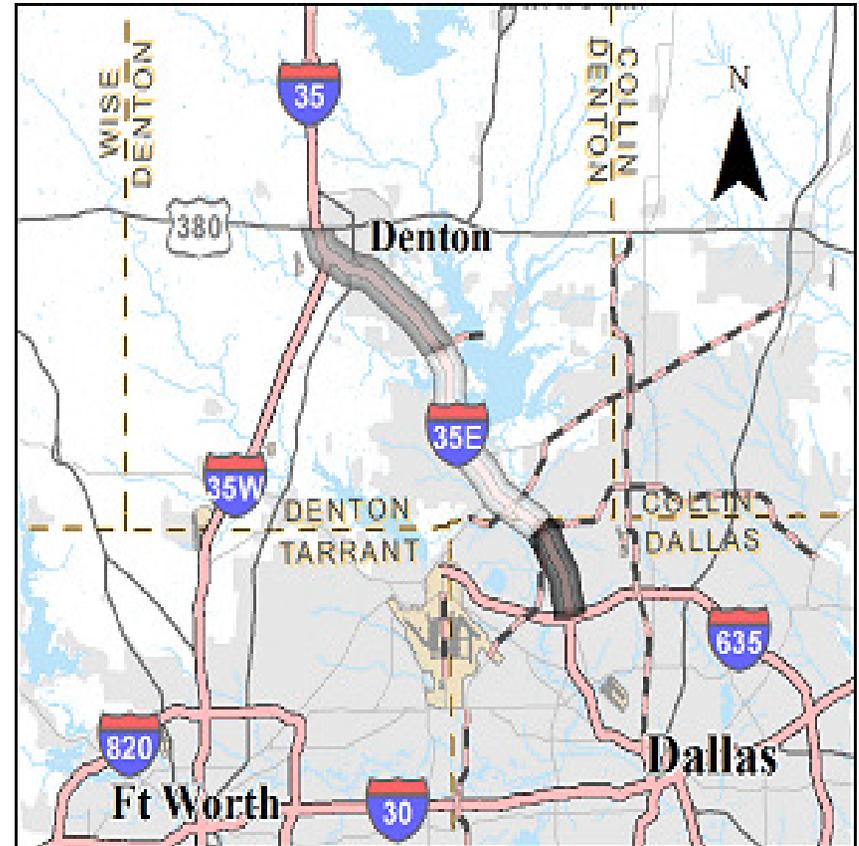
- Project is the first phase in a multi-phase program to relieve traffic congestion on a 28-mile corridor of IH 35E in Dallas and Denton Counties from IH 635 to US 380.
- Design and Construction work:
 - Construct two interim reversible tolled managed lanes
 - Construct one additional general purpose lane each direction
 - Construct new southbound bridge over Lake Lewisville in Denton County
 - Maximize use of existing pavement and structures, minimize ROW
- Maintenance services:
 - optional long-term maintenance of managed lanes under separate Capital Maintenance Agreement (up to 15 years)

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Project Purpose

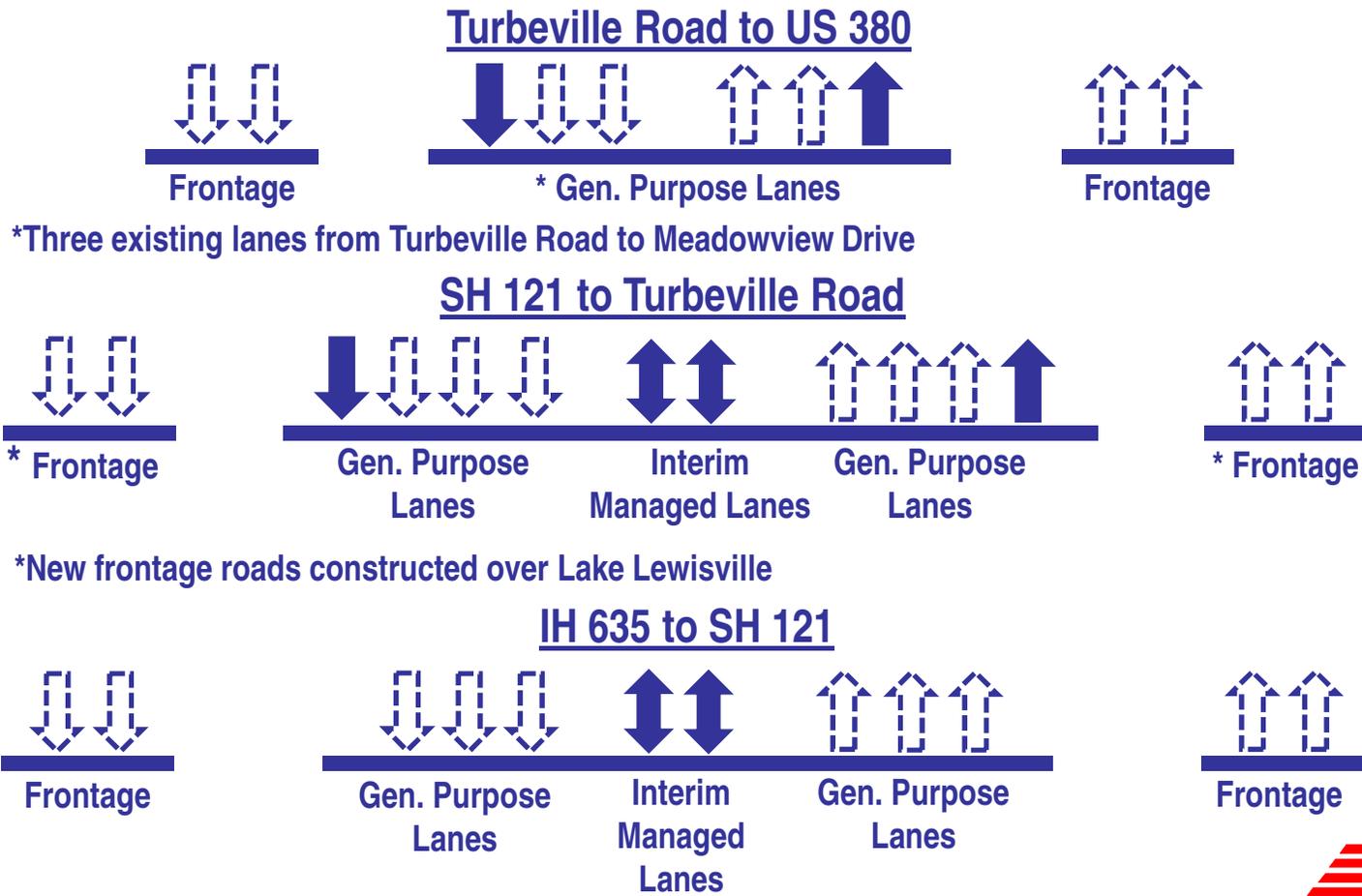
- Increase capacity
- Manage traffic congestion
- Improve mobility
- Correct roadway deficiencies
- Establish revenue source for future improvements



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Project Typical Sections



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Ultimate Typical Sections

US 77 to IH 35W



*Three general purpose lanes each direction from US 377 to IH 35W

Collector Distributor System (South of PGBT to North of SH 121)



IH 635 to South of PGBT North of SH 121 to US 77

IH 35W to US 380



*Five general purpose lanes each direction from IH 35W to US 380

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Environmental Status

- Finding of no significant impact (FONSI) issued by FHWA on all three segments
- Environmental re-evaluation for middle and north segments anticipated to be complete January 2013
- No environmental re-evaluation is needed for the south segment

Procurement History

- Two-step competitive process used to select the best value proposer
 - January 23, 2012 – TxDOT issued Request for Qualifications.
 - April 26, 2012 – TxDOT shortlisted 4 of 5 proposers.
 - July 13, 2012 – TxDOT issued Request for Detailed Proposals
- TxDOT received proposals from 4 teams in November 2012
 - AGL Constructors
 - Northern Link Constructors
 - Dallas to Denton Constructors
 - IH35E Infrastructure

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Procurement History (cont.)

- December 13, 2012 – *Conditional Award*
 - AGL Constructors team determined to provide the best value
- AGL Submitted Contract Costs (excluding Right of Way)
 - \$849 Million for base project
 - \$287 Million for all 9 options

Developer (AGL Constructors) Team Members

Archer Western Contractors, LLC (Equity Owner)
Granite Construction Company (Equity Owner)
Lane Construction Company (Equity Owner)

- Parsons Transportation Group
- HDR Engineering, Inc.
- DBI Services LLC
- STL – Southwest Testing Laboratories
- MAS-TEK Engineering & Associates, Inc.
- Terracon Consultants, Inc.
- Lina T. Ramey and Associates, Inc.
- Hayden Consultants, Inc.
- VRX, Inc.
- CP&Y, Inc.
- Open Channels Group, LLC
- Rios Group
- ARS Engineers, Inc.
- Surveying and Mapping, Inc. (SAM Inc.)

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Project Financing

- Funding for the Project will come from federal, state and local funding sources.
- No debt has been or will be assumed to acquire, design, construct, operate, and maintain the Project.

Types of Lanes on a Highway

- **Frontage roads** – serves local trips, no demand management
- **General purpose lanes** – non-tolled freeway lanes open to all, that provide access to major cross roads; serves sub-regional/corridor trips with no demand management
- **Managed lanes** – a set of lanes where operational strategies, including pricing, are proactively implemented and managed in response to traffic conditions; serves regional trips



Managed Lanes

- Managed on the basis of time of day, vehicle type, occupancy, and toll pricing
- Purposes for managed lanes
 - Provide additional capacity
 - Increase efficiency
 - Reduce congestion
 - Travel time reliability
 - Provide for operational flexibility to respond to changing corridor needs

Source: NCTCOG

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Toll Rate Policy

- The initial toll rates will be set by the Texas Transportation Commission (Commission) in accordance with the managed lanes policy established by the Regional Transportation Council (RTC).
- TxDOT will collect tolls on the Project even though there is no debt to repay.

Regional Transportation Council Tolling Policy

■ Managed Lane Policy

- Toll rate established with a goal to maintain a minimum **50 mph** average Managed Lane speed.
- Toll rate set up to \$0.75 per mile during fixed-schedule phase within first six months.
- Market-based tolls applied during the dynamic-pricing phase after the first six months of operations.
 - If demand is low, such as during off-peak hours, a lower toll rate will be charged;
 - If demand is high, such as during peak commute times, a higher toll rate will apply.

Regional Transportation Council Tolling Policy (cont.)

- Non-HOV vehicles pay full rate.
- Trucks pay a higher rate.
- HOV vehicles and publicly-operated vanpools pay full rate in the off-peak period.
- HOV vehicles and publicly-operated vanpools receive **50% discount during Peak Period** (phases out after Air Quality Attainment Maintenance Period)
- For more information:
<http://www.nctcog.org/trans/committees/rtc/>

Estimated Toll Rates

- Under anticipated operating conditions, the estimated cost in tolls to travel per mile in today's dollars are:

	<u>Opening year (2016)</u>	<u>Final year (2033)</u>
— High toll:	\$0.63	\$0.77
— Low toll:	\$0.09	\$0.17

Contractual Competing Facilities Provisions

- There are no terms in the Comprehensive Development Agreement (CDA) related to competing facilities and there are no penalties associated with their construction
- Any other transportation facilities may be built at any time by anyone including TxDOT

Termination for Convenience Provisions

- TxDOT has the right to terminate the CDA at any time without cause
- If TxDOT elects to exercise this right, TxDOT must pay AGL Constructors for the design and construction work already performed under the CDA and the costs of terminating subcontracts

Next Steps

- Finalize Contract
- Review of Contract by
 - Federal Highway Administration (FHWA)
 - Texas Attorney General
 - Legislative Budget Board

For further information about the Project, the
CDA and technical drawings, visit:

www.txdot.gov

Keyword: I 35E

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