

**North Tarrant Express CDA  
Segment 3A/B Facility Project**

**Public Hearing  
For  
Disclosure of Financial Information**

**IH 35W: Segment 3A From IH 30 to North of IH 820 (Fossil Creek Blvd.)  
and Segment 3B From North of IH 820 to North Tarrant Parkway**

**SUMMARY AND ANALYSIS / RECOMMENDATIONS**

**North Tarrant Express CDA  
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**Summary and Analysis/Recommendations**

**IH 35W: Segment 3A From IH 30 to North of IH 820 (Fossil Creek Blvd.)  
and Segment 3B From North of IH 820 to North Tarrant Parkway**

**District/County:** Fort Worth / Tarrant County

**CSJs:** 0014-16-179, 0014-16-268, 0014-16-252, 0081-12-041

**Public Hearing:** The purpose of the public hearing was to provide disclosure of financial and contractual information regarding the Segment 3A/3B phase of the North Tarrant Express (NTE) construction project to be delivered through the NTE Comprehensive Development Agreement. This phase consists of the portion of the NTE project along I-35W; Segment 3A is from IH 30 to North of IH 820 to North of IH 820 (Fossil Creek Boulevard) and Segment 3B is from North of IH 820 to North Tarrant Parkway. The hearing provided financial information related to, and an opportunity for public comments regarding: project financing, duration of tolling, method for setting toll rates, competing facilities, termination for convenience, toll rates, methodology for increasing toll rates, construction, operations/maintenance and concession payments.

**Proposed Improvements:** The proposed improvements to be complete by 2018 will reconstruct the existing general purpose and frontage roads along I-35W as well as adding new managed lanes in the median. Auxiliary lanes will be provided along the general purpose lanes between entrance/exit ramps and additional frontage roads will be provided at distinct locations. In addition, two Managed Lanes in each direction will be provided in the median as well as tolled and non-tolled direct connectors at the I-35W/I-820 interchange as well as direct connectors in other locations. A concrete traffic barrier separation will exist between the managed lanes and the general purpose lanes. Delivery of one additional general purpose lanes in each direction north of IH 820 and one to two general purpose lanes in each direction south of IH 820 is targeted for 2030. TxDOT has the right to require that some or all of these additional improvements targeted for 2030 be constructed by the Developer at any time for an additional public subsidy. The additional improvements could also be delivered earlier if traffic conditions warrant a need for increased capacity.

**Need and Purpose of the Project:** Transportation improvements are needed along the IH 35W corridor to address current and projected traffic demands and facility deficiencies. The traffic demand results from many causes, including high population growth, proximity to employment centers, lack of sufficient alternative travel routes, and high use of single occupancy vehicles along the corridors. There are insufficient lanes on the current facility to carry the existing and projected traffic demand. The high traffic volumes on the highway result in many effects, including slow travel speeds and extended hours of congestion, increased accidents, and increased air emissions.

The purpose of the proposed project is to improve mobility throughout the corridor to relieve existing traffic congestion, improve local traffic circulation, improve air quality, and accommodate future travel demand.

TxDOT is experiencing a monetary shortfall/gap to fund the needed major roadway improvements and the proposed public-private partnership is the best method TxDOT has employed to finance, design, construct, and maintain the IH 35W corridor. Without the public-private partnership, this roadway expansion would be substantially delayed or not constructed.

**Environmental Document Approval:** The Federal Highway Administration (FHWA) approved the environmental assessment and issued a Finding of No Significant Impact (FONSI) for IH 35W Segment 3A on August 24, 2012 and Segment 3B/C on March 21, 2012.

**Notices and Articles:** The notices of NTE's Public Hearing were published in the Fort Worth Star-Telegram on Tuesday, October 9, and Tuesday, October 16, 2012, and in the Alliance Regional Newspapers (Times Register, Grapevine Courier, Colleyville Courier, Keller Citizen and Southlake Journal) on Wednesday October 10; and Wednesday, October 17, 2012. In addition, a Spanish version of the notice was published in Al Dia on Wednesday, October 10, 2012 and Wednesday, October 17, 2012.

**Public Hearing Date and Place:** The public hearing was held on October 11, 2012 at 6:00 p.m., at the Texas Department of Transportation Regional Training Center, 2501 Southwest Loop 820, Fort Worth, TX 76133.

**Attendance:** Approximately 28 people attended the public hearing. Of these, approximately 6 were private citizens. The remaining attendees were from TxDOT, consultants, and representatives of the North Tarrant Express. No verbal or written comments were received.

**Conducted by:** Ms. Maribel P. Chavez, District Engineer for the Fort Worth District of TxDOT, explained the public hearing process and Mr. Randy C. Redmond, Director for the TxDOT DFW Strategic Projects Office explained the details regarding project financing, duration of tolling, method for setting toll rates, competing facilities, termination for convenience, toll rates, methodology for increasing toll rates, construction, operations/maintenance, and concession payments.

**Exhibits:** Plans illustrating the proposed project, schematics and copies of the NTE CDA Contract Documents were made available for public viewing and comment at the public hearing site. The same materials are available by U.S. mail addressed to Ms. Maribel P. Chavez, P.E., Texas Department of Transportation, P.O. Box 6868, Fort Worth, Texas 76115 or e-mail as set forth on the project web page, TxDOT's Fort Worth District office, and on TxDOT's website at [www.txdot.gov](http://www.txdot.gov).

**Comments from Elected / Public Officials:**

No comments were received for the above subject public hearing.