

Subject: **Summary of Improvements - International Bridge Trade Corridor (IBTC)**

## Introduction

The International Bridge Trade Corridor (IBTC) is a proposed new roadway in Hidalgo County, Texas. The project is located in a USDOT defined rural area, outside of the McAllen Urbanized Area (UZA), near the cities of Pharr, San Juan, Alamo, and Donna. The roadway will connect Interstate-2 (IH-2) with the 365 Tollway (currently under construction) and FM 493, major roadways that facilitate truck traffic in Hidalgo County and the Rio Grande Valley. There is no existing roadway in the direct location where the IBTC will be constructed.

The proposed new roadway would run for 12.35 miles between the northern, western, and eastern termini. It would connect the corridors of IH-2, FM 493, and 365 Tollway with an ultimate configuration of a six-lane divided controlled-access facility and would include a four-lane frontage road within the ROW.

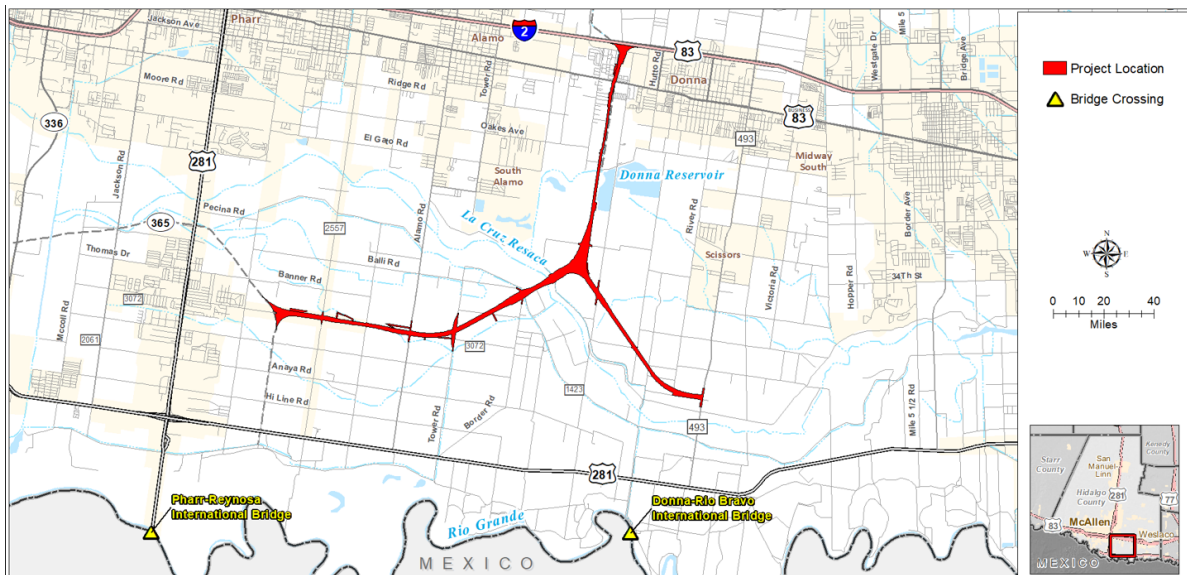


Figure 1. IBTC Project Location

The beginning of the project at the westmost end will tie into **FM 3072/Dicker Road** approximately 1000-feet west of the currently active 365 Toll construction project. Dicker Road is currently a divided two lane road with one lane in each direction. The proposed improvements from the IBTC project will provide a transition segment through the 365 Toll corridor which would widen the existing footprint of Dicker Road to two 12-foot-wide lanes in each direction. These lanes would split just east of the 365 Toll lanes to each side of the future IBTC mainlanes. From this point, the eastbound frontage road will maintain the same alignment as existing Dicker Road, but the existing pavement in disrepair will be overlaid or reconstructed and restriped to accommodate one-way travel all the way to Alamo Road.

## Construction Phasing

The IBTC project will be constructed in two phases, Phase 1 (Interim Design) and Phase 2 (Ultimate Design).

### **Phase 1 Interim Design:**

- Frontage roads in East and West Legs
- Mainlanes in North Leg
- Overpass at US 83 Business
- Improve intersections with existing local roadways

### **Phase 2 Ultimate Design**

- Six-lane facility with frontage roads, ramps, and overpasses
- Timing of construction determined by future traffic conditions

## Project Sections (Legs)

The project will be geographically split into 3 Sections (or Legs) for reference: the West, East, and North Legs.

- **West Leg:** 365 Tollway/FM 3072 Interchange to Valley View Interchange
- **East Leg:** Valley View Interchange to FM 493
- **North Leg:** Valley View Interchange to IH-2

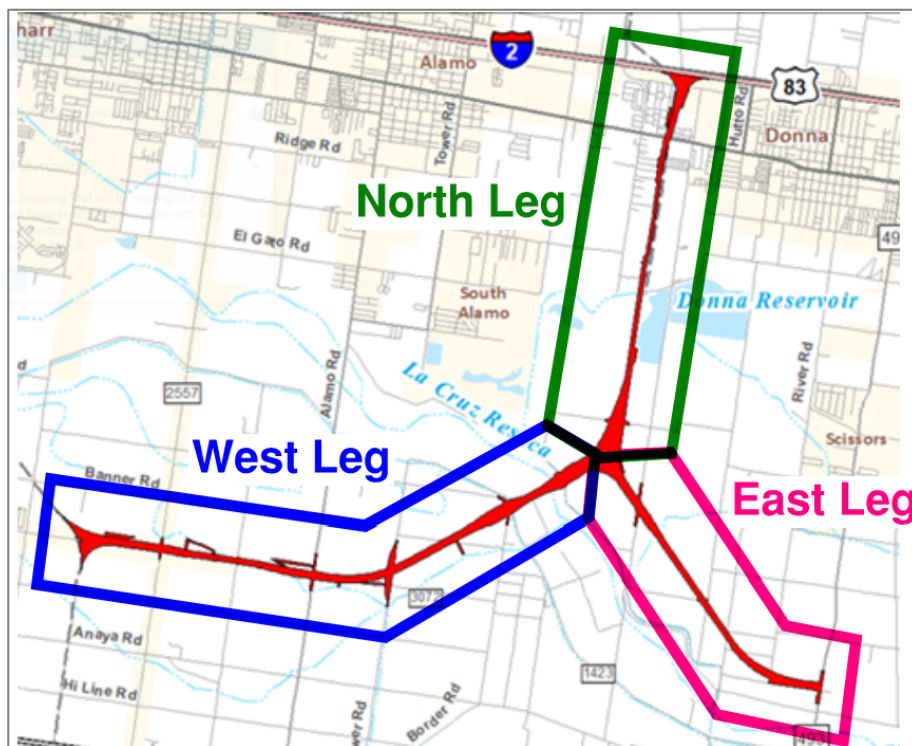


Figure 2. Project Sections (Legs)

## West Leg

The west leg of the new roadway would begin at the intersection of the 365 Tollway (under construction) and Dicker Road, then run east to Tower Road where it would proceed heading northeast until it reaches the Valley View Interchange.



Figure 3. West Leg of IBTC

The **Interim Phase 1** of the West Leg includes two frontage roads with two 12-foot-wide lanes 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. Beginning at FM 907/Alamo Rd and heading east, the frontage roads taper down to a single 12-foot-wide lane in each direction (two lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder.

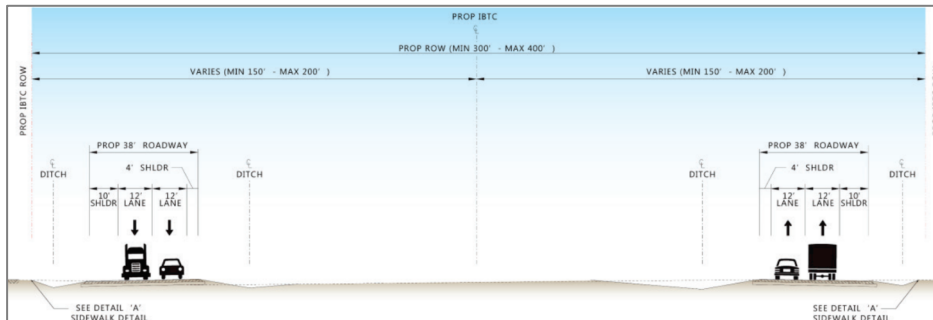
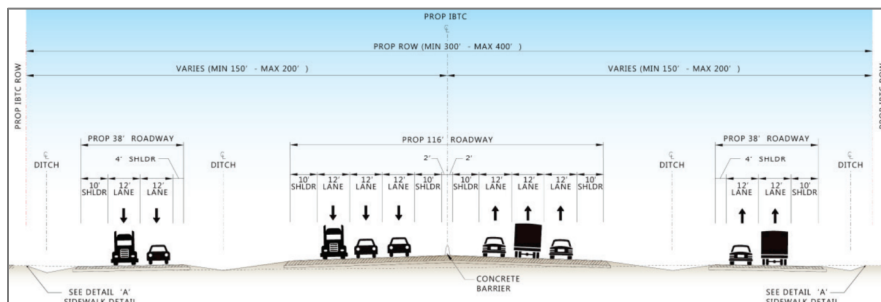


Figure 4. Interim Phase 1 West Leg Typical Section

The **Ultimate Phase 2** of the West Leg of the project will include three 12-foot-wide mainlanes in each direction separated by a concrete barrier (six lanes total), and 10-foot-wide inside and outside shoulders. The single lane frontage roads will be widened to accommodate two 12-foot-wide lanes 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.



## East Leg

The east leg would run southeast until it reached FM 493, approximately 1.5 miles north of US 281/Military Highway.

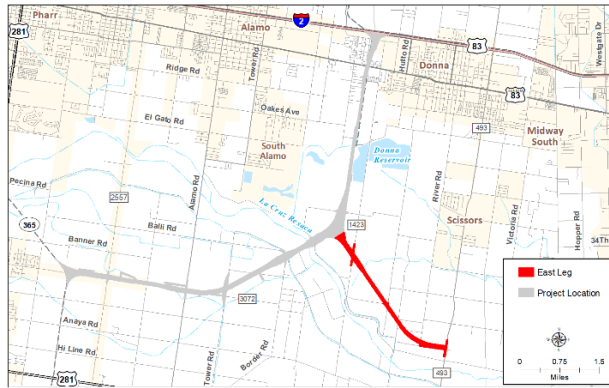


Figure 6. East Leg of IBTC

The **Interim Phase 1** of 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, and ditches on each side.

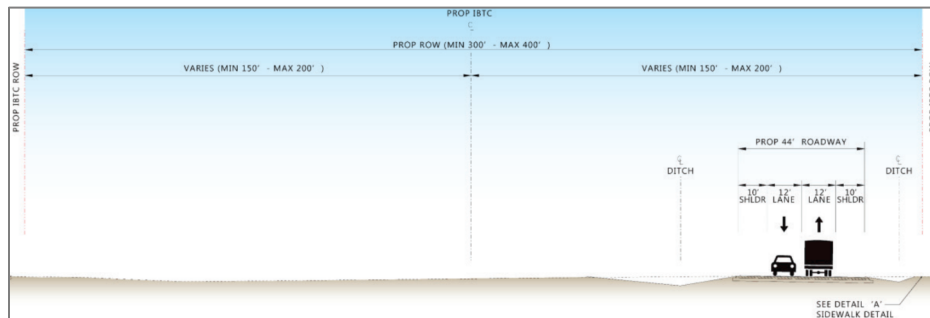


Figure 7. Interim Phase 1 East Leg Typical Section

The **Ultimate Phase 2** of the East Leg of the project will include three 12-foot-wide mainlanes in each direction separated by a concrete barrier (six lanes total), and 10-foot-wide inside and outside shoulders. The frontage road constructed in Phase 1 will be converted to one-way, and the frontage road on the other side of the mainlanes will include two 12-foot-wide lanes, a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median.

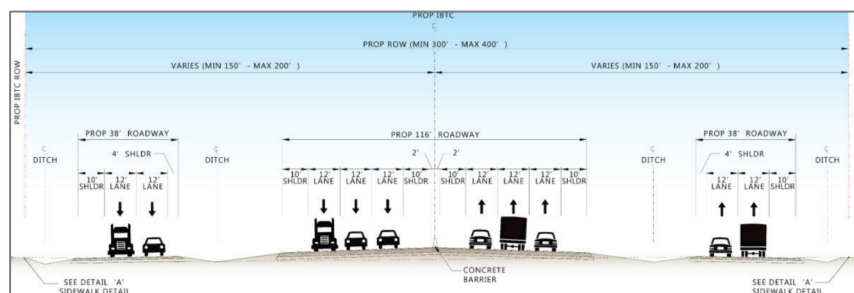


Figure 8. Ultimate Phase 2 East Leg Typical Section

## North Leg

The north leg of the IBTC runs from the Valley View interchange north until it intersects with IH-2, approximately .25 miles east of FM 1423/Val Verde Road. There are no frontage roads included in the North leg of the IBTC.



Figure 9. North Leg of IBTC

The **Interim Phase 1** of 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.

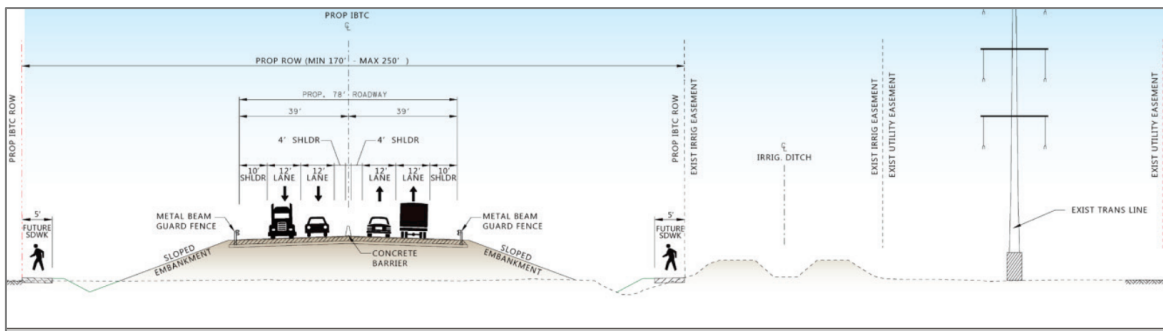


Figure 10. Interim Phase 1 North Leg Typical Section

The **Ultimate Phase 2** of the North Leg of the project will include three 12-foot-wide mainlanes in each direction separated by a concrete barrier (six lanes total), and 10-foot-wide inside and outside shoulders. Direct connectors will be included to provide direct access to and from Interstate 2.

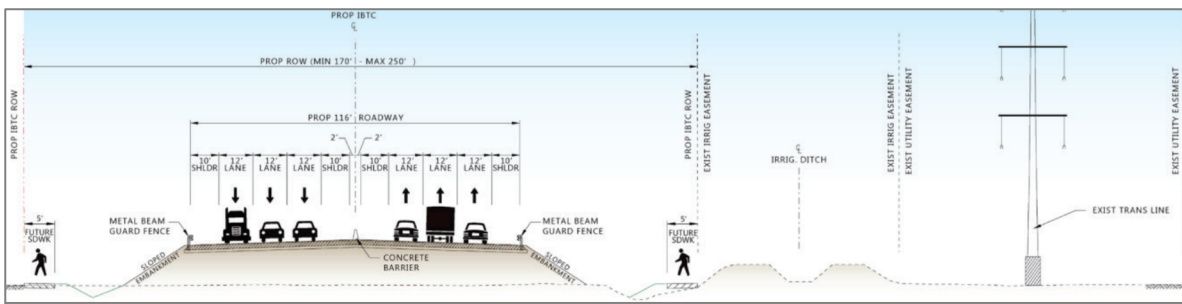


Figure 11. Ultimate Phase 2 North Leg Typical Section

## Pedestrian and Bicycle Accommodations

As noted in the typical sections above, Detail A illustrates a potential solution to incorporate pedestrian and bicycle accommodations in the East and West Legs of the project. The 10-foot-wide outside shoulders could be used as a bicycle lane with appropriate signage and pavement markings, and a separate 5-foot-wide sidewalk could be included directly adjacent to the right-of-way line for pedestrian traffic.

In the North Leg of the project, two separate 5-foot-wide sidewalks could be implemented at ground-level along the right-of-way lines.

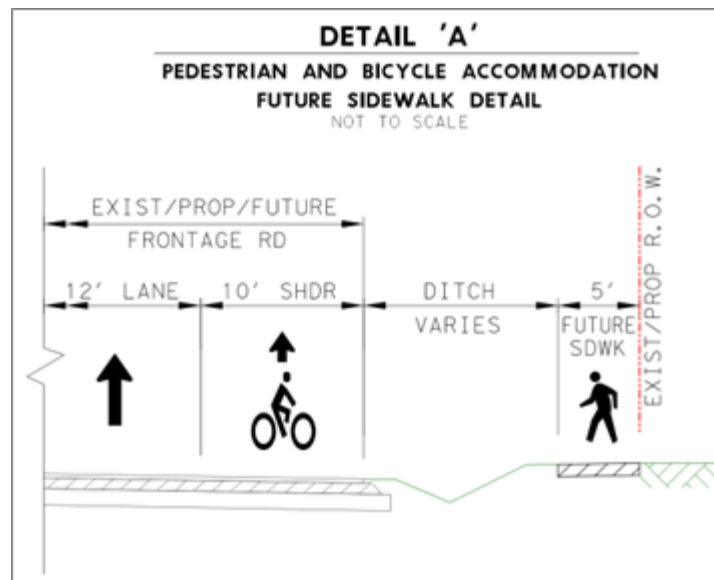


Figure 12. Pedestrian & Bicycle Accommodations

## Share-Use-Path

An alternative would be to construct a single bidirectional 8-foot or 10-foot-wide shared-use-path (SUP) on one side of the corridor which would accommodate both pedestrians and bicycle users and would maintain complete separation from vehicular traffic. This could, however, impact the rainwater flow capacity of the open ditches adjacent to the frontage road and could require the use of storm sewer pipes. Therefore, more investigation would be required to ensure this alternative could be successfully implemented.