



Texas
Department
of Transportation

THE STATE OF TEXAS

TxDOT Districts

EL PASO DISTRICT

Amarillo

Childress

Lubbock

Wichita Falls

Paris

Abilene

Fort Worth

Dallas

Atlanta

Tyler

Odessa

San Angelo

Brownwood

Waco

Lufkin

T E X A S

Bryan

Austin

Beaumont

Houston

San Antonio

Yoakum

Laredo

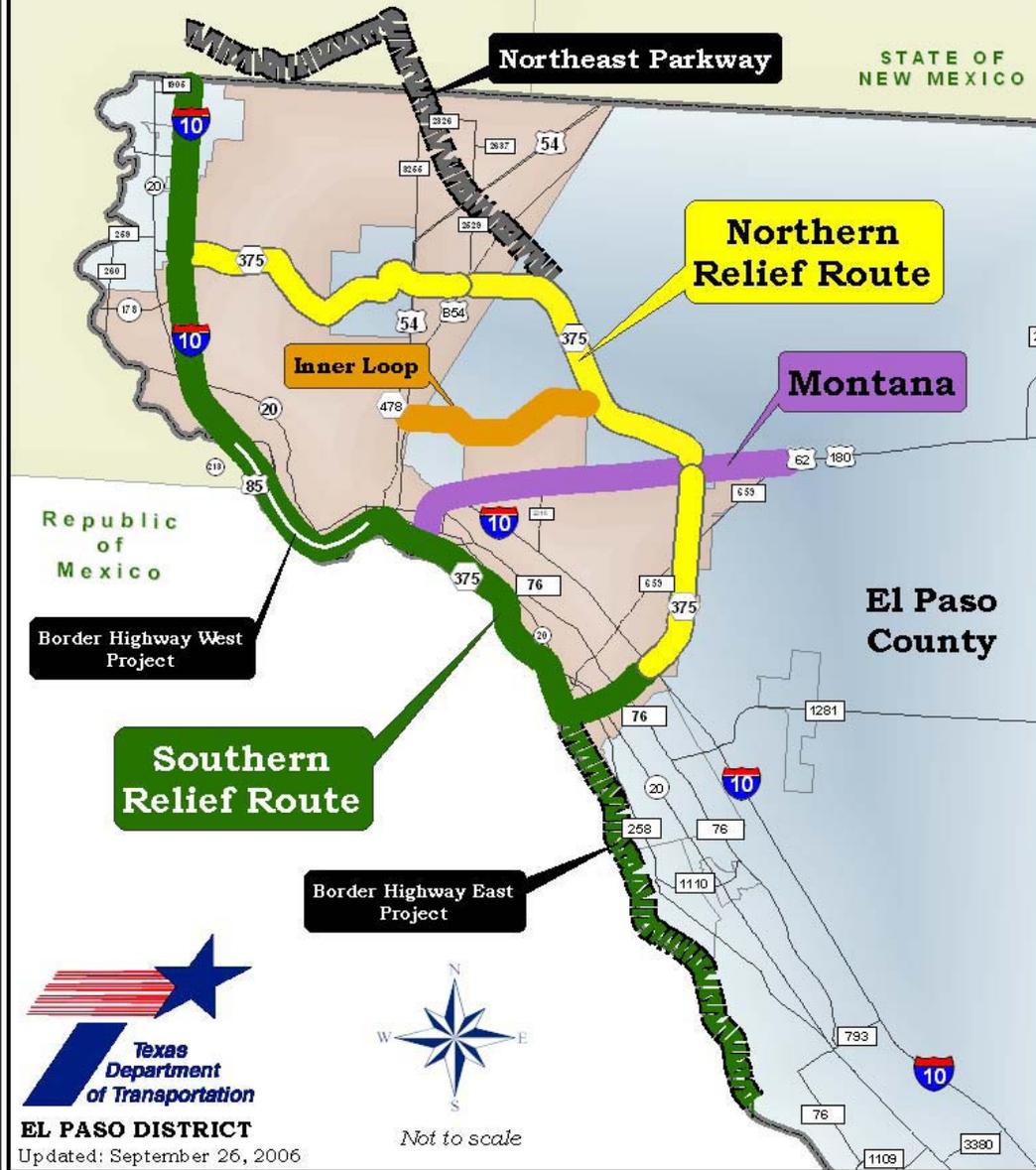
Corpus Christi

Pharr

0 40 80 160 240 320 Miles



MOBILITY PLAN Projects Using Funding Tools



TransBorder Mobility Plan & Selected Studies

Northern Relief Route
NE Parkway - Toll Road
Loop 375 – Managed Lanes

**Border Highway
Extension**
I10 – Managed Lanes
Loop 375 - Managed Lanes

Others:
Spur 601 – Pass Thru
Financing
Montana – Managed Lanes
Border Highway Extension
East

Background

- Fort Bliss in Texas and NM
- BRAC expansion by 21,000 troops, 50,000 population
- Fort Bliss expansion over 3 to 5 Years, \$3 Billion
- Army considers Spur 601 critical to support expansion

Spur 601

Project Description

- Connect US 54 to Loop 375
- 7.4 mile length with 6 interchanges
- 6 lanes from US 54 to Biggs Army Airfield
- 4 lanes from Biggs to Loop 375
- Traffic volumes 20,000 to 60,000 ADT

Spur 601

Project Delivery

- Design/Bid/Build converted to P-TT Design/Build
- SAFETY-LU, HB 3588, HB 2702
- State reimburses developer by agreement
- Payment based on actual traffic counts
- Local government or private developer
- Respond to RFP or Unsolicited Proposal
- Spur 601 was Unsolicited Proposal

Spur 601

Project Delivery

- No interest until NEPA appeared clear
- TxDOT prepared Draft EA and secured FONSI
- P-TT Agreement \$367.45 million includes \$55 million traditional funds
- Includes Design, ROW, Utility adjustments, construction, & financing
- Developer risks costs, utility adjustments, schedule, changes, financing

Spur 601

Project Delivery

- Milestone deliverables set for \$55 million traditional funds
- NEPA complete or nearly complete
- First known project delivery with private proposal and P-TT

Spur 601

Project Time Line

- Original concept to develop in phases
- Traditional development 10+ years
- Fort Bliss expansion 3 to 5 years
- P-TT and Design/Build shortens schedule

Spur 601

Project Time Line

- Dec 2005 Receive unsolicited proposal
- Jan 2006 TxDOT accepts proposal
- Feb 2006 TxDOT requests competing proposals
- April 2006 TxDOT receives 2 proposals
- December 2006 TxDOT completes evals and recommends to TX Tran Commission
- Feb 2007 Commision selects Abrams, LP

Spur 601

Project Time Line

- June 2007 FONSI by FHWA and FAA, FHWA authorizes Preliminary Design
- Aug 2007 P-TT Agreement Signed
- Sep 2007 Project Office opened
- Nov 2007 FHWA authorizes final design and construction

Spur 601

Project Time Line

- Aug 2008 Segment A-1 Schedule Complete
- May 2009 Segment A-2 Schedule Complete
- April 2010 Segment B Schedule Complete

CSJ: 1046-03-001

LIMITS: US-54 TO
LP-375

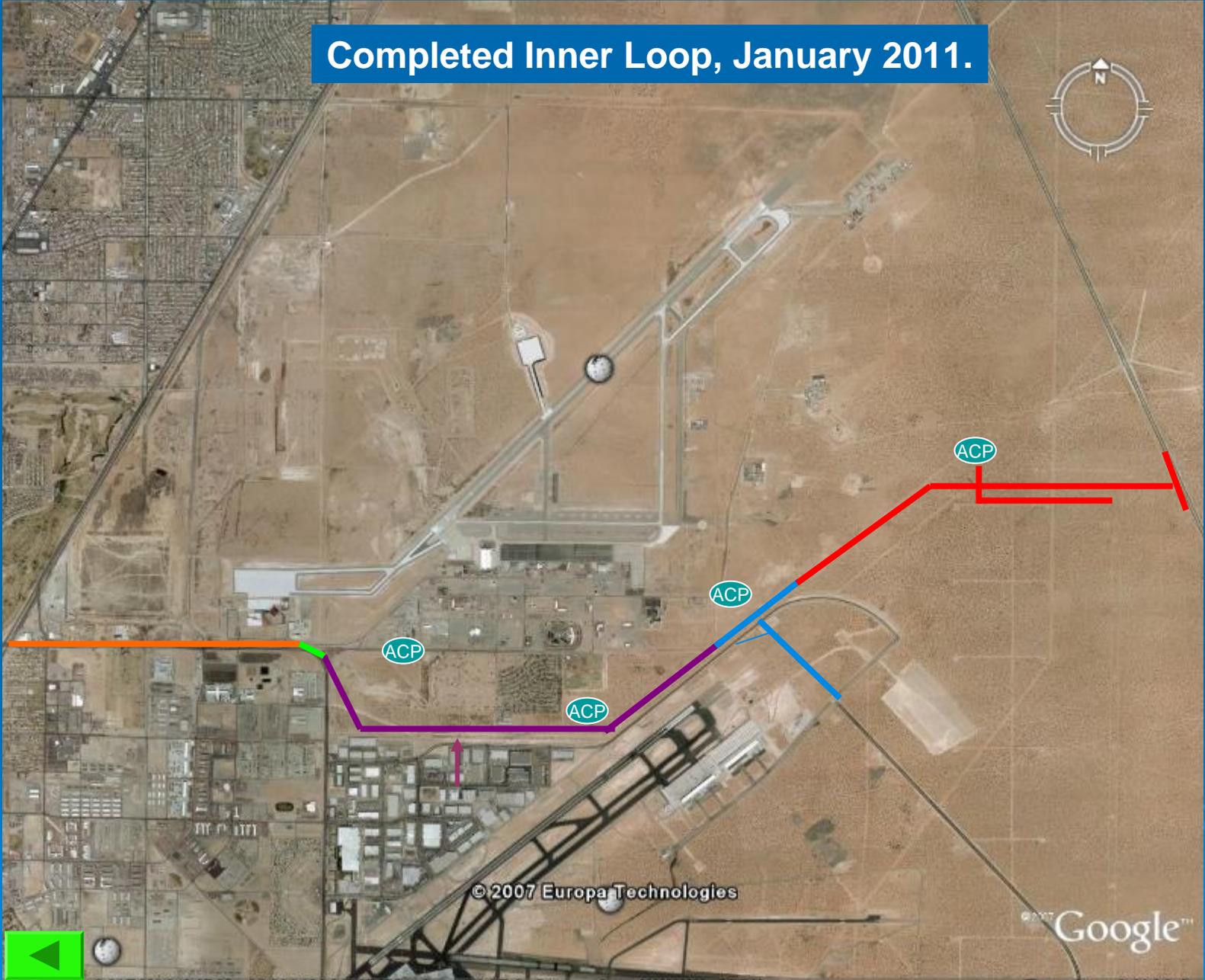
LENGTH: 7.4 MILES



SPUR 601 Project

Construction phases of new location roadways, interchanges, tie-ins, entrance/exit ramps, and reconstruction of existing roadways from US 54 (Patriot Freeway) to LP 375 (Purple Heart Memorial Freeway)

Completed Inner Loop, January 2011.



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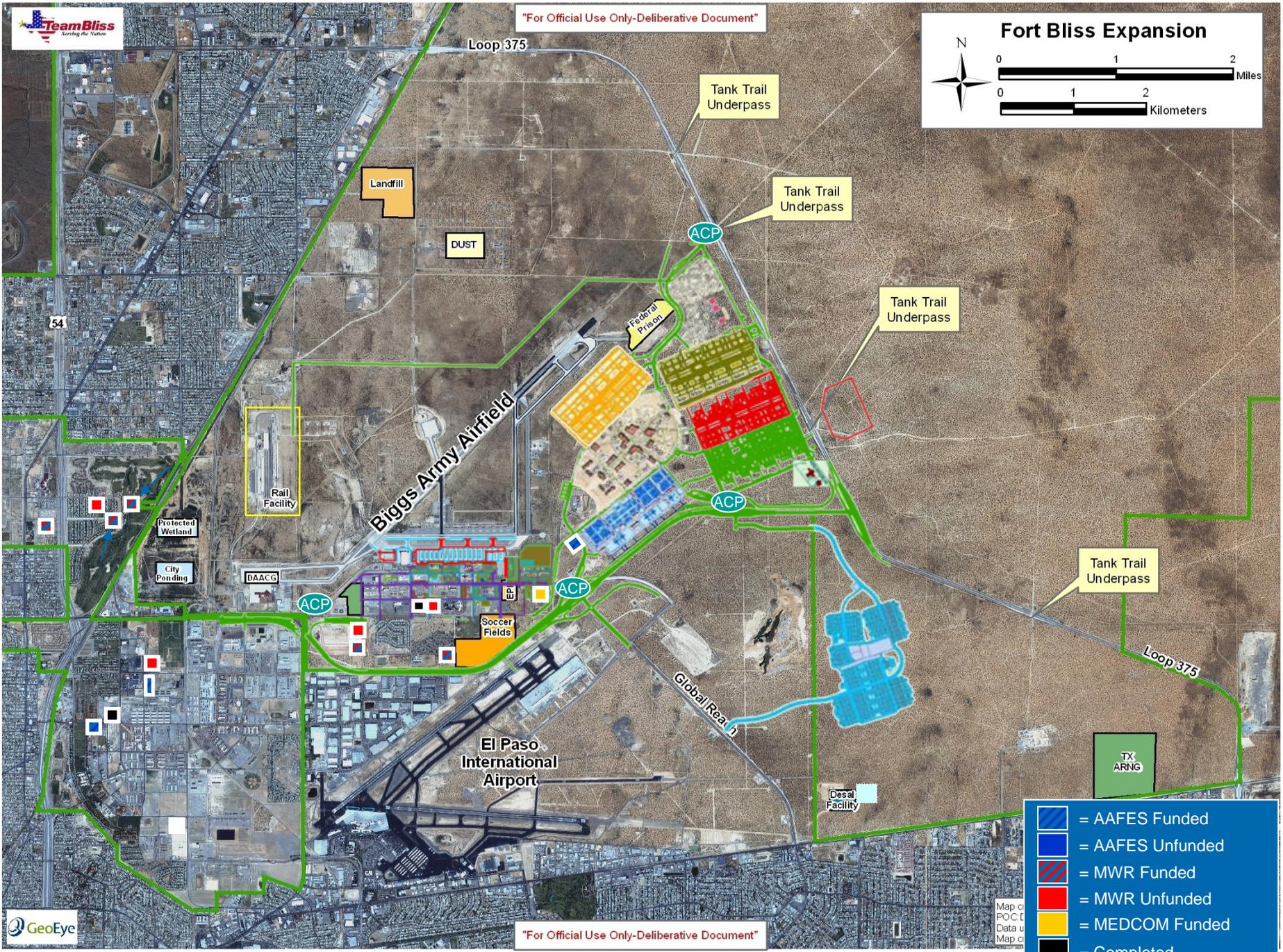
© 2007 Google™

Pointer 31°50'20.31" N 106°22'44.91" W elev 3927 ft Streaming 100%

Eye alt 34263 ft

Fort Bliss Expansion

0 1 2 Miles
0 1 2 Kilometers



Tank Trail Underpass

Tank Trail Underpass

Tank Trail Underpass

Tank Trail Underpass

- = AAFES Funded
- = AAFES Unfunded
- = MWR Funded
- = MWR Unfunded
- = MEDCOM Funded
- = Completed

SPUR 601 Aesthetics



Spur 601

Challenges, Opportunities, Recommendations

- First known private P-TT unsolicited proposal in U.S.
- Identify funding and scope of work asap
- Stakeholder support and Progress
- Involve FHWA as early as possible
- ID project champions in each organization
- Short schedule and moves quickly

Spur 601

Challenges, Opportunities, Recommendations

- NEPA documents and approvals critical
- Must be pro-active and flexible
- Continuous review & intermediate release
- Continuous preparation and monitoring
- Know and follow federal, state, and local regulations and requirements
- Owner personnel must have approval authority

Spur 601 Summary

- Needed Project with regional and state support
- Innovative delivery system used to deliver project quicker
- Continuous coordination and monitoring
- Design/Build can be used
- Accelerate completion by using innovative contracting and funding

Questions?

