Attachment D

Detailed Statement of Work for Segment 3C of I-35W NTE

Segment 3C Mandatory Scope

As set forth in the attached Mandatory Scope schematic drawings. The Segment 3C Mandatory Scope includes:

1. The Basic Configuration for Segment 3C (as shown in attached schematic);

2. Westport Parkway wishbone ramps (as shown in the attached schematic);

3. IH 820 direct connectors to provide connectivity from IH820EB GP to IH35WNB ML and from IH35WSB ML to IH 820WB GP;

4. SH 170 direct connectors, to provide IH35WNB ML and GP connectivity to SH170EB and SH 170WB to IH35WSB ML and GP (as shown in the attached schematic);

5. The construction, installation, and maintenance for the duration of the Term of a 72 strand fiber optic and related civil infrastructure from the northern terminus of Segment 3B to the northern terminus of Segment 3C at a nearby SAT building using a 1.50" conduit. The fiber and such related civil infrastructure shall be maintained in accordance with the applicable requirements set forth in the FA; and

6. The maintenance of all continuous lighting for Segment 3C within the City of Fort Worth. The lighting shall be maintained in accordance with the applicable requirements set forth in the FA.

Mandatory Scope Limits

The limits of the work for Segment 3C Mandatory Scope are as shown in the attached Mandatory Scope schematic drawings and further described below:

General Purpose Lanes:

- New SB General Purpose Lanes (2 lanes per direction) from station 1045+45.15 until station 1401+00
- Overlay SB General Purpose Lanes (2 lanes per direction) from station 1028+00 to 1045+45.15
- New NB General Purpose Lanes (2 lanes per direction) from station 1067+86.19 until station 1401+00
- Overlay NB General Purpose Lanes (2 lanes per direction) from station 1028+00 to 1067+86.19

Managed Lanes:

- New SB Managed Lanes (2 lanes per direction) from station 1058+50 until station 1401+00
- New NB Managed Lanes (2 lanes per direction) from station 1084+00 until station 1401+00

Segment 3C Ultimate Configuration

The Segment 3C Ultimate Configuration consists of the following improvements in addition to the Segment 3C Mandatory Scope, which will be mandatory and will be undertaken by Developer in accordance with applicable provisions of the I-35W NTE Partnership:

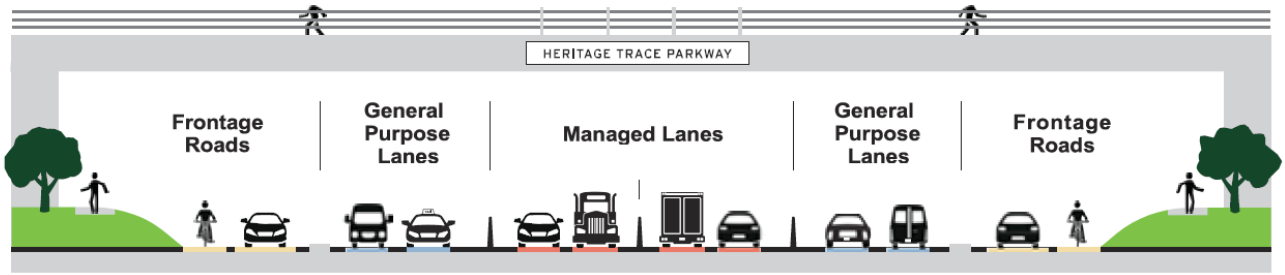
1. Golden Triangle Braided Ramps (GTBR) Capacity Improvement – This includes additional ramps from the northbound Managed Lanes to the General Purpose Lanes and from the southbound General Purpose Lanes to the Managed Lanes from Station 1250+00 to Station 1285+00 near the Gold Triangle Boulevard. This also includes the demolition and removal by Developer of the southbound slip ramp (approx. STA 1260+75) and Northbound slip ramp (STA 1262+75) promptly upon completion of the construction of the Golden Triangle Braided Ramps;

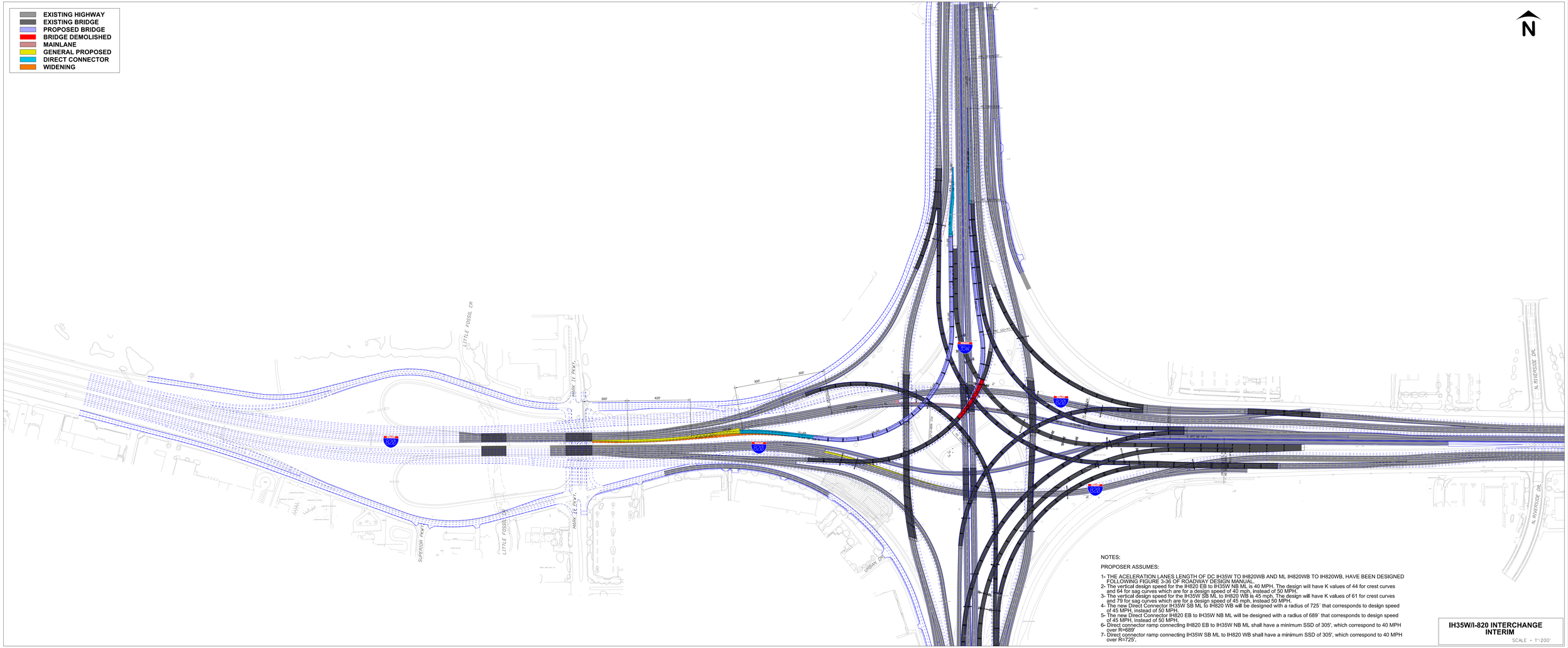
2. 3C Ultimate Capacity Improvement – This includes the addition of a third General Purpose Lane and associated lanes along northbound and southbound IH-35W from Station 1028+00 to Station 1401+00 and all other improvements shown on the Approved NEPA Schematics for Segment 3C which are not included in the Segment 3C Mandatory Scope described above. Temporary roadways built as part of the Segment 3C Mandatory Scope may require removal to allow construction of the Ultimate Configuration.

Developer will not be required to provide the following elements:

- General Purpose Lanes and Frontage roads compatible with the Approved NEPA Schematic between stations 1140+00 and 1190+00. This is to accommodate two SH 170 direct connectors: IH35WNB ML and GP to SH 170EB and SH 170WB to IH35WSB ML and GP.
- SH 170 General Purpose Lanes crossing over IH35W
- EB SH 170 to NB IH35W GP and ML direct connector
- SB IH35W GP and ML to WB SH 170 direct connector
- New EB and WB SH 170 Frontage roads

Typical Roadway Section





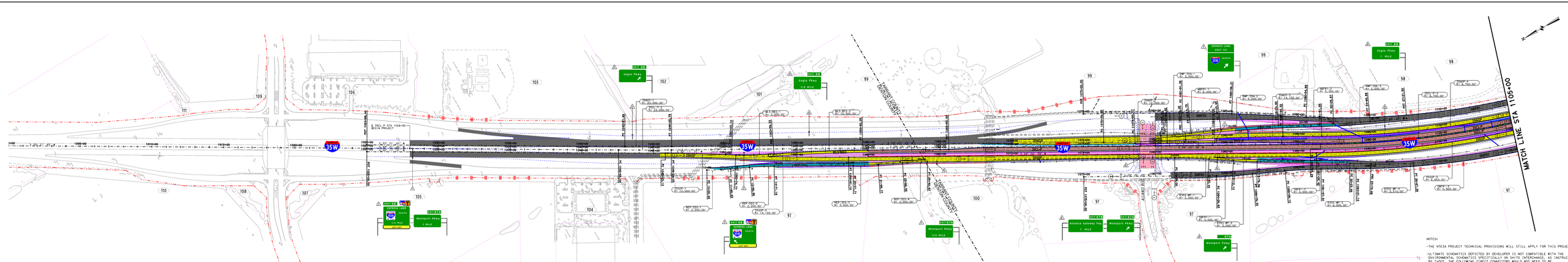
NOTES:

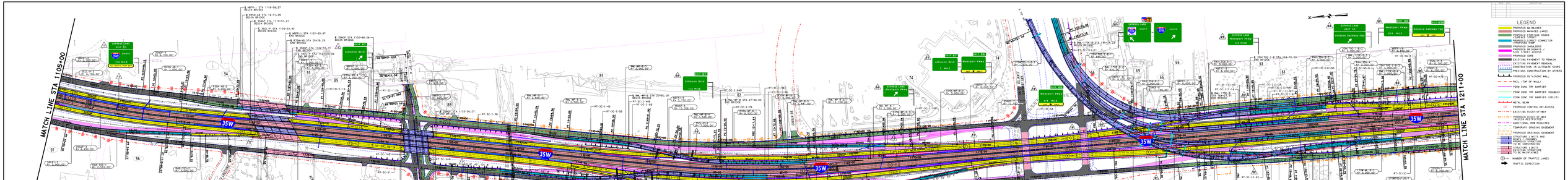
PROPOSER ASSUMES:

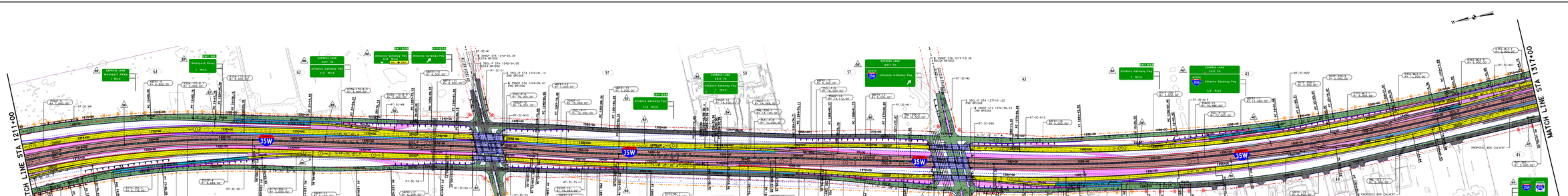
1- THE ACELERATION LANES LENGTH OF DC IH35W TO IH820WB AND ML IH820WB TO IH820WB, HAVE BEEN DESIGNED FOLLOWING FIGURE 3-36 OF ROADWAY DESIGN MANUAL.
2- The vertical design speed for the IH820 EB to IH35W NB ML is 40 MPH. The design will have K values of 44 for crest curves and 64 for sag curves which are for a design speed of 40 mph, instead of 50 MPH.
3- The vertical design speed for the IH35W SB ML to IH820 WB is 45 mph. The design will have K values of 61 for crest curves and 79 for sag curves which are for a design speed of 45 mph, instead 50 MPH.
4- The new Direct Connector IH35W SB ML to IH820 WB will be designed with a radius of 725´ that corresponds to design speed of 45 MPH, instead of 50 MPH.
5- The new Direct Connector IH820 EB to IH35W NB ML will be designed with a radius of 689´ that corresponds to design speed of 45 MPH, instead of 50 MPH.
6- Direct connector ramp connecting IH820 EB to IH35W NB ML shall have a minimum SSD of 305', which correspond to 40 MPH over R=689'
7- Direct connector ramp connecting IH35W SB ML to IH820 WB shall have a minimum SSD of 305', which correspond to 40 MPH over R=725'.

IH35W/I-820 INTERCHANGE INTERIM

SCALE = 1"=200'


35W
EXIT 6B
Eagle Pkwy
1/4 MILE
EXIT 6A
Eagle Pkwy
1/4 MILE
EXPRESS LANES
EXIT 5A
SOUTH
EXIT 5B
Eagle Pkwy
1 MILE
EXPRESS LANES
EXIT 5C
SOUTH
EXIT 5D
Westport Pkwy
1 MILE
EXPRESS LANES
EXIT 5E
SOUTH
EXIT 5F
Westport Pkwy
1/4 MILE
EXIT 5G
Alliance Gateway Fwy
1 MILE
EXIT 5H
Westport Pkwy
1/4 MILE
EXIT 5J
Westport Pkwy
TARRANT COUNTY
DENTON COUNTY
MATCH LINE STA 1105+00
BEGIN PROJECT
BEGIN TI 35W
BEGIN TI 35W
BEGIN TI 35W


MATCH LINE STA 1105+00
MATCH LINE STA 1211+00
35W
EXPRESS LANE
EXIT TO
WESTPORT PKWY
NORTH
1/2 MILE
EXIT 8B
Alliance Blvd
EXIT 8A
Alliance Gateway Fwy
EXIT 9A
Westport Pkwy
EXIT 9B
Westport Pkwy
EXIT 10A
Keller-Hicks Rd
Golden Triangle Blvd
EXIT 10B
Keller-Hicks Rd
Golden Triangle Blvd
EXPRESS LANE
ENTRY FROM
SOUTH
1 MILE
1/4 MILE
1/2 MILE
1/4 MILE
1 MILE
1/2 MILE
1/4 MILE
1 MILE
1/2 MILE
1/4 MILE
1



NOTES:

-THE NTE3A PROJECT TECHNICAL PROVISIONS WILL STILL APPLY FOR THIS PROJECT.

-ULTIMATE SCHEMATICS DEPICTED BY DEVELOPER IS NOT COMPATIBLE WITH THE ENVIRONMENTAL SCHEMATICS SPECIFICALLY ON SH170 INTERCHANGE, AS INSTRUCTED BY TTC, THE ENVIRONMENTAL CONNECTORS WOULD NOT NEED TO BE ACCOMMODATED IN DEVELOPERS DESIGN.
  - NB SH170 TO NB IH35W FOR GPL AND MANAGE LANE.
  - SB IH35W TO NB SH170 FOR GPL AND MANAGE LANE.
  IT IS ASSUMED THAT THE DEVELOPER WILL NEVER BE TASKED ON PROVIDING A SOLUTION FOR THE ENVIRONMENTAL CONNECTORS. THE DEVELOPER ASSUMES IT IS ALSO ASSUMED THAT FWSDOT WILL MODIFY ALL THE ENVIRONMENTAL DOCUMENTS/ SCHEMATICS NEEDED IN ORDER TO REMOVE THE ABOVE DIRECT CONNECTORS.

-PROPOSED ROW DEPICTED IN THIS PLANS IS PRELIMINARY, AND IN NO WAY ARE TO BE USED AS BASIS FOR PARCEL ACQUISITION.

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED CONCRETE ROADS (PAVEMENT)
- PROPOSED FREIGHT CONNECTOR (PAVEMENT)
- PROPOSED SHOULDERS
- PROPOSED OVERHEADS / PROPOSED ACCESS
- PROPOSED BRIDGE
- EXISTING PAVEMENT TO REMAIN
- EXISTING PAVEMENT REMOVAL
- CONSTRUCTION IN ULTIMATE SCOPE
- PREVIOUSLY CONSTRUCTED BY OTHERS
- PROPOSED RETAINING WALL
- RAIL, TOP OF WALL
- PERM CONC TRF BARRIER
- PERM CONC TRF BARRIER (DOUBLE)
- PERM CONC TRF BARRIER (SPLIT)
- METAL BEAM
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED EXISTING RIGHT-OF-WAY
- ADDITIONAL ROW REQUIRED
- TEMPORARY GRADING EASEMENT
- PROPOSED DRAINAGE EASEMENT
- STRUCTURE LIMITS AND PROPOSED TEMPORARY PROVISIONS TO BE CONSTRUCTED
- UTILITIES LIMITS AND PROPOSED TEMPORARY PROVISIONS TO BE MAINTAINED
- NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION

PRELIMINARY

Texas Department of Transportation

ferrovial agroman

FOR CONTRACT NO. 0172-03-001 DBA CONTRACTOR: FERROVIAL AGROMAN

NORTH TARRANT EXPRESS - SEGMENT 3C
MINIMUM BASE SCOPE - CONCEPT PLAN

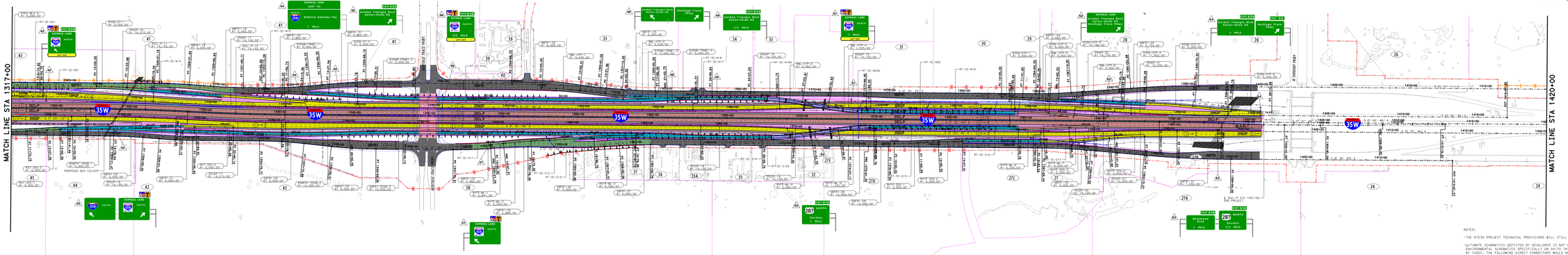
IH 35W
PLAN

STA 1211+00 TO STA 1317+00

SCALE: 1" = 200' | SHEET 3 OF 5

DATE	BY	REVISION
XX XXXX	XXXX	ROW-CP

TEXAS	FT. WORTH	TARRANT / DENTON
XXXX	XX	1X0X0



NOTES:

-THE NTE35W PROJECT TECHNICAL PROVISIONS WILL STILL APPLY FOR THIS PROJECT.

-ULTIMATE SCHEMATICS DEPICTED BY DEVELOPER IS NOT COMPATIBLE WITH THE ENVIRONMENTAL SCHEMATICS SPECIFICALLY ON SHTTO INTERCHANGE, AS INSTRUCTED BY TTC, THE ENVIRONMENTAL SCHEMATICS WOULD NOT NEED TO BE ACCOMMODATED IN DEVELOPERS DESIGN.
•EB SHTTO TO NB I-35W FOR GPL AND MANAGE LANE.
•SB I-35W TO WB SHTTO FOR GPL AND MANAGE LANE.
IT IS ASSUMED THAT THE DEVELOPER WILL NEVER BE TASKED ON PROVIDING A DIRECT CONNECTOR FOR THE ABOVE TWO MOVEMENTS. ALSO ASSUMED THAT IT IS ALSO ASSUMED THAT TxDOT WILL MODIFY ALL THE ENVIRONMENTAL DOCUMENTS/ SCHEMATICS NEEDED IN ORDER TO REMOVE THE ABOVE DIRECT CONNECTORS.

-PROPOSED ROW DEPICTED IN THIS PLANS IS PRELIMINARY, AND IN NO WAY ARE TO BE USED AS BASIS FOR PARCEL ACQUISITION.

REVISION			
DATE	BY	DESCRIPTION	

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED CROSSING ROADS
- PROPOSED RAMPS
- PROPOSED DIRECT CONNECTOR
- PROPOSED CURB
- PROPOSED SHOULDERS
- PROPOSED DRIVEWAYS / ACCESS / SIDE ROADS
- PROPOSED GORE
- EXISTING PAVEMENT TO REMAIN
- EXISTING PAVEMENT REMOVAL
- CONSTRUCTION IN ULTIMATE SCOPE (PREVIOUS SECTION BY OTHERS)
- PROPOSED RETAINING WALL
- RAIL / TOP OF WALL
- PERM CONC TRF BARRIER
- PERM CONC TRF BARRIER (DOUBLE)
- PERM CONC TRF BARRIER (SPLIT)
- METAL BEAM
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (PRELIMINARY)
- ADDITIONAL ROW REQUIRED
- TEMPORARY GRADING EASEMENT
- PROPOSED DRAINAGE EASEMENT
- STRUCTURE LIMITS AND PROPOSED FUTURE STRUCTURE TO BE CONSTRUCTED
- STRUCTURE LIMITS AND PROPOSED FUTURE STRUCTURE TO BE MAINTAINED
- NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION

PRELIMINARY

Texas Department of Transportation

ferrovial agroman F-12649

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NORTH TARRANT EXPRESS - SEGMENT 3C
MINIMUM BASE SCOPE - CONCEPT PLAN

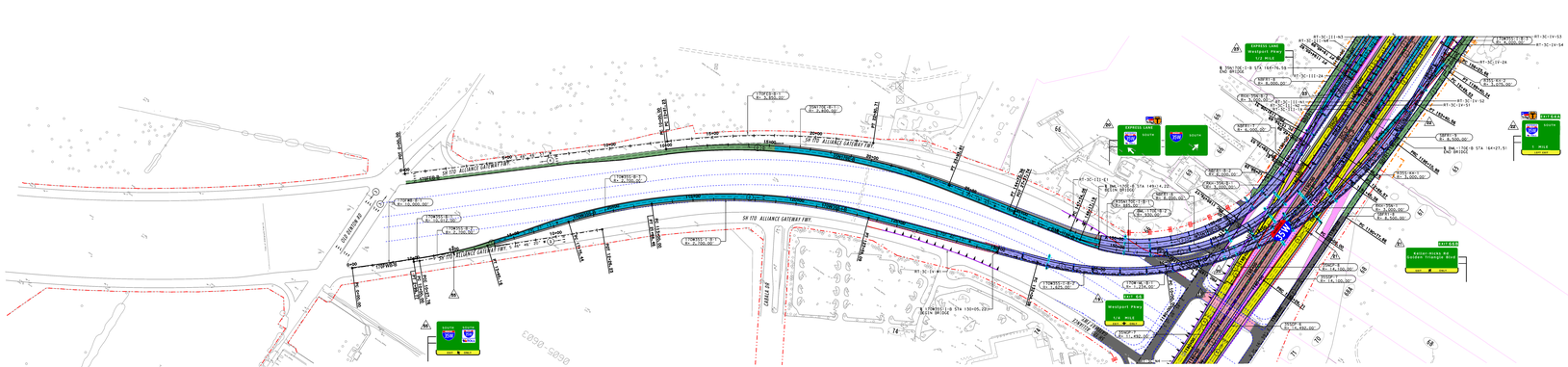
IH 35W PLAN

STA 1317+00 TO END

SCALE: 1" = 200'
DGN. NO. FEDERAL AID PROJECT NO. SHEET NO.
IH 35W/XXX/XXX NONE

STATE	DISTRICT	COUNTY	CONTROL	SECTION	JOB	HIGHWAY
TEXAS	FT. WORTH	TARRANT	0014	03	105	IH 35W

DESIGNED	CHECKED	DRAWN	REVIEWED	SUPERVISED	DATE
XXX	XX	XXX	XXX	XXX	12/09/21


SH 170 ALLIANCE GATEWAY FWY.
SH 170 ALLIANCE GATEWAY FWY.
SH 170 ALLIANCE GATEWAY FWY.
SH 170
EXPRESS LANE
Westport Pkwy
1/2 MILE
EXPRESS LANE
SOUTH
SOUTH
SOUTH