

# **North Tarrant Express, Segment 3C Removal of Overlay Requirements on Existing Frontage Roads**

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The Texas Department of Transportation (TxDOT) is publishing this summary to update the general public about changes to TxDOT's North Tarrant Express, Segment 3C project in Fort Worth. TxDOT executed a change order for the project that does not provide for the expenditure of appropriated funds. An Amended and Restated Facility Agreement to the initial Facility Agreement (FA) was executed for the project in July 2019.

All contract documents cited in this request, and this summary, may be found at this link:

<https://www.txdot.gov/business/road-bridge-maintenance/alternative-delivery/north-tarrant-express.html>

## **Background and Project Description**

The North Tarrant Express Project includes five Segments of IH 35W, IH 820, and SH 183 that involves some of the most heavily travelled stretches of roadway in the country, but this change order addresses Segment 3C on IH 35W, which completed construction in 2023. Segment 3C is a 7.2-mile project that extends along IH 35W from just north of US 287 to Eagle Parkway. The purpose of this project is to improve mobility and safety through expanded capacity and roadway reconstruction of IH 35W. Travelers will have the choice of using managed lanes to bypass congested areas to reach their destination. The proposed project is intended to meet future travel demands stemming from projected population growth, traffic volumes, and address operational, design, and capacity deficiencies on IH 35W, US 81/287, and SH 170.

A Comprehensive Development Agreement (CDA), at a minimum, provides for the design and construction, reconstruction, rehabilitation, expansion, or improvement of a project and may also provide for the financing, acquisition, maintenance, or operation of a project as authorized in Texas Transportation Code, Chapter 223, Subchapter E. Such projects may be developed under a concession agreement, in which the developer funds the project in exchange for the right to some or all of the project revenue as provided in the agreement, or a project may be developed as a Design-Build project that does not include private financing. The North Tarrant Express, Segment 3C was developed under Subchapter E as a Concession CDA to be funded by the Developer. This includes the Segment 3C construction that was solely paid for using funds secured by the Developer.

## **Summary of Requested Change**

The Developer initiated a change order request to eliminate the requirement for application of an asphalt overlay over the existing concrete Frontage Roads on NTE Segment 3C. Both TxDOT and the Developer believe that the current concrete Frontage Roads do not require the asphalt overlay. Further, upon the execution of this change order, the Developer will continue maintaining the Frontage Roads to all of the contractual requirements, including but not limited to skid resistance and ride quality. TxDOT will incur no additional costs or maintenance responsibilities due to this change order or for the removal of the asphalt overlay requirement on existing Frontage Roads and will receive a credit in the amount of \$1,755,600.00, which may be utilized by TxDOT for improvements in the corridor. Project milestones are not modified due to this requested change order.

Map of the North Tarrant Express Project

