



INFRA GRANT APPLICATION

I-35 Texoma Segment

February 2020

Texas Department of Transportation
Oklahoma Department of Transportation
Chickasaw Nation



the
Chickasaw
Nation

Project Name	I-35 Texoma Segment
Project Sponsor	Texas Department of Transportation (TxDOT)
	Oklahoma Department of Transportation (ODOT)
	Chickasaw Nation
Primary Point of Contact	TxDOT
Was an INFRA application for this project previously submitted?	No
Project Costs	
• INFRA Request Amount	\$150,000,000
• Estimated Federal funding (excluding INFRA) anticipated to be used in INFRA funded future project	\$47,524,000
• Estimated non-Federal funding anticipated to be used in INFRA funded future project	\$68,157,500
• Future Eligible Project Costs	\$265,681,500
• Previously incurred project costs (engineering, land acquisition)	\$ 21,335,500
• Total Project Cost	\$287,017,000
Are matching funds restricted to a specific project component?	Yes. Each State will pay 50% of Red River Bridge and the percentage of the project within their states. The Chickasaw Nation is committed to right-of-way and utilities costs on their property
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located in the National Highway Freight Network?	100% - \$265,681,500
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?	100% - \$265,681,500
Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	\$1,823,250
Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water, or intermodal facility.	N/A
Project Location	Interstate 35 (I-35) between 0.2 miles south of US 82 in Cooke County, Texas to Mile Marker 1 in Love County, Oklahoma
States in which the project is located	Texas, Oklahoma
Small or large project	Large
Urbanized Area in which project is located	N/A
Is the project located in an Opportunity Zone?	N/A
Is the project currently programmed in:	TIP - Yes, TxDot Wichita Falls District Unified Transportation Program (UTP)
	STIP- Will be included
	MPO Long Range Transportation Plan: Consistent with the NCTCOG-Mobility 2040 Plan
	State Long Range Transportation Plan: Consistent with the Texas Rural Transportation Plan -2035
	State Freight Plan: Yes

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1.0 PROJECT SUMMARY

1.1 Description

The Texas Department of Transportation (TxDOT), the Oklahoma Department of Transportation (ODOT) and Chickasaw Nation are seeking \$150 million from the Infrastructure for Rebuilding America (INFRA) Program. The \$150 million investment will complete the construction funding package for the approximately \$287 million

The Projects’s Benefit-Cost Ratio of 1.44 is greater than 1.0, illustrating that the project is competitive for an INFRA grant.

Interstate 35 (I-35) Texoma Segment full reconstruction and widening project from a point 0.2 miles south of US 82 in Texas then north to Milepost 1 in Oklahoma including replacements of the Red River bridges. The project entails approximately seven miles of full reconstruction, widening and modernization of I-35 with the addition of two new travel lanes, new wider and higher bridge structures over the Red River, reconstruction of frontage roads, and other technological improvements to offer higher mobility, safer transportation and economic benefits to this rural area of the country. The I-35 Widening project meets the US DOT Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative, an initiative to address disparities in rural transportation infrastructure¹. The Benefit-Cost Analysis, in the Appendix, indicates that the project expects to achieve a benefit-cost ration (BCR) of 1.44:1 with a net present value (NPV) of \$92 million.

Table 1: Benefit-Cost Analysis Summary (\$ in Millions)

Description	Estimate	Discounted (7%)
Net Benefits	\$1,194	\$299
Costs	\$264	\$207
Benefit-Cost Ratio (BCR)		1.44 : 1
Net Present Value (NPV)		\$92

The I-35 Corridor is more than an interstate highway – **it is freight’s “Main Street USA”**. It is one of the primary freight and passenger vehicle corridors in the nation, facilitating national and international freight movement, as well as the primary artery serving commuters in major metropolitan cities. It is a major cross-country, north-south route, stretching from Laredo, Texas, to Duluth, Minnesota. As a high-capacity route for traffic from the Dallas/Fort Worth area to past the Red River crossing, the I-35 corridor is an economic engine for the economies of Texas, Oklahoma, the Chickasaw Nation and the United States. It is a corridor on the National Highway Freight Network and serves as one of the principal corridors for freight and will likely expand under the new United States-Mexico-Canada Agreement (USMCA). This corridor carries a significant amount of freight between the United States and Mexico (20% of peak hour traffic), and is a vital freight artery for the country. It also plays a role in access to rural areas by connecting “farm to market (FM)” roads such as FM 1202 and FM 372, which are part of Texas’ system of secondary and connecting routes. The I-35 corridor project limits are considered to be in a rural area as classified by population centers less than 200,000 per the definition in the USDOT Notice of Funding Opportunities (NOFO) and per the TxDOT definition of rural areas of 5,000 people².

¹ https://ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/images/lo_res_jpg/nhslnghultrktraf2045.jpg
² <http://gis-txdot.opendata.arcgis.com/datasets/txdot-urbanized-areas>

1.2 Project Background

In 2006, TxDOT initiated an I-35 Feasibility Study to study needed improvements to the Interstate in Cooke County, Texas, and Love County, Oklahoma. The purpose of the study was to assess the feasibility of improvements required to upgrade I-35 to current design standards and provide for future traffic needs. As the result of this study, it was determined that the key bridge crossing of I-35 over the Red River also needed to be expanded and updated. An agreement between the State of Texas and State of Oklahoma was created to outline the cost sharing for the project. The project was extended to the first interchange in Oklahoma as a logical location to end the widening. These additional proposed improvements on tribal land prompted the Chickasaw Nation to agree to participate financially, between the Chickasaw Nation and the State of Oklahoma and a joint INFRA grant application for the project.

The project extends from 0.2 miles south of US 82 in Cooke County, Texas, north to Mile Marker 1 in Love County, Oklahoma, approximately 7 miles. See Figure 2.

The existing facility consists of four, 12-foot wide mainlines (two lanes northbound (NB) and two lanes southbound (SB)). The outside paved shoulders are 10 feet wide and the inside shoulders are 4 feet wide. The center median consists of a grassy swale approximately 36 feet wide that varies by location. The existing facility also includes semi-continuous, frontage roads that have two, 11-foot wide travel lanes and 1-foot wide shoulders on either side. The main lanes and the frontage roads are separated by grassy right-of-way areas that vary in width. The current I-35 posted speed is 75 mph. A northbound, two-lane bridge and a southbound two-lane bridge currently cross the Red River. Although the existing bridge structures have not been overtopped or closed due to flooding, in 2015, the Red River did rise and begin to impinge on the low chord of the bridge beams. Water levels were monitored during the event as a potential closure that would have created impacts to the regional and national freight flow.



Figure 1: The I-35 Freight Corridor

I-35 is a major freight route in North America. The highway serves as part of a major rural transportation network moving goods connecting people to jobs and promoting economic development.

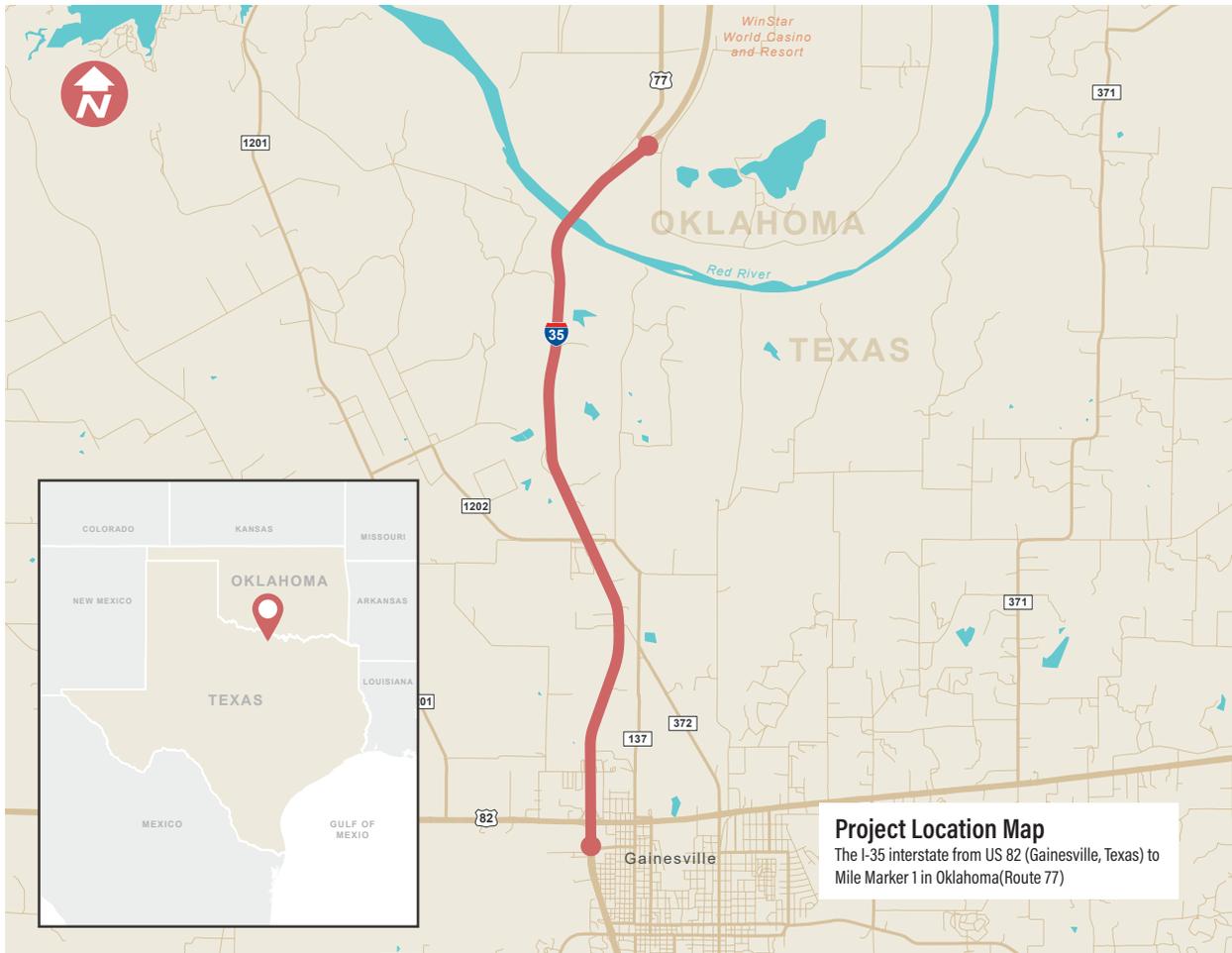


Figure 2: Project Location

1.3 Use of INFRA Funds

The project will improve mobility along the I-35 corridor by expanding and fully reconstructing the existing travel lanes, full reconstruction of the frontage roads and new bridge structures along the project corridor (see Figure 2). Specific project elements include:

- Adding one additional lane (12-foot wide and 10-foot shoulder) in each direction for a six-lane cross section (with future plans for an 8-lane cross section)
- Construction and replacement of both the I-35 NB and SB bridges over the Red River (bridge will be raised and widened to support the new lanes)
- Conversion of two-way frontage roads to one-way roads between the north border of the City of Gainesville and the Red River Bridge, with connections to the frontage roads in Gainesville
- Extension of the frontage road north of the Red River to US 77 with the conversion of the existing I-35 SB bridge over the Red River to a two-way frontage road bridge.
- A fixed concrete barrier in the median of I-35 to separate direction of travel
- Retaining walls

- Culverts
- Lighting
- Intelligent Transportation System (ITS), including dynamic messaging signs
- Landscaping

The project will maintain the existing two lanes in each direction during construction. A description of the phased approach to the complete reconstruction is reflected in the Section 5.3 Innovation.

Both ODOT and TxDOT will fund the bridge but TxDOT will let the project; the current scheduled let date for this project is April 2023.

1.4 Transportation Challenges

1.4.1 Population and Traffic Growth

I-35 has served the states of Texas and Oklahoma well. As a four-lane divided highway, however, it is experiencing deficiencies for a high-capacity route. Traffic demands, resulting from high population growth, proximity to employment centers, growth in interstate and international freight traffic, lack of sufficient alternative routes, and increasing numbers of accidents, are starting to affect the interstate. Traffic volumes along I-35 are expected to increase substantially between 2015 and 2055³. Current average annual daily volumes (AADT) are 56,300 vehicles (2015). By 2055, AADT volumes within the proposed project limits are expected to increase to 112,700 vehicles, causing the Level of Service (LOS)⁴ to change from the existing LOS C and D in the corridor to LOS F throughout all of the corridor in the No-Build scenario. Based on 2015 traffic data, the current percent of trucks on this portion of I-35 during the peak hour is approximately 20%, which represents a significant percentage of traffic vehicles. Given the fact this corridor is an important north-south distributor of goods throughout the United States, it is expected that trucks will continue to be represented in a similar percentage as the volumes of traffic increases.

Population increases are occurring in the region; in areas immediately south of the project limits, Denton County and the City of Denton are expected to grow 103% and 137% respectively between 2010 and 2040. Population growth will put additional demands on the transportation corridors. Given the fact that there are limited north-south transportation corridors, the I-35 corridor will experience increased travel demand.

³ Source = TxDOT Transportation Planning and Programming Division

⁴ Level of Service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. Levels are ranked A through F with the following definitions: A - free flow, LOS B- reasonably free flow, LOS C- stable flow, LOS D – approaching unstable flow and F is traffic breakdown.

1.4.2 Deficient Design Standards

The current transportation infrastructure including the interstate, frontage roads and bridges over the Red River do not meet current FHWA and TxDOT/ODOT design standards. The current interstate within the project limits was constructed in the 1950s and 1960s, when there were different design and safety standards for interstates. The existing horizontal and vertical geometry does not meet current design standards for a 70 mile per hour (mph) design speed. Additionally at least one of the curves south of the Red River in the project area only meets a 60 mph design speed. In addition, the current intersection design and short ramp configurations, including where FM 1202 meets I-35, do not support high-speed traffic movements and the short ramps do not meet current design criteria for safe weaving and merging onto the main lanes nor adequate distance for comfortable acceleration onto the main lanes and deceleration onto the frontage roads.

1.4.3 Lack of Roadway Infrastructure

Due to the rural nature of the study area, the roadway infrastructure is extremely limited. County Road 137 parallels I-35 to the east but it is a two-lane local road with limited ability to handle significant amount of interstate traffic, particularly trucks and this route does not cross the Red River. There is no other bridge crossing the Red River for a substantial distance; FM 677 crosses the Red River to the west of the project area and US 377 crosses the Red River to the east of the project area. There are no nearby alternate routes. As shown on the detour diagrams (Figure 3: Detour Via FM 677 and Figure 4: Detour Via US 377) the detour via FM 677 would be 76 miles and take approximately 1 hour, 22 minutes at normal travel speeds. The detour to the east via US 377 would be a similar distance and time period.

If there is an incident that closes I-35 or the Red River bridges to traffic, vehicles and emergency responders would need to be substantially diverted.

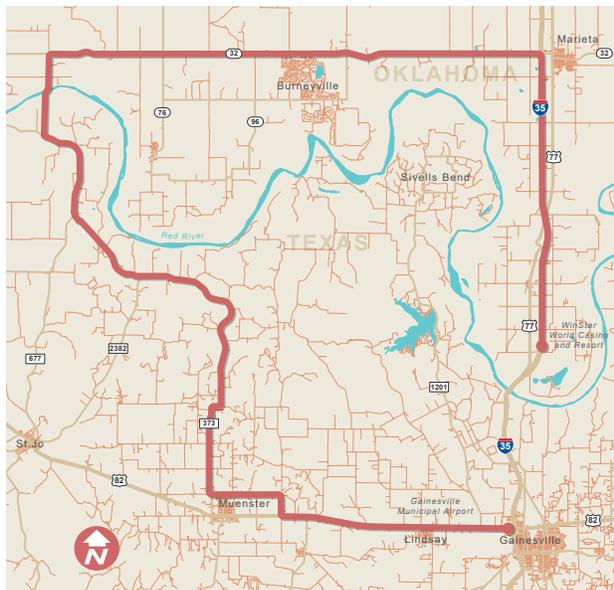


Figure 3: Detour Via FM 677
(76 miles = 1 hour, 22 minutes)

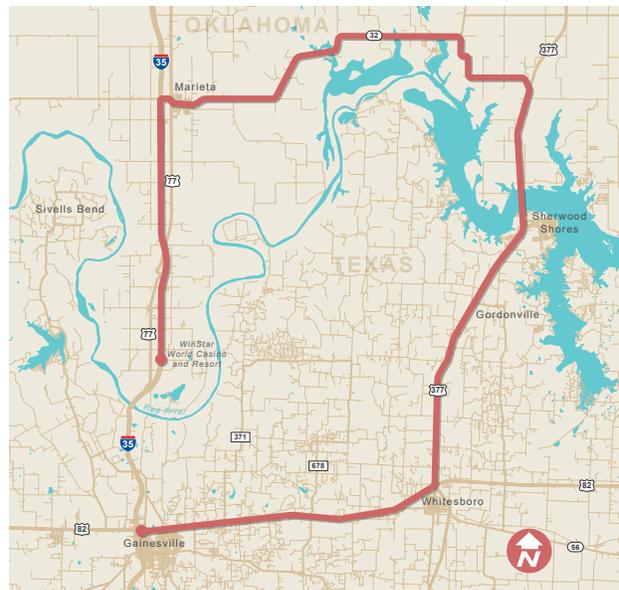


Figure 4: Detour Via US 377
(72 miles = 1 hour, 22 minutes)

1.4.4 Safety

Crash rates are reported as crashes per 100 million vehicle miles of travel and calculated using a specific formula. Crash rates in the project area range from 71.35 in 2016 to 106.39 in 2015. Crash rates for I-35 exceeded statewide crash rates in each year. See Table 2.

Table 2: Crash Rates – Study Area vs. Statewide Average

Year	2014	2015	2016	2017	2018
Crash Rate	99.34	106.39	71.35	94.38	91.29
Statewide Avg.	55.35	58.98	52.77	53.90	62.08

From 2014 to 2018, there were a total of 453 crashes along the I-35 corridor within the State of Texas, including interchange and ramp intersection crashes at major arterials US 82, FM 372 and FM 1202. The majority of those (87%) were on the main lanes. Of those crashes, there were 8 fatalities, and 18 serious injuries. See Figure 5 for a crash location map.

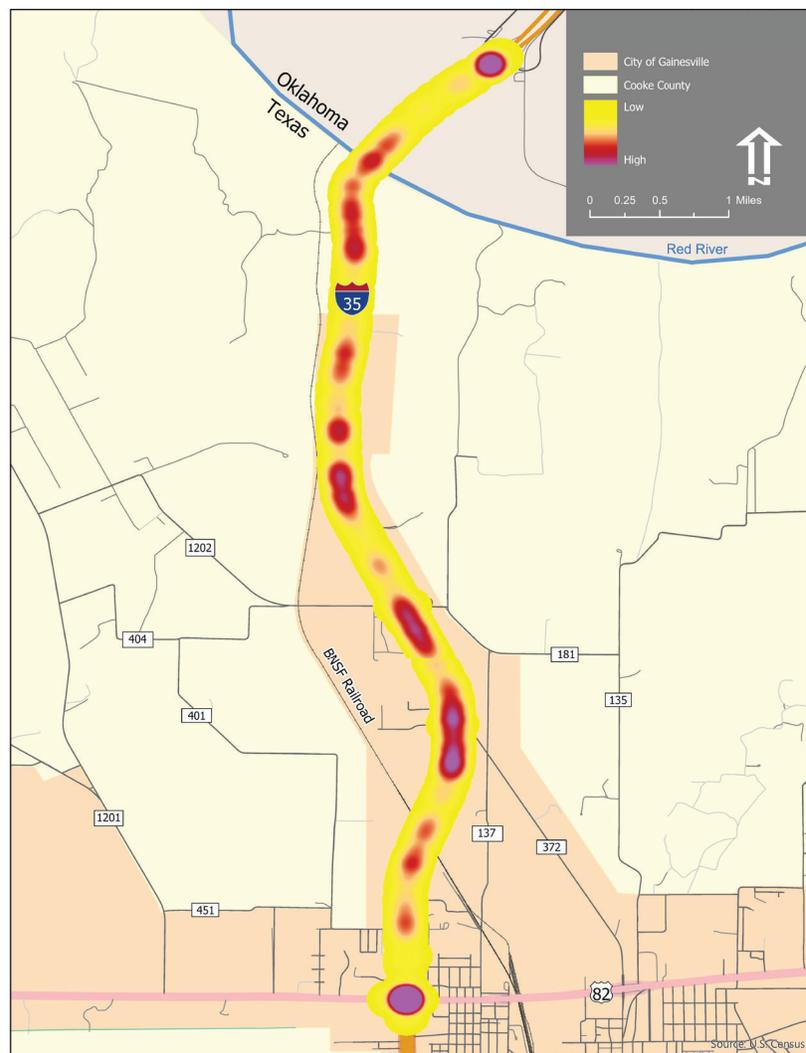


Figure 5: Crash Map

1.4.5 Proposed Improvements

Without improvements, including roadway expansion, new bridges over the Red River, and new frontage roads, the interstate will not be able to address the projected traffic demands and current facility capacity deficiencies. Without substantial improvements, the high traffic volumes on the highway will result in slower traffic speeds, extended hours of congestion and an increase in crashes. By correcting geometric deficiencies, the safety of the roadway will be improved.

1.5 Project History

The construction of I-35 began around 1950 with the upgrading of US 77 to Interstate standards between the municipalities of Dallas and Denton, Texas. By 1965, I-35 was extended from Dallas to into Oklahoma. Since I-35 was constructed, design standards have been updated to provide safer roadways for today's vehicles.

In 2006, the State of Texas undertook a feasibility study to study the I-35 corridor. As part of the *IH 35 Feasibility Study for Cooke County* (revised September 14, 2007), six preliminary alternatives were developed and refined based on stakeholder input. Alternative 2 (the Build Alternative) and the No Build Alternative were selected to move forward, and were presented at a public meeting on January 16, 2007. In 2014 a preliminary engineering and NEPA process was initiated for this corridor and in January 2020, a Draft Environmental Assessment for the full Build Alternative⁵ was completed. The INFRA grant will help fund a 7-mile portion of the Alternative 2 Build Alternative.

1.6 Regional and National Significance

The corridor is a critical transportation link, not only for the States of Texas and Oklahoma and the Chickasaw Nation, but also on the national front. As stated above, it is a major trade corridor between Mexico and the United States. It also serves as a local north-south corridor of regional significance; given the rural nature of the area, the roadway network is limited. The Texas Rural Transportation Plan-2035 (TxDOT 2012), the rural component of the Statewide Long-Range Transportation Plan - 2035 identifies improvements to I-35 as the top ranked improvement project for the TxDOT Wichita Falls District.

The I-35 Texoma Segment project will help to modernize the roadway network, increase capacity and reliability, and improve safety on this critical freight roadway network. The Benefit-Cost Analysis, in the Appendix, illustrates that the greatest benefits are the accident reductions, reduction in major maintenance, lower congestion and reduced travel time. The analysis illustrates that over a 30 year period the benefits of the I-35 Texoma project outweigh the costs of the estimated investment of \$287 million, of which the INFRA request is \$150 million.

⁵ The limits of the Build Alternative are from .07 miles north of Farm-to Market Road (FM) 3002 in southern Cooke County to Mile Marker 1 in Love County, Oklahoma, a distance of 24 miles.

2.0 PROJECT LOCATION

The project corridor extends north from 0.2 miles south of Milepost 499 (US 82 East-West exit) in Texas north to Milepost 1 in Oklahoma (US 77 North exit) just north of the Texas/ Oklahoma State Line. A portion of the study corridor (1.3 miles) is within the Gainesville urbanized area (as defined by TxDOT for their planning purposes). The remaining 5.9 miles is in a non-urbanized rural area. Per the USDOT Notice of Funding Opportunities (NOFO), the project area is considered to be entirely rural. See Figure 6.

Project Coordinates: 33°44'18.1"N 97°08'44.4"W to 33°38'26.1"N 97°09'20.6"W

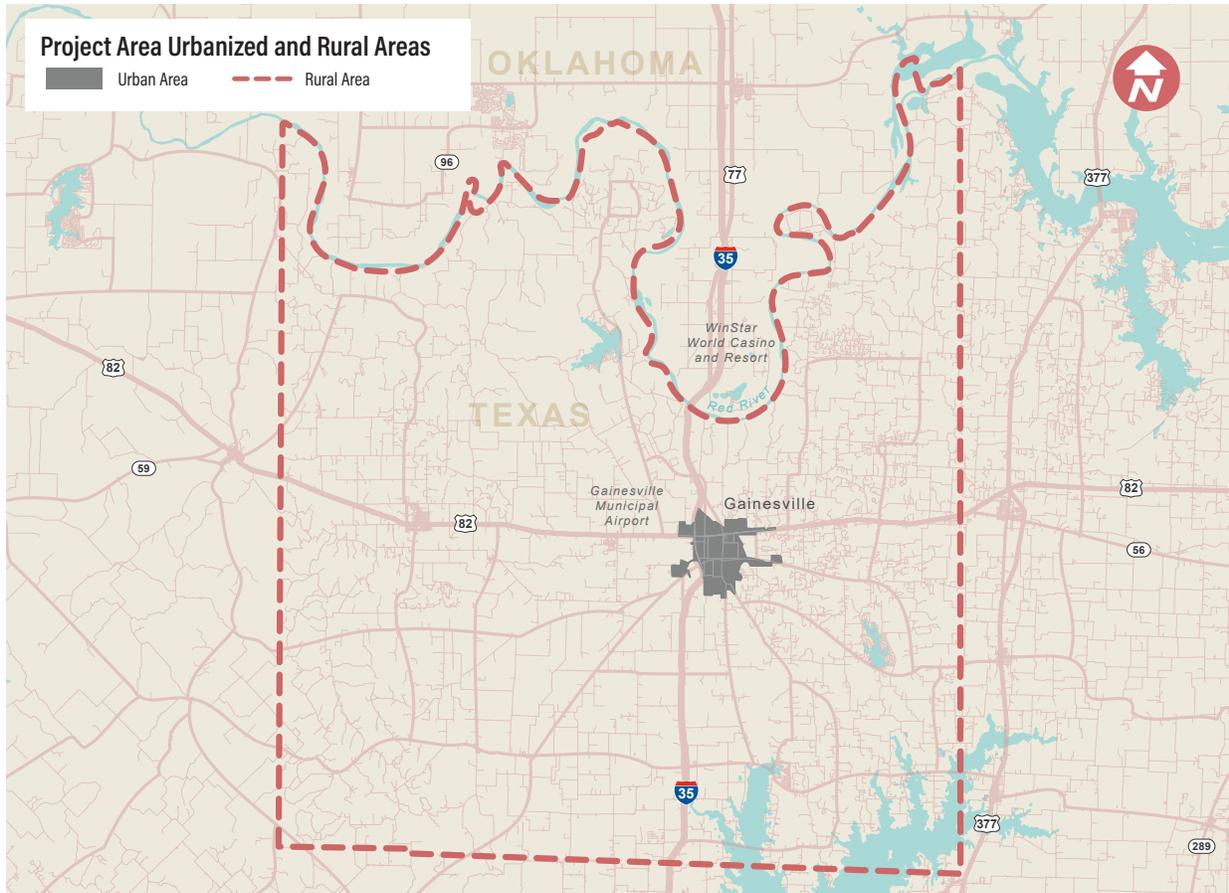


Figure 6: Urbanized and Rural Area

Given the rural nature of the study area, the existing transportation infrastructure is limited. I-35 is the only continuous north-south interstate within the State of Texas that provides a connection to Oklahoma. Minor two-lane local or county roads parallel I-35 within the study area, including County Road 137, but do not serve as part of a major roadway network. At the southern terminus of the project area, I-35 connects with US 82, a major arterial roadway that begins near Alamogordo, New Mexico and heads east through West Texas to the Arkansas border and then onward to its end in Brunswick, Georgia. There are no other significant east-west connections in the study area.

I-35 passes over the BNSF rail line just north of the City of Gainesville. The rail line, which passes in a northwest to southeast diagonal direction, will not be impacted by this project.

3.0 PROJECT PARTIES

Texas and Oklahoma residents, businesses and government officials are united in support of this project. In order to support and enhance economic development the improvement to this corridor in the region is critical. The region is hampered by a limited transportation network; I-35 is the only major transportation link in the region, providing important mobility to area residents and the freight industry.

The project will be led by TxDOT in joint partnership with ODOT and the Chickasaw Nation, a federally recognized, sovereign and self-governing American Indian tribe. The project will be administered by TxDOT who has a significant record of accomplishment of implementing major transportation projects on time and on budget. Intergovernmental agreements will be signed between TxDOT and ODOT and between ODOT and the Chickasaw Nation to identify financial commitments.

The Chickasaw Nation owns property to the north of the Red River. The Chickasaw Nation's contribution will be to provide trust land needed for the project, relocation of utilities they own/control, and the cost of removal and relocation of existing signs, structures, fences and other appurtenances that are owned and controlled by the Chickasaw Nation.

The project is expected to have significant positive community impacts in both Oklahoma and Texas. The new lanes and bridges will reduce congestion through the corridor, provide for safer travel and provide increased economic opportunity, specifically for the Chickasaw Nation and because of this letter of support have been received from:

- US Senator John Cornyn (TX)
- State Senator Pat Fallon (TX)
- State Rep. Drew Springer (TX)
- Cooke County, TX Judge
- Gainesville, TX Mayor
- Gainesville, TX Economic Development Corp.
- Oklahoma Department of Transportation
- US Senator Jim Inhofe (OK)
- US Representative Tom Cole (OK)
- Chickasaw Nation
- State Rep. Tommy Hardin (OK)
- OK Truckers Association

See letters of support, which are provided in a separate Appendix document.

4.0 GRANT FUNDS, SOURCES AND USE OF PROJECT FUNDS

4.1 Cost Estimate

TxDOT, in partnership with ODOT and the Chickasaw Nation, is seeking \$150 million in INFRA grant funding from the USDOT for the complete reconstruction of the I-35 Texoma Segment project. The total estimated construction cost is \$250.5 million, where 84.4% of the cost has been committed by TxDOT and 14.3% of the cost has been committed by ODOT. The Chickasaw Nation's participation (1.3%) is to contribute right-of-way provide trust land needed for the project, relocation of utilities they own/control, and the cost and removal and relocation of existing signs, structures, fences and other appurtenances which they own and control. The grant would provide the following beneficial outcomes:

- Accelerates program delivery—\$150 million in grant funds helps to eliminate any timing constraints, preventing delays due to securing alternative funding and will allow the I-35 Texoma Segment project to be completed years earlier than would be possible with existing funding.
- The requested \$150 million is less than the 60% maximum grant threshold for future eligible projects costs and the 80% maximum for total federal funding toward future eligible project costs. The requested federal funding is for construction use only, and all three participants in the project have secured or provided funding for all pre-construction activities including NEPA, preliminary engineering, utilities, and right-of-way acquisition that will expedite the project.
- There has been a groundswell of support for this project due to the fact that it is key rural transportation corridor and subsequently a focus of the **USDOT ROUTES Initiative**.

4.2 Previously Incurred Expenses

To date, preliminary engineering, right of way acquisition, utilities design, and a draft Environmental Assessment has been completed. This has amounted to \$21,335,500.

4.3 Total Project Costs

All costs that are part of the \$150 million INFRA grant request are related to construction, reconstruction, land acquisition, environmental mitigation and are all eligible for INFRA funding. A summary of all costs is shown in Table 3 and the financial responsibility of each state. Note that with the award of the INFRA grant, the participation percentages of the remaining cost will remain the same. A summary of the line items in the construction budget is shown in Table 3 and Table 4 shows the breakdown between federal and non-federal funding.

Table 3: Total Estimated Costs

Scope	State of Texas Participation	State of Oklahoma Participation	Chickasaw Nation	Total Participation
Estimated Engineering (PE) and NEPA	\$14,450,000	\$3,000,000	-	\$17,450,000
Land Acquisition	\$13,000,000	\$171,000	\$3,700,000	\$16,871,000
Utilities	\$2,000,000	\$227,000	-	\$2,227,000
Estimated Construction	\$212,969,000	\$37,500,000	-	\$250,469,000
Total Estimated Project Cost	\$242,419,000	\$40,898,000	\$3,700,000	\$287,017,000

Funding responsibilities are as follows:

- State of Texas Participation (Texas Segment) + 50% Bridge Segment (84.4% of Total Cost)
- State of Oklahoma Participation (Oklahoma Segment)+ 50% Bridge Segment (14.3% of Total Cost)
- Chickasaw Nation (1.3% of Total Cost)

Table 4: Federal and Non-Federal Funding

	Funding Amount
Previously Incurred Costs	\$21,335,500
Future Eligible Costs	\$265,681,500
TOTAL PROJECT COST	\$287,017,000
INFRA Request	\$150,000,000
Other Federal	\$68,859,500
Non-Federal -Texas Share	\$42,309,500
Non-Federal -Oklahoma Share	\$22,148,000
Chickasaw Nation	\$3,700,000

TxDOT Wichita Falls District 2020 Unified Transportation Program (UTP) currently has \$58,316,477 programmed for construction of this project. The project will be added to the Statewide Transportation Improvement Plan (STIP) now that the project has recently moved into the five-year letting window.

4.4 Budget and Spending Plan

The cost estimate for the I-35 Texoma Segment project is shown in Table 5. Table 6 shows how the funds will be expended.

Table 5: Cost Estimate

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	CSJ 0903-15-100 STA 45+00 TO 89+00		CSJ 0194-01-010 STA 89+00 TO 105+00		CSJ 0194-02-092 STA 105+00 TO 436+70		NORTHERN SEGMENT TOTAL STA 45+00 TO 436+70	
				QUANTITY	SUBTOTAL COST	QUANTITY	SUBTOTAL COST	QUANTITY	SUBTOTAL COST	QUANTITY	SUBTOTAL COST
1.0 ROADWAY											
1.01	Prep ROW	STA	\$ 5,000.00	44.0	\$ 220,000	16.0	\$ 80,000	331.7	\$ 1,658,500	391.7	\$ 1,958,500
1.02	MAINLANES AND RAMPS										
1.021	CRCP (12")	SY	\$ 65.00	56,158	\$ 3,650,270	1,343	\$ 87,295	542,059	\$ 35,233,835	599,560	\$ 38,971,400
1.022	HMA TY D PG64-22 (4")	TON	\$ 85.00	14,208	\$ 1,207,678	340	\$ 28,881	137,141	\$ 11,656,979	151,689	\$ 12,893,538
1.023	Lime Treated Subgrade (8")	SY	\$ 3.00	61,774	\$ 185,321	1,477	\$ 4,432	596,265	\$ 1,788,795	659,516	\$ 1,978,548
1.024	Lime (150#/CY)	TON	\$ 165.00	1,035	\$ 170,727	25	\$ 4,083	9,987	\$ 1,647,927	11,047	\$ 1,822,737
1.025	CTB/SSTR	LF	\$ 55.00	7,076	\$ 389,180	184	\$ 10,120	63,138	\$ 3,472,590	70,398	\$ 3,871,890
1.03 FRONTAGE AND CROSS STREETS (CRCP)											
1.031	CRCP (8")	SY	\$ 60.00	0	\$ -	0	\$ -	121,448	\$ 7,286,880	121,448	\$ 7,286,880
1.032	HMA TY D PG64-22 (4")	TON	\$ 85.00	0	\$ -	0	\$ -	30,726	\$ 2,611,739	30,726	\$ 2,611,739
1.033	Lime Treated Subgrade (8")	SY	\$ 3.00	0	\$ -	0	\$ -	133,593	\$ 400,778	133,593	\$ 400,778
1.034	Lime (150#/CY)	TON	\$ 165.00	0	\$ -	0	\$ -	2,238	\$ 369,217	2,238	\$ 369,217
1.04 FRONTAGE AND CROSS STREETS (HMAC)											
1.041	Flex Base (12")	SY	\$ 18.00	16,297	\$ 293,346	1,319	\$ 23,742	137,118	\$ 2,468,124	154,734	\$ 2,785,212
1.042	HMA TY B or D (6")	TON	\$ 95.00	6,185	\$ 587,548	501	\$ 47,553	52,036	\$ 4,943,447	58,722	\$ 5,578,548
1.043	Lime Treated Subgrade (8")	SY	\$ 3.00	17,927	\$ 53,780	1,451	\$ 4,353	150,830	\$ 452,489	170,207	\$ 510,622
1.044	Lime (150#/CY)	TON	\$ 165.00	300	\$ 49,545	24	\$ 4,010	2,526	\$ 416,856	2,851	\$ 470,411
1.06	Curb	LF	\$ 10.00	9,014	\$ 90,140	236	\$ 2,360	128,572	\$ 1,285,720	137,822	\$ 1,378,220
1.07	Driveways	EA	\$ 3,000.00	8	\$ 24,000	0	\$ -	81	\$ 243,000	89	\$ 267,000
1.08	Sidewalk	SY	\$ 50.00	0	\$ -	0	\$ -	5,424	\$ 271,200	5,424	\$ 271,200
1.09	Pavement Markings	MI	\$ 90,000.00	0.83	\$ 75,000	0.30	\$ 27,273	6.28	\$ 565,398	7.42	\$ 667,670
1.10	Excavation	CY	\$ 7.00	130,057	\$ 910,399	173	\$ 1,211	649,925	\$ 4,549,475	780,155	\$ 5,461,085
1.11	Embankment	CY	\$ 8.00	231,824	\$ 1,854,592	21,930	\$ 175,440	1,264,935	\$ 10,119,480	1,518,689	\$ 12,149,512
SUBTOTAL ROADWAY										\$ 101,704,708	
2.0 RETAINING WALLS											
2.01	Retaining Wall (MSE)	SF	\$ 50.00	13,650	\$ 682,500	0	\$ -	304,500	\$ 15,225,000	318,150	\$ 15,907,500
2.02	Retaining Wall (Soil Nail)	SF	\$ 90.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -
SUBTOTAL RETAINING WALLS										\$ 15,907,500	
3.0 BRIDGES											
3.01	Concrete Bridge (TxBEAM)	SF	\$ 65.00	0	\$ -	0	\$ -	297,882	\$ 19,362,330	297,882.0	\$ 19,362,330.00
3.02	Concrete Bridge (STEEL)	SF	\$ 155.00	0	\$ -	211,554	\$ 32,790,870	0	\$ -	211,554.0	\$ 32,790,870.00
SUBTOTAL STRUCTURES										\$ 52,153,200	
4.0 DRAINAGE											
4.01 Cross Drain Structures											
4.011	Cross Drain Box Culvert	LF	\$ 650.00	0	\$ -	0	\$ -	4,105	\$ 2,668,250	4,105	\$ 2,668,250
4.012	Cross Drain Pipe Culvert	LF	\$ 150.00	0	\$ -	0	\$ -	6,155	\$ 923,250	6,155	\$ 923,250
4.02 Storm Drain System											
4.021	RCP Pipe	LF	\$ 100.00	1,100	\$ 110,000	400	\$ 40,000	8,293	\$ 829,250	9,793	\$ 979,250
4.022	MH/Jbox/Inlet/SET	EA	\$ 5,000.00	9	\$ 44,000	3	\$ 16,000	66	\$ 331,700	78	\$ 391,700
4.03	Channel Excavation	CY	\$ 10.00	0	\$ -	6,481	\$ 64,815	0	\$ -	6,481	\$ 64,815
SUBTOTAL DRAINAGE										\$ 5,027,265	
5.0 MISCELLANEOUS											
5.01	Demolition - Bridge >500'	EA	\$ 500,000.00	0	\$ -	1	\$ 500,000	0	\$ -	1	\$ 500,000
5.02	Demolition - Bridge 100' to 500'	EA	\$ 100,000.00	0	\$ -	0	\$ -	6	\$ 600,000	6	\$ 600,000
5.03	Demolition - Pavement	SY	\$ 6.00	53,481	\$ 320,886	3,604	\$ 21,624	526,436	\$ 3,158,616	583,521	\$ 3,501,126
5.04	Sodding including Top Soil	AC	\$ 2,250.00	10.1	\$ 22,727	3.7	\$ 8,264	76.1	\$ 171,333	90	\$ 202,324
5.05	Intersection Signalization	EA	\$ 250,000.00	0	\$ -	0	\$ -	4	\$ 1,000,000	4	\$ 1,000,000
5.06	Signage	MI	\$ 75,000.00	0.8	\$ 62,500	0.3	\$ 22,727	6.3	\$ 471,165	7.4	\$ 556,392
5.07	Lighting	MI	\$ 75,000.00	0.8	\$ 62,500	0.3	\$ 22,727	6.3	\$ 471,165	7.4	\$ 556,392
5.08	ITS	MI	\$ 125,000.00	0.8	\$ 104,167	0.3	\$ 37,879	6.3	\$ 785,275	7.4	\$ 927,320
5.09	Landscape	MI	\$ 25,000.00	0.8	\$ 20,833	0.3	\$ 7,576	6.3	\$ 157,055	7.4	\$ 185,464
5.10	SWP3	STA	\$ 2,750.00	44.0	\$ 121,000	16.0	\$ 44,000	331.7	\$ 912,175	392	\$ 1,077,175
5.11	Traffic Control, Barricades, etc.	MO	\$ 75,000.00	12	\$ 900,000	18	\$ 1,350,000	48	\$ 3,600,000	78	\$ 5,850,000
SUBTOTAL MISCELLANEOUS										\$ 14,956,194	
CONSTRUCTION COST SUMMARY											
Sub-Total Construction				\$ 12,212,639		\$ 35,427,235		\$ 142,108,992		\$ 189,748,866	
Mobilization				10% \$ 1,221,264		\$ 3,542,723		\$ 14,210,899		\$ 18,974,887	
Contingency				10% \$ 1,221,264		\$ 3,542,723		\$ 14,210,899		\$ 18,974,887	
Inflation (4% per year)				12% \$ 1,465,517		\$ 4,251,268		\$ 17,053,079		\$ 22,769,864	
TOTAL CONSTRUCTION				\$ 16,120,684		\$ 46,763,950		\$ 187,583,869		\$ 250,468,503	

Table 6: Construction Plan and Budget

	Date of Expenditure
Construction Start	Summer/Fall 2023
Continue Construction	September 2023- December 2025
Fully Operational /Expend All Funds	December 2025
Total Construction Cost	\$250.5 million

5.0 MERIT CRITERIA

5.1 Criterion 1: Support for National or Regional Economic Vitality

I-35 is a critical component of the United States' national and international transportation system. I-35 is a vital route for freight traveling from Ports of Entry in South Texas to destinations beyond the Texas/Oklahoma border. In 2014, trucks accounted for approximately 17 percent of average daily traffic (ADT) on I-35 (20% during peak hour). This corridor carries a significant amount of freight between the US and Mexico and is a vital freight artery for the country. Supporting national and regional economic vitality by providing improved operations, safety and speeds on the I-35 corridor is the main goal of this project.

The Benefit-Cost Analysis finds that the greatest benefits calculated in this analysis are the accident reductions drivers and passengers of vehicles along this stretch of I-35 will enjoy. Alignment adjustments that flatten the curves, interstate design that meets today's standards, and an additional lane in each direction will manifest in lower crash rates. A second benefit is lower congestion and reduced travel time over this portion of I-35 due to a higher level of service (LOS) afforded to six (6) lanes of interstate, rather than four (4). A third significant benefit is the reduction in major maintenance. Not only will the Red River Bridges avoid a major structural rehabilitation, but the pavement will, as well.

The Draft Environmental Assessment (February 2020) prepared for this project quantifies economic development benefits of the project. Although the "Build Alternative" limits are larger than the limits of this project, the economic benefits are reflective of improving the whole corridor including this INFRA grant project.

The dominant economic sectors in the study area are manufacturing; art, entertainment, and recreation; accommodation and food services; and educational services, health care, and social services. The unemployment rate in the study area is currently 5.5 percent, which represents a larger percentage compared to the unemployment rate in both Texas and Oklahoma (Census 2013). The major economic drivers in the area are the manufacturing employers in the City of Gainesville and the WinStar World Casino and Resort in the town of Thackerville, Oklahoma (Gainesville Economic Development Corporation 2015). Both of these economic drivers are within this INFRA grant project area.

The Regional Input-Output Modeling System (RIMS II), produced by the Bureau of Economic Analysis (BEA), was used to analyze how the Build Alternative could affect both the regional economy and overall employment and earnings. The taxing jurisdictions in the region could lose approximately \$53,000 in taxes annually because right of way (ROW) requirements for the Build Alternative would remove taxable land from the tax rolls (Cooke County Appraisal District 2014, and Love County Tax Assessor's Office 2015). However, the Build Alternative would infuse resources into the economy as a result of the full construction. The model predicts the economic effect of the Build Alternative would be approximately \$347 million, with more than \$109 million in increased profits. The Build Alternative could also generate more than 3,600 jobs and contribute more than \$188 million to Cooke County's economy.

This project, while improving the economic vitality of the region, also addresses one of the key items for the US DOT's Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The initiative focuses on the rural transportation infrastructure's unique challenges need to meet the Nation's priority goals of safety and economic competitiveness.

The I-35 corridor has experienced a high number of crashes, higher than both state's statewide averages. Many of the crashes are single vehicle accidents with the vehicle leaving the roadway which appears to be related to the congestion and less than desirable geometrics. Specifically, 453 crashes, eight (8) fatalities, and 18 serious injuries occurred in the corridor between 2014 and 2018 (Texas crashes only). The I-35 Texoma Segment project will improve safety by improving the geometrics to current standards with sufficient curves and ramp lengths, offering additional capacity to reduce congestion, and installing ITS infrastructure to communicate with and direct drivers. Specific project safety improvements included:

The I-35 Texoma Segment project will achieve a significant reduction in crashes including fatalities and serious injuries.

- Addition of two more travel lanes including bridge crossings over the Red River;
- Retainage of one existing Red River bridge to be used as a local access road and an emergency detour bridge in the event of closing down the proposed Red River bridges;
- Curve reductions and extensions of short ramps;
- ITS and communications infrastructure, including dynamic message signs, vehicle detection and CCTV cameras to observe corridor operations, detail incidents and communicate road conditions to drivers;
- Supporting infrastructure, including lighting, concrete barriers and guardrail to reduce crashes and improve roadway conditions.

5.2 Criterion 2: Leveraging of Federal Funding

The INFRA grant request is for 59% of the project construction cost. However, the non-federal financial participation really increases based on the in-kind donation from the Chickasaw Nation. The Chickasaw Nation's contribution will be to provide Chickasaw Nation trust land needed for the project. In addition, the Nation will be responsible for actual cost of utility relocations for utilities owned or controlled by the Chickasaw Nation and the actual cost of removal and relocation of existing signs, structures, fences and other appurtenances which are owned or controlled by the Chickasaw Nation.

5.3 Criterion 3: Potential for Innovation

5.3.1 Innovation Area 1: Intelligent Transportation Systems

The project will incorporate the latest in intelligent transportation systems (ITS) including dynamic messaging signs and communications infrastructure, vehicle detection and CCTV cameras to observe corridor operations, detail incidents and communicate road conditions to drivers. This technology will improve the performance of the I-35 corridor, allowing drivers to be alerted to incidents and traffic congestion and provide drivers more choices in their travel patterns.

5.3.2 Innovation Area 2: Project Delivery

This innovative project delivery meets the spirit of the FHWA's "On-Ramp to Innovation - Every Day Counts" program in order to shorten and enhance project delivery. TxDOT and ODOT have identified a four-phased innovative approach for construction of the expanded roadway without closing down existing lanes to traffic and greatly minimizing disruption. This stage construction technique of taking the new I-35 improvements over the side roads to eliminate all of the vertical constrictions on the highway will allow for efficient traffic movement throughout construction.

As Figures 7 through 11 indicate, during Phase 1, two new travel lanes will be constructed in the existing grassy median with the existing northbound and southbound travel lanes open to traffic. During Phase 2, once the new lanes are constructed, a lane shift will occur and the existing northbound travel lanes will shift onto the newly constructed lanes. Existing southbound travel lanes will remain open to traffic. The existing northbound travel lanes will undergo reconstruction to meet current design standards. In Phase 3 both travel lanes shift; the northbound lanes will shift from the newly constructed lanes back to the reconstructed northbound lanes and the southbound lanes will shift onto the lanes that were constructed in the median. The existing southbound lanes will then be reconstructed to meet current design standards. The final stage of construction, will have the two southbound lanes shifting back onto the newly reconstructed southbound lanes with the third lane remaining in one of the lanes that had been constructed in the median. The western most northbound travel lane will also shift onto the newly constructed lane in the median, allowing three travel lanes to open in each direction.

I-35 CONSTRUCTION PHASES:



Figure 7: Existing Roadway



Figure 8: Phase 1



Figure 9: Phase 2

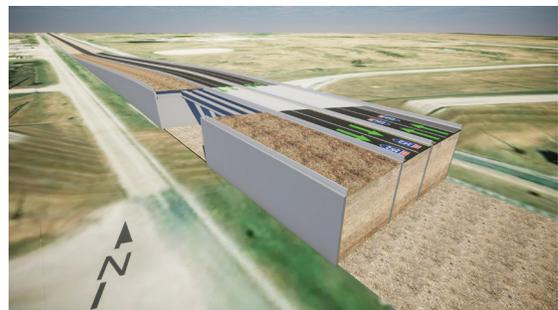


Figure 10: Phase 3

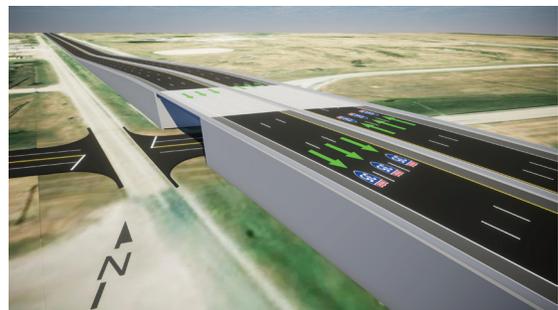


Figure 11: Phase 4

TxDOT, ODOT and the FHWA and other project partners are committed to a streamlined environmental review process. The NEPA process has been initiated with a final Environmental Assessment and the Record of Decision is expected in Summer 2020. The construction schedule allows for adequate time for permitting requirements to meet the accelerated thirty month construction schedule.

5.3.3 Innovation Area 3: Innovative Financing

On November 4, 2014, 80 percent of Texas voters approved a ballot measure known as Proposition 1, which authorized a constitutional amendment for transportation funding. Under the amendment, a portion of existing oil and natural gas production taxes (also known as severance taxes) would be divided evenly between the Economic Stabilization Fund (ESF) and the State Highway Fund (SHF) and used to construct, maintain and acquire right-of-way for public roads. Between 2015 and 2019, TxDOT has allocated more than \$77 million of Proposition 1 funds toward the various roadway improvements in the Wichita Falls District with a proposed \$15 million in additional Proposition 1 funds planned for allocation in 2020.

In November 2015, Texas voters approved a second ballot measure, Proposition 7, adding an additional non-Federal revenue stream to TxDOT's funding. Proposition 7 sets aside a portion of the State sales and use tax for transportation, if overall sales tax receipts reach a certain benchmark. Additionally, a percentage of revenue growth from taxes on motor vehicle sales and rentals will be allocated for transportation projects beginning in 2020.

5.4 Criterion 4: Performance and Accountability

The project sponsors have set an aggressive schedule for the I-35 Texoma Segment in order to complete the project within two years. As stated above the Draft EA is in the process of being finalized with an expected Record of Decision (ROD) in Summer 2020. An innovative construction phasing process has been proposed to maintain current traffic conditions while construction is taking place. The applicants are fully committed to meeting a project letting in April 2023 with a construction start date of Summer 2023 and a completion date of December 2025.

The project partners, State of Texas, State of Oklahoma and the Chickasaw Nation have agreed on each of their responsibilities and financial contributions. Each party will be accountable for ensuring that the project overall is successful.

Additionally the applicants have put safety as a key priority for measuring performance and accountability, particularly the elimination of fatal and injury crashes. Alignment adjustments that minimize curves and meet current design standards, addition of lanes to reduce congestion, and configuring ramps to allow adequate space for acceleration and deceleration will manifest in lower crash rates. A second benefit is reduced travel time over this portion of I-35 due to a higher level of service (LOS) afforded to six (6) lanes of interstate, rather than four (4). A third significant benefit is the reduction in major maintenance. Not only will the Red River Bridge avoid a major structural rehabilitation, but the pavement will, as well. Refer to the Benefit-Cost Analysis in the Appendix for additional information on benefits.

6.0 PROJECT READINESS

6.1 Technical Feasibility

6.1.1 Engineering and Design

All parties have proactively addressed the engineering and design for this corridor. The project is currently in the environmental approval process with an expected approval this Summer. Thirty percent (30%) design plans has been completed. By advancing the design to the 30% level, the applicants have adequately identified the following:

- The typical section required to meet the design year (2045) level of service for the project and provided the necessary dimensions for the lanes and clear zones to be provided.
- The bridges have been preliminary designed to indicate the span and appropriate beam depths to set the vertical provide. This allowed for an increased confidence in setting the proposed right of way.
- A detailed pavement analysis to determine the pavement section and subgrade preparation has been done to determine the most cost effective solution for the paving solution for the project.

6.1.2 Development of Design/Basis of Design

As part of the environmental process, a 30% design effort has been prepared and the following requirements have been completed:

- Topographic Surveys
- Metes and Bounds Survey
- Geotechnical Investigations
- Hydrologic/Hydraulic Analysis
- Utility Engineering
- Traffic Studies
- Hazardous Materials Assessment
- General Estimates of Type and Quantity of Materials

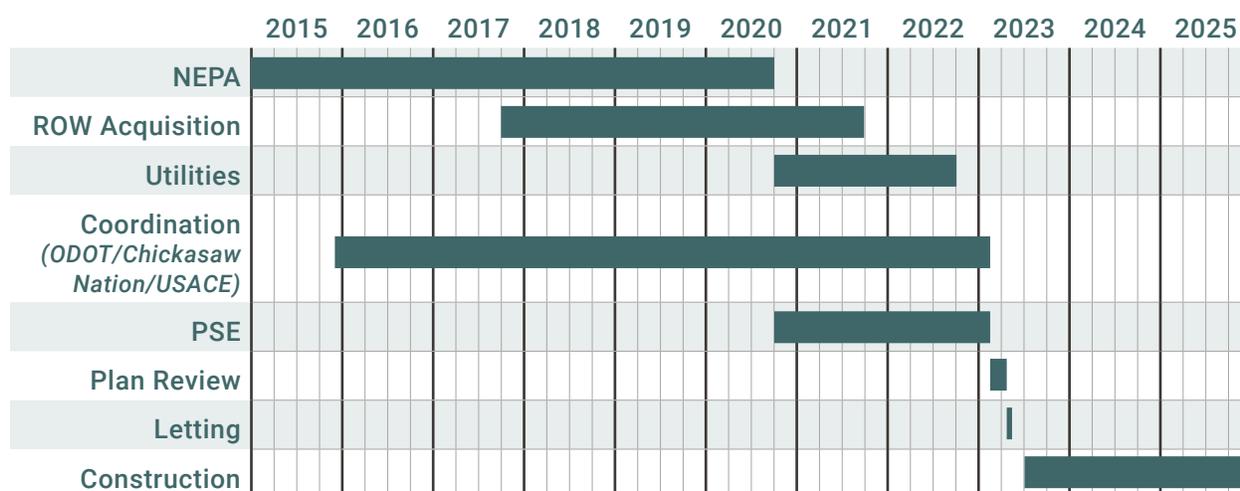
6.1.3 Basis for Cost Estimate

The cost estimate is based on the detailed schematic and is based on sound engineering design efforts.

6.2 Project Schedule

Major project milestones for the I-35 Texoma Segment project are listed in Table 6. The NEPA process and preliminary engineering have begun with NEPA completion and approval expected in Summer 2020. ROW Acquisition has been expedited by TxDOT for this project and is currently underway. Construction is expected to let in April 2023 with a completion in December 2025. See Table 7.

Table 7: Project Schedule



6.3 Required Approvals

6.3.1 Environmental Studies/NEPA

The I-35 Texoma Segment project is currently in the preliminary engineering and environmental review phase as part of a streamlined NEPA process. Initial project scoping, alternatives analysis and identification of corridor constraints was largely completed in 2019. The draft Environmental Assessment (EA) was released for review in February 2020 <http://ftp.dot.state.tx.us/pub/txdot-info/fed/feb-2020-ea-draft.pdf> with an expected Record of Decision (ROD) in Summer 2020.

6.3.2 Environmental Permits and Reviews

The project NEPA process will require formal Section 106, Section 404 permitting, Section 4(f) and EA document approvals. Initial technical environmental analysis, including investigations of air quality, aquatic resources, environmental justice, historic resources/Section 4(f) properties and other impacts are underway. The completion of the EA document is expected in Summer 2020.

6.3.3 Public Engagement

As part of the IH 35 Feasibility Study, TxDOT held two stakeholder meetings on December 13, 2006, one in the City of Gainesville and one in the City of Valley View. The public meeting was held in the City of Gainesville on January 16, 2007, with 140 people in attendance.

During the preparation of the draft Environmental Assessment, TxDOT held a public open house on February 5, 2015, in Gainesville. A second Meeting of Affected Property Owners (MAPO) was held on September 30, 2015. In addition to coordination with the public, letters were sent to the Texas Commission on Environmental Quality (TCEQ), the Texas Parks and Wildlife Department (TPWD), the US Fish and Wildlife Service (USFWS), the Tulsa and Fort Worth districts for the US Army Corps of Engineers (USACE) and the Natural Resources Conservation Service.

A second public meeting is planned for Spring 2020.

6.3.4 State and Local Approvals

The proposed I-35 corridor improvements have resulted in broad support from local agencies, sponsorship from two state agencies (i.e. TxDOT and ODOT) and from the Chickasaw Nation, as well as from public stakeholders. TxDOT has already allocated funding in their UTP and now that the project is within the five-year timeframe of letting, the project will be in the STIP. Memorandum of agreements between the States of Texas and Oklahoma and between the State of Oklahoma and the Chickasaw Nation clarifying financial participation and responsibility have been agreed to.

6.3.5 Federal Transportation Requirements Affecting State & Local Planning

This project will be included in the TIP, STIP, and other relevant State and local planning documents to meet Federal-aid highway program requirements and obligate INFRA funds upon grant award.

The project corridor falls within Cooke County (Texas) and Love County (Oklahoma) and is in Texas's 13th Congressional District and Oklahoma's 4th Congressional District. The project corridor is also in the Texoma Council of Governments (TCOG) and the Southern Oklahoma Development Association (SODA) planning districts.

The specific design revisions of the proposed project are consistent with TxDOT Wichita Falls District's and Cooke County's transportation planning efforts. The proposed improvements are also consistent with the Texas Rural Transportation Plan – 2035 (TxDOT 2012), the rural component of the Statewide Long-Range Transportation Plan – 2035 and with NCTCOG-Mobility 2040.

6.4 Project Risks and Mitigation Strategies

Potential project risks of the I-35 Texoma Segment project are provided in Table 7 below along with mitigation strategies. Risks vary from agreements, approvals, and construction elements. Although NEPA approvals would not occur until mid-2020, the accelerated NEPA schedule, comprehensive I-35 schematic, and dedicated review staff at state agencies minimize risks associated with INFRA fund obligation. See Table 8.

Table 8: Potential Risks and Mitigation Strategies

Risk	Description	Mitigation Strategy
Railroad Agreements	Obtaining railroad agreements in a timely manner. This could impact construction schedule.	TxDOT has a dedicated railroad liaison engaged with the project design. Since the project is only requesting an aerial easement, the approval process is similar to that of standard bridge replacement projects. In addition, the bridge piers will be set to span the entire width of the BNSF ROW to minimize the impact to the railroad.
Environmental Permits & Approvals	Section 106, Section 404 permitting, Section 4(f), Section 7, and EA approvals.	EA process is underway and any permitting timeframe has been anticipated in the project schedule.
Right of way acquisitions and utility relocations	Acquiring the right of way to construct the new construction and relocating the utilities prior to construction.	Early ROW acquisitions for the corridor have been authorized by TxDOT to accelerate this process. ODOT has begun working with the Chickasaw Nation regarding its donation of the necessary ROW. A preliminary agreement with the Chickasaw Nation has been initiated so that the Bureau of Indian Affairs can coordinate and complete this process in a timely manner.
Roadway Design Standards	Meeting or upgrading existing roadway geometrics to current design standards.	Geometric issues have be addressed. 30% design, as shown in the schematic, meets current design standards.
Floodplain Impacts	Floodplain/Floodway impacts triggering the CLOMR/LOMR process.	Early coordination with County floodplain administrators to understand current flood mapping, potential impacts of the existing highway and proposed project. All bridges are being lengthened to meet or exceed the existing bridge openings to obtain a certificate of no-rise for all of the floodplain administrators. Early coordination with the USACE has already been taken for the Red River Bridges.
Construction Funding	Not securing adequate construction funding.	Funding package is being developed but is dependent on several sources, including federal INFRA funding. State and local funding. To date, over \$58.0 million of state funding has been programmed by the State of Texas, \$14.65 million has been programmed by the State of Oklahoma, and \$3.7 million has been contributed by the Chickasaw Nation. Additional funding participation is being identified.

7.0 LARGE PROJECT REQUIREMENTS

As shown in the information presented above, this project meets each of the criteria required in the Large Project Requirements. A summary is presented below in Table 9:

Table 9: Large Project Requirements

Question	Response
<p>1. Does the project generate national or regional economic, mobility or safety benefits?</p>	<p>Yes. The I-35 Texoma Segment project is one of the primary freight and passenger vehicle corridors in the nation, facilitating national and international freight movement, as well as the primary artery serving commuters in major metropolitan cities. It is a major cross-country, north-south route, stretching from Laredo, Texas, to Duluth, Minnesota. As a high-capacity route for traffic from the Dallas/Fort Worth area to past the Red River crossing, the I-35 corridor is an economic engine for the economies of Texas, Oklahoma, the Chickasaw Nation and the United States. It is a corridor on the National Highway Freight Network and serves as one of the principal corridors for the new United States-Mexico-Canada Agreement (USMCA). See Section 5.1.</p>
<p>2. Is the project cost effective?</p>	<p>Yes. Cost effectiveness is demonstrated in the Benefit Cost Analysis Report attached to this Application (see Appendix).</p>
<p>3. Does the project contribute to one of more of the Goals listed under 23.U.S.C. 150?</p>	<p>Yes. The project contributes to the following national goals as demonstrated in the narrative, including Section 5 Merit Criteria Safety – See Section 5.1. Infrastructure Condition – See Section 1.4.2 and 1.4.3. Congestion Reduction – See Section 5.1, 5.3.1, and 5.4. System Reliability - See Section 5.1. Freight Movement and Economic Vitality – See Section 5.1. Environmental Sustainability – See Section 6.3.1. Reduced Project Delivery Delays- See Section 5.3.2.</p>
<p>4. Is the project based on the results of preliminary engineering?</p>	<p>Yes. See Section 6.1 Technical Feasibility.</p>
<p>5a. With respect to non-Federal Financial commitments, does the project have one of more stable and dependable funding or financing sources to construct, maintain and operate the project?</p>	<p>Yes. Both the States of Texas and Oklahoma have committed and programmed state funds for the project. The Chickasaw Nation’s contribution will be to provide trust land needed for the project, relocation of utilities they own/control, and the cost of removal and relocation of existing signs, structures, fences and other appurtenances. See Section 4.</p>

Question	Response
<p>5b. Are contingency amounts available to cover unanticipated cost increases?</p>	<p>Yes. The cost estimate shown in Table 4 includes contingencies. However, as per the BCA Guidelines, inflation is not included within the BCA analysis.</p>
<p>6. Is it the case that the project cannot be easily and efficiently completed without other federal funding or financial assistance available to the project sponsor?</p>	<p>Yes. In order for the project to be completed within a reasonable time frame, federal funding is required. The expedited, two year project schedule for the I-35 Texoma Segment project is predicated on receiving the INFRA grant. If the project does not receive significant federal financial assistance, the time frame will increase significantly. Given this is a federally significant transportation corridor in a rural area, it is important to expedite construction of the improvements to enhance the movement of both people and goods.</p>
<p>7. Is the project reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project?</p>	<p>Yes. Project letting is scheduled for April 2023 which is within this time frame. See Section 6.2.</p>