Texas Department of Transportation
Book 2 - Technical Provisions

North Tarrant Express Project
Segments 3A and 3B Facility

Attachment 11-1
Approved Design Deviations

September 30, 2012

[THE ELECTRONIC VERSION OF THIS ATTACHMENT WILL CONTAIN THE DGN FILES.]

RFI #14

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 14

Date: October 15, 2009

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.320.4480
Fax: 214.320.4488
E-Mail: MMACGRE@dot.state.tx.us

Subject: Design Speeds Segment 3A

Attachments: **None**

Information / Clarification Request:

NTE Mobility Partners 2-4, LLC requests that TxDOT would clarify the design Speed, and Roadway Classification for the different Roadway components of NTE Segment 3A. The North Tarrant Express Segments 2-4 on Section 1.2.1 (a) (3) establishes that the Official Technical Provisions for Concession CDA is the Book 3 ¨Programmatic Technical Provisions¨, but such Technical provisions on Book 3 Chapter 11 do not specify the Geometric Design Criteria for the different Roadway components. For Segments 3A. The Developer will like to propose the following Design Speeds and Roadway Classification for TxDOT´s Consideration:

Roadway	Roadway Classification	Design Speed (mph)
Mainlanes	Urban Freeway or Tollway	70
Direct Connectors	Urban Freeway or Tollway	50
Frontage Roads	Low Speed Urban Street	40
Crossing Streets	Low Speed Urban Street	30-40

Please note that the above mentioned Design Speeds (Excluding Mainlanes Design Speed), and Roadway Classifications are the same than the NTE Segments 1A, 1B, and 2C.

Response Needed by (date): Oct 19, 2009

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 2, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 14: Design Speeds Segment 3A

We Are Sending You:

Copies	Date	No.	Description
1	12/02/09	1	RFI #14 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 14

Date: October 15, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: Design Speeds Segment 3A

Attachments: **None**

Information / Clarification Request:

NTE Mobility Partners 2-4, LLC requests that TxDOT would clarify the design Speed, and Roadway Classification for the different Roadway components of NTE Segment 3A. The North Tarrant Express Segments 2-4 on Section 1.2.1 (a) (3) establishes that the Official Technical Provisions for Concession CDA is the Book 3 ¨Programmatic Technical Provisions¨, but such Technical provisions on Book 3 Chapter 11 do not specify the Geometric Design Criteria for the different Roadway components. For Segments 3A. The Developer will like to propose the following Design Speeds and Roadway Classification for TxDOT´s Consideration:

Roadway	Roadway Classification	Design Speed (mph)
Mainlanes	Urban Freeway or Tollway	70
Direct Connectors	Urban Freeway or Tollway	50
Frontage Roads	Low Speed Urban Street	40
Crossing Streets	Low Speed Urban Street	30-40

Please note that the above mentioned Design Speeds (Excluding Mainlanes Design Speed), and Roadway Classifications are the same than the NTE Segments 1A, 1B, and 2C.

Response Needed by (date): Oct 19, 2009

Response:

Roadway facilities, design speeds and classifications shall be in accordance with the attached Draft MDP Geometric Design Criteria.

Ultimate design characteristics such as superelevation, horizontal curvature, vertical curvature, etc. shall meet or exceed the values shown in the Draft MDP Design Criteria.

Design should maximize design criteria where possible to maximize safety and operation of the facilities.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: December 2, 2009

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

DRAFT
8/24/2011

NORTH TARRANT EXPRESS MDP CDA: Geometric Design Criteria						
	Mainlanes (GP and ML)	**Frontage Roads**	**Ramps/Direct Connectors**	**City Street**	**Collector-Distributor**	**Loop Ramps (35NB280)**
General						
Roadway Classification	Urban Freeway or Tollway	Low Speed Urban Street	Urban Freeway or Tollway	Low Speed Urban Street	Urban Collector	Low Speed Urban Street
Design Speed	Seg 2E: 60 mph Seg 3A: 70 mph Seg 3A (South End of Project): 55 mph Seg 3A (SH 121): 55 mph Seg 3A (Spur 280): 55 mph Seg 3B/C: 70 mph	40 mph	Seg 2E: 45 mph Seg 3A: 50 mph Seg 3B/C: 50 mph See Note 19.	Seg 2E: 30 mph Seg 3A: 35 mph Seg 3 B/C: 35 mph	40 mph	25 mph
Stopping Sight Distance See Note 2.	Seg 2E: 570' Seg 3A: 730' See Note 12. Seg 3A (South End of Project): 495' Seg 3A (SH 121): 495' Seg 3A (Spur 280): 495' See Note 15. Seg 3B/C: 730'	305'	Seg 2E: 360' Seg 3A: 425' See Note 8, 10, 13, 14. Seg 3B/C: 425'	Seg 2E: 200' Seg 3A: 250' Seg 3B/C: 250'	305'	155'
Horizontal Alignment						
Maximum Super-Elevation Rate	6%	N/A	6%	N/A	6%	6%
Minimum Radius of Curvature	Seg 2E: 1340' Seg 3A: 2050' Seg 3A (South End of Project): 1065' Seg 3A (SH 121): 1065' Seg 3A (Spur 280): 1065' Seg 3B/C: 2050'	675'	Seg 2E: 660' Seg 3A: 835' Seg 3B/C: 835'	Seg 2E: 300' Seg 3A: 465' Seg 3B/C: 465'	510'	185'
Vertical Alignment						
Minimum Grade	0.35%	0.35%	0.35%	0.35%	0.35%	0.35%
Maximum Grade	Seg 2E: 3% Seg 3A: 3% Seg 3A (South End of Project): 4% Seg 3A (SH 121): 4% Seg 3A (Spur 280): 4% Seg 3B/C: 3%	7.00%	4% See Note 3.	7.00%	5.00%	7.00%
Vertical Curve Length Crest (min. K-Value)	Seg 2E: 151 Seg 3A: 247 Seg 3A (South End of Project): 114 Seg 3A (SH 121): 114 Seg 3A (Spur 280): 114 Seg 3B/C: 247	44	Seg 2E: 61 Seg 3A: 84 Seg 3B/C: 84	Seg 2E: 19 Seg3A: 29 Seg 3B/C: 29	44	12
Vertical Curve Length Sag (min. K-Value)	Seg 2E:136 Seg 3A: 181 Seg 3A (South End of Project): 115 Seg 3A (SH 121): 115 Seg 3A (Spur 280): 115 Seg 3B/C: 181	64	Seg 2E: 79 Seg 3A: 96 Seg 3B/C: 96	Seg 2E: 37 Seg 3A: 49 Seg 3B/C: 49	64	26
Cross-Section						
Lane Width	12'	12' Lanes 24' for U-Turns	14' (single lane) 12' per Lane (multi-lane)	12'	12'	14'
Shoulder Width (min.):						
Inside Shoulder	4' (2 or less lanes) 10' (3 or more lanes)	N/A (curbed)	4' See Note 2.	N/A (curbed)	4' (2 or less lanes) 10' (3 or more lanes)	4'
Outside Shoulder	10'	N/A (curbed)	8' See Note 2.	N/A (curbed)	10'	8'
Curb Offset	N/A	2' Outside 1' Inside	N/A	2'	2'	N/A
Cross-Slope (typical)						
Managed Lanes:	2.50%					
General Purpose Lanes:	2.50%	2.00%	2.00%	2.00%	2.00%	2.00%

DRAFT
8/24/2011

NORTH TARRANT EXPRESS MDP CDA: Geometric Design Criteria

	Mainlanes (GP and ML)	Frontage Roads	Ramps/Direct Connectors	City Street	Collector-Distributor	Loop Ramps (35NB280)
Clear Zone						
Distance from Edge of Travel Lane Unless Noted Otherwise	30'	3' (measured from face of curb) See Note 1.	16'	3' (measured from face of curb) See Note 1.	16'	16'
Side Slopes:						
•Within Clear Zone	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max
•Outside Clear Zone	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max
Vertical Clearance (Minimum)						
Over Roadway	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Streets	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Railroad	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"
Over Electrified Light Rail	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"
Overhead Signs	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"
Pedestrian Crossings	17'-6"	17'-6"				
Other						
Design Vehicle	WB-50	WB-50	WB-50	WB-50	WB-50	WB-50
Driveway Radius	N/A	30' min commercial 15' min residential	N/A	30' min commercial 15' min residential	N/A	N/A

Notes:

1. The face of the new bridge columns shall be located 6 feet or more from the face of curb
2. To mitigate restrictions on the design imposed by sight distance, it is acceptable to position the 8-foot shoulder on the inside of the curve and the 4-foot shoulder on the outside of the curve.
3. Ramps and direct connectors shall have a maximum grade of 4% with the exception of the following listed ramps and direct connectors in Segment 3A which shall have a maximum slope of 5%. However, Developer shall prepare the design using Good Industry Practice using flatter grades where possible:
   a. Ramp connecting IH35W SB to IH 30 at south end of project to tie to existing;
   b. Ramp connecting IH35W SB to Northside Dr. from STA 8+78.00 to 28+50.00;
   c. Ramp connecting IH35W SB to Northside Dr. from STA 28+50.00 to 36+50.00;
   d. Ramp connecting Weatherford to IH 35W SB from STA 16+68.00 to 23+90.00;
   e. Ramp connecting SH 121 SB to Belknap from STA 32+45.00 to 46+85.00;
   f. Ramp connecting SH 183 to IH 35W SB from STA 18+25.00 to 22+00.00;
   g. Ramp connecting Weatherford to SH 121 NB from STA 23+06.66 to 35+28.67; and,
   h. Ramp connecting IH 30 EB to IH35W NB at south end of project.

Segment 2E:

4. WR 500 from STA 500+00.00 to 526+86.58 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 7/7/2009.

Segment 3A:

5. STEADMAN from STA 10+00.00 to 19+30.00 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
6. WEA-BEL from STA 10+00.00 to 31+24.17 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
7. 121SB from STA 52+77.00 to 115+85.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
8. DC 121SB from STA 52+77.00 to 115+85.36 shall have a minimum SSD for 45 mph design speed.
9. 121NB from STA 52+77.00 to 101+01.93 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
10. DC 121NB from STA 52+77.00 to 101+01.93 shall have a minimum SSD for 45 mph design speed.
11. 35WML from STA 883+62.35 to 908+25.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
12. 35WML from STA 727+66.92 to 743+00.25 shall have a minimum SSD for 60 mph design speed.
13. DC IH35W SB-121 NB from STA 44+59.80 to 59+88.47 shall have a minimum SSD for 40 mph design speed.
14. DC 280-121NB from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.
15. SPUR 280 shall have a minimum SSD for 45 mph design speed.
16. The following roadways shall be classified as Collector-Distributor per revised schematics:
    a. Roadway connecting Spur 280 to IH35W SB;
    b. Roadway connecting Spur 280 to SH121 NB;
    c. Roadway connecting SH121 SB to Spur 280; and,
    d. Roadway connecting SH121 SB to IH35W NB;
17. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.
18. SPUR 280 to SH121 NB Ramp from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.

Segment 3B/C:

19. Ramp IH 35W SB-US 287 shall have a Design Speed = 40 mph.

RFI #15

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 15

Date: October 15, 2009

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.320.4480
Fax: 214.320.4488
E-Mail: MMACGRE@dot.state.tx.us

Subject: Design Speeds Segment 3B

Attachments: **None**

Information / Clarification Request:

NTE Mobility Partners 2-4, LLC requests that TxDOT would clarify the design Speed, and Roadway Classification for the different Roadway components of NTE Segment 3B. The North Tarrant Express Segments 2-4 on Section 1.2.1 (a) (3) establishes that the Official Technical Provisions for Concession CDA is the Book 3 ¨Programmatic Technical Provisions¨, but such Technical provisions on Book 3 Chapter 11 do not specify the Geometric Design Criteria for the different Roadway components. For Segments 3B. The Developer will like to propose the following Design Speeds and Roadway Classification for TxDOT´s Consideration:

Roadway	Roadway Classification	Design Speed (mph)
Mainlanes	Urban Freeway or Tollway	70
Direct Connectors	Urban Freeway or Tollway	50
Frontage Roads	Low Speed Urban Street	40
Crossing Streets	Low Speed Urban Street	30-40

Please note that the above mentioned Design Speeds (Excluding Mainlanes Design Speed), and Roadway Classifications are the same than the NTE Segments 1A, 1B, and 2C.

Response Needed by (date): Oct 19, 2009

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 2, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 15: Design Speeds Segment 3B

We Are Sending You:

Copies	Date	No.	Description
1	12/02/09	1	RFI #15 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 15

Date: October 15, 2009

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: Design Speeds Segment 3B

Attachments: **None**

Information / Clarification Request:

NTE Mobility Partners 2-4, LLC requests that TxDOT would clarify the design Speed, and Roadway Classification for the different Roadway components of NTE Segment 3B. The North Tarrant Express Segments 2-4 on Section 1.2.1 (a) (3) establishes that the Official Technical Provisions for Concession CDA is the Book 3 ¨Programmatic Technical Provisions¨, but such Technical provisions on Book 3 Chapter 11 do not specify the Geometric Design Criteria for the different Roadway components. For Segments 3B. The Developer will like to propose the following Design Speeds and Roadway Classification for TxDOT´s Consideration:

Roadway	Roadway Classification	Design Speed (mph)
Mainlanes	Urban Freeway or Tollway	70
Direct Connectors	Urban Freeway or Tollway	50
Frontage Roads	Low Speed Urban Street	40
Crossing Streets	Low Speed Urban Street	30-40

Please note that the above mentioned Design Speeds (Excluding Mainlanes Design Speed), and Roadway Classifications are the same than the NTE Segments 1A, 1B, and 2C.

Response Needed by (date): Oct 19, 2009

Response:

Roadway facilities, design speeds and classifications shall be in accordance with the attached Draft MDP Geometric Design Criteria.

Ultimate design characteristics such as superelevation, horizontal curvature, vertical curvature, etc. shall meet or exceed the values shown in the Draft MDP Design Criteria.

Design should maximize design criteria where possible to maximize safety and operation of the facilities.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: December 2, 2009

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

DRAFT
8/24/2011

NORTH TARRANT EXPRESS MDP CDA: Geometric Design Criteria						
	Mainlanes (GP and ML)	**Frontage Roads**	**Ramps/Direct Connectors**	**City Street**	**Collector-Distributor**	**Loop Ramps (35NB280)**
General						
Roadway Classification	Urban Freeway or Tollway	Low Speed Urban Street	Urban Freeway or Tollway	Low Speed Urban Street	Urban Collector	Low Speed Urban Street
Design Speed	Seg 2E: 60 mph Seg 3A: 70 mph Seg 3A (South End of Project): 55 mph Seg 3A (SH 121): 55 mph Seg 3A (Spur 280): 55 mph Seg 3B/C: 70 mph	40 mph	Seg 2E: 45 mph Seg 3A: 50 mph Seg 3B/C: 50 mph See Note 19.	Seg 2E: 30 mph Seg 3A: 35 mph Seg 3 B/C: 35 mph	40 mph	25 mph
Stopping Sight Distance See Note 2.	Seg 2E: 570' Seg 3A: 730' See Note 12. Seg 3A (South End of Project): 495' Seg 3A (SH 121): 495' Seg 3A (Spur 280): 495' See Note 15. Seg 3B/C: 730'	305'	Seg 2E: 360' Seg 3A: 425' See Note 8, 10, 13, 14. Seg 3B/C: 425'	Seg 2E: 200' Seg 3A: 250' Seg 3B/C: 250'	305'	155'
Horizontal Alignment						
Maximum Super-Elevation Rate	6%	N/A	6%	N/A	6%	6%
Minimum Radius of Curvature	Seg 2E: 1340' Seg 3A: 2050' Seg 3A (South End of Project): 1065' Seg 3A (SH 121): 1065' Seg 3A (Spur 280): 1065' Seg 3B/C: 2050'	675'	Seg 2E: 660' Seg 3A: 835' Seg 3B/C: 835'	Seg 2E: 300' Seg 3A: 465' Seg 3B/C: 465'	510'	185'
Vertical Alignment						
Minimum Grade	0.35%	0.35%	0.35%	0.35%	0.35%	0.35%
Maximum Grade	Seg 2E: 3% Seg 3A: 3% Seg 3A (South End of Project): 4% Seg 3A (SH 121): 4% Seg 3A (Spur 280): 4% Seg 3B/C: 3%	7.00%	4% See Note 3.	7.00%	5.00%	7.00%
Vertical Curve Length Crest (min. K-Value)	Seg 2E: 151 Seg 3A: 247 Seg 3A (South End of Project): 114 Seg 3A (SH 121): 114 Seg 3A (Spur 280): 114 Seg 3B/C: 247	44	Seg 2E: 61 Seg 3A: 84 Seg 3B/C: 84	Seg 2E: 19 Seg3A: 29 Seg 3B/C: 29	44	12
Vertical Curve Length Sag (min. K-Value)	Seg 2E:136 Seg 3A: 181 Seg 3A (South End of Project): 115 Seg 3A (SH 121): 115 Seg 3A (Spur 280): 115 Seg 3B/C: 181	64	Seg 2E: 79 Seg 3A: 96 Seg 3B/C: 96	Seg 2E: 37 Seg 3A: 49 Seg 3B/C: 49	64	26
Cross-Section						
Lane Width	12'	12' Lanes 24' for U-Turns	14' (single lane) 12' per Lane (multi-lane)	12'	12'	14'
Shoulder Width (min.):						
Inside Shoulder	4' (2 or less lanes) 10' (3 or more lanes)	N/A (curbed)	4' See Note 2.	N/A (curbed)	4' (2 or less lanes) 10' (3 or more lanes)	4'
Outside Shoulder	10'	N/A (curbed)	8' See Note 2.	N/A (curbed)	10'	8'
Curb Offset	N/A	2' Outside 1' Inside	N/A	2'	2'	N/A
Cross-Slope (typical)						
Managed Lanes:	2.50%					
General Purpose Lanes:	2.50%	2.00%	2.00%	2.00%	2.00%	2.00%

DRAFT
8/24/2011

NORTH TARRANT EXPRESS MDP CDA: Geometric Design Criteria

	Mainlanes (GP and ML)	Frontage Roads	Ramps/Direct Connectors	City Street	Collector-Distributor	Loop Ramps (35NB280)
Clear Zone						
Distance from Edge of Travel Lane Unless Noted Otherwise	30'	3' (measured from face of curb) See Note 1.	16'	3' (measured from face of curb) See Note 1.	16'	16'
Side Slopes:						
•Within Clear Zone	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max
•Outside Clear Zone	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max
Vertical Clearance (Minimum)						
Over Roadway	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Streets	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Railroad	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"
Over Electrified Light Rail	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"
Overhead Signs	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"
Pedestrian Crossings	17'-6"	17'-6"				
Other						
Design Vehicle	WB-50	WB-50	WB-50	WB-50	WB-50	WB-50
Driveway Radius	N/A	30' min commercial 15' min residential	N/A	30' min commercial 15' min residential	N/A	N/A

Notes:

1. The face of the new bridge columns shall be located 6 feet or more from the face of curb
2. To mitigate restrictions on the design imposed by sight distance, it is acceptable to position the 8-foot shoulder on the inside of the curve and the 4-foot shoulder on the outside of the curve.
3. Ramps and direct connectors shall have a maximum grade of 4% with the exception of the following listed ramps and direct connectors in Segment 3A which shall have a maximum slope of 5%. However, Developer shall prepare the design using Good Industry Practice using flatter grades where possible:
   a. Ramp connecting IH35W SB to IH 30 at south end of project to tie to existing;
   b. Ramp connecting IH35W SB to Northside Dr. from STA 8+78.00 to 28+50.00;
   c. Ramp connecting IH35W SB to Northside Dr. from STA 28+50.00 to 36+50.00;
   d. Ramp connecting Weatherford to IH 35W SB from STA 16+68.00 to 23+90.00;
   e. Ramp connecting SH 121 SB to Belknap from STA 32+45.00 to 46+85.00;
   f. Ramp connecting SH 183 to IH 35W SB from STA 18+25.00 to 22+00.00;
   g. Ramp connecting Weatherford to SH 121 NB from STA 23+06.66 to 35+28.67; and,
   h. Ramp connecting IH 30 EB to IH35W NB at south end of project.

Segment 2E:

4. WR 500 from STA 500+00.00 to 526+86.58 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 7/7/2009.

Segment 3A:

5. STEADMAN from STA 10+00.00 to 19+30.00 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
6. WEA-BEL from STA 10+00.00 to 31+24.17 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
7. 121SB from STA 52+77.00 to 115+85.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
8. DC 121SB from STA 52+77.00 to 115+85.36 shall have a minimum SSD for 45 mph design speed.
9. 121NB from STA 52+77.00 to 101+01.93 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
10. DC 121NB from STA 52+77.00 to 101+01.93 shall have a minimum SSD for 45 mph design speed.
11. 35WML from STA 883+62.35 to 908+25.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
12. 35WML from STA 727+66.92 to 743+00.25 shall have a minimum SSD for 60 mph design speed.
13. DC IH35W SB-121 NB from STA 44+59.80 to 59+88.47 shall have a minimum SSD for 40 mph design speed.
14. DC 280-121NB from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.
15. SPUR 280 shall have a minimum SSD for 45 mph design speed.
16. The following roadways shall be classified as Collector-Distributor per revised schematics:
    a. Roadway connecting Spur 280 to IH35W SB;
    b. Roadway connecting Spur 280 to SH121 NB;
    c. Roadway connecting SH121 SB to Spur 280; and,
    d. Roadway connecting SH121 SB to IH35W NB;
17. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.
18. SPUR 280 to SH121 NB Ramp from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.

Segment 3B/C:

19. Ramp IH 35W SB-US 287 shall have a Design Speed = 40 mph.

RFI #16

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 16

Date: October 15, 2009

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.320.4480
Fax: 214.320.4488
E-Mail: MMACGRE@dot.state.tx.us

Subject: Request for Horizontal Alignment Clarifications of segments 2E and 3A

Attachments: **TABLE FOR REQUEST FOR CLARIFICATIONS 16.pdf**

Information / Clarification Request:

NTE Mobility Partners 2-4, LLC has attached the file TABLE FOR REQUEST FOR CLARIFICATIONS 14.pdf. The Developer requests from TxDOT to respond to the different request for clarification that are listed on the attached file with respect to Horizontal Alignments for Segments 2E and 3A.

Response Needed by (date): Oct 19, 2009

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other**

REQUEST FOR CLARIFICATIONS IN HORIZONTAL GEOMETRY

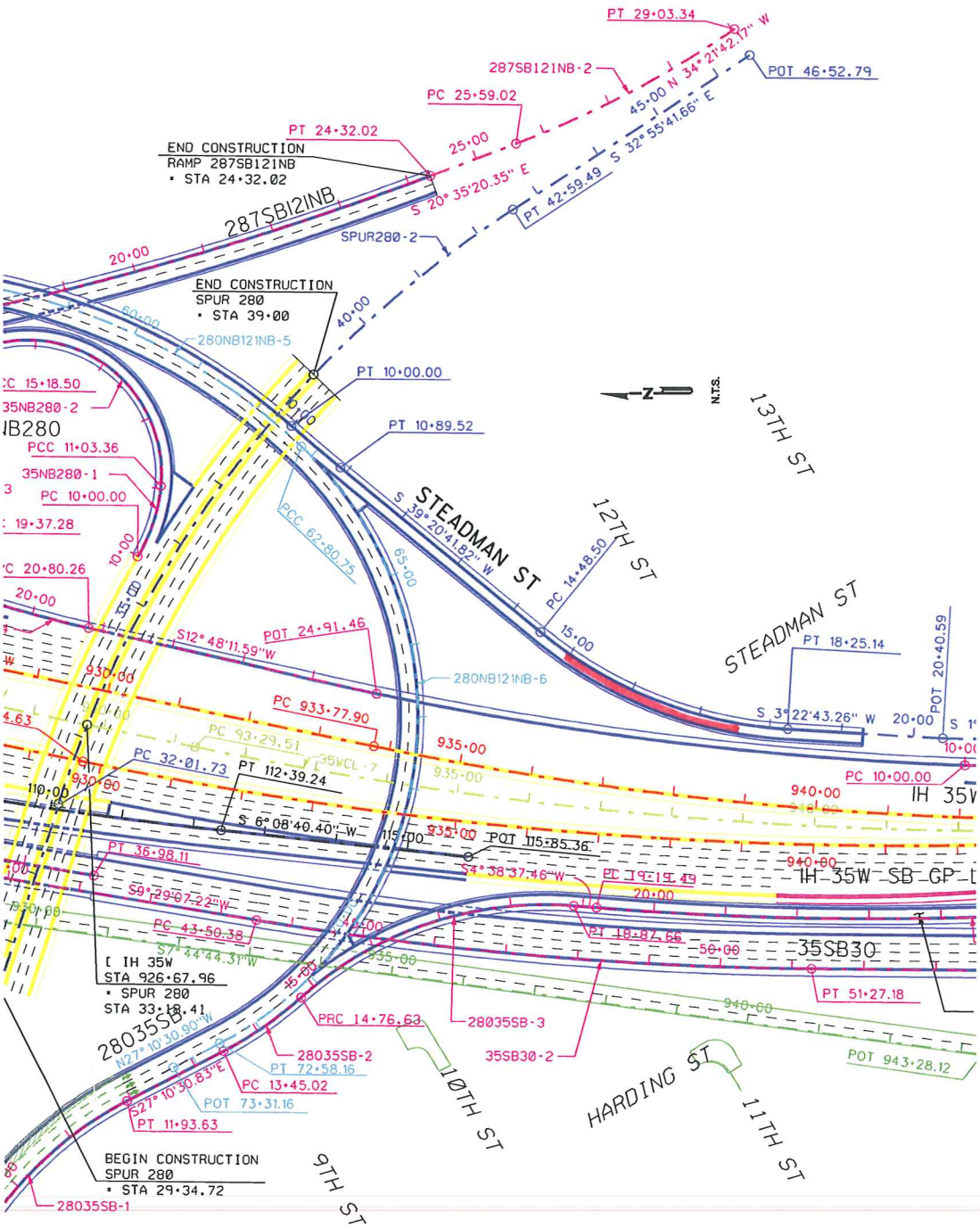
Segment	Alignment name	Type	Description	From	To	Request
2E	WR 500	Connector	Connection between 2 FR	85+26.00	8542+26.00	Request from TxDOT that this Connector be considered a Frontage Road, and as such be classified as a Low Speed Urban Street with 40 mph Design Speed. This DC connects frontage road to frontage road.
3A	STEADMAN	Connector	STEADMAN	15+03.20	17+30.21	Request from TxDOT to confirm that this alignment is a Low Speed Urban St
3A	WEA-BEL	SH121 FRN Ramp	FR Connection SH121 NB&SB	10+00	31+24.17	Request that this Ramp be considered a Frontage Road, and as such be classified as a Low Speed Urban Street with 40 mph Design Speed. This Ramp connects frontage road to frontage road.
3A	121SB	GPL	SH121 SB GPL	52+77.00	115+85.36	Request from TxDOT to confirm that the alignment is a connector between the Referenced Stations (Design Speed of 50 mph)
3A	121SB	GPL	SH121 NB GPL	52+77.00	101+01.93	Request from TxDOT to confirm that the alignment is a connector between the Referenced Stations (Design Speed of 50 mph)
3A	35WML	ML	ML	883+62.35	908+25.36	Request from TxDOT to confirm that the alignment is a connector between the Referenced Stations (Design Speed of 50 mph)

```
<*        5   Describe Chain STEADMN

Chain STEADMN contains:
 CUR STEADMN-1 CUR STEADMN-2 801 802

Beginning chain STEADMN description
==============================================================================

                                  Curve Data
                                 *----------*

Curve STEADMN-1
P.I.  Station            10+44.76  N      6,960,561.5023  E      2,332,131.7952
Delta        =       1° 47' 25.22" (LT)
Degree       =       2° 00' 00.00"
Tangent      =             44.7621
Length       =             89.5170
Radius       =          2,864.7889
External     =              0.3497
Long Chord   =             89.5133
Mid. Ord.    =              0.3496
P.C.  Station            10+00.00  N      6,960,595.2152  E      2,332,161.2415
P.T.  Station            10+89.52  N      6,960,526.8858  E      2,332,103.4165
C.C.                               N      6,958,710.6447  E      2,334,318.8812
Back         = S  41° 08' 07.04" W
Ahead        = S  39° 20' 41.82" W
Chord Bear   = S  40° 14' 24.43" W

Course from PT STEADMN-1 to PC STEADMN-2 S 39° 20' 41.82" W Dist 358.9827
```

```
Curve STEADMN-2
P.I.  Station            16+43.26  N      6,960,098.6554  E      2,331,752.3526
Delta       =      35° 57' 58.55" (LT)
Degree      =       9° 32' 57.47"
Tangent     =            194.7566
Length      =            376.6378
Radius      =            600.0000
External    =             30.8170
Long Chord  =            370.4844
Mid. Ord.   =             29.3115
P.C.  Station            14+48.50  N      6,960,249.2690  E      2,331,875.8259
P.T.  Station            18+25.14  N      6,959,904.2373  E      2,331,740.8746
C.C.                               N      6,959,868.8763  E      2,332,339.8317
Back        = S  39° 20' 41.82" W
Ahead       = S   3° 22' 43.26" W
Chord Bear  = S  21° 21' 42.54" W

Course from PT STEADMN-2 to 801 S 3° 22' 43.26" W Dist 215.4522

Point 801             N   6,959,689.1597 E   2,331,728.1770 Sta      20+40.59

Course from 801 to 802 S 1° 01' 39.21" W Dist 200.0446

Point 802             N   6,959,489.1473 E   2,331,724.5895 Sta      22+40.63

==============================================================================
Ending chain STEADMN description
```

```
<*       5   Describe Chain STEADMN

Chain STEADMN contains:
 CUR STEADMN-1 CUR STEADMN-2 801 802

Beginning chain STEADMN description
==============================================================================

                                Curve Data
                               *----------*

Curve STEADMN-1
P.I.  Station            10+44.76  N      6,960,561.5023  E      2,332,131.7952
Delta       =       1° 47' 25.22" (LT)
Degree      =       2° 00' 00.00"
Tangent     =             44.7621
Length      =             89.5170
Radius      =          2,864.7889
External    =              0.3497
Long Chord  =             89.5133
Mid. Ord.   =              0.3496
P.C.  Station            10+00.00  N      6,960,595.2152  E      2,332,161.2415
P.T.  Station            10+89.52  N      6,960,526.8858  E      2,332,103.4165
C.C.                               N      6,958,710.6447  E      2,334,318.8812
Back        = S  41° 08' 07.04" W
Ahead       = S  39° 20' 41.82" W
Chord Bear  = S  40° 14' 24.43" W

Course from PT STEADMN-1 to PC STEADMN-2 S 39° 20' 41.82" W Dist 358.9827
```

```
Curve STEADMN-2
P.I.  Station            16+43.26  N      6,960,098.6554  E      2,331,752.3526
Delta        =      35° 57' 58.55" (LT)
Degree       =       9° 32' 57.47"
Tangent      =            194.7566
Length       =            376.6378
Radius       =            600.0000
External     =             30.8170
Long Chord   =            370.4844
Mid. Ord.    =             29.3115
P.C.  Station            14+48.50  N      6,960,249.2690  E      2,331,875.8259
P.T.  Station            18+25.14  N      6,959,904.2373  E      2,331,740.8746
C.C.                               N      6,959,868.8763  E      2,332,339.8317
Back         = S  39° 20' 41.82" W
Ahead        = S   3° 22' 43.26" W
Chord Bear   = S  21° 21' 42.54" W

Course from PT STEADMN-2 to 801 S 3° 22' 43.26" W Dist 215.4522

Point 801             N   6,959,689.1597 E   2,331,728.1770 Sta      20+40.59

Course from 801 to 802 S 1° 01' 39.21" W Dist 200.0446

Point 802             N   6,959,489.1473 E   2,331,724.5895 Sta      22+40.63

==============================================================================
Ending chain STEADMN description
```



8+49.27

BEGIN CONSTRUCTION
RAMP 28035SB
• STA 8+49.27

```
<*        1   Describe Chain WETHBELK

Chain WETHBELK contains:
 CUR WEATHBELK-1 CUR WEATHBELK-2 CUR WEATHBELK-3 CUR WEATHBELK-4

Beginning chain WETHBELK description
Feature: WEA-BEL
================================================================================

                                  Curve Data
                                 *----------*

Curve WEATHBELK-1
P.I.  Station            10+56.36  N      6,965,482.0382  E      2,334,305.5512
Delta       =       6° 27' 05.54" (LT)
Degree      =       5° 43' 46.48"
Tangent     =             56.3599
Length      =            112.6006
Radius      =          1,000.0000
External    =              1.5870
Long Chord  =            112.5411
Mid. Ord.   =              1.5844
P.C.  Station            10+00.00  N      6,965,512.0921  E      2,334,353.2293
P.T.  Station            11+12.60  N      6,965,446.8174  E      2,334,261.5520
C.C.                               N      6,964,666.1343  E      2,334,886.4792
Back        = S  57° 46' 28.91" W
Ahead       = S  51° 19' 23.37" W
Chord Bear  = S  54° 32' 56.14" W

                                  Curve Data
                                 *----------*

Curve WEATHBELK-2
```

P.I. Station		11+83.94	N	6,965,402.2339	E	2,334,205.8566
Delta	=	8° 09' 40.96" (RT)				
Degree	=	5° 43' 46.55"				
Tangent	=	71.3419				
Length	=	142.4425				
Radius	=	999.9967				
External	=	2.5416				
Long Chord	=	142.3221				
Mid. Ord.	=	2.5352				
P.C. Station		11+12.60	N	6,965,446.8174	E	2,334,261.5520
P.T. Station		12+55.04	N	6,965,366.0086	E	2,334,144.3961
C.C.			N	6,966,227.4979	E	2,333,636.6269
Back	= S	51° 19' 23.37" W				
Ahead	= S	59° 29' 04.33" W				
Chord Bear	= S	55° 24' 13.85" W				

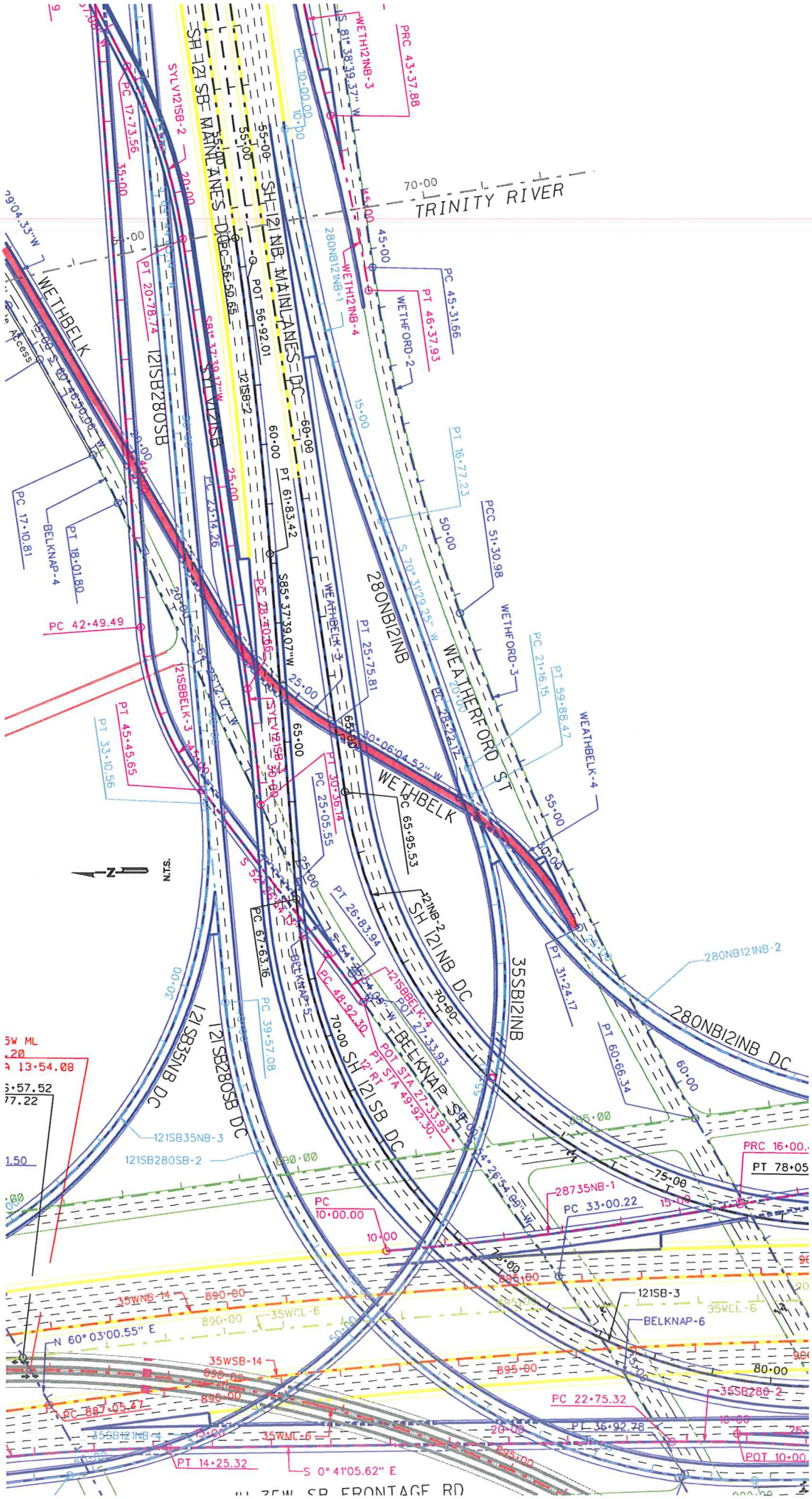
Course from PT WEATHBELK-2 to PC WEATHBELK-3 S 59° 29' 04.33" W Dist 1,059.2177

Curve Data

Curve WEATHBELK-3

P.I. Station		24+47.98	N	6,964,760.2713	E	2,333,116.6927
Delta	=	29° 22' 59.81" (LT)				
Degree	=	11° 14' 04.08"				
Tangent	=	133.7165				
Length	=	261.5458				
Radius	=	510.0000				
External	=	17.2382				
Long Chord	=	258.6891				
Mid. Ord.	=	16.6746				
P.C. Station		23+14.26	N	6,964,828.1686	E	2,333,231.8884
P.T. Station		25+75.81	N	6,964,644.5878	E	2,333,049.6299

```
C.C.                                N      6,964,388.8076  E      2,333,490.8515
Back        = S  59° 29' 04.33" W
Ahead       = S  30° 06' 04.52" W
Chord Bear  = S  44° 47' 34.43" W

Course from PT WEATHBELK-3 to PC WEATHBELK-4 S 30° 06' 04.52" W Dist 246.3613

                                  Curve Data
                                 *----------*

Curve WEATHBELK-4
P.I.  Station            29+77.74  N      6,964,296.8576  E      2,332,848.0476
Delta       =      33° 55' 41.81" (RT)
Degree      =      11° 14' 04.08"
Tangent     =            155.5737
Length      =            302.0017
Radius      =            510.0000
External    =             23.2009
Long Chord  =            297.6086
Mid. Ord.   =             22.1913
P.C.  Station            28+22.17  N      6,964,431.4507  E      2,332,926.0724
P.T.  Station            31+24.17  N      6,964,228.7307  E      2,332,708.1838
C.C.                                N      6,964,687.2308  E      2,332,484.8508
Back        = S  30° 06' 04.52" W
Ahead       = S  64° 01' 46.33" W
Chord Bear  = S  47° 03' 55.43" W

==============================================================================
Ending chain WETHBELK description
```


TRINITY RIVER
WETHBELK
WEATHERFORD ST
BELKNAP ST
SH 121NB DC
SH 121SB DC
121SB280SB
121SB35NB DC
280NB121NB DC
35SB121NB
121SB-3
BELKNAP-6
N.T.S.

```
<*       3   Describe Chain 121SB

Chain 121SB contains:
 90 CUR 121SB-1 CUR 121SB-2 CUR 121SB-3 CUR 121SB-4 CUR 121SB-5 CUR 121SB-6 91

Beginning chain 121SB description
Feature: 121-CL
================================================================================

Point 90              N   6,965,859.2463 E   2,337,828.2715 Sta      15+04.91

Course from 90 to PC 121SB-1 S 60° 23' 40.69" W Dist 562.5889

                                Curve Data
                               *----------*
Curve 121SB-1
P.I.  Station            27+83.63  N      6,965,227.5287  E      2,336,716.4898
Delta       =      21° 14' 58.68" (RT)
Degree      =       1° 30' 03.18"
Tangent     =            716.1314
Length      =          1,415.8078
Radius      =          3,817.4690
External    =             66.5899
Long Chord  =          1,407.7075
Mid. Ord.   =             65.4483
P.C.  Station            20+67.50  N      6,965,581.3143  E      2,337,339.1293
P.T.  Station            34+83.31  N      6,965,123.4615  E      2,336,007.9602
C.C.                               N      6,968,900.4077  E      2,335,453.2108
Back        = S  60° 23' 40.69" W
Ahead       = S  81° 38' 39.36" W
Chord Bear  = S  71° 01' 10.03" W
```

Course from PT 121SB-1 to PC 121SB-2 S 81° 38' 39.36" W Dist 2,167.3439

Curve Data

Curve 121SB-2

P.I. Station		59+17.14	N	6,964,769.7797	E	2,333,599.9598
Delta	=	3° 58' 59.71" (RT)				
Degree	=	0° 44' 51.54"				
Tangent	=	266.4919				
Length	=	532.7691				
Radius	=	7,663.4400				
External	=	4.6322				
Long Chord	=	532.6618				
Mid. Ord.	=	4.6294				
P.C. Station		56+50.65	N	6,964,808.5059	E	2,333,863.6228
P.T. Station		61+83.42	N	6,964,749.4623	E	2,333,334.2435
C.C.			N	6,972,390.5978	E	2,332,749.9820
Back	=	S 81° 38' 39.36" W				
Ahead	=	S 85° 37' 39.07" W				
Chord Bear	=	S 83° 38' 09.22" W				

Course from PT 121SB-2 to PC 121SB-3 S 85° 37' 39.07" W Dist 579.7449

Curve Data

Curve 121SB-3

P.I. Station		75+92.96	N	6,964,641.9986	E	2,331,928.8028
Delta	=	86° 18' 44.70" (LT)				
Degree	=	6° 28' 26.76"				
Tangent	=	829.7983				
Length	=	1,333.1957				

Radius	=	885.0000				
External	=	328.1736				
Long Chord	=	1,210.6619				
Mid. Ord.	=	239.3999				
P.C. Station		67+63.16	N	6,964,705.2625	E	2,332,756.1860
P.T. Station		80+96.36	N	6,963,812.2595	E	2,331,938.7217
C.C.			N	6,963,822.8383	E	2,332,823.6585
Back	= S	85° 37' 39.07" W				
Ahead	= S	0° 41' 05.63" E				
Chord Bear	= S	42° 28' 16.72" W				

Course from PT 121SB-3 to PC 121SB-4 S 0° 41' 05.63" E Dist 272.8349

Curve Data

Curve 121SB-4

P.I. Station		87+79.83	N	6,963,128.8411	E	2,331,946.8915
Delta	=	7° 43' 52.96" (RT)				
Degree	=	0° 56' 34.19"				
Tangent	=	410.6323				
Length	=	820.0181				
Radius	=	6,077.0000				
External	=	13.8577				
Long Chord	=	819.3961				
Mid. Ord.	=	13.8262				
P.C. Station		83+69.20	N	6,963,539.4441	E	2,331,941.9830
P.T. Station		91+89.21	N	6,962,721.3103	E	2,331,896.5174
C.C.			N	6,963,466.8032	E	2,325,865.4172
Back	= S	0° 41' 05.63" E				
Ahead	= S	7° 02' 47.33" W				
Chord Bear	= S	3° 10' 50.85" W				

Course from PT 121SB-4 to PC 121SB-5 S 7° 02' 47.33" W Dist 920.9826

Curve Data

Curve 121SB-5

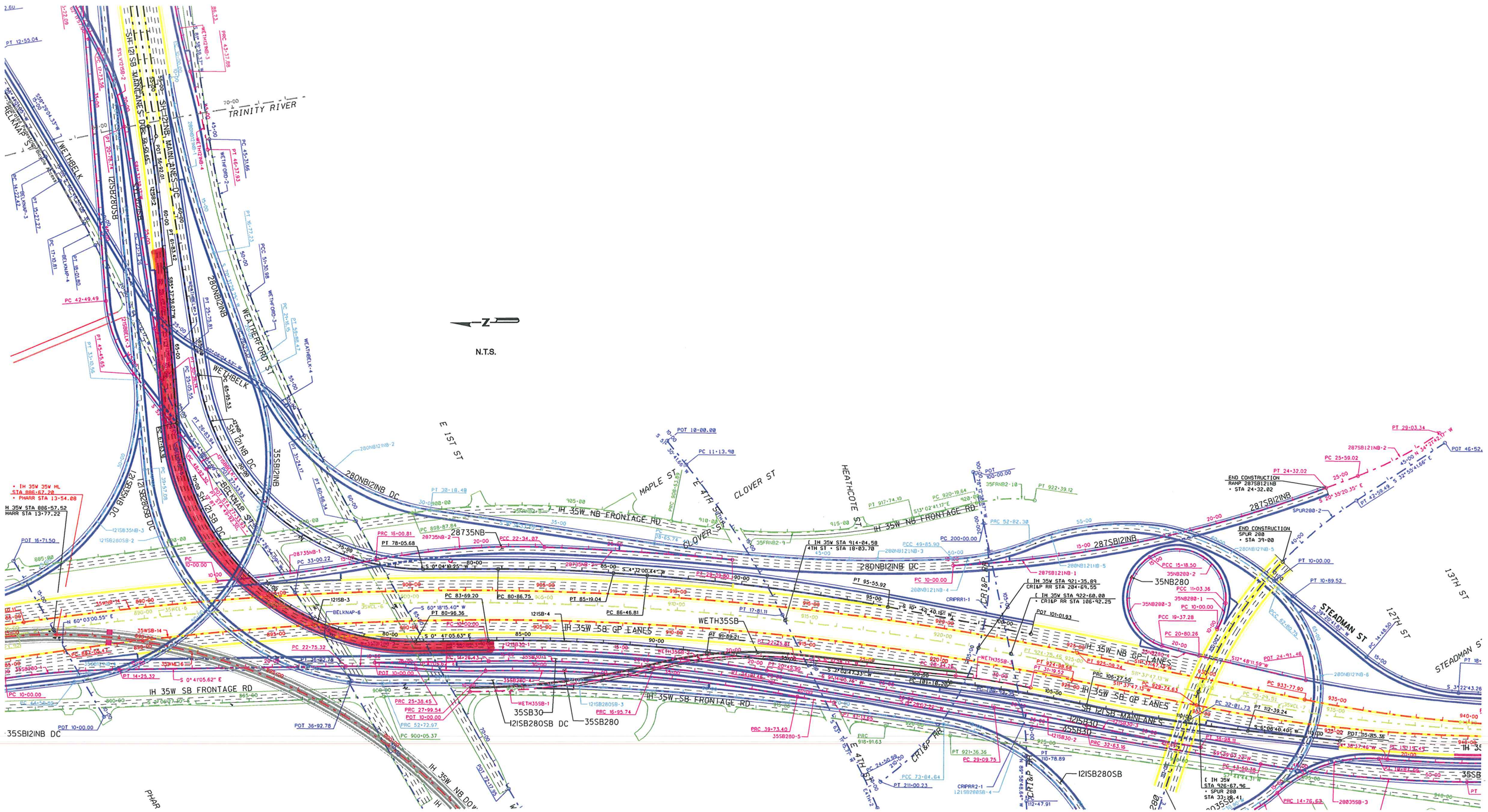
P.I. Station		103+69.01	N	6,961,550.4284	E	2,331,751.7869
Delta	=	4° 56' 23.46" (RT)				
Degree	=	0° 57' 17.75"				
Tangent	=	258.8103				
Length	=	517.2999				
Radius	=	6,000.0000				
External	=	5.5793				
Long Chord	=	517.1397				
Mid. Ord.	=	5.5741				
P.C. Station		101+10.20	N	6,961,807.2839	E	2,331,783.5363
P.T. Station		106+27.50	N	6,961,297.2609	E	2,331,698.0376
C.C.			N	6,962,543.3308	E	2,325,828.8546
Back	=	S 7° 02' 47.33" W				
Ahead	=	S 11° 59' 10.79" W				
Chord Bear	=	S 9° 30' 59.06" W				

Curve Data

Curve 121SB-6

P.I. Station		109+33.63	N	6,960,997.7967	E	2,331,634.4592
Delta	=	5° 50' 30.39" (LT)				
Degree	=	0° 57' 17.76"				
Tangent	=	306.1389				
Length	=	611.7473				
Radius	=	5,999.9796				
External	=	7.8050				

```
Long Chord  =            611.4823
Mid. Ord.   =              7.7949
P.C.  Station           106+27.50  N      6,961,297.2609  E      2,331,698.0376
P.T.  Station           112+39.24  N      6,960,693.4166  E      2,331,601.6909
C.C.                               N      6,960,051.1952  E      2,337,567.2007
Back        = S  11° 59' 10.79" W
Ahead       = S   6° 08' 40.40" W
Chord Bear  = S   9° 03' 55.59" W

Course from PT 121SB-6 to 91 S 6° 08' 40.40" W Dist 346.1134

Point 91              N   6,960,349.2916 E   2,331,564.6439 Sta     115+85.36

==============================================================================
Ending chain 121SB description
```


N
N.T.S.
TRINITY RIVER
BELKNAP ST
WETHBELK
WEATHERFORD ST
E 1ST ST
MAPLE ST
E 4TH ST
CLOVER ST
HEATHCOTE ST
STEADAMAN ST
137TH ST
127TH ST
IH 35W NB FRONTAGE RD
IH 35W SB FRONTAGE RD
IH 35W SB GP LANES
IH 35W NB GP LANES
SH 121NB MAINLANES DC
SH 121SB MAINLANES DC
280NB121NB DC
280NB121NB
287SB121NB
35SB121NB
121SB280SB DC
121SB280SB
35SB280
35SB30
35NB280
28735NB
WETH35SB
CRI&P RR
PHAR

```
<*       4   Describe Chain 121NB

Chain 121NB contains:
 100 CUR 121NB-1 CUR 121NB-2 CUR 121NB-3 CUR 121NB-4 101

Beginning chain 121NB description
================================================================================

Point 100             N   6,965,836.4233 E   2,337,841.2395 Sta      14+91.10

Course from 100 to PC 121NB-1 S 60° 23' 40.70" W Dist 622.6007

                                  Curve Data
                                 *----------*

Curve 121NB-1
    P.I.  Station            28+34.76  N      6,965,172.6259  E      2,336,672.9993
    Delta       =      21° 14' 58.66" (RT)
    Degree      =       1° 29' 26.28"
    Tangent     =            721.0556
    Length      =          1,425.5431
    Radius      =          3,843.7190
    External    =             67.0478
    Long Chord  =          1,417.3870
    Mid. Ord.   =             65.8983
    P.C.  Station            21+13.70  N      6,965,528.8441  E      2,337,299.9202
    P.T.  Station            35+39.24  N      6,965,067.8431  E      2,335,959.5978
    C.C.                               N      6,968,870.7606  E      2,335,401.0337
    Back        = S  60° 23' 40.70" W
    Ahead       = S  81° 38' 39.36" W
    Chord Bear  = S  71° 01' 10.03" W
```

Course from PT 121NB-1 to PC 121NB-2 S 81° 38' 39.36" W Dist 3,056.2882

Curve Data

Curve 121NB-2

P.I. Station		73+28.87	N	6,964,517.1391	E	2,332,210.1957
Delta	=	81° 34' 20.11" (LT)				
Degree	=	6° 44' 26.45"				
Tangent	=	733.3412				
Length	=	1,210.1487				
Radius	=	850.0000				
External	=	272.6261				
Long Chord	=	1,110.5034				
Mid. Ord.	=	206.4197				
P.C. Station		65+95.53	N	6,964,623.7073	E	2,332,935.7524
P.T. Station		78+05.68	N	6,963,783.7985	E	2,332,209.2740
C.C.			N	6,963,782.7301	E	2,333,059.2733
Back	=	S 81° 38' 39.36" W				
Ahead	=	S 0° 04' 19.25" W				
Chord Bear	=	S 40° 51' 29.31" W				

Course from PT 121NB-2 to PC 121NB-3 S 0° 04' 19.25" W Dist 281.0657

Curve Data

Curve 121NB-3

P.I. Station		83+02.99	N	6,963,286.4925	E	2,332,208.6489
Delta	=	4° 07' 41.18" (RT)				
Degree	=	0° 57' 17.75"				
Tangent	=	216.2407				
Length	=	432.2943				
Radius	=	6,000.0000				

```
External    =            3.8954
Long Chord  =          432.2008
Mid. Ord.   =            3.8929
P.C.  Station          80+86.75  N      6,963,502.7330  E      2,332,208.9207
P.T.  Station          85+19.04  N      6,963,070.8325  E      2,332,192.8114
C.C.                             N      6,963,510.2743  E      2,326,208.9254
Back        = S   0° 04' 19.25" W
Ahead       = S   4° 12' 00.43" W
Chord Bear  = S   2° 08' 09.84" W

Course from PT 121NB-3 to PC 121NB-4 S 4° 12' 00.44" W Dist 127.7660

                                Curve Data
                               *----------*

Curve 121NB-4
P.I.  Station          91+01.85  N      6,962,489.5861  E      2,332,150.1261
Delta       =       6° 30' 39.72" (RT)
Degree      =       0° 42' 58.31"
Tangent     =          455.0457
Length      =          909.1118
Radius      =        8,000.0000
External    =           12.9312
Long Chord  =          908.6227
Mid. Ord.   =           12.9103
P.C.  Station          86+46.81  N      6,962,943.4096  E      2,332,183.4538
P.T.  Station          95+55.92  N      6,962,042.4688  E      2,332,065.5523
C.C.                             N      6,963,529.3319  E      2,324,204.9392
Back        = S   4° 12' 00.43" W
Ahead       = S  10° 42' 40.15" W
Chord Bear  = S   7° 27' 20.29" W
```

Course from PT 121NB-4 to 101 S 10° 42' 40.15" W Dist 546.0090

Point 101 N 6,961,505.9731 E 2,331,964.0722 Sta 101+01.93

==========

Ending chain 121NB description

N
N.T.S.
TRINITY RIVER
E 1ST ST
MAPLE ST
E 4TH ST
CLOVER ST
HEATHCOTE ST
137TH ST
127TH ST
STEADMAN ST
WEATHERFORD ST
WETHBELK
BELKNAP ST
IH 35W NB FRONTAGE RD
IH 35W SB FRONTAGE RD
IH 35W SB GP LANES
IH 35W NB GP LANES
SH 121SB MAINLANES
280NB12INB DC
35SB12INB DC
121SB280SB DC
35SB12INB
121SB280SB
280NB12INB
287SB12INB
35NB280
121SB30
35SB30
121SB280SB
35SB280
28735NB
WETH35SB
END CONSTRUCTION
RAMP 287SB12INB
• STA 24+32.02
END CONSTRUCTION
SPUR 280
• STA 39+08
CRI&P RR
PHAR

```
<*        2   Describe Chain 35WML

Chain 35WML contains:
 CUR 35WML-1 CUR 35WML-2 CUR 35WML-3 CUR 35WML-4 CUR 35WML-5 CUR 35WML-6 31

Beginning chain 35WML description
Feature: 35WML
================================================================================

                                  Curve Data
                                 *----------*

Curve 35WML-1
P.I.  Station          571+02.41  N      6,996,091.6277  E      2,333,359.0247
Delta       =      10° 05' 11.10" (RT)
Degree      =       0° 30' 00.00"
Tangent     =          1,011.2545
Length      =          2,017.2831
Radius      =         11,459.1559
External    =             44.5344
Long Chord  =          2,014.6792
Mid. Ord.   =             44.3620
P.C.  Station          560+91.16  N      6,997,084.7955  E      2,333,168.6217
P.T.  Station          581+08.44  N      6,995,080.4636  E      2,333,372.5482
C.C.                              N      6,994,927.2206  E      2,321,914.4170
Back        = S  10° 51' 09.55" E
Ahead       = S   0° 45' 58.46" E
Chord Bear  = S   5° 48' 34.00" E

Course from PT 35WML-1 to PC 35WML-2 S 0° 45' 58.46" E Dist 4,731.7669
```

Curve 35WML-2

P.I. Station		630+21.04	N	6,990,168.3012	E	2,333,438.2443
Delta	=	0° 54' 14.96" (RT)				
Degree	=	0° 15' 00.00"				
Tangent	=	180.8349				
Length	=	361.6622				
Radius	=	22,918.3118				
External	=	0.7134				
Long Chord	=	361.6584				
Mid. Ord.	=	0.7134				
P.C. Station		628+40.21	N	6,990,349.1199	E	2,333,435.8260
P.T. Station		632+01.87	N	6,989,987.4669	E	2,333,437.8090
C.C.			N	6,990,042.6338	E	2,310,519.5636
Back	= S	0° 45' 58.46" E				
Ahead	= S	0° 08' 16.50" W				
Chord Bear	= S	0° 18' 50.98" E				

Course from PT 35WML-2 to PC 35WML-3 S 0° 08' 16.50" W Dist 5,437.0130

Curve Data

Curve 35WML-3

P.I. Station		695+50.27	N	6,983,639.0831	E	2,333,422.5277
Delta	=	9° 05' 41.09" (RT)				
Degree	=	0° 30' 00.00"				
Tangent	=	911.3892				
Length	=	1,818.9495				
Radius	=	11,459.1559				
External	=	36.1859				
Long Chord	=	1,817.0405				
Mid. Ord.	=	36.0720				

P.C.	Station	686+38.89	N	6,984,550.4696	E	2,333,424.7215
P.T.	Station	704+57.83	N	6,982,739.5010	E	2,333,276.3008
C.C.			N	6,984,578.0531	E	2,321,965.5988

Back = S 0° 08' 16.50" W

Ahead = S 9° 13' 57.59" W

Chord Bear = S 4° 41' 07.05" W

Course from PT 35WML-3 to PC 35WML-4 S 9° 13' 57.59" W Dist 2,309.0842

Curve Data

Curve 35WML-4

P.I.	Station	735+44.05	N	6,979,693.2690	E	2,332,781.1365

Delta = 22° 59' 59.93" (RT)

Degree = 1° 30' 00.00"

Tangent = 777.1299

Length = 1,533.3321

Radius = 3,819.7186

External = 78.2528

Long Chord = 1,523.0576

Mid. Ord. = 76.6819

P.C.	Station	727+66.92	N	6,980,460.3311	E	2,332,905.8223
P.T.	Station	743+00.25	N	6,979,035.9031	E	2,332,366.6478
C.C.			N	6,981,073.1818	E	2,329,135.5883

Back = S 9° 13' 57.59" W

Ahead = S 32° 13' 57.52" W

Chord Bear = S 20° 43' 57.56" W

Course from PT 35WML-4 to PC 35WML-5 S 32° 13' 57.52" W Dist 1,500.6041

Curve 35WML-5

P.I. Station		779+06.69	N	6,975,985.2521	E	2,330,443.1220
Delta	=	40° 21' 38.16" (LT)				
Degree	=	1° 00' 00.00"				
Tangent	=	2,105.8378				
Length	=	4,036.0600				
Radius	=	5,729.5780				
External	=	374.7333				
Long Chord	=	3,953.1280				
Mid. Ord.	=	351.7291				
P.C. Station		758+00.85	N	6,977,766.5580	E	2,331,566.2881
P.T. Station		798+36.91	N	6,973,900.5679	E	2,330,740.8543
C.C.			N	6,974,710.6399	E	2,336,412.8774
Back	=	S 32° 13' 57.52" W				
Ahead	=	S 8° 07' 40.63" E				
Chord Bear	=	S 12° 03' 08.45" W				

Course from PT 35WML-5 to PC 35WML-6 S 8° 07' 40.63" E Dist 8,525.4334

Curve Data

Curve 35WML-6

P.I. Station		897+60.62	N	6,964,076.5478	E	2,332,143.9098
Delta	=	67° 43' 58.45" (RT)				
Degree	=	2° 45' 00.00"				
Tangent	=	1,398.2723				
Length	=	2,463.0147				
Radius	=	2,083.4829				
External	=	425.7135				
Long Chord	=	2,322.0793				
Mid. Ord.	=	353.4864				

P.C.	Station	883+62.35	N	6,965,460.7742	E	2,331,946.2161
P.T.	Station	908+25.36	N	6,963,369.0790	E	2,330,937.8197
C.C.			N	6,965,166.2025	E	2,329,883.6623

Back = S 8° 07' 40.63" E

Ahead = S 59° 36' 17.82" W

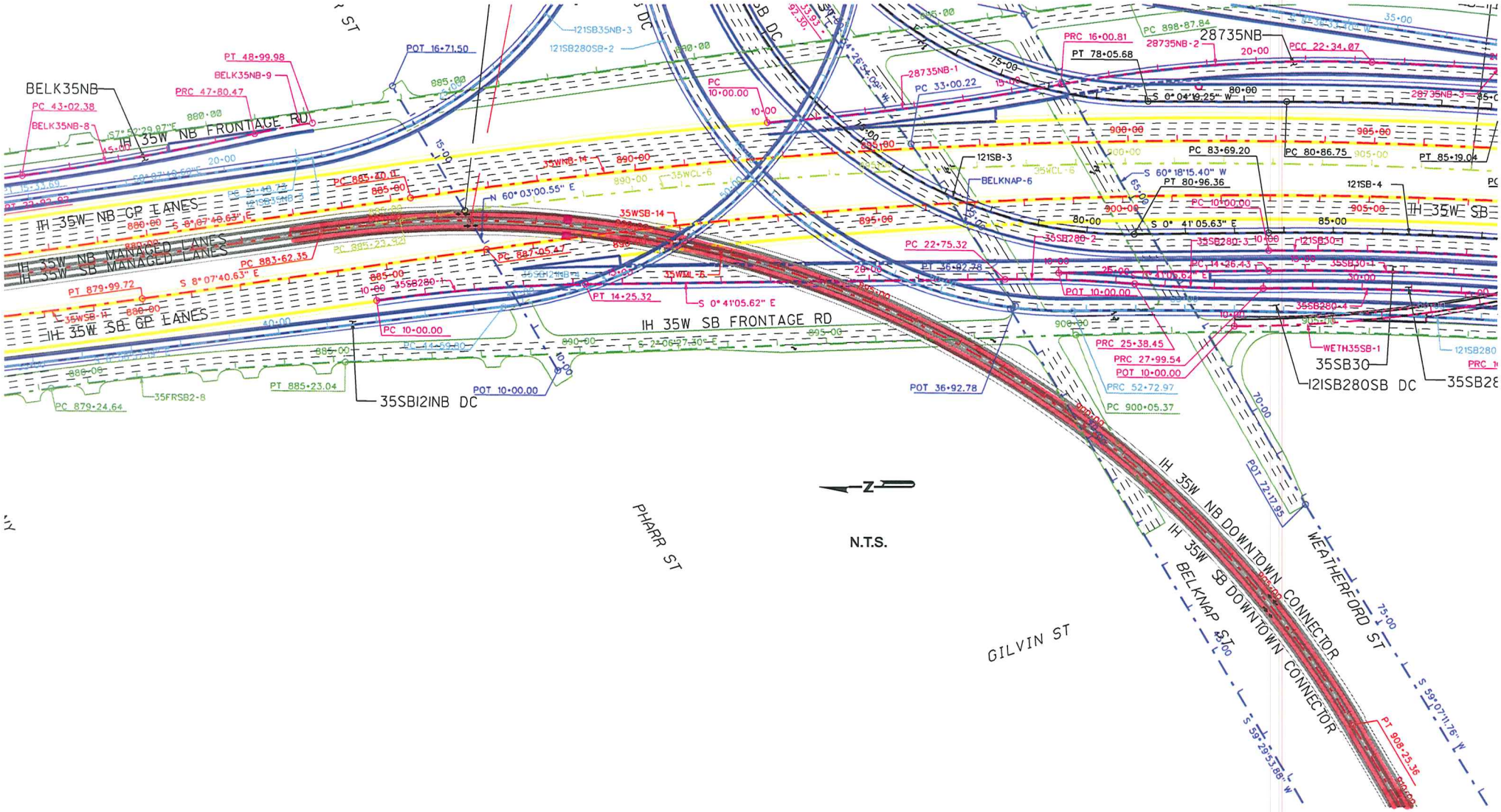
Chord Bear = S 25° 44' 18.59" W

Course from PT 35WML-6 to 31 S 59° 36' 17.82" W Dist 1,771.6013

Point 31 N 6,962,472.7209 E 2,329,409.7119 Sta 925+96.96

==========

Ending chain 35WML description


IH 35W NB FRONTAGE RD
IH 35W NB GP LANES
IH 35W NB MANAGED LANES
IH 35W SB MANAGED LANES
IH 35W SB GP LANES
IH 35W SB FRONTAGE RD
IH 35W SB
IH 35W NB DOWNTOWN CONNECTOR
IH 35W SB DOWNTOWN CONNECTOR
BELKNAP ST
WEATHERFORD ST
PHARR ST
GILVIN ST
BELK35NB
28735NB
35SBI2INB DC
121SB280SB DC
35SB30
N.T.S.

SEGMENT 2 SH121/SH183 FROM IH 820 to SH 161 SCHEMATIC		
FACILITY	DESIGN SPEED(MPH)	FUNCTIONALCLASSIFICATION
GENERAL PURPOSE LANES, MANAGED LANES	60	URBAN FREEWAY
RAMPS, DIRECT CONNECTORS	45	MID-RANGE URBAN
FRONTAGE ROADS, FM 3029 PRECINCT LINE ROAD, BROWN TRAIL, BEDFORD RD, CENTRAL DR, FM 157 (INDUSTRIAL BLVD), SH 10 (W. EULESS BLVD), AMON CARTER BLVD	40	URBAN ARTERIAL OR URBAN COLLECTOR
HURSTVIEW DR., NORWOOD DR, FOREST RIDGE DR, MURPHY DR, WEST PARK WAY, ECTOR DR, EULESS MAIN ST, AMERICAN BLVD, BEAR CREEK BLVD	30	URBAN COLLECTOR
SIDE STREETS	30	LOCAL

SEGMENT 3A FROM MEACHAM BLVD TO SPUR 280		
FACILITY	DESIGN SPEED(MPH)	FUNCTIONALCLASSIFICATION
IH 35W GENERAL PURPOSE LANES	55*	URBAN FREEWAY
SH 121 MAINLANES	55	URBAN FREEWAY
MANAGED LANES	70	URBAN FREEWAY
DIRECT CONNECTORS	50	URBAN PRINCIPAL ARTERIAL
RAMPS / MANAGED LANE RAMPS	50	URBAN PRINCIPAL ARTERIAL
COLLECTOR / DISTRIBUTORS	50	URBAN PRINCIPAL ARTERIAL
FRONTAGE ROADS	40	URBAN LOCAL STREET
CITY STREETS	35	URBAN LOCAL STREET
LOOP RAMP (CLOVERLEAF)	25	LOCAL
*70MPH AT ALL LOCATIONS EXCEPT WHERE IT TIES TO EXSITING AT THE SOUTH END OF THE PROJECT		

SEGMENT 3B FROM IH 820 TO US 287		
FACILITY	DESIGN SPEED(MPH)	FUNCTIONALCLASSIFICATION
IH 35W GENERAL PURPOSE LANES	70	URBAN FREEWAY
US 287 & SH 170 MAINLANES	70	URBAN FREEWAY
MANAGED LANES	70	URBAN FREEWAY
DIRECT CONNECTORS	50	URBAN PRINCIPAL ARTERIAL
RAMPS / MANAGED LANE RAMPS	50	URBAN PRINCIPAL ARTERIAL
COLLECTOR / DISTRIBUTORS	50	URBAN PRINCIPAL ARTERIAL
FRONTAGE ROADS	40	URBAN LOCAL STREET
CITY STREETS	35	URBAN LOCAL STREET

Various files submitted with RFI #16:

STEADMAN.out (Geopak output file)

WEA-BEL.out (Geopak output file)

121SB.out (Geopak output file)

121NB.out (Geopak output file)

35WML.out (Geopak output file)

Z_design_exceptions.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 2, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 16: Horizontal Alignment Clarifications for Segments 2E and 3A

We Are Sending You:

Copies	Date	No.	Description
1	12/02/09	1	RFI #16 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 16 **Date:** October 15, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: Request for Horizontal Alignment Clarifications of segments 2E and 3A

Attachments: **TABLE FOR REQUEST FOR CLARIFICATIONS 16.pdf**

Information / Clarification Request:

NTE Mobility Partners 2-4, LLC has attached the file TABLE FOR REQUEST FOR CLARIFICATIONS 14.pdf. The Developer requests from TxDOT to respond to the different request for clarification that are listed on the attached file with respect to Horizontal Alignments for Segments 2E and 3A.

Response Needed by (date): Oct 19, 2009

Response:

1. Segment 2E: WR 500 from STA 500+00.00 to 526+86.58 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 7/7/2009.
2. Segment 3A: STEADMAN from STA 10+00.00 to 19+30.00 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009.
3. Segment 3A: WEA-BEL from STA 10+00.00 to 31+24.17 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009.
4. Segment 3A: 121SB from STA 52+77.00 to 115+85.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009.
5. Segment 3A: 121NB from STA 52+77.00 to 101+01.93 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009.
6. Segment 3A: 35WML from STA 883+62.35 to 908+25.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** December 2, 2009

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #20

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: ~~19~~ 20 (TxDOT correction)

Date: November 2, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE 2-3 = Electronic Toll Equipment Power Requirements

Attachments:

Information / Clarification Request:

Please provide the electrical power requirements for the various components of the ETC equipment for NTE 2-3.

Response Needed by (date): 11-7-09

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: November 30, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 20: NTE 2-3 - Electronic Toll Equipment Power Requirements

We Are Sending You:

Copies	Date	No.	Description
1	11/30/09	1	RFI #20 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 20

Date: November 2, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 2-3 = Electronic Toll Equipment Power Requirements

Attachments:

Information / Clarification Request:

Please provide the electrical power requirements for the various components of the ETC equipment for NTE 2-3.

Response Needed by (date): Nov 7, 2009

Response:

There are no specific power requirements for the ETC equipment for NTE 2-4.

Please prepare the ETCS design in accordance with the requirements specified in Section 21 of TxDOT's CDA Book 3 for Concession Projects as amended by the provisions noted in Book 2.

When design requirements for the ETCS are not specified, the designer should use Good Industry Practice and reference all applicable codes and TxDOT standards.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: November 30, 2009

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #21

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 21

Date: 12/07/09

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From:
NTE Mobility Partners 2-4 – Austin, TX

Tel.:

Fax:

E-Mail:

Subject: Traffic Control Plan Design Criteria for Sections 2E, 3A, and 3B

Attachments:

Information / Clarification Request:

Design for the Temporary Traffic Control Plan during construction are based on the following parameters:

- Typical Min. Design Speed: 55 mph on Interstate and State Highways; Absolute Min. 40 mph at major alignment transitions or areas where higher speeds cannot be attained due to geometric and safety constraints; 25 mph on Frontage Roads and Cross Streets.
- Number of lanes on Frontage Roads may be reduce to 1 lane, as needed, for phasing traffic during construction.
- Number of lanes on cross streets may be reduced by one lane in each direction, as needed, for phasing traffic during construction.
- Lane widths: Minimum 11' with exceptions of 10' lanes in limited circumstances in short distances during construction.
- Shoulders: 1' min. offset from edge of travel way to edge of pavement or barrier.

☐ **Please Verify.**

☐ **Please Approve and Confirm.**

Response Needed by (date): Friday, January 1, 2010

Response:

Responder Name:

Response Date:

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 16, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 21: Traffic Control Plan Design Criteria for Sections 2E, 3A, and 3B

We Are Sending You:

Copies	Date	No.	Description
1	12/16/09	1	RFI #21 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 21 **Date:** 12/07/09

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: Traffic Control Plan Design Criteria for Sections 2E, 3A, and 3B

Attachments:

Information / Clarification Request:

Design for the Temporary Traffic Control Plan during construction are based on the following parameters:

- Typical Min. Design Speed: 55 mph on Interstate and State Highways; Absolute Min. 40 mph at major alignment transitions or areas where higher speeds cannot be attained due to geometric and safety constraints; 25 mph on Frontage Roads and Cross Streets.
- Number of lanes on Frontage Roads may be reduce to 1 lane, as needed, for phasing traffic during construction.
- Number of lanes on cross streets may be reduced by one lane in each direction, as needed, for phasing traffic during construction.
- Lane widths: Minimum 11' with exceptions of 10' lanes in limited circumstances in short distances during construction.
- Shoulders: 1' min. offset from edge of travel way to edge of pavement or barrier.

Response Needed by (date): Friday, January 1, 2010

Response:

The Design Requirements for Temporary Control Plans for the MDP shall be in accordance with CDA Books 2 and 3, Section 18.3, Traffic Control, Design Requirements, the TXMUTCD and the TxDOT traffic control plan standards.

The Design Speed on Interstate and State Highways shall be 55 mph in accordance with CDA Book 2, Section 18.3.1.1.1. The absolute minimum design speed shall be 45 mph as approved by TxDOT.

The number of lanes on frontage roads during construction shall be in accordance with CDA Book 2 Section 18.3.1.1.2, Table 18-1a. TxDOT approval is required for a reduction in the number of frontage road lanes.

The number of lanes on cross streets shall be in accordance with CDA Book 2 Section 18.3.1.1.1 and 18.3.1.1.2 or as approved by TxDOT.

Lane widths during construction shall be a minimum of 11' in accordance with CDA Book 2 Section 18.3.1.1.1. For minor cross streets only, TxDOT may, at its sole discretion, approve the use of 10' lanes in limited circumstances as stated in Section 18.3.1.1.1.

A 1' minimum offset from edge of travel way to edge of pavement or barrier is permitted in accordance with Section 18.3.1.1.1.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** December 16, 2009

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #23

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: ~~22~~ 23 (TxDOT Correction)

Date: December 7, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A Pedestrain bridge

Attachments:

Information / Clarification Request:

There is an existing pedestrian bridge over IH35W (Sta 941+15) between Spur 280 and Luella. It appears this structure is in conflict with proposed IH35W SB and the SB 35 to 30 DC. What is to be proposed for this structure: removed and relocated, removed only? The schematic shows only the existing structure via the topo and no information could be found in the environmental documents.

Response Needed by (date): 12-14-09

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 16, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 23: NTE Segment 3A Pedestrian bridge

We Are Sending You:

Copies	Date	No.	Description
1	12/16/09	1	RFI #23 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 23

Date: December 7, 2009

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A Pedestrian bridge

Attachments:

Information / Clarification Request:

There is an existing pedestrian bridge over IH35W (Sta 941+15) between Spur 280 and Luella. It appears this structure is in conflict with proposed IH35W SB and the SB 35 to 30 DC. What is to be proposed for this structure: removed and relocated, removed only? The schematic shows only the existing structure via the topo and no information could be found in the environmental documents.

Response Needed by (date): 12-14-09

Response:

NTEMP2-4 shall design all Elements of the Ultimate Facility to accommodate the existing and proposed pedestrian facilities identified in the TxDOT RID schematics including the existing pedestrian bridge crossing the Facility between Spur 280 and Luella St. at approx IH 35W STA 941+15..

If the pedestrian facility cannot be accommodated by the Ultimate Facility then it shall be replaced or relocated at the direction of TxDOT in accordance with the design requirements contained in the CDA Books 2 and 3, Section 20.2.2 and Good Industry Practice.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: December 16, 2009

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #24 & #24B

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: ~~23~~ 24 (TxDOT Correction)

Date: December 14, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Alberto Gonzales
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A request for additional design exceptions

Attachments: Seg 3A additional exceptions.xls, Seg 3A profile.DGN

Information / Clarification Request:

Please see the attached list of additional exceptions for Segment 3A. Exceptions requested are summarized below.

1. 35S-121N – top level DC, a 5% max grade is needed due to the additional interchange level added by the managed lane extension
2. MLS-280 – SB managed lane DC to Spur 280, 5% maximum grade is need due to elevation of the managed lanes and geometric constraints along Spur 280. Need to tie profile to existing while reducing impacts to pedestrian bridge over Spur 280.
3. Spur 280 – existing grade is over 4%
4. MLN-GP & GP-MLS – wishbone ramps to the managed lanes, 5% maximum grade is needed to accommodate tolling zone located on bridge and vertical clearance requirement.

Response Needed by (date): 12-23-09

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE Seg 3A

Additional exceptions for vertical geometry 12-11-2009

Number	Alignment	Description	From Sta	To Sta	Deviation Request	Response
1	35S-121N	DC 35 S TO 121N	25+19	58+66.33	Max Grade = 5%	
2	MLS-280	SB ML DC to 280	937+00	949+05	Max Grade = 5%	
3	Spur 280	Spur 280	29+34.72	30+30	Max Grade = 5%	
4	Spur 280	Spur 280	34+36	38+15	Max Grade = 7%	
5	Spur 280	Spur 280	38+15	39+00	Max Grade = 5%	
6	MLN-GP	ML Wishbone entrance	19+80	27+45	Max Grade = 5%	
7	GP-MLS	ML Wishbone exit	18+10	26+01	Max Grade = 5%	

Various files submitted with RFI #24:

Seg3A_Profile.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: January 6, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 24: NTE Segment 3A Request for Additional Design Deviations

We Are Sending You:

Copies	Date	No.	Description
1	1/5/10	1	RFI #24 Response Form
1	1/5/10	2	Revised Draft Geometric Design Criteria Table

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 24

Date: December 31, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzales
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A request for additional design exceptions

Attachments: NTE MDP Draft Geometric Design Criteria Table 010510.pdf

Information / Clarification Request:

Please see the attached list of additional exceptions for Segment 3A. Exceptions requested are summarized below.

1. 35S-121N – top level DC, a 5% max grade is needed due to the additional interchange level added by the managed lane extension
2. MLS-280 – SB managed lane DC to Spur 280, 5% maximum grade is need due to elevation of the managed lanes and geometric constraints along Spur 280. Need to tie profile to existing while reducing impacts to pedestrian bridge over Spur 280.
3. Spur 280 – existing grade is over 4%
4. MLN-GP & GP-MLS – wishbone ramps to the managed lanes, 5% maximum grade is needed to accommodate tolling zone located on bridge and vertical clearance requirement.

Response Needed by (date): 12-23-09

Responses:

1. The 5% max grade is acceptable. See the revised Draft Geometric Criteria Table.

2. Further clarification is requested for using a 5% grade. The profile should include structure depths for the DC and roadways crossing this profile as well as the existing and proposed pedestrian bridge to verify clearances. The request should explain how the impacts to the pedestrian bridge are reduced using a 5% max grade and what geometric constraints along Spur 280/US 287 preclude using a 4% grade.

3. See revised Draft Geometric Design Criteria Table. SPUR 280 is classified as an Urban Arterial with a design speed of 35 mph and maximum grade of 7.00%. Based upon this classification a design deviation is not required.

4. Further clarification and justification are requested with respect to the tolling zone requirements and the need for using a 5% grade. The exhibits should be revised to show the tolling zone vertical clearance requirement, walls and bridge limits, structure depths, etc. as pertains to both plan and profile views.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: January 6, 2010

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

DRAFT
1/5/2010

NORTH TARRANT EXPRESS MDP CDA
Geometric Design Criteria

	Mainlanes (GP and ML)	Frontage Roads	Ramps/Direct Connectors	City Street	Collector-Distributor	Loop Ramps (35NB280)
General						
Roadway Classification	Urban Freeway or Tollway	Low Speed Urban Street	Urban Freeway or Tollway	Low Speed Urban Street	Urban Collector	Low Speed Urban Street
Design Speed	Seg 2E: 60 mph Seg 3A: 70 mph Seg 3A (South End of Project): 55 mph Seg 3A (SH 121): 55 mph Seg 3B/C: 70 mph	40 mph	Seg 2E: 45 mph Seg 3A: 50 mph Seg 3B/C: 50 mph See Note 19.	Seg 2E: 30 mph Seg 3A: 35 mph Seg 3 B/C: 35 mph	40 mph	25 mph
Stopping Sight Distance See Note 2.	Seg 2E: 570' Seg 3A: 730' See Note 12. Seg 3A (South End of Project): 495' Seg 3A (SH 121): 495' Seg 3B/C: 730'	305'	Seg 2E: 360' Seg 3A: 425' See Note 8, 10, 13, 14. Seg 3B/C: 425'	Seg 2E: 200' Seg 3A: 250' Seg 3B/C: 250'	305'	155'
Horizontal Alignment						
Maximum Super-Elevation Rate	6%	N/A	6%	N/A	6%	6%
Minimum Radius of Curvature	Seg 2E: 1340' Seg 3A: 2050' Seg 3A (South End of Project): 1065' Seg 3A (SH 121): 1065' Seg 3B/C: 2050'	675'	Seg 2E: 660' Seg 3A: 835' Seg 3B/C: 835'	Seg 2E: 300' Seg 3A: 465' Seg 3B/C: 465'	510'	180'
Vertical Alignment						
Minimum Grade	0.35%	0.35%	0.35%	0.35%	0.35%	0.35%
Maximum Grade	Seg 2E: 3% Seg 3A: 3% Seg 3A (South End of Project): 4% Seg 3A (SH 121): 4% Seg 3B/C: 3%	7.00%	4% See Note 3.	7.00%	5.00%	7.00%
Vertical Curve Length Crest (min. K-Value)	Seg 2E: 151 Seg 3A: 247 Seg 3A (South End of Project): 114 Seg 3A (SH 121): 114 Seg 3B/C: 247	44	Seg 2E: 61 Seg 3A: 84 Seg 3B/C: 84	Seg 2E: 19 Seg3A: 29 Seg 3B/C: 29	44	12
Vertical Curve Length Sag (min. K-Value)	Seg 2E:136 Seg 3A: 181 Seg 3A (South End of Project): 115 Seg 3A (SH 121): 115 Seg 3B/C: 181	64	Seg 2E: 79 Seg 3A: 96 Seg 3B/C: 96	Seg 2E: 37 Seg 3A: 49 Seg 3B/C: 49	64	26
Cross-Section						
Lane Width	12'	12' Lanes 24' for U-Turns	14' (single lane) 12' per Lane (multi-lane)	12'	12'	14'
Shoulder Width (min.):						
Inside Shoulder	4' (2 or less lanes) 10' (3 or more lanes)	N/A (curbed)	4' See Note 2.	N/A Curbed	4' (2 or less lanes) 10' (3 or more lanes)	4'
Outside Shoulder	10'	N/A (curbed)	8' See Note 2.	N/A (curbed)	8' / 10' See Note 15.	8'
Curb Offset	N/A	2' Outside 1' Inside	N/A	2'	2'	N/A
Cross-Slope (typical)						
Managed Lanes (ML):	2.50%					
General Purpose Lanes (GP):	2.50%	2.00%	2.00%	2.00%	2.00%	2.00%

DRAFT
1/5/2010

NORTH TARRANT EXPRESS MDP CDA
Geometric Design Criteria

	Mainlanes (GP and ML)	Frontage Roads	Ramps/Direct Connectors	City Street	Collector-Distributor	Loop Ramps (35NB280)
Clear Zone						
Distance from Edge of Travel Lane Unless Noted Otherwise	30'	3' (measured from face of curb) See Note 1.	16'	3' (measured from face of curb) See Note 1.	16'	16'
Side Slopes:						
•Within Clear Zone	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max
•Outside Clear Zone	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max
Vertical Clearance (Minimum)						
Over Roadway	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Streets	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Railroad	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"
Over Electrified Light Rail	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"
Overhead Signs	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"
Pedestrian Crossings	17'-6"	17'-6"				
Other						
Design Vehicle	WB-50	WB-50	WB-50	WB-50	WB-50	WB-50
Driveway Radius	N/A	30' min commercial 15' min residential	N/A	30' min commercial 15' min residential	N/A	N/A

Notes:

1. The face of the new bridge columns shall be located 6 feet or more from the face of curb
2. To mitigate restrictions on the design imposed by sight distance, it is acceptable to position the 8-foot shoulder on the inside of the curve and the 4-foot shoulder on the outside of the curve.
3. Ramps and direct connectors shall have a maximum grade of 4% with the exception of the following listed ramps and direct connectors in Segment 3A which shall have a maximum slope of 5%. However, Developer shall prepare the design using Good Industry Practice using flatter grades where possible:
   a. Ramp connecting IH35W SB to IH 30 at south end of project to tie to existing;
   b. Ramp connecting IH35W SB to Northside Dr. from STA 8+78.00 to 28+50.00;
   c. Ramp connecting IH35W SB to Northside Dr. from STA 28+50.00 to 36+50.00;
   d. Ramp connecting Weatherford to IH 35W SB from STA 16+68.00 to 23+90.00;
   e. Ramp connecting SH 121 SB to Belknap from STA 32+45.00 to 46+85.00;
   f. Ramp connecting SH 183 to IH 35W SB from STA 18+25.00 to 22+00.00;
   g. Ramp connecting Weatherford to SH 121 NB from STA 23+06.66 to 35+28.67;
   h. Ramp connecting IH 30 EB to IH35W NB at south end of project;
   i. DC connecting IH 35W SB to SH 121 NB;
   j. Ramp connecting IH 35W ML SB to SPUR 280 SB;
   k. Ramp connecting IH 35W ML NB to IH 35W GP NB; and,
   l. Ramp connecting IH 35W GP SB to IH35W ML SB.

Segment 2E:

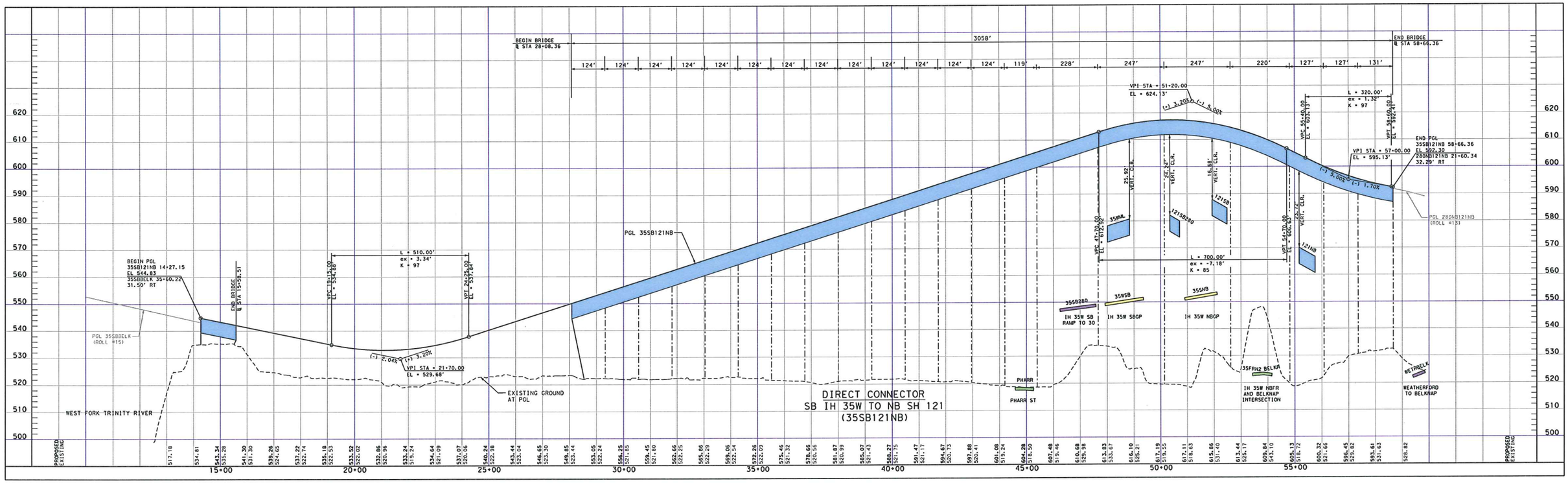
4. WR 500 from STA 500+00.00 to 526+86.58 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics.

Segment 3A:

5. STEADMAN from STA 10+00.00 to 19+30.00 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
6. WEA-BEL from STA 10+00.00 to 31+24.17 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
7. 121SB from STA 52+77.00 to 115+85.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
8. DC 121SB from STA 52+77.00 to 115+85.36 shall have a minimum SSD for 45 mph design speed.
9. 121NB from STA 52+77.00 to 101+01.93 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
10. DC 121NB from STA 52+77.00 to 101+01.93 shall have a minimum SSD for 45 mph design speed.
11. 35WML from STA 883+62.35 to 908+25.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
12. 35WML from STA 727+66.92 to 743+00.25 shall have a minimum SSD for 60 mph design speed.
13. DC IH35W SB-121 NB from STA 44+59.80 to 59+88.47 shall have a minimum SSD for 40 mph design speed.
14. DC 280-121NB from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.
15. The following roadways shall be classified as Collector-Distributor per revised schematics. The outside shoulder width shall be as shown on the schematic and listed below:
    a. Roadway connecting Spur 280 to IH35W SB; 8 ft outside shoulder width;
    b. Roadway connecting Spur 280 to SH121 NB; outside shoulder width varies (8 ft minimum 10 ft maximum);
    c. Roadway connecting SH121 SB to Spur 280; 10 ft outside shoulder width; and,
    d. Roadway connecting SH121 SB to IH35W NB; 10 ft outside shoulder width.
16. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.
17. DC 121SB280SB shall have a minimum SSD for 40 mph design speed based on the September 2009 schematic.
18. SPUR 280 is classified as an Urban Arterial with a minimum design speed of 35 mph as shown on the September 2009 schematic.

Segment 3B/C:

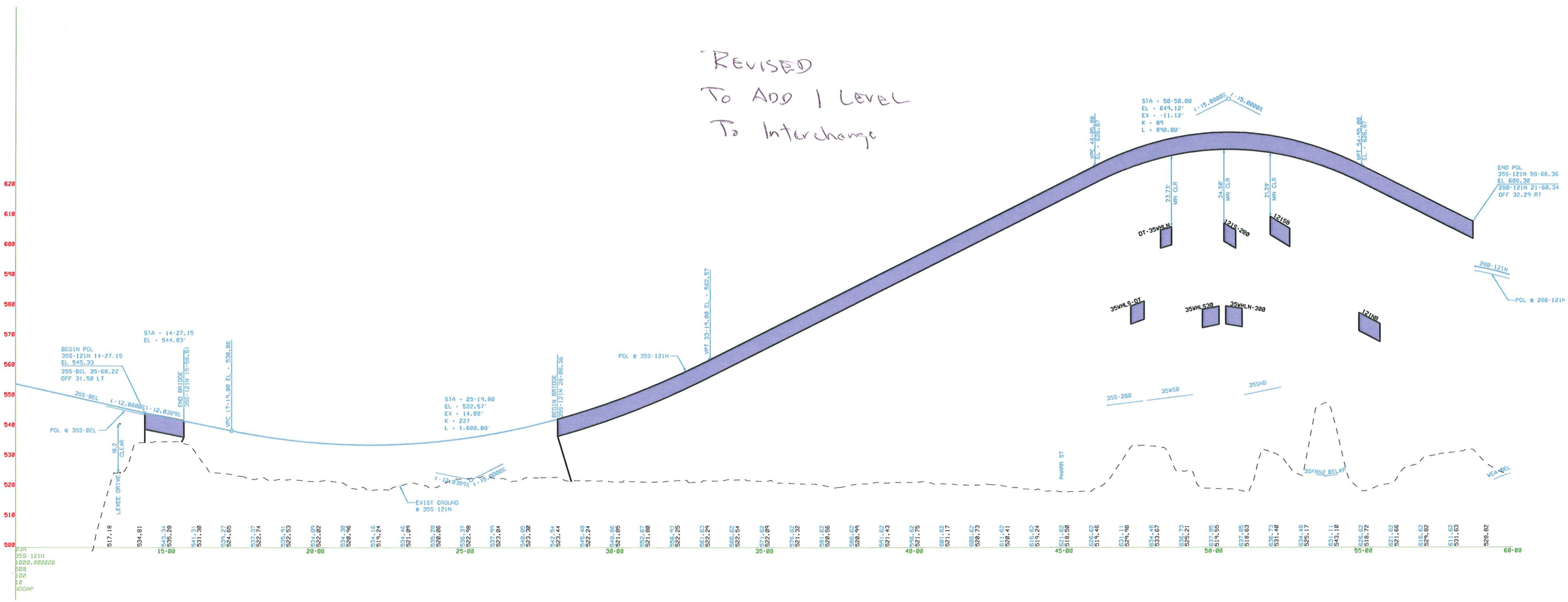
19. Ramp IH 35W SB-US 287 shall have a Design Speed = 40 mph.



RFI 24
No. 1

FROM SCHEMATIC
35WSschdcprof.pdf

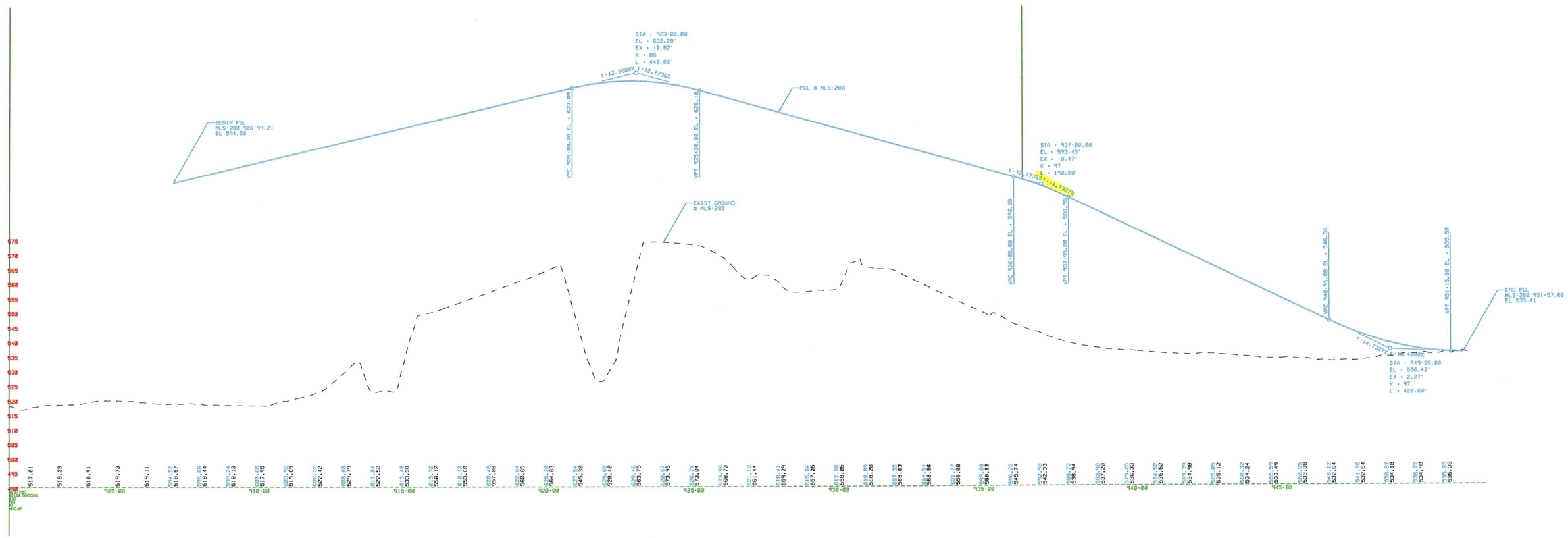
REVISED
TO ADD 1 LEVEL
TO Interchange



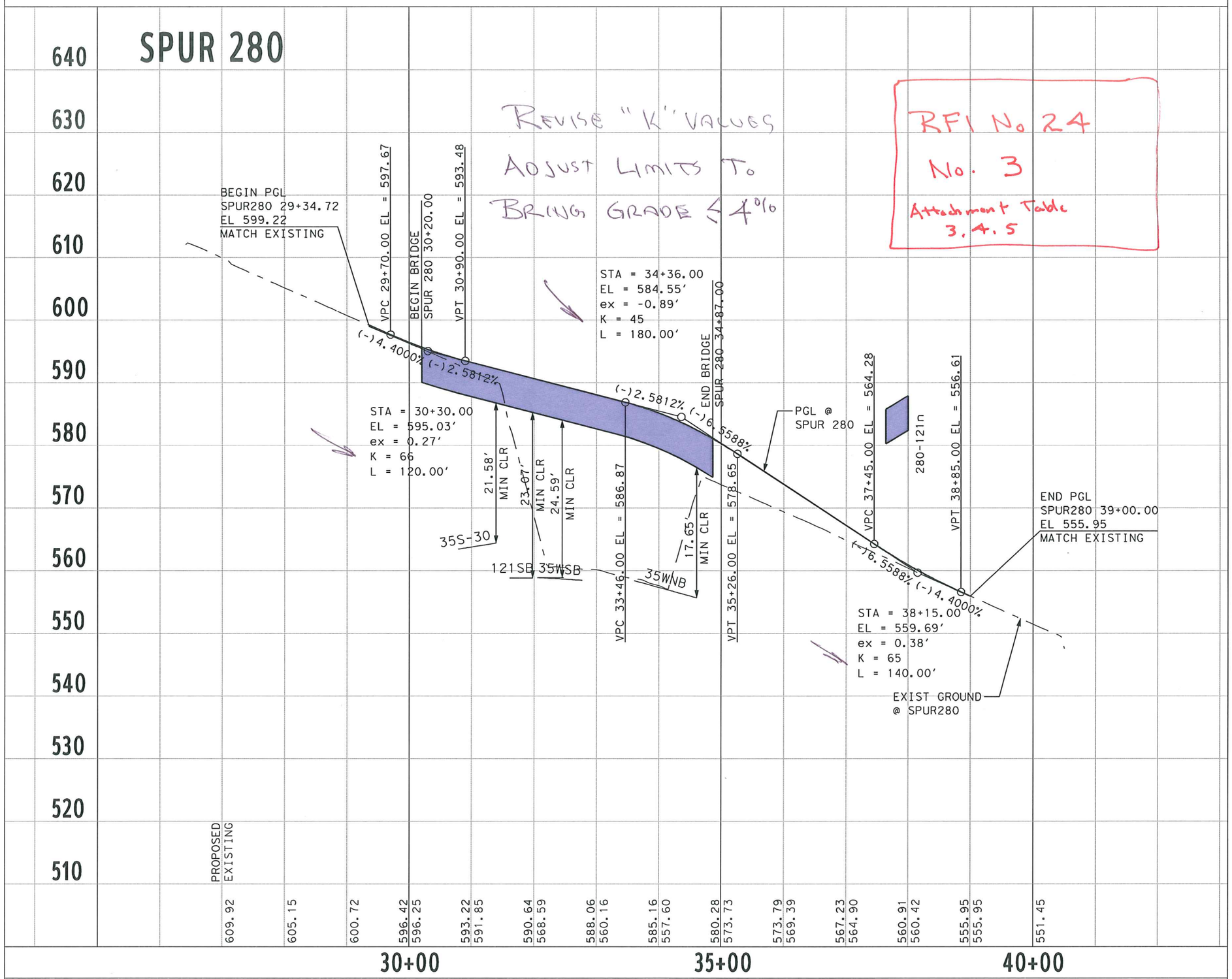
RFI 24
No. 1
From profile in
email.

RFI No 24
No. 2

SHOW BRIDGES
STRUCTURE DEPTH ETC
SHOW EXIST PED BRIDGE



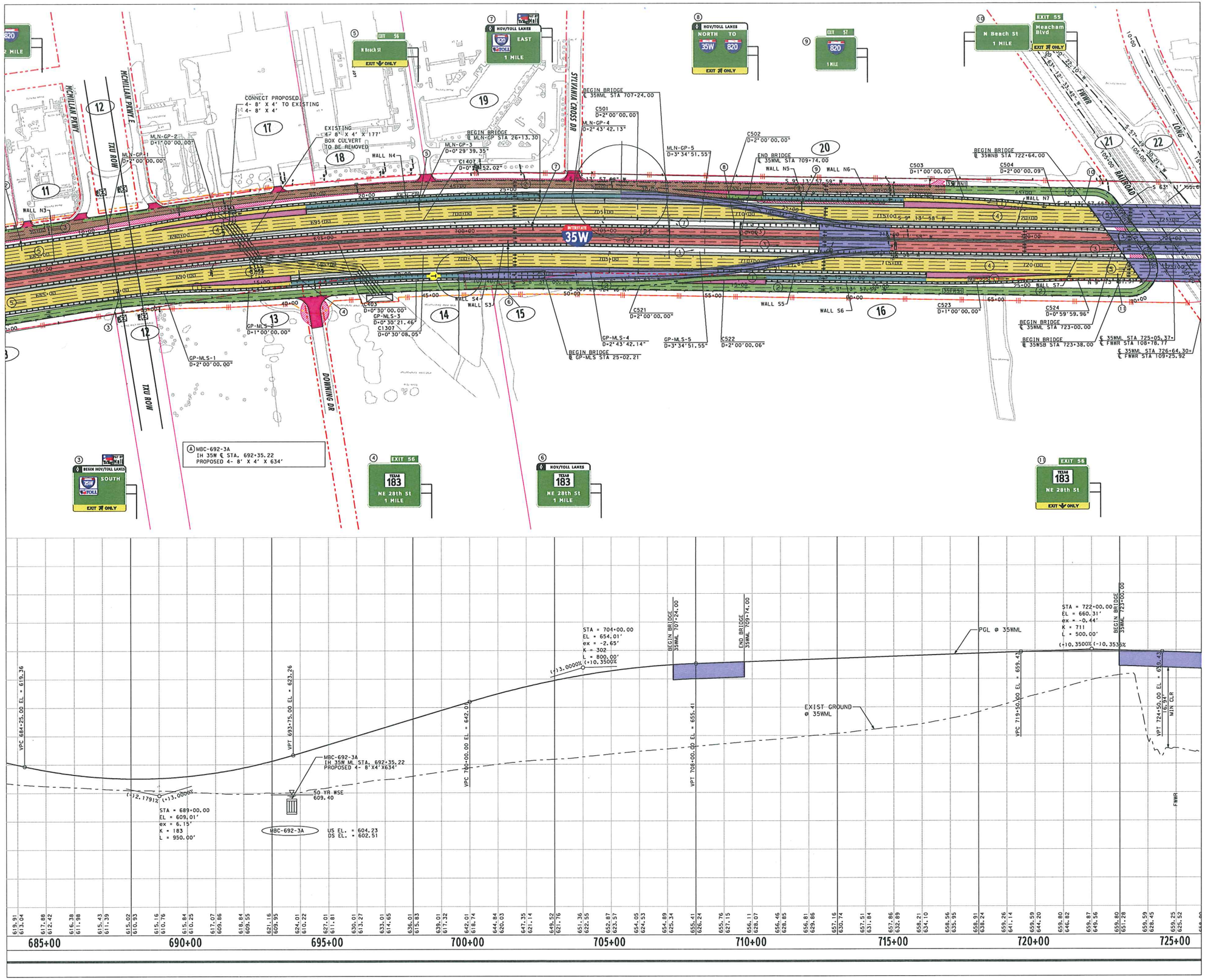
SPUR 280


640
630
620
610
600
590
580
570
560
550
540
530
520
510
REVISE "K" VALUES
ADJUST LIMITS TO
BRING GRADE ≤ 4%
RFI No 24
No. 3
Attachment Table
3, 4, 5
BEGIN PGL
SPUR280 29+34.72
EL 599.22
MATCH EXISTING
VPC 29+70.00 EL = 597.67
BEGIN BRIDGE
SPUR 280 30+20.00
VPT 30+90.00 EL = 593.48
(-)4.4000%
(-)2.5812%
STA = 30+30.00
EL = 595.03'
ex = 0.27'
K = 66
L = 120.00'
21.58'
MIN CLR
23.07'
MIN CLR
24.59'
MIN CLR
35S-30
121SB 35WSB
VPC 33+46.00 EL = 586.87
35WNB
17.65'
MIN CLR
STA = 34+36.00
EL = 584.55'
ex = -0.89'
K = 45
L = 180.00'
(-)2.5812%
(-)6.5588%
END BRIDGE
SPUR 280 34+87.00
VPT 35+26.00 EL = 578.65
PGL @
SPUR 280
VPC 37+45.00 EL = 564.28
280-121n
VPT 38+85.00 EL = 556.61
(-)6.5588%
(-)4.4000%
STA = 38+15.00
EL = 559.69'
ex = 0.38'
K = 65
L = 140.00'
EXIST GROUND
@ SPUR280
END PGL
SPUR280 39+00.00
EL 555.95
MATCH EXISTING
PROPOSED
EXISTING
609.92
605.15
600.72
596.42
596.25
593.22
591.85
590.64
568.59
588.06
560.16
585.16
557.60
580.28
573.73
573.79
569.39
567.23
564.90
560.91
560.42
555.95
555.95
551.45
30+00
35+00
40+00

RFI 24

No 4

PLAN

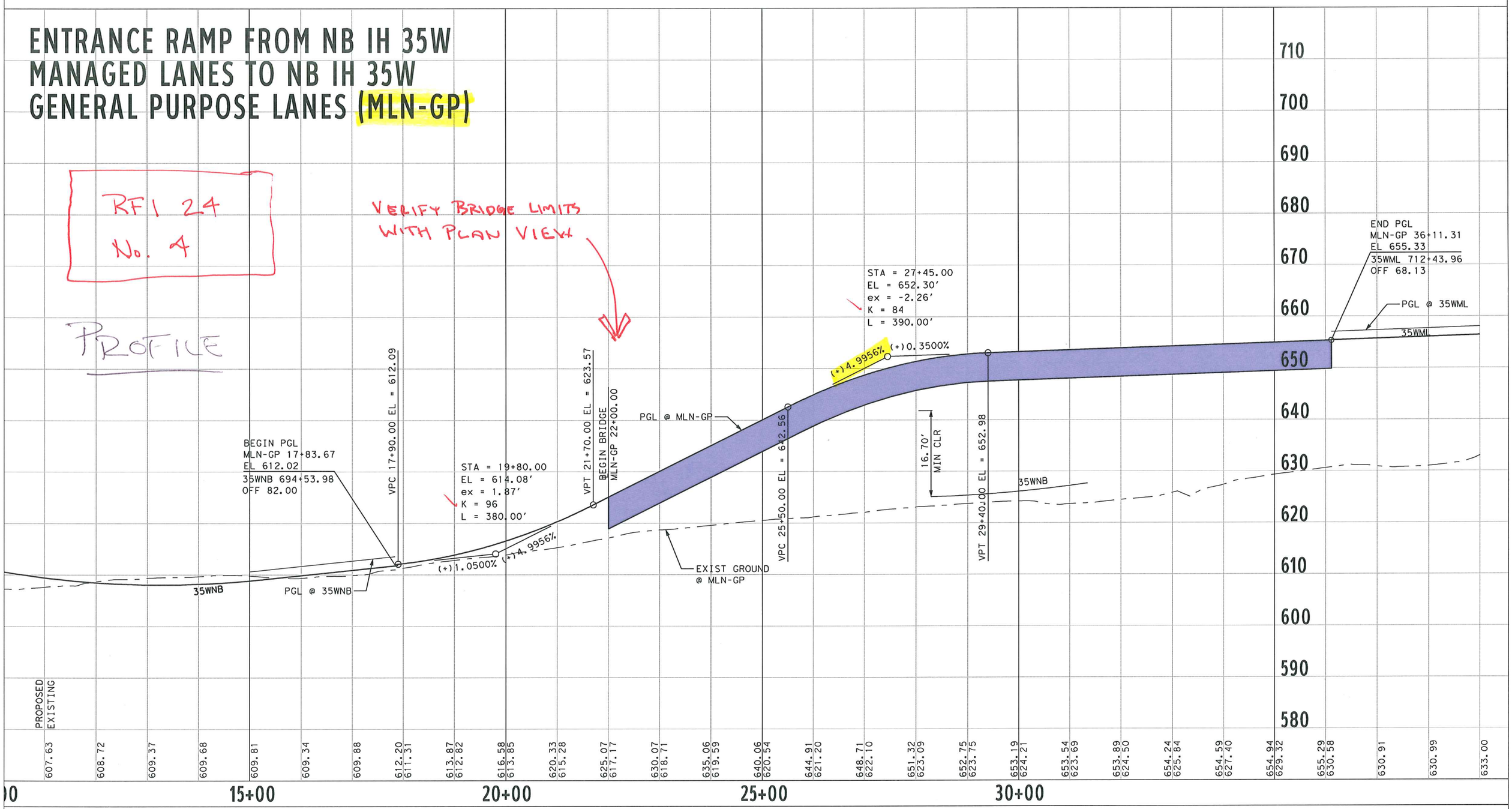


ENTRANCE RAMP FROM NB IH 35W MANAGED LANES TO NB IH 35W GENERAL PURPOSE LANES (MLN-GP)

RFI 24
No. 4

VERIFY BRIDGE LIMITS WITH PLAN VIEW

PROFILE

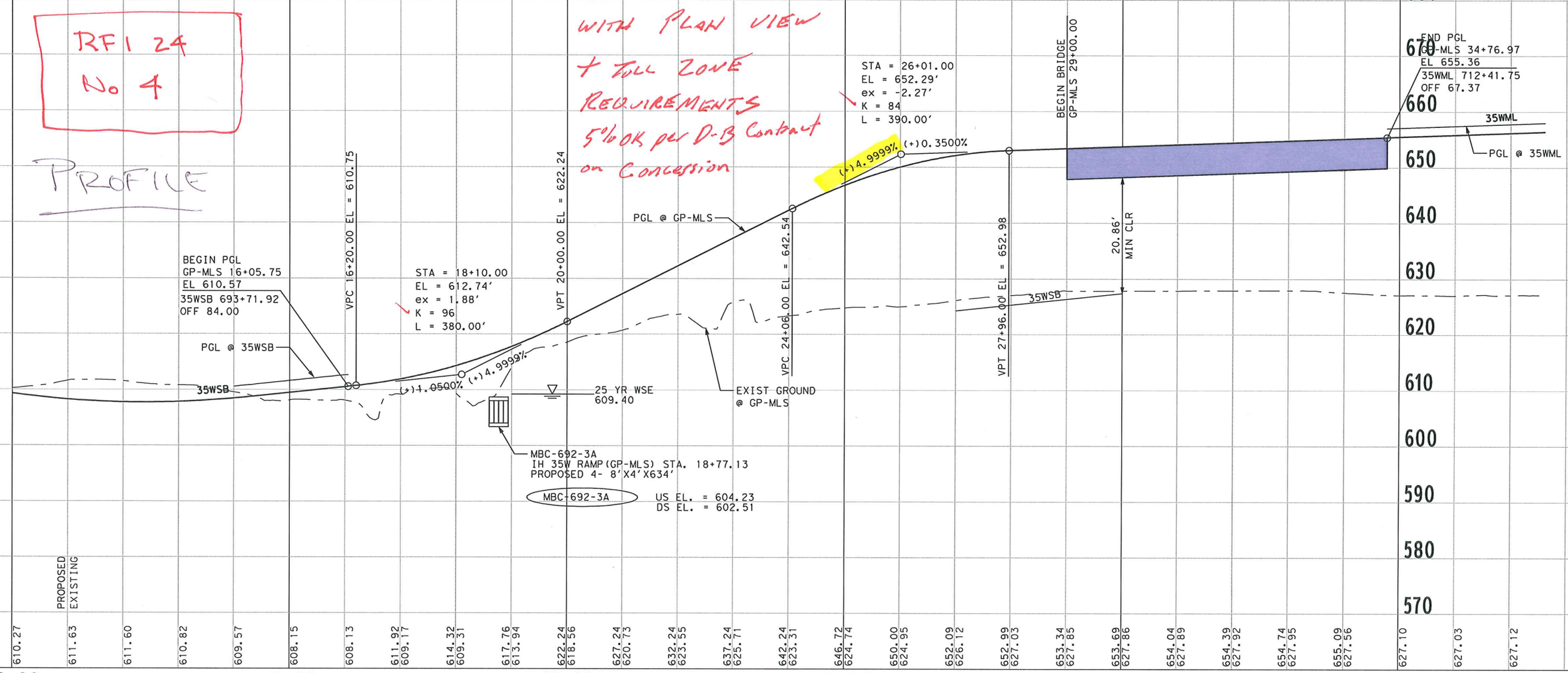


EXIT RAMP FROM SB IH 35W GENERAL PURPOSE LANES TO SB IH 35W MANAGED LANES (GP-MLS)

RFI 24
No 4

PROFILE

VERIFY BRIDGE LIMITS WITH PLAN VIEW + TOLL ZONE REQUIREMENTS
5% OK per D-B Contract on Concession



North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 24B

Date: August 8, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A request for additional design exceptions

Attachments: Exhibit 1 (Vertical Alignment depicting SB IH35ML to EB Spur 280 Direct connector with a 4% and 4.73% vertical grade), Exhibit 2 (printout of segment3A_profile.dgn at ramp GP-MLS), Exhibit 3 (printout of Mandatory scope schematics at ramps MLN-GP and GP-MLS), segment3A_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide additional information as follows:

1 Item #2 - In the Seg3A_Profile.dgn file submitted on May 31, 2011, the MLS-280 profile does not show the existing and proposed pedestrian bridges to verify clearances. In the Seg3AI_Profile.dgn file submitted on May 31, 2011, the MLS-280 profile does not show the structure depths of the DC or the existing and proposed pedestrian bridges to verify clearances.

NTEMP has attached Exhibit 1 (printout of vertical alignment of the SB IH35ML to EB Spur 280 DC available on segment3A_profile.dgn). Exhibit 1 includes minimum vertical to be met by the developer. As discussed and accepted on Friday 5th, 2011, Developer has made available calculated minimum clearances in the Data Room, which is accessible to TxDOT (developer to update again once revised Mandatory Scope schematics are available with the Chesapeake inspired alternative incorporated).

2 Also, NTEMP needs to explain how the impacts to the pedestrian bridge are reduced using a 5% max grade and what geometric constraints along Spur 280/US 287 preclude using a 4% grade.

Developer is including with this RFI Exhibit 1 that depicts the vertical alignment of the SB IH35ML to EB Spur 280 DC. In exhibit 1, the developer has drawn a 4% vertical grade East of station 933+00 (If RFI 24 wouldn't be conditionally approved). The pedestrian overpass crosses at approx station 947+00; the developer has included in the same profile the two alternatives for the pedestrian bridge. The lowest pedestrian bridge depicts the vertical alignment designed to clear over the 4.73% grade. The second design alternative depicts the pedestrian bridge required in order to comply with Book 2 table 11-1 minimum clearances over the 4% vertical grade (Pedestrian bridge vertical alignment raised 10.5ft over the approved RFI 24 pedestrian bridge design). Raising the pedestrian bridge 10.5ft would require that the bridge be extended by about 280ft (access ramps constrained by ADA requirements); therefore approval of Approval of RFI 24 signifies a reduction in the pedestrian bridge structural area of 20%.

Additional Impacts by TxDOT of not approving RFI 24 (not approving a 5% max grade) on this connector include:

- Second alternative pedestrian bridge would be very impractical (hence seldom used) due to the fact that it would cross close to 50ft over existing spur 280 (equivalent to standing on a 5th floor of a building).
- Tie in to Spur 280 would occur 250 ft to the east of Alternative one.
- IH35W SB ML to Spur 280 EB bridge would have to be extended 200 ft towards the East (Approval of RFI 24 reduces structural area of bridge 232 by 5%).

3 Item #4 - The dgn profile files submitted May 31, 2011 should be revised to show the tolling zone vertical clearance requirement, walls and bridge limits, structure depths, etc. as pertains to both plan and profile views.

NTEMP has attached exhibit Exhibit 2 to this RFI (printout of segment3A_profile.dgn), which includes minimum vertical clearances to be met by developer at ramp GP-MLS (including Declaration area overhang over IH35W GPL). Developer is also including Exhibit 3 with the applicable Mandatory scope schematics at ramps MLN-GP and GP-MLS; this horizontal layout has the requested information including layout of retaining walls, beg and end of bridges, etc. As discussed and accepted on Friday 5th, 2011, Developer has made available calculated minimum clearances in the Data Room, which is accessible to TxDOT (developer to update again once revised Mandatory Scope schematics are available with the Chesapeake inspired alternative incorporated). As seen in Exhibit 2, the need for a 5% grade in both of the above reference ramps, is required in order for the developer to be able to end the vertical alignment at GPL gore areas as depicted in the TxDOT Schematics for environmental approval (gores would have to be moved in average 245 ft North). The gore movement towards the North will require that bridges 208 and 210 to increase in order to accommodate the realignment of ramps MLN-GP and GP-MLS (by approving RFI 24, the construction cost of the Bridges 208 and 210 will be reduced). A 4 percent grade can not be applied in the VPI downstation from where the developer has depicted them in exhibit 2, as this will reduce the vertical clearance in the ramps (ramps need to be supported by a combination of straddle bents, and single columns that require large structural depths).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 24B. Approval needs not to contain any additional or pending restrictions.

Response Needed by (date): August 11, 2011

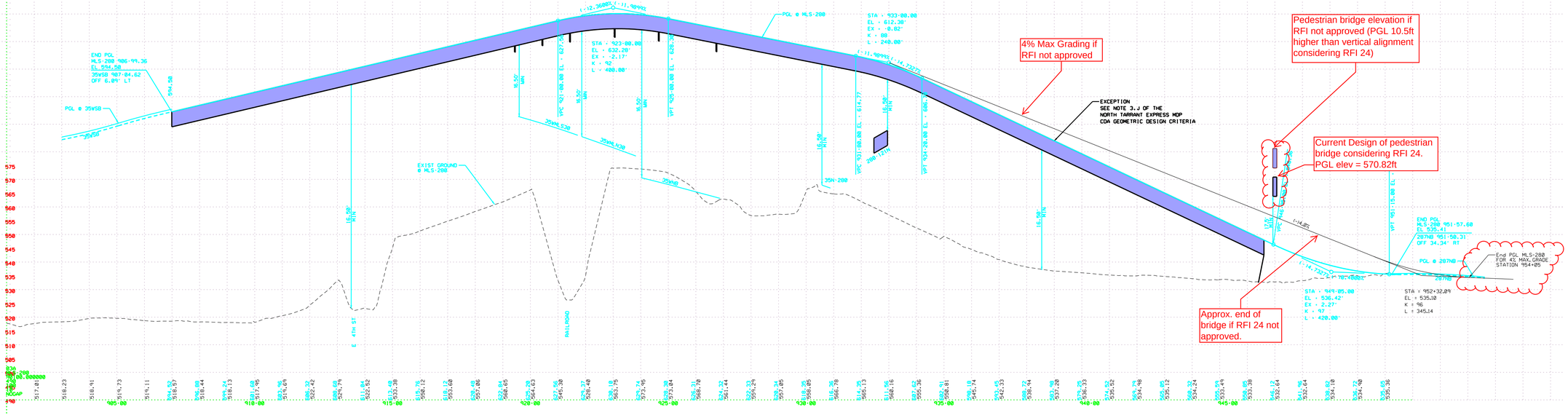
Responses:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

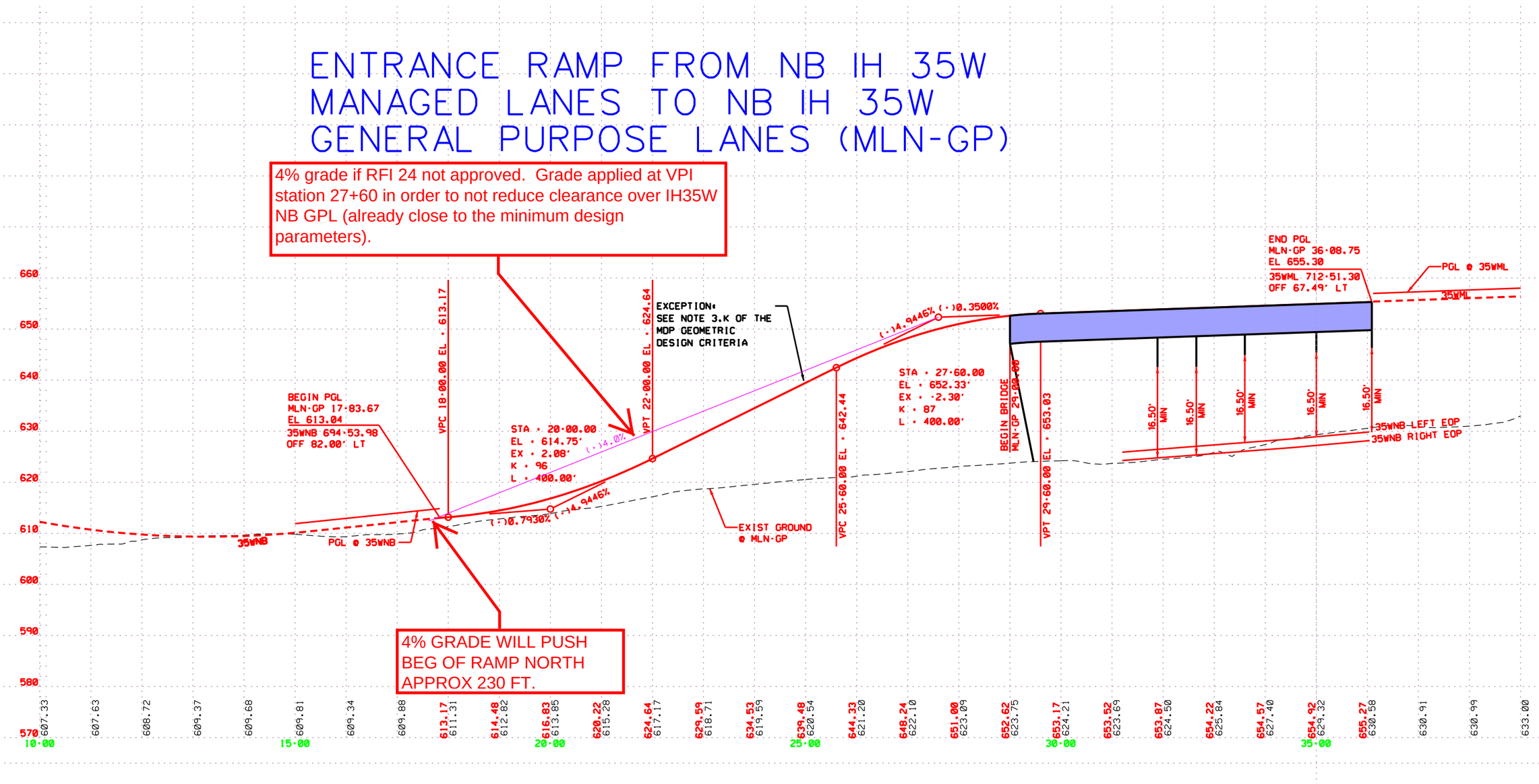
EXHIBIT 1. VERTICAL ALIGNMENT FOR MLS-280 RAMP

DIRECT CONNECTOR FROM SB IH 35W MANAGED LANES TO SPUR 280 (MLS-280)



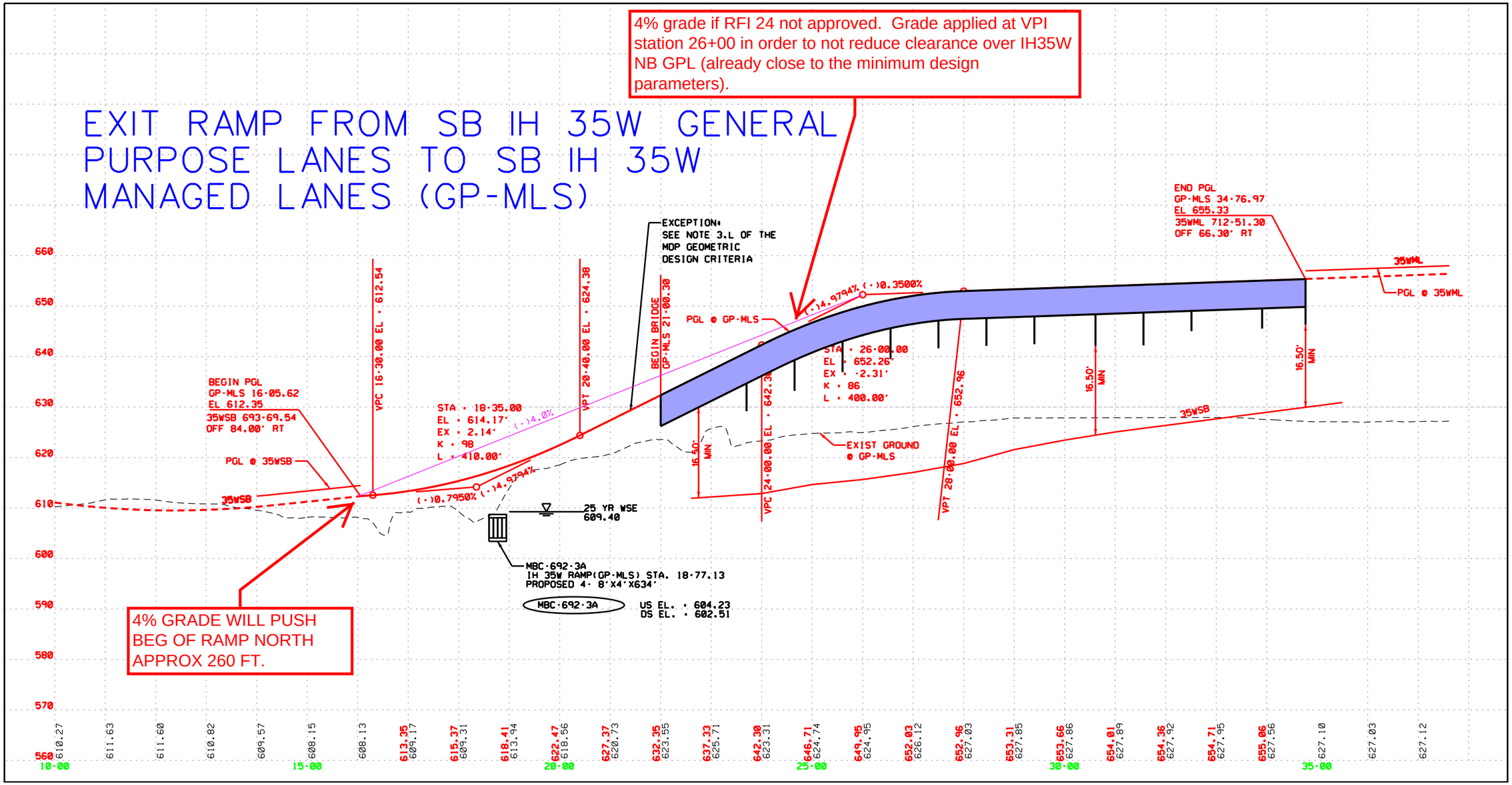
Scale: 1" = 200 ft

EXHIBIT 2. VERTICAL ALIGNMENT FOR MLN-GP RAMP



Scale: 1" = 200 ft

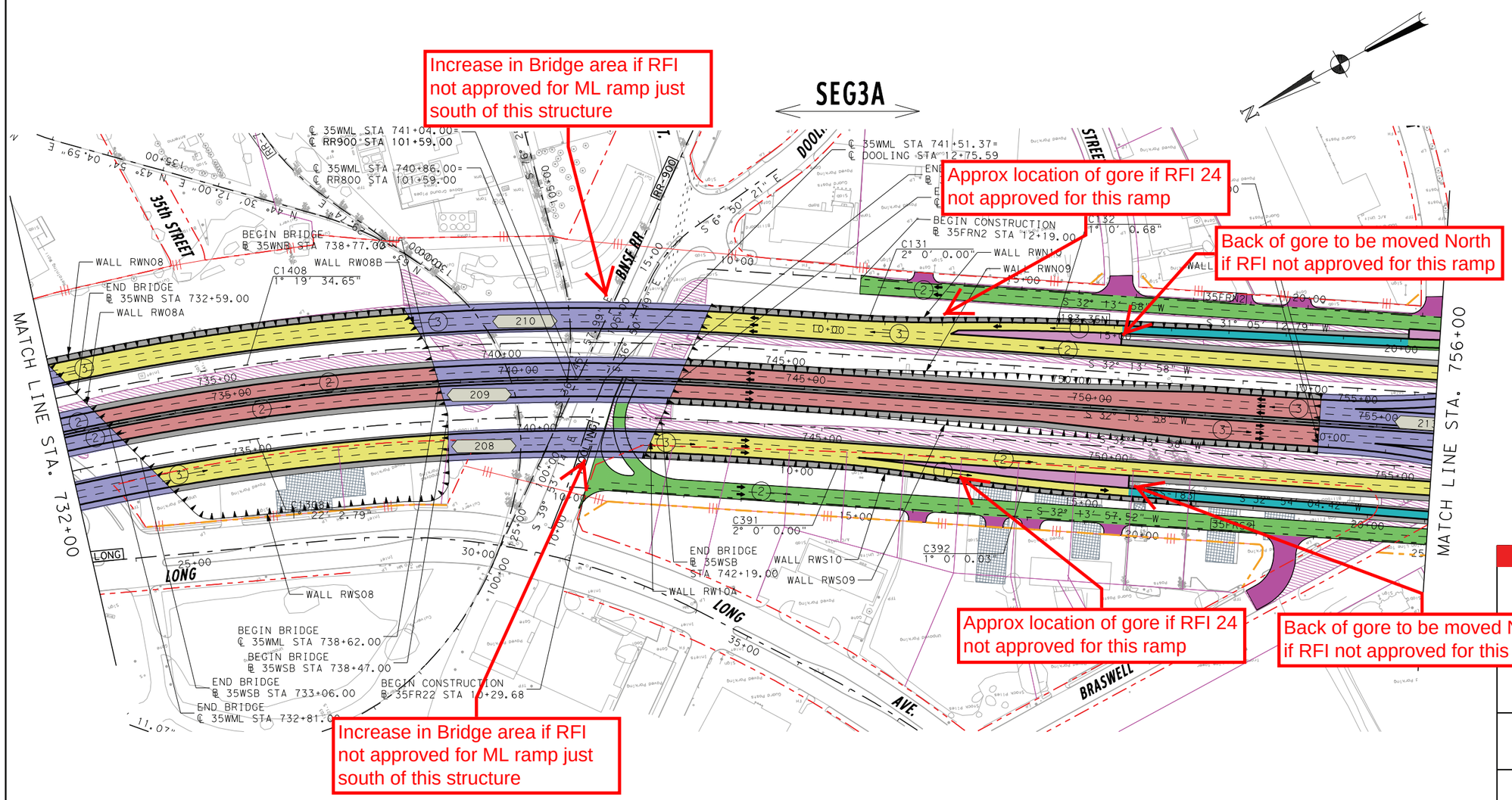
EXHIBIT 2. VERTICAL ALIGNMENT FOR GP-MLS RAMP



Scale: 1" = 200 ft

EXHIBIT 3. HORIZONTAL LAYOUT FOR MLN-GP AND GP-MLS RAMPS

REV	DATE	BY	DESCRIPTION



NOTE: CURVE 35WML-4 SHALL COMPLY WITH AN SSD OF 60 MPH AS REQUIRED BY THE NORTH TARRANT EXPRESS MDP CDA GEOMETRIC DESIGN CRITERIA NOTE 12.

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 12/2/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN

HORZ.: 1" = 200'

SHEET 5 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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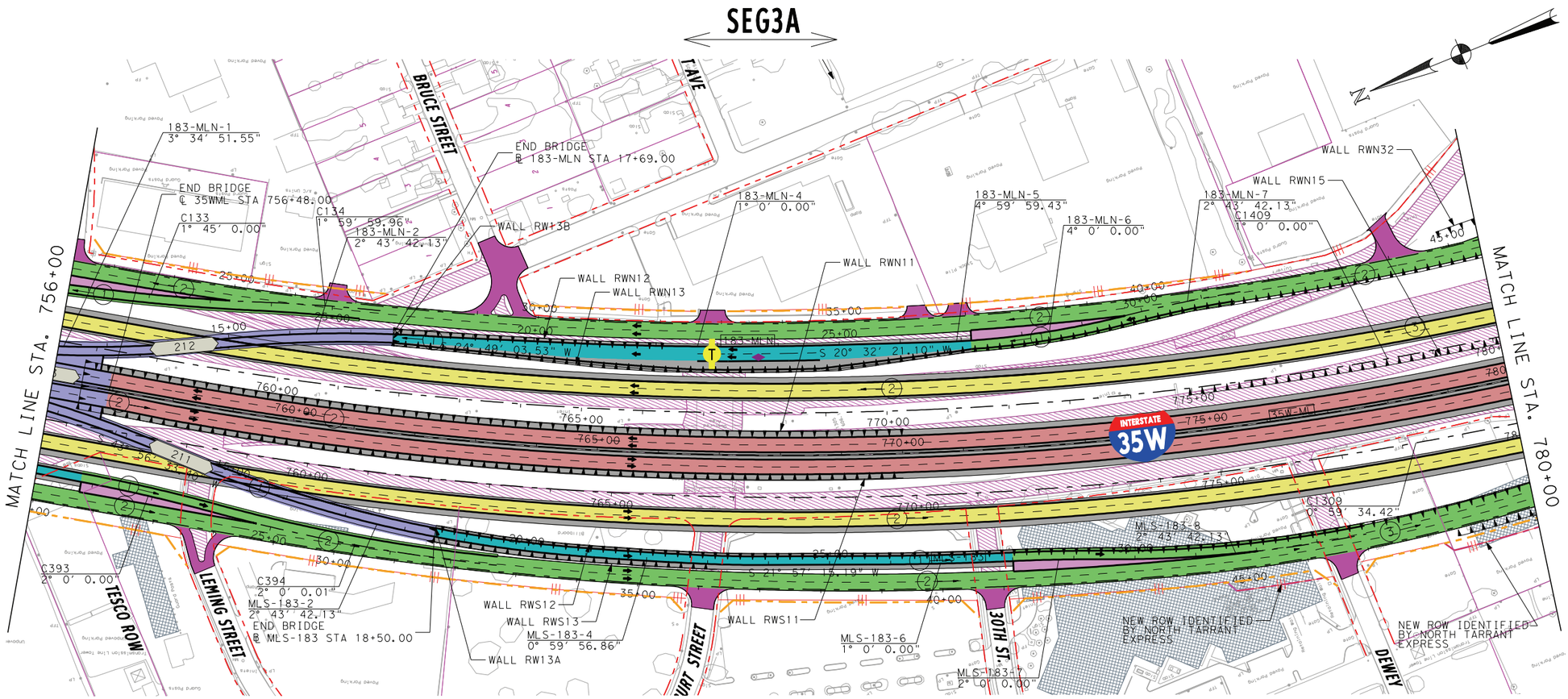
12/2/2010 4:07:55 PM

EXHIBIT 3. HORIZONTAL LAYOUT FOR MLN-GP AND GP-MLS RAMPS

REV	DATE	BY	DESCRIPTION



LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
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- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 12/2/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN

HORZ.: 1" = 200' SHEET 6 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

I:\work\trans\12671 nte\cadd (segment 3a and 3b)\seg3a\sheets interim\copy of seg 3a1 - plan view only sheets for 122010 submittal\SEG3A1*SCHEM*PLAN*06.dgn
12/2/2010 4:08:06 PM

Various files submitted with RFI #24B:

Seg3A_Profile.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #24B & Reissue of RFI #24: NTE Seg 3A request for additional design exceptions

We Are Sending You:

Copies	Date	No.	Description
1	8/10/11	2	RFI #24B Response Form
1	8/10/11	2	Reissue of RFI #24 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 24

Date: December 31, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzales
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A request for additional design exceptions

Attachments: NTE MDP Draft Geometric Design Criteria Table 010510.pdf

Information / Clarification Request:

Please see the attached list of additional exceptions for Segment 3A. Exceptions requested are summarized below.

1. 35S-121N – top level DC, a 5% max grade is needed due to the additional interchange level added by the managed lane extension
2. MLS-280 – SB managed lane DC to Spur 280, 5% maximum grade is need due to elevation of the managed lanes and geometric constraints along Spur 280. Need to tie profile to existing while reducing impacts to pedestrian bridge over Spur 280.
3. Spur 280 – existing grade is over 4%
4. MLN-GP & GP-MLS – wishbone ramps to the managed lanes, 5% maximum grade is needed to accommodate tolling zone located on bridge and vertical clearance requirement.

Response Needed by (date): 12-23-09

Responses:

1. The 5% max grade is acceptable. See the revised Draft Geometric Criteria Table.

2. Further clarification is requested for using a 5% grade. The profile should include structure depths for the DC and roadways crossing this profile as well as the existing and proposed pedestrian bridge to verify clearances. The request should explain how the impacts to the pedestrian bridge are reduced using a 5% max grade and what geometric constraints along Spur 280/US 287 preclude using a 4% grade.

3. See revised Draft Geometric Design Criteria Table. SPUR 280 is classified as an Urban Arterial with a design speed of 35 mph and maximum grade of 7.00%. Based upon this classification a design deviation is not required.

4. Further clarification and justification are requested with respect to the tolling zone requirements and the need for using a 5% grade. The exhibits should be revised to show the tolling zone vertical clearance requirement, walls and bridge limits, structure depths, etc. as pertains to both plan and profile views.

[Response reissue August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #24B and hereby approves RFI #24 without conditions.]

Responder Name: Matthew E. MacGregor, P.E.

Response Date: Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 24B

Date: August 8, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A request for additional design exceptions

Attachments: Exhibit 1 (Vertical Alignment depicting SB IH35ML to EB Spur 280 Direct connector with a 4% and 4.73% vertical grade), Exhibit 2 (printout of segment3A_profile.dgn at ramp GP-MLS), Exhibit 3 (printout of Mandatory scope schematics at ramps MLN-GP and GP-MLS), segment3A_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide additional information as follows:

1 Item #2 - In the Seg3A_Profile.dgn file submitted on May 31, 2011, the MLS-280 profile does not show the existing and proposed pedestrian bridges to verify clearances. In the Seg3AI_Profile.dgn file submitted on May 31, 2011, the MLS-280 profile does not show the structure depths of the DC or the existing and proposed pedestrian bridges to verify clearances.

NTEMP has attached Exhibit 1 (printout of vertical alignment of the SB IH35ML to EB Spur 280 DC available on segment3A_profile.dgn). Exhibit 1 includes minimum vertical to be met by the developer. As discussed and accepted on Friday 5th, 2011, Developer has made available calculated minimum clearances in the Data Room, which is accessible to TxDOT (developer to update again once revised Mandatory Scope schematics are available with the Chesapeake inspired alternative incorporated).

2 Also, NTEMP needs to explain how the impacts to the pedestrian bridge are reduced using a 5% max grade and what geometric constraints along Spur 280/US 287 preclude using a 4% grade.

Developer is including with this RFI Exhibit 1 that depicts the vertical alignment of the SB IH35ML to EB Spur 280 DC. In exhibit 1, the developer has drawn a 4% vertical grade East of station 933+00 (If RFI 24 wouldn't be conditionally approved). The pedestrian overpass crosses at approx station 947+00; the developer has included in the same profile the two alternatives for the pedestrian bridge. The lowest pedestrian bridge depicts the vertical alignment designed to clear over the 4.73% grade. The second design alternative depicts the pedestrian bridge required in order to comply with Book 2 table 11-1 minimum clearances over the 4% vertical grade (Pedestrian bridge vertical alignment raised 10.5ft over the approved RFI 24 pedestrian bridge design). Raising the pedestrian bridge 10.5ft would require that the bridge be extended by about 280ft (access ramps constrained by ADA requirements); therefore approval of Approval of RFI 24 signifies a reduction in the pedestrian bridge structural area of 20%.

Additional Impacts by TxDOT of not approving RFI 24 (not approving a 5% max grade) on this connector include:

- Second alternative pedestrian bridge would be very impractical (hence seldom used) due to the fact that it would cross close to 50ft over existing spur 280 (equivalent to standing on a 5th floor of a building).
- Tie in to Spur 280 would occur 250 ft to the east of Alternative one.
- IH35W SB ML to Spur 280 EB bridge would have to be extended 200 ft towards the East (Approval of RFI 24 reduces structural area of bridge 232 by 5%).

3 Item #4 - The dgn profile files submitted May 31, 2011 should be revised to show the tolling zone vertical clearance requirement, walls and bridge limits, structure depths, etc. as pertains to both plan and profile views.

NTEMP has attached exhibit Exhibit 2 to this RFI (printout of segment3A_profile.dgn), which includes minimum vertical clearances to be met by developer at ramp GP-MLS (including Declaration area overhang over IH35W GPL). Developer is also including Exhibit 3 with the applicable Mandatory scope schematics at ramps MLN-GP and GP-MLS; this horizontal layout has the requested information including layout of retaining walls, beg and end of bridges, etc. As discussed and accepted on Friday 5th, 2011, Developer has made available calculated minimum clearances in the Data Room, which is accessible to TxDOT (developer to update again once revised Mandatory Scope schematics are available with the Chesapeake inspired alternative incorporated). As seen in Exhibit 2, the need for a 5% grade in both of the above reference ramps, is required in order for the developer to be able to end the vertical alignment at GPL gore areas as depicted in the TxDOT Schematics for environmental approval (gores would have to be moved in average 245 ft North). The gore movement towards the North will require that bridges 208 and 210 to increase in order to accommodate the realignment of ramps MLN-GP and GP-MLS (by approving RFI 24, the construction cost of the Bridges 208 and 210 will be reduced). A 4 percent grade can not be applied in the VPI downstation from where the developer has depicted them in exhibit 2, as this will reduce the vertical clearance in the ramps (ramps need to be supported by a combination of straddle bents, and single columns that require large structural depths).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 24B. Approval needs not to contain any additional or pending restrictions.

Response Needed by (date): August 11, 2011

Responses:

TxDOT partially approved RFI #24 on January 6, 2010, but asked for further clarification as described above. TxDOT received this RFI #24B on August 9, 2011. TxDOT confirms that the Developer has provided adequate information to allow TxDOT to grant final approval for this RFI.

RFI #24 and 24B are approved without conditions.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #25

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: ~~24~~ 25 (TxDOT correction)

Date: December 14, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A Pedestrain bridge

Attachments: NTE MDP Geometric Design Criteria Response 121409.pdf

Information / Clarification Request:

Please see the attached markups to the draft geometric design criteria table. Below is a summary of requested modifications:

1. Based on note 15, Spur 280 SSD should be listed as 360' for 45 mph.
2. Minimum curve radius for the loop ramp is 180' for 25 mph
3. Current schematic designs for roadways now classified as collector-distributors have 8' minimum outside shoulders.
4. Spur 280 has a max grade listed as 4%. A design exception has been requested for maximum grade, See RFI 23. The current design has a max grade > 6%. We do not think is possible to flatten this below 4%, the existing grade is greater than 4%.

Response Needed by (date): 12-23-09

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

DRAFT
12/3/2009

NORTH TARRANT EXPRESS MDP CDA: Geometric Design Criteria						
	Mainlanes (GP and ML)	Frontage Roads	Ramps/Direct Connectors	City Street	Collector-Distributor	Loop Ramps (35NB280)
General						
Roadway Classification	Urban Freeway or Tollway	Low Speed Urban Street	Urban Freeway or Tollway	Low Speed Urban Street	Urban Collector	Low Speed Urban Street
Design Speed	Seg 2E: 60 mph Seg 3A: 70 mph Seg 3A (South End of Project): 55 mph Seg 3A (SH 121): 55 mph Seg 3A (Spur 280): 55 mph Seg 3B/C: 70 mph	40 mph	Seg 2E: 45 mph Seg 3A: 50 mph Seg 3B/C: 50 mph See Note 19.	Seg 2E: 30 mph Seg 3A: 35 mph Seg 3 B/C: 35 mph	40 mph	25 mph
Stopping Sight Distance See Note 2. (1)	Seg 2E: 570' Seg 3A: 730' See Note 12. Seg 3A (South End of Project): 495' Seg 3A (SH 121): 495' Seg 3A (Spur 280): 495' See Note 15. Seg 3B/C: 730'	305'	Seg 2E: 360' Seg 3A: 425' See Note 8, 10, 13, 14. Seg 3B/C: 425'	Seg 2E: 200' Seg 3A: 250' Seg 3B/C: 250'	305'	155'
Horizontal Alignment						
Maximum Super-Elevation Rate	6%	N/A	6%	N/A	6%	6%
Minimum Radius of Curvature	Seg 2E: 1340' Seg 3A: 2050' Seg 3A (South End of Project): 1065' Seg 3A (SH 121): 1065' Seg 3A (Spur 280): 1065' Seg 3B/C: 2050'	675'	Seg 2E: 660' Seg 3A: 835' Seg 3B/C: 835'	Seg 2E: 300' Seg 3A: 465' Seg 3B/C: 465'	510'	185' (2) 180'
Vertical Alignment						
Minimum Grade	0.35%	0.35%	0.35%	0.35%	0.35%	0.35%
Maximum Grade	Seg 2E: 3% Seg 3A: 3% Seg 3A (South End of Project): 4% Seg 3A (SH 121): 4% Seg 3A (Spur 280): 4% (4) Seg 3B/C: 3%	7.00%	4% See Note 3.	7.00%	5.00%	7.00%
Vertical Curve Length Crest (min. K-Value)	Seg 2E: 151 Seg 3A: 247 Seg 3A (South End of Project): 114 Seg 3A (SH 121): 114 Seg 3A (Spur 280): 114 Seg 3B/C: 247	44	Seg 2E: 61 Seg 3A: 84 Seg 3B/C: 84	Seg 2E: 19 Seg3A: 29 Seg 3B/C: 29	44	12
Vertical Curve Length Sag (min. K-Value)	Seg 2E:136 Seg 3A: 181 Seg 3A (South End of Project): 115 Seg 3A (SH 121): 115 Seg 3A (Spur 280): 115 Seg 3B/C: 181	64	Seg 2E: 79 Seg 3A: 96 Seg 3B/C: 96	Seg 2E: 37 Seg 3A: 49 Seg 3B/C: 49	64	26
Cross-Section						
Lane Width	12'	12' Lanes 24' for U-Turns	14' (single lane) 12' per Lane (multi-lane)	12'	12'	14'
Shoulder Width (min.):						
Inside Shoulder	4' (2 or less lanes) 10' (3 or more lanes)	N/A (curbed)	4' See Note 2.	N/A (curbed)	4' (2 or less lanes) 10' (3 or more lanes)	4'
Outside Shoulder	10'	N/A (curbed)	8' See Note 2.	N/A (curbed)	10' 8'	8'
Curb Offset	N/A	2' Outside 1' Inside	N/A	2'	2' (3)	N/A
Cross-Slope (typical)						
Managed Lanes:	2.50%					
General Purpose Lanes:	2.50%	2.00%	2.00%	2.00%	2.00%	2.00%

45 MPH SSD = 360

(1) BASED ON NOTE 15, SPUR 280 SSD SHOULD BE 360'

(2) TXDOT ROADWAY DESIGN MANUAL TABLE 2-5 STATES 180' MIN R FOR 25 MPH

(3) CURRENT DESIGNS FOR COLLECTOR-DISTRIBUTORS HAVE 8' MIN SHOULDER WIDTH

(4) CURRENT DESIGN HAS MAX GRADE > 6%, > 4% MATCHING EXIST.

DRAFT
12/3/2009

NORTH TARRANT EXPRESS MDP CDA: Geometric Design Criteria

	Mainlanes (GP and ML)	Frontage Roads	Ramps/Direct Connectors	City Street	Collector-Distributor	Loop Ramps (35NB280)
Clear Zone						
Distance from Edge of Travel Lane Unless Noted Otherwise	30'	3' (measured from face of curb) See Note 1.	16'	3' (measured from face of curb) See Note 1.	16'	16'
Side Slopes:						
•Within Clear Zone	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max	6:1 max
•Outside Clear Zone	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max	3:1 max
Vertical Clearance (Minimum)						
Over Roadway	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Streets	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
Over Railroad	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"	23'-0"
Over Electrified Light Rail	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"	26'-6"
Overhead Signs	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"
Pedestrian Crossings	17'-6"	17'-6"				
Other						
Design Vehicle	WB-50	WB-50	WB-50	WB-50	WB-50	WB-50
Driveway Radius	N/A	30' min commercial 15' min residential	N/A	30' min commercial 15' min residential	N/A	N/A

Notes:

1. The face of the new bridge columns shall be located 6 feet or more from the face of curb
2. To mitigate restrictions on the design imposed by sight distance, it is acceptable to position the 8-foot shoulder on the inside of the curve and the 4-foot shoulder on the outside of the curve.
3. Ramps and direct connectors shall have a maximum grade of 4% with the exception of the following listed ramps and direct connectors in Segment 3A which shall have a maximum slope of 5%. However, Developer shall prepare the design using Good Industry Practice using flatter grades where possible:
   a. Ramp connecting IH35W SB to IH 30 at south end of project to tie to existing;
   b. Ramp connecting IH35W SB to Northside Dr. from STA 8+78.00 to 28+50.00;
   c. Ramp connecting IH35W SB to Northside Dr. from STA 28+50.00 to 36+50.00;
   d. Ramp connecting Weatherford to IH 35W SB from STA 16+68.00 to 23+90.00;
   e. Ramp connecting SH 121 SB to Belknap from STA 32+45.00 to 46+85.00;
   f. Ramp connecting SH 183 to IH 35W SB from STA 18+25.00 to 22+00.00;
   g. Ramp connecting Weatherford to SH 121 NB from STA 23+06.66 to 35+28.67; and,
   h. Ramp connecting IH 30 EB to IH35W NB at south end of project.

Segment 2E:

4. WR 500 from STA 500+00.00 to 526+86.58 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 7/7/2009.

Segment 3A:

5. STEADMAN from STA 10+00.00 to 19+30.00 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
6. WEA-BEL from STA 10+00.00 to 31+24.17 shall be considered a Frontage Road and classified as a Low Speed Urban Street as shown on revised schematics dated 8/5/2009
7. 121SB from STA 52+77.00 to 115+85.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
8. DC 121SB from STA 52+77.00 to 115+85.36 shall have a minimum SSD for 45 mph design speed.
9. 121NB from STA 52+77.00 to 101+01.93 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
10. DC 121NB from STA 52+77.00 to 101+01.93 shall have a minimum SSD for 45 mph design speed.
11. 35WML from STA 883+62.35 to 908+25.36 shall be considered a Direct Connector and classified as an Urban Freeway as shown on revised schematics dated 8/5/2009
12. 35WML from STA 727+66.92 to 743+00.25 shall have a minimum SSD for 60 mph design speed.
13. DC IH35W SB-121 NB from STA 44+59.80 to 59+88.47 shall have a minimum SSD for 40 mph design speed.
14. DC 280-121NB from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.
15. SPUR 280 shall have a minimum SSD for 45 mph design speed.
16. The following roadways shall be classified as Collector-Distributor per revised schematics:
    a. Roadway connecting Spur 280 to IH35W SB;
    b. Roadway connecting Spur 280 to SH121 NB;
    c. Roadway connecting SH121 SB to Spur 280; and,
    d. Roadway connecting SH121 SB to IH35W NB;
17. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.
18. SPUR 280 to SH121 NB Ramp from STA 62+93.47 to 72+70.88 shall have a minimum SSD for 30 mph design speed.

SAME

Segment 3B/C:

19. Ramp IH 35W SB-US 287 shall have a Design Speed = 40 mph.

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: January 6, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 25: NTE Segment 3A Geometric Design Criteria

We Are Sending You:

Copies	Date	No.	Description
1	1/5/10	1	RFI #25 Response Form

These Are Transmitted As Checked Below:		
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☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 25

Date: December 31, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A Geometric Design Criteria

Attachments:

Information / Clarification Request:

Please see the attached markups to the draft geometric design criteria table. Below is a summary of requested modifications:

1. Based on note 15, Spur 280 SSD should be listed as 360' for 45 mph.
2. Minimum curve radius for the loop ramp is 180' for 25 mph
3. Current schematic designs for roadways now classified as collector-distributors have 8' minimum outside shoulders.
4. Spur 280 has a max grade listed as 4%. A design exception has been requested for maximum grade, See RFI 23. The current design has a max grade > 6%. We do not think is possible to flatten this below 4%, the existing grade is greater than 4%.

Response Needed by (date): 12-23-09

Responses:

1. SPUR 280 is classified as an Urban Arterial with a design speed of 35 mph and minimum SSD of 250' as shown on the Sept 2009 Segment 3A schematics. See the revised Draft Geometric Design Criteria Table, Note 18, attached to the response to RFI#24. The Draft Geometric Design Criteria Table lists minimum values. The design shall maximize design criteria where possible to maximize safety and operation of the facilities in accordance with Good industry Practice.

2. The Draft Geometric Design Criteria Table has been updated to reflect a minimum curvature of 180' for the Loop Ramp as specified in the TxDOT RDM. The Sept 2009 schematic has a radius of 185' for this Loop Ramp. NTEMP2-4 shall provide the maximum radius possible in accordance with Good Industry Practice.

3. NTEMP2-4 shall provide the shoulder widths for collector distributor roadways as shown on the Sept 2009 schematics and as specified in the Draft Geometric Design Criteria Table and Draft Geometric Design Criteria Table, Note 15.

4. SPUR 280 is classified as an Urban Arterial with a maximum grade of 7.00%. See revised Draft Geometric Design Criteria Table, Note 18. Based upon this classification a design deviation is not required.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: January 6, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: Reissued August 24, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.macgregor@txdot.gov

Subject: RFI# 25: NTE Segment 3A Geometric Design Criteria

We Are Sending You:

Copies	Date	No.	Description
1	8/24/2011	1	Reissue of RFI #25 Response Form

These Are Transmitted As Checked Below:		
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☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 25

Date: December 31, 2009

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE Seg 3A Geometric Design Criteria

Attachments:

Information / Clarification Request:

Please see the attached markups to the draft geometric design criteria table. Below is a summary of requested modifications:

1. Based on note 15, Spur 280 SSD should be listed as 360' for 45 mph.
2. Minimum curve radius for the loop ramp is 180' for 25 mph
3. Current schematic designs for roadways now classified as collector-distributors have 8' minimum outside shoulders.
4. Spur 280 has a max grade listed as 4%. A design exception has been requested for maximum grade, See RFI 23. The current design has a max grade > 6%. We do not think is possible to flatten this below 4%, the existing grade is greater than 4%.

Response Needed by (date): 12-23-09

Responses:

1. SPUR 280 is classified as an Urban Arterial with a design speed of 35 mph and minimum SSD of 250' as shown on the Sept 2009 Segment 3A schematics. See the revised Draft Geometric Design Criteria Table, Note 18, attached to the response to RFI#24. The Draft Geometric Design Criteria Table lists minimum values. The design shall maximize design criteria where possible to maximize safety and operation of the facilities in accordance with Good industry Practice.

2. The Draft Geometric Design Criteria Table has been updated to reflect a minimum curvature of 180' for the Loop Ramp as specified in the TxDOT RDM. The Sept 2009 schematic has a radius of 185' for this Loop Ramp. NTEMP2-4 shall provide the maximum radius possible in accordance with Good Industry Practice.

3. NTEMP2-4 shall provide the shoulder widths for collector distributor roadways as shown on the Sept 2009 schematics and as specified in the Draft Geometric Design Criteria Table and Draft Geometric Design Criteria Table, Note 15.

4. SPUR 280 is classified as an Urban Arterial with a maximum grade of 7.00%. See revised Draft Geometric Design Criteria Table, Note 18. Based upon this classification a design deviation is not required.

[TxDOT Reissue: The loop ramp discussed in item #2 above is further addressed with RFI #35 & 35B, which approve a minimum radius of 120' to match the existing configuration.]

Responder Name: Matthew E. MacGregor, P.E.

Response Date: Reissued August 24, 2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

RFI #26

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 25

Date: February 8, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: Use of 4' inside shoulder on six-lane Managed Lanes per TxDOT schematics.

Attachments: None

Information / Clarification Request:

Request for verification of inside 4' shoulder width on Managed Lanes:

Per the NTE Segment 3B TxDOT schematics, the proposed Managed Lanes show a 4 foot inside shoulder for a 6 lane freeway (i.e. 3 managed lanes in each direction).

For reference, please see TxDOT schematic roll 7 of 26, Dated July 28, 2009, prepared by Civil Associates, Inc. and entitled:
IH 35W (URBAN FREEWAY) NORTH (FROM IH 820 TO SOUTH OF SH 114) TARRANT COUNTY CSJ 0014-16-252 AND 0081-12-041
On this schematic, please see IH 35W typical sections from STA 1538+00 to 1581+00.

We request to retain a 4' shoulder in this area. Please verify that the intent is to have a 4' shoulder and verify that a design exception has been processed or will be granted.

☐ **Please Verify and Approve.**

Thank you.

Response Needed by (date): Friday, February 20, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: March 5, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 26: Use of 4' inside shoulder on six-lane Managed Lanes per TxDOT schematics.

We Are Sending You:

Copies	Date	No.	Description
1	3/5/10	1	RFI #26 Response Form

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☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 26

Date: February 8, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: Use of 4' inside shoulder on six-lane Managed Lanes per TxDOT schematics.

Attachments:

Information / Clarification Request:

Request for verification of inside 4' shoulder width on Managed Lanes:

Per the NTE Segment 3B TxDOT schematics, the proposed Managed Lanes show a 4 foot inside shoulder for a 6 lane freeway (i.e. 3 managed lanes in each direction).

For reference, please see TxDOT schematic roll 7 of 26, Dated July 28, 2009, prepared by Civil Associates, Inc. and entitled:
IH 35W (URBAN FREEWAY) NORTH (FROM IH 820 TO SOUTH OF SH 114) TARRANT COUNTY CSJ 0014-16-252 AND 0081-12-041
On this schematic, please see IH 35W typical sections from STA 1538+00 to 1581+00.

We request to retain a 4' shoulder in this area. Please verify that the intent is to have a 4' shoulder and verify that a design exception has been processed or will be granted.

☐ **Please Verify and Approve.**

Response Needed by (date): Friday, February 20, 2010

Responses:

The request to retain a 4' inside shoulder on the proposed NB and SB Managed Lanes in Segment 3B between the IH 820 and Basswood Blvd connections is approved.

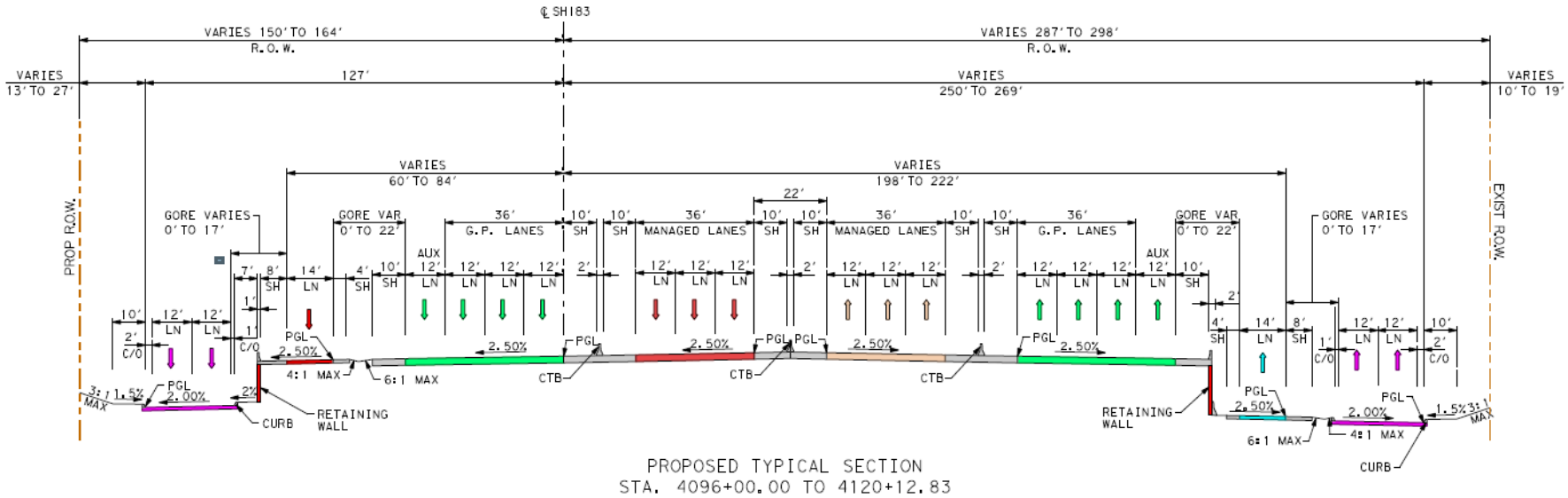
The proposed IH 35W typical sections from STA 1538+00 to STA 1581+00 as shown on TxDOT schematic Roll 7 of 26 will be updated to show two ML and one AUX lane in each direction.

No design exception will be required for this section of roadway given the proposed lane classification.

Responder Name: Matthew E. MacGregor, P.E.

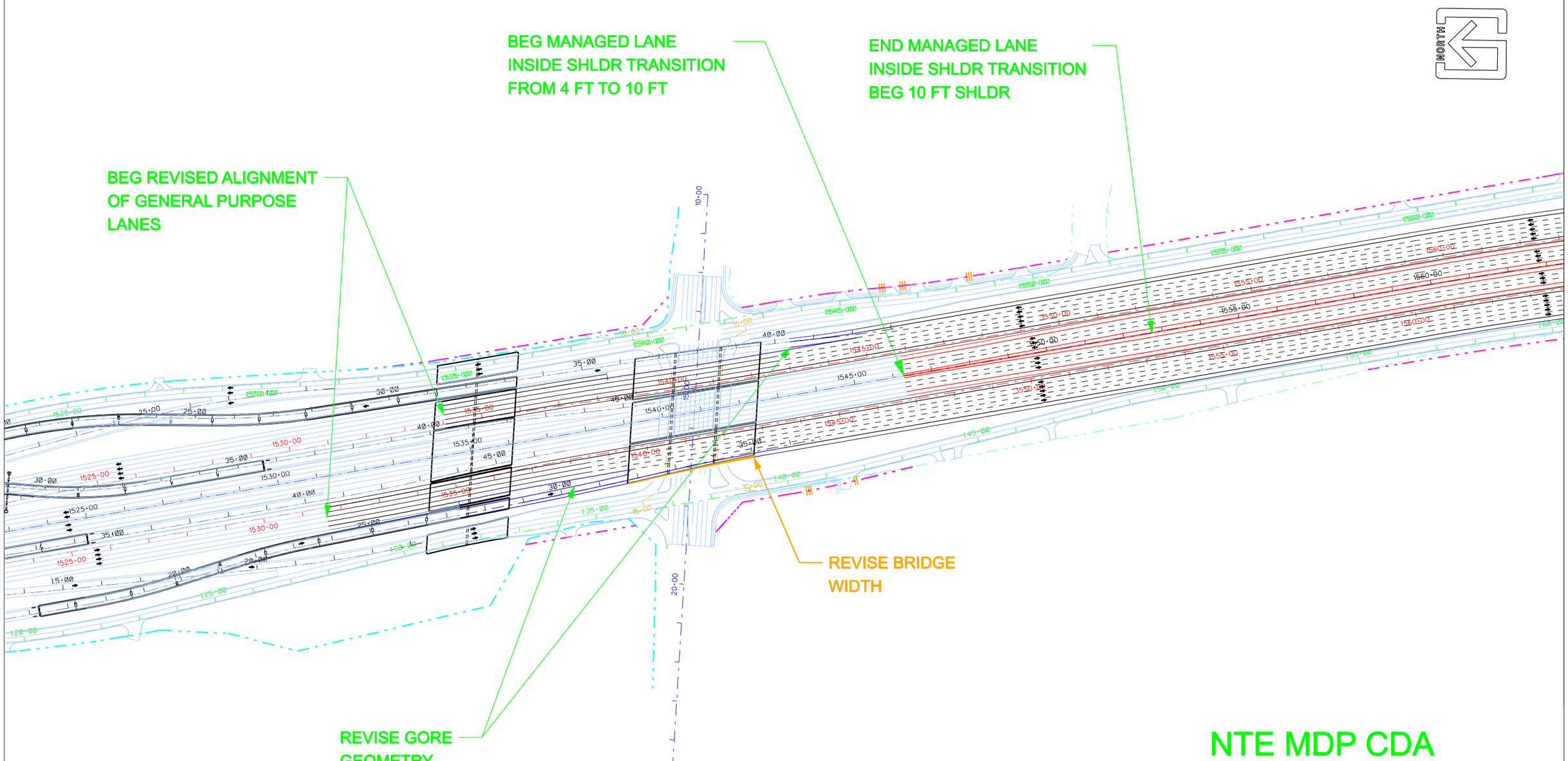
Response Date: March 5, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

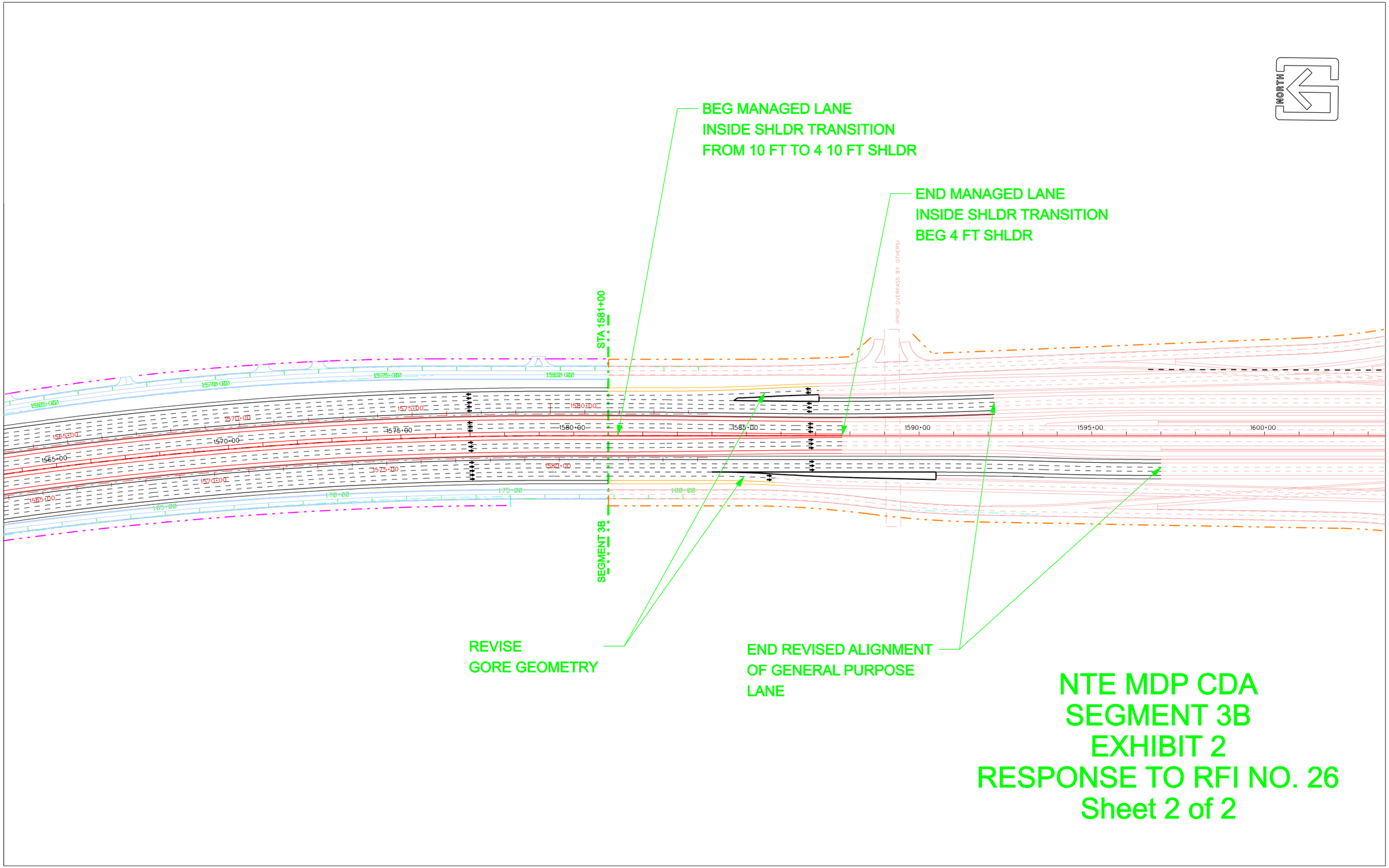


PROPOSED TYPICAL SECTION
STA. 4096+00.00 TO 4120+12.83

EXHIBIT 1:
EXAMPLE TYPICAL SECTION
FROM NTE SEGMENT 2



NTE MDP CDA
SEGMENT 3B
EXHIBIT 2
RESPONSE TO RFI NO. 26
Sheet 1 of 2


NORTH
BEG MANAGED LANE
INSIDE SHLDR TRANSITION
FROM 10 FT TO 4 10 FT SHLDR
END MANAGED LANE
INSIDE SHLDR TRANSITION
BEG 4 FT SHLDR
(PROP OVERPASS BY OTHERS)
STA 1581+00
SEGMENT 3B
1590+00
1595+00
1600+00
REVISE
GORE GEOMETRY
END REVISED ALIGNMENT
OF GENERAL PURPOSE
LANE
NTE MDP CDA
SEGMENT 3B
EXHIBIT 2
RESPONSE TO RFI NO. 26
Sheet 2 of 2

RFI #27

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 27

Date: March 5, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE SEGMENT 3A: DESIGN CRITERIA FOR WORKING AT TRINITY RIVER WEST FORK LEVEES

Attachments: (1) *FIRM – 190 of 495 Tarrant County.PDF*

Information / Clarification Request:

Request for clarification of Design Criteria for design and construction at Trinity River West Fork Levees:

Per the NTE Segment 3A TxDOT schematics, the proposed IH-35 Managed Lanes and General Purpose Lanes cross over the West Fork Trinity River at an existing levee. For reference, please see attachment 1 – *FIRM – 190 of 495 Tarrant County.PDF* for existing flood map for this area.

Please provide information on the TxDOT/USCOE coordination on this project.

What are design criteria for clearances, placing bridge columns and drill shafts, diaphragm walls, etc.? What are the design policies, guidelines and requirements for working on and near USACE levees based on TxDOT/USCOE coordination?

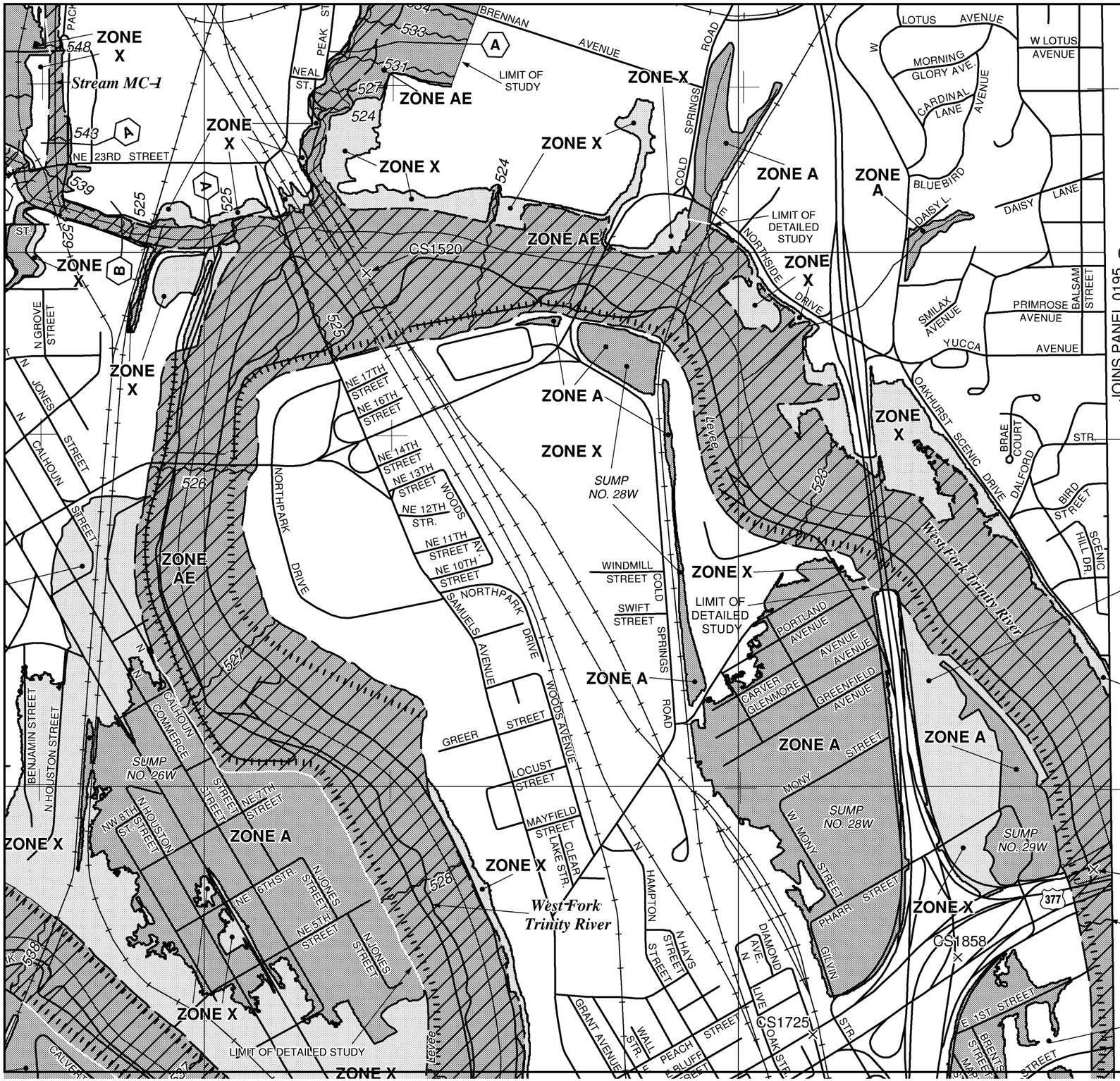
Thank you.

Response Needed by (date): FRIDAY, MARCH 19, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**



THIS AREA PROTECTED FROM THE ONE PERCENT ANNUAL CHANCE (1%) FLOOD BY LEVEE, DIKE OR OTHER STRUCTURE SUBJECT TO POSSIBLE FAILURE OR OVERTOPPING DURING LARGER FLOODS.

...e Flood Insurance Study report for this jurisdiction.

...ce is available in this community, contact your insurance ...d Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

0 300 600 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0190K

FIRM
FLOOD INSURANCE RATE MAP
TARRANT COUNTY, TEXAS
AND INCORPORATED AREAS

PANEL 190 OF 495

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
FORT WORTH, CITY OF	480596	0190	K

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
48439C0190K

MAP REVISED
SEPTEMBER 25, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: June 2, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 27: NTE SEGMENT 3A: DESIGN CRITERIA FOR WORKING AT TRINITY RIVER WEST FORK LEVEES

We Are Sending You:

Copies	Date	No.	Description
1	6/2/10	1	RFI #27 Response Form

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☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 27

Date: March 5, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: DESIGN CRITERIA FOR WORKING AT TRINITY RIVER WEST FORK LEVEES

Attachments: TRWD Criteria, USACE Criteria and TxDOT Meeting Notes

Information / Clarification Request:

Request for clarification of Design Criteria for design and construction at Trinity River West Fork Levees:

Per the NTE Segment 3A TxDOT schematics, the proposed IH-35 Managed Lanes and General Purpose Lanes cross over the West Fork Trinity River at an existing levee. For reference, please see attachment 1 – *FIRM – 190 of 495 Tarrant County.PDF* for existing flood map for this area.

Please provide information on the TxDOT/USCOE coordination on this project.

What are design criteria for clearances, placing bridge columns and drill shafts, diaphragm walls, etc.? What are the design policies, guidelines and requirements for working on and near USACE levees based on TxDOT/USCOE coordination?

Thank you.

Response Needed by (date): FRIDAY, MARCH 19, 2010

Responses:

Please find attached the following three items in response to your request for clarification regarding design and construction at the Trinity River West Fork Levee:

1. TRWD Criteria for Construction within and along the limits of Existing Federal Flood Protection Projects.
2. USACE Criteria for Construction within the limits of Existing Federal Flood Protection Projects, dated October 31, 2003.
3. TxDOT Meeting Notes from a meeting held with the Tarrant Regional Water District (TRWD) on May 27, 2010.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: June 2, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

TARRANT REGIONAL WATER DISTRICT
P.O. Box 4508
Fort Worth, TX 76164

CRITERIA FOR CONSTRUCTION WITHIN AND ALONG THE LIMITS OF EXISTING FEDERAL FLOOD PROJECTION PROJECTS

1. **Pamphlet Purpose.** This pamphlet provides guidance to individuals, developers, architect-engineering firms, and local governmental agencies for the construction of new facilities or the modification of existing facilities within the limits of Tarrant Regional Water District's (TRWD) flood protection project. The guidance contained in this pamphlet applies to the activities described herein in most cases and serves as a supplement to the U.S. Army Corps of Engineers, Fort Worth District (CESWF) Pamphlet SWFP 1150-2-1. This pamphlet is in no way a substitution or replacement of the SWFP 1150-2-1 and should only be used for guidance on the floodway in addition to the abovementioned pamphlet. However, TRWD reserves the right to reconsider this guidance at any time due to unknown or unforeseen circumstances, technological advances, additional information, etc.

2. **Applicability.** This pamphlet applies to any TRWD land owned or controlled by fee ownership or easement on the Fort Worth Floodway.

3. **Project Purpose.** A federal flood control project is designed to safely carry floodwater within the project and through a developed area. As such, any proposed developments within the project must keep the safe passage of floodwater as the first priority. The roles of the CESWF and TRWD are to maintain the integrity of the project while preventing negative impacts to the passage of the project design flood.

4. **General Criteria for Construction within and along the Fort Worth Floodway.**

   A. *Submittals*
   (1) Five paper copies and one electronic set of 10% plans, including an aerial map, are to be submitted to TRWD. A concept plan is not sufficient for initial review. The aerial map shall show the right-of-way boundaries of TRWD with specific levee toe and channel slope limits in the portion of the project being crossed, if applicable.
   (2) Within the initial submittal the construction starting date, completion date, and detailed project construction schedule, including sequence of construction prior to initiation of work shall be included.
   (3) TRWD will make every attempt to return initial comments within 45 days of submittal.

   B. *Security*
   (1) Site must remain secure with all gates closed and locked at all times.
   (2) Cable fencing that is removed for construction purposes must be secured at the end of each work day with suitable fence to prevent motorized traffic

from entering the floodway. Specifications for replacement of security fence will be provided upon request.

(3) Only vehicles and equipment required for construction are allowed in the construction area in accordance to and as stated in Texas Water Code Chapter 49.217.
   (a) All vehicles within construction area should be authorized by TRWD.
   (b) Construction employee vehicles shall not be allowed on the floodway at any time during construction.
   (c) Employee parking shall be provided off site.

(4) All maintenance roads shall remain unblocked to allow passage in the event of an emergency.

C. *Construction involving the Trinity Trail System*

(1) No closure of the Trinity Trail is allowed.

(2))Rerouting the Trinity Trail
   (a) If interference to the trail is required for construction, the trail must be re-routed using compacted 3/8" minus flex base or asphalt.
   (b) A trail detour plan, including signage must be submitted with packet.
   (c) Signs notifying trail users of upcoming project/detour must be placed at least 1 week, but no earlier than 3 weeks before construction begins.
   (d) Posted signs must be of professional quality and not hand made.

(3)Repairing/Replacing the Concrete Trail after construction
   (a)Replace using a minimum 6" thick 3000 psi concrete with 1' perimeter beams reinforced with #4 rebar tied 100% on 1' centers both ways.
   (b)Rebar shall be installed on plastic chairs.
   (c)Surface of trail shall be finished with a uniform medium-broom finish.
   (d)Trail must be 8' minimum width and no smaller than the existing trail.

(4) Repairing/Replacing the Asphalt Trail after construction
   (a)Type B asphalt is required
   (b)#1 flex base compacted 6" thick shall be use for the base
   (c)Finish grade shall have a smooth uniform surface and free of any surface defects or vertical deflection.
   (b)Trail must be 11' minimum width and no smaller than the existing trail.
   (d)Concrete may be required to replace asphalt at the discretion of the District

D. *Establishing Grass Post-Construction*

(1) All grass shall be re-established to existing or better condition.

(2) A seed injected compost blanket minimum 2" depth shall be used on any slopes greater than 6:1.

(3) Seed Compositions
   (a) From September 1 through March 15 Common Bermuda and Wheat shall be used.
   (b) From March 16 through August 31 Japanese Millet and Common Bermuda shall be used.

(4) The "natural areas" on the floodway shall be re-established using a specific wildflower seed mixture, approved by the District.

E. *Any vaults installed within the Floodway shall be flush with the ground with no greater than a 16:1 earthen slope away from the vault.*

F. *Erosion protection on the Floodway*
   (1) Cabled Articulating Revetment Systems are to be used for erosion control
   (2) Riprap, gabions or concrete paving are not allowed and may not be substituted for the revetment systems.
   (3) Revetment systems must be a natural earth tone color.

5. Crossing Over Existing Levees at Grade.

A. *Notwithstanding pamphlet SWFP 1150-2-1, District does not allow construction method as provided for in Paragraph 5 of SWFP 1150-2-1..*

6. Crossing Over The Fort Worth Floodway.

A. *Aerial bridge structures transporting utility lines over the Fort Worth Floodway will not be allowed.*

7. Crossing Under Levees with Open Excavation.

A. *This method is not allowed on the Fort Worth Floodway.*

8. Crossing Under Levees with Boring or Jacking Sleeves.

A. *Please refer to pamphlet SWFP 1150-2-1.*

9. Horizontal Directional Drilling Under Levees and Channels.

A. *Please refer to pamphlet SWFP 1150-2-1.*

10. Bridges Crossing Levees.

A. *All storm water runoff from bridge decks must be piped into a collection device and then to the river to prevent erosion within the floodway.*

B. *Cabled Articulating Revetment Systems are to be installed within the shadow line of the bridge where vegetation cannot be established.*

11. Buried Lines Parallel to Levees and Channels.

A. *Please refer to pamphlet SWFP 1150-2-1.*

12. River and Channel Crossing Criteria.

A. *Please refer to pamphlet SWFP 1150-2-1.*

13. Roadway or Railroad Crossings.

A. *Please refer to pamphlet SWFP 1150-2-1.*

14. Discharge Structures.

A. *All new, relocated, or renovated storm drain systems are required to have a Storm Water Collection Device (SWCD) capable of containing trash, sediment and oils in accordance with the integrated Storm Water Management (iSWM) program as promulgated by North Central Texas Council of Governments (NCTCOG).*

B. *The bottom elevation of the SWCD shall be installed at a depth no greater than 20 feet from existing grade.*
C. *Access to the SWCD shall accommodate an industrial size Vacuum Truck.*
D. *The agency, developer, entity or corporation responsible for the SWCD shall submit a maintenance report to TRWD on July 1st of each year following the year of installation of the SWCD. Maintenance report shall include dates and volumes of oils, sediments and floatables removed from the SWCD. The SWCD shall be maintained and removals performed by the responsible party in accordance with the manufacture's guidelines.*
E. *All discharge points shall be installed below conservation elevation of the river (normal water surface elevation).*

15. Pump Discharge Pipelines Over Levees.

A. *Notwithstanding pamphlet SWFP 1150-2-1, District does not allow construction method as provided for in Paragraph 5 of SWFP 1150-2-1.*

16. Electrical and Telephone Criteria for Overhead Wire Crossings.

A. *When possible, free standing poles should be used that do not require guy lines.*
B. *If used, all guy wires shall be marked with a yellow or orange PVC cover.*
C. *Poles and guy wires shall not be installed within 21 feet of any other above ground obstruction to allow for maintenance vehicle passage*

17. Low Dams or Diversion of Flows.

A. *Please refer to pamphlet SWFP 1150-2-1.*

18. Process for Abandoning Existing Pipelines.

A. *Please refer to pamphlet SWFP 1150-2-1.*

19. Construction of Recreation Facilities.

A. *Please refer to pamphlet SWFP 1150-2-1.*

20. Planting of Trees along the Floodway.

A. *Removed trees must be replaced on a 1:1 caliper inch basis. Replaced trees shall be 3" to 5" caliper. The sum total of replacement tree diameter shall equal the removed tree diameter.*
B. *Replacement trees must be irrigated for 2 years with subsurface drip irrigation.*
C. *Trees shall be warranted for 2 years.*

21. Oil and Gas Exploration Activities.

A. *Temporary raw water supply pumps and lines may be placed in the Floodway at the District's discretion.*
   (1) The Federal Floodway will not be use as a storage yard for pumping equipment.
   (2) Pump Equipment shall not be placed along the Floodway any earlier than one week prior to the drilling or fracing operation of the well.
B. *Temporary Water Lines.*

(1) Contractor is required to mow a 10' strip on both sides of the temporary water line on a 2-week interval basis.
(2) Where temporary water lines cross maintenance roads that are not a part of the trail system, a suitable crossing shall be constructed that provides a HS20 loading. Crossings are subject to frequent traffic by large tracked and rubber tire equipment.
(3) All water transfer pipelines must be free from leaks, including pipe joint couplings.
(4) Lines 3" or smaller.
   (a) Lines may be bored beneath the existing trail with a minimum depth of 2' below existing grade or attached to an overhead structure as described in 5.b below.
   (b) Each end of the buried line shall be constructed in valve boxes and positioned 5' on either side of the trail as connection points.
(5) Lines greater than 3".
   (a) Lines must be constructed overhead allowing a 9' clearance and spanning the width of existing trail.
   (b) Overhead structure must be stable, free from leaks, adequately anchored, free standing and painted a bright safety color.
   (c) Signs notifying trail users of overhead crossing must be placed at least 1 week, but no earlier than 3 weeks before crossing is installed.
   (d) Posted signs must be of professional quality and not handmade.
(6) Specific means and methods regarding temporary water lines are to be submitted for approval.

C. *Water Pumps.*
(1) All water pumps must be placed in a containment structure capable of containing one and a half times the total amount of fluid within the pump in the event of a pump malfunction.
(2) TRWD's Temporary Raw Water Sales Agreement must be attached to the pump.
(3) All water pumps placed below the top of the river channel must be removed each evening or at the end of each workday, unless supervision is provided 24 hours a day.
(4) A containment boom must be placed in the river at a 50' radius from the extraction point.
(5) Containment boom shall be 18" from top of boom to bottom of skirt.

D. *Removal of Pump Equipment*
(1) All pump equipment must be disassembled and removed from the property immediately upon completion of the drilling or fracing operation.

District will process and review all Project Submittals on a case by case basis and reserves the right to approve or deny any such submittal at its sole discretion.

DEPARTMENT OF THE ARMY
U.S Army Corps of Engineers, Fort Worth District
P.O. Box 17300
Fort Worth, Texas 76102-0300

SWFP 1150-2-1

Pamphlet
No. 1150-2-1

31 October 2003

Local Cooperation
CRITERIA FOR CONSTRUCTION WITHIN THE LIMITS
OF EXISTING FEDERAL FLOOD PROTECTION PROJECTS

1. Pamphlet Purpose. This pamphlet provides guidance to individuals, developers, architect-engineering firms, local project sponsors, and local governmental agencies for the construction of new facilities or the modification of existing facilities within the limits of an existing Federal flood protection project constructed by the U.S. Army Corps of Engineers, Fort Worth District (CESWF) and for which local project sponsors and/or local governmental agencies have the responsibilities for operation and maintenance. The CESWF, in accordance with Title 33 CFR, Section 208.10, retains the right of review and approval on all proposed improvements and/or modifications that are passed over, under, or through the walls, levees, improved channels, or floodways of such projects. The guidance contained in this pamphlet applies to the activities described herein in most cases; however CESWF reserves the right to reconsider this guidance at any time due to unknown or unforeseen circumstances, technological advances, additional information, etc.

2. Applicability. This pamphlet applies to all Federal flood protection projects constructed by CESWF, and for which a letter of assurance agreeing to the operation and maintenance of the flood protection project has been furnished CESWF by the project's local sponsor.

3. Project Purpose. A Federal flood control project is designed to safely carry floodwater within the project and through a developed area. As such, any proposed developments within the project must keep the safe passage of floodwater as the first priority. The roles of the CESWF and the project local sponsor are to maintain the integrity of the project while preventing negative impacts to the passage of the project design flood. The CESWF will not allow the safety of the project to be compromised or the required design carrying capacity of the project reduced.

4. General Criteria for Construction Within a Floodway.

a. As early as possible during the planning process, discuss preliminary proposals with the CESWF and the local sponsor to avoid major revisions or project delay. The local sponsor may make any requirements of this Pamphlet more stringent than those contained herein. Concept proposals may be submitted for review. Submit the proposed construction starting date and the detailed project construction schedule, including sequence of construction prior to initiation of work.

b. Construction may not start until <u>final</u> written contract drawings and plans have been reviewed and approved in writing by both the CESWF and the local sponsor.

c. Furnish five (5) sets of plans and specifications for the proposed work to the CESWF, Operations Division, ATTN: CESWF-OD-M, via the local sponsor sufficiently in advance of proposed construction to allow adequate time for review and approval. A vicinity map shall be included in the plans showing the right-of-way boundaries of the flood protection project with specific levee toe and channel slope limits in the portion of the project being crossed, if applicable.

<u>This pamphlet supersedes SWFP 1150-2-1 dated 15 October 1985.</u>

d. If boring, jacking, or tunneling operations are planned; detailed designs, calculations, and construction procedures must be provided for review. See subsequent paragraphs for additional details and required procedures.

e. Practice approved construction methods and best management practices to minimize erosion at the construction site. All work shall be performed in such a manner as to be as environmentally friendly as possible. This includes making every effort to reduce the turbidity of the water at the site, such as by limiting the amount of time construction equipment is in the water. A storm water pollution prevention plan (SWPPP) must be included in the final project submittal.

f. When construction work is in progress in a project located downstream of a Federal dam, a request from the contractor for changes in regulated releases will be considered on individual cases only. Normally, regulated releases from upstream lakes for evacuation of floodwaters, water supply, recreation, or other purposes considered to be in the best interest of the public will have first consideration. A flood event could occur at any time during construction activities and could affect these activities.

g. Construction equipment, spoil material, supplies, forms, buildings for inspectors, labs, or equipment and supply storage buildings, etc., shall not be placed or stored in the floodway during construction activities. Any item that may be transported by flood flows shall not be stored within the project. Locations of construction trailers and stockpile areas shall be included on project plans and approved by the CESWF and the local sponsor.

h. In addition to other requirements set forth in this Pamphlet, permits may be required under Section 10 and Section 404 for the desired work. These permits require a minimum of 90 days to process. It is recommended that contact with the CESWF Regulatory Branch be initiated in the early planning stages to prevent delays.

i. Repair or replace any maintenance and operation roads disturbed during construction to a condition equal to or better than their condition before construction. All roads must be inspected by the local sponsor prior to completion of the project.

j. Compact all fill and backfill in 6-inch lifts as specified in job specifications approved by the CESWF. Compaction shall be to at least 95 percent of modified density as specified in ASTM D-1557. All backfill shall consist of impervious materials. Reestablish vegetation to its original condition or better. Remove all excess material from the limits of the floodway.

k. Provide scour protection consisting of articulating revetment system protection capable of being re-vegetated at the outfall of stilling basins designed according to the issuing jet velocity. If approved by the local sponsor, riprap, gabions, or concrete paving may be substituted for the revetments.

l. The crown or crest of the levee referred to in this pamphlet is the original or design levee crest elevation. This may or may not be the same as the current levee crest elevation. All modifications shall be based on the higher of the two elevations.

m. Upon request, the CESWF Hydrology and Hydraulics Section may provide applicable hydraulic models to be used for design.

n. Any permanent disturbance of existing recreation facilities must be mitigated.

o. Sump areas adjacent to federal projects are considered an integral part of the federal project and any modifications to them will be reviewed and approved in accordance with this Pamphlet.

5. Crossing Over Existing Levees At Grade.

a. The local sponsor may decide to not allow any proposed crossing over existing levees at grade.

b. No excavation or notching will be performed into or on the levee, or within the levee template.

c. Strip topsoil from the levee and place the line up and over the levee template slopes at grade. This will require rather abrupt line grade changes at the levee crest. Cover the new line by placing new fill uniformly on the slopes and top of the levee to slope away from the line and parallel to the longitudinal axis of the levee. Provide a minimum of 2 feet of cover over the new line. The slope of the fill shall be 1 vertical on 20 horizontal or flatter. Replace the topsoil, reestablish grass on all disturbed areas, and restore any roadways.

d. All valves located within 15 feet of either side of the projected toe of the levee shall be provided in a concrete box enclosure with a manhole type cover. Valve boxes located within the floodway shall be underground and flush with the surface. If the valve box is placed in the levee crest, the bottom of the excavation shall be not lower than one foot above the design water surface elevation. Fill shall be uniformly placed to slope away from the top of the valve box. If possible all valves shall be placed on the landside of levees a minimum of 15 feet from the projected levee toe.

e. Provide water-tight sealed manhole covers for all manholes within the floodway having tops below design water surface elevation. Fasten manhole covers to the manhole structures.

6. Crossing Under Levees with Open Excavation.

a. Provide a temporary ring levee (cofferdam) on the riverside of the existing levee at the location of the subject crossing to the same top elevation as the existing levee. This ring levee shall have a minimum crest width of 10 feet and sides slopes of 1 vertical on 3 horizontal or flatter. Construct the levee of impervious materials according to the provisions specified in Paragraph 4j.

b. When the temporary ring levee is complete, excavate through the existing levee using one vertical on three horizontal cut slopes. The toe of the levee and ring levee shall be a minimum of 20 feet (measured horizontally) from the top edge of the excavation.

c. Generally, sources for borrow materials shall not be located within the limits of the floodway right-of-ways. In addition, depending on the type of soil and whether or not pervious materials or unstable materials exist in the foundation of the existing levee, it may be desirable to limit the depth of excavation or specify a minimum distance from the land-side toe of the levee. All excavated slopes shall be properly designed and the drawings sealed by a registered professional engineer.

d. After the line has been placed, the open excavation will be compacted in accordance with Paragraph 4j. When backfill operations are completed, the entire foundation area to be occupied by the replaced levee fill shall be scarified, plowed, and/or harrowed to a depth of 6 inches, and then compacted by at least 16 complete passes of the tamping roller or 95 percent modified density, whichever is more rigorous.

e. Accomplish levee replacement by placing fill in 6-inch lifts and compacting by not less than eight complete passes of a tamping roller or at least 95 percent modified density. After compaction, the moisture content shall be within the limits of 3 percentage points above optimum to 2 percentage points below optimum moisture content.

f. Determine the in-place moisture content and density of the levee fill on a frequency of about one sample for each 2500 cubic yards of backfill placed in the levee.

g. When the breached levee has been reconstructed to its original grade, remove the temporary ring levee and dress and turf the surface areas of the plugged section.

h. Provide water-tight sealed manhole covers for all manholes within the flood protection project having tops below design water surface elevation. Fasten manhole covers to the manhole structures.

i. For pipelines, install a positive cut-off structure to prevent water from the riverside flowing through the pipeline to the landside. If located on the riverside of a levee, extend the cut-off structure to the levee crown elevation by bridge. This structure must be accessible no matter what flood condition may exist. The closure device must be operational by manpower, if necessary.

j. Provide gravity storm drains discharging into the floodway with automatic flap gate(s) at the discharge end of the line and energy dissipaters, as required. The owner or local sponsor, as per written agreement, shall be responsible for inspection and maintenance to ensure proper operation of the flap gates.

k. Use monolithic conduits or conduits with water-tight joints under the levee and levee template.

7. Crossing Under Levees with Boring or Jacking of Sleeves. The sequence of work shall be as follows:

a. Excavate the boring and jacking pit (must be on the land side outside the projected toe of the levee template slope).

b. Bore and jack the sleeve to a point beyond the projected riverside toe of the levee template slope.

c. If the difference in the diameters of the bore and sleeve exceeds 3 inches, the annular space shall be pressure grouted with bentonite slurry.

d. Place the product line in the sleeve.

e. Pressure grout the product line in sleeve with bentonite slurry.

f. Excavate the pit on the riverside and construct a manhole with gate valve placed on inside face of manhole away from channel. Tie line from sleeve under levee into manhole with gate valve.

g. Tie line from sleeve under levee into a manhole on landside.

h. During work on items a through h, a plug will be required to be placed and braced at the open end of the sleeve and pipe located in the jacking pit at the close of work each day. This plug must remain in place until the gate valve is installed and connections made to ensure protection from flooding from the river.

8. Horizontal Directional Drilling Under Levees and Channels.

a. Detailed contractual drawings, plans, procedures, and engineering calculations shall be provided to CESWF for review. These must include all the requirements of Paragraph 4 above and the following additional items:

(1) Inside diameter of the final bore hole and outside diameter of the product casing.

(2) Detailed description of construction and horizontal boring methods to be utilized.

(3) If the difference in the diameters of the final bore and product casing exceeds 3 inches, provide the method of pressure grouting the annular space between the outside of the product casing and the inside of the bore to prevent seepage under the levee template during maximum river stages.

(4) A profile of the proposed line showing alignment (including location of the river and levees).

(5) Location of entry and exit points, location, elevations and proposed clearances for all utility crossings and structures

(6) Right-of-way lines, property, and other utility right-of-way or easement lines

(7) Depth under the base of the levee, depth of the line under the river channel, and location of both ends of the string. If the proposed depth of the string directly below the base of the levee is less than 30 feet, then detailed engineering calculations sealed by a registered professional engineer shall be provided for review. These calculations must show a minimum 1.5 factor of safety against hydro-fracturing to be acceptable.

b. Develop and provide a quality control plan for the project that includes the maximum allowable drilling pressure, gage calibration method, and responsibility for assuring that the pressure is not exceeded.

c. The minimum clearance distance from the top of the pipe encasement to the original design river bottom elevation shall be 7 feet. Should the existing channel bottom elevation be lower than original design grade, the new line shall be the discussed depth below the existing bottom elevation.

d. Develop and provide a quality control plan for the project that includes the maximum allowable drilling pressure, gage calibration method, and specific responsibility for assuring that the pressure is not exceeded. During the drilling process, the pressure in the borehole must be monitored to ensure that the operational drilling pressures remain within the safe limits to prevent soil fracturing. The name of the party responsible for monitoring the work must be specified.

9. Bridges Crossing Levees.

a. The bottom of low steel of the bridge shall be above the design crest elevation of the levee. No notching into the levee will be allowed.

b. All bents should be located to minimize the number of bents located within the template of the levee. Driving of piles within the template of the levee will not be allowed. Bents at these locations should only be designed as drilled piers.

c. Bridges will not be located where their construction will block maintenance access roads presently located within the floodway.

d. All storm water runoff from bridge decks must be piped to grade to prevent erosion within the floodway.

e. Re-vegetated mat type slope protection must be provided from the top of the levee to the floodway bottom under the shadowline of the bridge.

f. The bridge must be designed to minimize the number of pier bents. If the new bridge is within 500 feet of an existing bridge the new pier bents must be in alignment with the adjacent bridge.

10. Buried Lines Parallel to Levees and Channels.

a. Buried lines parallel with a levee (either on the river side or land side) will not be allowed where the buried lines final location will be within the extended template of the levee. For example, a line buried 5 feet deep must be at least 15 feet away from the toe of a levee with a 1 vertical on 3 horizontal slope.

b. Sumps, ditches, swales, or other project features crossed by the buried line shall be restored to their pre construction condition.

c. Buried lines parallel with the channel bank must be at least 25 feet from the projected river channel slope template.

d. When a buried line crosses a discharge channel, place the line on piers with the piers aligned so as to provide minimal obstruction to flow in the discharge channel and designed so as to catch minimal debris. The preferred alternative would be to place the line under the discharge channel and encase it with concrete. Extend the encasement a minimum of 5 feet beyond the top of the channel side slopes.

11. River and Channel Crossing Criteria.

a. Crossings Under Rivers and Channels by Open Excavation:

(1) Bury the line a minimum of 7 feet below the original design river bottom elevation. Should the existing channel bottom elevation be lower than original design grade, the new line shall be the discussed depth below the existing bottom elevation.

(2) Sufficiently anchor or encase the line to prevent floatation.

(3) Backfill the excavation with material similar to that excavated. If soil is excavated, backfill with compacted impervious fill material and if rock is excavated, backfill with concrete.

(4) No cofferdam fill type crossings shall be allowed in water greater than six (6) feet in depth, and will then only be allowed if geotechnical and structural designs prove that sheet piling would not be a viable method.

b. Crossings Over Rivers and Channels.

(1) Provide a minimum freeboard between the low point of the crossing and the design water surface elevation of three feet or to the top of any levee, whichever is higher.

(2) The obstruction caused by the supporting bridge and its piers shall not significantly reduce the carrying capacity of the floodway. No longitudinal cross bracing will be used.

(3) Submit final plans and hydraulic computations to indicate that the proposed project would not reduce the floodway capacity.

(4) Projects crossing navigable waterways (Trinity River downstream from Riverside Drive in Fort Worth, Texas) shall require a United States Coast Guard permit. Clearances and requirements shall be as directed by the Coast Guard.

12. Roadway or Railroad Crossings.

a. The low steel of a bridge shall have an elevation not lower than the crown of the levee or top of bank or 3 feet above the design water surface, whichever is higher. Contact CESWF for the current design water surface at the location of the proposed roadway crossing. Additional clearances shall be required for fixed spans over navigable waterways.

b. Submit final plans and hydraulic computations to indicate the proposed roadway or bridge would not reduce flows or project capacity. Projects will not be approved that reduce the carrying capacity of the project.

c. Any roadway over a navigable waterway will require a permit from the United States Coast Guard.

d. See Paragraph 9 for special requirements for crossing levees.

e. Hold temporary roadway fill to a minimum to prevent increasing the water surface elevation should a flood occur during the construction period. Construct all temporary ramps from levees going in a downstream direction. This will prevent flows from being directed into the face of the levees.

13. Headwall, Chutes, Gate Valves, Flap (Automatic) Gates, etc.

a. Install headwall, gate valve structures, flap (automatic) gates, and other types of outfall structures in such a manner to prevent obstruction of flow or creation of scouring conditions within the project. All headwalls must transition with the slope and flow discharge points must be at an elevation equal to the bottom of the slope or at the normal water surface. Chutes will not be allowed unless they are the only viable alternative.

b. All structures shall be installed in such a manner so as to not create maintenance problems.

14. Pump Discharge Pipelines Over Levees.

a. The invert of the discharge shall be at the toe of the protective works (levee) and shall be free-vented at the highest point. For very large lines deviation from this criteria may be considered, but under no condition shall excavation be permitted into the levee. See Paragraph 5 for requirements for crossing over a levee on grade.

b. Flap (automatic) gates are not required at the outfall of the discharge lines.

15. Electrical and Telephone Criteria for Overhead Wire Crossings.

a. The local sponsor may require directional boring under the levee as opposed to an overhead crossing.

b. No structure (poles or otherwise) shall be located closer than 15 feet from the toe of any levee.

c. No structure (poles or otherwise) shall be located closer than 15 feet from the top of any channel slope.

d. Provide a minimum vertical clearance of 28 feet between the crown of the levee and the low wire at the low point of the wire at the levee crossing computed under the most adverse conditions (temperature, wind, load, etc.).

e. Provide a minimum vertical clearance of 28 feet between the natural ground and the low wire at the low point of the sag in the area of the project channel, or three feet above the project design water surface level, whichever is higher. (Check Electrical Code for minimum clearance of high voltage lines.)

f. Locate guy wires and anchors in such a manner that they do not interfere with the operation and/or maintenance of the channel, levees, or related structures. No anchors may be placed on the levee.

16. Low Dams or Diversion of Flows.

a. Submit plans, hydraulic and structural computations, and specifications for low dams or other obstructions for review and comments prior to the construction of any type dam structure in a project area. These plans will be reviewed to determine if adverse hydraulic or structural effects would occur within the project as a result of the proposed construction. Prior to an extensive engineering study for any type of water barrier in a project, the CESWF and the local sponsor will review the concept plan, proposed location, and purpose.

b. Diversion of flows into or out of a project area shall be reviewed as to possible adverse hydraulic or structural effects.

17. Process for Abandoning Existing Pipelines.

a. Requests to abandon existing buried pipelines within a project shall be submitted in writing to CESWF and the local sponsor. No buried line within a floodway may be abandoned without the review and approval of CESWF and the local sponsor.

b. As a minimum, the portion of the abandoned pipeline under a levee shall be completely filled with concrete or grout to prevent seepage through the abandoned line during flood conditions.

c. Abandoned buried pipelines that are located on floodway property, but are not located under a levee shall be plugged at each end with concrete or grout.

d. Any structures associated with abandoned buried pipelines, for example, manholes, shall be removed and the resulting hole filled and compacted in accordance with the provisions in paragraph 4j.

e. Above-ground abandoned pipelines shall be removed from floodway right-of-way, including any associated structures.

18. Construction of Recreation Facilities. Submit plans to the CESWF for review and approval on any proposed recreation type facilities to be constructed in an existing or approved Federal project area. Each plan shall include hydraulic computations and will be reviewed for individual and cumulative effects to determine if the proposed construction would produce adverse effects on an existing or approved project area. If adverse effects on the carrying capacity of the project are determined, the project will be disapproved. The local sponsor may construct minor recreation improvements as needed so long as final as-built plans are provided to CESWF.

19. Planting of Trees Within a Floodway.

a. The purpose of a Federal flood protection project is to carry floodwater through an urban area. Anything in the floodway that restricts flow or can catch floating debris will reduce the carrying capacity below its design limits and will not be allowed. The local sponsor is directed to remove all trees on the

levees or adjacent to the channel and also as many other trees and obstructions within the floodway as reasonably possible.

b. Planting of trees on the levees will not be allowed nor approved.

c. Planting of additional trees within existing flood protection projects or adjacent to channels is not encouraged and will be evaluated only on a case-by-case basis. Only trees with deep-type root systems and high canopies may be planted in selected areas of existing flood protection projects. The plantings shall be a minimum of 50 feet away from the toe of the levee or the top of the channel bank. Trees may be placed no closer than at an average spacing of 100 feet, center-to-center. Prune trees to permit mowing immediately adjacent with tractor type mowers. No bush or vine type plants will be permitted. Minimum application of ground cover plants for slope protection will be allowed, subject to approval by the local sponsor.

d. Submit a coordinated planting plan with hydraulic computations for review and approval. This plan must also show all existing trees within 1000 feet of the proposed new trees.

CESWF-EC-DG

CAROL J. SHEAD
Publications Control Officer

DISTRIBUTION:

North Tarrant Express, Segments 2-4
Meeting Notes

Trinity River Crossings

TxDOT and Tarrant Regional Water District (TRWD) Meeting - May 27, 2010

Attendees:

- Matthew MacGregor, TxDOT; Curtis Hanan, TxDOT; et al

General:

- TRWD and USACE Criteria for Construction within and along the limits of Existing Federal Flood Protection Projects were provided by TRWD at the meeting. USACE Guidelines dated October 31, 2003.

Topics:

1. IH 35W Crossing:
   - The property adjacent to IH 35W is noted as a secondary valley storage site for TRWD. They do not anticipate needing this site. TRWD valley storage is further south between the trees and SH 121 where an existing park is located.
   - The park area will be lowered to accommodate a 2 year event with all the facilities replaced. The park will have to answer to the possibilities if needing any property adjacent to IH 35W. TxDOT should proceed as is with existing property as the future property conditions.
   - The attached Guidelines on crossing the Trinity will have to apply SPF + 4' for freeboard.
   - The 15' box above the SPF could be an issue.
   - Penetrations of the levee and 50' + could be an issue.
   - CDC Permit process is to be followed.
   - FW to confirm water elevation +4'.

2. Drainage Coordination as TRE crosses IH 35W:
   - TRWD will keep the current old Levee in place and hug the TRE and use the existing drainage configuration.
   - TRWD would like TxDOT to connect to the existing FR north of this location to minimize future work. TRWD will provide Curtis and John information to do this.
   - We should share this with NTEMP24 at our next FTF after Curtis and John have configured what they see can fit. This should be a good thing unless we have to tuck the FR under the GP lanes.
   - Does this section also have a CDC permit process to be followed?
   - FW to confirm water elevation +4'.

3. SH 121 Crossing:
   - The Belknap and the FR crossings are the ones that could be an issue related to height, SPF + 4' for freeboard.
   - The 15' box above the SPF could be an issue.

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- Penetrations of the levee and 50' + could be an issue. Likely same approach as 7th street in FW and the Trinity in Dallas with diaphragm walls / 36" drill shafts.
- CDC Permit process is to be followed.
- FW to confirm water elevation +4'.

4. General Comments
   - Current Hydrographs for water elevations are available - It should not be too much higher than before.
   - Need to reach an agreement on what can fit and be approved when it is not reasonable to have a 15' box.
   - Confirm that the Set the agreed upon bridge beam underside for all crossings.
   - Follow the CDC permit process - This is NTEMP24's responsibility to start sooner than later I guess. Can you start before NEPA clearance?
   - Incorporate what we now know into the Schematic and EA's.

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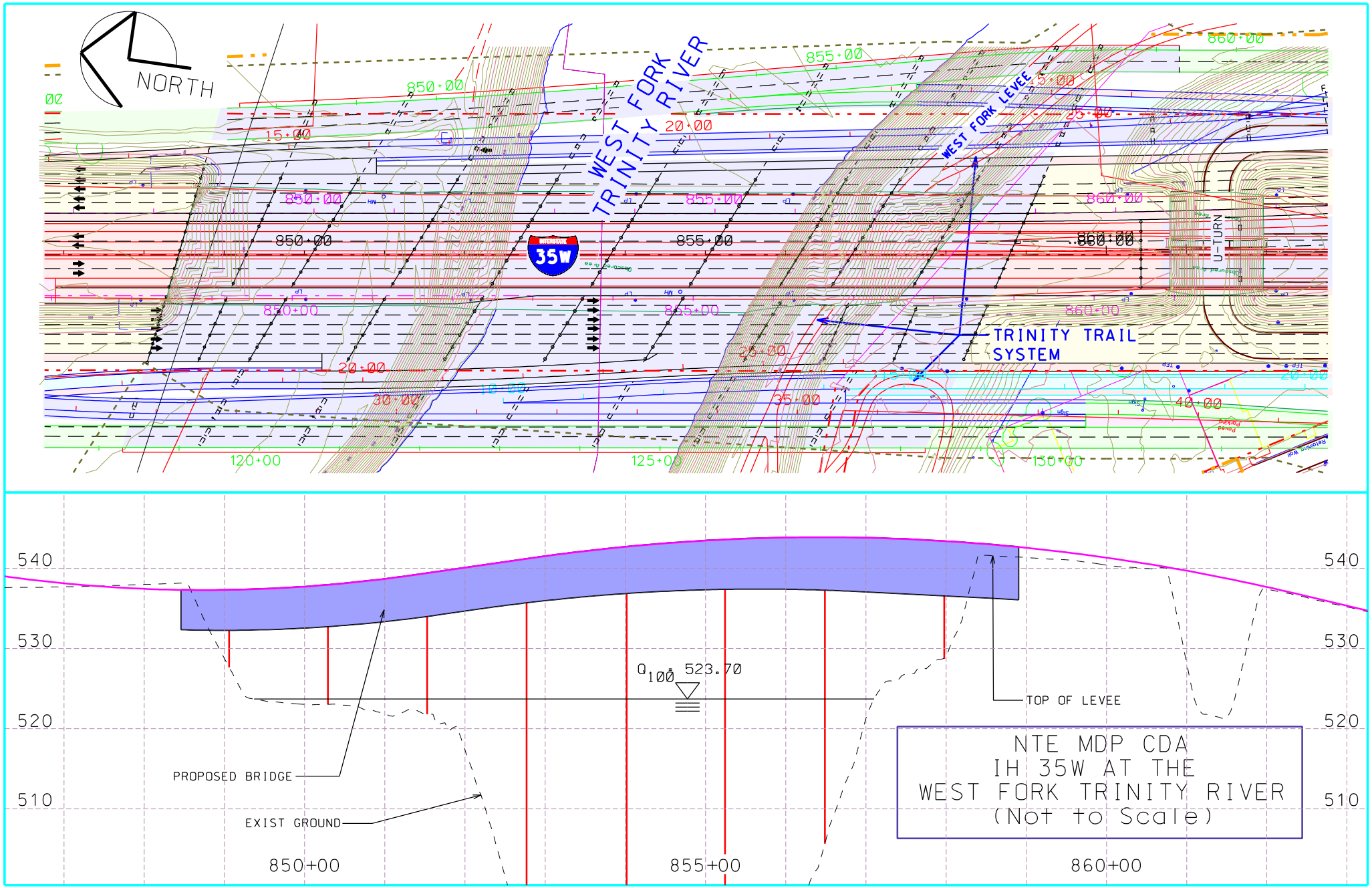
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WEST FORK LEVEE
TRINITY TRAIL SYSTEM
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Q_{100} = 523.70
TOP OF LEVEE
PROPOSED BRIDGE
EXIST GROUND
NTE MDP CDA
IH 35W AT THE
WEST FORK TRINITY RIVER
(Not to Scale)

RFI #28 & #28B

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 28

Date: March 10, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP RAMP.

Attachments:

Information / Clarification Request:

Request for verification on NTE Segment 3A Interim Ramp connecting IH35NB to Spur 280WB: Classification to remain the same as MDP/Ultimate Design.

The NTE Segment 3A Interim design of Ramp 35NB280 requires the vertical profile to be raised in order to tie into Spur 280 WB. The new vertical profile has a maximum grade of 7%.

Per the Geometric Design Criteria dated 1/5/2010, under the Notes section, it states:

Segment 3A:
16. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.

The maximum grade for a Loop Ramp (35NB280) is 7%. Please confirm this criteria may be used in the Interim design and a grade of 7% for Ramp 35NB280 is acceptable.

☐ **Please Confirm.**

Thank you.

Response Needed by (date): FRIDAY, MARCH 26, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: March 16, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 28: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP

We Are Sending You:

Copies	Date	No.	Description
1	3/16/10	1	RFI #28 Response Form

These Are Transmitted As Checked Below:

☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 28

Date: March 10, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP RAMP.

Attachments:

Information / Clarification Request:

Request for verification on NTE Segment 3A Interim Ramp connecting IH35NB to Spur 280WB: Classification to remain the same as MDP/Ultimate Design.

The NTE Segment 3A Interim design of Ramp 35NB280 requires the vertical profile to be raised in order to tie into Spur 280 WB. The new vertical profile has a maximum grade of 7%.

Per the Geometric Design Criteria dated 1/5/2010, under the Notes section, it states:

Segment 3A:
16. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.

The maximum grade for a Loop Ramp (35NB280) is 7%. Please confirm this criteria may be used in the Interim design and a grade of 7% for Ramp 35NB280 is acceptable.

☐ **Please Confirm.**

Response Needed by (date): FRIDAY, MARCH 26, 2010

Responses:

The use of a grade of 7% for Ramp 35NB280 for the Interim design per the MDP Draft Geometric Design Criteria Table is approved.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: March 16, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 28B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP RAMP.

Attachments: Exhibit 1 (Profile Interim GPL ramp IH35W to Spur 280 WB), segment3AI_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 For the developer to confirm if the latest mandatory scope reflects the approved RFI

Developer confirms that the vertical alignment design of the Interim ramp from IH35WNB to Spur 280 WB reflects the approved RFI. Developer is also including with this RFI the printout of the proposed vertical alignment E35N280 (Exhibit 1) that is located within the file segment3AI_profile.dgn (always provided with the Mandatory scope schematics).

2 Geopak name of ramp approved under RFI

The updated geopak alignment name for this ramp is E35N280. Developer requests from TxDOT to reissue RFI 28 with the most up to date alignment name.

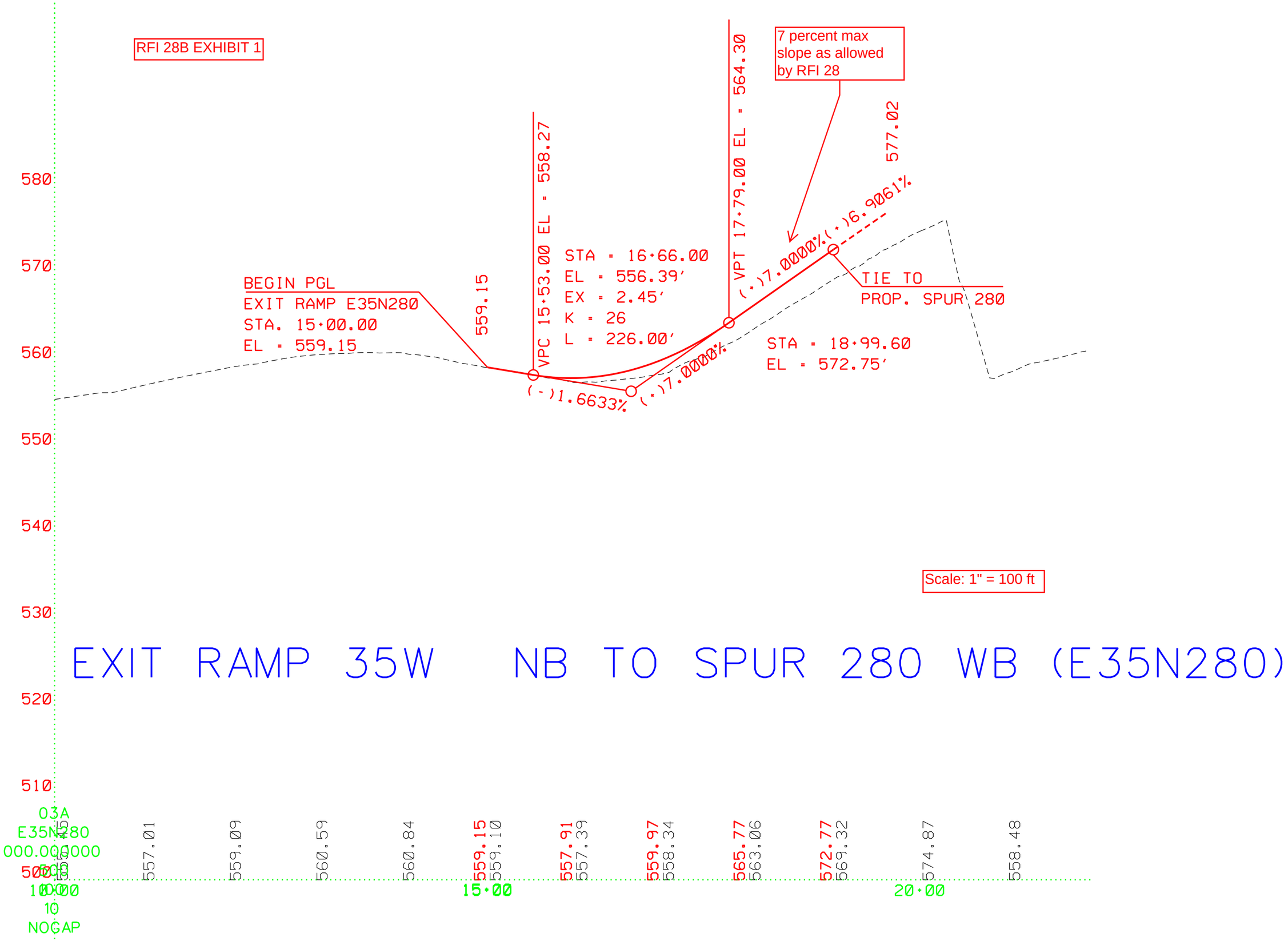
Response Needed by (date): August 3, 2011

Responses:

Responder Name: Matthew E. MacGregor, P.E.

Response Date:

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail


RFI 28B EXHIBIT 1
7 percent max slope as allowed by RFI 28
Scale: 1" = 100 ft
EXIT RAMP 35W NB TO SPUR 280 WB (E35N280)
BEGIN PGL
EXIT RAMP E35N280
STA. 15+00.00
EL = 559.15
559.15
VPC 15+53.00 EL = 558.27
STA = 16+66.00
EL = 556.39'
EX = 2.45'
K = 26
L = 226.00'
VPT 17+79.00 EL = 564.30
577.02
(-)1.6633%
(+)7.0000%
(+)7.0000%
(+)6.9061%
TIE TO
PROP. SPUR 280
STA = 18+99.60
EL = 572.75'
580
570
560
550
540
530
520
510
500
03A
E35N280
000.000000
10
NOGAP
557.01
559.09
560.59
560.84
559.15
559.10
557.91
557.39
559.97
558.34
565.77
563.06
572.77
569.32
574.87
558.48
10+00
15+00
20+00

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #28B & Reissue of RFI #28: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP RAMP.

We Are Sending You:

Copies	Date	No.	Description
1	8/10/11	2	RFI #28B Response Form
1	8/10/11	2	Reissue of RFI #28 Response Form

These Are Transmitted As Checked Below:

☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 28

Date: March 10, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP RAMP.

Attachments:

Information / Clarification Request:

Request for verification on NTE Segment 3A Interim Ramp connecting IH35NB to Spur 280WB: Classification to remain the same as MDP/Ultimate Design.

The NTE Segment 3A Interim design of Ramp 35NB280 requires the vertical profile to be raised in order to tie into Spur 280 WB. The new vertical profile has a maximum grade of 7%.

Per the Geometric Design Criteria dated 1/5/2010, under the Notes section, it states:

Segment 3A:
16. Ramp connecting IH35NB to Spur 280WB shall be classified as a Loop Ramp per revised schematic.

The maximum grade for a Loop Ramp (35NB280) is 7%. Please confirm this criteria may be used in the Interim design and a grade of 7% for Ramp 35NB280 is acceptable.

☐ **Please Confirm.**

Response Needed by (date): FRIDAY, MARCH 26, 2010

Responses:

The use of a grade of 7% for Ramp 35NB280 for the Interim design per the MDP Draft Geometric Design Criteria Table is approved.

[Response reissued August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #28B and hereby approves RFI #28 without conditions.]

Responder Name: Matthew E. MacGregor, P.E.

Response Date: Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 28B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: INTERIM CLOVERLEAF RAMP (IH35NB TO SPUR 280 WB) TO RETAIN CLASSIFICATION AS LOOP RAMP.

Attachments: Exhibit 1 (Profile Interim GPL ramp IH35W to Spur 280 WB), segment3AI_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 For the developer to confirm if the latest mandatory scope reflects the approved RFI

Developer confirms that the vertical alignment design of the Interim ramp from IH35WNB to Spur 280 WB reflects the approved RFI. Developer is also including with this RFI the printout of the proposed vertical alignment E35N280 (Exhibit 1) that is located within the file segment3AI_profile.dgn (always provided with the Mandatory scope schematics).

2 Geopak name of ramp approved under RFI

The updated geopak alignment name for this ramp is E35N280. Developer requests from TxDOT to reissue RFI 28 with the most up to date alignment name.

Response Needed by (date): August 3, 2011

Responses:

TxDOT conditionally approved RFI #28 on March 16, 2010. TxDOT received this RFI #28B on August 4, 2011. TxDOT confirms the corrected ramp name "E35N280" and confirms that the Developer has provided adequate information to allow TxDOT to grant final approval for this RFI.

RFI #28 and 28B are approved without conditions.

TxDOT notes that this RFI was written by the Developer's DB contractor and believes the statement regarding the delivery of the Mandatory Scope schematics to be intended for the Developer. TxDOT requested from the Developer dgn files in addition to the pdfs of the Mandatory Scope schematics numerous times before receiving the entire design packages with all current dgn files in March 2011.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: August 10, 2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

RFI #29

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 29

Date: March 10, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Kate Flanagan
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: kflanagan@cintra.us.com

Subject: USE OF 4' INSIDE SHOULDER ON SIX-LANE MANAGED LANES PER TxDOT SCHEMATICS.

Attachments:

Information / Clarification Request:

Request for verification of inside 4' shoulder width on Managed Lanes:

Per the NTE Segment 3A TxDOT schematics, the proposed Managed Lanes show a 4 foot inside shoulder for a 6 lane freeway (i.e. 3 managed lanes in each direction).

For reference, please see TxDOT schematic roll 1 of 16, stamped: *PRELIMINARY 100% SUBMITTAL AUGUST 5, 2009*, prepared by Civil Associates, Inc. and entitled: *IH 35W (URBAN FREEWAY) SOUTH (FROM MEACHAM BLVD TO SPUR 280) TARRANT COUNTY CSJ 0014-16-179…*
On this schematic, please see IH 35W typical sections from STA 707+20 to 722+98.

We request to retain a 4' shoulder for this segment in the Interim and MDP/Ultimate design. Please verify that the intent is to have a 4' shoulder and verify the extent to which the design exception has been processed.

☐ **Please Verify and Approve.**

Thank you.

Response Needed by (date): FRIDAY, MARCH 26, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: March 16, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 29: USE OF 4' INSIDE SHOULDER ON SIX-LANE MANAGED LANES PER TxDOT SCHEMATICS.RAMP.

We Are Sending You:

Copies	Date	No.	Description
1	3/16/10	1	RFI #29 Response Form

These Are Transmitted As Checked Below:

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☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 29

Date: March 10, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: USE OF 4' INSIDE SHOULDER ON SIX-LANE MANAGED LANES PER TxDOT SCHEMATICS.

Attachments:

Information / Clarification Request:

Request for verification of inside 4' shoulder width on Managed Lanes:

Per the NTE Segment 3A TxDOT schematics, the proposed Managed Lanes show a 4 foot inside shoulder for a 6 lane freeway (i.e. 3 managed lanes in each direction).

For reference, please see TxDOT schematic roll 1 of 16, stamped: *PRELIMINARY 100% SUBMITTAL AUGUST 5, 2009*, prepared by Civil Associates, Inc. and entitled: *IH 35W (URBAN FREEWAY) SOUTH (FROM MEACHAM BLVD TO SPUR 280) TARRANT COUNTY CSJ 0014-16-179…*
On this schematic, please see IH 35W typical sections from STA 707+20 to 722+98.

We request to retain a 4' shoulder for this segment in the Interim and MDP/Ultimate design. Please verify that the intent is to have a 4' shoulder and verify the extent to which the design exception has been processed.

☐ **Please Verify and Approve.**

Thank you.

Response Needed by (date): FRIDAY, MARCH 26, 2010

Response:

The request to retain a 4' inside shoulder on the proposed NB and SB Managed Lanes in Segment 3A between the pair of wishbone connections for the Interim and Ultimate design is approved.

The proposed IH 35W typical sections from STA 707+20 to STA 722+98 as shown on TxDOT Schematic Roll 5 of 16 will be updated to show two ML and one AUX lane in each direction as shown on the proposed IH 35W typical sections from STA 745+00 to STA 772+00 on TxDOT Schematic Roll 6 of 16.

No design exception will be required for this section of roadway given the proposed lane classification.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: March 16, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #30B & #30C

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 30B

Date: April 28 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

Attachments: Plan and profile of Segment 3A south of station 900+00

Information / Clarification Request:

Request for verification of Geometric Design Criteria for NTE Segment 3A (South End of Project):

As part of the project optimization process, NTE Mobility Partners 2-4 have developed an alternative design NTE segment 3A on IH 35W south of SH 121. The main purpose of this alternative is to utilize as much as possible the existing infrastructure on the interchange, and move the Existing general purpose lanes (when necessary) in order to open up an area for the construction of the Managed Lanes extension south of SH 121. Attached to this RFI is a plan and profile of Managed Lanes and General Purpose lanes of the Alternative South of SH 121 as requested previously by TxDOT in order to approve the RFI. Construction on IH 35 South Bound General Purpose Lanes South of SH 121 is Interim, and is not in the Ultimate location (horizontally and vertically) as depicted on TxDOT Schematics for this segment. As seen on the plans, the profile of both bounds of the Interim General Purpose Lanes south of station 898+55 is parallel to the existing vertical profile, but the existing profile has grades that exceed the required 3 percent maximum grade. NTE DP 2-4 has submitted RFI 32 that requests clarifying a station range where the ultimate GPL is allowed to be designed for 55 mph beyond station 932+00, but this RFI will still not cover the interim construction of GPL that exceed three percent beyond station 905+70. The developer respectfully requests that both bounds of the Interim General Purpose lanes south of station 898+55 be allowed to be designed for 55 MPH, and have a maximum grade of four percent.

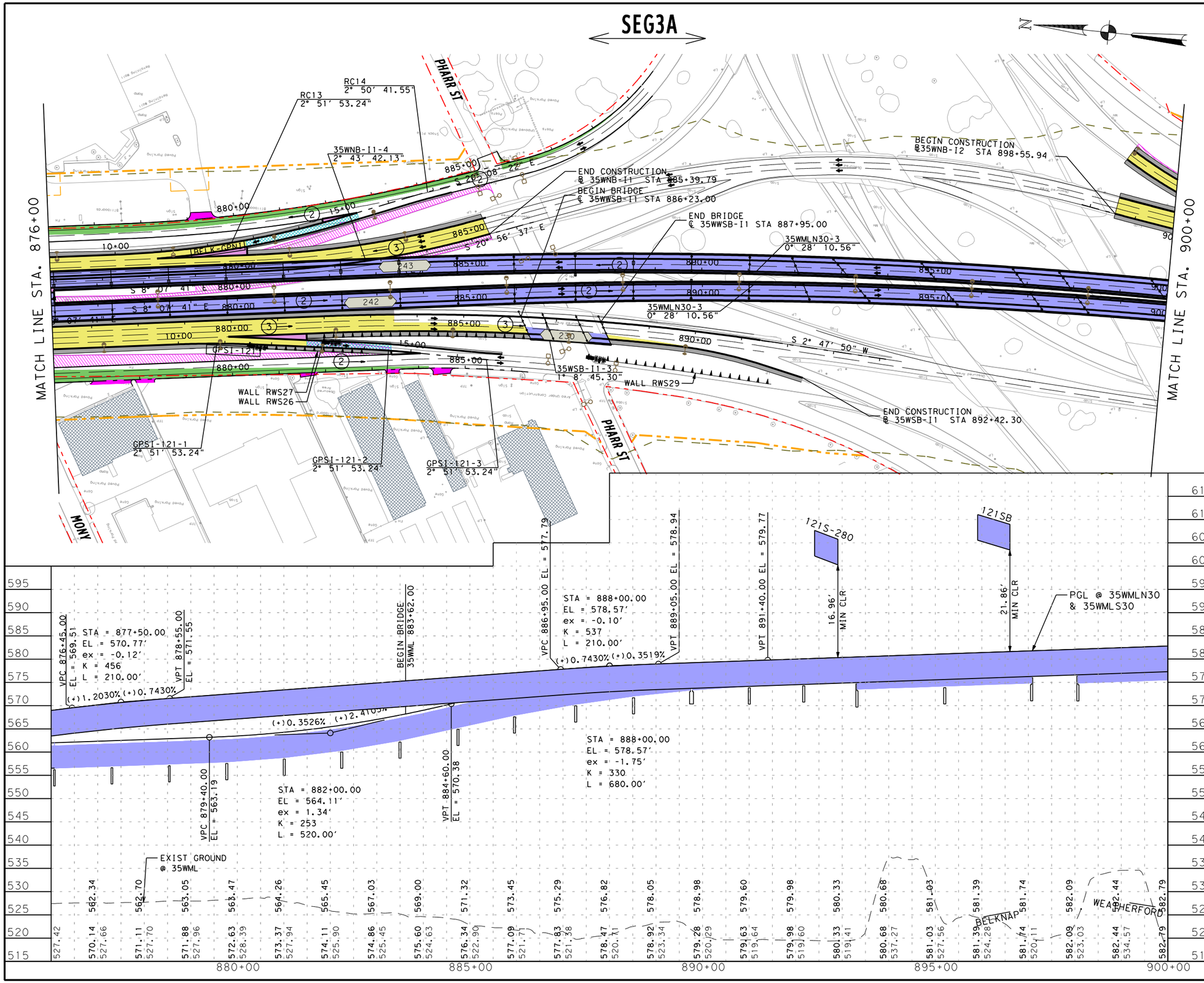
Response Needed by (date): FRIDAY, April 30, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

SEG3A



REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- (2) PROPERTY PARCEL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc.- 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/15/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 11 OF 15

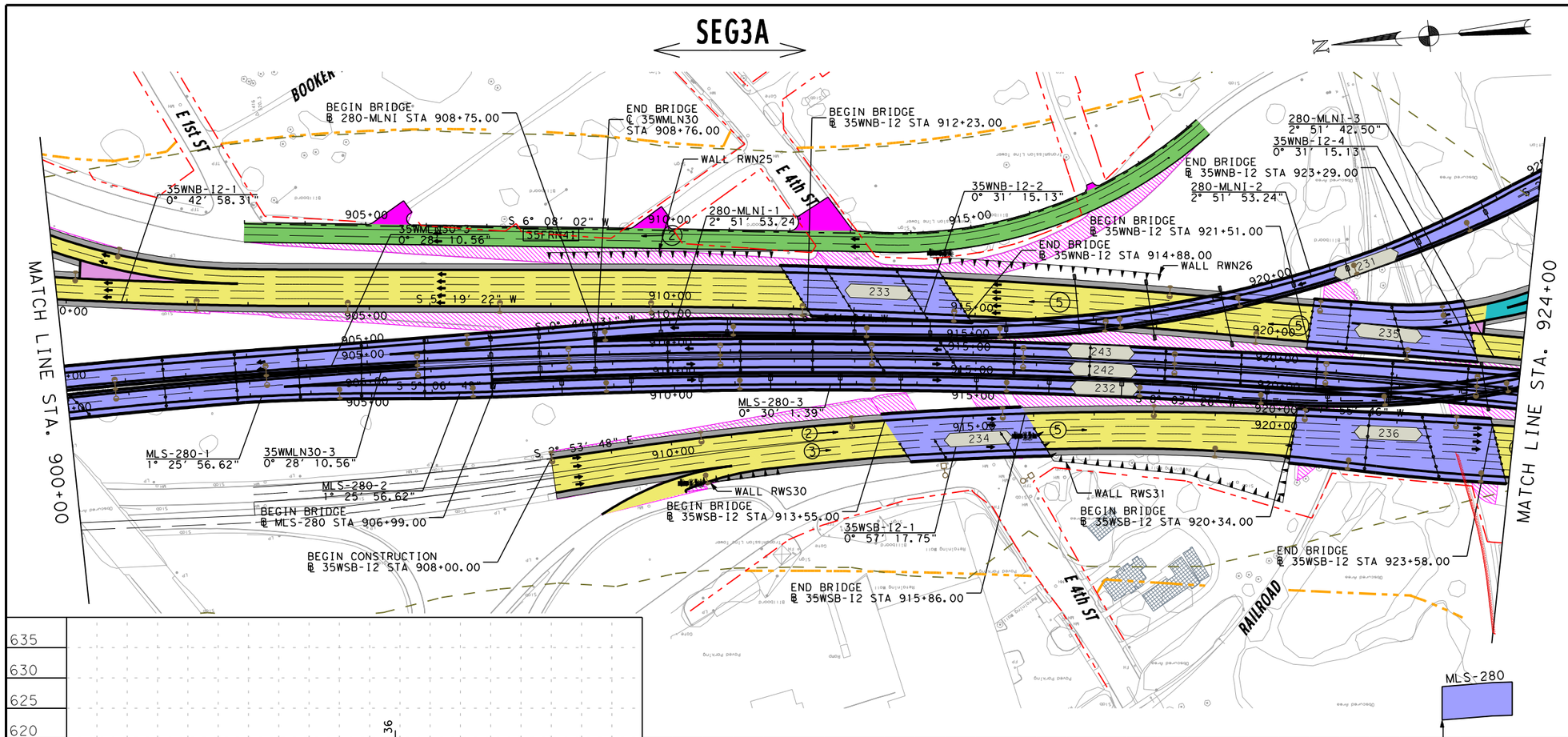
FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.

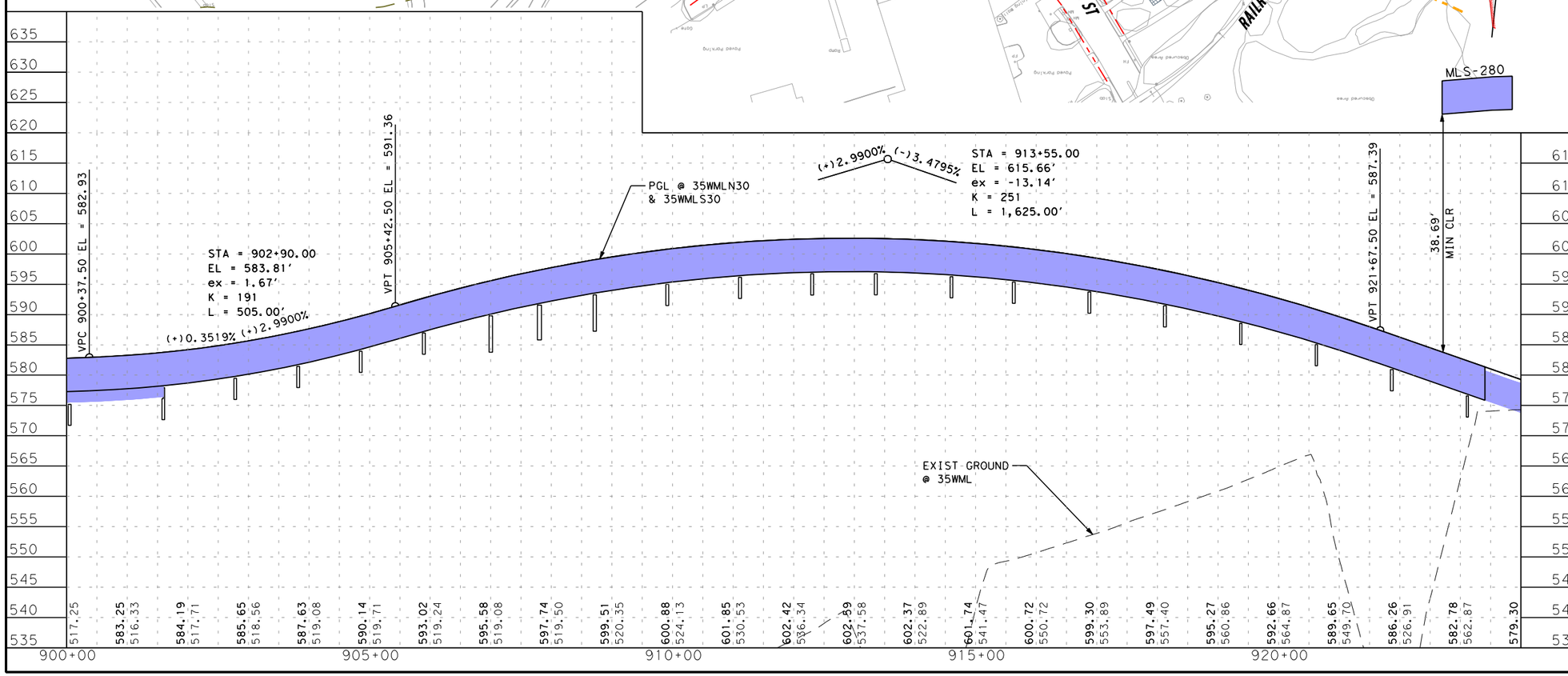
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

L:\work\Trans\12671 NTE\CADD :Segment 3A and 3B\Seg3A\Sheets Interim\SEG3A1*SCHEM*11.dgn

3/15/2010
10:50:48 AM

SEG3A





REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- 2 PROPERTY PARCEL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc.- 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/15/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN & PROFILE

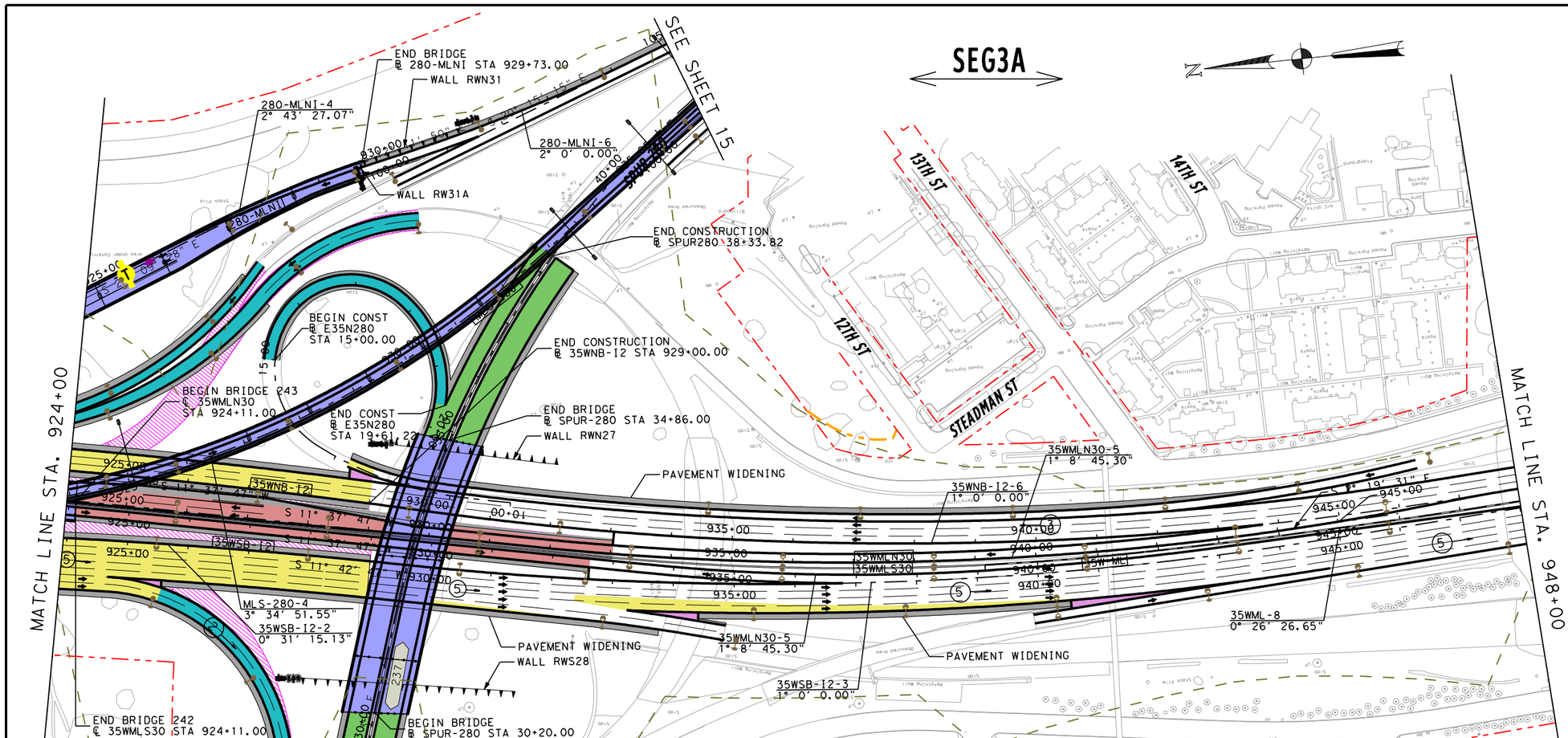
HORZ.: 1" = 200'
VERT.: 1" = 20'

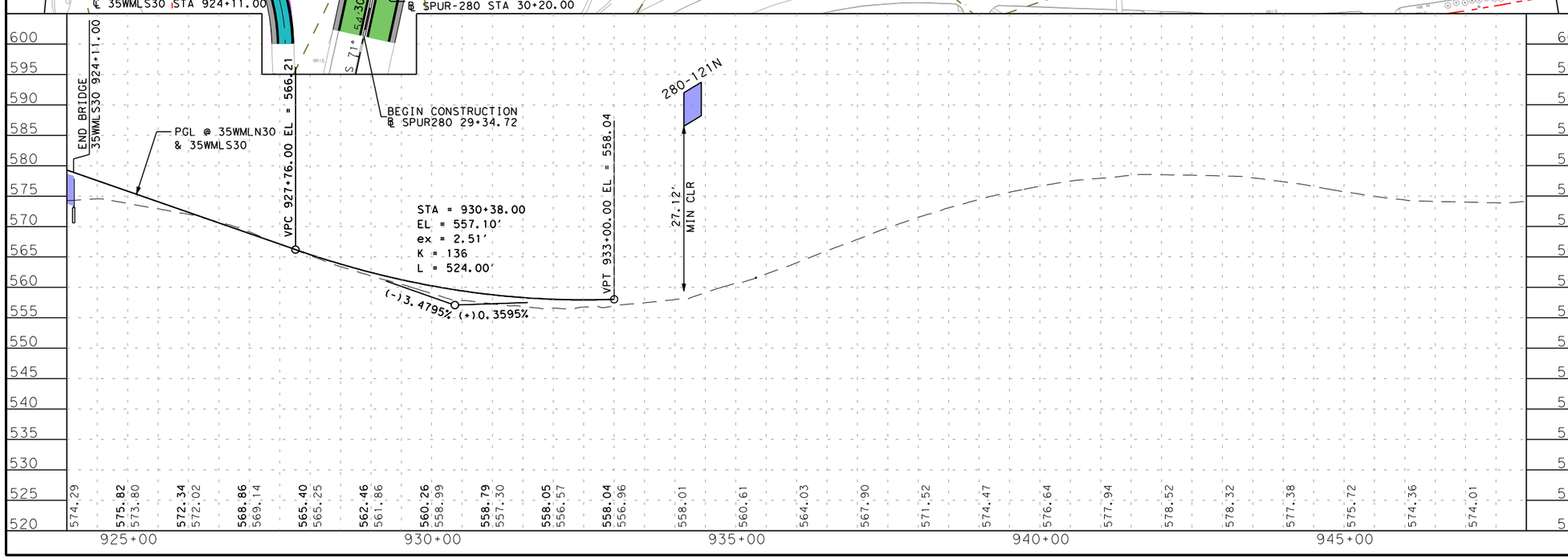
SHEET 12 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

L:\work\Trans\112671 NTE\CADD (Segment 3A and 3B)\Seg3A\Sheets Interim\SEG3A1*SCHEM*12.dgn
3/15/2010 10:51:17 AM

REV	DATE	BY	DESCRIPTION





LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- (2) PROPERTY PARCEL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/24/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 13 OF 15

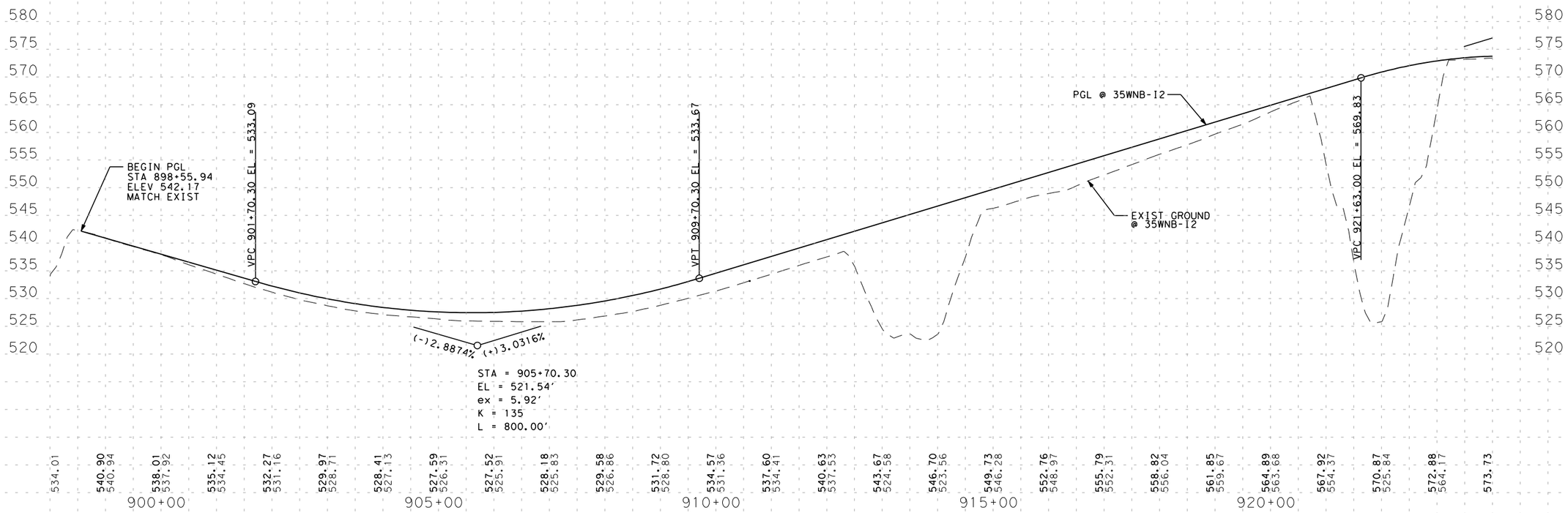
FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

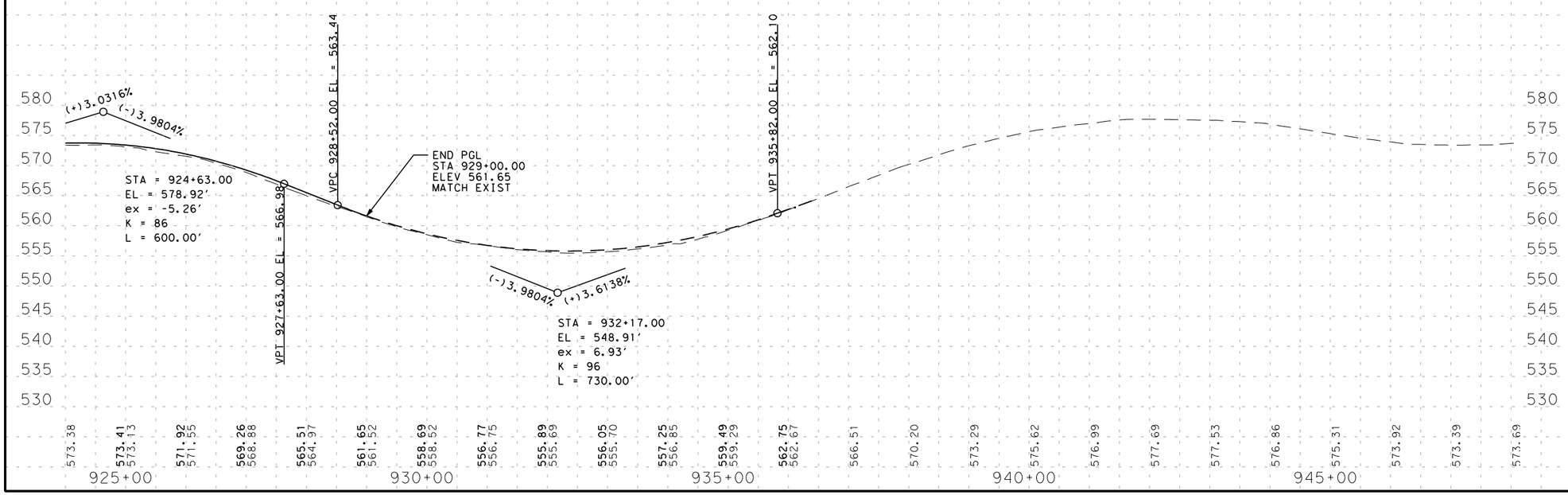
L:\work\Trans\12671 NTE\CADD (Segment 3A and 3B)\Seg3A\Sheets Interim\SEG3A1*SCHEM*13.dgn
3/24/2010 10:04:52 AM

REV	DATE	BY	DESCRIPTION

IH 35W NORTHBOUND INTERIM GENERAL PURPOSE LANES



IH 35W NORTHBOUND INTERIM GENERAL PURPOSE LANES



PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/11/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

NB GENERAL PURPOSE (35NGP) PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 6 OF 6

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

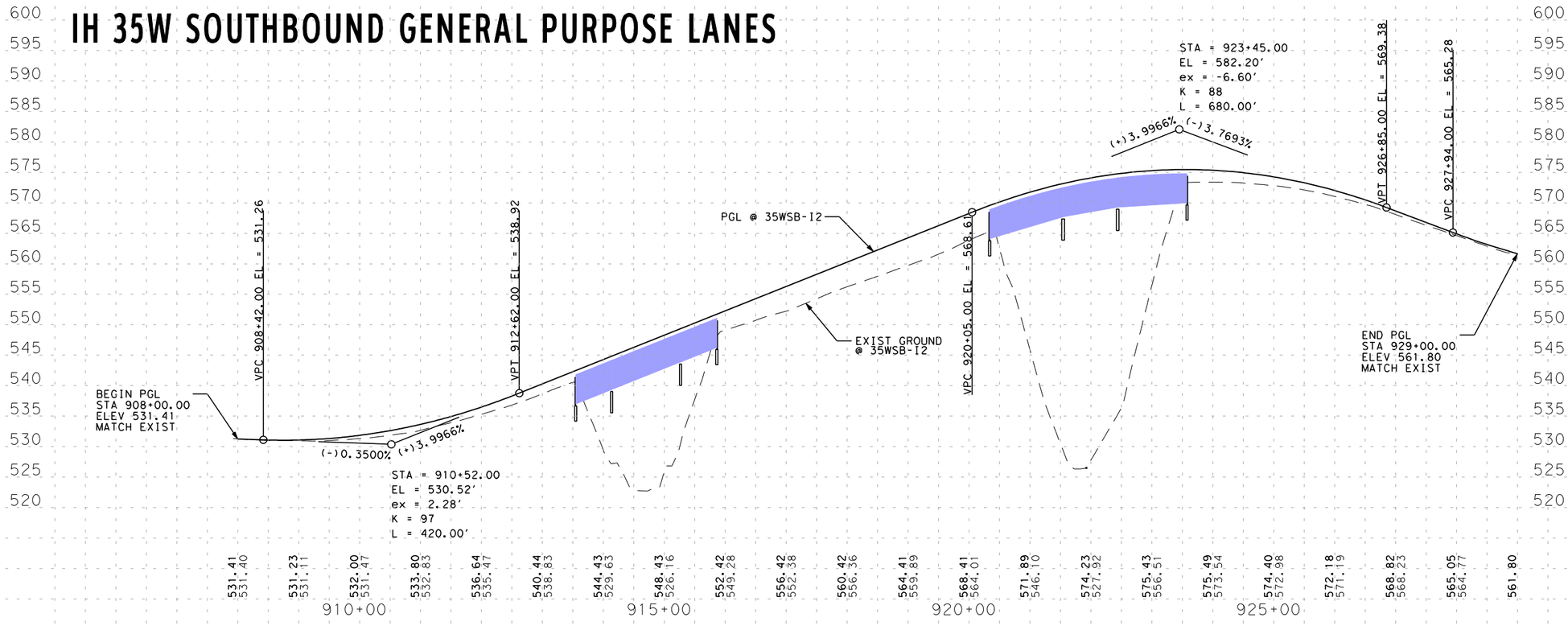
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

I:\work\trans\12671 nte\cadd (segment 3a and 3b)\seg3a\sheets interim\SEG3AI*GPPR*06.dgn

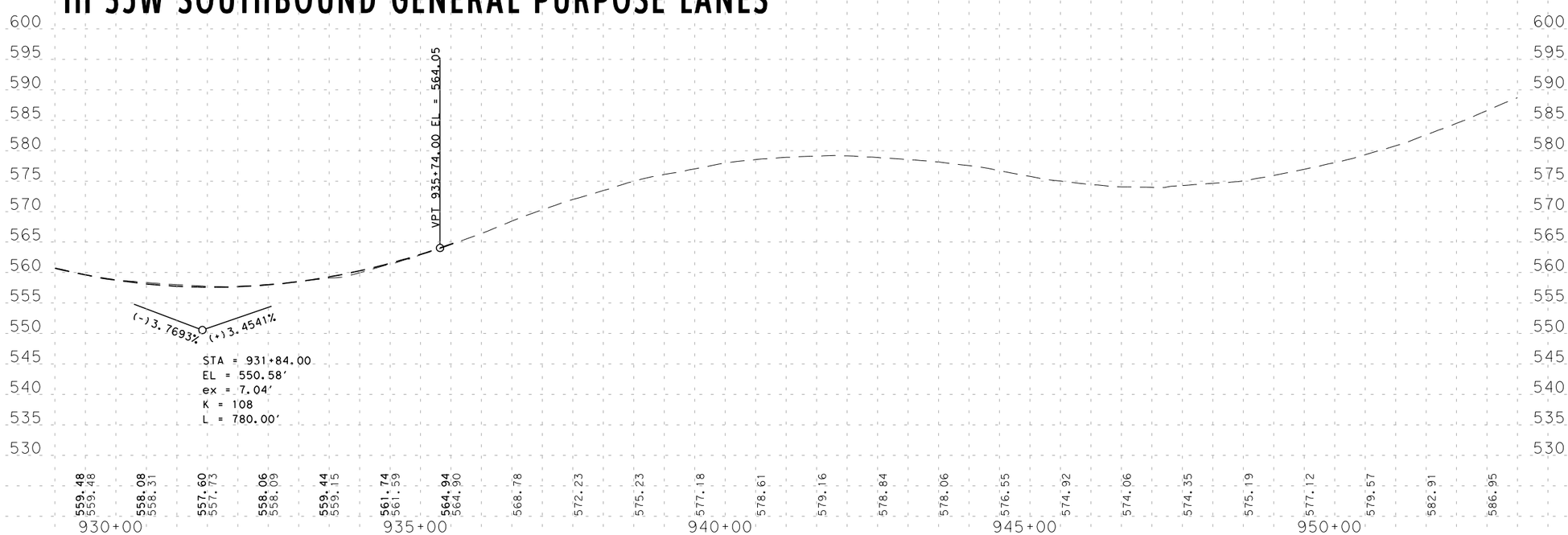
3/11/2010
10:18:22 AM

REV	DATE	BY	DESCRIPTION

IH 35W SOUTHBOUND GENERAL PURPOSE LANES



IH 35W SOUTHBOUND GENERAL PURPOSE LANES



PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/15/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

SB GENERAL PURPOSE (35SGP) PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 7 OF 7

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

3/15/2010 10:30:34 AM L:\work\Trans\12671 NTE\CADD\Segment 3A and 3B1\Seg3A\Sheets Interim\SEG3A1*GPPR*13.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: May 14, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 30B: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

We Are Sending You:

Copies	Date	No.	Description
1	5/14/10	3	RFI #30B Response Form and Exhibit

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☒ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 30B

Date: April 28, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

Attachments: Exhibit showing Alternative Design Concept for Interim northbound IH 35W Main Lane PGL

Information / Clarification Request:

Request for verification of Geometric Design Criteria for NTE Segment 3A (South End of Project):

As part of the project optimization process, NTE Mobility Partners 2-4 have developed an alternative design NTE segment 3A on IH 35W south of SH 121. The main purpose of this alternative is to utilize as much as possible the existing infrastructure on the interchange, and move the Existing general purpose lanes (when necessary) in order to open up an area for the construction of the Managed Lanes extension south of SH 121. Attached to this RFI is a plan and profile of Managed Lanes and General Purpose lanes of the Alternative South of SH 121 as requested previously by TxDOT in order to approve the RFI. Construction on IH 35 South Bound General Purpose Lanes South of SH 121 is Interim, and is not in the Ultimate location (horizontally and vertically) as depicted on TxDOT Schematics for this segment. As seen on the plans, the profile of both bounds of the Interim General Purpose Lanes south of station 898+55 is parallel to the existing vertical profile, but the existing profile has grades that exceed the required 3 percent maximum grade. NTE DP 2-4 has submitted RFI 32 that requests clarifying a station range where the ultimate GPL is allowed to be designed for 55 mph beyond station 932+00, but this RFI will still not cover the interim construction of GPL that exceed three percent beyond station 905+70. The developer respectfully requests that both bounds of the Interim General Purpose lanes south of station 898+55 be allowed to be designed for 55 MPH, and have a maximum grade of four percent.

Please verify that this criteria applies to the Interim design also; therefore, the proposed interim IH35W Managed & General Purpose Lanes south of East 4th Street will have a maximum grade of 4%. This request is being submitted based on the interim profile matching the existing profile which currently exceeds 3%.

☐ **Please Verify.**

Thank you.

Response Needed by (date): FRIDAY, April 30, 2010

Response:

TxDOT conditionally approves NTEMP's request to use a maximum PGL grade of 4% for the interim IH 35W General Purpose Lanes south of STA 898+55.

Final approval is dependent upon review and approval of the complete interim design proposal package and providing verification that the following vertical curves have been revised to meet a design speed of 55mph.

Northbound IH 35W
The vertical curve located at VPI Sta. 924+63, a curve length of 600', and a K value of 86 does not meet the criteria for a 55 MPH design for a crest vertical curve. The K value for a 55 MPH design for a crest curve is 114.

The vertical curve located at VPI Sta. 932+17, a curve length of 730', and a K value of 96 does not meet the criteria for a 55 MPH design for a sag vertical curve. The K value for a 55 MPH design for a sag curve is 115.

Southbound IH 35W
The vertical curve located at VPI Sta. 923+45, a curve length of 680', and a K value of 88 does not meet the criteria for a 55 MPH design for a crest vertical curve. The K value for a 55 MPH design for a crest curve is 114.

The vertical curve located at VPI Sta. 910+52, a curve length of 420', and a K value of 97 does not meet the criteria for a 55 MPH design for a sag vertical curve. The K value for a 55 MPH design for a sag curve is 115.

The vertical curve located at VPI Sta. 931+84, a curve length of 780', and a K value of 108 does not meet the criteria for a 55 MPH design for a sag vertical curve. The K value for a 55 MPH design for a sag curve is 115.

Prior to final approval of this request, TxDOT also requests that NTEMP24 provide documentation discussing why the permanent bridge structures over 4th Street and the RR cannot be constructed as part of the interim configuration. This documentation should include a review of the attached exhibit which proposes an alternate interim profile for the northbound main lanes in order to construct the permanent structures over 4th St and the RR. Please identify what factors preclude further development of this interim alternate design for the northbound IH 35W main lanes.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** May 14, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 30C

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

Attachments: Exhibit 1 (printout of interim NB and SB GPL vertical alignment south of station 898+55 and 908+02 respectively) , segment3AI_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide the following information:

1 For the developer to confirm if the latest mandatory scope reflects the approved RFI

Developer confirms that the vertical alignment design of the Interim NB and SB GPL (south of station 898+55 and 908+02 respectively) reflects the approved RFI. Please refer to exhibit 1 (printout of the file segment3AI_profile.dgn always provided with the Mandatory scope schematics).

2 Interim design proposal package and providing verification that the NB and SB Interim GPL vertical curves have been revised to meet a design speed of 55mph as requested on RFI 30B (South of SH 121 Interchange).

Please refer to exhibit 1 (printout of the file segment3AI_profile.dgn always provided with the Mandatory scope schematics). All vertical curves meet or exceed K value of 114 (crest) and 115 (Sag) for 55 MPH design speed.

3 Provide an explanation of why the developer would not build the NB and SB permanent bridges over fourth street bridge and the railroad (contained within RFI 30 response from TxDOT).

Developer provided response to this request through the Proposal Due Diligence Process. Explanation and alternatives are discussed in Issue number 1 and 2. TxDOT did communicate to the developer that the alternative of the NB and SB GPL crossing over 4th street and the railroad with bridges compatible with the ultimate configuration, is no longer desired by the state.

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 30 without any restrictions.

Response Needed by (date): Aug 3, 2011

Response:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

EXHIBIT 1 INTERIM SB GPL RELATED TO RFI 30

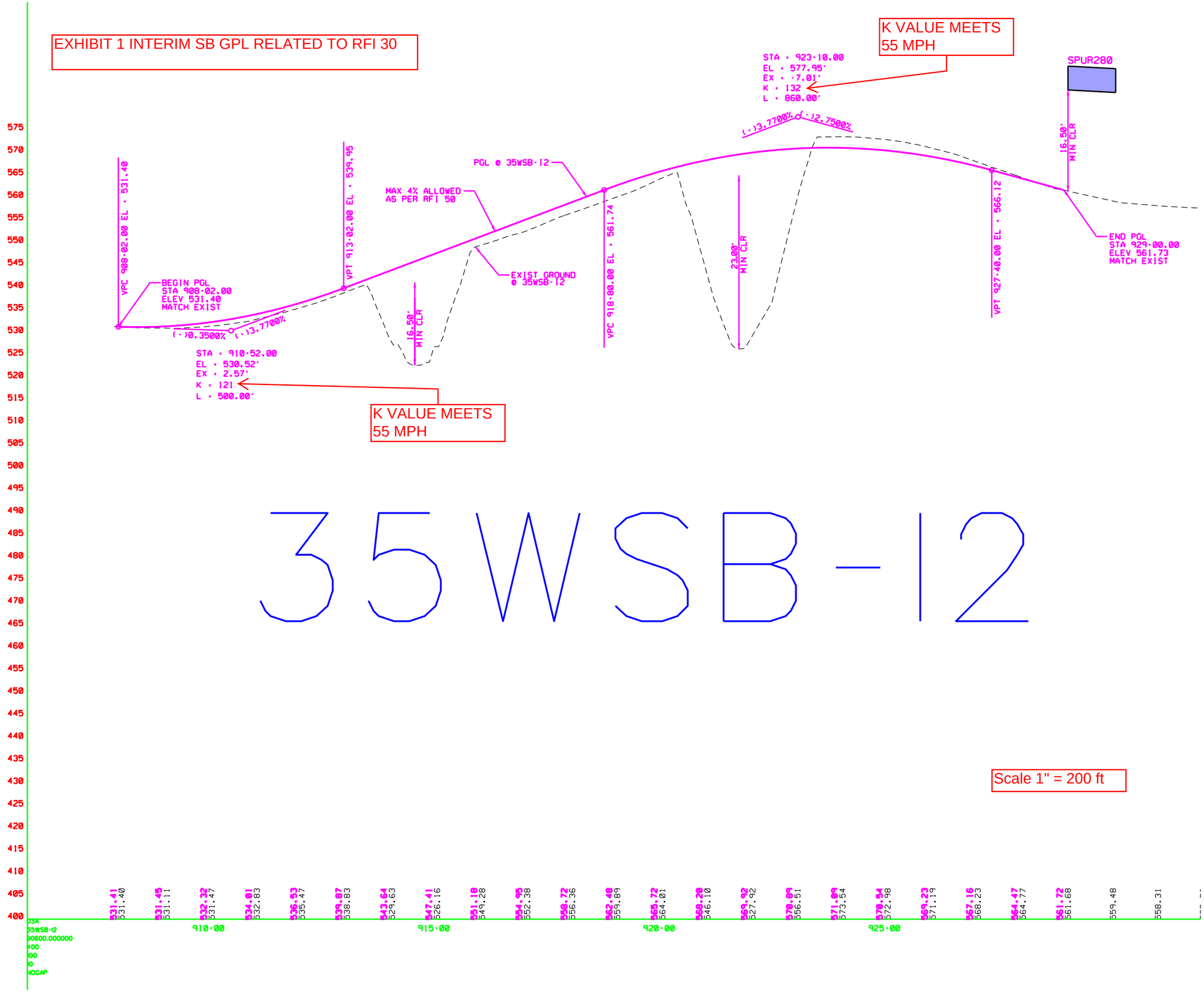
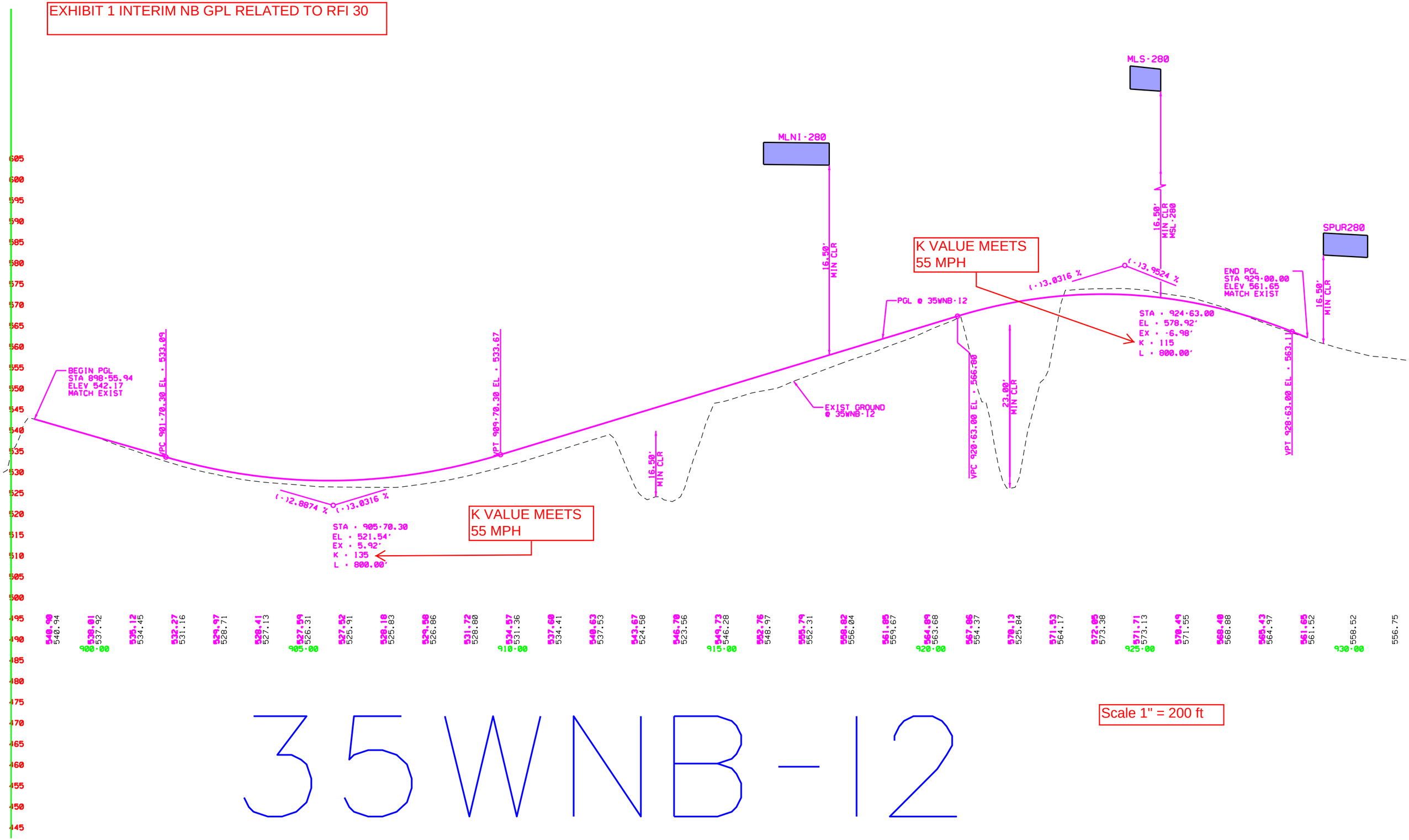


EXHIBIT 1 INTERIM NB GPL RELATED TO RFI 30



Various files submitted with RFI #30C:

Seg3AI_Profile.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #30C & Reissue of RFI #30B: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

We Are Sending You:

Copies	Date	No.	Description
1	08/10/11	2	RFI #30C Response Form
1	08/10/11	2	Reissue of RFI #30B Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 30B

Date: April 28, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

Attachments: Exhibit showing Alternative Design Concept for Interim northbound IH 35W Main Lane PGL

Information / Clarification Request:

Request for verification of Geometric Design Criteria for NTE Segment 3A (South End of Project):

As part of the project optimization process, NTE Mobility Partners 2-4 have developed an alternative design NTE segment 3A on IH 35W south of SH 121. The main purpose of this alternative is to utilize as much as possible the existing infrastructure on the interchange, and move the Existing general purpose lanes (when necessary) in order to open up an area for the construction of the Managed Lanes extension south of SH 121. Attached to this RFI is a plan and profile of Managed Lanes and General Purpose lanes of the Alternative South of SH 121 as requested previously by TxDOT in order to approve the RFI. Construction on IH 35 South Bound General Purpose Lanes South of SH 121 is Interim, and is not in the Ultimate location (horizontally and vertically) as depicted on TxDOT Schematics for this segment. As seen on the plans, the profile of both bounds of the Interim General Purpose Lanes south of station 898+55 is parallel to the existing vertical profile, but the existing profile has grades that exceed the required 3 percent maximum grade. NTE DP 2-4 has submitted RFI 32 that requests clarifying a station range where the ultimate GPL is allowed to be designed for 55 mph beyond station 932+00, but this RFI will still not cover the interim construction of GPL that exceed three percent beyond station 905+70. The developer respectfully requests that both bounds of the Interim General Purpose lanes south of station 898+55 be allowed to be designed for 55 MPH, and have a maximum grade of four percent.

Please verify that this criteria applies to the Interim design also; therefore, the proposed interim IH35W Managed & General Purpose Lanes south of East 4th Street will have a maximum grade of 4%. This request is being submitted based on the interim profile matching the existing profile which currently exceeds 3%.

☐ **Please Verify.**

Thank you.

Response Needed by (date): FRIDAY, April 30, 2010

Response:

TxDOT conditionally approves NTEMP's request to use a maximum PGL grade of 4% for the interim IH 35W General Purpose Lanes south of STA 898+55.

Final approval is dependent upon review and approval of the complete interim design proposal package and providing verification that the following vertical curves have been revised to meet a design speed of 55mph.

Northbound IH 35W
The vertical curve located at VPI Sta. 924+63, a curve length of 600', and a K value of 86 does not meet the criteria for a 55 MPH design for a crest vertical curve. The K value for a 55 MPH design for a crest curve is 114.

The vertical curve located at VPI Sta. 932+17, a curve length of 730', and a K value of 96 does not meet the criteria for a 55 MPH design for a sag vertical curve. The K value for a 55 MPH design for a sag curve is 115.

Southbound IH 35W
The vertical curve located at VPI Sta. 923+45, a curve length of 680', and a K value of 88 does not meet the criteria for a 55 MPH design for a crest vertical curve. The K value for a 55 MPH design for a crest curve is 114.

The vertical curve located at VPI Sta. 910+52, a curve length of 420', and a K value of 97 does not meet the criteria for a 55 MPH design for a sag vertical curve. The K value for a 55 MPH design for a sag curve is 115.

The vertical curve located at VPI Sta. 931+84, a curve length of 780', and a K value of 108 does not meet the criteria for a 55 MPH design for a sag vertical curve. The K value for a 55 MPH design for a sag curve is 115.

Prior to final approval of this request, TxDOT also requests that NTEMP24 provide documentation discussing why the permanent bridge structures over 4th Street and the RR cannot be constructed as part of the interim configuration. This documentation should include a review of the attached exhibit which proposes an alternate interim profile for the northbound main lanes in order to construct the permanent structures over 4th St and the RR. Please identify what factors preclude further development of this interim alternate design for the northbound IH 35W main lanes.

[Response reissued August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #30C and hereby approves RFI #30B for general purpose lanes south of STA 898+55 only, without conditions.]

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 30C

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE SEGMENT 3A: MAXIMUM GRADES SEGMENT 3A INTERIM (SOUTH END OF PROJECT)

Attachments: Exhibit 1 (printout of interim NB and SB GPL vertical alignment south of station 898+55 and 908+02 respectively) , segment3AI_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide the following information:

1 For the developer to confirm if the latest mandatory scope reflects the approved RFI

Developer confirms that the vertical alignment design of the Interim NB and SB GPL (south of station 898+55 and 908+02 respectively) reflects the approved RFI. Please refer to exhibit 1 (printout of the file segment3AI_profile.dgn always provided with the Mandatory scope schematics).

2 Interim design proposal package and providing verification that the NB and SB Interim GPL vertical curves have been revised to meet a design speed of 55mph as requested on RFI 30B (South of SH 121 Interchange).

Please refer to exhibit 1 (printout of the file segment3AI_profile.dgn always provided with the Mandatory scope schematics). All vertical curves meet or exceed K value of 114 (crest) and 115 (Sag) for 55 MPH design speed.

3 Provide an explanation of why the developer would not build the NB and SB permanent bridges over fourth street bridge and the railroad (contained within RFI 30 response from TxDOT).

Developer provided response to this request through the Proposal Due Diligence Process. Explanation and alternatives are discussed in Issue number 1 and 2. TxDOT did communicate to the developer that the alternative of the NB and SB GPL crossing over 4th street and the railroad with bridges compatible with the ultimate configuration, is no longer desired by the state.

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 30 without any restrictions.

Response Needed by (date): Aug 3, 2011

Response:

TxDOT conditionally approved RFI #30B on May 14, 2010. TxDOT received this RFI #30C on August 4, 2011. In addition to the information provided above and the information provided in a meeting with the Developer on July 29, 2011, TxDOT reviewed the Seg3AI_Profile.dgn file submitted on May 31, 2011 as part of the FIP package. TxDOT confirms that the Developer has provided adequate information to grant final approval for this RFI.

RFI #30B and 30C are approved for the general purpose lanes south of STA 898+55 only, without conditions.

TxDOT notes that this RFI was written by the Developer's DB contractor and believes the statement regarding the delivery of the Mandatory Scope schematics to be intended for the Developer. TxDOT requested from the Developer dgn files in addition to the pdfs of the Mandatory Scope schematics numerous times before receiving the entire design packages with all current dgn files in March 2011.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #31 and #31B

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 31

Date: April 20, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Seg 3A interim ramp exceptions

Attachments: NTE Seg 3AI As-Builts of 4 existing ramps.pdf, Plans for Interim Construction on the same area

Information / Clarification Request:

This is to request an exception for design speed on 4 interim ramps located along IH35W between the Trinity River and the SH121/IH 35W interchange. The interim configuration shows existing mainlanes and frontage roads that are widened to accommodate the managed lane extension. New ramp designs are provided for the entrance and exits in approximate locations of the existing ramps. A review of the existing ramp as-builts indicate a design speed range of 25-50 mph based on horizontal and vertical curves (See attached). The current designs have accommodated a 35mph design speed. The 4 ramps to be considered for exception are: TRTA-GPSI, GPSI-121, TRTA-GPNI, BELK-GPNI. The above listed ramps also do not comply with the minimum distance between ramps as required by the TxDOT Roadway Design Manual Figure 3-51, as it provides less than 1500ft of weaving distance in the auxiliary lane. NTE Mobility Partners 2-4 respectfully requests both a deviation on the design speed of the above ramps, and a deviation with respect to the minimum distance between Successive entrance and exit ramps.
This request applies only to the four ramps built for the Segment 3A interim configuration. This exception request is exclusive to the interim configuration. It has no impact on the ultimate design.

Response Needed by (date): 4-23-10

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☐ **Other**

STATE	FEDERAL AID PROJECT NO.		SHEET NO.
TEXAS	135W	5(32) 426	1
STATE DIST. NO.	COUNTY	STATE CONTROL NO.	HIGHWAY NO.
2	TARRANT	14-16-43	135W

IPE 778

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT.

I 35 W 5 (32) 426 STATE CONTROL 14-16-43

SCALES: PLAN 1 IN. = 80 FT
PROFILE 1 IN. HOR. = 80 FT., 1 IN. VERT = 10 FT.
CROSS-SECTIONS 1 IN. HOR. = 10 FT. & VERT = 5 FT.
OTHERS AS NOTED

NET LENGTH OF PROJECT = 4304.16 FT = 0.815 MI. — BRIDGES 1464.23 (EXCEPTION), ROADWAY 4304.16

Date work began - Sept. 26, 1961
Date work completed - May 12, 1962
Contractor - Condon - Cunningham, Inc.

DESIGN SPEED - 50 MPH. PHARR ST. SOUTH
60 MPH. PHARR ST. NORTH

NO FIELD CHANGES

INTERSTATE HIGHWAY NO. 35 W TARRANT COUNTY

FROM: 12TH STREET
TO: BELKNAP STREET

CONCRETE PAVEMENT

UNIT II

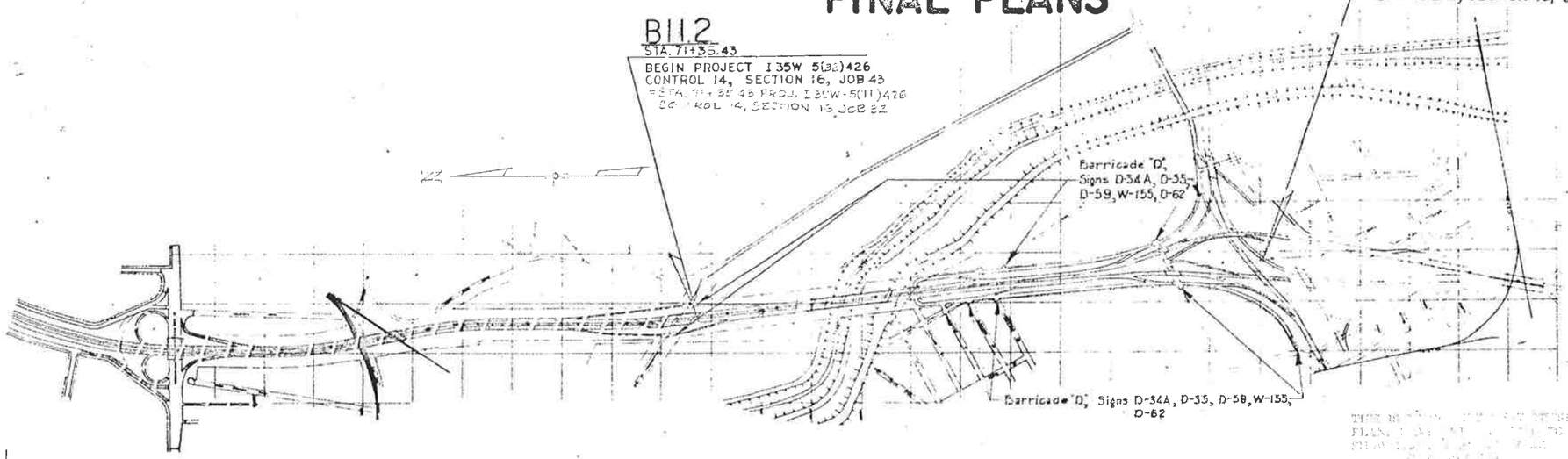
FINAL PLANS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	TYPICAL SECTIONS
4	QUANTITIES & DRAINAGE SUMMARY
5	BASIS OF ESTIMATE & NOTES
6-7	GENERAL LAYOUT
8-12	THRU LANES, PLAN PROFILES
13-14	FRONTAGE ROADS & PHARR ST., PLAN PROFILES
15-26	RAMPS, PLAN PROFILES
27	TWELFTH STREET
28	ELECTRICAL CONDUIT LAYOUT
29-32	DRAINAGE LAYOUT
33-34	PAVEMENT LAYOUT
35	CONCRETE PAVEMENT DETAILS
36	CURB, CURB & GUTTER, DRIVEWAY AND GUARD FENCE DETAILS
37	INLET UNIT DETAILS
38	MANHOLE DETAILS
39	STREET INLET DETAILS
40	CH-11-B-45°
41	BW 61(1 & 2)
42	GF-61
43	C15-61

B112
STA. 71+35.43
BEGIN PROJECT I 35W 5(32)426
CONTROL 14, SECTION 16, JOB 43
=STA. 71+35.43 PROJ. I 35W-5(11)426
CONTROL 14, SECTION 16, JOB 32

B111
STA. 129+03.82
END PROJECT I 35W 5(32)426
CONTROL 14, SECTION 16, JOB 43
=STA. 129+03.82 PROJ. I35W-5(11)426
CONTROL 14, SECTION 16, JOB 32



EXCEPTION 1464.23 FT. (BRIDGES)

1194-38
1029+75
166
13.17 Ac.

THIS IS TO CERTIFY THAT THE PLANS, PROFILES, PROPOSALS AND SPECIFICATIONS FOR THE PROJECT SHOWN HEREON HAVE BEEN PREPARED UNDER MY SUPERVISION.

A. M. Gordon
A. M. GORDON
DISTRICT CHIEF ENGINEER

CONVENTIONAL SIGNS
STATE OR NATIONAL LINE
CITY OR VILLAGE LINE
COUNTY LINE
BASE OR SURVEY LINE
RIGHT OF WAY LINE
RIGHT OF WAY MARKERS
FENCE LINE
RAILROAD
TRAVELLED WAY
CULVERT OR BRIDGE
POWER LINE
TELEGRAPH OR TELEPHONE

Specifications Adopted By The State Highway Department Of Texas January 2, 1961 And Specification Items Listed And Dated As Follows, Shall Govern On This Project: Required Contract Provisions For Federal Aid Projects Approved October 25, 1960

LAYOUT SCALE: 1 IN. = 600 FT.

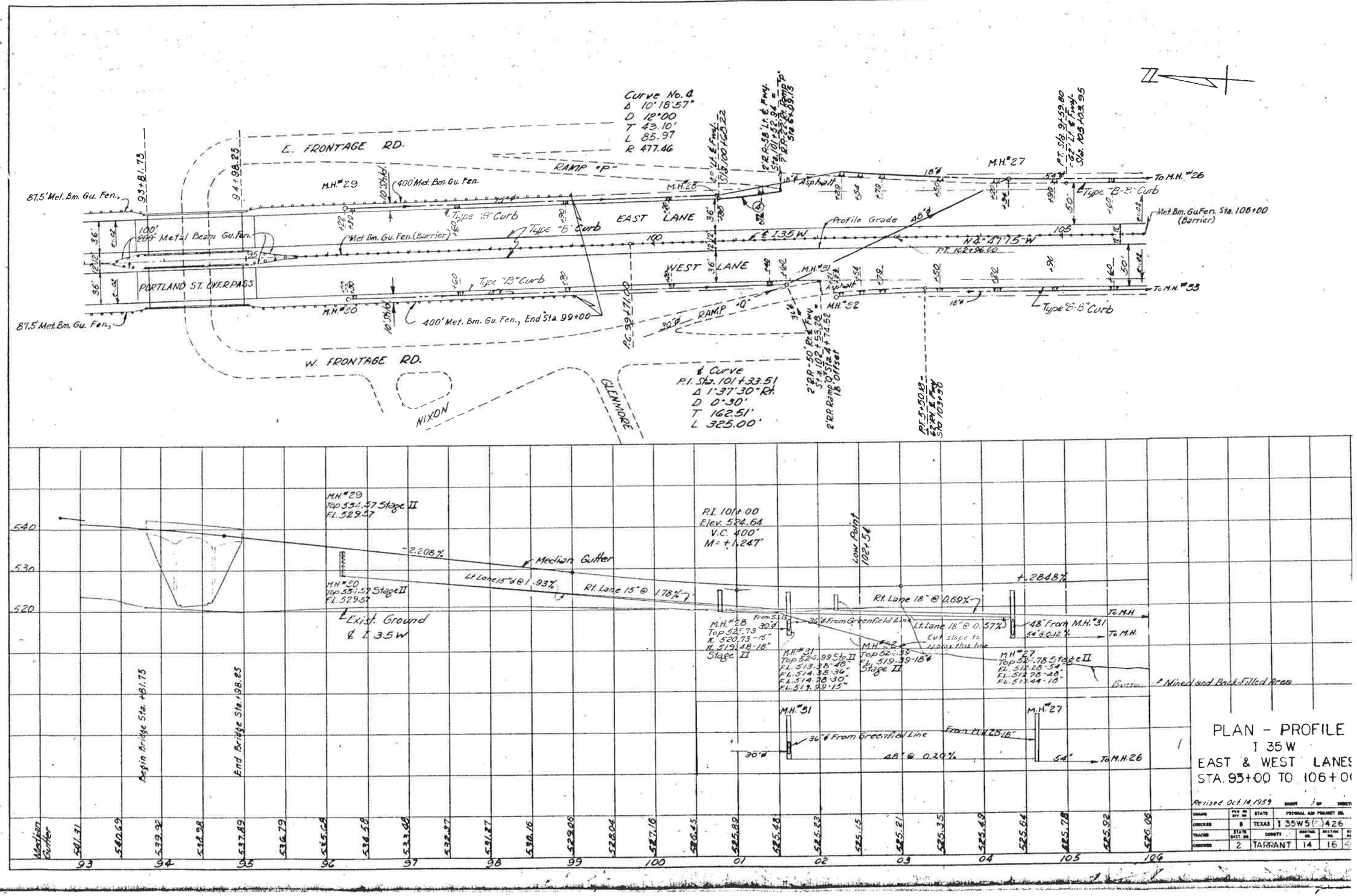
CITY OF FORT WORTH
RECOMMENDED FOR APPROVAL June 8, 1961
E. M. Shelton
PUBLIC WORKS DIRECTOR
APPROVED: June 9 1961
L. P. Cockrington
CITY MANAGER

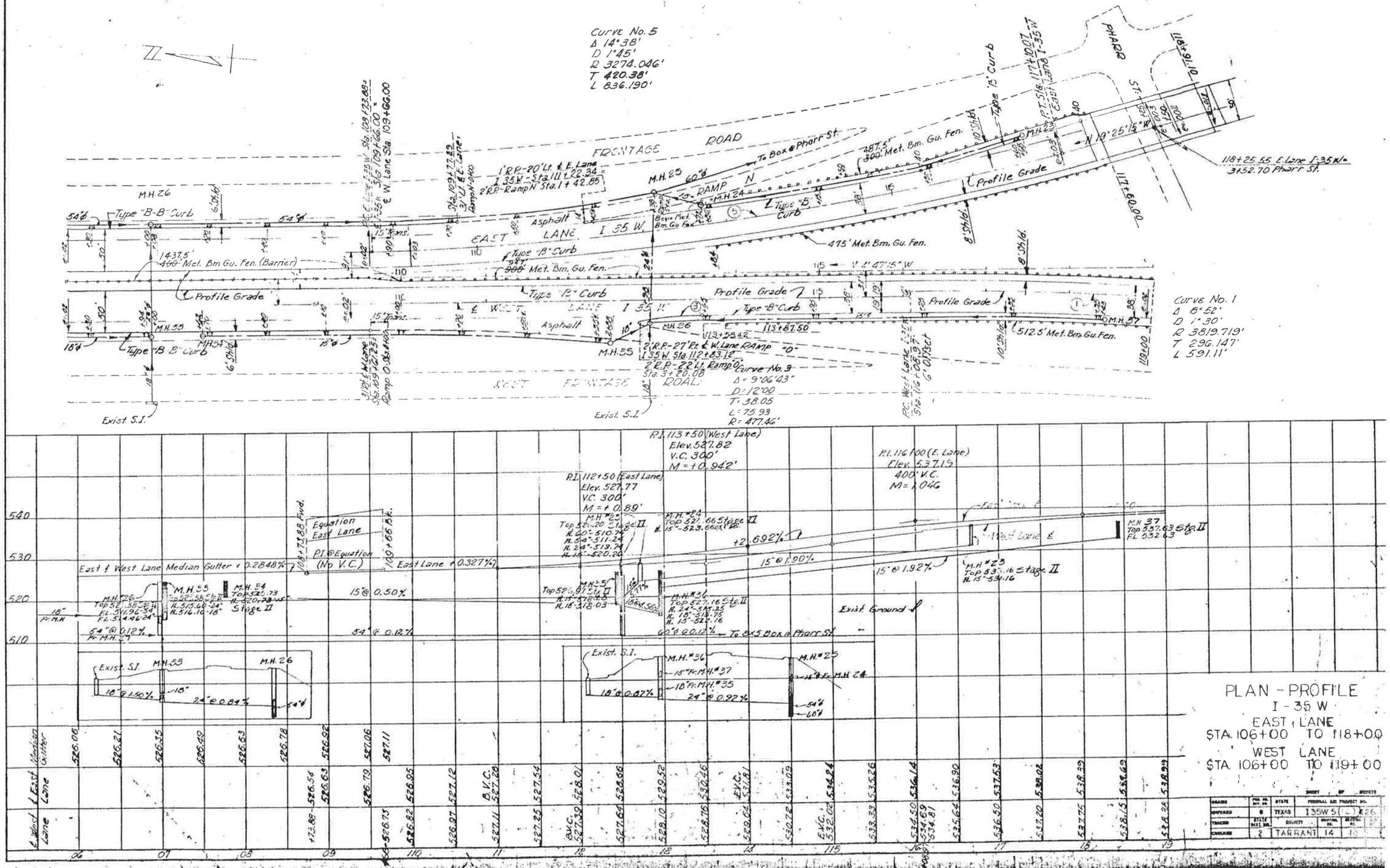
STATE HIGHWAY DEPARTMENT
CORRECT: May 25 1961
J. A. Cooper
SUPERVISING DESIGNING ENGINEER
6-2 1961
R. W. Crook
DISTRICT DESIGNING ENGINEER
RECOMMENDED FOR APPROVAL June 2 1961
A. A. Berry
DISTRICT ENGINEER
APPROVED: JUNE 26, 1961
CHIEF ENGINEER OF HIGHWAY DESIGN

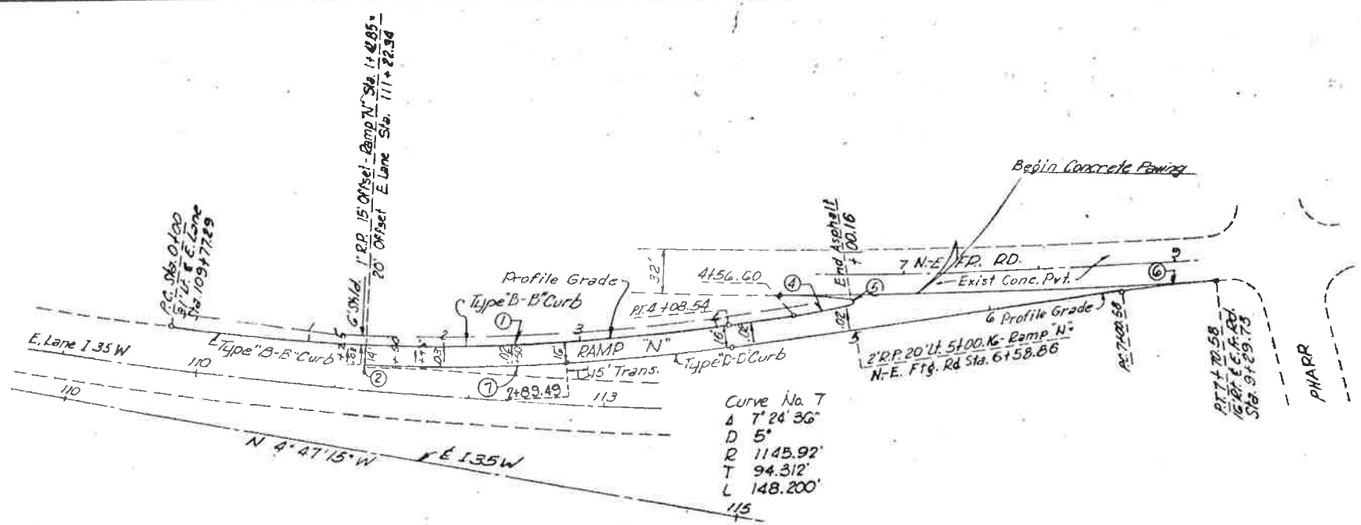
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED:
DIVISION ENGINEER DATE

PROJ. NO.
LETTING DATE
COUNTY
HWY. NO.
DATE ACCEPTED

FINAL AUG 7 1962
K. Fyfe
4432-004
P3
9 x 11 11 x 18
4
7

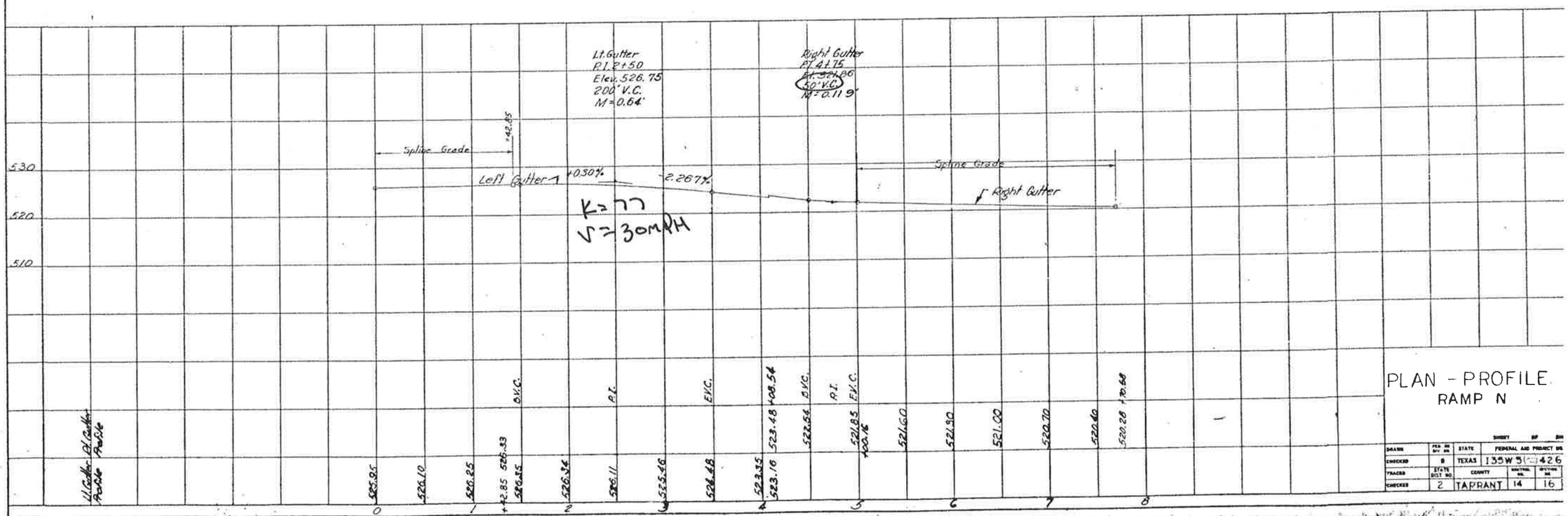

Curve No. 4
Δ 10°18'57"
D 12°00
T 43.10'
L 85.97
R 477.46
E. FRONTAGE RD.
W. FRONTAGE RD.
RAMP "P"
RAMP "Q"
EAST LANE
WEST LANE
PORTLAND ST. OVERPASS
87.5' Met. Bm. Gu. Fen.
100' Metal Beam Gu. Fen.
400' Met. Bm. Gu. Fen.
Met. Bm. Gu. Fen. (Barrier)
Type "B" Curb
Type "B-B" Curb
Profile Grade
M.H. #27
M.H. #28
M.H. #29
M.H. #30
M.H. #31
M.H. #32
To M.H. #26
To M.H. #33
Met. Bm. Gu. Fen. Sta. 106+00 (Barrier)
NIXON
GLENMORE
Curve
P.I. Sta. 101+33.51
Δ 1°37'30" Rt.
D 0°30'
T 162.51'
L 325.00'
Median Gutter
Lt. Lane 15" @ 1.93%
Rt. Lane 15" @ 1.78%
-2.208%
+2.284%
Rt. Lane 18" @ 0.69%
Lt. Lane 18" @ 0.57%
48" @ 0.20%
Exist. Ground ℄ I 35W
Begin Bridge Sta. 481.75
End Bridge Sta. 498.25
P.I. 101+00
Elev. 524.64
V.C. 400'
M = +1.247'
Low Point 102+54
Mined and Back-Filled Area
36" ø From Greenfield Line
48" From M.H. #31
Revised Oct. 14, 1959
PLAN - PROFILE
I 35 W
EAST & WEST LANES
STA. 93+00 TO 106+00
STATE
TEXAS
FEDERAL AID PROJECT NO.
I 35W5(.)426
COUNTY
TARRANT


Curve No. 5
Δ 14°38'
D 1°45'
R 3274.046'
T 420.38'
L 836.190'
FRONTAGE ROAD
To Box & Pharr St.
M.H. 26
Type "B-B" Curb
1437.5' 400' Met. Bm. Gu. Fen. (Barrier)
Profile Grade
EAST LANE I 35 W.
WEST LANE I 35 W.
Asphalt
Type "B" Curb
900' Met. Bm. Gu. Fen.
1'R.P.-20' Lt. E. Lane I 35 W. - Sta. 111+22.34
2'R.P.-Ramp N Sta. 1+42.85
M.H. 25
M.H. 24
Ramp N
487.5' 300' Met. Bm. Gu. Fen.
475' Met. Bm. Gu. Fen.
N 19°25'15" W
N 4°47'15" W
512.5' Met. Bm. Gu. Fen.
M.H. 37
M.H. 35
113+58.42
113+87.50
2'R.P.-27' Rt. E. W. Lane RAMP "O" I 35 W. Sta. 112+83.12
2'R.P.-22' Lt. Ramp O Sta. 3+20.08
Curve No. 3
Δ = 9°06'43"
D = 12°00
T = 38.05
L = 75.93
R = 477.46'
Exist. S.I.
EAST FRONTAGE ROAD
PHARR ST.
118+25.55 E. Lane I 35 W. = 31+52.70 Pharr St.
117+60.00
Curve No. 1
Δ 6°52'
D 1°30'
R 3819.719'
T 296.147'
L 591.11'
P.I. 113+50 (West Lane)
Elev. 527.82
V.C. 300'
M = +0.942'
P.I. 112+50 (East Lane)
Elev. 527.77
V.C. 300'
M = +0.89'
P.I. 116+00 (E. Lane)
Elev. 537.15
400' V.C.
M = 1.046
Equation East Lane
P.I. @ Equation (No V.C.)
East & West Lane Median Gutter + 0.2848%
East Lane + 0.327%
15" @ 0.50%
54" @ 0.12%
+2.692%
15" @ 1.90%
15" @ 1.92%
60" @ 0.12% To Box & Pharr St.
Exist. Ground
M.H. 33
M.H. 34
M.H. 36
M.H. 37
M.H. 25
M.H. 24
18" @ 1.50%
24" @ 0.84%
18" @ 0.87%
24" @ 0.92%
Median Gutter
East Lane
West Lane
B.V.C.
E.V.C.
PLAN - PROFILE
I - 35 W
EAST & LANE
STA. 106+00 TO 118+00
WEST LANE
STA. 106+00 TO 119+00
STATE TEXAS
FEDERAL AID PROJECT NO.
I 35W 5
TARRANT
14



CURVE DATA

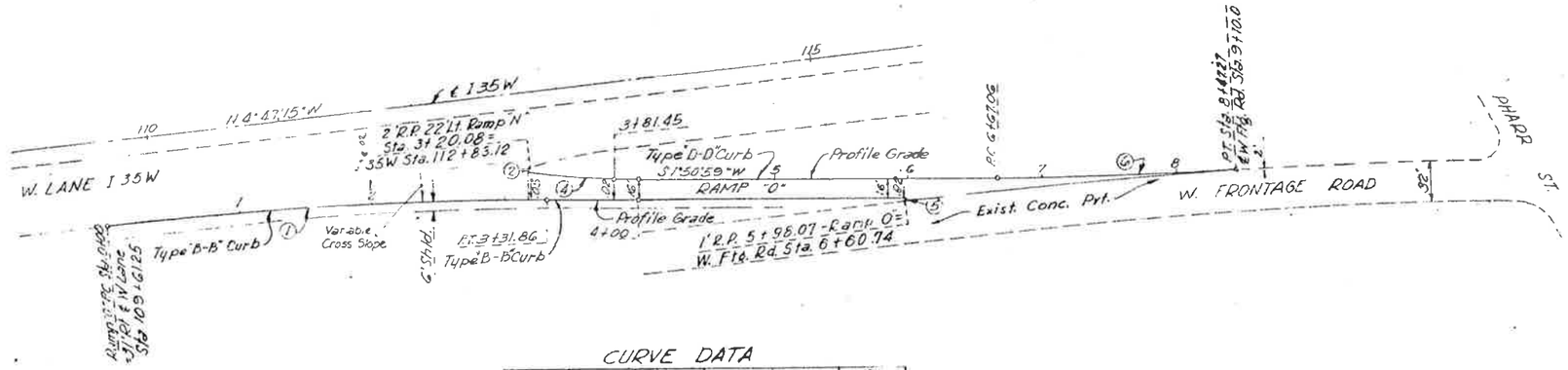
No.	Δ	D	T	L	R
1	16°20'30"	4°00'	205.667'	408.541'	1432.394'
2					1'
4	5°15'26"	12°00'	21.290'	43.810'	477.464'
5					2'
6	4°12'00"	6°00'	35.016'	70.00'	954.930'



PLAN - PROFILE
RAMP N

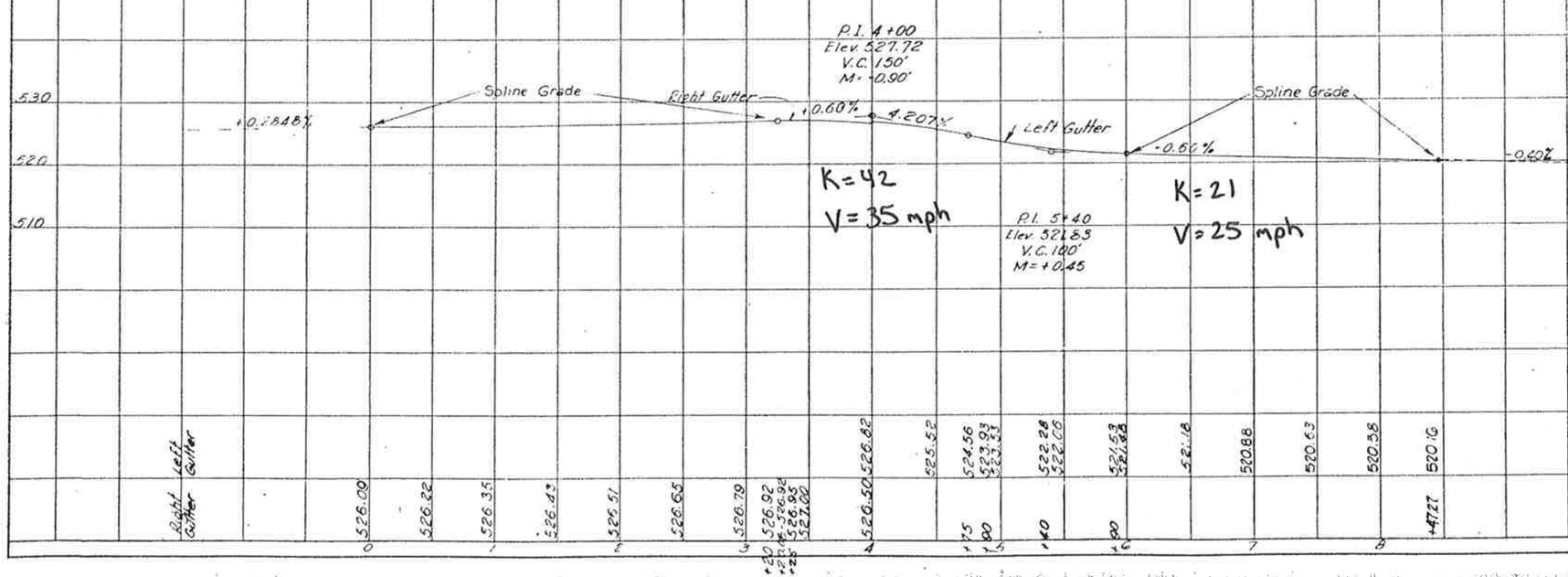
DRAWN	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	
CHECKED	6	TEXAS	135W 5( )426	
TRACED	STATE DIST. NO.	COUNTY	SECTION NO.	SHEET NO.
CHECKED	2	TARRANT	14	16

19



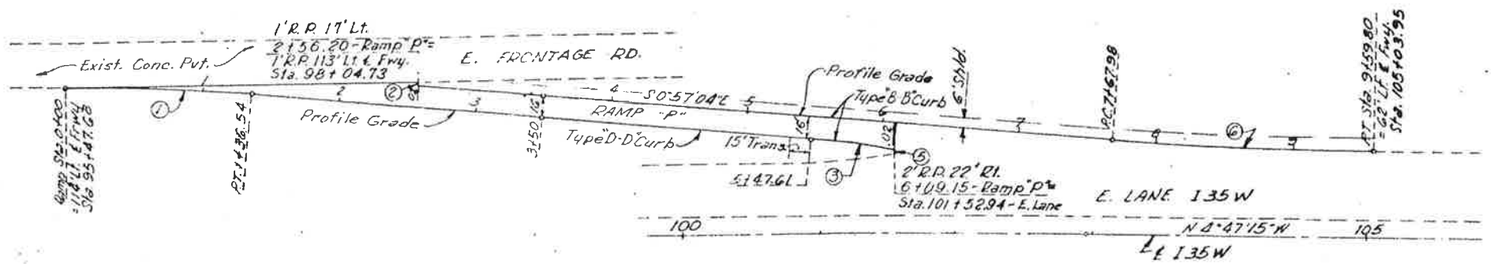
CURVE DATA

No.	Δ	D	T	L	R
1	6°38'14"	2°00'	166.12'	331.86'	2864.79
2					2'
4	7°24'54"	12°00'	30.94'	61.79'	477.46'
5					1'
6	3°36'15"	2°00'	90.13	180.21	2864.79



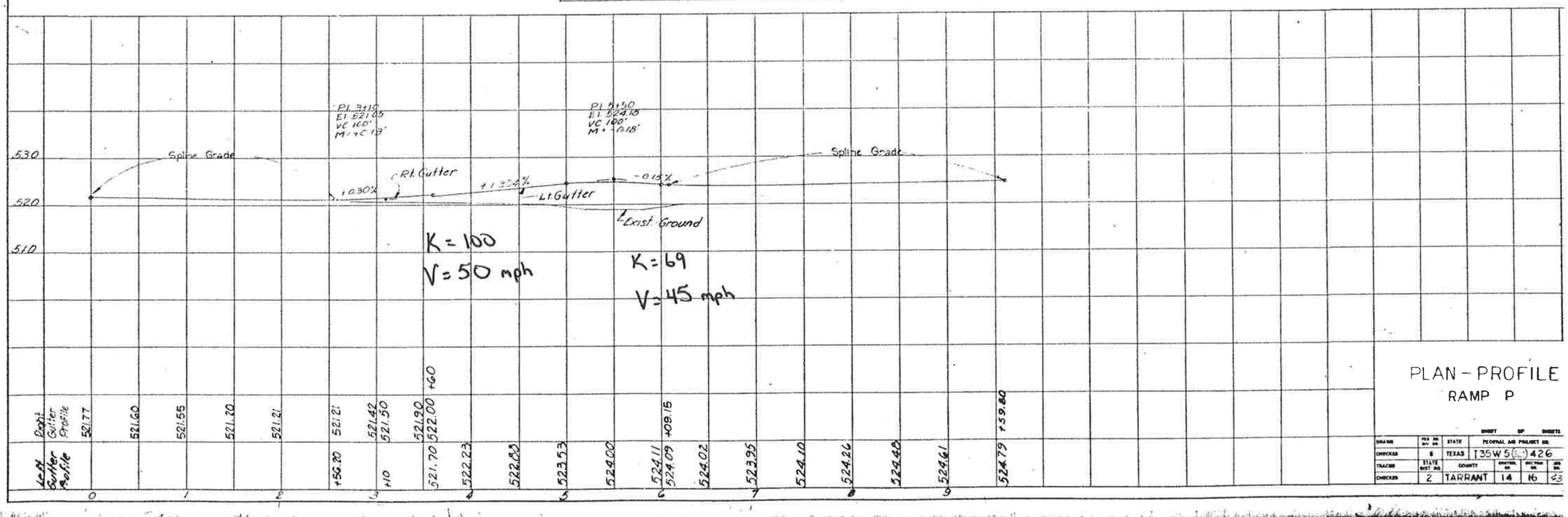
PLAN - PROFILE
RAMP O

DRAWN	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.				
CHECKED	6	TEXAS	I 35W 5(2) 426				
TRACED	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.		
CHECKED	2	TARRANT	14	16	6		



CURVE DATA

No.	Δ	D	T	L	R
1	5°27'41"	4°00'	68.32	136.54	1432.40
2					1'
3	7°26'14"	12°00'	31.03	61.98	477.46
5	8°55'49"	12°00'	37.28	74.42	2'
6	3°50'11"	2°00'	95.95	191.82	2864.79

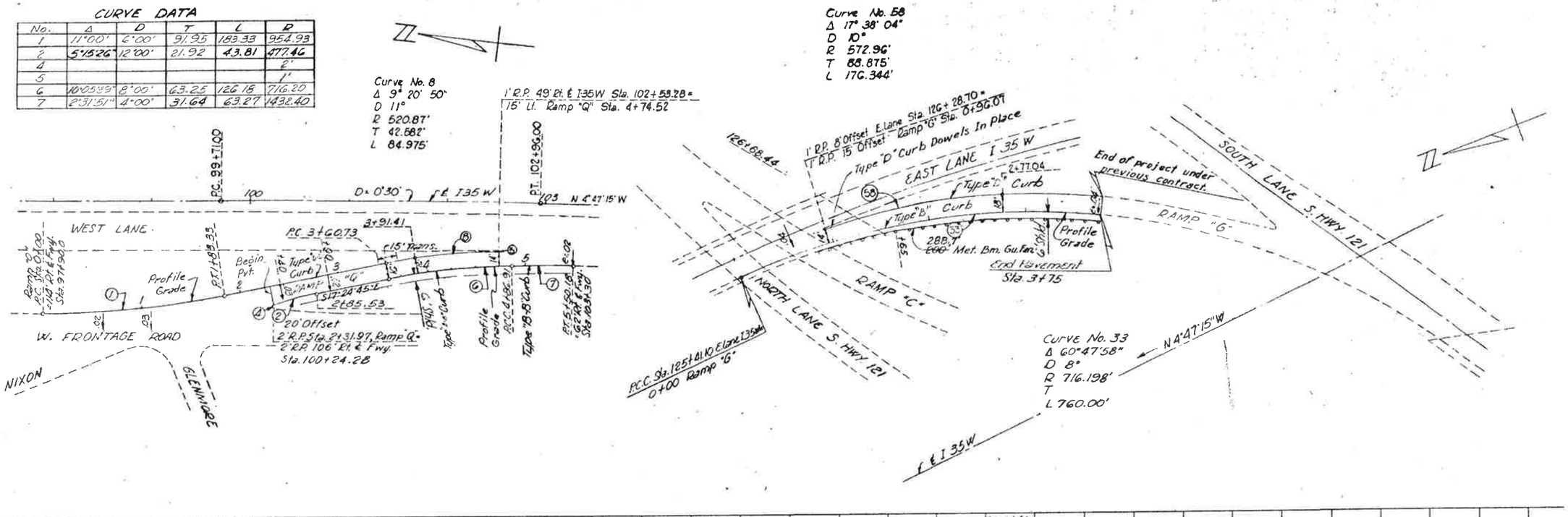


PLAN - PROFILE
RAMP P

DRAWN	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			
CHECKED	6	TEXAS	I35W5(426)			
TRACED	STATE DIST. NO.	COUNTY		SHEET NO.	SHEET TOTAL	SHEET NO.
CHECKED	2	TARRANT	14	16		63

CURVE DATA

No.	Δ	D	T	L	R
1	11°00'	6°00'	91.95	183.33	954.93
2	5°15'26"	12°00'	21.92	43.81	477.46
4					2'
5					1'
6	100°05'59"	8°00'	63.25	126.18	716.20
7	2°31'51"	4°00'	31.64	63.27	1432.40

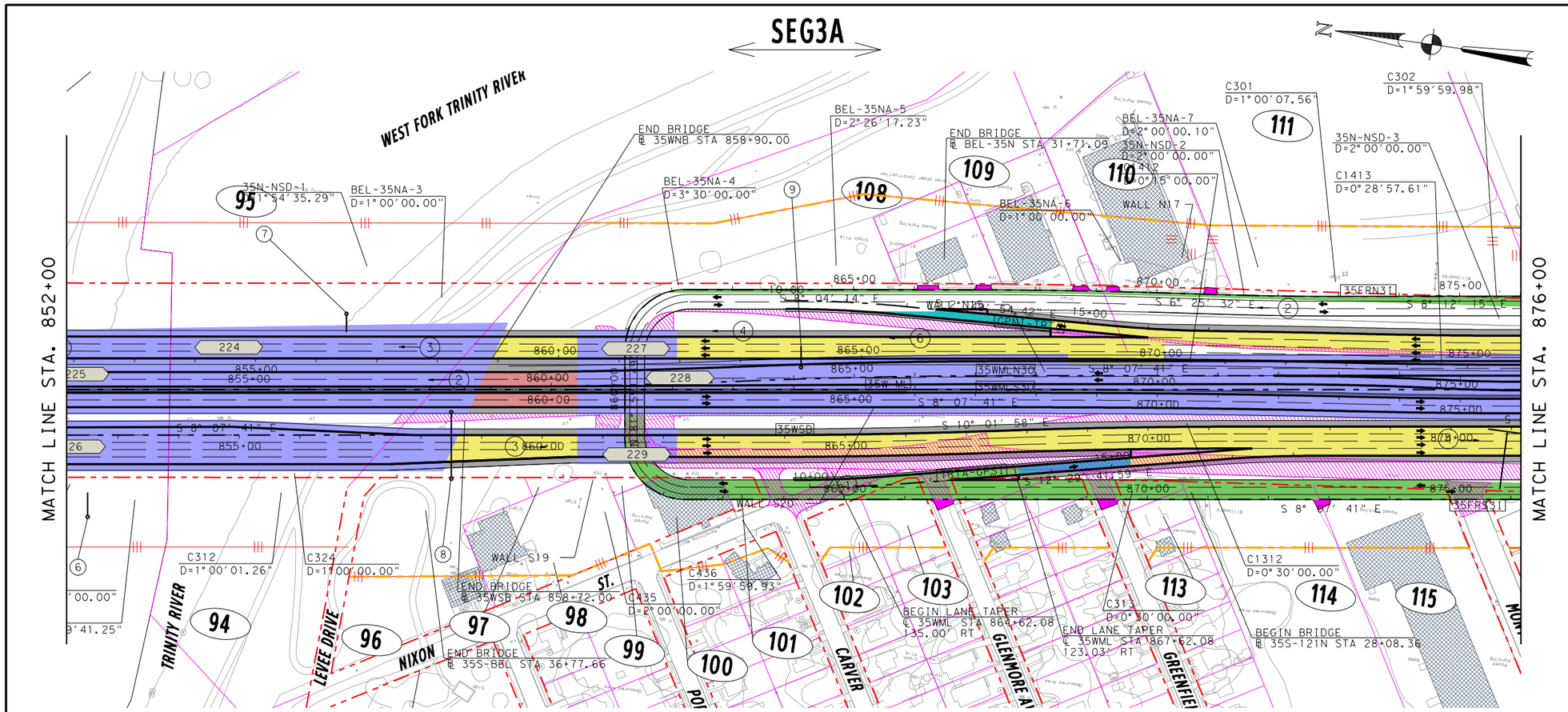


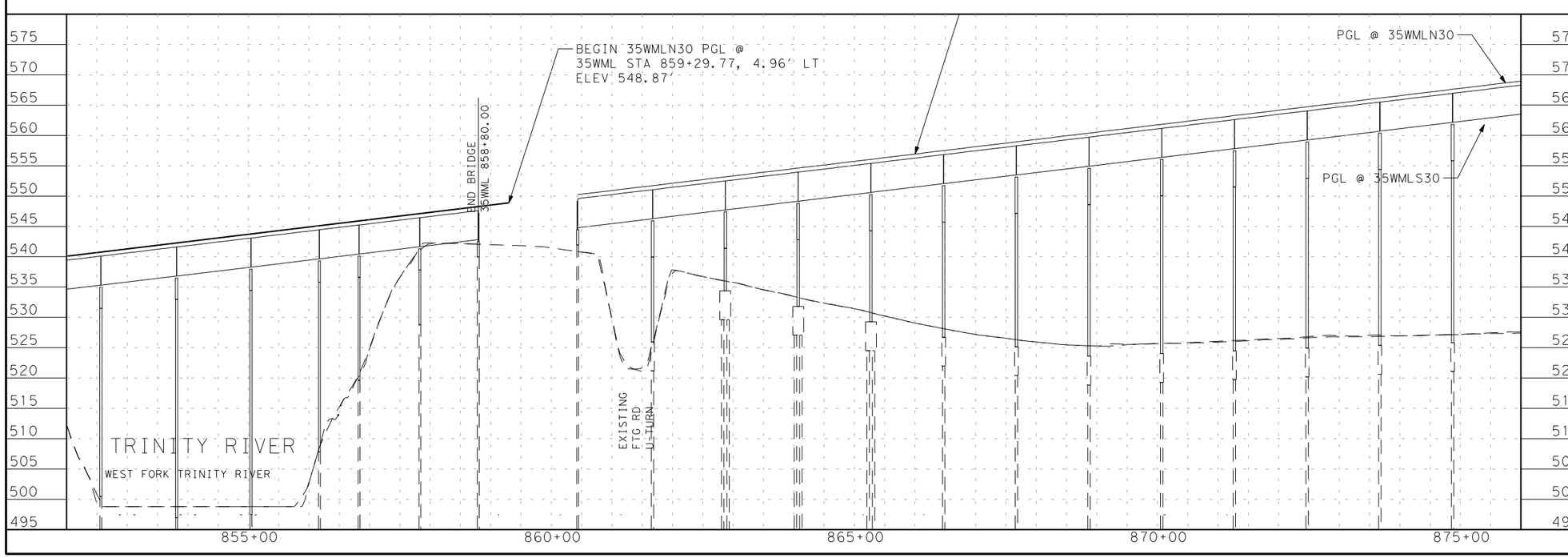
PLAN – PROFILE
RAMP Q
AND
RAMP G
STA. 0+00 TO 3+C

DRAWN	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.
CHECKED	6	TEXAS	I35W 5(32) 4
TRACED	STATE DIST. NO.	COUNTY	SHEET NO. / SECTION NO.
CHECKED	2	TARRANT	14 / 16

22

SEG3A





REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- POTENTIAL DISPLACEMENTS
- PROPOSED GORE
- PROPOSED CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- PROPOSED CONCRETE BARRIER
- PROPOSED FLEXIBLE BARRIER
- EXISTING PAVEMENT REMOVAL
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- CRASH CUSHION
- TRAFFIC SYMBOL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc.- 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 12/29/2009
NOT TO BE USED FOR BIDDING, CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3AI

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 9 OF 13

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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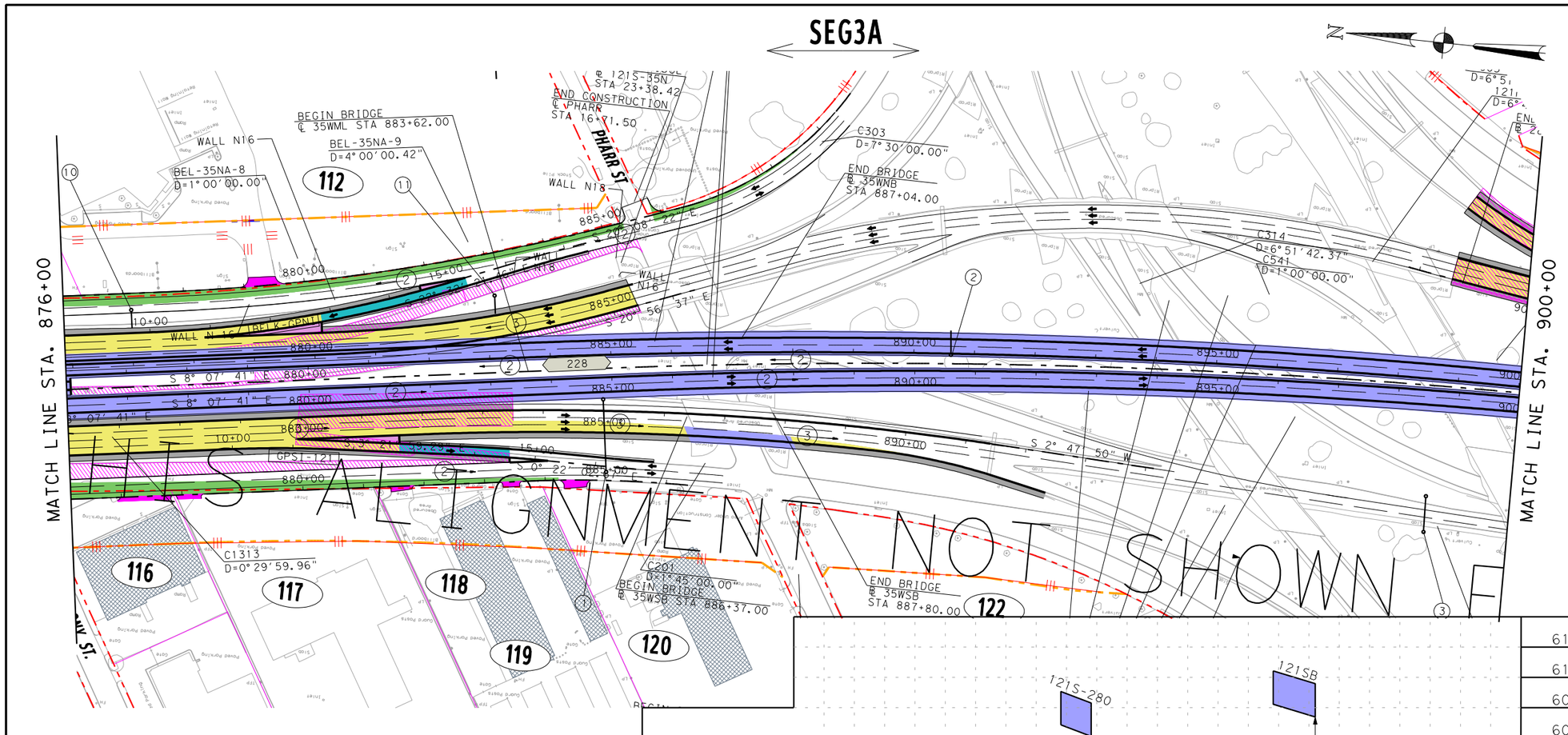

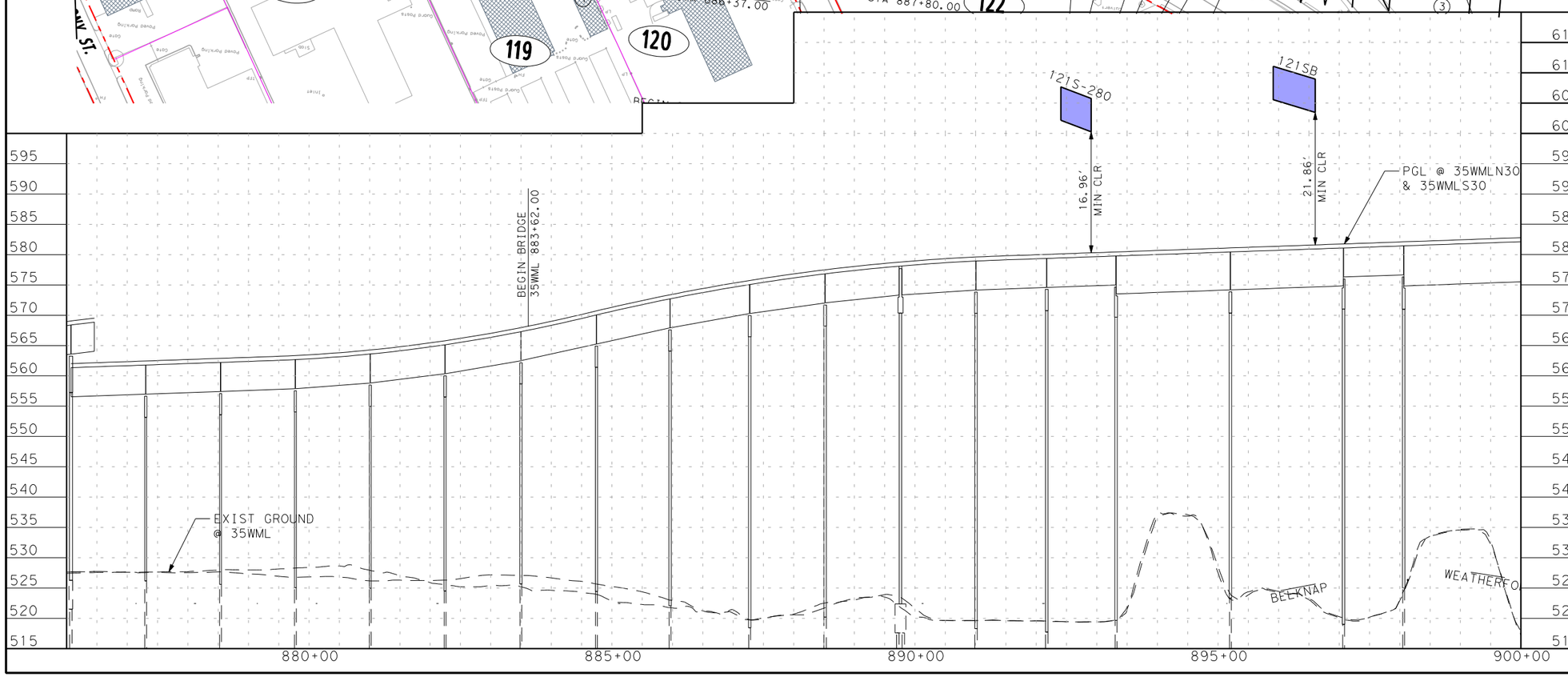

REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- POTENTIAL DISPLACEMENTS
- PROPOSED GORE
- PROPOSED CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
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- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- PROPOSED CONCRETE BARRIER
- PROPOSED FLEXIBLE BARRIER
- EXISTING PAVEMENT REMOVAL
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- CRASH CUSHION
- TRAFFIC SYMBOL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc.- 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 12/29/2009
NOT TO BE USED FOR BIDDING, CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3AI

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 10 OF 13

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: May 14, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 31: NTE Seg 3A interim ramp exceptions

We Are Sending You:

Copies	Date	No.	Description
1	5/14/10	1	RFI #31 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 31

Date: April 20, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A interim ramp exceptions

Attachments: NTE Seg 3AI As-Builts of 4 existing ramps.pdf, Plans for Interim Construction on the same area

Information / Clarification Request:

This is to request an exception for design speed on 4 interim ramps located along IH35W between the Trinity River and the SH121/IH 35W interchange. The interim configuration shows existing mainlanes and frontage roads that are widened to accommodate the managed lane extension. New ramp designs are provided for the entrance and exits in approximate locations of the existing ramps. A review of the existing ramp as-builts indicate a design speed range of 25-50 mph based on horizontal and vertical curves (See attached). The current designs have accommodated a 35mph design speed. The 4 ramps to be considered for exception are: TRTA-GPSI, GPSI-121, TRTA-GPNI, BELK-GPNI. The above listed ramps also do not comply with the minimum distance between ramps as required by the TxDOT Roadway Design Manual Figure 3-51, as it provides less than 1500ft of weaving distance in the auxiliary lane. NTE Mobility Partners 2-4 respectfully requests both a deviation on the design speed of the above ramps, and a deviation with respect to the minimum distance between Successive entrance and exit ramps.
This request applies only to the four ramps built for the Segment 3A interim configuration. This exception request is exclusive to the interim configuration. It has no impact on the ultimate design.

Response Needed by (date): 4-23-10

Response:

TxDOT conditionally approves the interim design and locations of the four ramps (TRTA-GPSI, GPSI-121, GPNI-TRTA and BELK-GPNI).

Final approval is dependent upon review and approval of the complete interim design proposal package.

Prior to final approval of this request, TxDOT also requests that NTEMP24 provide the proposed horizontal and vertical design for each of the subject ramps for review. Each ramp design should attempt to achieve the highest attainable design speed.

The AUX lane weaving distance between ramps TRTA-GPSI, GPSI-121 should also be maximized during final design of the interim configuration by refining ramp locations and optimizing ramp designs. For example, there may be an opportunity to increase the AUX lanes weaving distance by relocating the Ramp TRTA-GPSI gore further to the north (closer to the U-turn).

Responder Name: Matthew E. MacGregor, P.E.

Response Date: May 14, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 31B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A interim ramp exceptions

Attachments: Exhibit 1 (printout of interim NB and SB GPL vertical alignment for ramps south of Trinity River) , Exhibit 2 (printout of interim NB and SB GPL layout for ramps south of Trinity River), segment3AI_profile.dgn, Seg3AI_Align.dgn, Seg3AI_Pave.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide the following information:

1 For the developer to provide (or specify) the location and level in the dgn files for the latest horizontal proposed horizontal and vertical design for the subject ramps of RFI 31

Developer has provided the dgn's for plan and profile of the subject ramps with each updated submission of the Mandatory Scope schematics. The vertical alignment of the four ramps is within the file segment3AI_profile.dgn; developer has included a printout of the specified electronic file containing the four Interim ramps in exhibit 1. The horizontal alignment and pavement files are within the dgn files called Seg3AI_Align.dgn and Seg3AI_Pave.dgn respectively; developer has included a printout of the Mandatory Scope Schematics at the four Interim ramps in exhibit 2. Further information could be found by Txdot in the GPK file provided by the developer with each Mandatory Scope Submittal; the name of the gpk file is job03a.gpk

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 31 without any restrictions. Further optimization of these ramps will take place during the Detail Design Process.

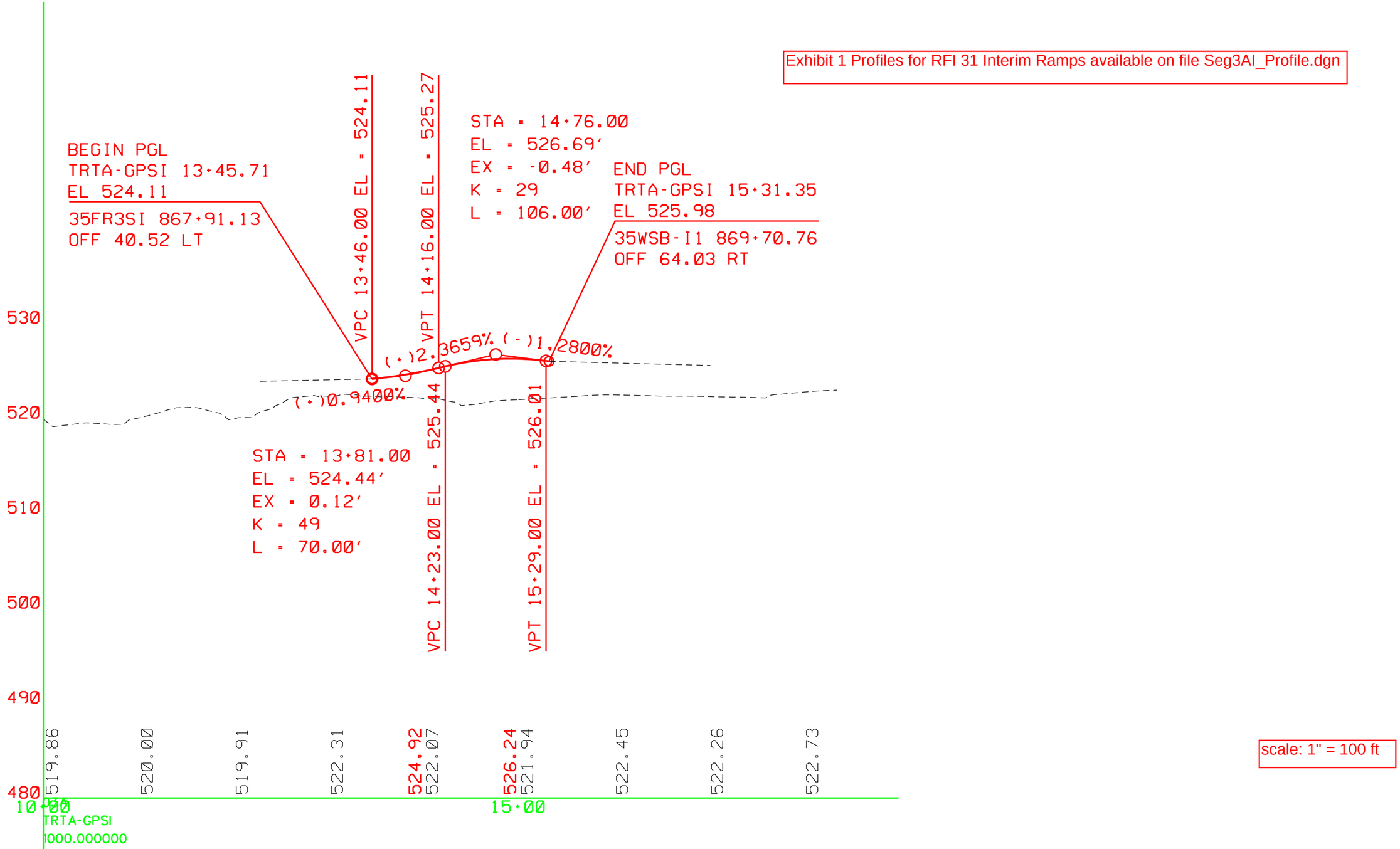
Response Needed by (date): Aug 3, 2011

Response:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

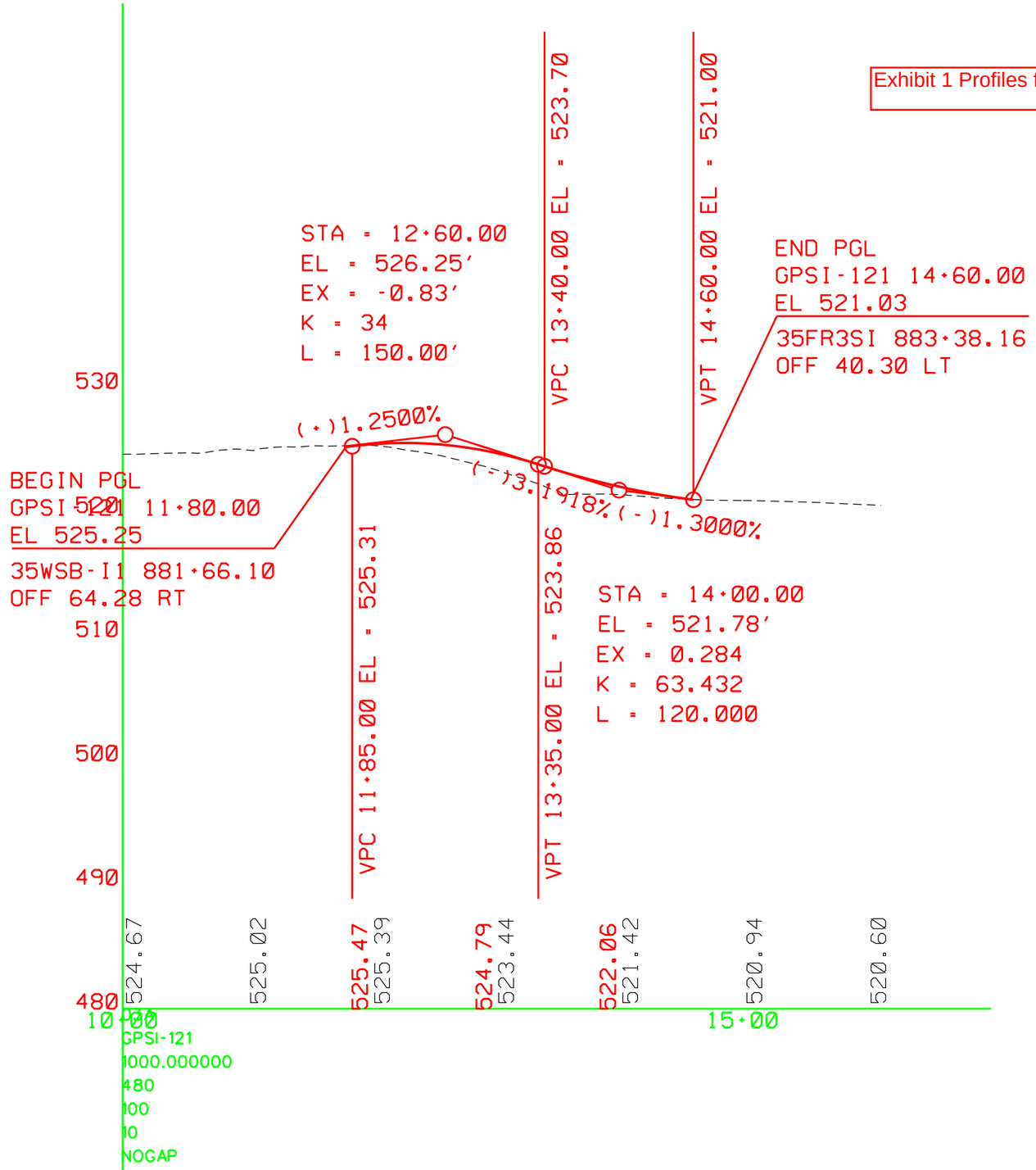
Exhibit 1 Profiles for RFI 31 Interim Ramps available on file Seg3AI_Profile.dgn



scale: 1" = 100 ft

ENTRANCE RAMP FROM SB IH 35W TO MEACHAM BLVD (35S-MB)

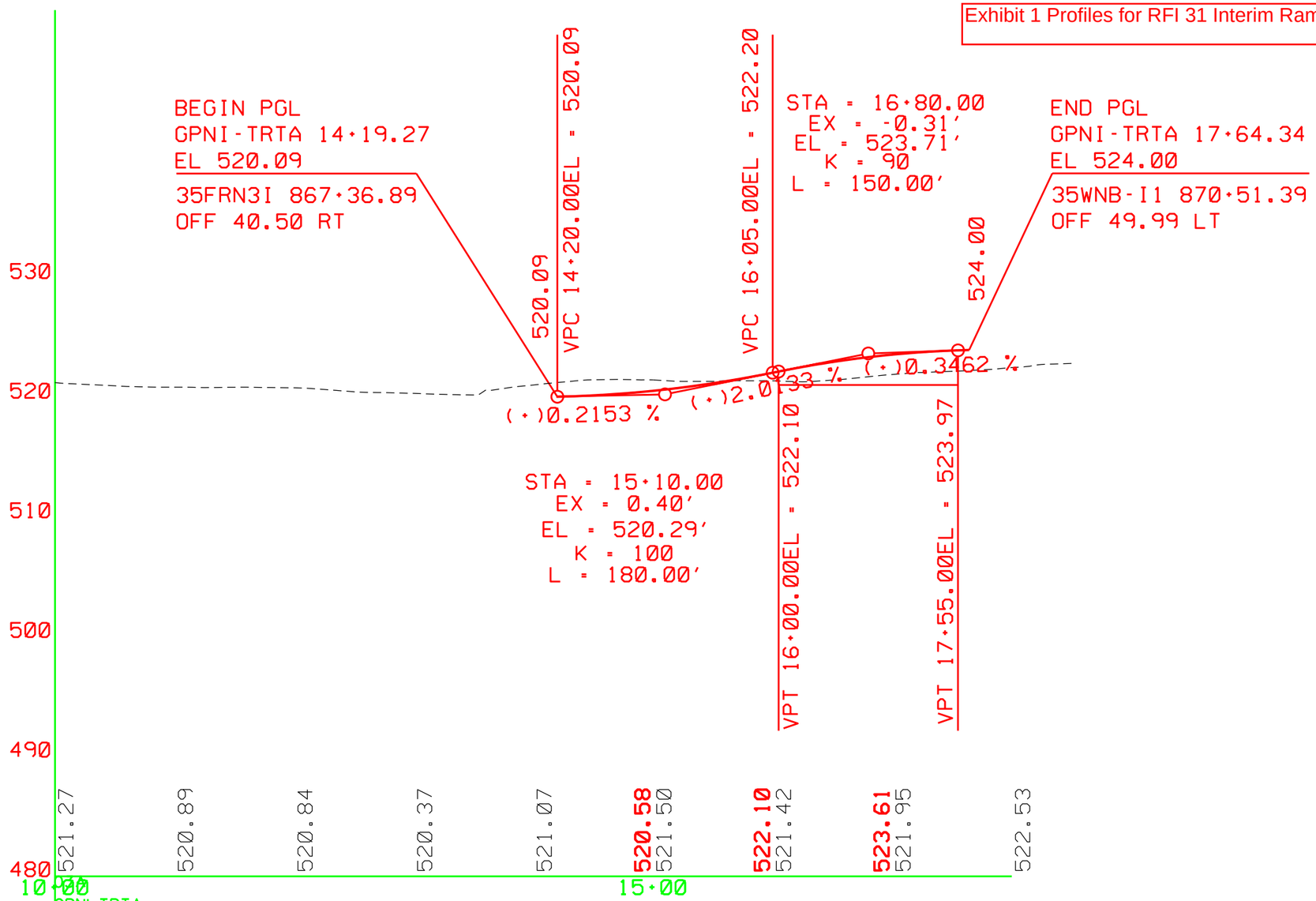
Exhibit 1 Profiles for RFI 31 Interim Ramps available on file Seg3AI_Profile.dgn



scale: 1" = 100 ft

EXIT RAMP FROM GENERAL PURPOSE SOUTH BOUND INTERIM TO 121 (GSPi-121)

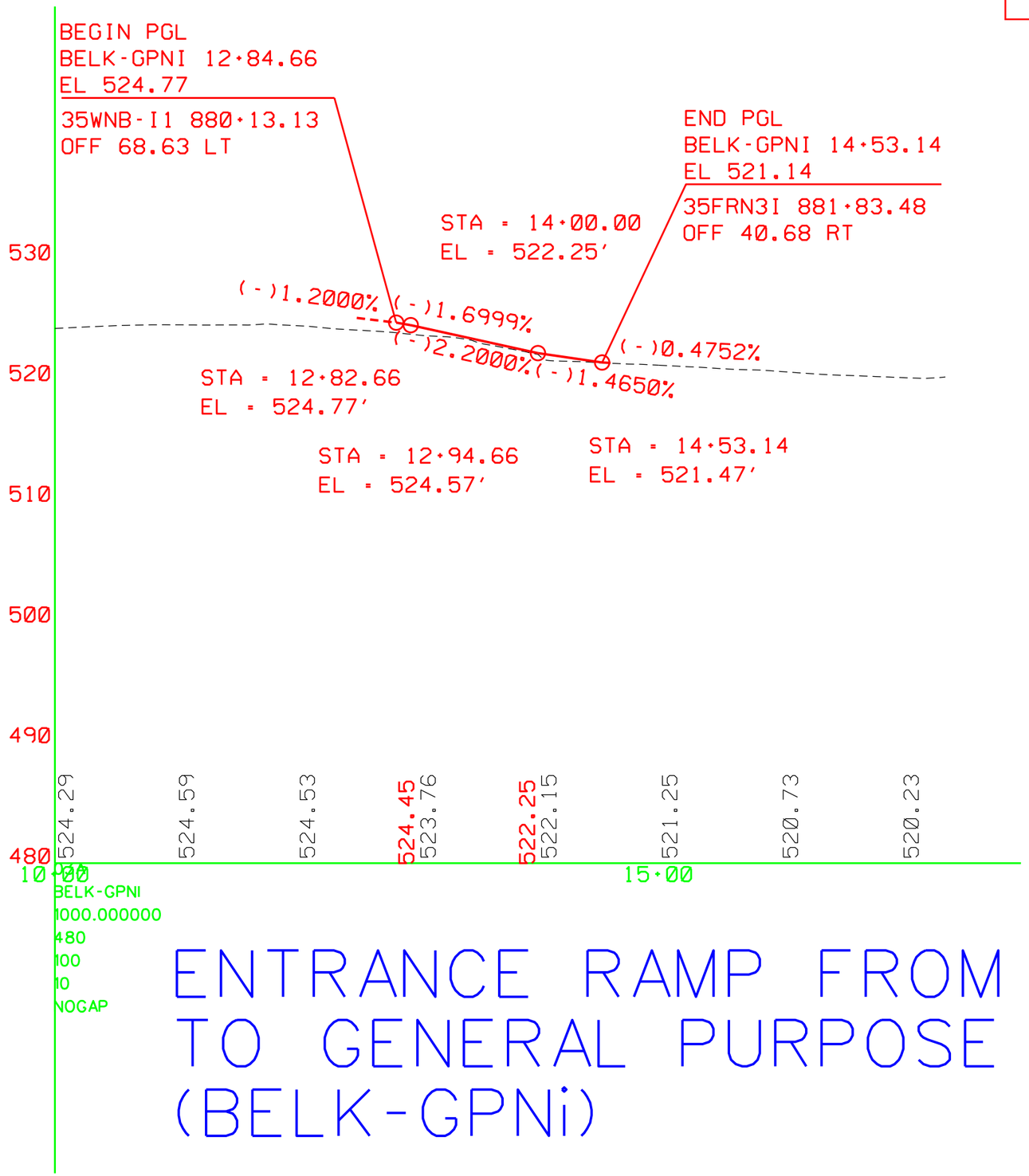
Exhibit 1 Profiles for RFI 31 Interim Ramps available on file Seg3AI_Profile.dgn



scale: 1" = 100 ft

EXIT RAMP FROM GENERAL PURPOSE NORTH BOUND INTERIM TO TRINITY RIVER TURN AROUND (GPNi-TRTA)

Exhibit 1 Profiles for RFI 31 Interim Ramps available on file Seg3AI_Profile.dgn

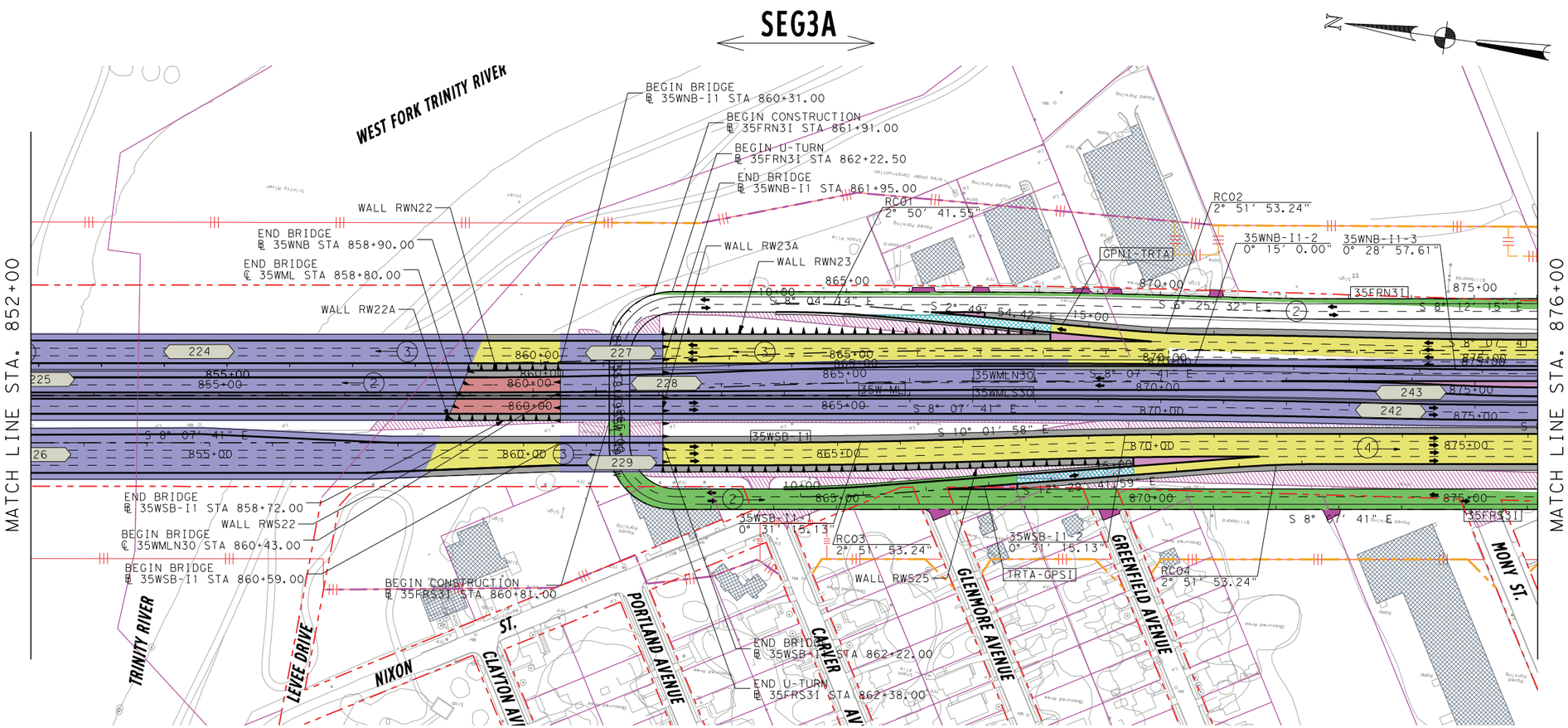


scale: 1" = 100 ft

ENTRANCE RAMP FROM BELK TO GENERAL PURPOSE NB INTERIM (BELK-GPNi)

Exhibit 2. Mandatory scope Schematics Plan view of Interim ramps mentioned in RFI 31

REV	DATE	BY	DESCRIPTION



NOTE: DISTANCE BETWEEN RAMPS TRTA-GPSI & GPSI-121 IS LESS THAN 1500'. DESIGN OF THE INTERIM RAMPS IS ALLOWED AS PER RFI 31. DISTANCE BETWEEN RAMPS BELK-GPNI & GPNI-TRTA IS LESS THAN 1500'. DESIGN OF THE INTERIM RAMPS IS ALLOWED AS PER RFI 31.

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

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AECOM Technical Services Inc. - 3580

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Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 12/2/2010
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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN

HORZ.: 1" = 200' SHEET 10 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

I:\work\trans\112671 nte\cadd (segment 3a and 3b)\seg3a\sheets interim\copy of seg 3ai - plan view only sheets for 122010 submittal\SEG3A1*SCHEM*PLAN*10.dgn
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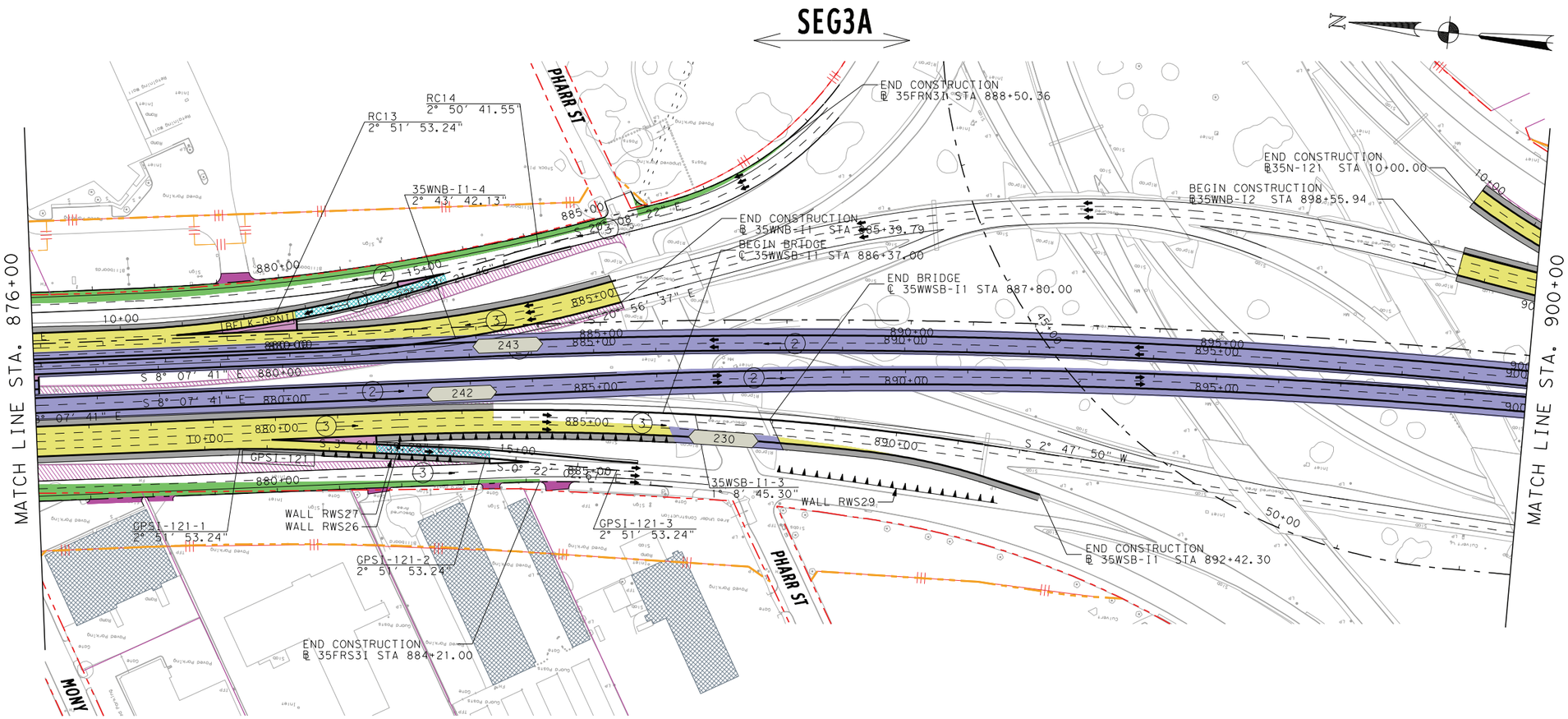
REV	DATE	BY	DESCRIPTION

Exhibit 2. Mandatory scope Schematics Plan view of Interim ramps mentioned in RFI 31



NOTE: DISTANCE BETWEEN RAMPS TRTA-GPSI & GPSI-121 IS LESS THAN 1500'. DESIGN OF THE INTERIM RAMPS IS ALLOWED AS PER RFI 31. DISTANCE BETWEEN RAMPS BELK-GPNI & GPNI-TRTA IS LESS THAN 1500'. DESIGN OF THE INTERIM RAMPS IS ALLOWED AS PER RFI 31.

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
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- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

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AECOM

AECOM Technical Services Inc. - 3580

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DATE: 12/2/2010
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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN

HORZ.: 1" = 200' SHEET 11 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

I:\work\trans\112671 nte\cadd (segment 3a and 3b)\seg3a\sheets interim\copy of seg 3ai - plan view only sheets for 122010 submittal\SEG3AI*SCHEM*PLAN*11.dgn
12/2/2010 4:08:51 PM

Microstation files submitted with RFI #31B:

Seg3AI_Align.dgn

Seg3AI_Pave.dgn

Seg3AI_Profile.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #31B & Reissue of RFI #31: NTE Seg 3A interim ramp exceptions

We Are Sending You:

Copies	Date	No.	Description
1	08/10/11	2	RFI #31B Response Form
1	08/10/11	2	Reissue of RFI #31 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 31

Date: April 20, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A interim ramp exceptions

Attachments: NTE Seg 3AI As-Builts of 4 existing ramps.pdf, Plans for Interim Construction on the same area

Information / Clarification Request:

This is to request an exception for design speed on 4 interim ramps located along IH35W between the Trinity River and the SH121/IH 35W interchange. The interim configuration shows existing mainlanes and frontage roads that are widened to accommodate the managed lane extension. New ramp designs are provided for the entrance and exits in approximate locations of the existing ramps. A review of the existing ramp as-builts indicate a design speed range of 25-50 mph based on horizontal and vertical curves (See attached). The current designs have accommodated a 35mph design speed. The 4 ramps to be considered for exception are: TRTA-GPSI, GPSI-121, TRTA-GPNI, BELK-GPNI. The above listed ramps also do not comply with the minimum distance between ramps as required by the TxDOT Roadway Design Manual Figure 3-51, as it provides less than 1500ft of weaving distance in the auxiliary lane. NTE Mobility Partners 2-4 respectfully requests both a deviation on the design speed of the above ramps, and a deviation with respect to the minimum distance between Successive entrance and exit ramps.
This request applies only to the four ramps built for the Segment 3A interim configuration. This exception request is exclusive to the interim configuration. It has no impact on the ultimate design.

Response Needed by (date): 4-23-10

Response:

TxDOT conditionally approves the interim design and locations of the four ramps (TRTA-GPSI, GPSI-121, GPNI-TRTA and BELK-GPNI).

Final approval is dependent upon review and approval of the complete interim design proposal package.

Prior to final approval of this request, TxDOT also requests that NTEMP24 provide the proposed horizontal and vertical design for each of the subject ramps for review. Each ramp design should attempt to achieve the highest attainable design speed.

The AUX lane weaving distance between ramps TRTA-GPSI, GPSI-121 should also be maximized during final design of the interim configuration by refining ramp locations and optimizing ramp designs. For example, there may be an opportunity to increase the AUX lanes weaving distance by relocating the Ramp TRTA-GPSI gore further to the north (closer to the U-turn).

[Response reissued August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #31B and hereby approves RFI #31 without conditions. TxDOT requests that the Developer maximize the auxiliary lane weaving distance between ramps TRTA-GPSL and GPSI-121 during final design.]

Responder Name: Matthew E. MacGregor, P.E.

Response Date: Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 31B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A interim ramp exceptions

Attachments: Exhibit 1 (printout of interim NB and SB GPL vertical alignment for ramps south of Trinity River) , Exhibit 2 (printout of interim NB and SB GPL layout for ramps south of Trinity River), segment3AI_profile.dgn, Seg3AI_Align.dgn, Seg3AI_Pave.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide the following information:

1 For the developer to provide (or specify) the location and level in the dgn files for the latest horizontal proposed horizontal and vertical design for the subject ramps of RFI 31

Developer has provided the dgn's for plan and profile of the subject ramps with each updated submission of the Mandatory Scope schematics. The vertical alignment of the four ramps is within the file segment3AI_profile.dgn; developer has included a printout of the specified electronic file containing the four Interim ramps in exhibit 1. The horizontal alignment and pavement files are within the dgn files called Seg3AI_Align.dgn and Seg3AI_Pave.dgn respectively; developer has included a printout of the Mandatory Scope Schematics at the four Interim ramps in exhibit 2. Further information could be found by Txdot in the GPK file provided by the developer with each Mandatory Scope Submittal; the name of the gpk file is job03a.gpk

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 31 without any restrictions. Further optimization of these ramps will take place during the Detail Design Process.

Response Needed by (date): Aug 3, 2011

Response:

TxDOT conditionally approved RFI #31 on May 14, 2010. TxDOT received this RFI #31B on August 4, 2011. In addition to the information provided above and the information provided in a meeting with the Developer on July 29, 2011, TxDOT reviewed the Seg3AI_Profile.dgn file submitted on May 31, 2011 as part of the FIP package. TxDOT confirms that the Developer has provided adequate information to grant final approval for this RFI.

RFI #31 and 31B are approved without conditions. TxDOT requests that the Developer maximize the auxiliary lane weaving distance between ramps TRTA-GPSL and GPSI-121 during final design.

TxDOT notes that this RFI was written by the Developer's DB contractor and believes the statement regarding the delivery of the Mandatory Scope schematics to be intended for the Developer. TxDOT requested from the Developer dgn files in addition to the pdfs of the Mandatory Scope schematics numerous times before receiving the entire design packages with all current dgn files in March 2011.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #33, #33B & #33C

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 33

Date: April 26, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Seg 3A request for additional design exception and NTE Seg 2-4 Geometric Design Criteria

Attachments: DC (280-MLNI).pdf (Plan & Profile of 280-MLNI DC)

Information / Clarification Request:

NTEDPP 2-4 requests an additional design deviation for Segment 3A. The deviation requested is summarized below.

1. 280 – MLNI DC from Spur 280 to IH 35W ML NB, 5% maximum grade is need due to the elevation of the managed lanes and geometric constraints along Spur 280, and the need to clear the Ultimate General Purpose Lanes on IH-35W.

Consequently, NTEDPP 2-4 requests modification of the North Tarrant Express MDP CDA Geometric Design Criteria for segments 2-4 for the following Item:

2. Add note 3M to read: "Ramp connecting SPUR 280 NB to IH 35W ML NB on Segment 3A"

Response Needed by (date): 05-30-10

Responses:

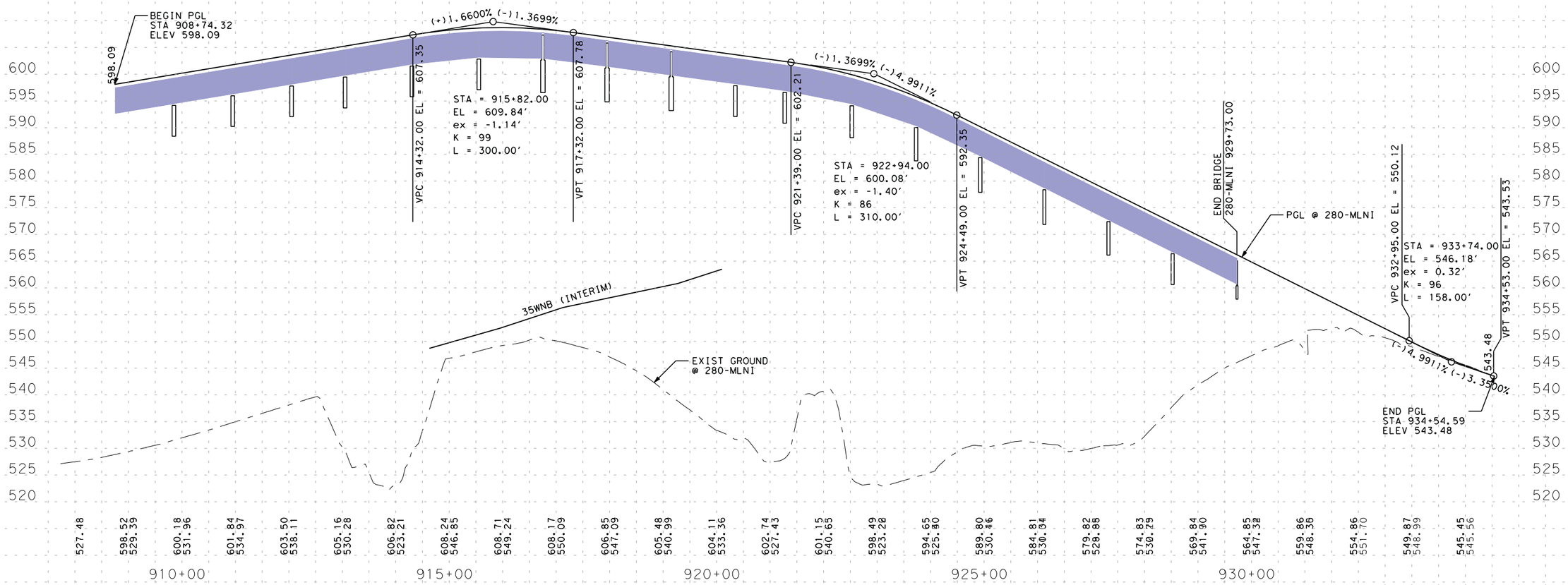
Responder Name: Matthew E. MacGregor, P.E.

Response Date:

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

DIRECT CONNECTOR (280-MLNI)

REV	DATE	BY	DESCRIPTION



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NTE MOBILITY PARTNERS

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NORTH TARRANT EXPRESS - SEGMENT 3A

DIRECT CONNECTOR
PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 1 OF 3

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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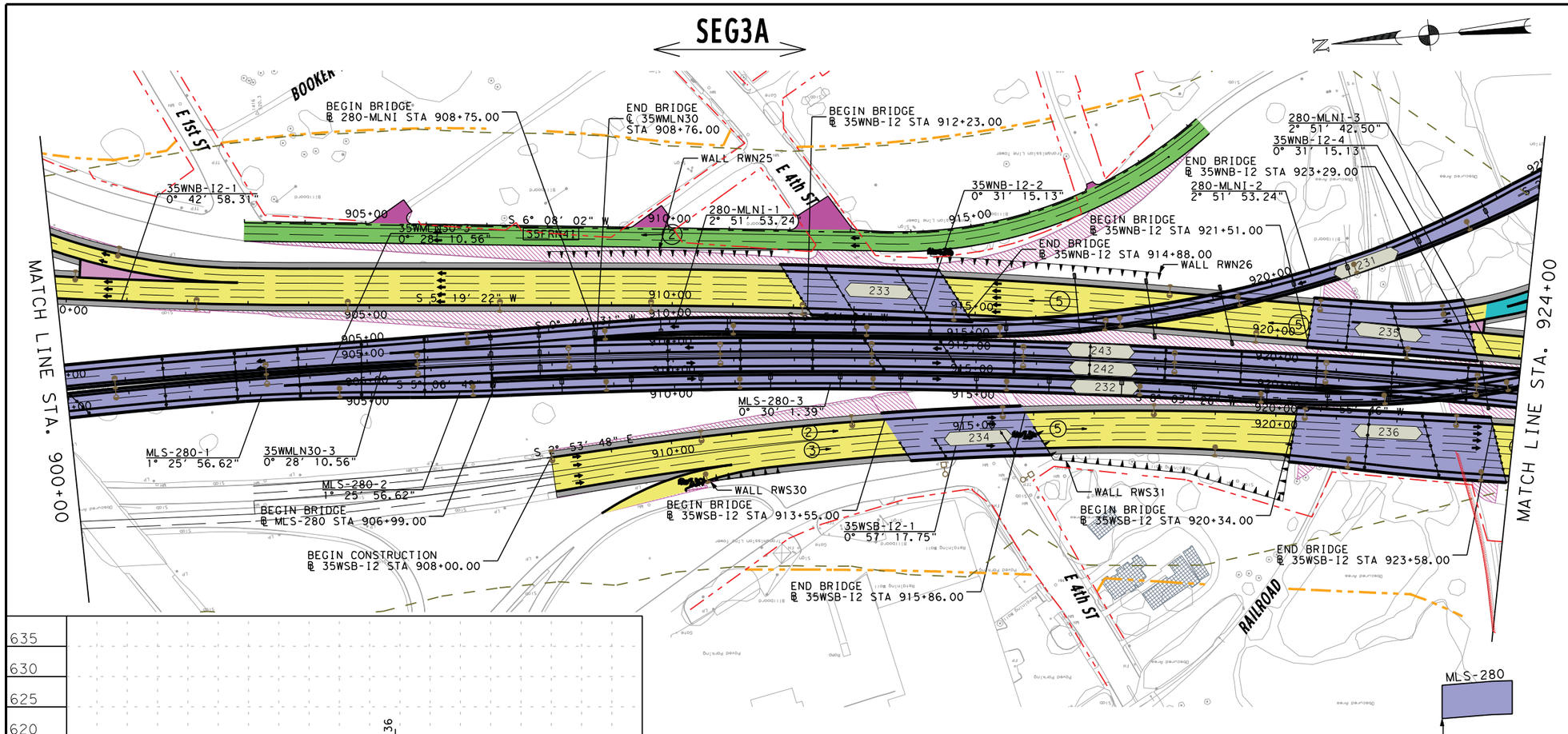
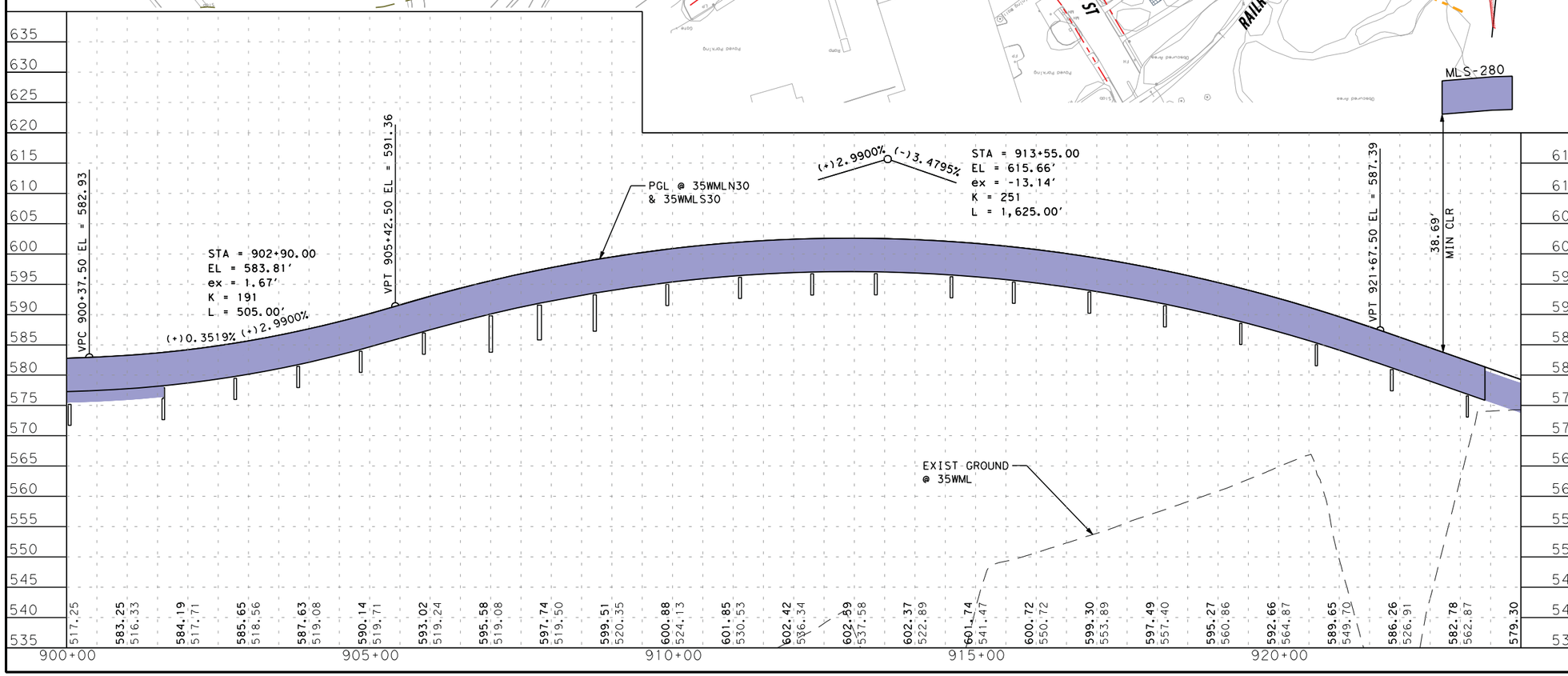
SEG3A





REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
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- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- 2 PROPERTY PARCEL

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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 12 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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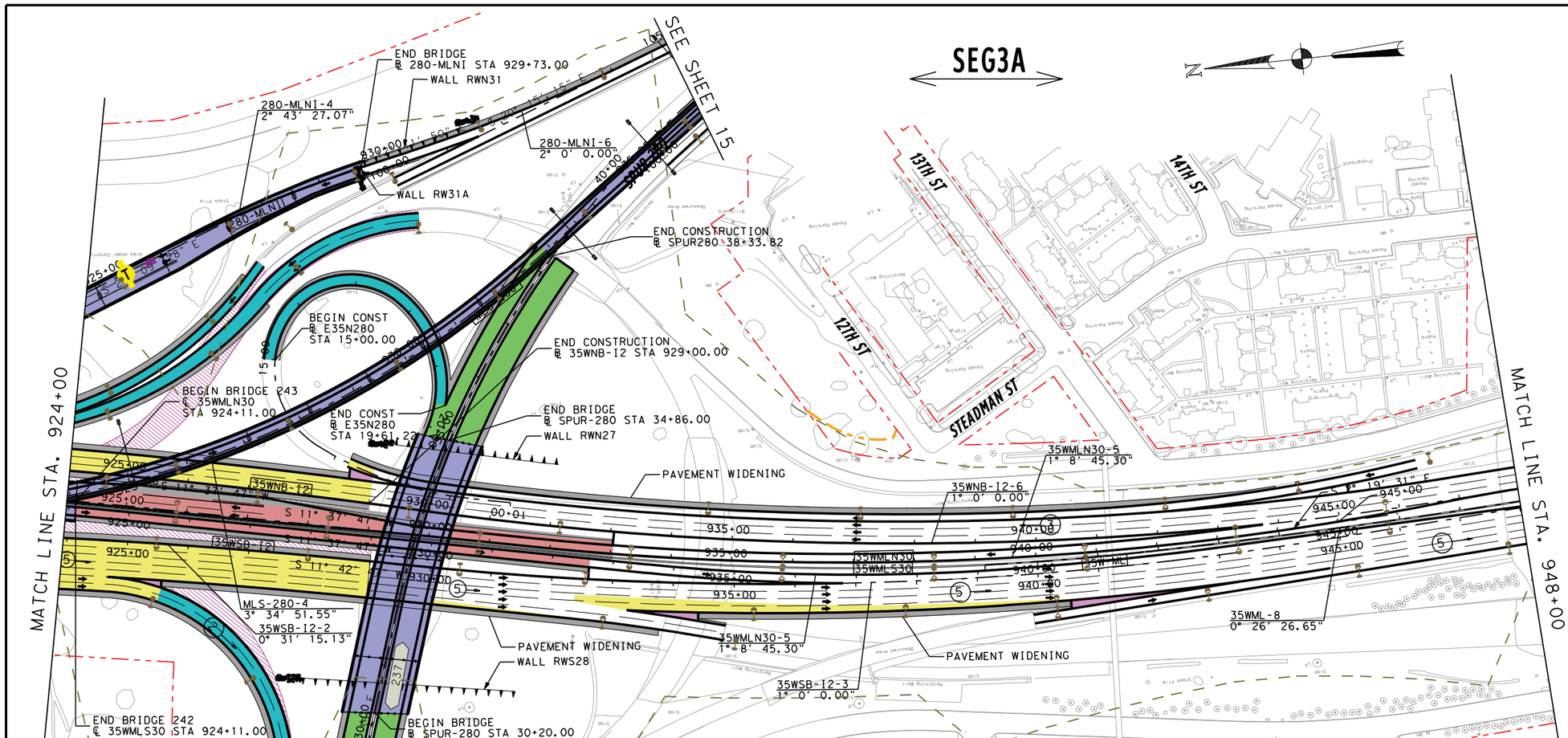
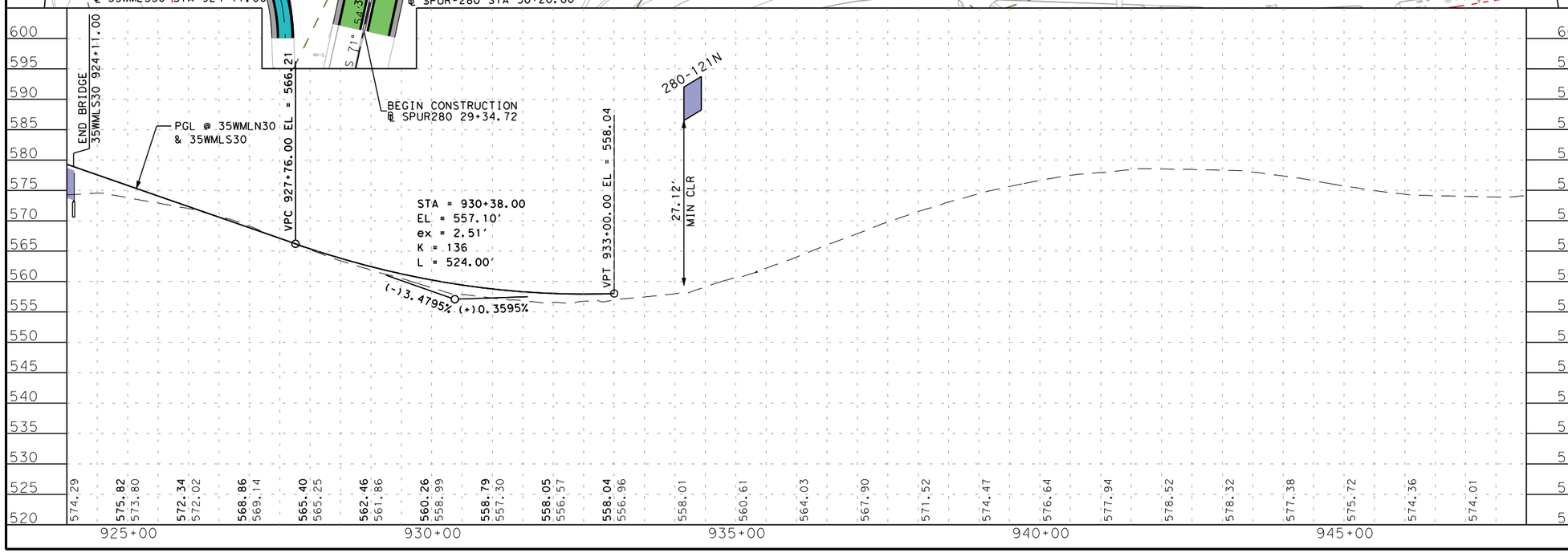
REV	DATE	BY	DESCRIPTION





LEGEND

- PROPOSED MAINLANES
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- PROPOSED FRONTAGE ROADS /SURFACE STREET
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- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- (2) PROPERTY PARCEL

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NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc. - 3580

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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 13 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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3/24/2010 10:04:52 AM

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: May 14, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 33: NTE Seg 3A request for additional design exception and NTE Seg 2-4 Geometric Design Criteria

We Are Sending You:

Copies	Date	No.	Description
1	5/14/10	1	RFI #33 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 33

Date: April 26, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A request for additional design exception and NTE Seg 2-4 Geometric Design Criteria

Attachments: DC (280-MLNI).pdf (Plan & Profile of 280-MLNI DC)

Information / Clarification Request:

NTEDPP 2-4 requests an additional design deviation for Segment 3A. The deviation requested is summarized below.

1. 280 – MLNI DC from Spur 280 to IH 35W ML NB, 5% maximum grade is need due to the elevation of the managed lanes and geometric constraints along Spur 280, and the need to clear the Ultimate General Purpose Lanes on IH-35W.

Consequently, NTEDPP 2-4 requests modification of the North Tarrant Express MDP CDA Geometric Design Criteria for segments 2-4 for the following Item:

2. Add note 3M to read: "Ramp connecting SPUR 280 NB to IH 35W ML NB on Segment 3A"

Response Needed by (date): 05-30-10

Responses:

TxDOT conditionally agrees to the use of the 5% maximum grade for the interim direct connector ramp 280-MLNI.

Final approval is dependent upon review and approval of the complete interim design proposal package.

Prior to final approval of this request, TxDOT requests that NTEMP24 provide an updated profile indicating all crossing roadways, estimated structure depths, and calculated minimum vertical clearances. TxDOT also requests that NTEMP24 review the location of the northbound US 287 exit gore and document the reasons for not relocating the gore further to the east to reduce not only the interim 5% grade, since this appears to be the ultimate gore location, but also the ultimate grade which also exceeds 4%.

The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: May 14, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.:	33B	**Date:**	Aug 1. 2011
To:	Lucas Lahitou	**From:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-Mail:	MMACGRE@dot.state.tx.us

Subject: DC ramp 280-MLN

Attachments: Exhibit 1 (printout of interim and ultimate WB Spur 280 to IH35W ML vertical alignment) , Exhibit 2 (printout of relevant Mandatory scope schematics in the vicinity of IH35W and Spur 280), Exhibit 3 (printout of MDP ultimate schematics in the vicinity of IH35W and Spur 280), segment3AI_profile.dgn, segment3A_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide additional information related to the Interim WB Spur 280 to IH35W ML NB. Please note that the developer disputes that this RFI is still not approved by TxDOT, as it is listed as a design deviation in Book 2 Note 3M. Deviation 3M has been in the Geometric Design Criteria for segment 3A and 3B since May 14 2010 (more than a year ago) with the response of RFI 32 and 33 (done the same date).

Notwithstanding the above, developer will provide the additional information requested by TxDOT in the latest RFI log:

1 For the developer to provide (or specify) the location and level in the dgn files for the latest horizontal proposed horizontal and vertical design for the subject ramp of RFI 33.

Developer has always provided the dgn's for plan and profile of the subject ramp with each updated submission of the Mandatory Scope schematics. The vertical alignment of the interim and ultimate ramp is within the file segment3AI_profile.dgn, and segment3A_profile.dgn respectively. Developer has included a printout of the specified electronic files containing the ramp vertical alignment in exhibit 1 (includes minimum vertical clearances that need to be met by the developer). The horizontal alignment and pavement files are within the dgn files called Seg3AI_Align.dgn and Seg3AI_Pave.dgn respectively. Developer has included a printout of the Mandatory Scope and Ultimate Master Development Plan schematics as exhibit 2. Further information could be found in the GPK file provided by the developer with each Mandatory Scope Submittal; the name of the gpk file is job03a.gpk

2 NTEMP needs to document the reasons for not relocating the NB US 287 exit gore to reduce the interim and ultimate grades as described in TxDOT response.

Please note that as seen in exhibit 2, the developer as part of the multiple submissions of the Mandatory scope schematics has realigned the existing Spur 280 WB to IH35W NB (Dec 2010 submission vs. May 2010). The new alignment of the Spur 280 to IH35W NB GPL has been moved further south. After close evaluation of WB Spur 280 to IH35W ML NB vertical alignment, the main driver for the 5 percent grade is that the ramp needs to fit underneath the future Spur 280 EB to SH 121 NB with 16.5' clearance (not being built during mandatory scope, see exhibit 1 sheet 1, and exhibit 3). The developer as part of the exercise of providing a facility with no subsidy, is building as much as possible the ultimate connector (5% grade starts after station 917+90) up to station 927+75, and then needs to transition to the existing spur 280 by realigning the existing spur 280 WB to IH35 NB ramp (see FIP and Book 2 Capacity Improvement tables already finalized and approved by TxDOT and Developer). Again, due to the fact that the table 11-1 note 3M allows for 5 percent grade within this alignment, and since the developer is following the same vertical alignment up to station 927+75, the interim WB Spur 280 to IH35W NB ML does not need additional design deviations beyond the already granted to the Ultimate Configuration alignment. In the event that TxDOT desires to build an interim or ultimate WB Spur 280 to IH35W NB ML with 4 percent grade, TxDOT's construction of the capacity improvement will be more expensive due to the fact that the Spur 280 EB to SH 121 connector will have to be at a higher elevation (in order to clear the ML ramp from Spur 280).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 33 for both the Interim Mandatory and Capacity Improvement WB Spur 280 to IH35W NB ML vertical alignment (make it compatible with book 2 table 11-1). Approval needs not to contain any additional or pending restrictions.

Response Needed by (date): Aug 3, 2011

Response:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

Exhibit 1 Ultimate 280 WB to IH-35W NB ML Vertical Alignment

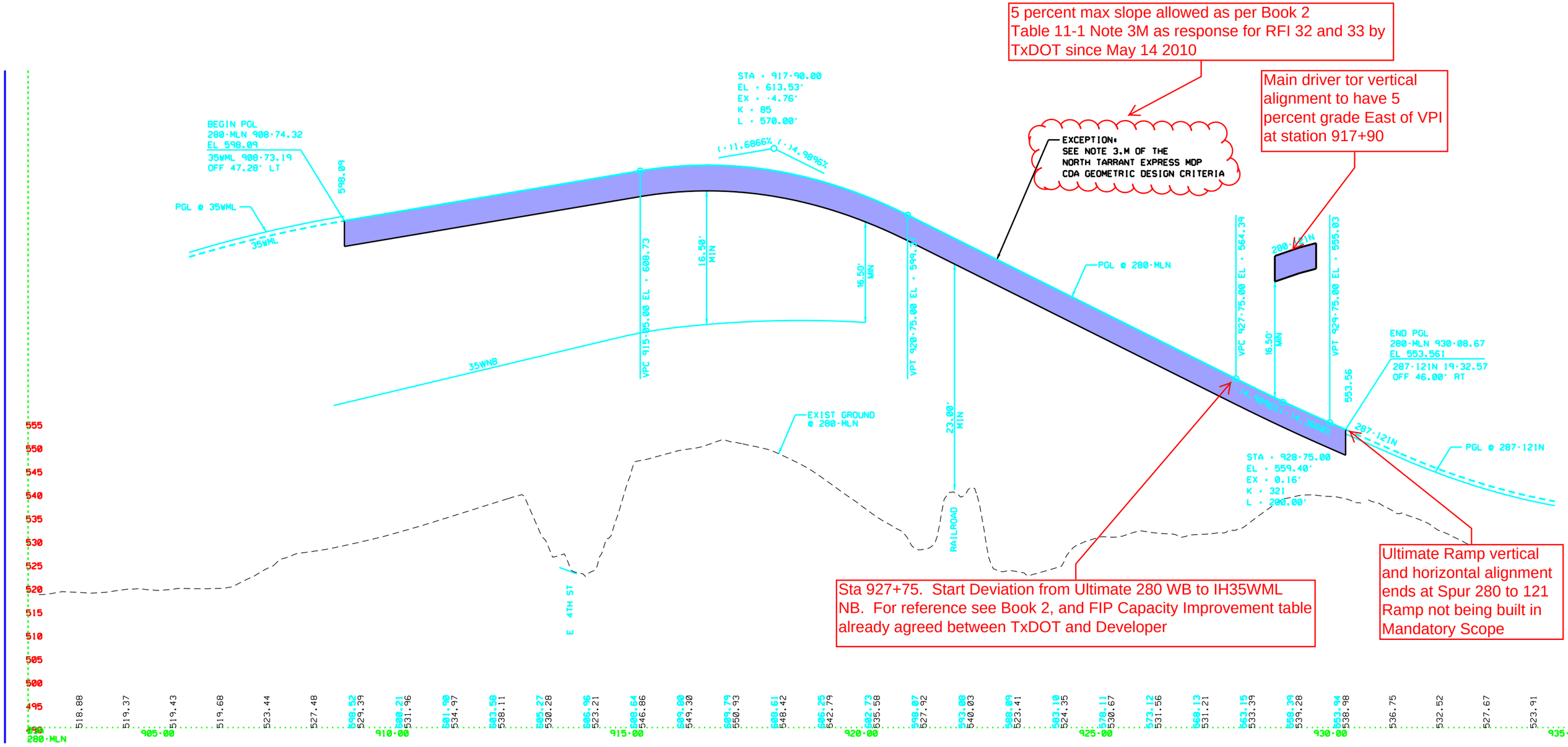


Exhibit 1 Interim 280 WB to IH-35W NB ML Vertical Alignment

Sta 927+75. Start Deviation from Ultimate 280 WB to IH35WML NB. For reference see Book 2, and FIP Capacity Improvement table already agreed between TxDOT and Developer

Approx location of future Spur 280 to SH 121 connector NB

Interim Ramp vertical and horizontal alignment ends at Spur 280 as ultimate 280 to 121 Ramp not being built during mandatory scope

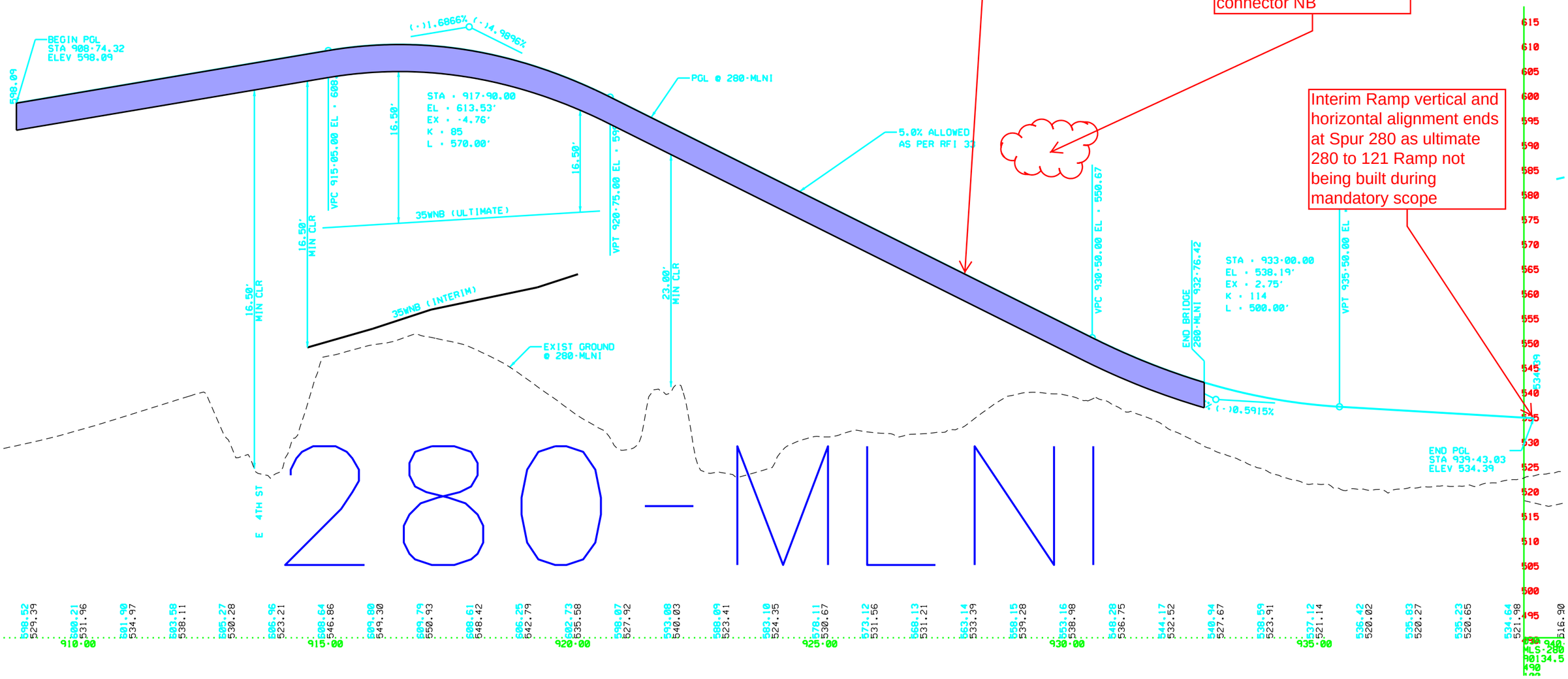
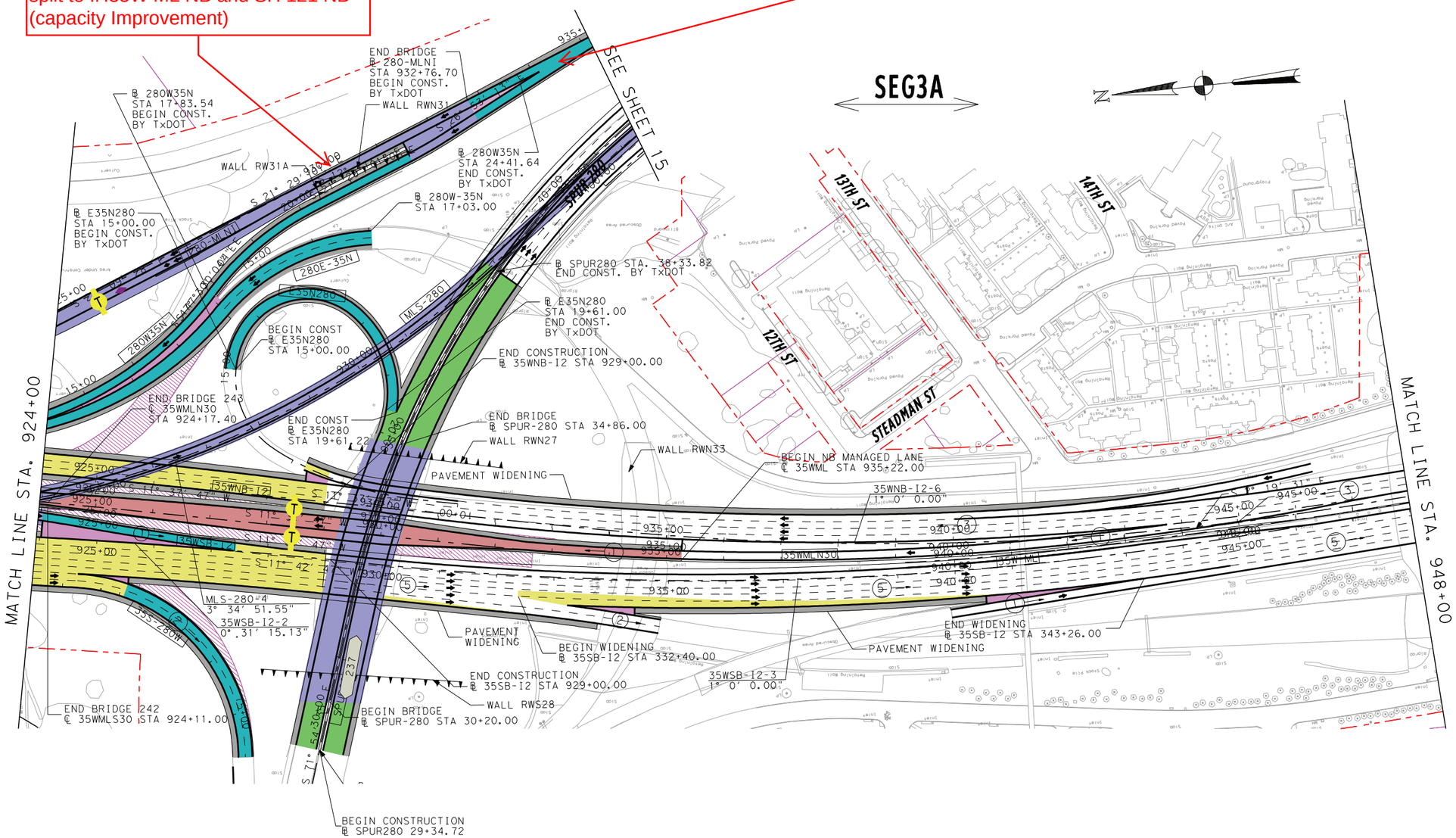


Exhibit 2. Mandatory scope Schematics at Interchange of IH35W and Spur 280 dated December 2 2010

Approx location for future gore between split to IH35W ML NB and SH 121 NB (capacity Improvement)

New alignment for Interim Spur 280 to IH35W ML



REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services, Inc. 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 12/2/2010
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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200' SHEET 13 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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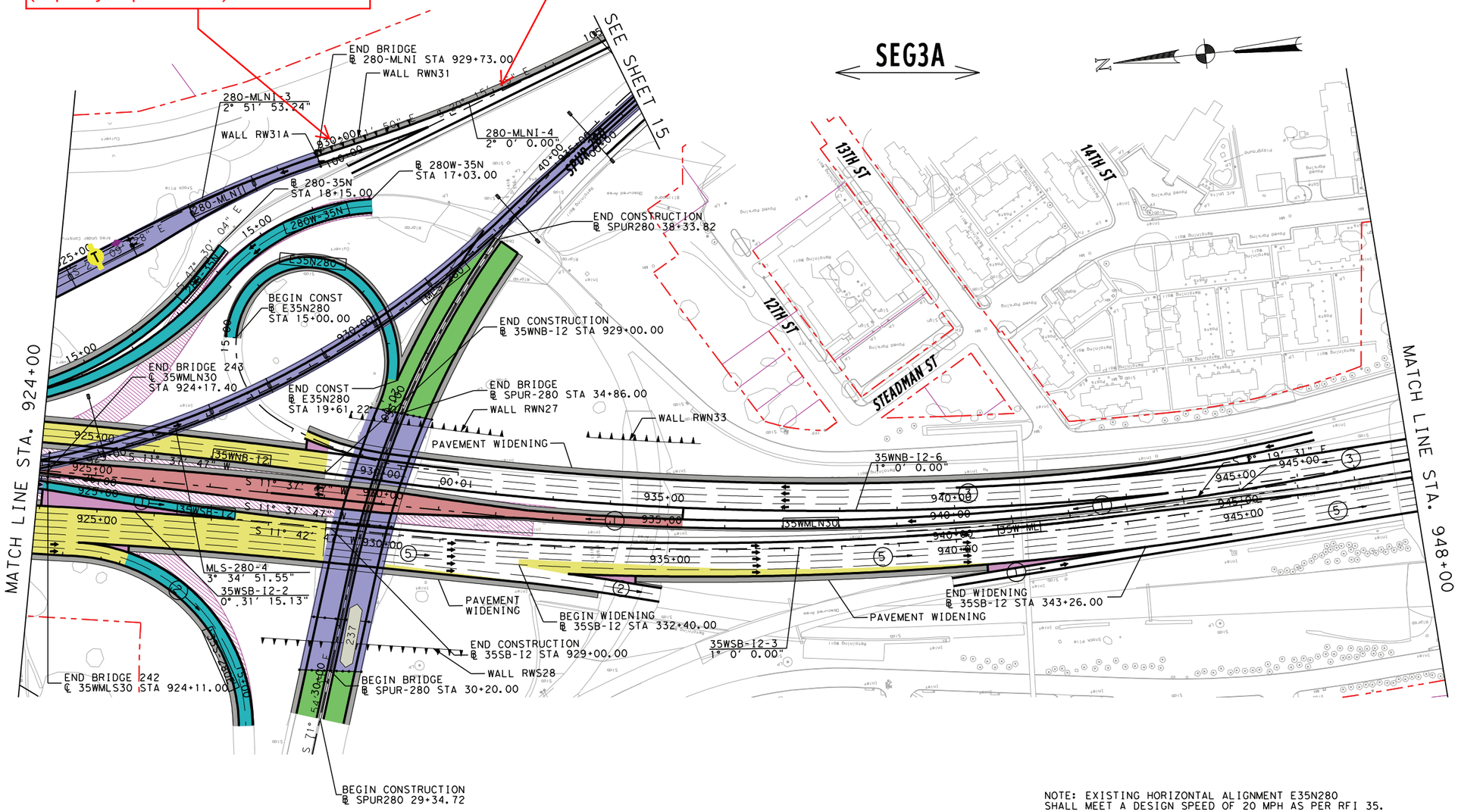
12/2/2010 4:09:09 PM

Exhibit 2. Mandatory scope Schematics at Interchange of IH35W and Spur 280 dated May 18 2010

May 2010 design used to request RFI kept existing alignment of Spur 280 to IH35W.

Approx location for future gore between split to IH35W ML NB and SH 121 NB (capacity Improvement)



NOTE: EXISTING HORIZONTAL ALIGNMENT E35N280
SHALL MEET A DESIGN SPEED OF 20 MPH AS PER RFI 35.

REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
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- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 13 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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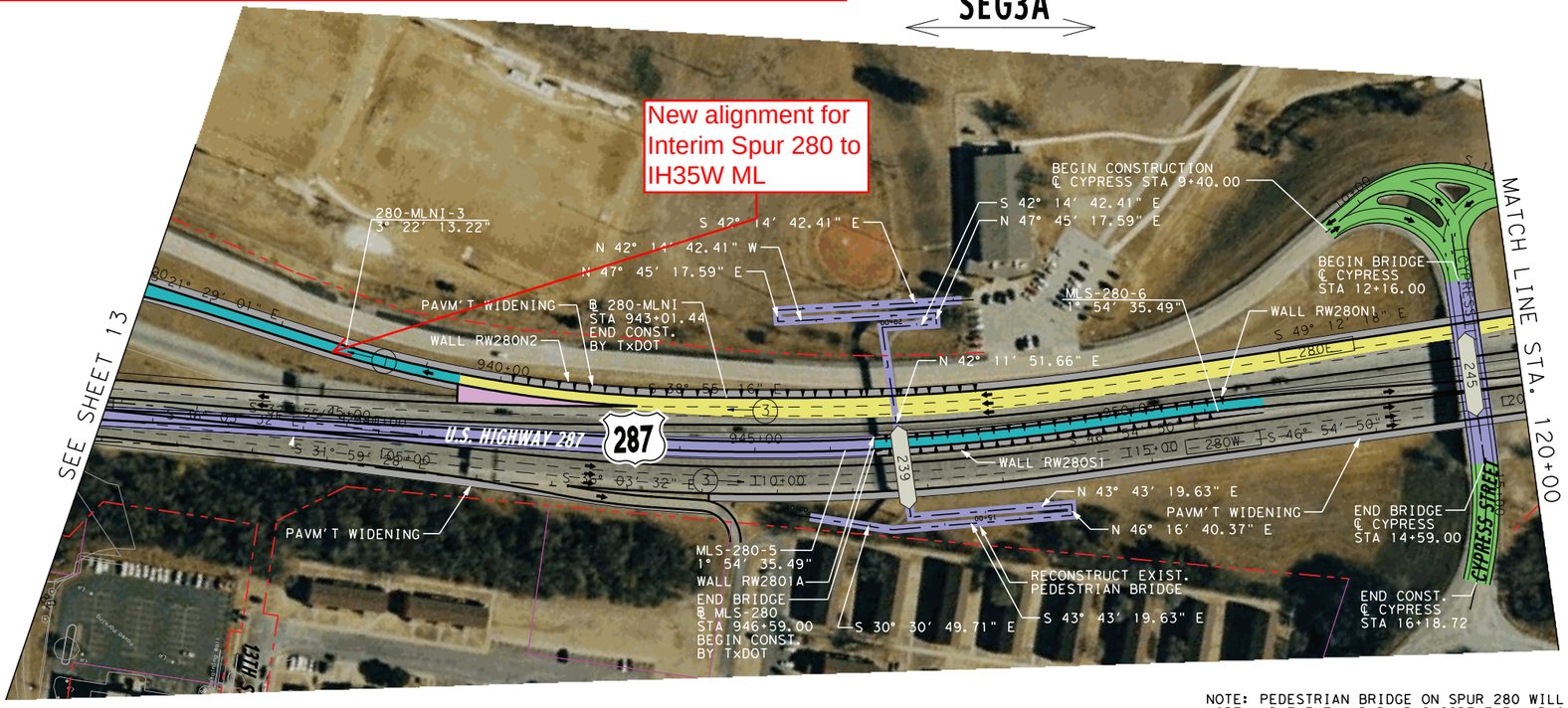
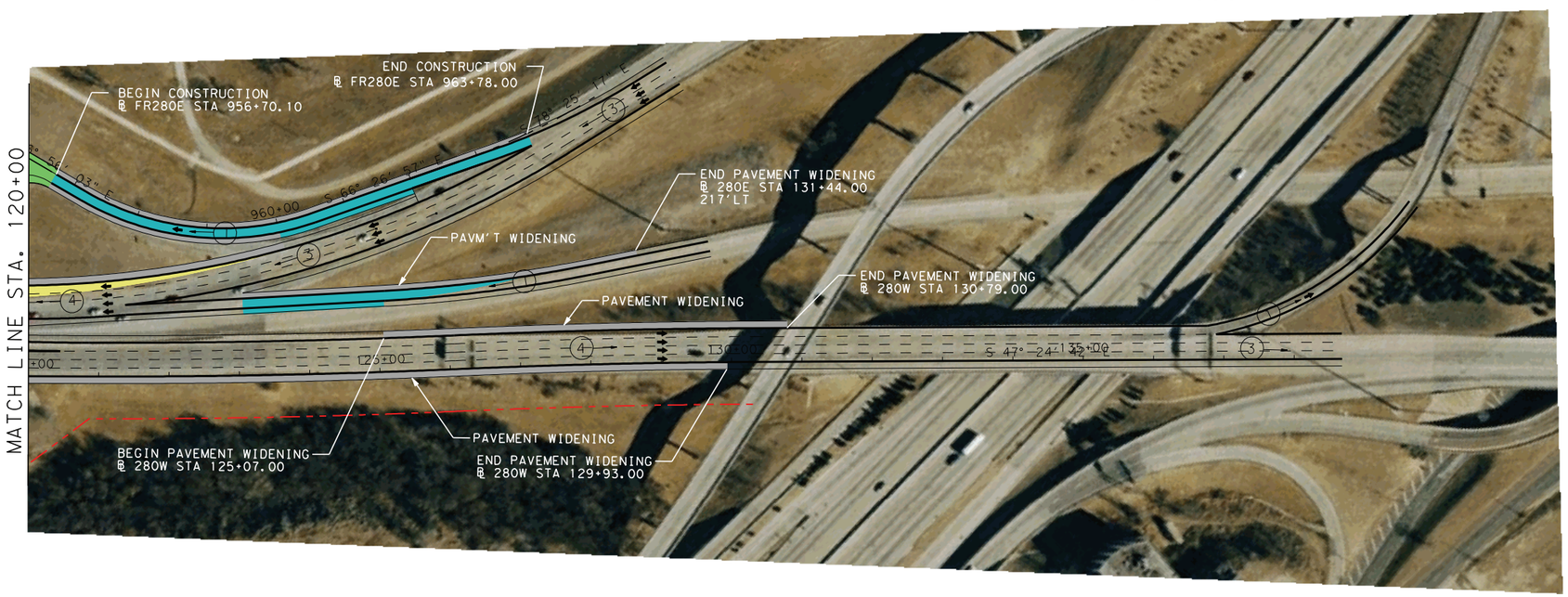
Exhibit 2. Mandatory scope Schematics at Interchange of IH35W and Spur 280 dated December 2 2010

SEG3A



NOTE: PEDESTRIAN BRIDGE ON SPUR 280 WILL HAVE THE NORTH ABUTMENT AND RAMP INSIDE THE HARMOND PARK PROPERTY. SEGMENT 3A PROPOSAL IS BASED ON THE ASSUMPTION THAT THE DEVELOPER WILL BE ALLOWED TO PLACE THE ABOVE STRUCTURAL CONPONENTS INSIDE THE HARMOND PARK PROPERTY AS THE CURRENT PEDESTRIAN BRIDGE DOES.

CURVE CYPRESS-1 SHALL MEET A DESIGN SPEED OF 15 MPH AS PER RFI 34.



REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
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- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

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NORTH TARRANT EXPRESS - SEGMENT 3A

SPUR 280/US 287 PLAN

HORZ.: 1" = 200'

SHEET 15 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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12/2/2010
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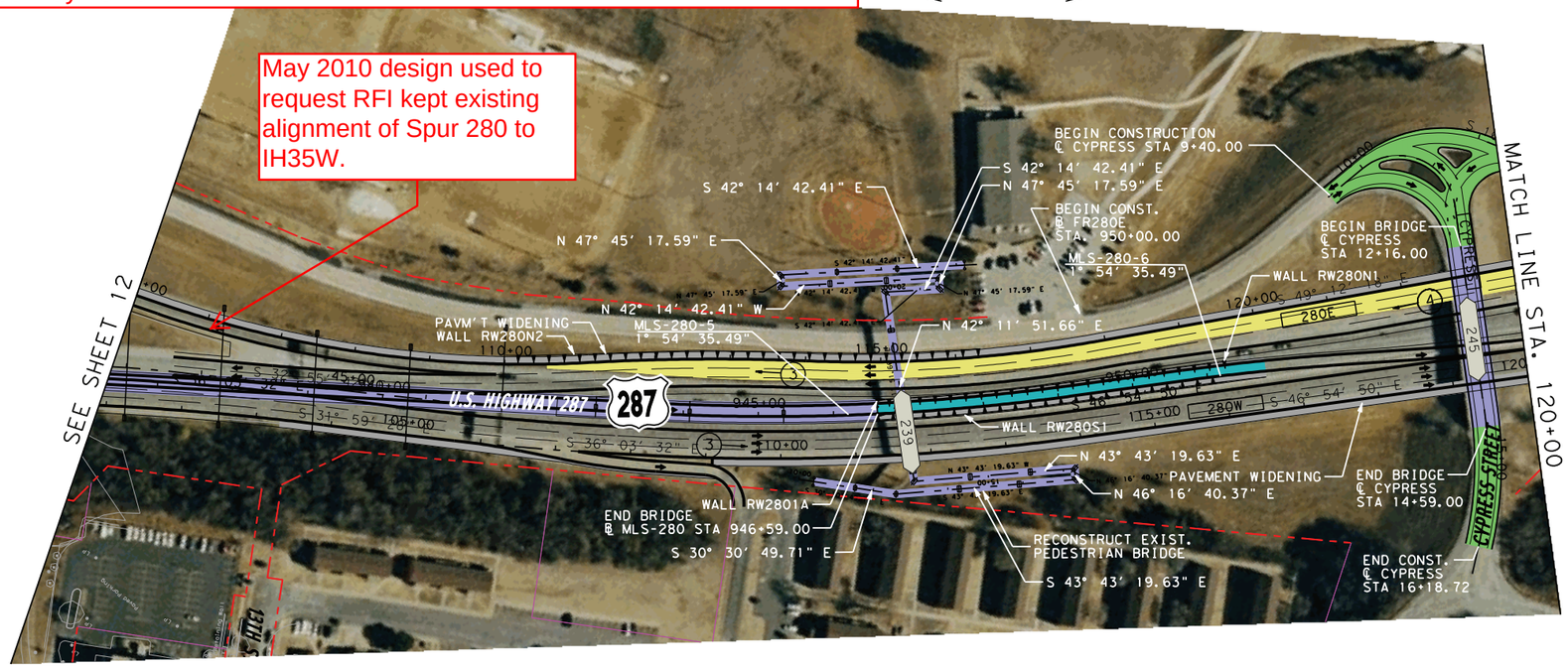
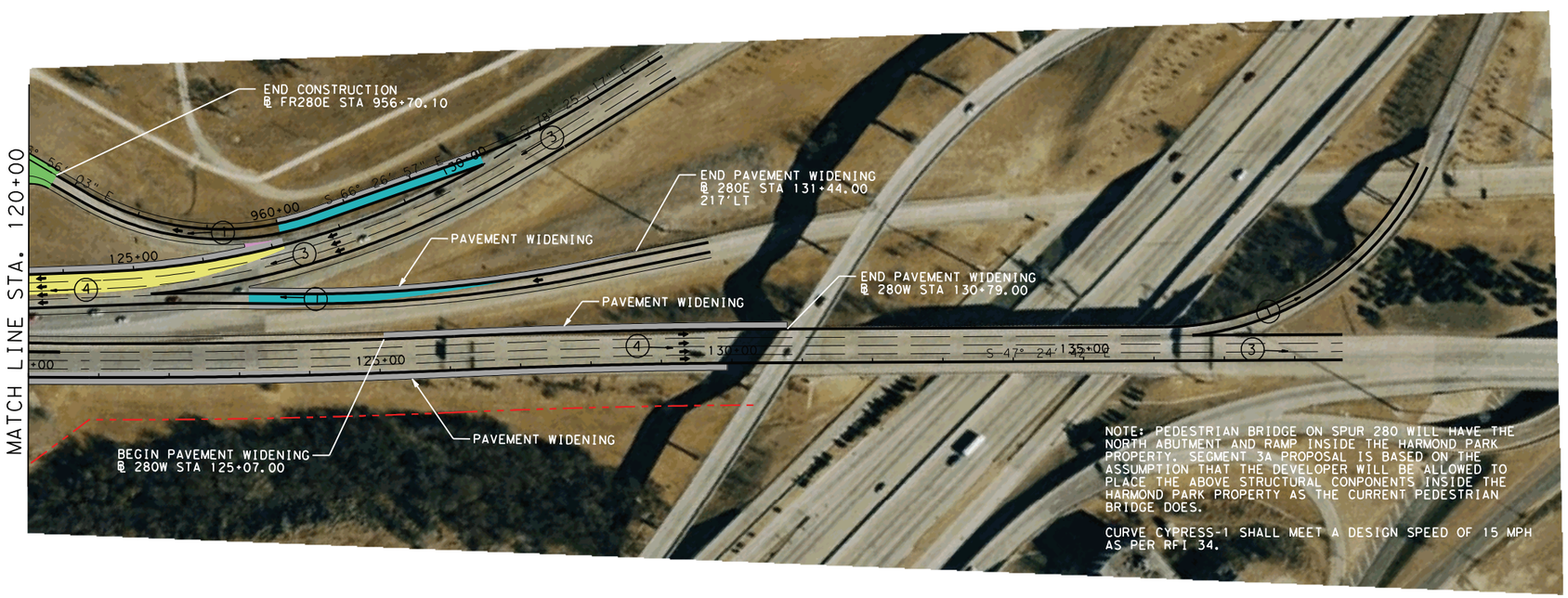
Exhibit 2. Mandatory scope Schematics at Interchange of IH35W and Spur 280 dated May 18 2010

SEG3A





NOTE: PEDESTRIAN BRIDGE ON SPUR 280 WILL HAVE THE NORTH ABUTMENT AND RAMP INSIDE THE HARMOND PARK PROPERTY. SEGMENT 3A PROPOSAL IS BASED ON THE ASSUMPTION THAT THE DEVELOPER WILL BE ALLOWED TO PLACE THE ABOVE STRUCTURAL CONPONENTS INSIDE THE HARMOND PARK PROPERTY AS THE CURRENT PEDESTRIAN BRIDGE DOES.

CURVE CYPRESS-1 SHALL MEET A DESIGN SPEED OF 15 MPH AS PER RFI 34.

REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
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- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
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- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

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AECOM Technical Services, Inc. 3580

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NORTH TARRANT EXPRESS - SEGMENT 3A

SPUR 280/US 287 PLAN

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 15 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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5/17/2010 2:56:37 PM

Exhibit 3. Ultimate Schematics at Spur 280 to IH35 ML NB Sheet 1 of 2

End vertical Alignment for ultimate Spur 280 to IH 35W ML NB

Ultimate Spur 280 to IH 35W NB ML not being built during Mandatory Scope Schematics

Ultimate Spur 280 to IH 35W NB ML not being built during Mandatory Scope Schematics

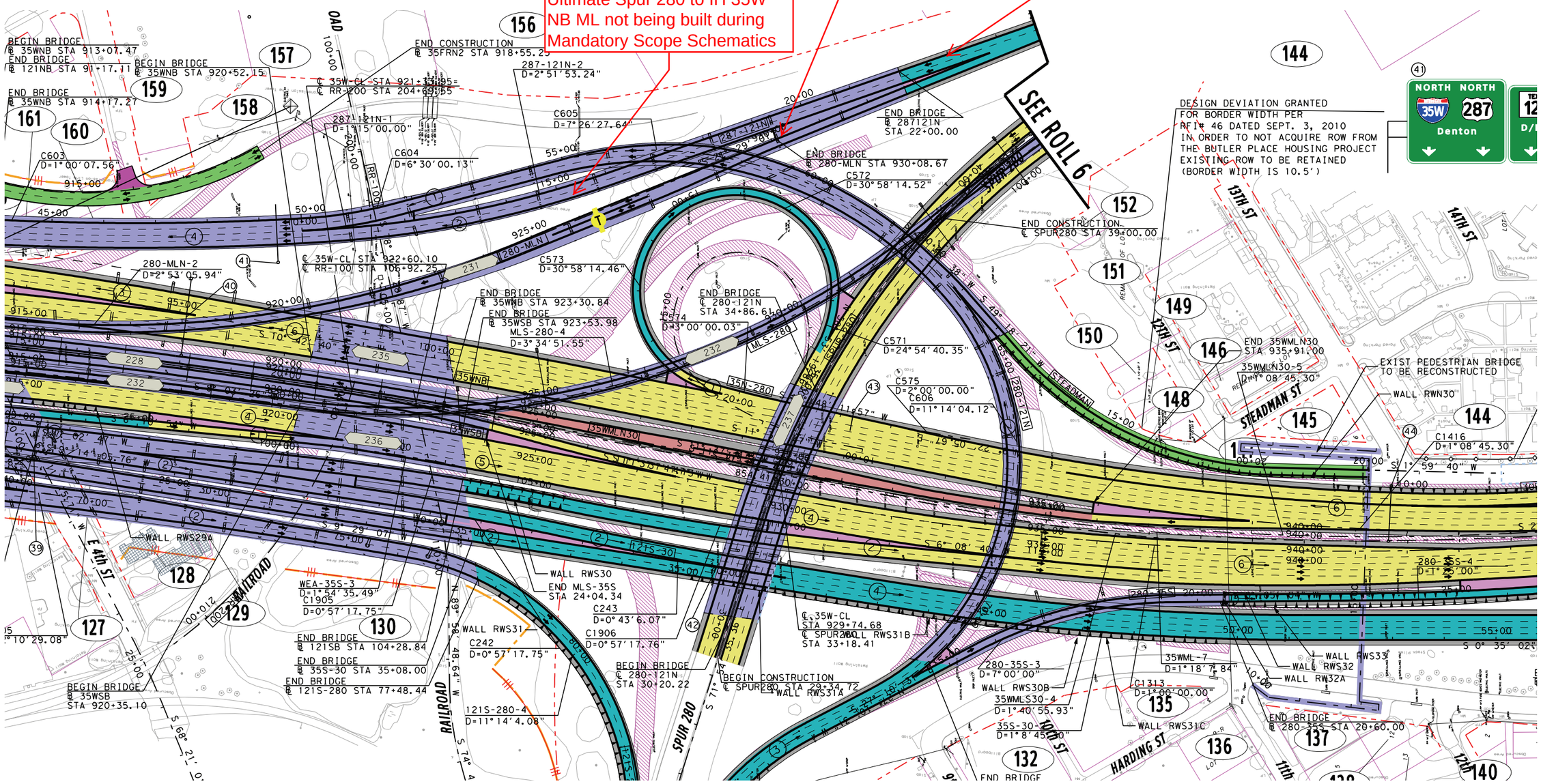
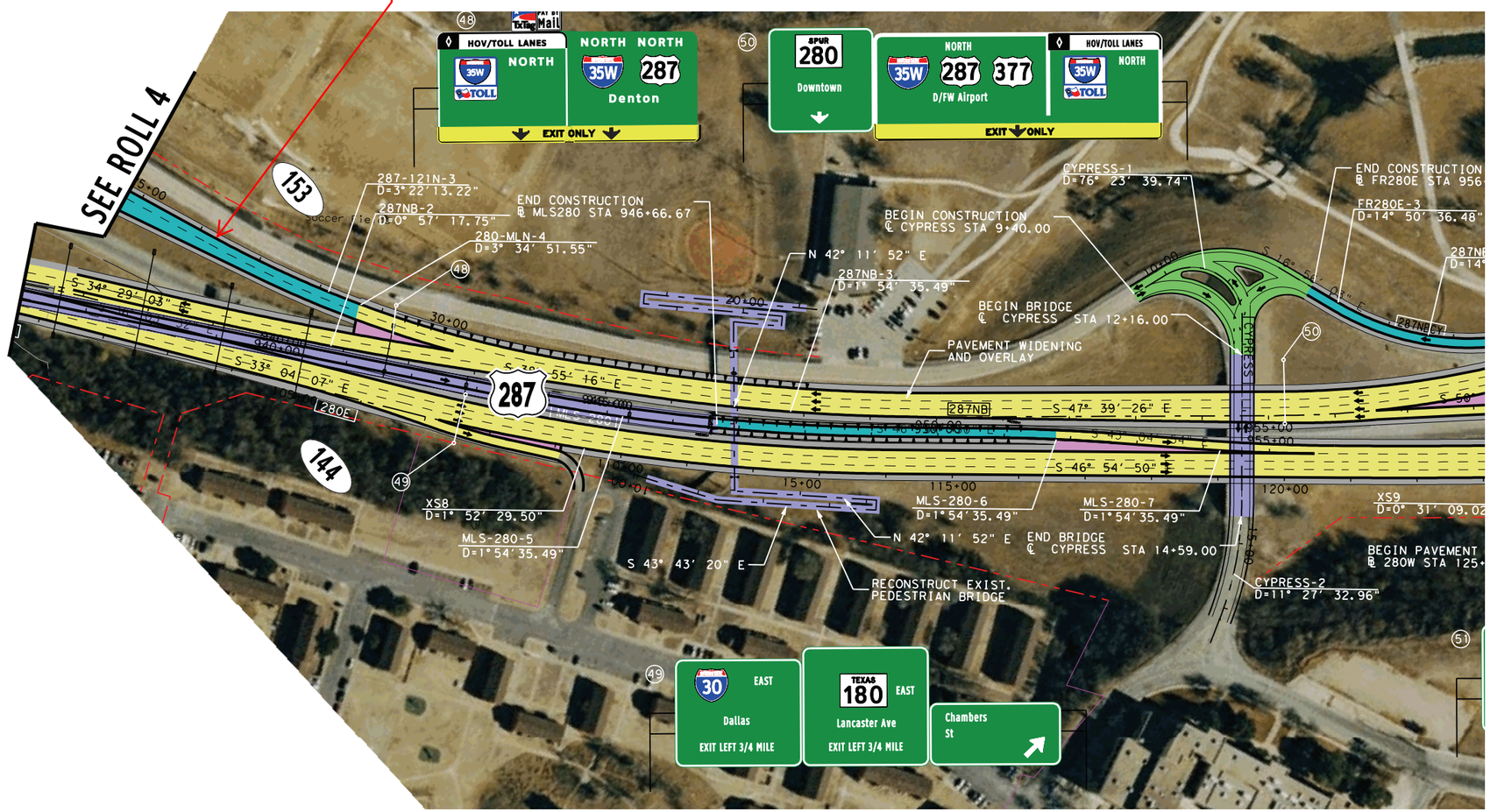


Exhibit 3. Ultimate Schematics at Spur 280 to IH35 ML NB Sheet 2 of 2

Ultimate Spur 280 to IH 35W NB ML not being built during Mandatory Scope Schematics



Various files submitted with RFI #33B:

Seg3A_Profile.dgn

Seg3AI_Profile.dgn

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 33C

Date: Aug 8. 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: DC ramp 280-MLN

Attachments: None

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide additional information related to the Interim WB Spur 280 to IH35W ML NB. In particular RFI LOG provided on August 4th, 2011 requests NTEMP to provide calculated vertical clearances.

As dicussed and accepted on Friday 5th, 2011, Developer has made available calculated vertical minimum clearances in the Data Room, which is accessible to TxDOT (developer to update once revised Mandatory Scope schematics are available with the Chesapeake inspired alternative incorporated).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 33C for both the Interim Mandatory and Capacity Improvement WB Spur 280 to IH35W NB ML vertical alignment (make it compatible with book 2 table 11-1). Approval needs not to contain any additional or pending restrictions.

Response Needed by (date): Aug 11, 2011

Response:

Responder Name: Matthew E. MacGregor, P.E.

Response Date:

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 16, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #33B, RFI #33C & Reissue of RFI #33: DC ramp 280-MLN

We Are Sending You:

Copies	Date	No.	Description
1	08/16/11	1	RFI #33B Response Form
1	08/16/11	2	RFI #33C Response Form
1	08/16/11	3	Reissue of RFI #33 Response Form

These Are Transmitted As Checked Below:

☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 33

Date: April 26, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Seg 3A request for additional design exception and NTE Seg 2-4 Geometric Design Criteria

Attachments: DC (280-MLNI).pdf (Plan & Profile of 280-MLNI DC)

Information / Clarification Request:

NTEDPP 2-4 requests an additional design deviation for Segment 3A. The deviation requested is summarized below.

1. 280 – MLNI DC from Spur 280 to IH 35W ML NB, 5% maximum grade is need due to the elevation of the managed lanes and geometric constraints along Spur 280, and the need to clear the Ultimate General Purpose Lanes on IH-35W.

Consequently, NTEDPP 2-4 requests modification of the North Tarrant Express MDP CDA Geometric Design Criteria for segments 2-4 for the following Item:

2. Add note 3M to read: "Ramp connecting SPUR 280 NB to IH 35W ML NB on Segment 3A"

Response Needed by (date): 05-30-10

Responses:

TxDOT conditionally agrees to the use of the 5% maximum grade for the interim direct connector ramp 280-MLNI.

Final approval is dependent upon review and approval of the complete interim design proposal package.

Prior to final approval of this request, TxDOT requests that NTEMP24 provide an updated profile indicating all crossing roadways, estimated structure depths, and calculated minimum vertical clearances. TxDOT also requests that NTEMP24 review the location of the northbound US 287 exit gore and document the reasons for not relocating the gore further to the east to reduce not only the interim 5% grade, since this appears to be the ultimate gore location, but also the ultimate grade which also exceeds 4%.

The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility.

[Response reissue August 16, 2011: TxDOT has reviewed Developer's submittal of RFI #33B & 33C and hereby approves RFI #33 without conditions.]

Responder Name: Matthew E. MacGregor, P.E.

Response Date: Reissue August 16, 2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.:	33B	**Date:**	Aug 1. 2011
To:	Lucas Lahitou	**From:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-Mail:	MMACGRE@dot.state.tx.us

Subject: DC ramp 280-MLN

Attachments: Exhibit 1 (printout of interim and ultimate WB Spur 280 to IH35W ML vertical alignment) , Exhibit 2 (printout of relevant Mandatory scope schematics in the vicinity of IH35W and Spur 280), Exhibit 3 (printout of MDP ultimate schematics in the vicinity of IH35W and Spur 280), segment3AI_profile.dgn, segment3A_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide additional information related to the Interim WB Spur 280 to IH35W ML NB. Please note that the developer disputes that this RFI is still not approved by TxDOT, as it is listed as a design deviation in Book 2 Note 3M. Deviation 3M has been in the Geometric Design Criteria for segment 3A and 3B since May 14 2010 (more than a year ago) with the response of RFI 32 and 33 (done the same date).

Notwithstanding the above, developer will provide the additional information requested by TxDOT in the latest RFI log:

1 For the developer to provide (or specify) the location and level in the dgn files for the latest horizontal proposed horizontal and vertical design for the subject ramp of RFI 33.

Developer has always provided the dgn's for plan and profile of the subject ramp with each updated submission of the Mandatory Scope schematics. The vertical alignment of the interim and ultimate ramp is within the file segment3AI_profile.dgn, and segment3A_profile.dgn respectively. Developer has included a printout of the specified electronic files containing the ramp vertical alignment in exhibit 1 (includes minimum vertical clearances that need to be met by the developer). The horizontal alignment and pavement files are within the dgn files called Seg3AI_Align.dgn and Seg3AI_Pave.dgn respectively. Developer has included a printout of the Mandatory Scope and Ultimate Master Development Plan schematics as exhibit 2. Further information could be found in the GPK file provided by the developer with each Mandatory Scope Submittal; the name of the gpk file is job03a.gpk

2 NTEMP needs to document the reasons for not relocating the NB US 287 exit gore to reduce the interim and ultimate grades as described in TxDOT response.

Please note that as seen in exhibit 2, the developer as part of the multiple submissions of the Mandatory scope schematics has realigned the existing Spur 280 WB to IH35W NB (Dec 2010 submission vs. May 2010). The new alignment of the Spur 280 to IH35W NB GPL has been moved further south. After close evaluation of WB Spur 280 to IH35W ML NB vertical alignment, the main driver for the 5 percent grade is that the ramp needs to fit underneath the future Spur 280 EB to SH 121 NB with 16.5' clearance (not being built during mandatory scope, see exhibit 1 sheet 1, and exhibit 3). The developer as part of the exercise of providing a facility with no subsidy, is building as much as possible the ultimate connector (5% grade starts after station 917+90) up to station 927+75, and then needs to transition to the existing spur 280 by realigning the existing spur 280 WB to IH35 NB ramp (see FIP and Book 2 Capacity Improvement tables already finalized and approved by TxDOT and Developer). Again, due to the fact that the table 11-1 note 3M allows for 5 percent grade within this alignment, and since the developer is following the same vertical alignment up to station 927+75, the interim WB Spur 280 to IH35W NB ML does not need additional design deviations beyond the already granted to the Ultimate Configuration alignment. In the event that TxDOT desires to build an interim or ultimate WB Spur 280 to IH35W NB ML with 4 percent grade, TxDOT's construction of the capacity improvement will be more expensive due to the fact that the Spur 280 EB to SH 121 connector will have to be at a higher elevation (in order to clear the ML ramp from Spur 280).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 33 for both the Interim Mandatory and Capacity Improvement WB Spur 280 to IH35W NB ML vertical alignment (make it compatible with book 2 table 11-1). Approval needs not to contain any additional or pending restrictions.

Response Needed by (date): Aug 3, 2011

Response:

TxDOT conditionally approved RFI #33 on May 14, 2010. TxDOT received this RFI #33B on August 4, 2011 and RFI #33C on August 10, 2011. In addition to the information provided above and the information provided in a meeting with the Developer on July 29, 2011, TxDOT reviewed the Seg3AI_Profile.dgn file submitted on May 31, 2011 as part of the FIP package. TxDOT confirms that the Developer has provided adequate information to grant final approval for this RFI.

RFI #33 and 33B are approved without conditions.

TxDOT notes that this RFI was written by the Developer's DB contractor and believes the statement regarding the delivery of the Mandatory Scope schematics to be intended for the Developer. TxDOT requested from the Developer dgn files in addition to the pdfs of the Mandatory Scope schematics numerous times before receiving the entire design packages with all current dgn files in March 2011.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 16, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 33C

Date: Aug 8. 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: DC ramp 280-MLN

Attachments: None

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide additional information related to the Interim WB Spur 280 to IH35W ML NB. In particular RFI LOG provided on August 4th, 2011 requests NTEMP to provide calculated vertical clearances.

As dicussed and accepted on Friday 5th, 2011, Developer has made available calculated vertical minimum clearances in the Data Room, which is accessible to TxDOT (developer to update once revised Mandatory Scope schematics are available with the Chesapeake inspired alternative incorporated).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 33C for both the Interim Mandatory and Capacity Improvement WB Spur 280 to IH35W NB ML vertical alignment (make it compatible with book 2 table 11-1). Approval needs not to contain any additional or pending restrictions.

Response Needed by (date): Aug 11, 2011

Response:

TxDOT conditionally approved RFI #33 on May 14, 2010. TxDOT received RFI #33B on August 4, 2011 and this RFI #33C on August 10, 2011. TxDOT is aware that adequate calculated vertical clearances have been provided and will be updated once revised Mandatory Scope schematics are developed.

RFI #33, 33B and 33C are approved without conditions.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: August 16, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #34 & #34B

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 34

Date: May 11, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Seg 3A Cypress Street

Attachments: Plan view at Cypress Street

Information / Clarification Request:

NTEMP 2-4 requests an additional design deviation for Segment 3A. The deviation is for Cypress Street alignment. As part of the project optimization, NTEMP 2-4 has connected the SB Managed Lanes to Spur 280 in order to take advantage of the existing connection of Spur 280 to IH 30. To achieve the above stated goal, the Spur 280 NB was moved towards the East to make room for the Direct Connector coming from IH 35W Manage Lane South Bound, requiring that the Cypress Street overpass to be re-constructed and at the same time be raised to meet minimum clearance (current bridge only has 14ft 11in clearance with respect to the NB spur 280). Below is the table describing Cypress Street Alignment:

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CYPRESS-1	121° 30′ 06.76" RT	76° 23′ 39.74"	133.93′	159.05′	75.00′	11+33.93	6,959,202.68	2,333,801.30	10+00.00	11+59.05
CYPRESS-2	21° 01′ 38.97" RT	11° 27′ 32.96"	92.79′	183.50′	500.00′	15+28.02	6,958,833.03	2,333,460.33	14+35.22	16+18.72

The construction limits within Cypress will creep slightly within the existing curve Cypress-1 in order to raise the Overpass. Cypress being a cross street will have to meet the geometric requirements under the column of City Street within the document North Tarrant Express MDP CDA Geometric Design criteria for a design speed of 35 MPH. Existing Curve Cypress-1 has a radius of 75 ft between stations 10+00 to 11+59.05; this existing radius only complies with a design speed of 15 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual. NTMP 2-4 respectfully requests to TxDOT that a note be added to the document North Tarrant Express MDP CDA Geometric Design Criteria that grants a deviation on the design speed for the curve between stations 10+00 to 11+59.05 for 15 MPH.

Response Needed by (date): 05-13-10

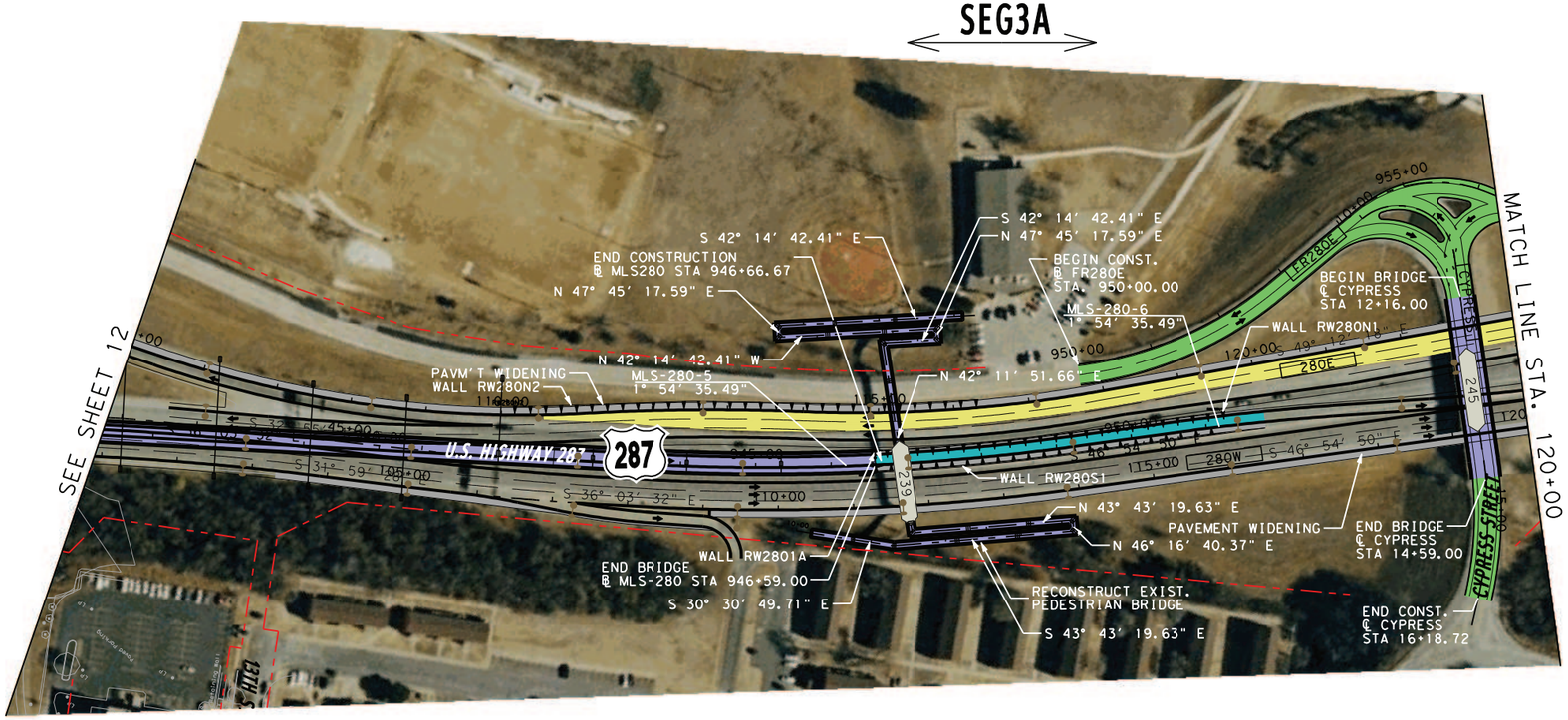
Responses:

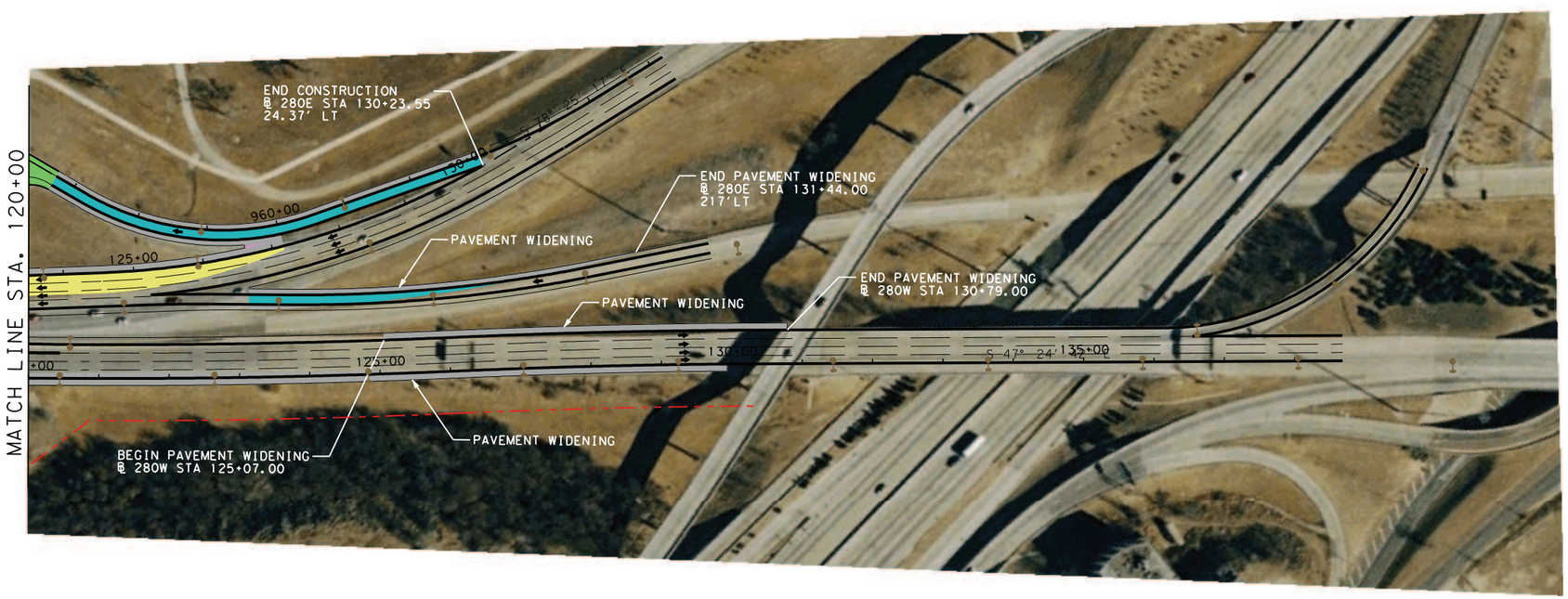
Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

REV	DATE	BY	DESCRIPTION

SEG3A





LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- 2 PROPERTY PARCEL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/15/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

SPUR 280/US 287 PLAN

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 15 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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3/15/2010 10:53:34 AM

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: May 14, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 34: NTE Seg 3A Cypress Street

We Are Sending You:

Copies	Date	No.	Description
1	5/14/10	3	RFI #34 Response Form and Exhibit

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☒ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 34

Date: May 11, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Seg 3A Cypress Street

Attachments: Alternate Intersection Design Concept for Cypress Street Intersection

Information / Clarification Request:

NTEMP 2-4 requests an additional design deviation for Segment 3A. The deviation is for Cypress Street alignment. As part of the project optimization, NTEMP 2-4 has connected the SB Managed Lanes to Spur 280 in order to take advantage of the existing connection of Spur 280 to IH 30. To achieve the above stated goal, the Spur 280 NB was moved towards the East to make room for the Direct Connector coming from IH 35W Manage Lane South Bound, requiring that the Cypress Street overpass to be re-constructed and at the same time be raised to meet minimum clearance (current bridge only has 14ft 11in clearance with respect to the NB spur 280). Below is the table describing Cypress Street Alignment:

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CYPRESS-1	121° 30′ 06.76" RT	76° 23′ 39.74"	133.93′	159.05′	75.00′	11+33.93	6,959,202.68	2,333,801.30	10+00.00	11+59.05
CYPRESS-2	21° 01′ 38.97" RT	11° 27′ 32.96"	92.79′	183.50′	500.00′	15+28.02	6,958,833.03	2,333,460.33	14+35.22	16+18.72

The construction limits within Cypress will creep slightly within the existing curve Cypress-1 in order to raise the Overpass. Cypress being a cross street will have to meet the geometric requirements under the column of City Street within the document North Tarrant Express MDP CDA Geometric Design criteria for a design speed of 35 MPH. Existing Curve Cypress-1 has a radius of 75 ft between stations 10+00 to 11+59.05; this existing radius only complies with a design speed of 15 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual. NTMP 2-4 respectfully requests to TxDOT that a note be added to the document North Tarrant Express MDP CDA Geometric Design Criteria that grants a deviation on the design speed for the curve between stations 10+00 to 11+59.05 for 15 MPH.

Response Needed by (date): 05-13-10

Responses:
TxDOT conditionally agrees to the use of the horizontal radius of 75 ft between stations 10+00 to 11+59.05 for the proposed design configuration of the Cypress Street intersection. Final approval is dependent upon review and approval of the complete interim design proposal package. Prior to final approval of this request, TxDOT also requests that NTEMP24 consider alternate cost effective design improvements for the Cypress Creek intersection since this will be the permanent configuration of the intersection. See the attached alternate design concept. Consideration should also be given to straightening the Cypress Creek alignment north of the bridge to create a "T-intersection". The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility.

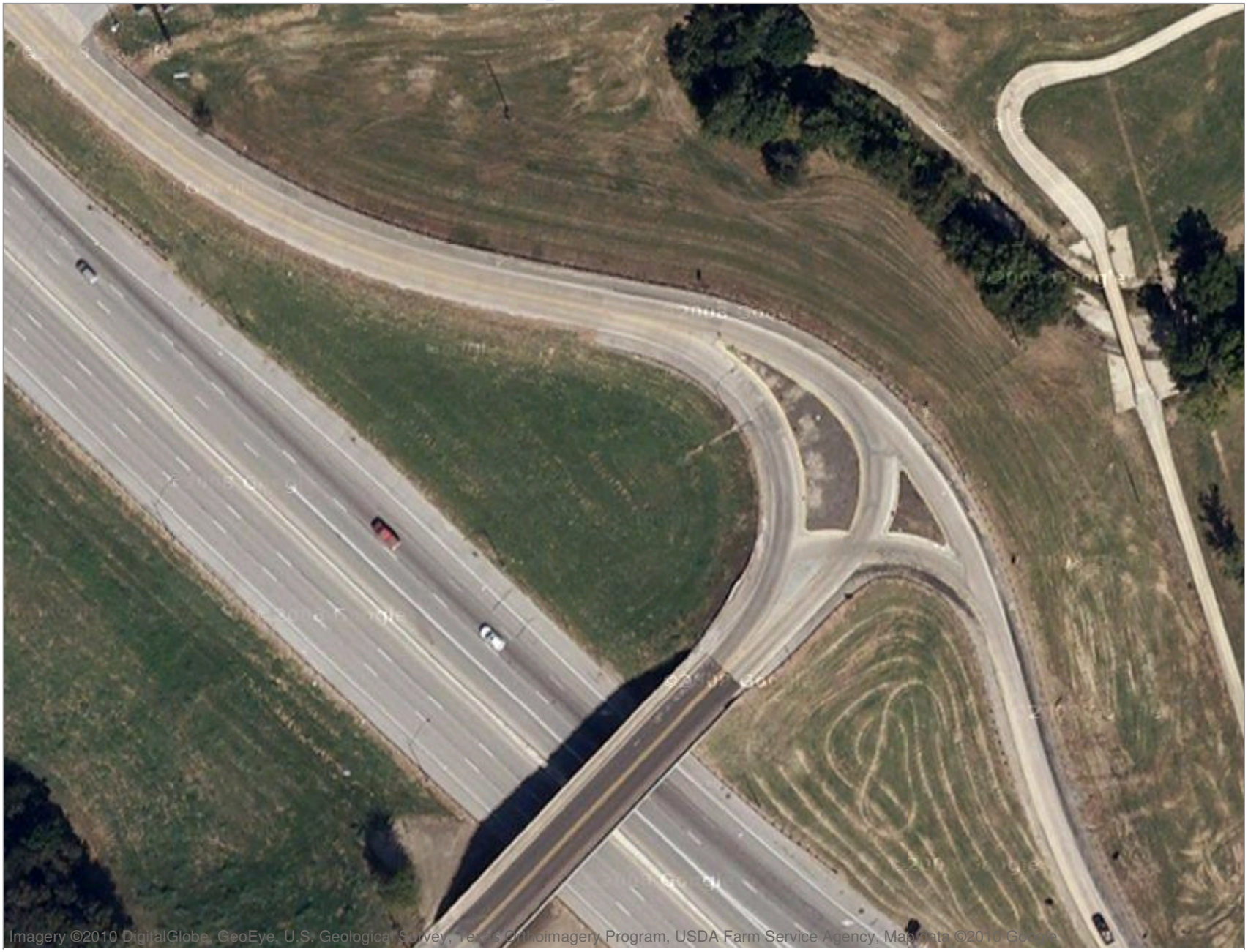
Responder Name: Matthew E. MacGregor, P.E. **Response Date:** May 14, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

Google maps Address

To see all the details that are visible on the screen,use the "Print" link next to the map.

Get Directions My Maps Print Send Link



Texas Department of Transportation
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HDR ENGINEERING, INC.
4401 WEST GATE BLVD.
AUSTIN, TEXAS 78745
(TEXAS REGISTERED ENGINEERING FIRM NO. F-754)

NTE MDP RFI #34
ALTERNATE INTERSECTION DESIGN

CYPRESS STREET

SCALE: 1"=80'

FILE: $$FILE$$ TIME: $$TIME$$ USER: $$USER$$
DATE: $$DATE$$

Cypress Street Roundabout
Cost Estimate

Item	Unit	Estimated Quantity	Unit Price	Amount
Mobilization (5%)	LS	1	$2,494	$2,494
Remove Asphalt	SF	9,550	$2	$19,100
Asphalt (6")	TON	25	$75	$1,884
Asphalt (2") (Includes milling)	TON	193	$35	$6,759
Flex Base (12")	CY	25	$45	$1,137
Curb and Gutter	LF	1,400	$15	$21,000
Landscaping (15%)	LS	1	$7,481.90	$7,482
Misc. Con. (5%)(Signing and Striping, Etc.)	LS	1	$2,494	$2,494
Traffic Control (10%)	LS	1	$4,988	$4,988
Contruction Contingencies (25%)	LS	1	$12,470	$12,470
		CONSTRUCTION TOTAL		**$79,807**
Engineering (20%)				$15,961.38
			TOTAL	**$95,768.27**

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 34B

Date: Aug 3, 2011

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Lucas Lahitou
NTE Mobility Partners 2-4 – Austin, TX

Tel.:

Fax:

E-Mail:

Subject: NTE Seg 3A Cypress Street

Attachments: Exhibit 1 (existing and Developers proposed conditions at Cypress Street), Exhibit 2 (TxDOT roundabout recommendation for same location), Exhibit 3 (printout of relevant FHWA Guide to Roundabouts)

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 Justification of why a other design alternatives are not feasible:

Justification needs shall first consider the following facts:

- As seen on Exhibit 1, the developer is matching the exact same existing conditions at the Interchange of Spur 280 frontage road and Cypress Street. Developer is also matching the existing signalization that grants free movement (right of way) to the NB Cypress Street to WB Spur 280 frontage road, and viceversa. Currently the traffic coming from WB Spur 280 to SB Cypress and NB Frontage road is required to stop and yield respectively.
- Below is a table describing the Existing and Proposed Cypress Street alignment as conditionally approved by RFI 35. Please note that existing Curve Cypress-1 has a radius of 75 ft between stations 10+00 to 11+59.05; this existing radius only complies with a design speed of 15 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual.

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CYPRESS-1	121° 30′ 06.76" RT	76° 23′ 39.74"	133.93′	159.05′	75.00′	11+33.93	6,959,202.68	2,333,801.30	10+00.00	11+59.05
CYPRESS-2	21° 01′ 38.97" RT	11° 27′ 32.96"	92.79′	183.50′	500.00′	15+28.02	6,958,833.03	2,333,460.33	14+35.22	16+18.72

The design alternatives considered by the developer included:

Roundabout discarded due to the following:

- Roundabout alternative suggested by HDR (included with this RFI as Exhibit 2) classifies as a compact roundabouts with inscribed diameter of about 108ft as described by AASHTO Geometric Design of Highways and Streets and FHWA publication (Roundabouts, An Informational Guide, Exhibit 3) under single lane roundabouts (no further reduction in the diameter is allowed). As seen on exhibit 2, the roundabout the Proposed Edge of Pavement has moved further North than the existing Edge of Pavement; this displacement (in the most likely event) will require extra ROW from the adjacent park (caused by new Grading back to Existing ground). As stated numerous times by TxDOT, developer is not allowed to aquire property from the Harmon Field Park.
- Currently TxDOT Roadway Design Manual does not specify any Roundabout design criteria. The above mentioned FHWA publication (included as Exhibit 3), lists in table 6-14 the Design Speeds attained by the different movements for Roundabouts of different Diameters. As Marked in the Exhibit, HDR's Roundabout will only attain a 13 MPH Design Speed for the NB Cypress Street to WB Spur 280 frontage road (R4 movement); again, the alternative approved by TxDOT within RFI 34 meets a design speed of 15MPH (2MPH higher than Roundabout option). In order to attain the same design speed as the conditionally approved RFI 35, the roundabout Inscribed circle diameter needs to be increased to 130 ft, and therefore even more ROW will be required than HDR's alternative described above (higher construction cost than alternative conditionally approved by TxDOT on RFI 34).

Full stop for all movements discarded due to the following:

- The other option that the developer considered consisted of a full stop for all the movements at the intersection of Cypress Street, and WB Frontage road. This alternative will cost the same as the alternative already conditionally approved by RFI 34, but the NB Cypress street to WB Spur 280 frontage road (and viceversa) will not flow freely as it currently does (as depicted in exhibit 1).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 34 without any restrictions.

Response Needed by (date): 8/14/2011

Responses:

TxDOT conditionally agrees to the use of the horizontal radius of 75 ft between stations 10+00 to 11+59.05 for the proposed design configuration of the Cypress Street intersection.

Final approval is dependent upon review and approval of the complete interim design proposal package.

Prior to final approval of this request, TxDOT also requests that NTEMP24 consider alternate cost effective design improvements for the Cypress Creek intersection since this will be the permanent configuration of the intersection. See the attached alternate design concept. Consideration should also be given to straightening the Cypress Creek alignment north of the bridge to create a "T-intersection".

The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** May 14, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

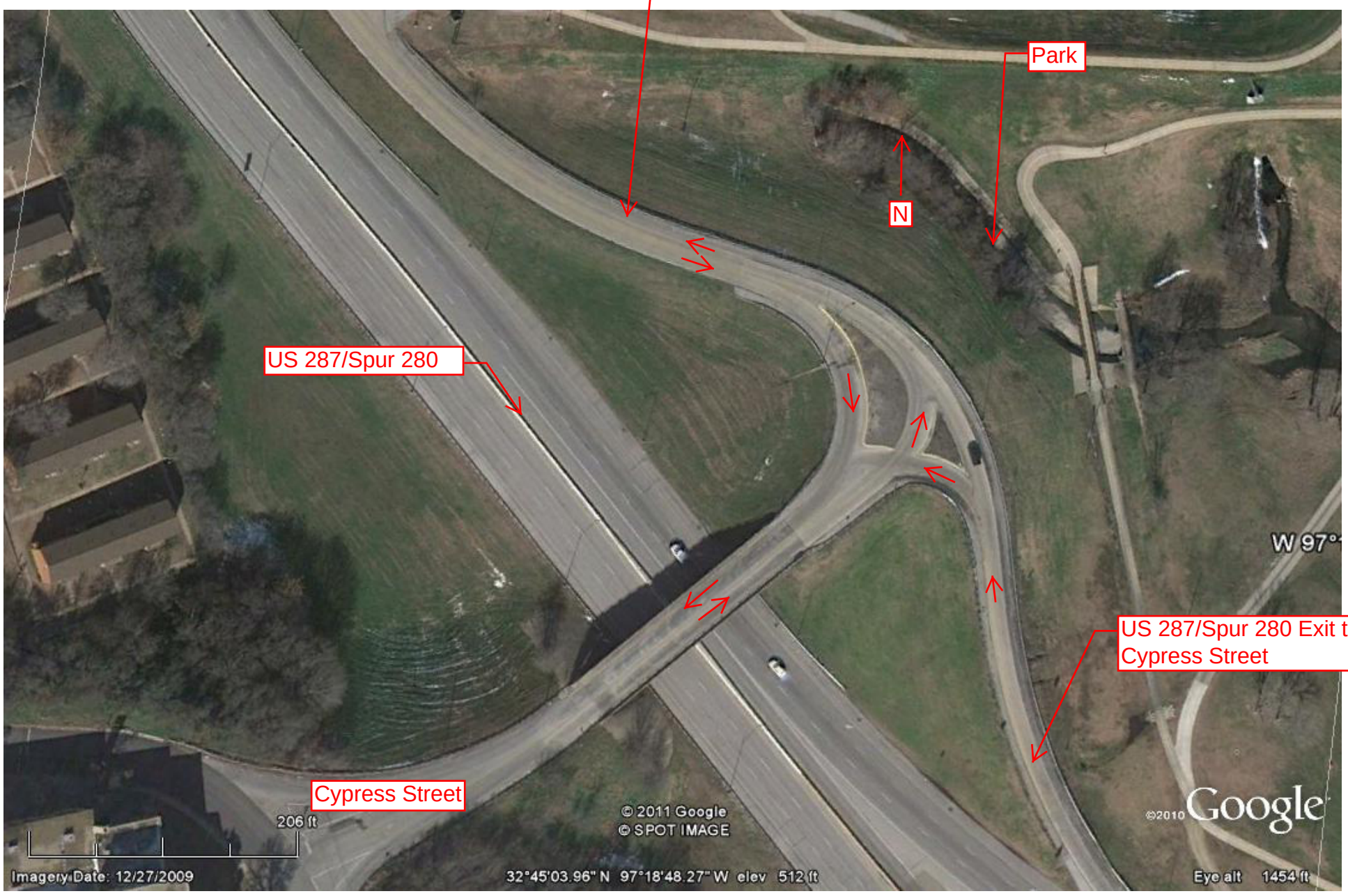


Exhibit 1. Aerial of existing condition at Cypress Street intersection with Spur 280 Frontage Road

Direction of Traffic at Cypress street intersection

Google maps

Address Address is approximate

Save trees. Go green!
Download Google Maps on your phone at google.com/gmm

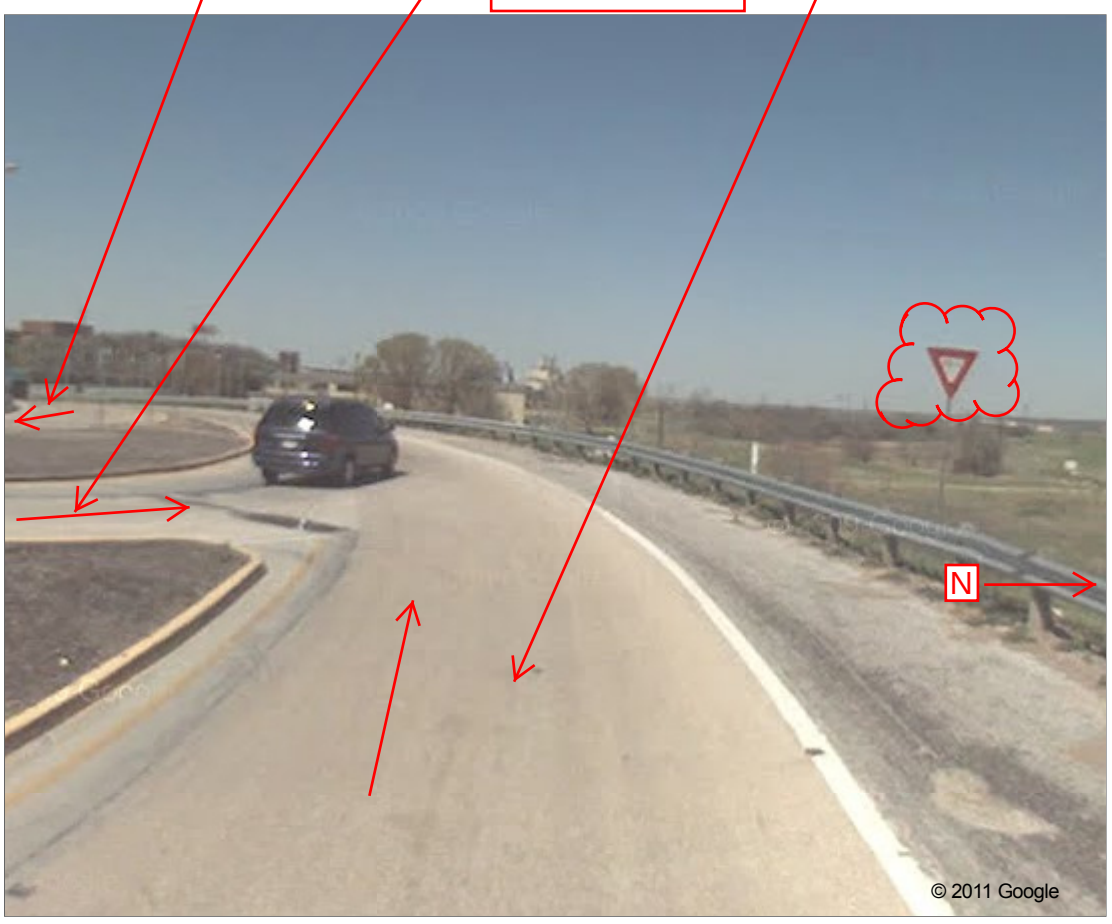


Exhibit 1. Traffic restrictions for Spur 280 ramp at Cypress Street looking West.

Direction of Traffic at Cypress street intersection

Google maps Address Address is approximate

Save trees. Go green!
Download Google Maps on your phone at google.com/gmm

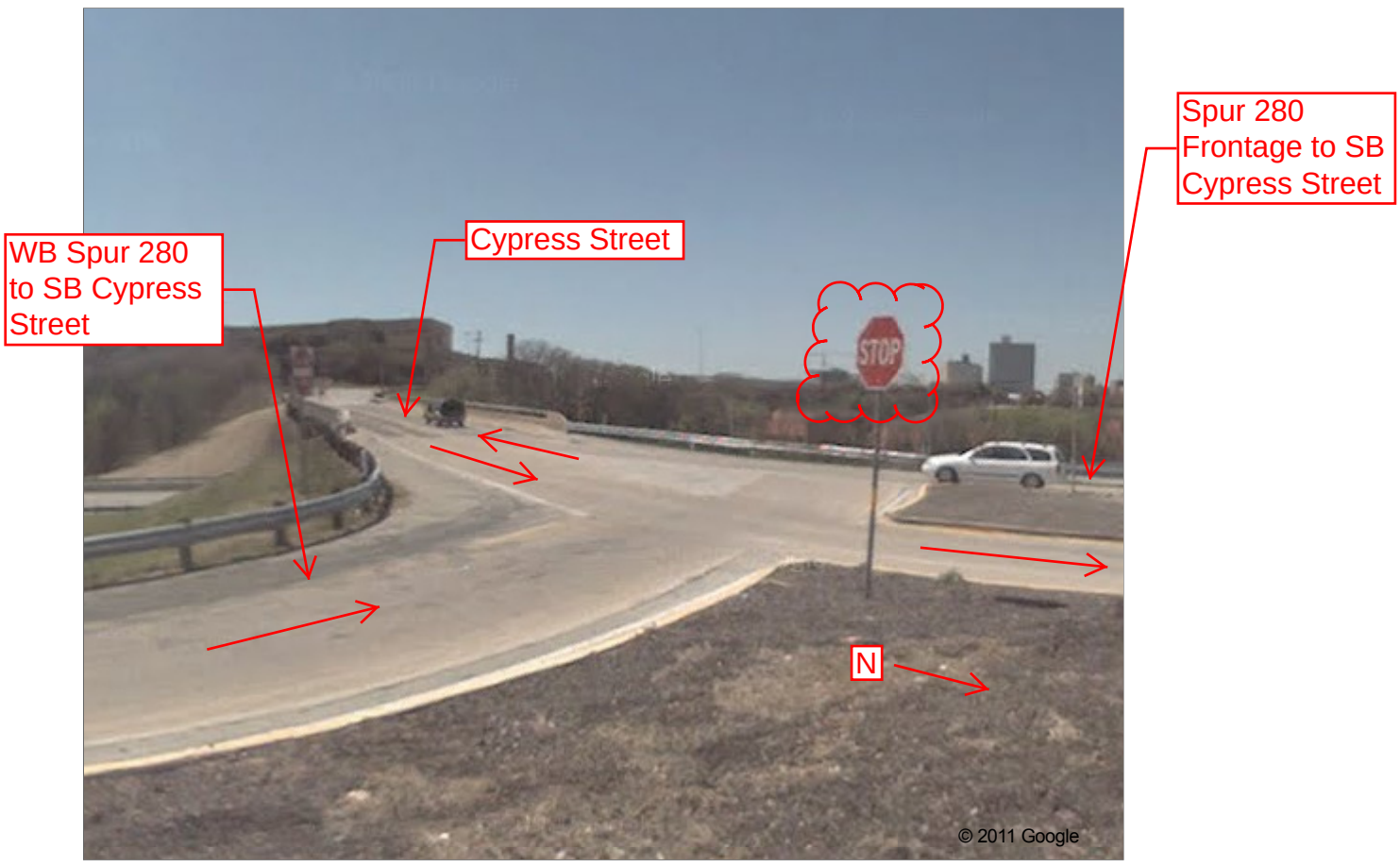
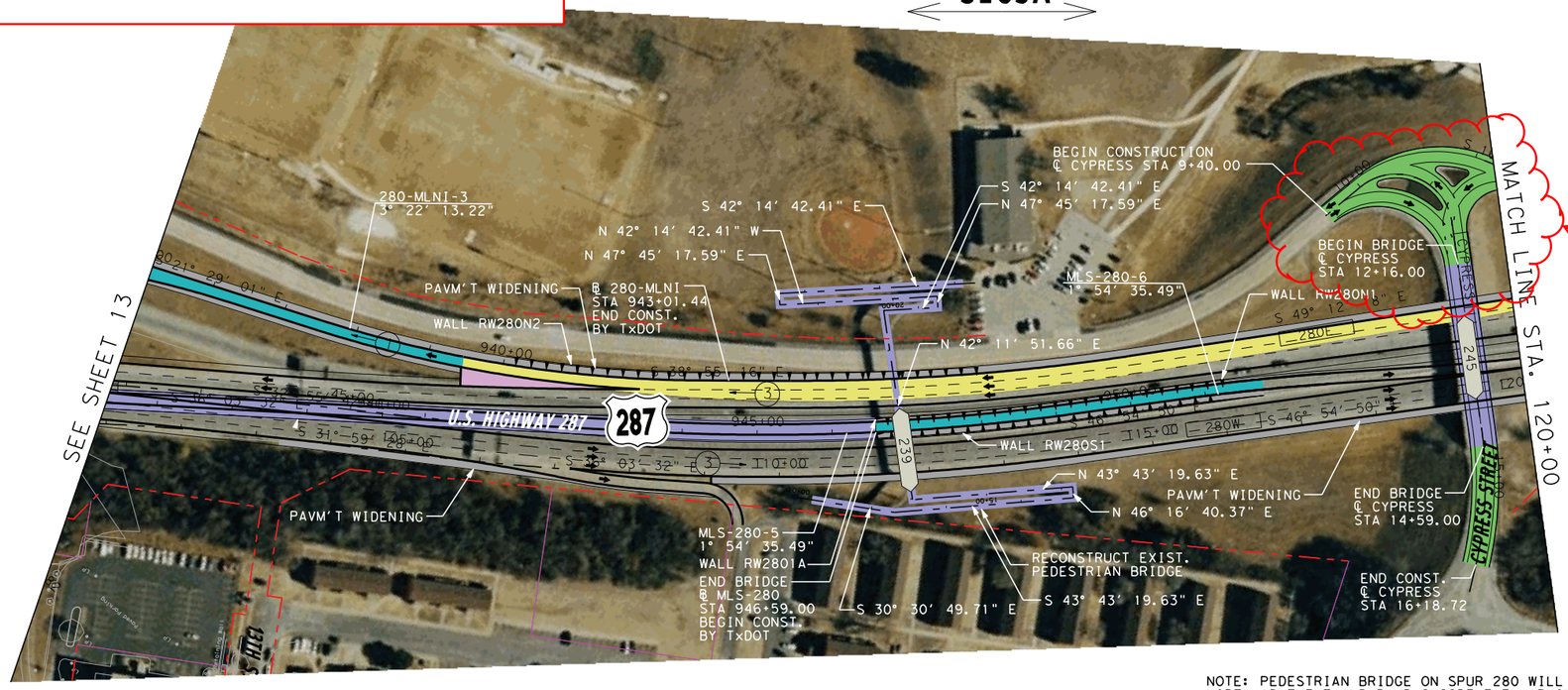


Exhibit 1. Traffic restrictions for Spur 280 ramp at Cypress Street looking South.

Direction of Traffic at Cypress street intersection

Exhibit 1. Developer´s Mandatory Scope Schematics

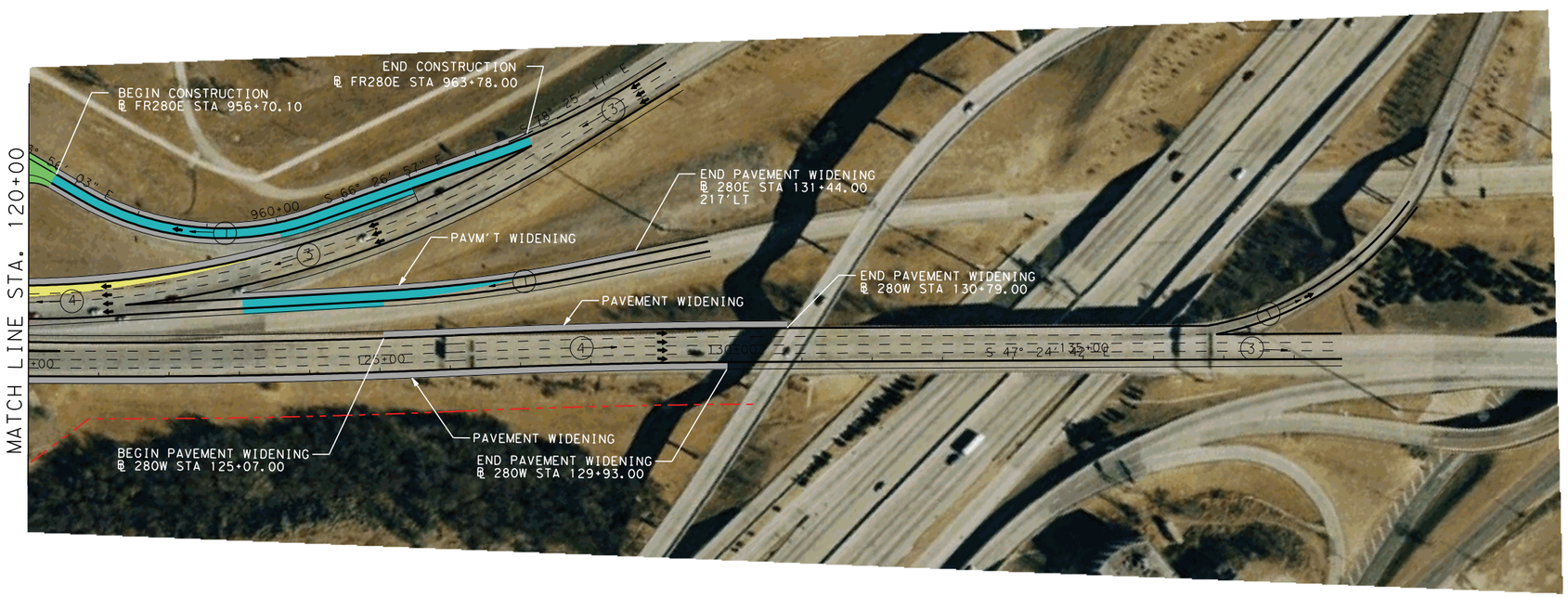
SEG3A



Developer is proposing same movements as the existing conditions at Cypress Street and Spur 280 Interchange

NOTE: PEDESTRIAN BRIDGE ON SPUR 280 WILL HAVE THE NORTH ABUTMENT AND RAMP INSIDE THE HARMOND PARK PROPERTY. SEGMENT 3A PROPOSAL IS BASED ON THE ASSUMPTION THAT THE DEVELOPER WILL BE ALLOWED TO PLACE THE ABOVE STRUCTURAL CONPONENTS INSIDE THE HARMOND PARK PROPERTY AS THE CURRENT PEDESTRIAN BRIDGE DOES.

CURVE CYPRESS-1 SHALL MEET A DESIGN SPEED OF 15 MPH AS PER RFI 34.



REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc. - 3580

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Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 12/2/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

SPUR 280/US 287 PLAN

HORZ.: 1" = 200' SHEET 15 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

I:\work\trans\12671 nte\cadd (segment 3a and 3b)\seg3a\sheets interim\copy of seg 3ai - plan view only sheets for 122010 submittal\SEG3A1*SCHEM*PLAN*15.dgn
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Exhibit 2

R4 Movement Referenced in Exhibit 3

Proposed Edge of Pavement Exceeds Current EOP. ROW from Park required for slope daylighting.

Inscribed Circle diameter of Approx 108 ft

Yield Sign to match existing conditions

R4 Movement Referenced in Exhibit 3

US 287

Cypress St.

N

Texas Department of Transportation
© 2010

HDR ENGINEERING, INC.
4401 WEST GATE BLVD.
AUSTIN, TEXAS 78745
(TEXAS REGISTERED ENGINEERING FIRM NO. F-754)

NTE MDP RFI #34
ALTERNATE INTERSECTION DESIGN

CYPRESS STREET

SCALE: 1"=80'

FILE: $$FILE$$ TIME: $$TIME$$ USER: $$USER$$
DATE: $$DATE$$

Exhibit 3. Reference information from Roundabouts: An Informational Guide by FHWA

Finally, the radius of the fastest possible right-turn path, R_5, is evaluated. Like R_1, the right-turn radius should have a design speed at or below the maximum design speed of the roundabout and no more than 20 km/h (12 mph) above the conflicting R_4 design speed.

Exhibit 6-13. Approximated R_4 values and corresponding R_1 values (metric units).

Inscribed Circle Diameter (m)	Approximate R_4 Value Radius (m)	Approximate R_4 Value Speed (km/h)	Maximum R_1 Value Radius (m)	Maximum R_1 Value Speed (km/h)
Single-Lane Roundabout				
30	11	21	54	41
35	13	23	61	43
40	16	25	69	45
45	19	26	73	46
Double-Lane Roundabout				
45	15	24	65	44
50	17	25	69	45
55	20	27	78	47
60	23	28	83	48
65	25	29	88	49
70	28	30	93	50

Exhibit 6-14. Approximated R_4 values and corresponding R_1 values (U.S. customary units).

Inscribed Circle Diameter (m) (ft)	Approximate R_4 Value Radius (ft)	Approximate R_4 Value Speed (mph)	Maximum R_1 Value Radius (ft)	Maximum R_1 Value Speed (mph)
Single-Lane Roundabout				
100	35	13	165	25
115	45	14	185	26
130	55	15	205	27
150	65	15	225	28
Double-Lane Roundabout				
150	50	15	205	27
165	60	16	225	28
180	65	16	225	28
200	75	17	250	29
215	85	18	275	30
230	90	18	275	30

Maximum attainable speed for R4 movement < 15 MPH requested within RFI 15

Exhibit 3. Reference information from Roundabouts: An Informational Guide by FHWA

6.2.1.5 Speed consistency

In addition to achieving an appropriate design speed for the fastest movements, another important objective is to achieve consistent speeds for all movements. Along with overall reductions in speed, speed consistency can help to minimize the crash rate and severity between conflicting streams of vehicles. It also simplifies the task of merging into the conflicting traffic stream, minimizing critical gaps, thus optimizing entry capacity. This principle has two implications:

1. The relative speeds between consecutive geometric elements should be minimized; and
2. The relative speeds between conflicting traffic streams should be minimized.

As shown in Exhibit 6-12, five critical path radii must be checked for each approach. R_1, the *entry path radius,* is the minimum radius on the fastest through path prior to the yield line. R_2, the *circulating path radius,* is the minimum radius on the fastest through path around the central island. R_3, the *exit path radius,* is the minimum radius on the fastest through path into the exit. R_4, the *left-turn path radius,* is the minimum radius on the path of the conflicting left-turn movement. R_5, the *right-turn path radius,* is the minimum radius on the fastest path of a right-turning vehicle. It is important to note that these vehicular path radii are not the same as the curb radii. First the basic curb geometry is laid out, and then the vehicle paths are drawn in accordance with the procedures described in Section 6.2.1.3.

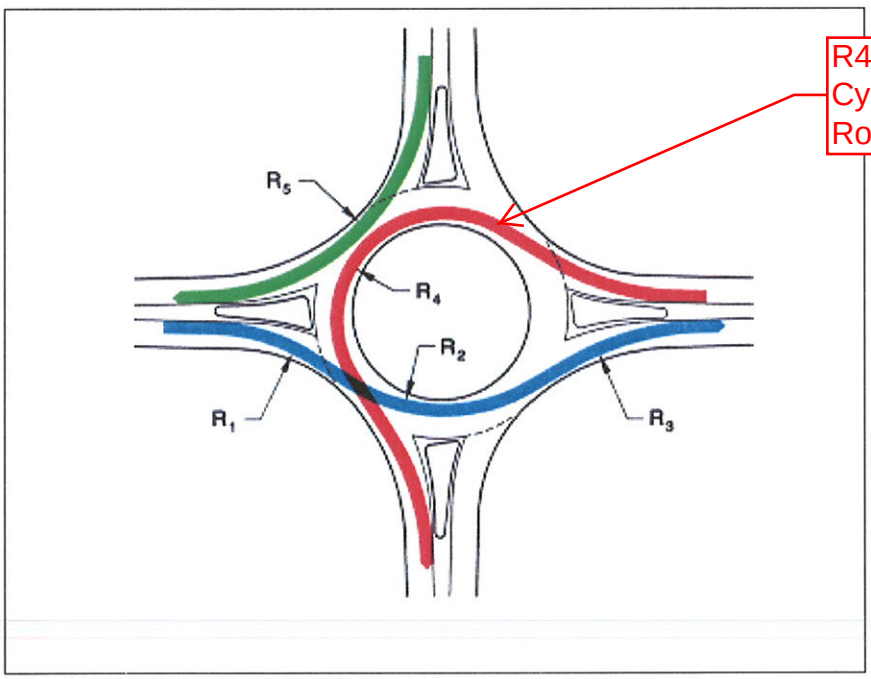


Exhibit 6-12. Vehicle path radii.

R4 movement to be performed by NB Cypress Street to Spur 280 Frontage Road

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #34B & Reissue of RFI #34: NTE Seg 3A Cypress Street

We Are Sending You:

Copies	Date	No.	Description
1	08/10/11	2	RFI #34B Response Form
1	08/10/11	2	Reissue of RFI #34 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 34

Date: May 11, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Seg 3A Cypress Street

Attachments: Alternate Intersection Design Concept for Cypress Street Intersection

Information / Clarification Request:

NTEMP 2-4 requests an additional design deviation for Segment 3A. The deviation is for Cypress Street alignment. As part of the project optimization, NTEMP 2-4 has connected the SB Managed Lanes to Spur 280 in order to take advantage of the existing connection of Spur 280 to IH 30. To achieve the above stated goal, the Spur 280 NB was moved towards the East to make room for the Direct Connector coming from IH 35W Manage Lane South Bound, requiring that the Cypress Street overpass to be re-constructed and at the same time be raised to meet minimum clearance (current bridge only has 14ft 11in clearance with respect to the NB spur 280). Below is the table describing Cypress Street Alignment:

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CYPRESS-1	121° 30′ 06.76" RT	76° 23′ 39.74"	133.93′	159.05′	75.00′	11+33.93	6,959,202.68	2,333,801.30	10+00.00	11+59.05
CYPRESS-2	21° 01′ 38.97" RT	11° 27′ 32.96"	92.79′	183.50′	500.00′	15+28.02	6,958,833.03	2,333,460.33	14+35.22	16+18.72

The construction limits within Cypress will creep slightly within the existing curve Cypress-1 in order to raise the Overpass. Cypress being a cross street will have to meet the geometric requirements under the column of City Street within the document North Tarrant Express MDP CDA Geometric Design criteria for a design speed of 35 MPH. Existing Curve Cypress-1 has a radius of 75 ft between stations 10+00 to 11+59.05; this existing radius only complies with a design speed of 15 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual. NTMP 2-4 respectfully requests to TxDOT that a note be added to the document North Tarrant Express MDP CDA Geometric Design Criteria that grants a deviation on the design speed for the curve between stations 10+00 to 11+59.05 for 15 MPH.

Response Needed by (date): 05-13-10

Responses:
TxDOT conditionally agrees to the use of the horizontal radius of 75 ft between stations 10+00 to 11+59.05 for the proposed design configuration of the Cypress Street intersection. Final approval is dependent upon review and approval of the complete interim design proposal package. Prior to final approval of this request, TxDOT also requests that NTEMP24 consider alternate cost effective design improvements for the Cypress Creek intersection since this will be the permanent configuration of the intersection. See the attached alternate design concept. Consideration should also be given to straightening the Cypress Creek alignment north of the bridge to create a "T-intersection". The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility. [Response reissue August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #34B and hereby approves RFI #34 for the use of the horizontal radius of 75 ft between stations 10+00 and 11+59.05 for the proposed configuration of the Cypress Street intersection, without conditions. TxDOT requests that the Developer consider alternatives during final design that would lead to a safer configuration.]

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 34B

Date: Aug 3, 2011

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Lucas Lahitou
NTE Mobility Partners 2-4 – Austin, TX

Tel.:

Fax:

E-Mail:

Subject: NTE Seg 3A Cypress Street

Attachments: Exhibit 1 (existing and Developers proposed conditions at Cypress Street), Exhibit 2 (TxDOT roundabout recommendation for same location), Exhibit 3 (printout of relevant FHWA Guide to Roundabouts)

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 Justification of why a other design alternatives are not feasible:

Justification needs shall first consider the following facts:

- As seen on Exhibit 1, the developer is matching the exact same existing conditions at the Interchange of Spur 280 frontage road and Cypress Street. Developer is also matching the existing signalization that grants free movement (right of way) to the NB Cypress Street to WB Spur 280 frontage road, and viceversa. Currently the traffic coming from WB Spur 280 to SB Cypress and NB Frontage road is required to stop and yield respectively.
- Below is a table describing the Existing and Proposed Cypress Street alignment as conditionally approved by RFI 35. Please note that existing Curve Cypress-1 has a radius of 75 ft between stations 10+00 to 11+59.05; this existing radius only complies with a design speed of 15 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual.

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CYPRESS-1	121° 30′ 06.76" RT	76° 23′ 39.74"	133.93′	159.05′	75.00′	11+33.93	6,959,202.68	2,333,801.30	10+00.00	11+59.05
CYPRESS-2	21° 01′ 38.97" RT	11° 27′ 32.96"	92.79′	183.50′	500.00′	15+28.02	6,958,833.03	2,333,460.33	14+35.22	16+18.72

The design alternatives considered by the developer included:

Roundabout discarded due to the following:

- Roundabout alternative suggested by HDR (included with this RFI as Exhibit 2) classifies as a compact roundabouts with inscribed diameter of about 108ft as described by AASHTO Geometric Design of Highways and Streets and FHWA publication (Roundabouts, An Informational Guide, Exhibit 3) under single lane roundabouts (no further reduction in the diameter is allowed). As seen on exhibit 2, the roundabout the Proposed Edge of Pavement has moved further North than the existing Edge of Pavement; this displacement (in the most likely event) will require extra ROW from the adjacent park (caused by new Grading back to Existing ground). As stated numerous times by TxDOT, developer is not allowed to aquire property from the Harmon Field Park.
- Currently TxDOT Roadway Design Manual does not specify any Roundabout design criteria. The above mentioned FHWA publication (included as Exhibit 3), lists in table 6-14 the Design Speeds attained by the different movements for Roundabouts of different Diameters. As Marked in the Exhibit, HDR's Roundabout will only attain a 13 MPH Design Speed for the NB Cypress Street to WB Spur 280 frontage road (R4 movement); again, the alternative approved by TxDOT within RFI 34 meets a design speed of 15MPH (2MPH higher than Roundabout option). In order to attain the same design speed as the conditionally approved RFI 35, the roundabout Inscribed circle diameter needs to be increased to 130 ft, and therefore even more ROW will be required than HDR's alternative described above (higher construction cost than alternative conditionally approved by TxDOT on RFI 34).

Full stop for all movements discarded due to the following:

- The other option that the developer considered consisted of a full stop for all the movements at the intersection of Cypress Street, and WB Frontage road. This alternative will cost the same as the alternative already conditionally approved by RFI 34, but the NB Cypress street to WB Spur 280 frontage road (and viceversa) will not flow freely as it currently does (as depicted in exhibit 1).

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 34 without any restrictions.

Response Needed by (date): 8/14/2011

Responses:

TxDOT conditionally approved RFI #34 on May 14, 2010. TxDOT received this RFI #34B on August 4, 2011. In addition to the information provided above and the information provided in a meeting with the Developer on July 29, 2011, TxDOT reviewed the Seg3AI_Profile.dgn file submitted on May 31, 2011 as part of the FIP package. TxDOT confirms that the Developer has provided adequate information to grant final approval for this RFI.

RFI #34 and 34B are approved without conditions. TxDOT requests that the Developer consider alternatives during final design that would lead to a safer configuration.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #35 & #35B

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 35

Date: May 11, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443

mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

Attachments: Plan view at Spur 280 an IH 35W

Information / Clarification Request:

NTEMP 2-4 requests an additional design deviation for Segment 3A for the existing NB IH 35W Exit to Spur 280 NB. As part of the project optimization process, an in order to reduce a potential subsidy from TxDOT for the construction of the project, NTE Mobility Partners 2-4 have developed an alternative design NTE segment 3A on IH 35W south of SH 121. The main purpose of this alternative is to utilize as much as possible the existing infrastructure on the interchange of SH 121 with IH35W, and on the interchange of IH 35W with Spur 280. Attached to this RFI is a plan and profile of Managed Lanes and General Purpose lanes of the Alternative at the interchange of IH35W and Spur 280; as seen on the plans NTEMP 2-4 is using the existing NB IH35W loop ramp Exit to Spur 280 NB. Below is the table describing the existing loop ramp E35N280:

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
E35N280-1	26° 14′ 50.06" RT	9° 52′ 42.90"	135.22′	265.70′	580.00	12+04.74	6,960,919.54	2,331,829.31	10+69.52	13+35.22
E35N280-2	91° 07′ 29.40" RT	38° 11′ 49.87"	152.97′	238.56′	150.00′	14+88.19	6,961,145.95	2,332,007.63	13+35.22	15+73.78
E35N280-3	98° 06′ 15.27" RT	47° 44′ 47.34"	138.30′	205.47′	120.00′	17+12.08	6,960,961.26	2,332,232.87	15+73.78	17+79.25
E35N280-4	71° 15′ 35.94" RT	31° 49′ 51.56"	129.01′	223.87′	180.00′	19+08.26	6,960,780.51	2,332,035.93	17+79.25	20+03.12
E35N280-5	6° 45′ 32.24" LT	3° 35′ 18.08"	94.29′	188.36′	1,596.71′	20+97.41	6,960,887.80	2,331,840.09	20+03.12	21+91.48

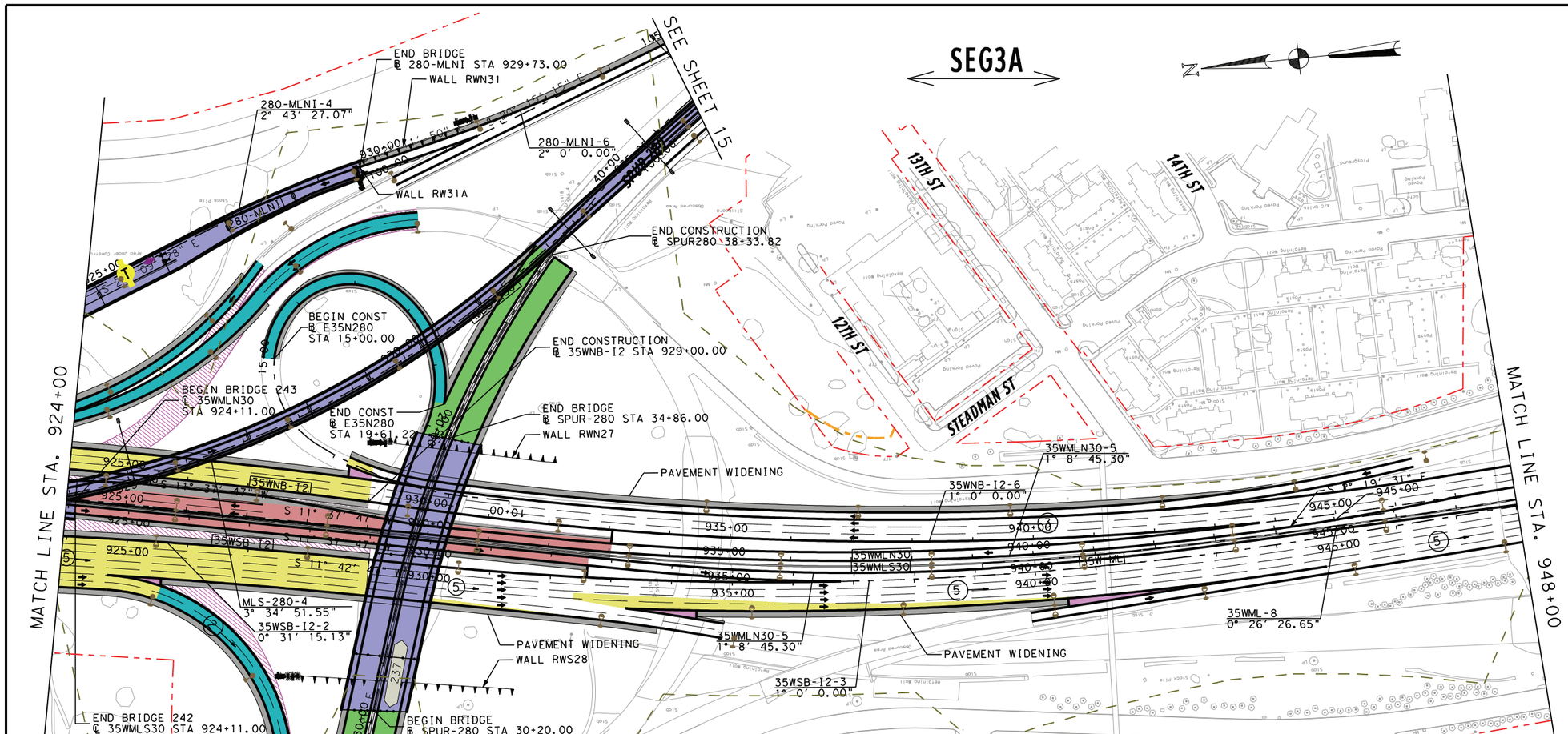
As seen on the table above, the existing loop ramp curve E35N280-4 has a radius of 120 ft, that do not comply with the Ultimate alignment geometric requirements listed in the document North Tarrant Express MDP CDA Geometric Design under Loop Ramp (design speed requirement of 25 MPH). The stated alignment currently only complies with a design speed of 20 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual. NTMP 2-4 respectfully requests to TxDOT to add a note on the document North Tarrant Express MDP CDA Geometric Design Criteria Allowing the developer to comply with a design speed of 20, and to classify this existing loop ramp as a Low Speed Urban Street.

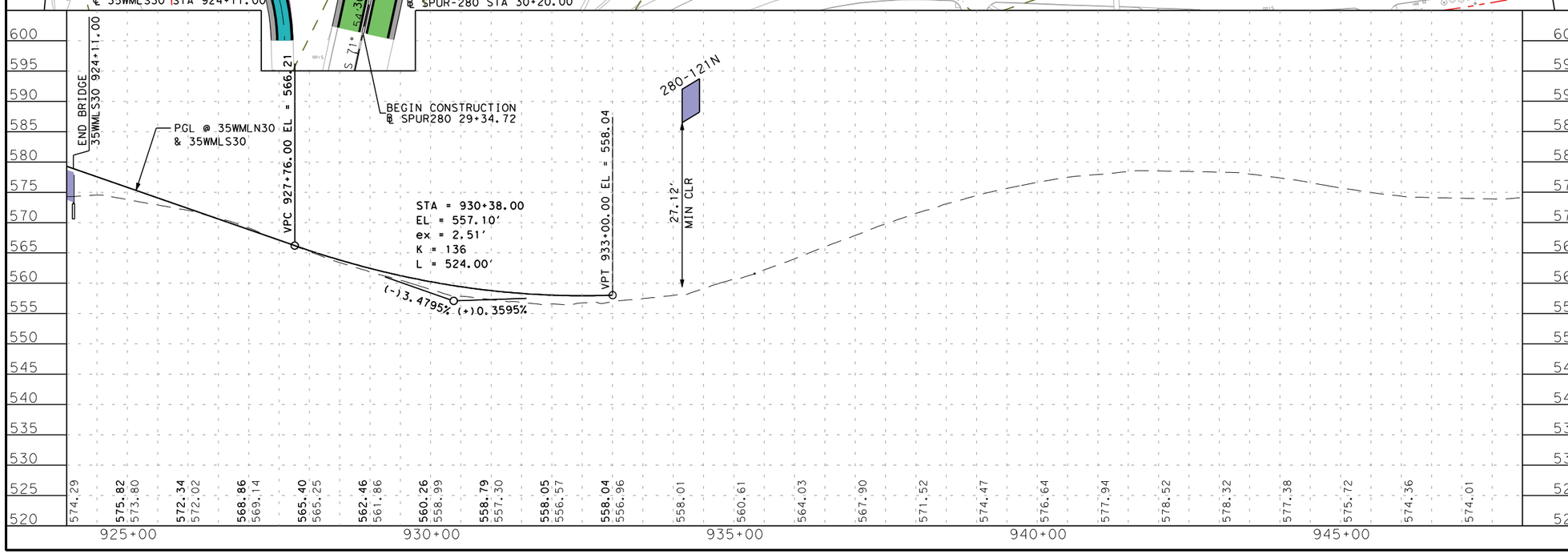
Response Needed by (date): 05-13-10

Responses:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail





REV	DATE	BY	DESCRIPTION

LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- LUMINAIRES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER
- 2 PROPERTY PARCEL

PRELIMINARY

NTE MOBILITY PARTNERS

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Anthony L. Karlinski
TEXAS REGISTRATION NO: 92533
DATE: 3/24/2010
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NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN & PROFILE

HORZ.: 1" = 200'
VERT.: 1" = 20'

SHEET 13 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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3/24/2010 10:04:52 AM

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: May 14, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI# 35: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

We Are Sending You:

Copies	Date	No.	Description
1	5/14/10	2	RFI #35 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 35

Date: May 11, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

Attachments: Plan view at Spur 280 an IH 35W

Information / Clarification Request:

NTEMP 2-4 requests an additional design deviation for Segment 3A for the existing NB IH 35W Exit to Spur 280 NB. As part of the project optimization process, an in order to reduce a potential subsidy from TxDOT for the construction of the project, NTE Mobility Partners 2-4 have developed an alternative design NTE segment 3A on IH 35W south of SH 121. The main purpose of this alternative is to utilize as much as possible the existing infrastructure on the interchange of SH 121 with IH35W, and on the interchange of IH 35W with Spur 280. Attached to this RFI is a plan and profile of Managed Lanes and General Purpose lanes of the Alternative at the interchange of IH35W and Spur 280; as seen on the plans NTEMP 2-4 is using the existing NB IH35W loop ramp Exit to Spur 280 NB. Below is the table describing the existing loop ramp E35N280:

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
E35N280-1	26° 14′ 50.06" RT	9° 52′ 42.90"	135.22′	265.70′	580.00	12+04.74	6,960,919.54	2,331,829.31	10+69.52	13+35.22
E35N280-2	91° 07′ 29.40" RT	38° 11′ 49.87"	152.97′	238.56′	150.00′	14+88.19	6,961,145.95	2,332,007.63	13+35.22	15+73.78
E35N280-3	98° 06′ 15.27" RT	47° 44′ 47.34"	138.30′	205.47′	120.00′	17+12.08	6,960,961.26	2,332,232.87	15+73.78	17+79.25
E35N280-4	71° 15′ 35.94" RT	31° 49′ 51.56"	129.01′	223.87′	180.00′	19+08.26	6,960,780.51	2,332,035.93	17+79.25	20+03.12
E35N280-5	6° 45′ 32.24" LT	3° 35′ 18.08"	94.29′	188.36′	1,596.71′	20+97.41	6,960,887.80	2,331,840.09	20+03.12	21+91.48

As seen on the table above, the existing loop ramp curve E35N280-4 has a radius of 120 ft, that do not comply with the Ultimate alignment geometric requirements listed in the document North Tarrant Express MDP CDA Geometric Design under Loop Ramp (design speed requirement of 25 MPH). The stated alignment currently only complies with a design speed of 20 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual. NTMP 2-4 respectfully requests to TxDOT to add a note on the document North Tarrant Express MDP CDA Geometric Design Criteria Allowing the developer to comply with a design speed of 20, and to classify this existing loop ramp as a Low Speed Urban Street.

Response Needed by (date): 05-13-10

Responses:
TxDOT conditionally agrees to the use of the existing horizontal loop ramp curve E35N280-3 which has a radius of 120ft and a design speed of 20 mph. Final approval is dependent upon review and approval of the complete interim design proposal package. The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** May 14, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 35B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

Attachments: Exhibit 1 (printout of geopak file job03a.gpk describing the alignment E35N280), Exhibit 2 (printout of interim E35N280 vertical alignment), segment3AI_profile.dgn, Seg3AI_Align.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide the following information:

1 For the developer to confirm if the latest mandatory scope reflects the approved RFI

Developer confirms that the vertical alignment design of the Interim E35N280 loop ramp reflects the approved RFI. Please refer to exhibit 1 (printout of geopak file job03a.gpk describing the alignment E35N280 including the 120 ft radius curve). The GPK file has been included with the Mandatory scope Schematic drawings. Developer is also including exhibit 2 (printout of interim E35N280 vertical alignment) obtained from the dgn file segment3AI_profile.dgn. Alignments are laid out in file Seg3AI_Align.dgn, which was included with the Mandatory Scope Schematics.

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 35 without any restrictions.

Response Needed by (date): Aug 3, 2011

Response:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

Exhibit 1 Geopak output describing horizontal alignment E35N280

<* 1 DESCRIBE CHAIN E35N280

Chain E35N280 contains:

ER280 CUR E35N280-1 CUR E35N280-2 CUR E35N280-3 CUR E35N280-4 CUR E35N280-5

Beginning chain E35N280 description

==========

Point ER280 N 6,960,719.2582 E 2,331,786.8163 Sta 10+00.00

Course from ER280 to PC E35N280-1 N 11° 58' 41.61" E Dist 69.5201

Curve Data

Curve E35N280-1

P.I. Station 12+04.74 N 6,960,919.5427 E 2,331,829.3086

Delta = 26° 14' 50.06" (RT)

Degree = 9° 52' 42.90"

Tangent = 135.2223

Length = 265.6984

Radius = 580.0000

External = 15.5544

Long Chord = 263.3812

Mid. Ord. = 15.1482

P.C. Station 10+69.52 N 6,960,787.2646 E 2,331,801.2445

P.T. Station 13+35.22 N 6,961,025.7709 E 2,331,912.9784

C.C. N 6,960,666.8915 E 2,332,368.6159

Back = N 11° 58' 41.61" E

Ahead = N 38° 13' 31.67" E

Chord Bear = N 25° 06' 06.64" E

Curve Data

Curve E35N280-2

P.I. Station 14+88.19 N 6,961,145.9446 E 2,332,007.6323

Delta = 91° 07' 29.40" (RT)

Degree = 38° 11' 49.87"

Tangent = 152.9741

Length = 238.5643

Radius = 150.0000

External = 64.2454

Long Chord = 214.2041

Mid. Ord. = 44.9802

P.C. Station 13+35.22 N 6,961,025.7709 E 2,331,912.9784

P.T. Station 15+73.78 N 6,961,048.9498 E 2,332,125.9247

C.C. N 6,960,932.9572 E 2,332,030.8157

Back = N 38° 13' 31.67" E

Ahead = S 50° 38' 58.93" E

Chord Bear = N 83° 47' 16.37" E

Curve Data

Curve E35N280-3

P.I. Station 17+12.08 N 6,960,961.2605 E 2,332,232.8684

Delta = 98° 06' 15.27" (RT)

Degree = 47° 44' 47.34"

Tangent = 138.2981

Length = 205.4690

Radius = 120.0000 As allowed per RFI 35

External = 63.1021

Long Chord = 181.2735

Mid. Ord. = 41.3553

P.C. Station 15+73.78 N 6,961,048.9498 E 2,332,125.9247

P.T. Station 17+79.25 N 6,960,867.7468 E 2,332,130.9785

C.C. N 6,960,956.1557 E 2,332,049.8375

Back = S 50° 38' 58.93" E

Ahead = S 47° 27' 16.34" W

Chord Bear = S 1° 35' 51.29" E

Curve Data

Curve E35N280-4

P.I. Station 19+08.26 N 6,960,780.5135 E 2,332,035.9316

Delta = 71° 15' 35.94" (RT)

Degree = 31° 49' 51.56"

Tangent = 129.0099

Length = 223.8698

Radius = 180.0000

External = 41.4578

Long Chord = 209.7175

Mid. Ord. = 33.6967

P.C. Station 17+79.25 N 6,960,867.7468 E 2,332,130.9785

P.T. Station 20+03.12 N 6,960,842.4958 E 2,331,922.7867

C.C. N 6,961,000.3602 E 2,332,009.2670

Back = S 47° 27' 16.34" W

Ahead = N 61° 17' 07.72" W

Chord Bear = S 83° 05' 04.31" W

Curve Data

Curve E35N280-5

P.I. Station 20+97.41 N 6,960,887.7962 E 2,331,840.0936

Delta = 6° 45' 32.24" (LT)

Degree = 3° 35' 18.08"

Tangent = 94.2883

Length = 188.3579

Radius = 1,596.7137

External = 2.7815

Long Chord = 188.2488

Mid. Ord. = 2.7767

P.C. Station 20+03.12 N 6,960,842.4958 E 2,331,922.7867

P.T. Station 21+91.48 N 6,960,923.0495 E 2,331,752.6436

C.C. N 6,959,442.1389 E 2,331,155.6523

Back = N 61° 17' 07.72" W

Ahead = N 68° 02' 39.95" W

Chord Bear = N 64° 39' 53.83" W

==========

Ending chain E35N280 description

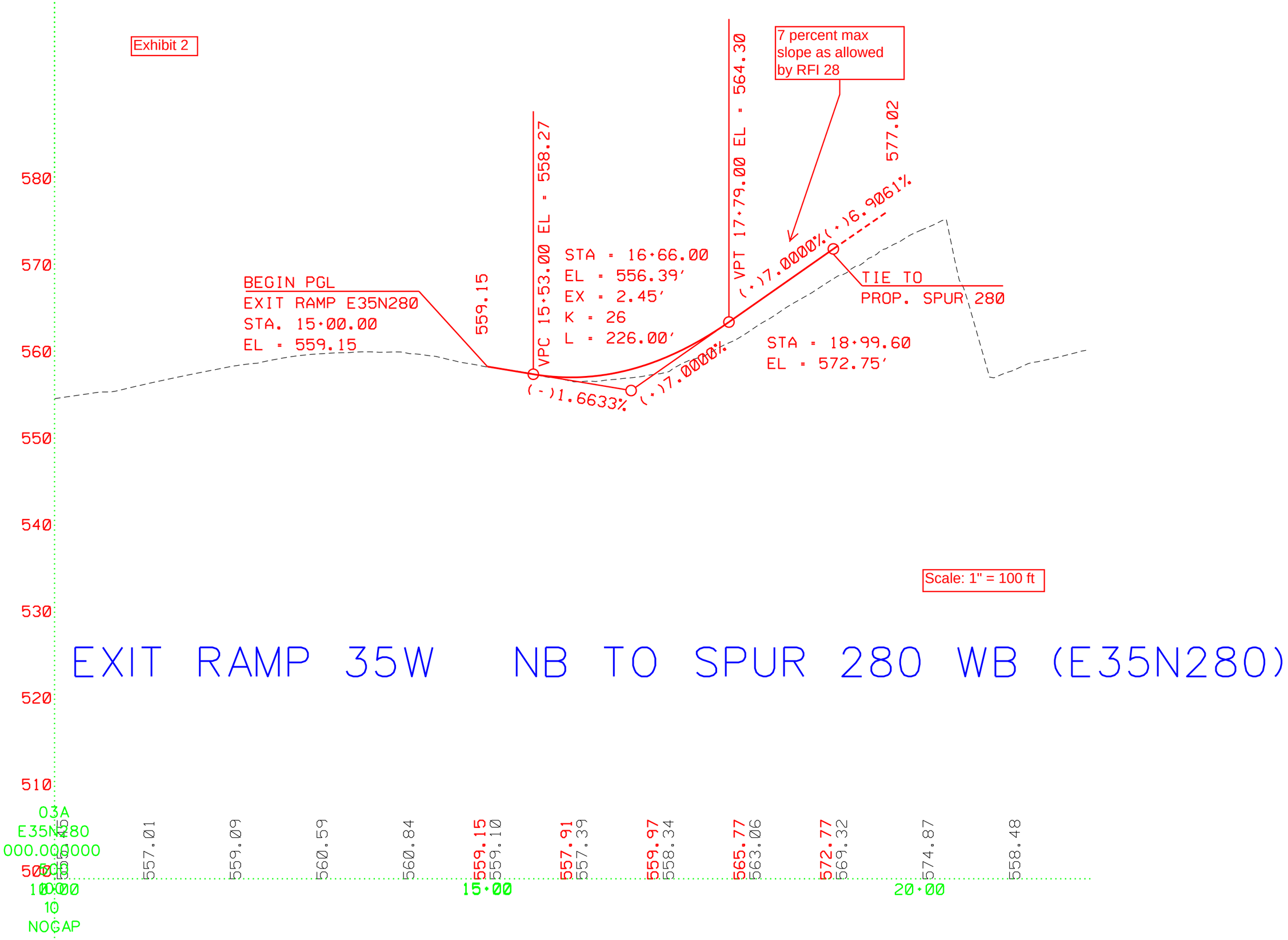


Exhibit 2
7 percent max slope as allowed by RFI 28
577.02
VPT 17+79.00 EL = 564.30
VPC 15+53.00 EL = 558.27
559.15
STA = 16+66.00
EL = 556.39'
EX = 2.45'
K = 26
L = 226.00'
(+)7.0000%
(+)6.9061%
BEGIN PGL
EXIT RAMP E35N280
STA. 15+00.00
EL = 559.15
TIE TO
PROP. SPUR 280
STA = 18+99.60
EL = 572.75'
(-)1.6633%
(+)7.0000%
580
570
560
550
540
530
520
510
Scale: 1" = 100 ft
EXIT RAMP 35W NB TO SPUR 280 WB (E35N280)
03A
E35N280
000.000000
557.01
559.09
560.59
560.84
559.15
559.10
557.91
557.39
559.97
558.34
565.77
563.06
572.77
569.32
574.87
558.48
15+00
20+00
10
NOGAP

Various files submitted with RFI #35B:

Seg3AI_Align.dgn

Seg3AI_Profile.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #35B & Reissue of RFI #35: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

We Are Sending You:

Copies	Date	No.	Description
1	08/10/11	2	RFI #35B Response Form
1	08/10/11	2	Reissue of RFI #35 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 35

Date: May 11, 2010

To: Matt MacGregor
4777 E. Highway 80
Mesquite, TX 75150-6443
mmacgre@dot.state.tx.us

From: Alberto Gonzalez
NTE Mobility Partners 2-4 – Austin, TX
Tel.:
Fax:
E-Mail: agonzalez@cintra.us.com

Subject: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

Attachments: Plan view at Spur 280 an IH 35W

Information / Clarification Request:

NTEMP 2-4 requests an additional design deviation for Segment 3A for the existing NB IH 35W Exit to Spur 280 NB. As part of the project optimization process, an in order to reduce a potential subsidy from TxDOT for the construction of the project, NTE Mobility Partners 2-4 have developed an alternative design NTE segment 3A on IH 35W south of SH 121. The main purpose of this alternative is to utilize as much as possible the existing infrastructure on the interchange of SH 121 with IH35W, and on the interchange of IH 35W with Spur 280. Attached to this RFI is a plan and profile of Managed Lanes and General Purpose lanes of the Alternative at the interchange of IH35W and Spur 280; as seen on the plans NTEMP 2-4 is using the existing NB IH35W loop ramp Exit to Spur 280 NB. Below is the table describing the existing loop ramp E35N280:

CURVE DATA

NUM	DELTA	DEGREE	TANGENT	CURVE LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
E35N280-1	26° 14′ 50.06" RT	9° 52′ 42.90"	135.22′	265.70′	580.00	12+04.74	6,960,919.54	2,331,829.31	10+69.52	13+35.22
E35N280-2	91° 07′ 29.40" RT	38° 11′ 49.87"	152.97′	238.56′	150.00′	14+88.19	6,961,145.95	2,332,007.63	13+35.22	15+73.78
E35N280-3	98° 06′ 15.27" RT	47° 44′ 47.34"	138.30′	205.47′	120.00′	17+12.08	6,960,961.26	2,332,232.87	15+73.78	17+79.25
E35N280-4	71° 15′ 35.94" RT	31° 49′ 51.56"	129.01′	223.87′	180.00′	19+08.26	6,960,780.51	2,332,035.93	17+79.25	20+03.12
E35N280-5	6° 45′ 32.24" LT	3° 35′ 18.08"	94.29′	188.36′	1,596.71′	20+97.41	6,960,887.80	2,331,840.09	20+03.12	21+91.48

As seen on the table above, the existing loop ramp curve E35N280-4 has a radius of 120 ft, that do not comply with the Ultimate alignment geometric requirements listed in the document North Tarrant Express MDP CDA Geometric Design under Loop Ramp (design speed requirement of 25 MPH). The stated alignment currently only complies with a design speed of 20 MPH based on Low Speed Urban Street table 2-5 of the TxDOT Roadway Design Manual. NTMP 2-4 respectfully requests to TxDOT to add a note on the document North Tarrant Express MDP CDA Geometric Design Criteria Allowing the developer to comply with a design speed of 20, and to classify this existing loop ramp as a Low Speed Urban Street.

Response Needed by (date): 05-13-10

Responses:
TxDOT conditionally agrees to the use of the existing horizontal loop ramp curve E35N280-3 which has a radius of 120ft and a design speed of 20 mph. Final approval is dependent upon review and approval of the complete interim design proposal package. The Draft MDP Geometric Design Criteria Table will not be updated to reflect interim design criteria since the table is intended as a reference document for the ultimate design of the facility. [Response reissued August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #35B and hereby approves RFI #35 to the use of the existing horizontal loop ramp curve E35N280-3 which has a radius of 120ft and a design speed of 20 mph, without conditions.]

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 35B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A Existing NB IH35W Exit to Spur 280 NB

Attachments: Exhibit 1 (printout of geopak file job03a.gpk describing the alignment E35N280), Exhibit 2 (printout of interim E35N280 vertical alignment), segment3AI_profile.dgn, Seg3AI_Align.dgn

Information / Clarification Request:

As part of the CDA negotiations, and in order to close pending issues with RFI's, TxDOT has requested to provide the following information:

1 For the developer to confirm if the latest mandatory scope reflects the approved RFI

Developer confirms that the vertical alignment design of the Interim E35N280 loop ramp reflects the approved RFI. Please refer to exhibit 1 (printout of geopak file job03a.gpk describing the alignment E35N280 including the 120 ft radius curve). The GPK file has been included with the Mandatory scope Schematic drawings. Developer is also including exhibit 2 (printout of interim E35N280 vertical alignment) obtained from the dgn file segment3AI_profile.dgn. Alignments are laid out in file Seg3AI_Align.dgn, which was included with the Mandatory Scope Schematics.

Based on the above information, and in order to finalize the CDA documents, the developer requests that TxDOT provide the official approval of RFI 35 without any restrictions.

Response Needed by (date): Aug 3, 2011

Response:

TxDOT conditionally approved RFI #35 on May 14, 2010. TxDOT received this RFI #35B on August 4, 2011. In addition to the information provided above and the information provided in a meeting with the Developer on July 29, 2011, TxDOT reviewed the Seg3AI_Align.dgn file submitted on May 31, 2011 as part of the FIP package. TxDOT confirms that the Developer has provided adequate information to grant final approval for this RFI.

RFI #35 and 35B are approved for the use of the existing horizontal loop ramp curve E35N280-3 which has a radius of 120ft and a design speed of 20 mph.

TxDOT notes that this RFI was written by the Developer's DB contractor and believes the statement regarding the delivery of the Mandatory Scope schematics to be intended for the Developer. TxDOT requested from the Developer dgn files in addition to the pdfs of the Mandatory Scope schematics numerous times before receiving the entire design packages with all current dgn files in March 2011.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #44 & #44B

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 44 (TxDOT correction)

Date: August 25, 2010

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

Attachments:
Attachment 1.pdf (plan view of Direct Connector 121S-280 – TxDOT Schematic)
Attachment 2.pdf (plan view of Direct Connector 121S-280 – NTEMP 2-4)
Attachment 3.pdf (SSD Calculations 2 pages)

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the direct connector from US 121 to Spur 280 (NTEMP 2-4 alignment 121S-280, TxDOT alignment 121SB280SB). Per TxDOT Schematics (attached), the DC shows a radius of 510' at the tie-in to Spur 280. This allows the construction for SH 121S – Spur 280 to avoid existing bridge structure.

NTEMP 2-4 requests a design exception for DC 121S-280 to allow:

1. A minimum radius of 510'corresponding to a minimum design speed of 40 mph.
2. A minimum SSD for 35 mph design speed based on SSD calculations (attached). Please note the Geometric Design Criteria dated 5/14/2010 already states "DC 121SB280SB shall have a minimum SSD for 40 mph design speed based on the September 2009 schematic"; this will be revised to state "DC 121SB280SB shall have a minimum SSD for 35 mph design speed based on the Preliminary 100% Submittal September 15, 2009 schematic".

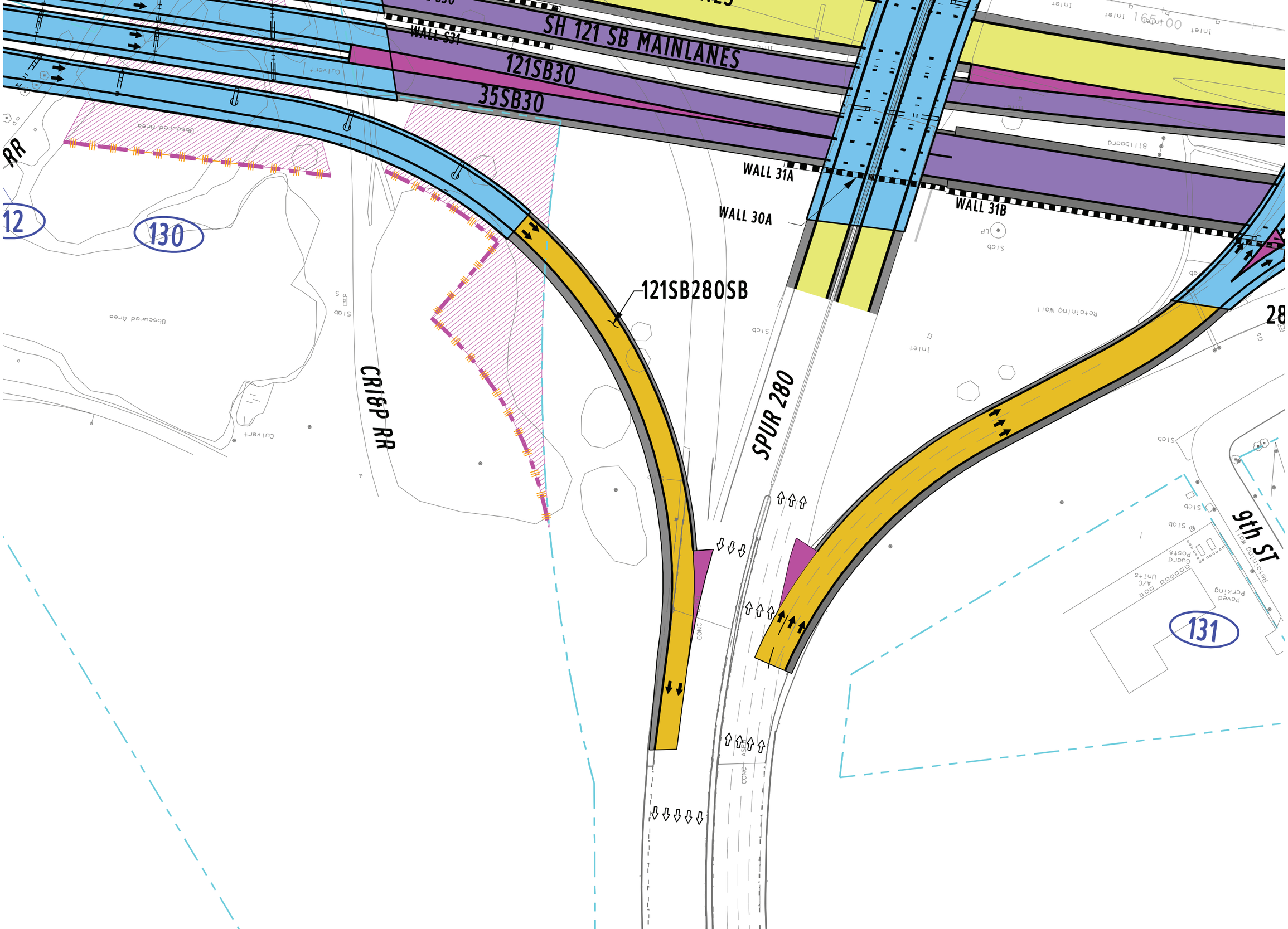
Please Confirm.

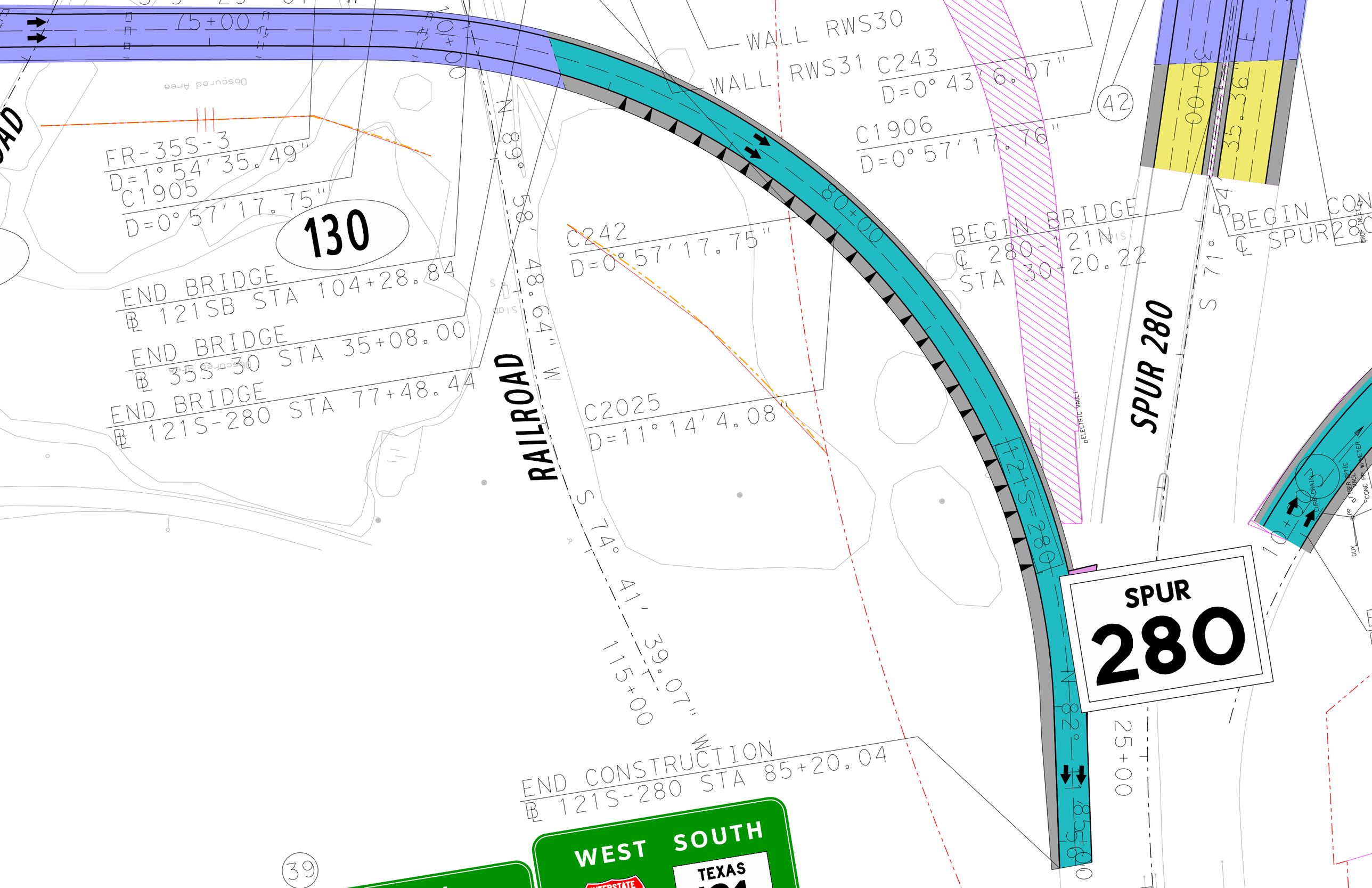
Response Needed by (date): September 3, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail


SH 121 SB MAINLANES
121SB30
35SB30
WALL 33A
WALL 31A
WALL 30A
WALL 31B
121SB280SB
CR18P RR
SPUR 280
9th ST
130
131
12
RR
Obscured Area
Culvert
Slab
Inlet
Billboard
Retaining Wall
Paved Parking
Guard Posts
A/C Units
CONC
ASPH


75+00
70+00
WALL RWS30
WALL RWS31
C243
D=0° 43' 6.07"
C1906
D=0° 57' 17.76"
42
FR-35S-3
D=1° 54' 35.49"
C1905
D=0° 57' 17.75"
130
Obscured Area
END BRIDGE
℄ 121SB STA 104+28.84
END BRIDGE
℄ 35S-30 STA 35+08.00
END BRIDGE
℄ 121S-280 STA 77+48.44
C242
D=0° 57' 17.75"
C2025
D=11° 14' 4.08"
RAILROAD
S 74° 41' 39.07" W
115+00
80+00
BEGIN BRIDGE
℄ 280-121N
STA 30+20.22
BEGIN CON
℄ SPUR280
S 71° 54' 35.36" E
00+00
121S-280
N 82° 18' 56.90" W
ELECTRIC VAULT
SPUR 280
SPUR
280
25+00
10+00
END CONSTRUCTION
℄ 121S-280 STA 85+20.04
39
WEST SOUTH
TEXAS

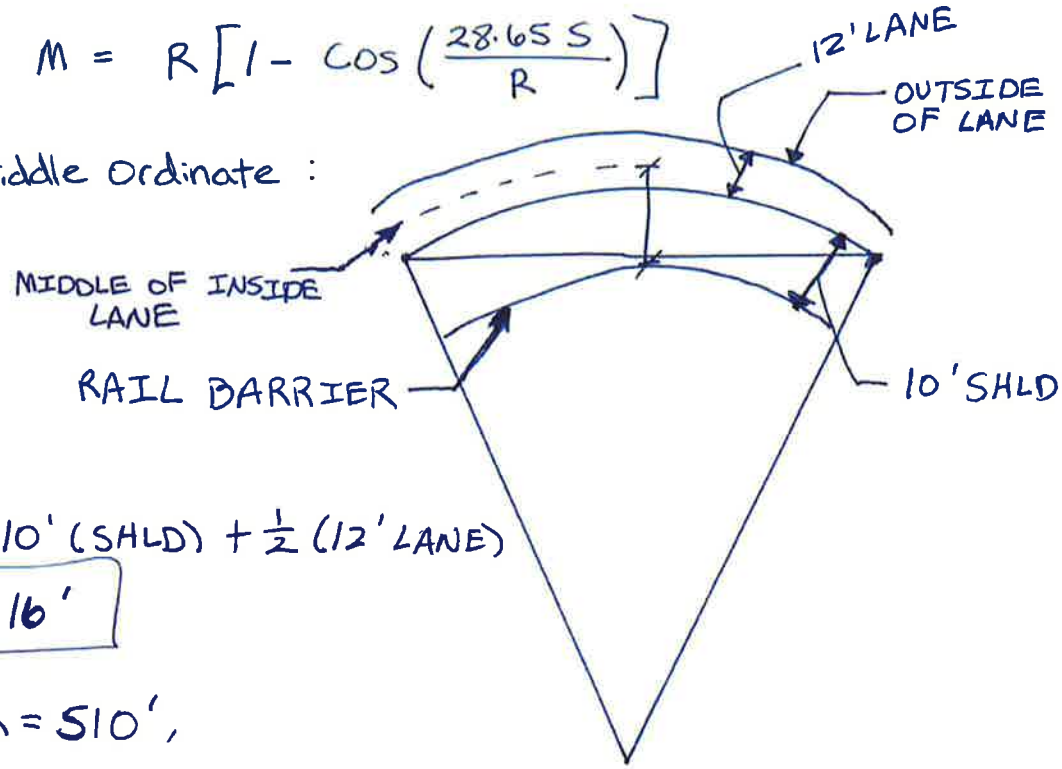
AECOM

JOB TITLE NTE 3A MDP
JOB NO. 60132030 CALCULATION NO. None
ORIGINATOR GC DATE 8/25/10
REVIEWER F. Gaytán DATE 8/25/10
SCALE None SHEET NO. 1 OF 2

TxDOT RDM 2-28 SSD formula:

$$M = R\left[1 - \cos\left(\frac{28.65\,S}{R}\right)\right]$$

- M => Middle Ordinate :



$M = 10'(\text{SHLD}) + \frac{1}{2}(12'\text{ LANE})$

$\boxed{M = 16'}$

- Given $R = 510'$,
- Solve For $S = \frac{R}{28.65} \times \cos^{-1}\left[\frac{(R-M)}{R}\right]$

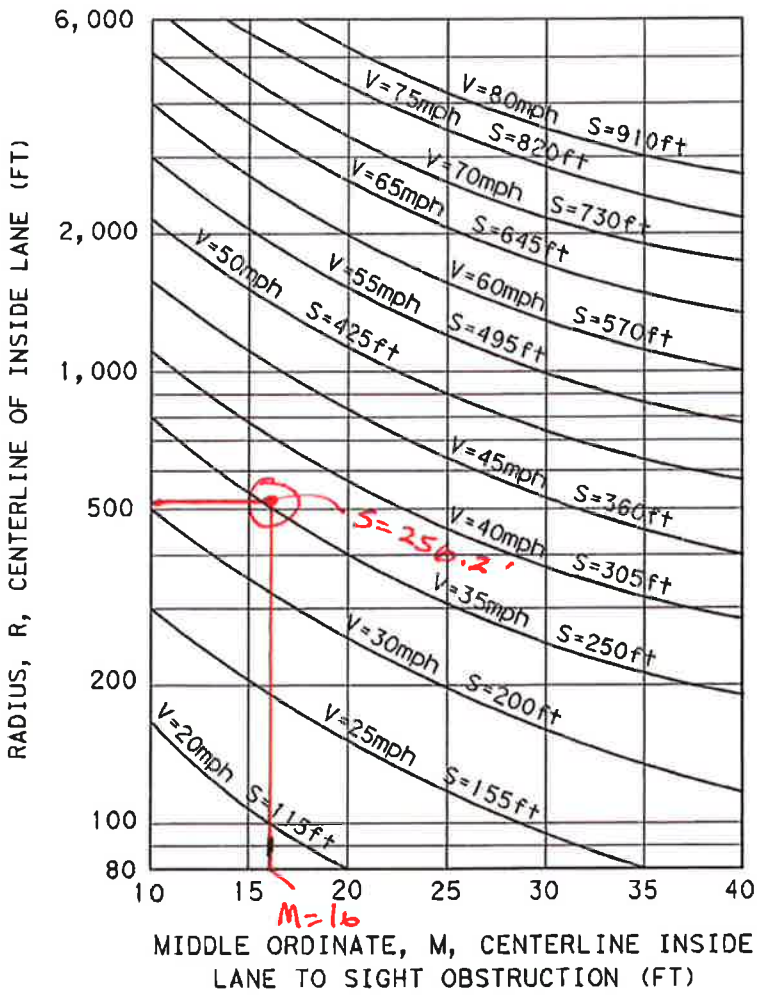
$$= \frac{510}{28.65} \times \cos^{-1}\left[\frac{510-16}{510}\right]$$

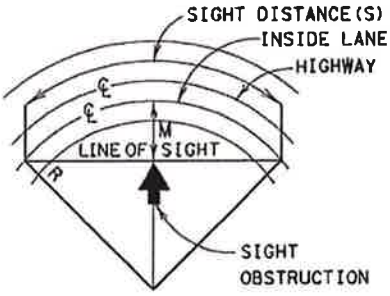
$\boxed{S = 256.15'}$

- Based on RDM page 2-29, Figure 2-5 w/ $M = 16'$, $R \cong 510'$, $S = 256.2$

$\therefore \boxed{V = 35\text{ mph}}$

Grid: 5x5 = 1 in





STOPPING SIGHT DISTANCE ON HORIZONTAL CURVES
(US CUSTOMARY)

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: September 9, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #44: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

We Are Sending You:

Copies	Date	No.	Description
1	9/9/10	1	RFI #44 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 44 **Date:** August 25, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

Attachments:
Attachment 1.pdf (plan view of Direct Connector 121S-280 – TxDOT Schematic)
Attachment 2.pdf (plan view of Direct Connector 121S-280 – NTEMP 2-4)
Attachment 3.pdf (SSD Calculations 2 pages)

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the direct connector from US 121 to Spur 280 (NTEMP 2-4 alignment 121S-280, TxDOT alignment 121SB280SB). Per TxDOT Schematics (attached), the DC shows a radius of 510' at the tie-in to Spur 280. This allows the construction for SH 121S – Spur 280 to avoid existing bridge structure.

NTEMP 2-4 requests a design exception for DC 121S-280 to allow:

1. A minimum radius of 510'corresponding to a minimum design speed of 40 mph.
2. A minimum SSD for 35 mph design speed based on SSD calculations (attached). Please note the Geometric Design Criteria dated 5/14/2010 already states "DC 121SB280SB shall have a minimum SSD for 40 mph design speed based on the September 2009 schematic"; this will be revised to state "DC 121SB280SB shall have a minimum SSD for 35 mph design speed based on the Preliminary 100% Submittal September 15, 2009 schematic".

Please Confirm.

Response Needed by (date): September 3, 2010

Response:

A design deviation for design speed for the southbound SH 121 to Spur 280 connector ramp is not required. The ramp has been reclassified as a collector distributor with a design speed of 40 mph and minimum radius of curvature of 510' according to the MDP Draft Geometric Criteria Table dated May 14, 2010.

The request for a design deviation of 35mph for SSD is granted based on the geometry provided in the TxDOT schematic dated September 15, 2009 which proposes to end construction at 121S-280 STA 85+20.04 in order to not reconstruct the RR bridge.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** September 9, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 44B

Date: August 3, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

Attachments: Exhibit 1 (Printout of TxDOT's Schematics for environmental approval depicting the SH121 to Spur 280 connector), Exhibit 2 (Printout of Developer's latest Master Development Plan depicting the SH121 to Spur 280 connector)

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 For the developer to confirm if the existing Spur 280 RR bridge west of IH 35W will not need to be reconstructed.

Please refer to FIP and Book 2 Capacity Improvement agreed by both TxDOT and the developer; in such table, the final design and construction of the entire SH 121 WB to Spur 280 DC lies entirely within TxDOT. Nevertheless, the Developer will like to point out the following:

- In TxDOT's schematics for environmental approval for the NTE Segment 3A (dated January 31 2011), the ramp in question does not require that the existing Spur 280 bridge over the railroad bridge be replaced (see Exhibit 1)
- In Developer's schematics for the Master Development Plan for the NTE Segment 3A (presented to TxDOT March 18 2011), the ramp in question does not require that the existing Spur 280 bridge over the railroad bridge be replaced (see Exhibit 2)

Based on the above mentioned two independently developed Ultimate schematics, and in order to finalize the CDA documents, the developer requests that TxDOT remove from the RFI log that NTEMP needs to provide additional information prior to executing facility agreement.

Response Needed by (date): Not Required

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

Exhibit 1. TxDOT´s Schematics for environmental Approval dated January 2011

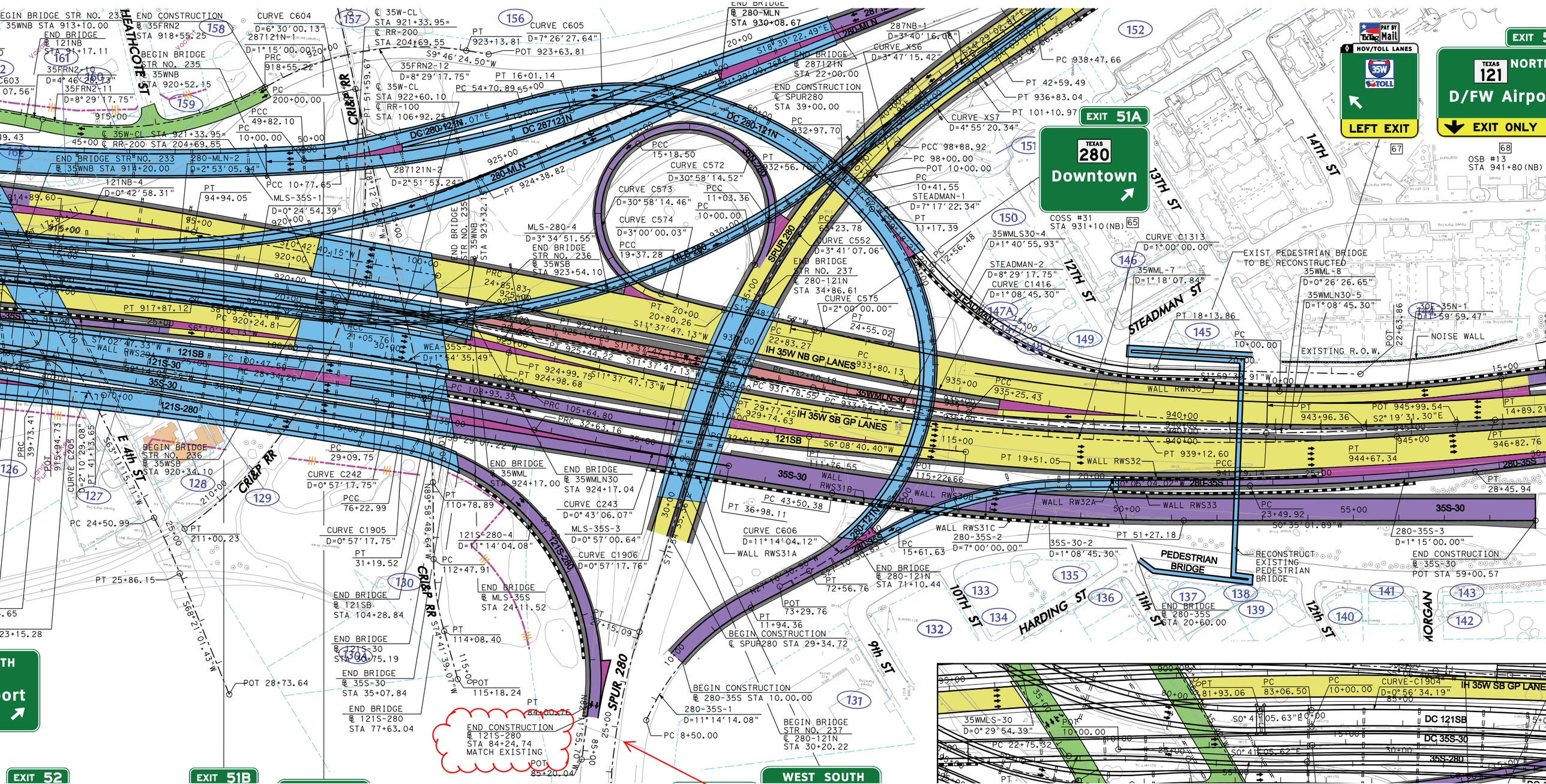
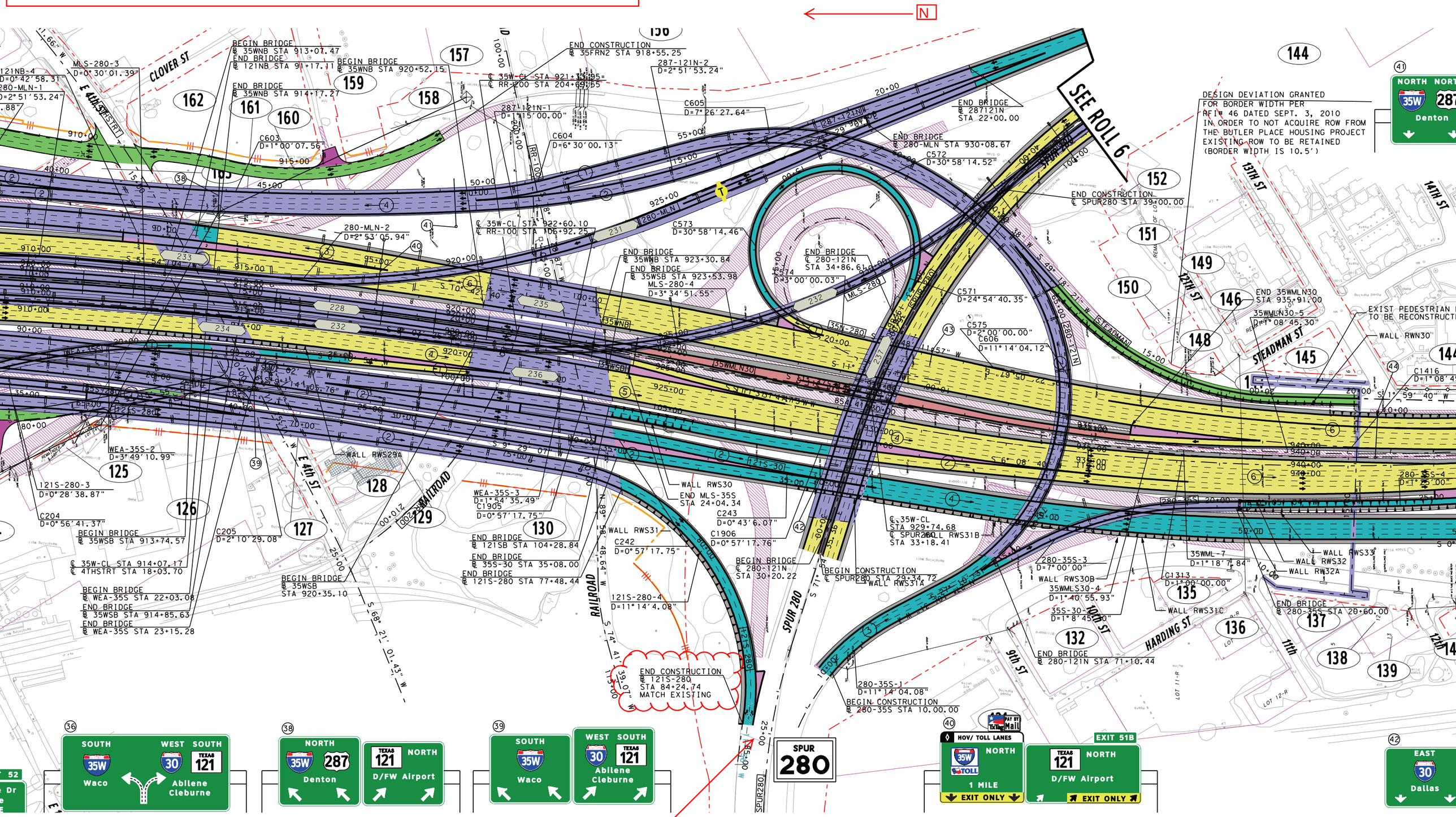


Exhibit 2. Developer´s schematics submitted for the Master Developement Plan dated March 2011



Beg. of Spur 280 bridge over Railroad

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #44B & Reissue of RFI #44: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

We Are Sending You:

Copies	Date	No.	Description
1	08/10/11	2	RFI #44B Response Form
1	08/10/11	2	Reissue of RFI #44 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 44 **Date:** August 25, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

Attachments:
Attachment 1.pdf (plan view of Direct Connector 121S-280 – TxDOT Schematic)
Attachment 2.pdf (plan view of Direct Connector 121S-280 – NTEMP 2-4)
Attachment 3.pdf (SSD Calculations 2 pages)

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the direct connector from US 121 to Spur 280 (NTEMP 2-4 alignment 121S-280, TxDOT alignment 121SB280SB). Per TxDOT Schematics (attached), the DC shows a radius of 510' at the tie-in to Spur 280. This allows the construction for SH 121S – Spur 280 to avoid existing bridge structure.

NTEMP 2-4 requests a design exception for DC 121S-280 to allow:

1. A minimum radius of 510'corresponding to a minimum design speed of 40 mph.
2. A minimum SSD for 35 mph design speed based on SSD calculations (attached). Please note the Geometric Design Criteria dated 5/14/2010 already states "DC 121SB280SB shall have a minimum SSD for 40 mph design speed based on the September 2009 schematic"; this will be revised to state "DC 121SB280SB shall have a minimum SSD for 35 mph design speed based on the Preliminary 100% Submittal September 15, 2009 schematic".

Please Confirm.

Response Needed by (date): September 3, 2010

Response:

A design deviation for design speed for the southbound SH 121 to Spur 280 connector ramp is not required. The ramp has been reclassified as a collector distributor with a design speed of 40 mph and minimum radius of curvature of 510' according to the MDP Draft Geometric Criteria Table dated May 14, 2010.

The request for a design deviation of 35mph for SSD is granted based on the geometry provided in the TxDOT schematic dated September 15, 2009 which proposes to end construction at 121S-280 STA 85+20.04 in order to not reconstruct the RR bridge.

[Response reissued August 10, 2011: TxDOT has reviewed Developer's submittal of RFI #44B and confirms the approval stated above.]

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** Reissued August 10, 2011.

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 44B

Date: August 3, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – SH 121 / Spur 280 Direct Connector minimum radius exception.

Attachments: Exhibit 1 (Printout of TxDOT's Schematics for environmental approval depicting the SH121 to Spur 280 connector), Exhibit 2 (Printout of Developer's latest Master Development Plan depicting the SH121 to Spur 280 connector)

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 For the developer to confirm if the existing Spur 280 RR bridge west of IH 35W will not need to be reconstructed.

Please refer to FIP and Book 2 Capacity Improvement agreed by both TxDOT and the developer; in such table, the final design and construction of the entire SH 121 WB to Spur 280 DC lies entirely within TxDOT. Nevertheless, the Developer will like to point out the following:

- In TxDOT's schematics for environmental approval for the NTE Segment 3A (dated January 31 2011), the ramp in question does not require that the existing Spur 280 bridge over the railroad bridge be replaced (see Exhibit 1)
- In Developer's schematics for the Master Development Plan for the NTE Segment 3A (presented to TxDOT March 18 2011), the ramp in question does not require that the existing Spur 280 bridge over the railroad bridge be replaced (see Exhibit 2)

Based on the above mentioned two independently developed Ultimate schematics, and in order to finalize the CDA documents, the developer requests that TxDOT remove from the RFI log that NTEMP needs to provide additional information prior to executing facility agreement.

Response Needed by (date): Not Required

Response:

TxDOT received this RFI #44B on August 4, 2011 and confirms the approval granted for RFI #44.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: August 10, 2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

RFI #45

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 45 **Date:** September 3, 2010

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Steadman Road.

Attachments: **Attachment 1.pdf (Plan view of project spanning over Big Fossil Creek)**

Information / Clarification Request:

NTEMP 2-4 requests a design clarification of the Recommended Design Frequency for the frontage roads over Big Fossil Creek.

NTEMP 2-4 requests a design clarification based on:

1. According the TxDOT Hydraulic Design Manual (Section 3 Design Frequency, page 5-10) for Minor Arterial and Collectors (Including Frontage Roads) the recommended frequency is a 25 year desirable design frequency and a 100 year check frequency for a "small bridge".

Clarification is requested by TxDOT to verify that the frontage road bridges over Big Fossil Creek are to be considered "small bridges" and therefore as such are to be designed for a 25 year design storm. Please note that TxDOT hydraulic Design Manuel does not define or clarify the meaning of ¨small bridge¨.

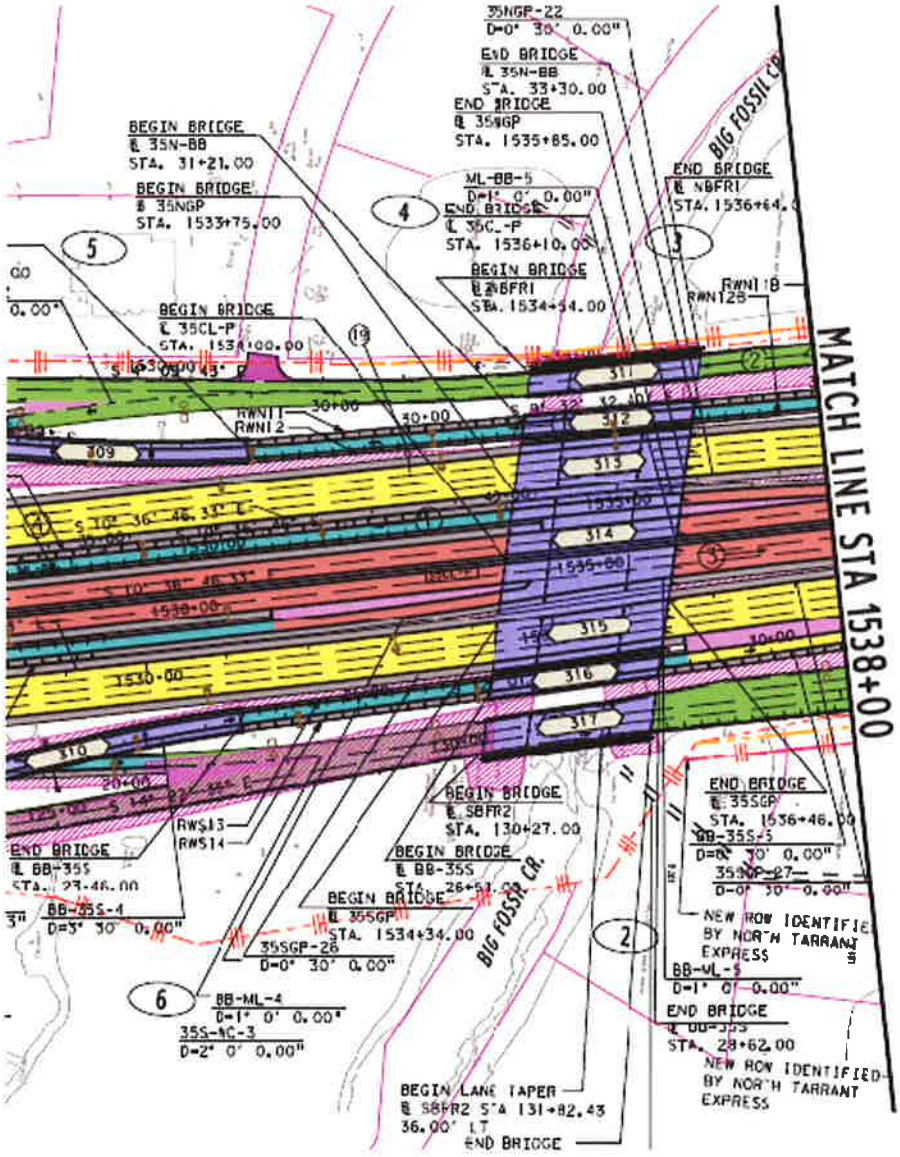
Please Confirm.

Response Needed by (date): September 10, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail



RFI ATTACHMENT #1
FRONTAGE ROAD
DESIGN STORM RETURN PERIOD.

AECOM
9-3-2010

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: September 9, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #45: NTE 3B – Big Fossil Creek Design Frequency for Frontage Road Bridges

We Are Sending You:

Copies	Date	No.	Description
1	9/9/10	1	RFI #45 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 45 **Date:** September 3, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3B – Big Fossil Creek Design Frequency for Frontage Road Bridges

Attachments: **Attachment 1.pdf (Plan view of project spanning over Big Fossil Creek)**

Information / Clarification Request:

NTEMP 2-4 requests a design clarification of the Recommended Design Frequency for the frontage roads over Big Fossil Creek.

NTEMP 2-4 requests a design clarification based on:

1. According the TxDOT Hydraulic Design Manual (Section 3 Design Frequency, page 5-10) for Minor Arterial and Collectors (Including Frontage Roads) the recommended frequency is a 25 year desirable design frequency and a 100 year check frequency for a "small bridge".

Clarification is requested by TxDOT to verify that the frontage road bridges over Big Fossil Creek are to be considered "small bridges" and therefore as such are to be designed for a 25 year design storm. Please note that TxDOT hydraulic Design Manuel does not define or clarify the meaning of ¨small bridge¨.

Please Confirm.

Response Needed by (date): September 10, 2010

Response:

The use of a 25 year design storm frequency for the frontage road bridges over Big Fossil Creek is appropriate as recommended in the TxDOT Hydraulics Manual.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** September 9, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #46

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 46 **Date:** September 3, 2010

From:	Alberto Gonzalez	**To:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-Mail:	MMACGRE@dot.state.tx.us

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Steadman Road.

Attachments: **Attachment 1.pdf (Plan view Steadman near IH35W station 937+00)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 9 feet from the ROW line to the proposed pavement edge for Steadman Road.
2. Avoiding of a ROW take on a historic property.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire not take additional ROW that would have been required on the East side of Steadman. The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

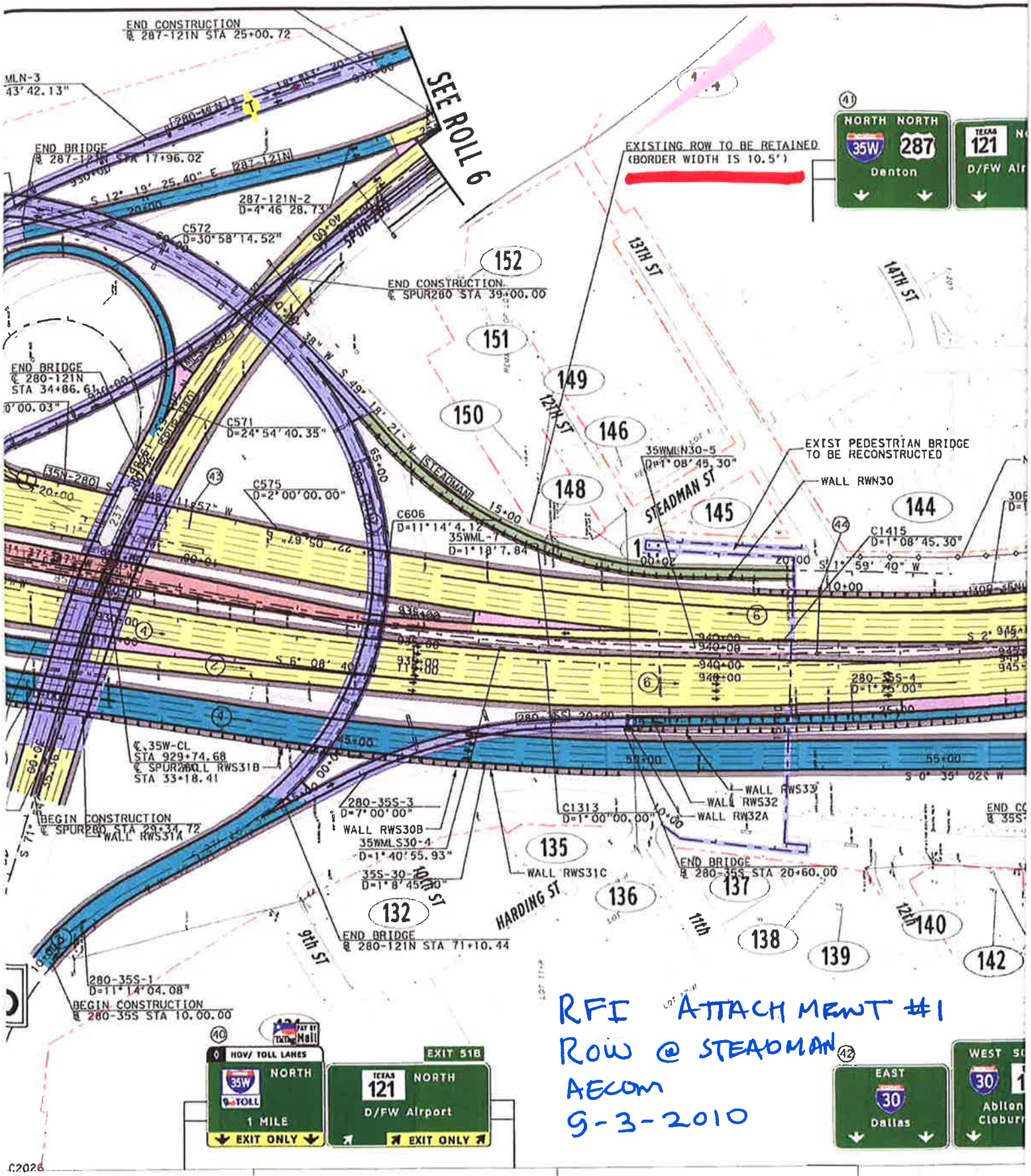
Please Confirm.

Response Needed by (date): September 10, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail



RFI ATTACHMENT #1
ROW @ STEADMAN
AECOM
9-3-2010

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: September 9, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #46: NTE 3A – Existing ROW to edge of pavement distance (Border) at Steadman Road.

We Are Sending You:

Copies	Date	No.	Description
1	9/9/10	1	RFI #46 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 46 **Date:** September 3, 2010

From: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Steadman Road.

Attachments: **Attachment 1.pdf (Plan view Steadman near IH35W station 937+00)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 9 feet from the ROW line to the proposed pavement edge for Steadman Road.
2. Avoiding of a ROW take on a historic property.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire not take additional ROW that would have been required on the East side of Steadman. The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

Please Confirm.

Response Needed by (date): September 10, 2010

Response:

The design deviation for border width for the northbound frontage road at Steadman Street in front of Parcels 148 and 149 is granted in order to not require additional ROW from the Butler Place Housing Project.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** September 9, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #47, #47B & #47C

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 47

Date: November 12, 2010

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

Attachments:
Attachment 1.pdf (Plan view STA 780+00 to STA 852+00)
Attachment 2.pdf (Figure 3-37; Section 6-Freeways; TxDOT Roadway Design Manual)

Information / Clarification Request:

As part of the project optimization, TxDOT requested to defer construction of NBFR and SBFR between SH183 and Northside Dr (between approximate Stations 790+00 and 830+00) as well as defer Ultimate NSD-35N, 35N-183, 35S-NSD and 183-35S ramps and replacing them for interim ramps as shown in Attachment 1 Preliminary Layout.

The new construction will provide the same number of GPLs as existing now and the same entrance/exit ramp movements as the Ultimate configuration. Both NB and SB designed ramps comply with the 2000' minimum Geometric Requirements for an entrance ramp followed by exit ramp distance as shown on Attachment 2 as defined by TxDOT Roadway Design Manual.

The above stated design clarification is part of the Scope deferments and adjustments to achieve a Zero Public Subsidy.

Please confirm that no additional auxiliary lanes are part of this scope, irrespective of the level of service achieved between the consecutive entrance/exit ramp pairs in this section of GPLs, including both NB and SB.

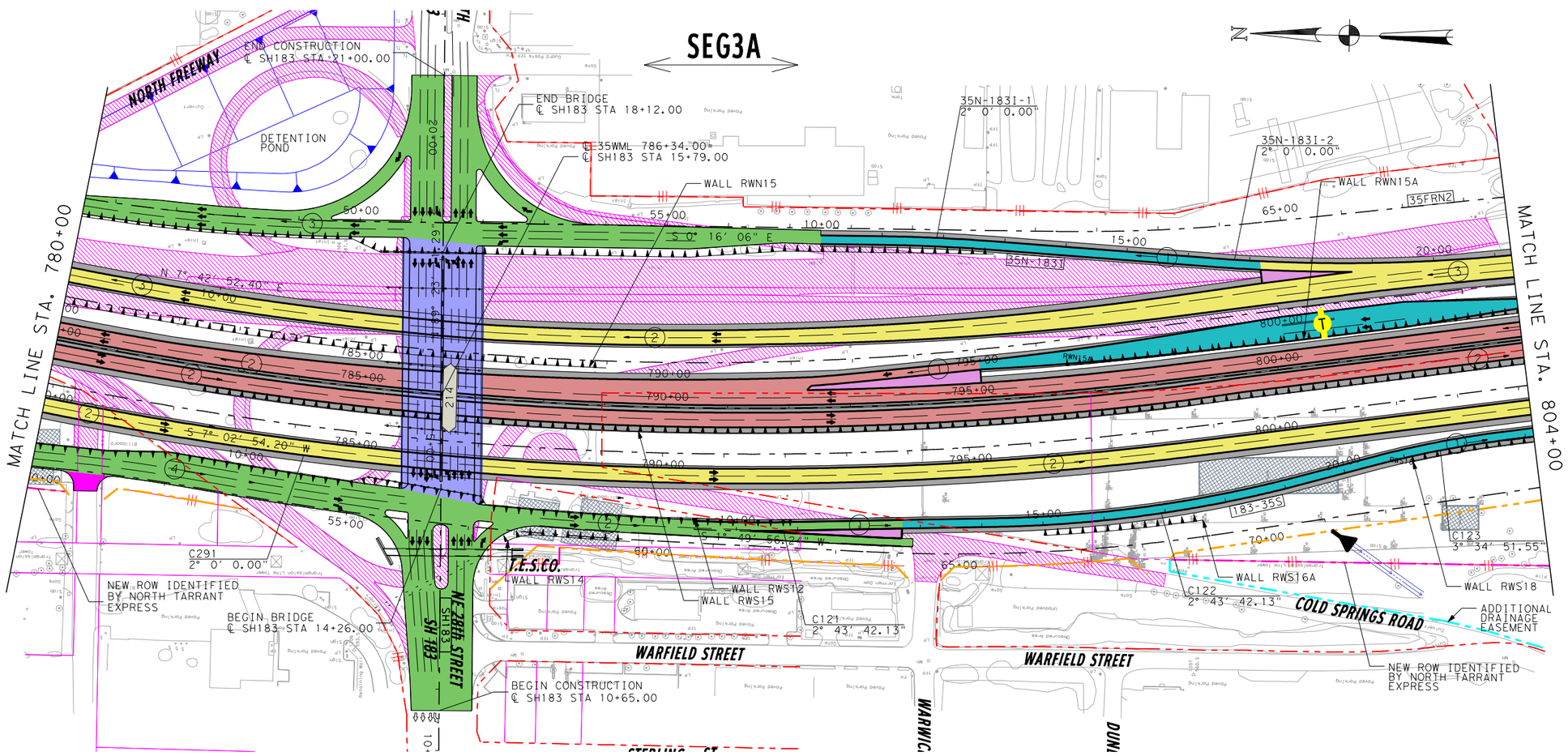
Response Needed by (date): November 19, 2010

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

REV	DATE	BY	DESCRIPTION



LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 11/12/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W PLAN

HORZ.: 1" = 200'

SHEET 7 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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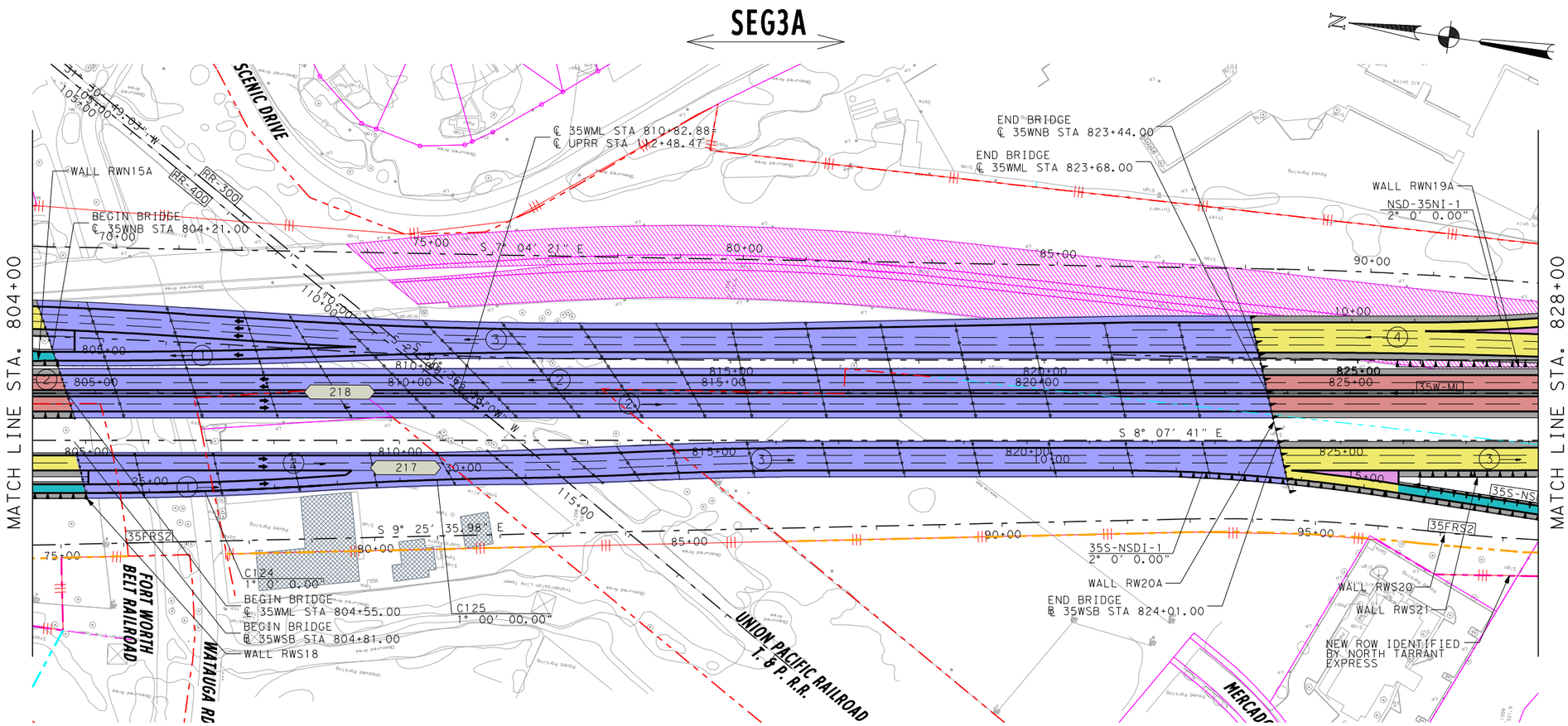
11/12/2010 12:45:18 PM

REV	DATE	BY	DESCRIPTION



LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 11/12/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W
PLAN

HORZ.: 1" = 200'

SHEET 8 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

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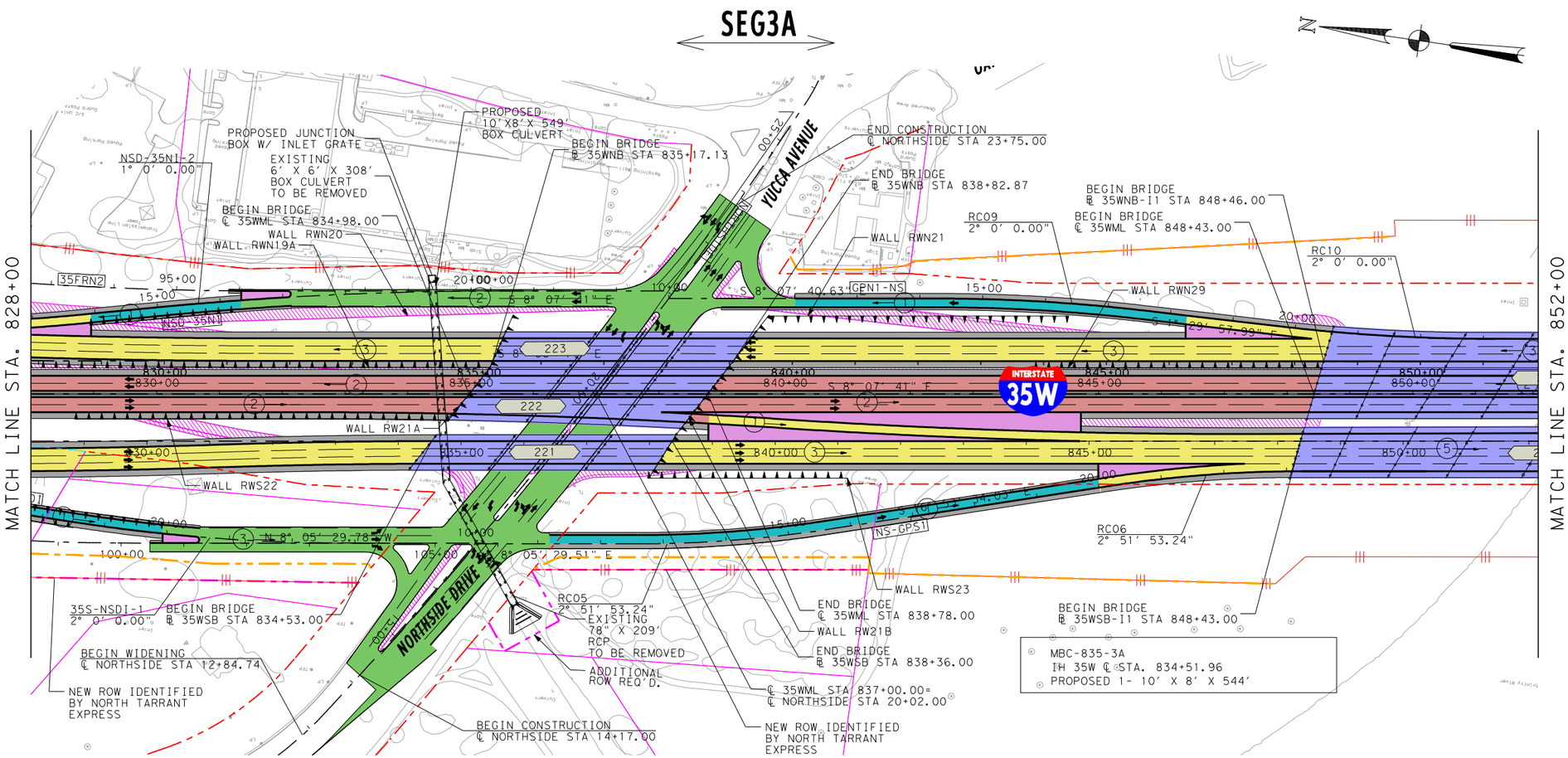
11/12/2010
12:45:54 PM

REV	DATE	BY	DESCRIPTION



LEGEND

- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- PROPOSED SIDE STREET
- TEMPORARY RAMP
- POTENTIAL DISPLACEMENTS
- EXISTING PAVEMENT REMOVAL
- PREVIOUS CONSTRUCTION BY OTHERS
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTROL-OF-ACCESS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED DRAINAGE EASEMENT
- ADDITIONAL ROW REQUIRED
- STRUCTURE LIMITS AND BENTS / COLUMNS PROPOSED STRUCTURE
- SIDEWALK
- (3) NUMBER OF TRAFFIC LANES
- TRAFFIC DIRECTION
- MANAGED LANE TOLL GANTRY
- RAMP TOLL GANTRY
- HOV DECLARATION AREA
- 170W35S ALIGNMENT NAME
- BRIDGE IDENTIFIER

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
Fernando Gaytán, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 11/12/2010
NOT TO BE USED FOR CONSTRUCTION, OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - SEGMENT 3A

IH 35W PLAN & PROFILE

HORZ.: 1" = 200'

SHEET 9 OF 15

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			IH 35W

L:\work\Trans\112671 NTE\CADD \Segment 3A and 3B\Seg3A\Sheets Interim\SEG 3A1 - PLAN VIEW ONLY SHEETS FOR 11.12.10 SUBMITTAL\SEG3A1*SCHEM*PLAN*09.dgn

11/12/2010 12:46:27 PM

of these requirements, see the *Highway Capacity Manual*. Figure 3-37 shows minimum distances between ramps for various ramp configurations.

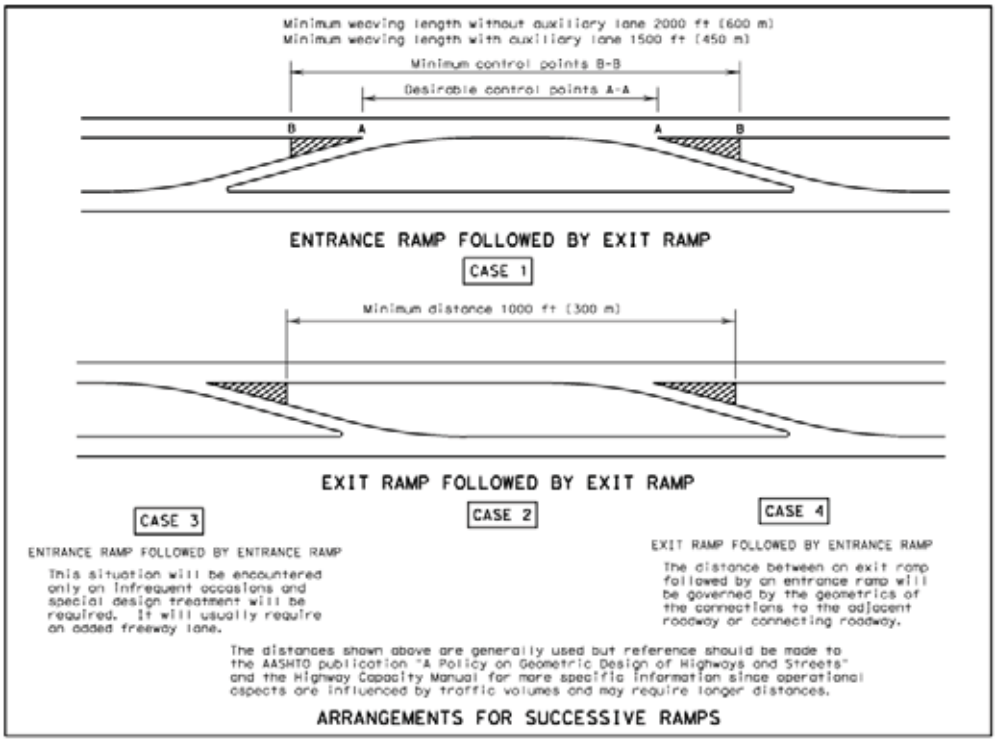


Figure 3-37. Arrangements For Successive Ramps. Click here to see a PDF of the image.

Cross Section and Cross Slopes

Superelevation rates, as related to curvature and design speed of the ramp or direct connector, are given in Table 3-21. While connecting roadways represent highly variable conditions, as high a superelevation rate as practicable should be used, preferably in the upper half or third of the indicated range, particularly in descending grades. Superelevation rates above 8% are shown in Table 3-21 only to indicate the limits of the range. Superelevation rates above 8% are not recommended and a larger radius is preferable.

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 6, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #47: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

We Are Sending You:

Copies	Date	No.	Description
1	12/6/10	1	RFI #47 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 47 **Date:** November 12, 2010

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

Attachments: **Attachment 1.pdf (Plan view STA 780+00 to STA 852+00)**
Attachment 2.pdf (Figure 3-37; Section 6-Freeways; TxDOT Roadway Design Manual)

Information / Clarification Request:

As part of the project optimization, TxDOT requested to defer construction of NBFR and SBFR between SH183 and Northside Dr (between approximate Stations 790+00 and 830+00) as well as defer Ultimate NSD-35N, 35N-183, 35S-NSD and 183-35S ramps and replacing them for interim ramps as shown in Attachment 1 Preliminary Layout.

The new construction will provide the same number of GPLs as existing now and the same entrance/exit ramp movements as the Ultimate configuration. Both NB and SB designed ramps comply with the 2000' minimum Geometric Requirements for an entrance ramp followed by exit ramp distance as shown on Attachment 2 as defined by TxDOT Roadway Design Manual.

The above stated design clarification is part of the Scope deferments and adjustments to achieve a Zero Public Subsidy.

Please confirm that no additional auxiliary lanes are part of this scope, irrespective of the level of service achieved between the consecutive entrance/exit ramp pairs in this section of GPLs, including both NB and SB.

Response Needed by (date): November 19, 2010

Response:

TxDOT acknowledges that the proposed design of the interim ramps between SH 183 and Northside Drive meets the minimum spacing requirements shown in RDM, Figure 3-37, and meets the requirements of Book 2 which calls for Good Industry Practice irrespective of LOS.

TxDOT also understands that the existing configuration does not include frontage roads or auxiliary lanes between SH 183 and Northside Dr. and that the Developer is proposing the current interim configuration without auxiliary lanes as part of the scope deferments proposed by NTEMP and submitted for TxDOT review to achieve a zero public subsidy (2.1.1 and 2.1.2).

However, pending resolution of the gas well site issue which may require further modifications to the proposed design and pending receipt of the updated 3A/3B drawings, TxDOT requests that the Developer verify the operational characteristics of the proposed configuration since the proposed spacing between ramps has been significantly reduced compared to the existing ramp spacing.

TxDOT reserves the right to include auxiliary lanes between the ramps to improve performance and operations and recognizes that this will exceed the guidelines of the technical requirements and good industry practice and so would be an additional cost to TxDOT.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** December 6, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 47B

Date: March 15 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

Attachments: **Exhibit 1 (LOS analysis of NTE 3A between SH 183 and Northside Drive)**

Information / Clarification Request:

As part of the project optimization, TxDOT requested to defer construction of NBFR and SBFR between SH183 and Northside Dr (between approximate Stations 790+00 and 830+00) as well as defer Ultimate NSD-35N, 35N-183, 35S-NSD and 183-35S ramps and replacing them for interim ramps without auxiliary lanes in between them. AS part of RFI 47 response, TxDOT also requested to the developer to verify the operational characteristics of the Mandatory scope configuration of the GPL's between SH 183 and Northside Drive.

NTEMP has used year 2025 projected time of day traffic, both existing and test cases show severe congestions during AM and PM peak periods on general purpose lanes between US 183 and Northside. As seen on Exhibit 1, the traffic condition will be slightly worsened due to the shortened distance between ramps especially on northbound traffic, but the difference is not very significant. This might be caused by the fact that there are no frontage roads in place for both existing and test configuration, hence both cases will have limited capability of handling heavy traffic.

With respect to the SB GPL movement, please note that the mandatory scope configuration adds a GPL lane at the point where the entrance ramp from SH 183 (Approx IH35W CL station 804+50) that does not get dropped at the GPL exit to Northside drive (Approx IH35W CL station 825+50). This additional lane also acts as an auxiliary lane. An additional auxiliary lane will worsen the traffic conditions due to the fact that a vehicle already in the GPL north of IH35W centerline station 804+50 will have to make two weaving movements to exit to SH 183 (first move will be to the new third lane at 804+50, and then to the aux lane that will end at the SB exit to Northside Drive).

The above traffic evaluation NTEMP has proven that the existing operational characteristics will not be significantly worsened, with the mandatory scope configuration on the proposed IH35W GPL's between SH 183 and Northside Drive; moreover an auxiliary lane is not required either due to Geometric requirements (distance between exits > 2000 ft NB and SB). TxDOT's response to RFI 47 mentioned that TxDOT reserves the right to include auxiliary lanes between the above mentioned ramps in the NTE segment 3A (which NTEMP will conform), but the developer requests that the RFI 47B response mentions unequivocally that the addition of those lanes will be an additional cost to TxDOT.

Response Needed by (date): 3/22/2011

Response:

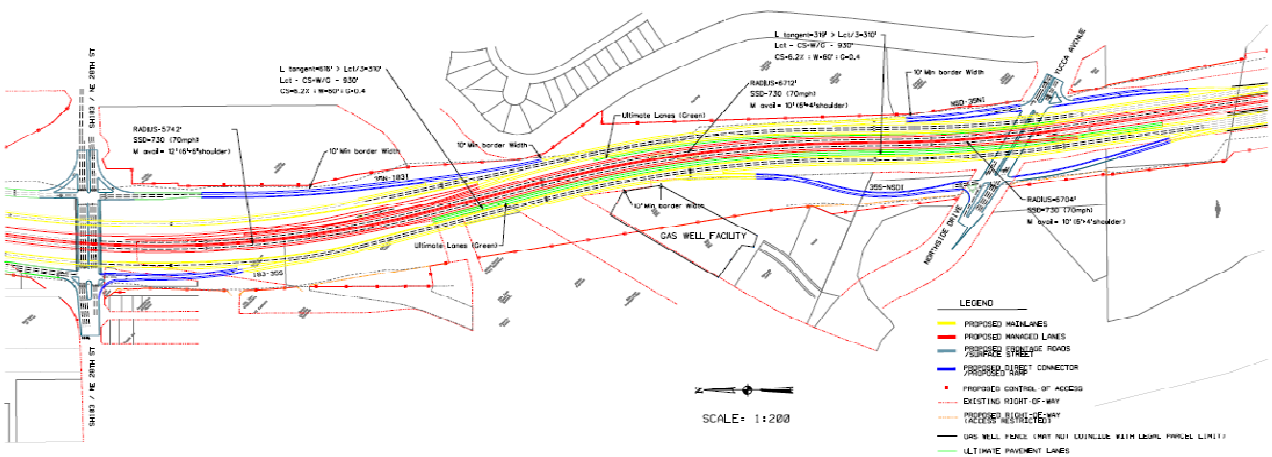
Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail_____

LOS analysis for NTE 3AB weaving section between SH 183 and Northside Dr (year 2025)

Configuration	Direction		TS_1	TS_2	TS_3	TS_4	TS_5	TS_6	TS_7	
			10pm to 6am	8pm-10pm	6-7am	7-9am	9am-4pm, 7-8pm	4-6pm	6-7pm	Notes
Test Case	North bound	weaving section	B	E	F	F	F	F	F	treated as weaving section
	South Bound	weaving section	B	D	F	F	E	F	F	
Existing Case	North bound	merge junction	B	D	E	E	E	E	E	treated as separate junctions since the distance between ramps exceeds 2500 ft
		diverge junction	B	D	D	E	E	E	E	
	South Bound	merge junction	B	C	D	E	D	E	D	
		diverge junction	B	D	E	E	E	F	E	

Test Case: Not frontage roads on both sides between SH 183 and Northside Dr as shown figure below
Existing Case: Existing configuration



NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: March 24, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #47B: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

We Are Sending You:

Copies	Date	No.	Description
1	03/24/11	2	RFI #47B Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 47B

Date: March 15 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

Attachments: **Exhibit 1 (LOS analysis of NTE 3A between SH 183 and Northside Drive)**

Information / Clarification Request:

As part of the project optimization, TxDOT requested to defer construction of NBFR and SBFR between SH183 and Northside Dr (between approximate Stations 790+00 and 830+00) as well as defer Ultimate NSD-35N, 35N-183, 35S-NSD and 183-35S ramps and replacing them for interim ramps without auxiliary lanes in between them. AS part of RFI 47 response, TxDOT also requested to the developer to verify the operational characteristics of the Mandatory scope configuration of the GPL's between SH 183 and Northside Drive.

NTEMP has used year 2025 projected time of day traffic, both existing and test cases show severe congestions during AM and PM peak periods on general purpose lanes between US 183 and Northside. As seen on Exhibit 1, the traffic condition will be slightly worsened due to the shortened distance between ramps especially on northbound traffic, but the difference is not very significant. This might be caused by the fact that there are no frontage roads in place for both existing and test configuration, hence both cases will have limited capability of handling heavy traffic.

With respect to the SB GPL movement, please note that the mandatory scope configuration adds a GPL lane at the point where the entrance ramp from SH 183 (Approx IH35W CL station 804+50) that does not get dropped at the GPL exit to Northside drive (Approx IH35W CL station 825+50). This additional lane also acts as an auxiliary lane. An additional auxiliary lane will worsen the traffic conditions due to the fact that a vehicle already in the GPL north of IH35W centerline station 804+50 will have to make two weaving movements to exit to SH 183 (first move will be to the new third lane at 804+50, and then to the aux lane that will end at the SB exit to Northside Drive).

The above traffic evaluation NTEMP has proven that the existing operational characteristics will not be significantly worsened, with the mandatory scope configuration on the proposed IH35W GPL's between SH 183 and Northside Drive; moreover an auxiliary lane is not required either due to Geometric requirements (distance between exits > 2000 ft NB and SB). TxDOT's response to RFI 47 mentioned that TxDOT reserves the right to include auxiliary lanes between the above mentioned ramps in the NTE segment 3A (which NTEMP will conform), but the developer requests that the RFI 47B response mentions unequivocally that the addition of those lanes will be an additional cost to TxDOT.

Response Needed by (date): 3/22/2011

Response:

TxDOT has reviewed the traffic analysis provided in Exhibit 1 and would appreciate additional information and clarification.

1. The concern raised in TxDOT's response to RFI #47 was that the spacing between the proposed entrance and exit ramps between SH 183 and Northside Drive as shown in the December 2, 2010 Mandatory Scope schematic had been significantly reduced compared to the spacing of the existing ramps. The figure in Exhibit 1 shows that a different configuration with different (increased) ramp spacing was modeled to analyze the weaving section between SH 183 and Northside Dr. Please confirm which is the correct configuration for the Mandatory Scope to be used in the LOS analysis.

2. The LOS analysis for the northbound weaving section for the ramp configuration shown in Exhibit 1 results in a decrease in LOS from D to E (8pm-10pm)and from E to F for all other time periods except 10pm to 6am which is the same LOS B. Please provide the weave analysis detailed output data (HCS or other software showing at a minimum weaving segment speed, density and LOS) for further review.

3. Please also provide detailed weave analysis output data for the weaving section between the northbound general purpose lane entrance ramp from Northside Drive and the northbound exit ramp to the managed lanes. The new weave section also needs to be analyzed as it might severely impact traffic and safety.

TxDOT takes no exception to the proposed SB IH 35W lane configuration. TxDOT understands that the addition of the third southbound lane at the entrance ramp from SH 183 is consistent with the existing configuration and that an additional southbound auxiliary lane is not required.

Pending resolution of the Chesapeake gas well site issue which might require further modifications to the interim design and eliminate the problematic northbound weaving sections, TxDOT appreciates the Developer's cooperation in working towards optimizing the design of the Mandatory Scope for this segment of the 3A Facility Segment between Northside Drive and SH 183.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** March 24, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 47C

Date: March 30 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

Attachments: **Exhibit 1 (LOS analysis of NTE 3A between SH 183 and Northside Drive), Exhibit 2 (Traffic Model)**

Information / Clarification Request:

Attached to this RFI are the responses to the request for further information 47B by TxDOT (RFI 47C Exhibit 1). The developer also is including the excel tables with the calculations used for traffic modeling (RFI 47C Exhibit 2).

With the submission of this RFI 47 form and supporting information, Developer deems this matter "complete" and considers it has provided TxDOT all information necessary to review and determine the appropriateness of the build-out of the NB GPL auxiliary lane and/or NB Frontage road. Unless TxDOT determines that additional information is necessary, we request TxDOT to please include within their response to this RFI whether the auxiliary lane and/or NB frontage road are desired by TxDOT and should be included within the proposed mandatory scope. Please note that, consistent with TxDOT's request to provide a zero public subsidy project, developer's proposal assumes the deferral of construction of NBFR and SBFR between SH183 and Northside Dr (between approximate Stations 790+00 and 830+00) as well as the deferral of Ultimate NSD-35N, 35N-183, 35S-NSD and 183-35S ramps and replaced them for interim ramps without auxiliary lanes in between them. Hence, if Developer is required to build these additional improvements, there will be an additional cost to be incurred by TxDOT.

Response Needed by (date): 4/6/2011

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

RFI 47C Exhibit 1

TxDOT has reviewed the traffic analysis provided in Exhibit 1 and would appreciate additional information and clarification.

1. The concern raised in TxDOT's response to RFI #47 was that the spacing between the proposed entrance and exit ramps between SH 183 and Northside Drive as shown in the December 2, 2010 Mandatory Scope schematic had been significantly reduced compared to the spacing of the existing ramps. The figure in Exhibit 1 shows that a different configuration with different (increased) ramp spacing was modeled to analyze the weaving section between SH 183 and Northside Dr. Please confirm which is the correct configuration for the Mandatory Scope to be used in the LOS analysis.

   The weaving distances used for the test case were updated based on the schematic dated 12/02/10, more specifically,
   - ✓ NB (between entrance ramp from Northside Dr and exit ramp toward NTE 3A managed lanes) – 1700 ft
   - ✓ NB (between entrance ramp from Northside Dr and exit ramp toward SH 183) – 2500 ft
   - ✓ SB (between entrance ramp from SH 183 and exit ramp toward Northside Dr) – 1500 ft

2. The LOS analysis for the northbound weaving section for the ramp configuration shown in Exhibit 1 results in a decrease in LOS from D to E (8pm-10pm)and from E to F for all other time periods except 10pm to 6am which is the same LOS B. Please provide the weave analysis detailed output data (HCS or other software showing at a minimum weaving segment speed, density and LOS) for further review.

   Weaving segment speed, density and LOS have been added as shown in Exhibit 2 to RFI 47C. The detailed LOS calculation spreadsheet is also attached for review, which contains more information on other outputs and assumptions used. The excel file was developed based on the Highway Capacity Manual 2000 (HCM) and the below is a brief summary of the methodologies used,

   - ✓ For test case, as shown in Exhibit 2 to RFI 47C, since the maximum distances between ramps equals or are less than 2500 ft, which warrants the usage of weaving analysis documented in Chapter 24 of HCM 2000 to estimate LOS.
     1) Input: geometric data, traffic volumes per movement, free flow speed of freeway segment
     2) Volume adjustment: peak-hour factor, heavy vehicles, driver population
     3) Compute flow rates
     4) Establish weaving segment configuration type
     5) Compute unconstrained weaving and non-weaving speed
     6) Check for constrained-flow operation
        - If constrained, compute constrained weaving and non-weaving speeds
        - Otherwise, use the unconstrained parameter
     7) Compute average space mean speed within weaving segment
     8) Compute density within the weaving segment
     9) Determine LOS
   - ✓ For no build case, as shown in Exhibit 2 to RFI 47C, since the maximum distances between ramps exceeds 2500 ft, LOS analysis were conducted separately for each entrance ramp (or merge junction) and exit ramp (or diverge junction) using the approaches documented in Chapter 25 of HCM 2000.
     1) Input: geometric data, traffic volumes per movement, free flow speed of freeway segment
     2) Volume adjustment: peak-hour factor, heavy vehicles, driver population
     3) Predicting flow entering/exiting lane 1 and lane 2 (V12)
     4) Determine Capacity Vr12
     5) Determine LOS

3. Please also provide detailed weave analysis output data for the weaving section between the northbound general purpose lane entrance ramp from Northside Drive and the northbound exit ramp to the managed lanes. The new weave section also needs to be analyzed as it might severely impact traffic and safety.

   The new analysis has been added as shown in Exhibit 2 to RFI 47C. It is notable that certain assumptions have to be made on traffic volumes entering managed lanes since no additional forecast was made for this particular managed lane ramp.
   - ✓ For traffic volume from Northside entrance ramp to managed lane, it is assumed that 10% traffic will try to cross general purpose lanes and enter into managed lane, although it is debatable that the actual movement will be quite difficult especially when there are high traffic volume present on general purpose lanes.

- ✓ For traffic volume from NTE 3A general purpose lane to managed lane, it is assumed that 5-10% traffic will diverge into managed lanes based on different time periods.

Please note that the model limitation check for this segment has failed on volume ratio, which is the ratio of the weaving traffic volume versus total traffic volume. This is mainly due to the fact that all general purpose lane traffic will be considered as weaving traffic and interferes with traffic movement from Northside entrance ramp to managed lane ramp. The model limitation failure indicates that the actual traffic condition could be worse than expected as the HCM methodology will have its limitation to analyze this type of condition.

Various files submitted with RFI 47C:

RFI 47C Exhibit 2.xls (Traffic Model)

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: May 26, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #47C: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

We Are Sending You:

Copies	Date	No.	Description
1	05/26/11	1	RFI #47C Response Form
1	05/26/11	1	RFI #47C Due Diligence Review Comments
1	05/26/11	-	RFI #47C Exhibit 2 Comments
1	05/26/11	4	Merge/Diverge Analysis Output

These Are Transmitted As Checked Below:

☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 47C

Date: March 30 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segment 3A – Interim Entrance/Exit Ramps from/to SH183 and Northside Drive.

Attachments: **LOS Analysis between Northside Drive and SH 183 - Due Diligence Review Comments**

Information / Clarification Request:

Attached to this RFI are the responses to the request for further information 47B by TxDOT (RFI 47C Exhibit 1). The developer also is including the excel tables with the calculations used for traffic modeling (RFI 47C Exhibit 2).

With the submission of this RFI 47 form and supporting information, Developer deems this matter "complete" and considers it has provided TxDOT all information necessary to review and determine the appropriateness of the build-out of the NB GPL auxiliary lane and/or NB Frontage road. Unless TxDOT determines that additional information is necessary, we request TxDOT to please include within their response to this RFI whether the auxiliary lane and/or NB frontage road are desired by TxDOT and should be included within the proposed mandatory scope. Please note that, consistent with TxDOT's request to provide a zero public subsidy project, developer's proposal assumes the deferral of construction of NBFR and SBFR between SH183 and Northside Dr (between approximate Stations 790+00 and 830+00) as well as the deferral of Ultimate NSD-35N, 35N-183, 35S-NSD and 183-35S ramps and replaced them for interim ramps without auxiliary lanes in between them. Hence, if Developer is required to build these additional improvements, there will be an additional cost to be incurred by TxDOT.

Response Needed by (date): 4/6/2011

Response:

TxDOT has reviewed the additional data provided by the Developer with respect to the LOS analysis between SH 183 and Northside Drive and does not require any additional supporting information at this time. However, TxDOT reserves the right to request, as needed, additional clarification and supporting documentation after approval of the FIP with respect to, but not limited to, the attached list of comments relating to the due diligence review of the additional data.

Currently, due to fiscal constraints, TxDOT is not requesting that the Developer include either an auxiliary Lane and /or northbound frontage road to the currently proposed Mandatory Scope in order to be consistent with the current request to provide a zero public subsidy project. However, the current Mandatory Scope configuration shall not preclude the future construction of the northbound frontage road between Northside Drive and SH 183 and shall be compatible with the ultimate configuration per Book 2 of the Agreement. In addition, TxDOT also reserves the right to include the northbound frontage road in the Project at any time pending outcome of the on-going $89.5M scope changes negotiations and/or changes in the current funding situation with the understanding that this could result in an additional cost to TxDOT.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: May 26, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #48 & #48B

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 48

Date: November 12, 2010

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE IH820/IH35W Interchange – Ramp RM4-820E

Attachments:
Attachment 1.1.pdf (Plan view STA 635+00 to STA 660+00)
Attachment 1.2.pdf (DC820E35S profile)
Attachment 2.pdf (Table 3-20 TxDOT Roadway Design Manual)

Information / Clarification Request:

As part of the project optimization, NTEMP 2-4 requests two design exceptions for DC820E35S Direct Connector on IH820/IH35W Interchange in order to defer IH820 EBGPL reconstruction west of approximately Station 641+50 and maintain existing pavement and bridge over Mark IV Parkway and Little Fossil Creek without any modification. Please see Attachment 1 for preliminary layout.

In order to be able to achieve the stated above and comply with a 16.5' minimum clearance over RM4-820E Ramp, a design speed exception of 45 mph is needed on DC820E35S between the equivalent Stations 638+00 and 650+00 on "IH820 EBGPL" as well as a vertical grade exception of 5% also on DC820E35S. Stationing refers to EBGPL because of modifications on DC820E35S alignment.

A Design Speed of 45 mph is within the requirements of Table 3-20 in the Roadway Design Manual shown in Attachment 2 and which states that all ramp and connections should be designed to enable vehicles to leave and enter the traveled way of the freeway at no less than 50 percent (75 percent in this case) of the freeway's design speed (60 mph).

NTE Mobility Partners 2-4 respectfully requests both a deviation on the design speed of the above Direct Connector, and a deviation with respect to the maximum vertical grade.

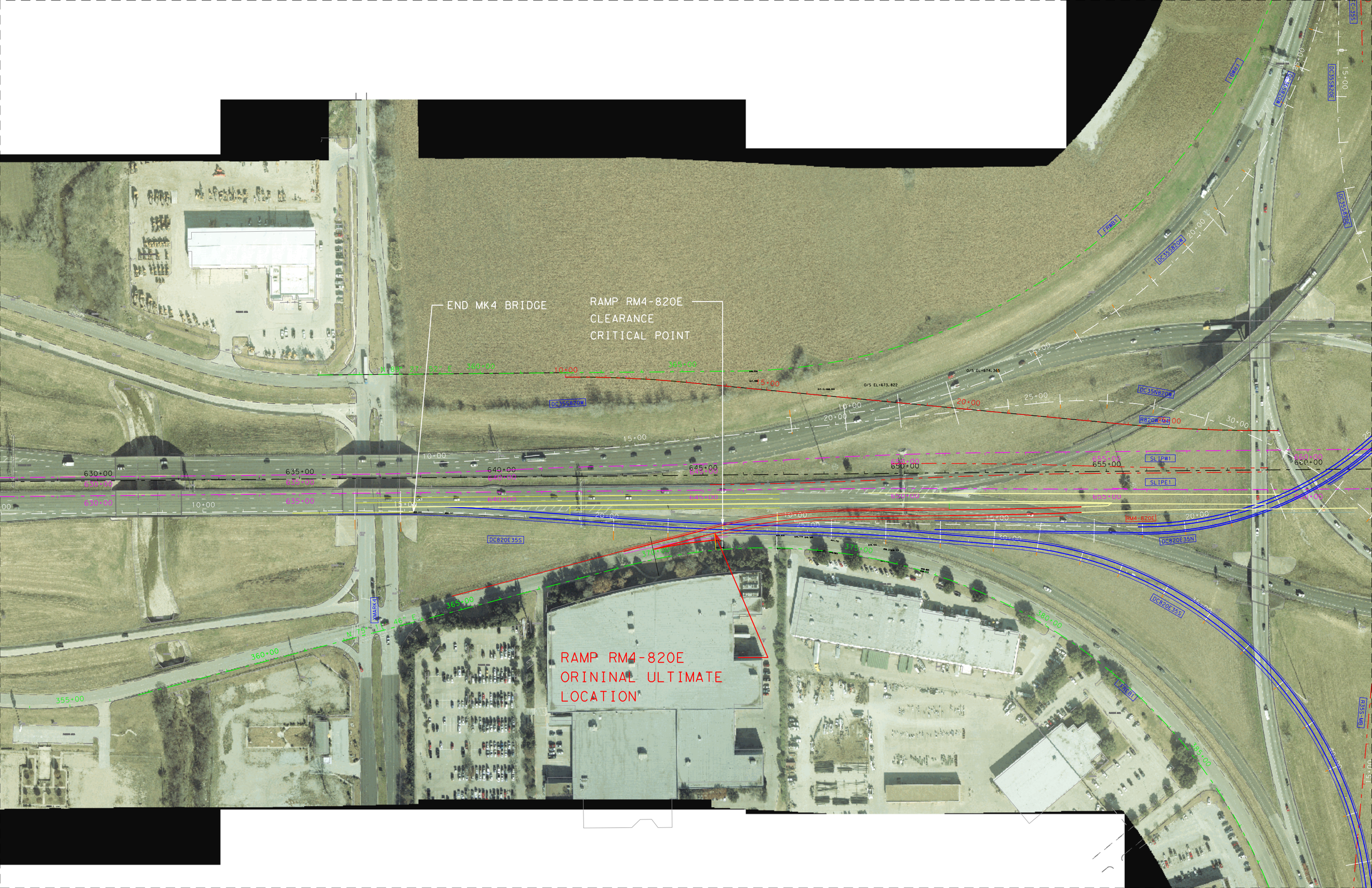
The above stated design clarification is part of the Scope deferments and adjustments to achieve a Zero Public Subsidy. If above deviation is not granted, the contractor will have to consider an alternative design that will require an increase in the construction cost.

Response Needed by (date): November 19, 2010

Response:

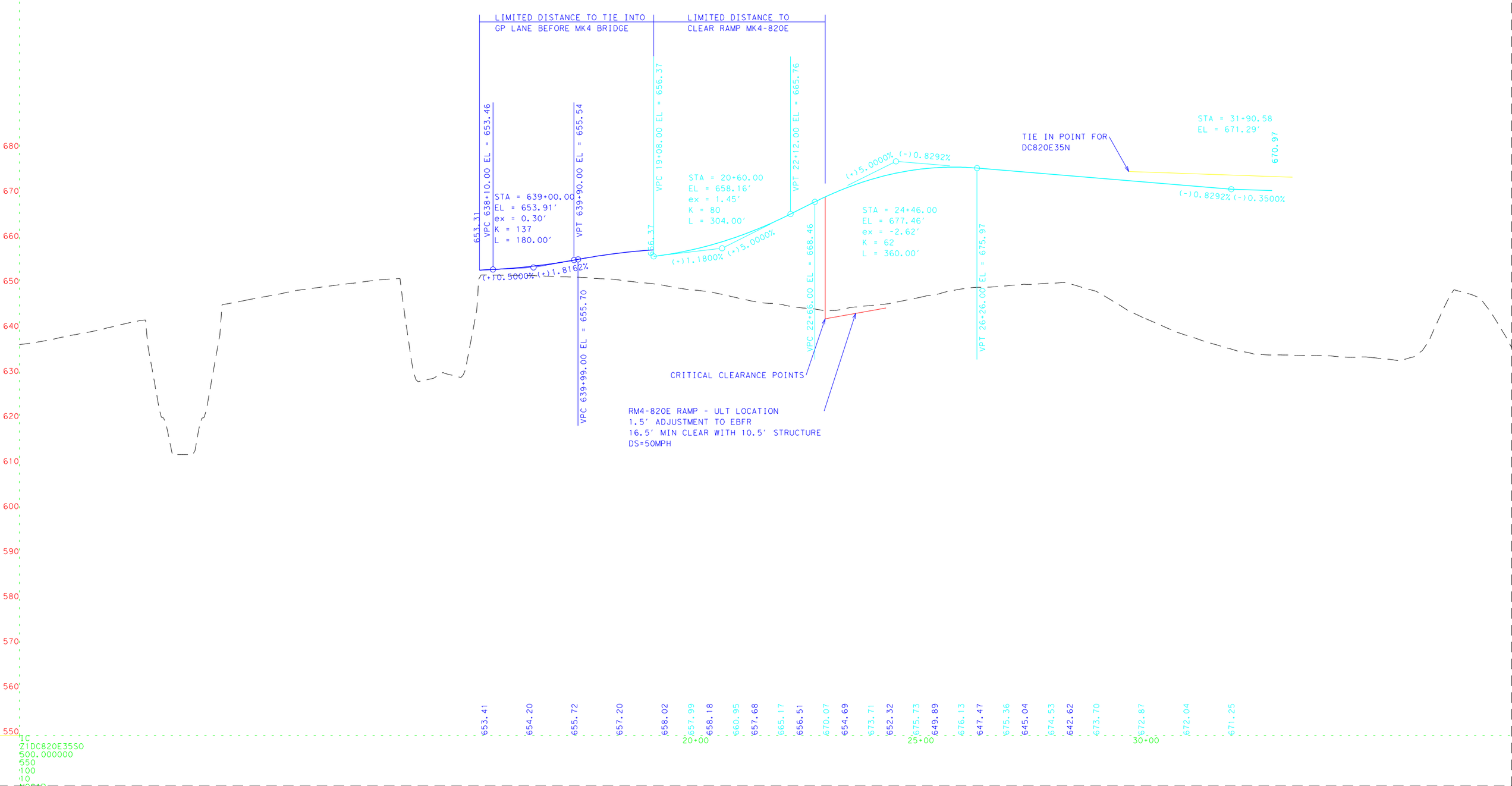
Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail


END MK4 BRIDGE
RAMP RM4-820E
CLEARANCE
CRITICAL POINT
RAMP RM4-820E
ORININAL ULTIMATE
LOCATION
DC35S820W
DC35N820W
DC820E35S
DC820E35N
DC35S820E
DC35N820E
RM4-820E
SLIPW1
SLIPE1
MARK4
FRWB1
O/S EL=674.365
O/S EL=673.822

DC820E35S

DS=45MPH



Design Speed

There should be a definite relationship between the design speed on a ramp or direct connection and the design speed on the intersecting highway or frontage road. All ramps and connections should be designed to enable vehicles to leave and enter the traveled way of the freeway at no less than 50 percent (70 percent usual, 85 percent desirable) of the freeway's design speed. Table 3-20 shows guide values for ramp/connection design speed. The design speed for a ramp should not be less than the design speed on the intersecting frontage roads. AASHTO's *A Policy on Geometric Design of Highways and Streets* provides additional guidance on the application of the ranges of ramp design speed shown in Table 3-20:

Table 3-20: Guide Values for Ramp/Connection Design Speed as Related to Highway Design Speed*

(US Customary)											
Highway Design Speed (mph)	30	35	40	45	50	55	60	65	70	75	80
Ramp** Design Speed (mph):	-										
Upper Range (85%)	25	30	35	40	45	48	50	55	60	65	70
Mid Range (70%)	20	25	30	33	35	40	45	45	50	55	60
Lower Range (50%)	15	18	20	23	25	28	30	30	35	40	45
(Metric)											
Highway Design Speed (km/h)	50	60	70	80	90	100	110	120	130		
Ramp** Design Speed (km/h):	-										
Upper Range (85%)	40	50	60	70	80	90	100	110	120		
Mid Range (70%)	30	40	50	60	60	70	80	90	100		
Lower Range (50%)	20	30	40	40	50	50	60	70	80		

* For corresponding minimum radius, see Table 2-6.

**Loops: Upper and middle range values of design speed generally do not apply. The design speed on a loop should be no less than 25 mph [40 km/h] (185 ft [55 m] minimum radius) based on an e_{max} of 6%. Particular attention should be given to controlling superelevation on loops due to the tight turning radii and speed limitations.

Horizontal Geometrics

Lane and shoulder widths for ramps and direct connections are shown in Table 3-18.

Figure 3-36 provides design criteria for entrance and exit ramp acceleration, deceleration, and taper lengths; adjustment factors for grade effects are shown in Table 3-14: Speed Change Lane Adjustment Factors as a Function of a Grade

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 10, 2010

To: Alberto Gonzalez
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #48: NTE IH820/IH35W Interchange – Ramp RM4-820E

We Are Sending You:

Copies	Date	No.	Description
1	12/10/10	1	RFI #48 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 48

Date: November 12, 2010

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE IH820/IH35W Interchange – Ramp RM4-820E

Attachments:
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Information / Clarification Request:

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NTE Mobility Partners 2-4 respectfully requests both a deviation on the design speed of the above Direct Connector, and a deviation with respect to the maximum vertical grade.

The above stated design clarification is part of the Scope deferments and adjustments to achieve a Zero Public Subsidy. If above deviation is not granted, the contractor will have to consider an alternative design that will require an increase in the construction cost.

Response Needed by (date): November 19, 2010

Response:
Pending receipt of the updated 3A/3B drawings, TxDOT requests the following clarifications in connection with the request for the two design deviations for design speed and vertical curvature for DC820E35S. First, TxDOT would like to acknowledge that the proposed solution which includes deferring the work at Mark IV and designing an interim ramp from the existing 820E bridge over Mark IV to tie to DC820E35S is part of the scope deferments to achieve a zero public subsidy and that any change to the proposed solution may result in an additional cost to TxDOT. However, TxDOT respectfully requests the Developer contemplate utilizing the existing Mark IV to 820E ramp which may eliminate the need for the two design deviations. If the existing Mark IV to 820E is utilized then Ramp RM4-820E can be deferred (since the existing ramp currently provides access to 820E, 35N and 35S). If RM4-820 can be deferred then the proposed DC820E35S grade can possibly be lowered and the k-value increased to meet a design speed of 50mph since DC820E35S does not have to be designed to provide a 16.5' clearance over RM4-820. Maintaining the existing Mark IV to 820E ramp is an important consideration since closure of the ramp would prevent Mark IV traffic from accessing 35N and 35S directly. The inclusion of such future considerations could result in an interim cost savings (by not constructing RM4-820E). However, the end result of that decision can be considered a design refinement and not preclude the approval of the MDP and ISOW. TxDOT will process the requested change as a design deviation. We may request additional details from NTEMP for that effort as part of the FIP/FA process.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** December 10, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 48B

Date: January 20, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE IH820/IH35W Interchange – DC's 820EB to IH35NB and SB, and IH35NB and SB to IH820WB

Attachments: **Attachment 1 IH35/IH820 Mandatory Scope Plans**

Information / Clarification Request:

As part of the response to RFI 48, TxDOT communicated to the developer the preference of leaving the existing access to and from Mark IV Parkway via the existing Jug handle ramps (Ultimate ramps from Mark IV to IH820 EB and IH820WB to Mark IV are now included in the capacity improvement stage on chapter 1 Book 2). The developer has accommodated such request, and is including in attachment 1 the plans depicting such configuration.

In order to accommodate the existing jug handle ramps, the GPL Direct Connector bridge s 14 and 17 (from IH820 EB to IH35NB and SB, and the GPL Direct Connector from IH35WNB and SB to IH820 WB) will require a temporary or "throw away" segment that will not be compatible with the Ultimate configuration and the minimum requirements to clear the future ultimate ramps. For this reason, the developer requests from TxDOT to grant a design deviation on the vertical alignment of this ramps in order to reduce the amount of temporary structure not compatible with the ultimate TxDOT schematics for Environmental Approval.

The design deviation requested will be for a 5 percent max vertical alignment grade (current maximum allowable vertical grade is 4 percent). The developer will utilize this design deviation in order to meet the proposed ultimate profile as early as possible, thus reducing the amount of bridge spans t that will have to be demolished in order to complete the full intersection.

Response Needed by (date): January 26, 2011

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

NORTH TARRANT EXPRESS - OPTIMIZED
IH820 / IH35W INTERCHANGE
PROPOSAL SCHEMATIC PLAN SET

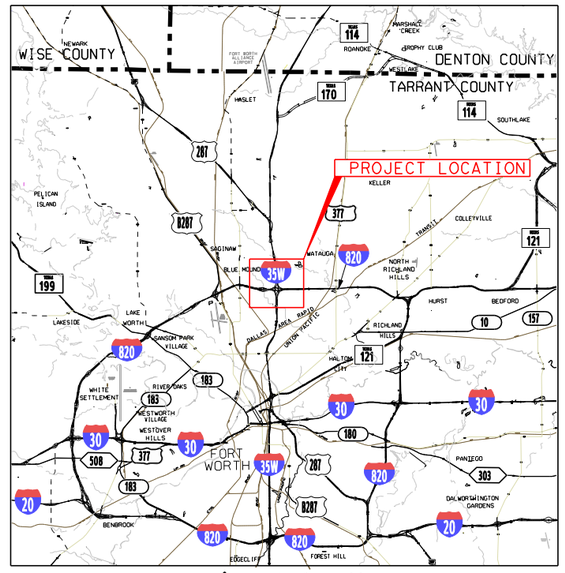
DECEMBER 2, 2010

ROADWAY	DESIGN SPEED
GENERAL PURPOSE	60 MPH
MANAGED LANES	60 MPH
FRONTAGE ROADS	40 MPH
RAMPS/COLLECTORS	50 MPH
CROSS (CITY) STREET	30 MPH
COLLECTOR DISTRIBUTOR	40 MPH
LOOP RAMP	25 MPH

ALL DESIGN VALUES HAVE BEEN MET PER THE REQUIREMENTS OF THE NORTH TARRANT EXPRESS MDP CDA GEOMETRIC DESIGN CRITERIA INCLUDING THE NOTES OF GEOMETRIC DEVIATIONS WITHIN THE SAME DOCUMENT, ALONG WITH ALL THE RFI'S SUBMITTED TO TxDOT DURING THE MASTER DEVELOPMENT AGREEMENT FOR THIS SEGMENT.

NOTES:

1. THE PROPOSAL SCHEMATICS ARE PRELIMINARY AND SUBJECT TO CHANGE. THE LOCATION OF ALL BRIDGE BENTS AND ABUTMENTS IS PRELIMINARY AND SUBJECT TO MODIFICATION DURING DETAIL DESIGN PHASE. ALL MODIFICATIONS WILL BE WITHIN THE STRUCTURAL REQUIREMENTS STATED ON CDA FOR SEGMENTS 2-4 BOOK 3. THE LOCATION OF ALL RETAINING WALLS IS PRELIMINARY AND SUBJECT TO MODIFICATION DURING DETAIL DESIGN PHASE.
2. DC RAMP CONNECTING IH35W-NB TO IH820-WB SHALL HAVE A MINIMUM SSD OF 305'
   DC RAMP CONNECTING IH35W-NB TO IH820-EB SHALL HAVE A MINIMUM SSD OF 305'
   DC RAMP CONNECTING IH35W-SB TO IH820-WB SHALL HAVE A MINIMUM SSD OF 360'
   DC RAMP CONNECTING IH35W-SB TO IH820-EB SHALL HAVE A MINIMUM SSD OF 360'
   DC RAMP CONNECTING IH820-WB TO IH35W-NB SHALL HAVE A MINIMUM SSD OF 360'
   DC RAMP CONNECTING IH820-WB TO IH35W-SB SHALL HAVE A MINIMUM SSD OF 305'
   DC RAMP CONNECTING IH820-EB TO IH35W-NB SHALL HAVE A MINIMUM SSD OF 305'
   DC RAMP CONNECTING IH820-EB TO IH35W-SB SHALL HAVE A MINIMUM SSD OF 305'
   MANAGED TOLL LANE DC RAMP CONNECTING IH820-WB TO IH35W-NB SHALL HAVE A MINIMUM SSD OF 305'
   MANAGED TOLL LANE DC RAMP CONNECTING IH820-WB TO IH35W-SB SHALL HAVE A MINIMUM SSD OF 360'



Location / Key Map

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
ROADWAY	
2-9	IH35 / IH820 PLAN

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SCALE: 1' = 200'

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LEGEND

- PROPOSED STRUCTURE
- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- CONSTRUCTION BY OTHERS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- PROPOSED CONTROL-OF-ACCESS
- TRAFFIC DIRECTION

LITTLE FOSSIL CR

MARK IV PKWY.

BEGIN INTERCHANGE
℄ CL820 STA. 620+00.00
MATCH EXISTING

EXISTING RAMP TO REMAIN

BEGIN BRIDGE
℄ DC35N820WO
PROFILE DC35N820WY
STA. 18+84.31

620+00
625+00
630+00
635+00
640+00
645+00
CL820
820
N 89° 27' 53" E
5+00
10+00
15+00
N 84
17
DC35N820WO
14
25+00

EXISTING RAMP TO REMAIN

℄ CL820 STA. 636+91.62
℄ CLMARK4 STA. 15+86.85

BEGIN BRIDGE
℄ DC820E35SO
PROFILE DC820E35SY
STA. 22+00.00

SUPERIOR

LITTLE FOSSIL CR.

MARK IV PKWY.

Match Line - Sta. 648+00

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IH 820
PLAN
STA. 618+00 - STA. 648+00

SHEET 1 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			SH 183

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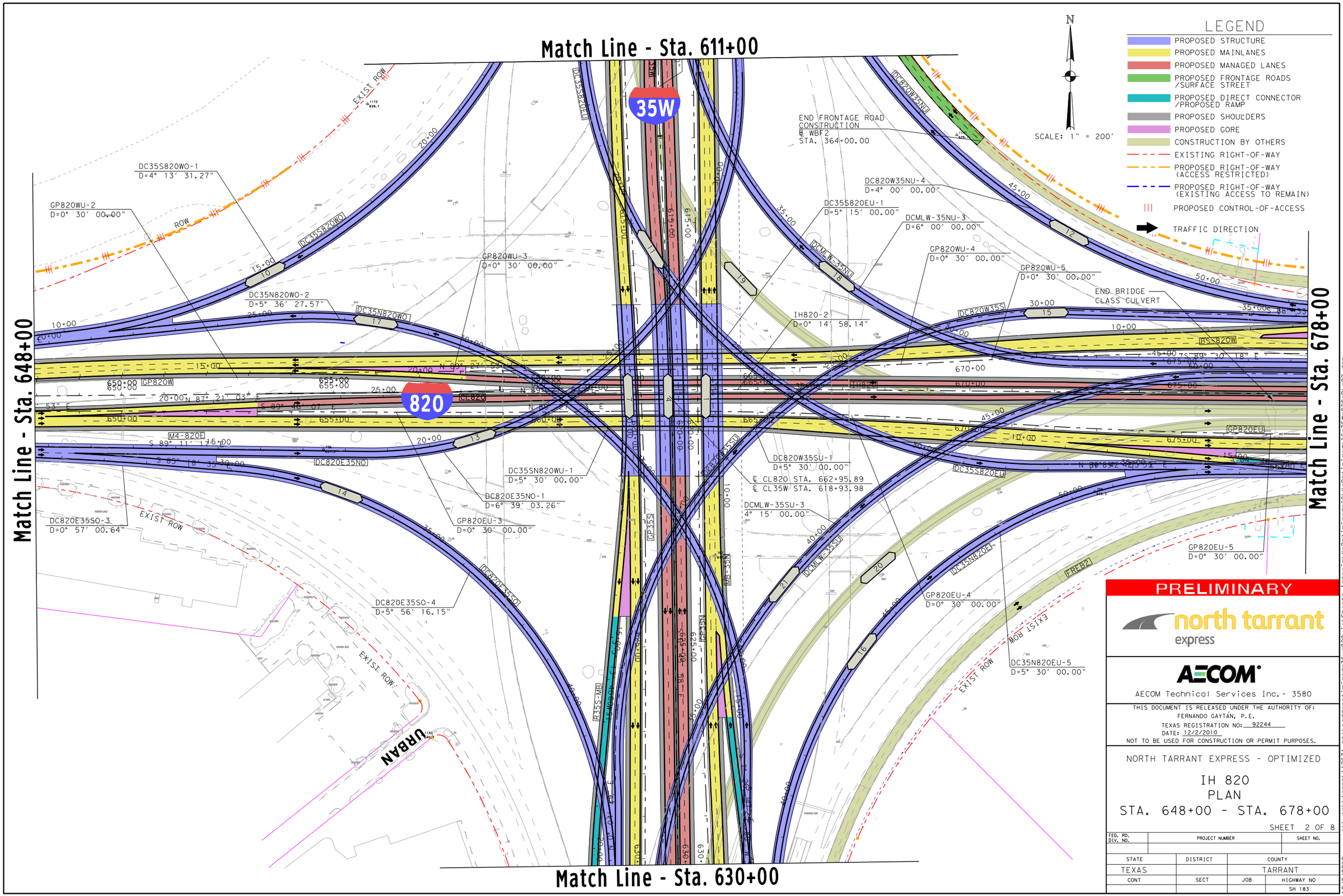

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IH 820
PLAN
STA. 648+00 - STA. 678+00

SHEET 2 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
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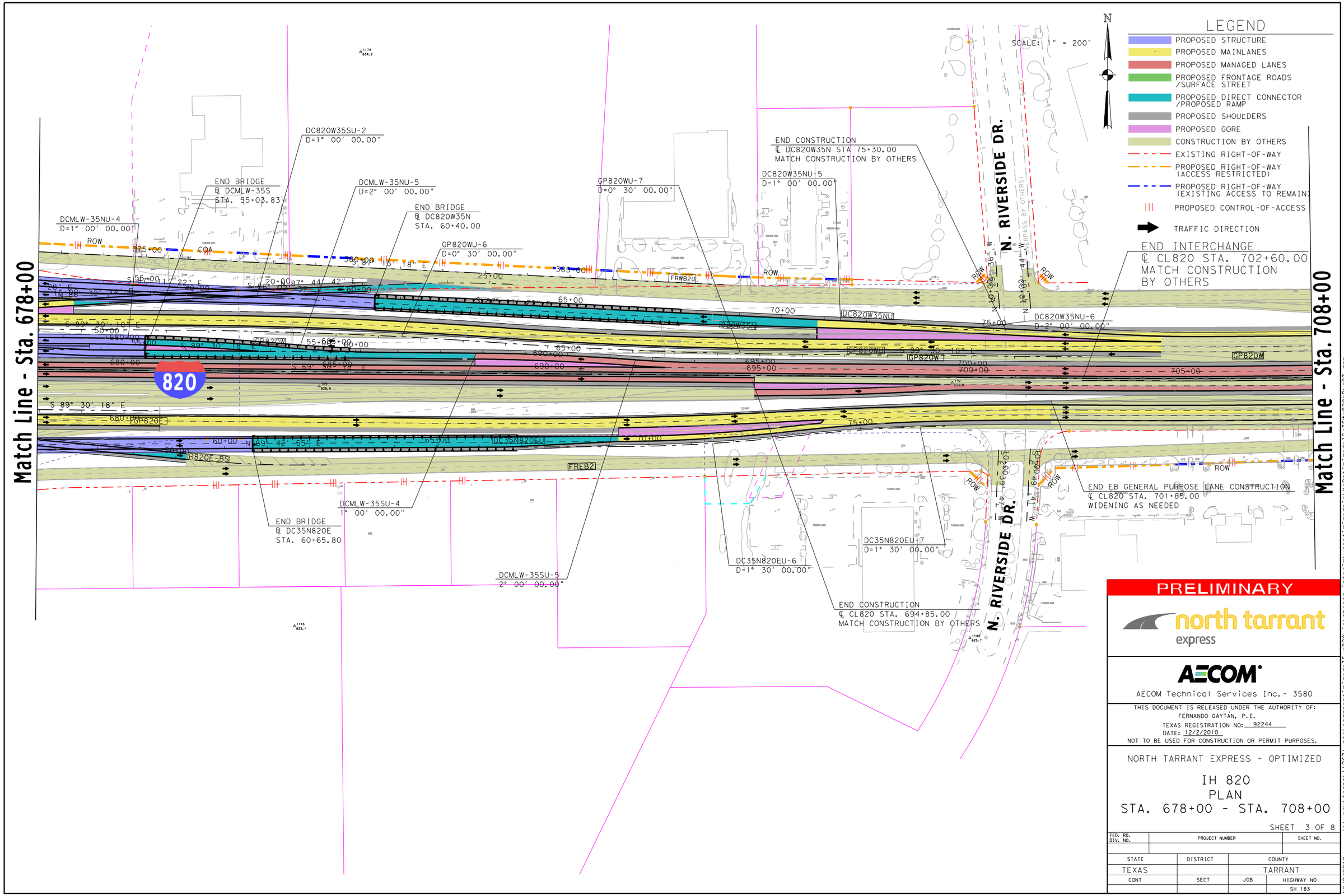

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IH 820
PLAN
STA. 678+00 - STA. 708+00

SHEET 3 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
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SCALE: 1" = 200'

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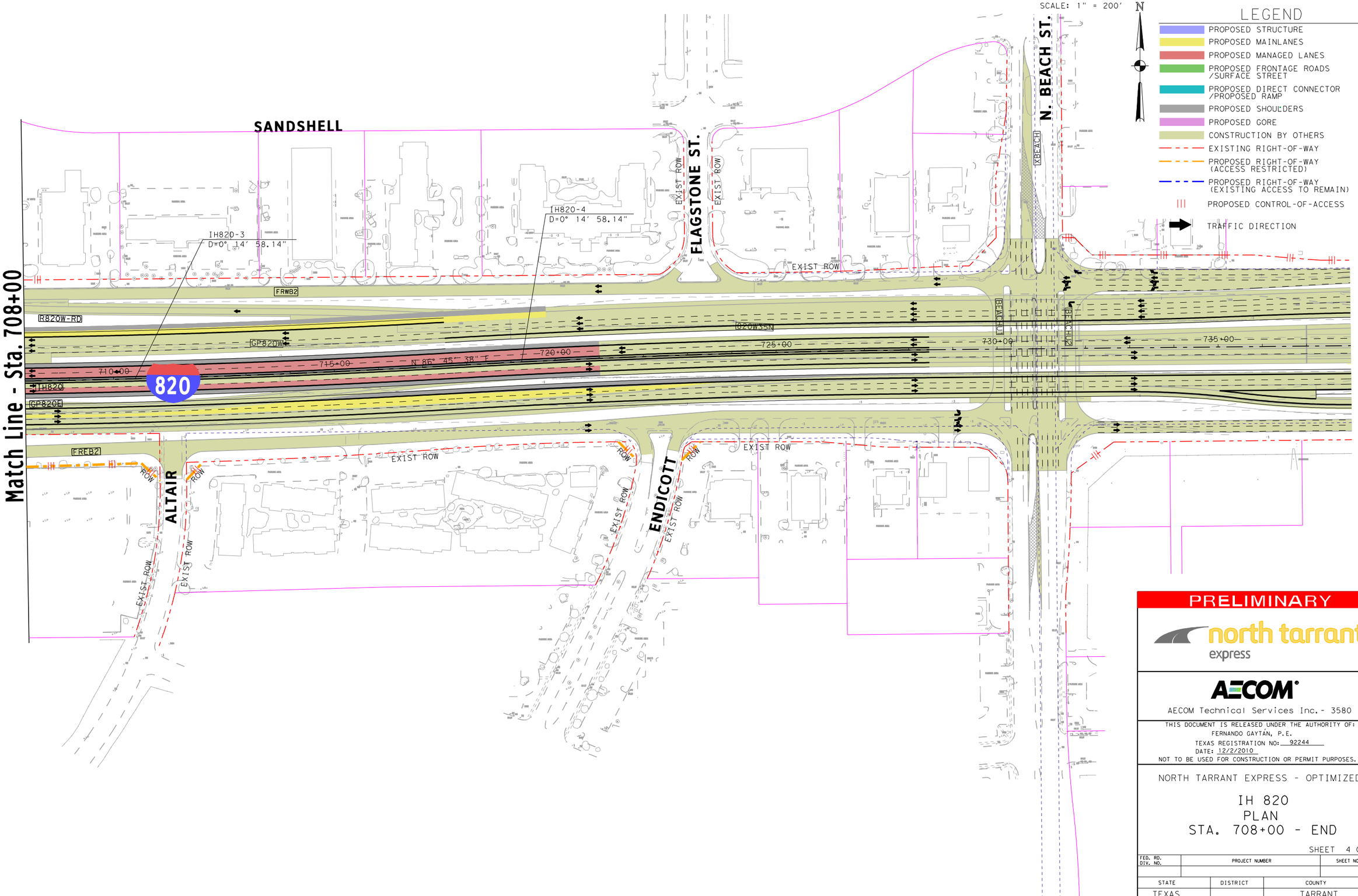

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IH 820
PLAN
STA. 708+00 - END

SHEET 4 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			SH 183

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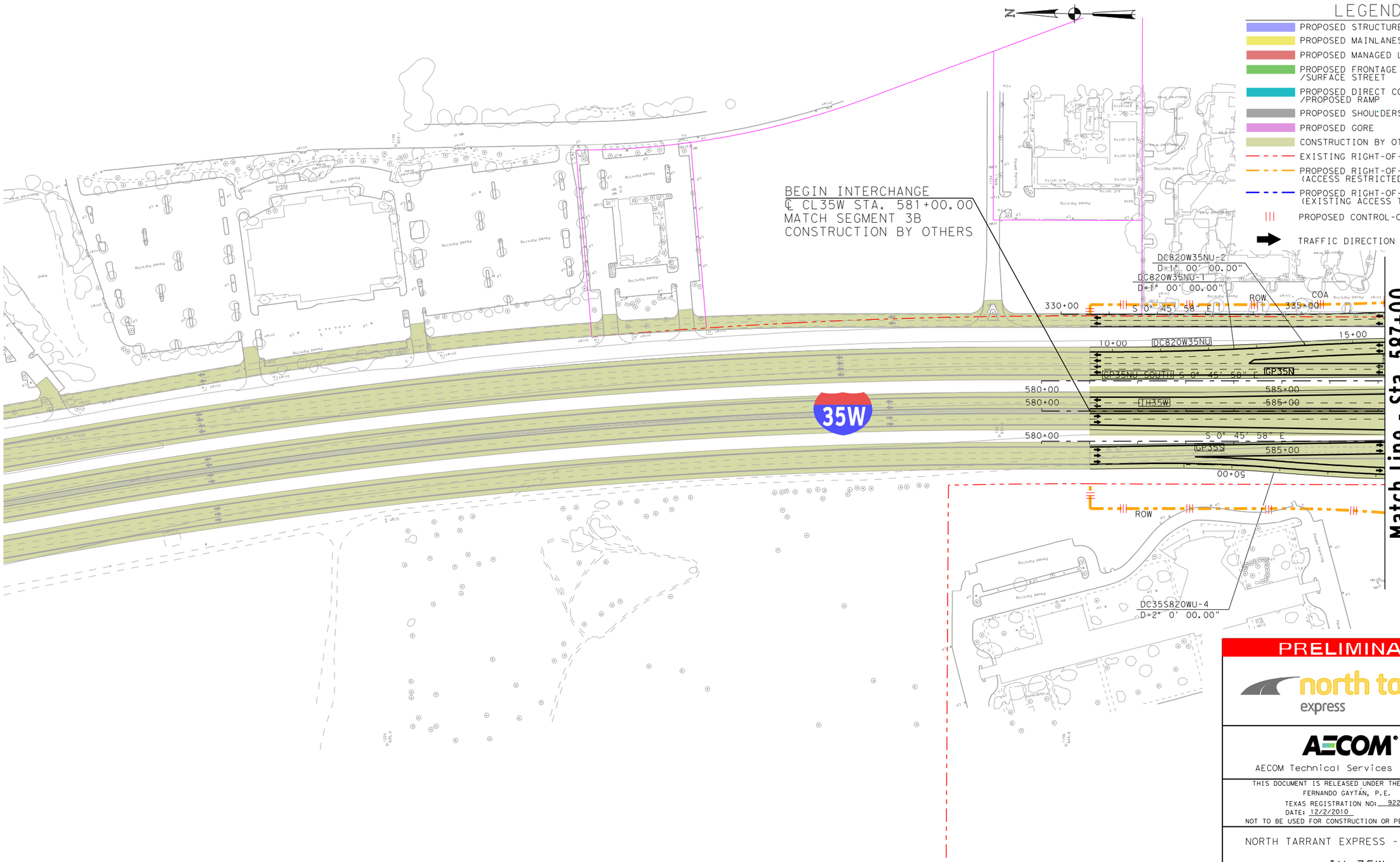

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IH 35W
PLAN
BEGIN - STA. 587+00

SHEET 5 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
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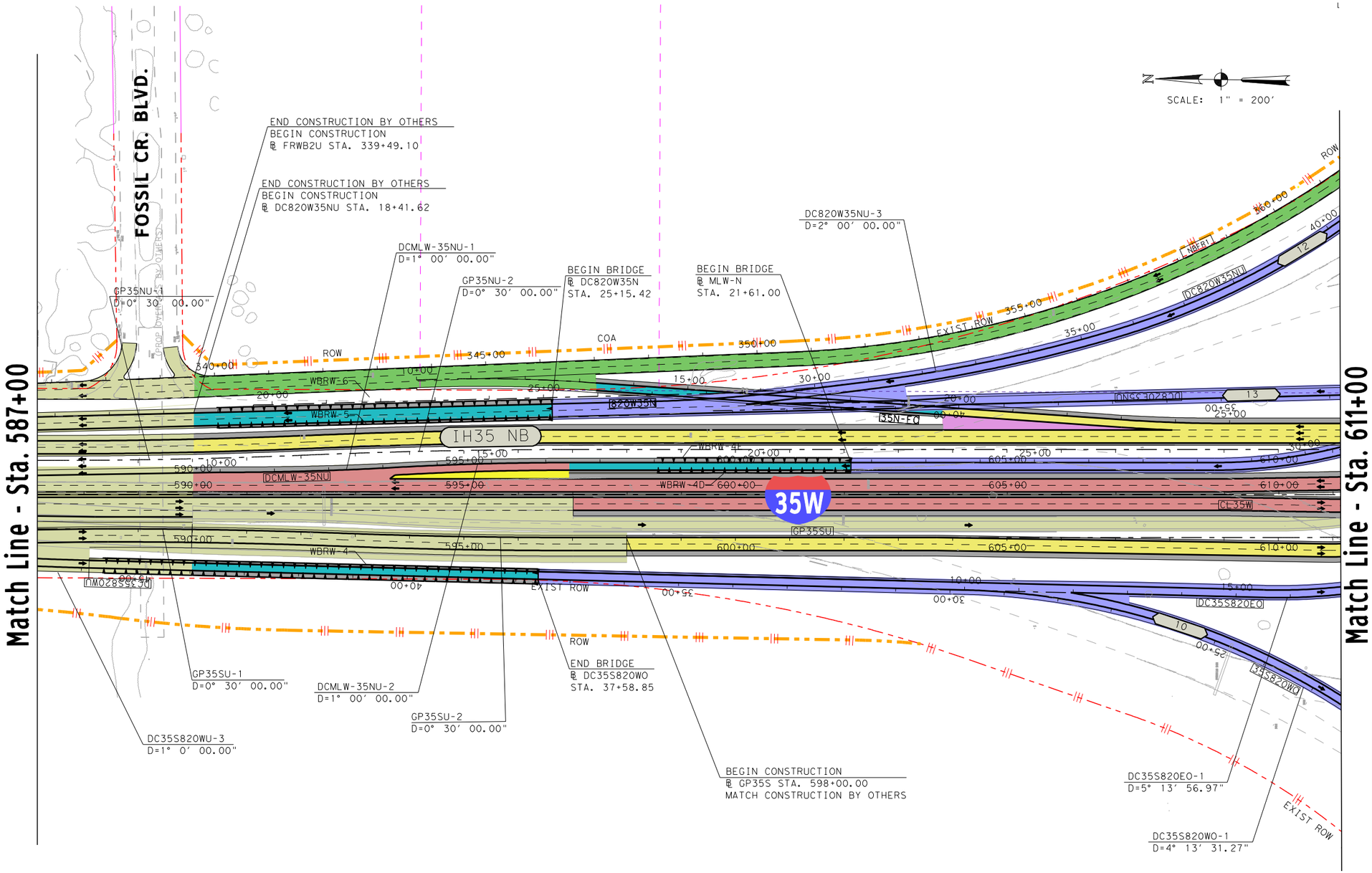

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NORTH TARRANT EXPRESS - OPTIMIZED

IH 35W
PLAN
STA. 587+00 - STA. 611+00

SHEET 6 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
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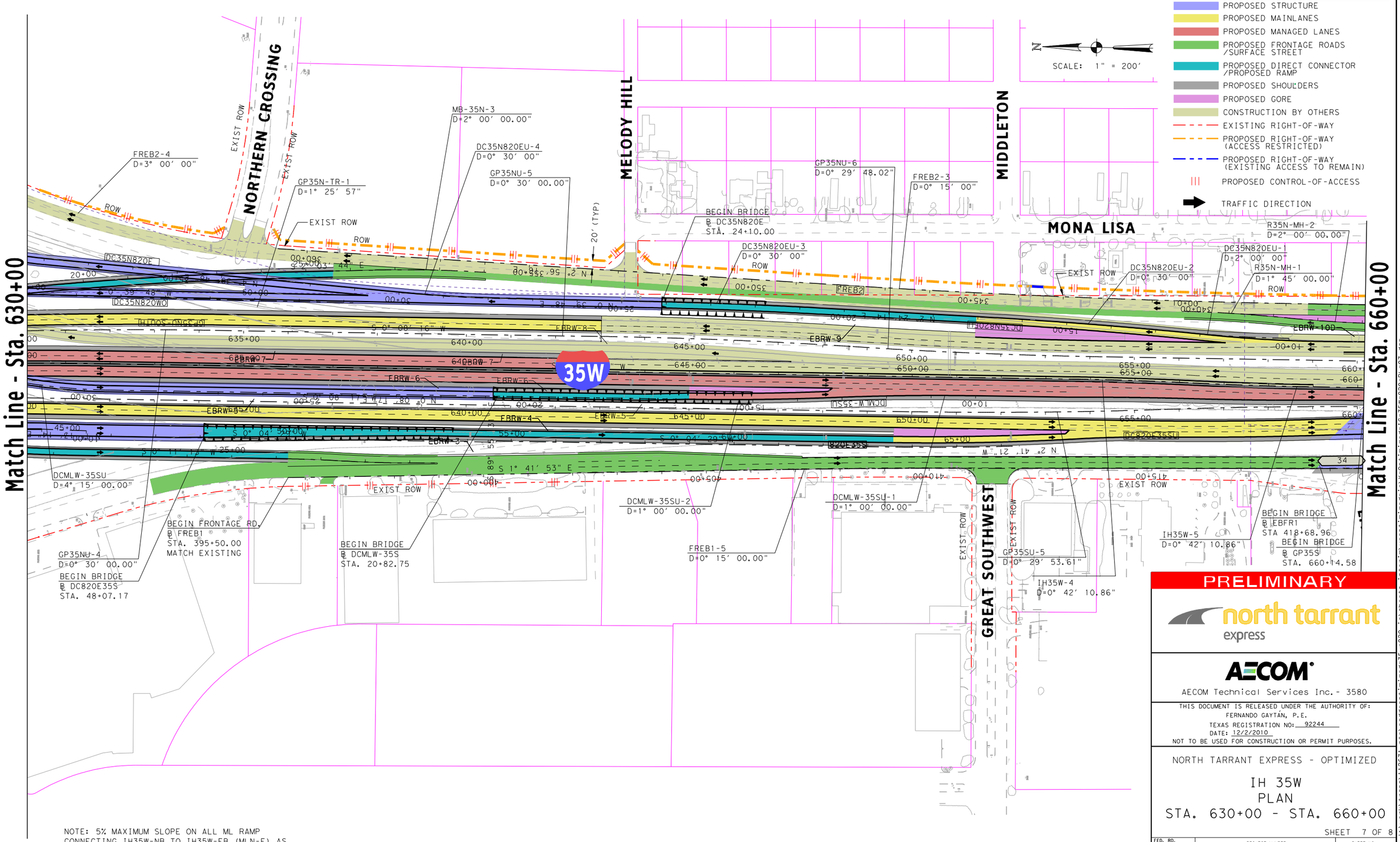

NOTE: 5% MAXIMUM SLOPE ON ALL ML RAMP CONNECTING IH35W-NB TO IH35W-EB (MLN-E) AS PER NTE SEGMENTS 1 & 2 CDA, BOOK 2, TABLE 11-2.

PRELIMINARY

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IH 35W
PLAN
STA. 630+00 - STA. 660+00

SHEET 7 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER		SHEET NO.
STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			SH 183

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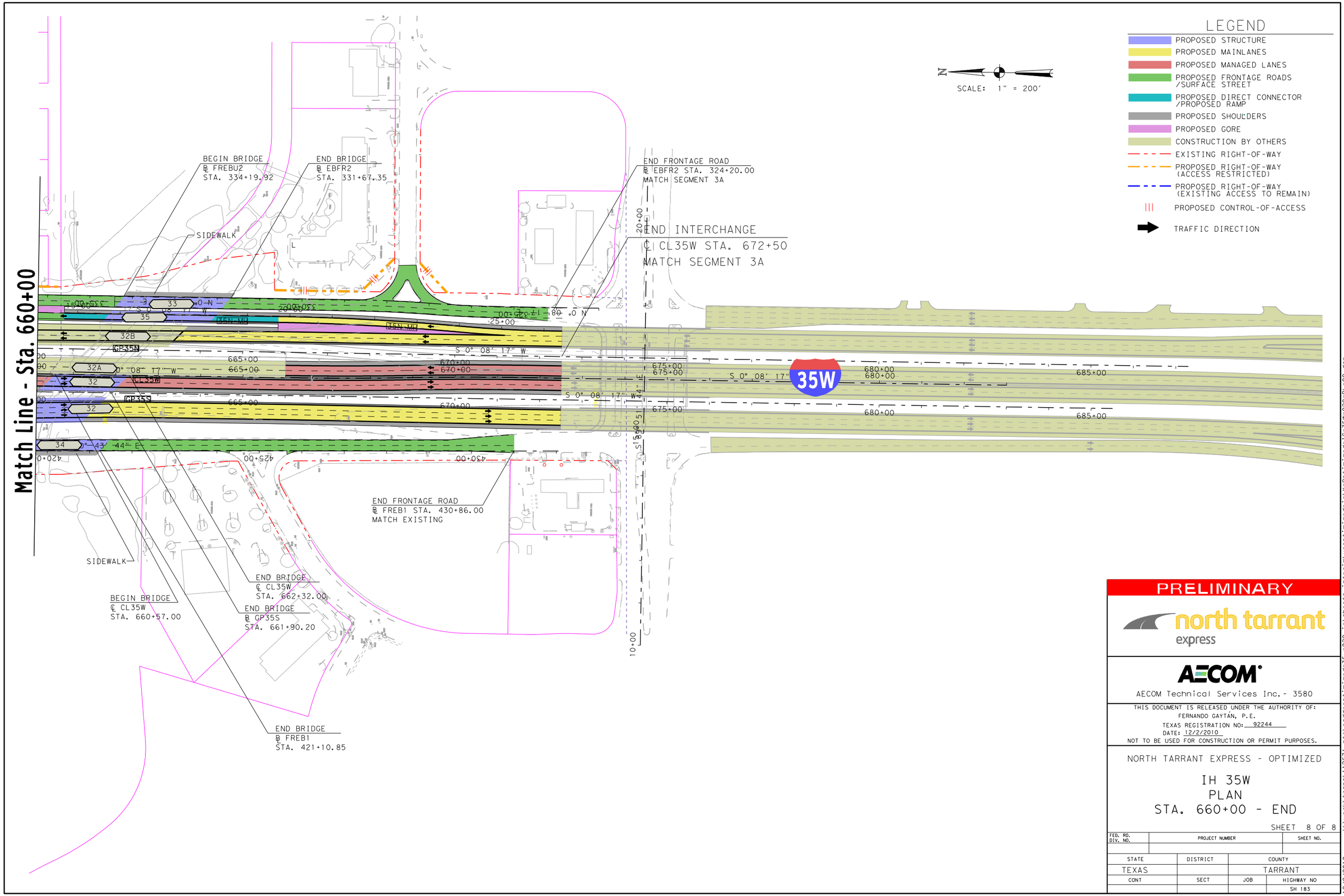

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc. - 3580

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NORTH TARRANT EXPRESS - OPTIMIZED

IH 35W
PLAN
STA. 660+00 - END

SHEET 8 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			SH 183

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NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: April 11, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #48B: NTE IH820/IH35W Interchange – DC's 820EB to IH35NB and SB, and IH35NB and SB to IH820WB

We Are Sending You:

Copies	Date	No.	Description
1	04/08/11	2	RFI #48B Response Form

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☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 48B

Date: January 20, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE IH820/IH35W Interchange – DC's 820EB to IH35NB and SB, and IH35NB and SB to IH820WB

Attachments: **Attachment 1 IH35/IH820 Mandatory Scope Plans**

Information / Clarification Request:

As part of the response to RFI 48, TxDOT communicated to the developer the preference of leaving the existing access to and from Mark IV Parkway via the existing Jug handle ramps (Ultimate ramps from Mark IV to IH820 EB and IH820WB to Mark IV are now included in the capacity improvement stage on chapter 1 Book 2). The developer has accommodated such request, and is including in attachment 1 the plans depicting such configuration.

In order to accommodate the existing jug handle ramps, the GPL Direct Connector bridge s 14 and 17 (from IH820 EB to IH35NB and SB, and the GPL Direct Connector from IH35WNB and SB to IH820 WB) will require a temporary or "throw away" segment that will not be compatible with the Ultimate configuration and the minimum requirements to clear the future ultimate ramps. For this reason, the developer requests from TxDOT to grant a design deviation on the vertical alignment of this ramps in order to reduce the amount of temporary structure not compatible with the ultimate TxDOT schematics for Environmental Approval.

The design deviation requested will be for a 5 percent max vertical alignment grade (current maximum allowable vertical grade is 4 percent). The developer will utilize this design deviation in order to meet the proposed ultimate profile as early as possible, thus reducing the amount of bridge spans t that will have to be demolished in order to complete the full intersection.

Response Needed by (date): January 26, 2011

Response:
A maximum 5% downgrade for DC35N820WY for the temporary connection from the back of gore with DC35S820W at STA 22+95.09 to tie to the IH 820WB GPL as shown in the Dec 2, 2010 Mandatory Scope schematic is approved. Regarding compatibility of the DC35N820WY and DC35N820WU vertical alignments, TxDOT would like to verify that the interim design of the vertical alignment for the connector ramp is compatible with the vertical alignment contemplated for the NEPA schematic. The current vertical alignment grades as shown on the Dec 2, 2010 Mandatory Scope schematic are +3.44% and -3.80%. The grades shown on the Oct 29, 2010 Segment 1A schematic provided by the Developer are +2.41% and -3.97%. The current approach grade as shown in the Dec 2, 2010 Mandatory Scope schematic for DC820E35SY is 3.5% which does not exceed the maximum vertical alignment grade of 4%. Therefore, if the Developer wishes to contemplate a redesign of the DC820E35SY vertical alignment shown in the current Mandatory Scope, TxDOT requests that the Developer please provide an exhibit showing the redesign proposal for TxDOT review. Regarding compatibility of the DC820E35SY and DC820E35SU vertical alignments, TxDOT would again like the Developer to verify that the vertical alignment grades for the DC820E35SY east of the gore with DC820E35N contemplated for the Mandatory Scope are compatible with the ultimate connector ramp grades shown on Oct 29, 2010 Segment 1A schematic.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** April 11, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #49

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 49

Date: December 7, 2010

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segments 3A, 3B , and IH820/IH35W Interchange Book 2 Chapter 20

Attachments:

Information / Clarification Request:

The NTE segments 3A, 3B, and IH820/IH35W Interchange CDA Book 2 chapter 20 requires the developer to accommodate within the facility a Metropolitan Transportation Plan regional Veloweb trail system. During the proposal coordination meetings held with TxDOT, the developer has requested plans, specs, requirements and general information of such veloweb, but TxDOT representatives do not have any details of such facility. It has hard to believe that TxDOT requires the developer to comply with something that TxDOT themselves don't have any details nor specific technical requirements required to accommodate such facility. NTEMP 2-4 respectfully request that TxDOT either provide all the necessary data in order do accommodate the Fort Worth Veloweb trail system, or remove it from the requirements of book 2 chapter 20.2.2

Book 2 Chapter 20.2.1 is also requiring the developer to accommodate a bicycle facility at the North side of the Cottonbelt fort worth connector. Please submit plans of plan bicycle crossing, and any additional technical requirements beyond what is specified in chapter 11 that the developer needs to meet.

Response Needed by (date): December 10, 2010

Response:

Responder Name:

Response Date:

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: December 10, 2010

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #49: NTE Segments 3A, 3B , and IH820/IH35W Interchange Book 2 Chapter 20

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From: Matthew E. MacGregor
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Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segments 3A, 3B , and IH820/IH35W Interchange Book 2 Chapter 20

Attachments: **TRWD Criteria (provided May 2010).pdf**
Mobility2030_Exh15-15_1_10_30_07.pdf

Information / Clarification Request:

The NTE segments 3A, 3B, and IH820/IH35W Interchange CDA Book 2 chapter 20 requires the developer to accommodate within the facility a Metropolitan Transportation Plan regional Veloweb trail system. During the proposal coordination meetings held with TxDOT, the developer has requested plans, specs, requirements and general information of such veloweb, but TxDOT representatives do not have any details of such facility. It has hard to believe that TxDOT requires the developer to comply with something that TxDOT themselves don't have any details nor specific technical requirements required to accommodate such facility. NTEMP 2-4 respectfully request that TxDOT either provide all the necessary data in order do accommodate the Fort Worth Veloweb trail system, or remove it from the requirements of book 2 chapter 20.2.2

Book 2 Chapter 20.2.1 is also requiring the developer to accommodate a bicycle facility at the North side of the Cottonbelt fort worth connector. Please submit plans of plan bicycle crossing, and any additional technical requirements beyond what is specified in chapter 11 that the developer needs to meet.

Response Needed by (date): December 10, 2010

Response:

Please find attached the requested Tarrant Regional Water District (TRWD) guidelines for accommodating the MTP regional Veloweb trail system within the 3A/3B Facility.

The major portion of the Veloweb in Segment 3A runs along the Trinity River and the trail is covered under the TRWD guidelines.

Also below is the weblink to the NCTCOG's website specifically dealing with the Regional Veloweb:
http://www.nctcog.org/trans/sustdev/bikeped/veloweb.asp

Attached is the NCTCOG's Bicycle and Pedestrian Facilities plan included in Mobility 2030. There does not appear to be any updates for Mobility 2030-2009 Amendment.

We are accommodating pedestrians/bicyclist as previously discussed along IH 35W based on FHWA guidance provided on previous schematic reviews in the area.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: December 10, 2010

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

The Metropolitan Transportation Plan

Bicycle and Pedestrian Facilities

Legend

Recommended Veloweb Routes

- Completed: 112 miles
- Funded: 34 miles
- Needed: 289 miles

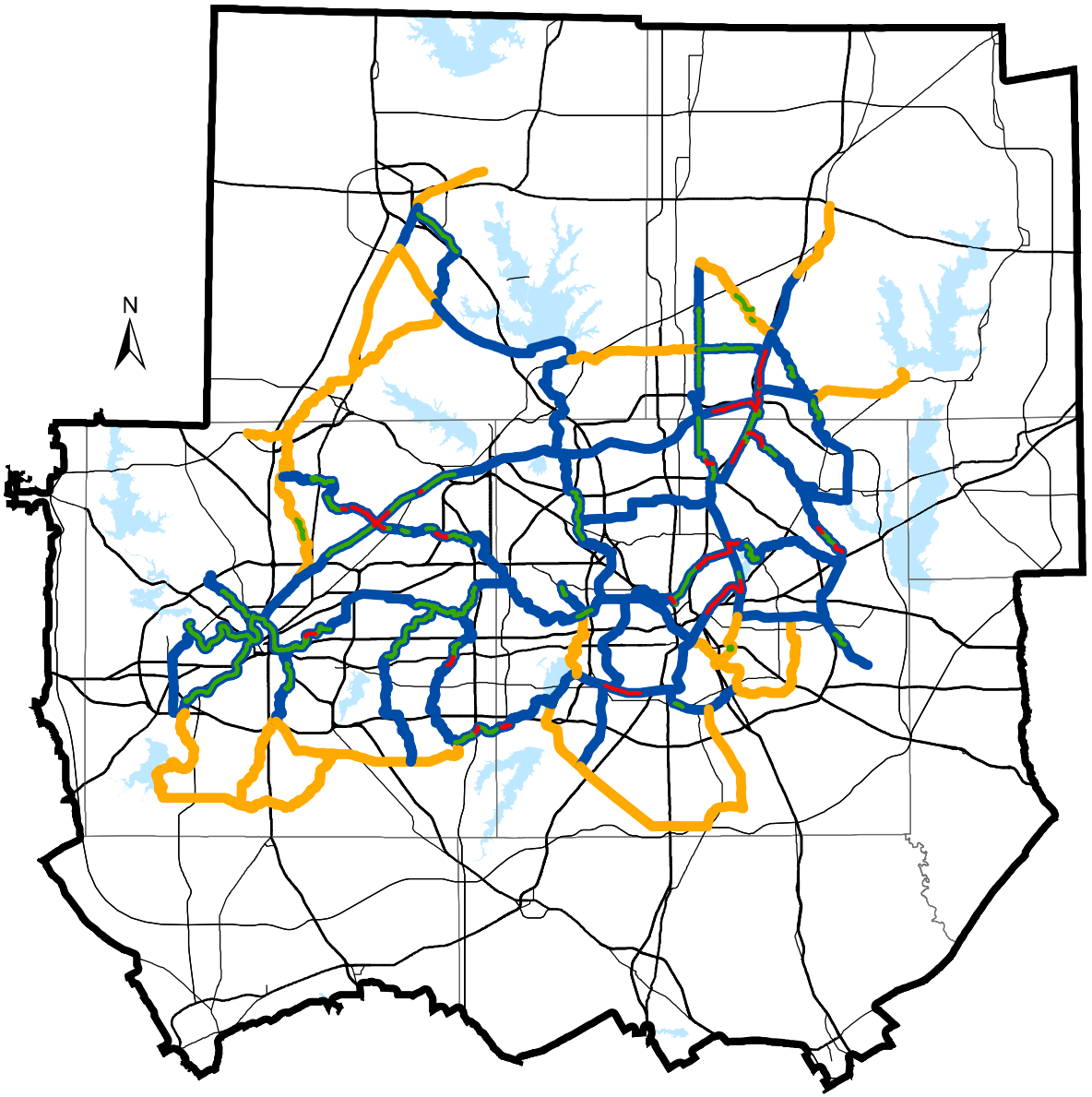
Candidate Veloweb Routes

- Completed: 7 miles
- Needed: 202 miles
- Freeways
- County Boundaries
- Metropolitan Planning Area Boundary
- Major Lakes

New facility locations indicate transportation needs and do not represent specific alignments.

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

All Veloweb routes should be targeted for right-of-way preservation.



North Central Texas Council of Governments
Transportation

October 30, 2007

TARRANT REGIONAL WATER DISTRICT
P.O. Box 4508
Fort Worth, TX 76164

CRITERIA FOR CONSTRUCTION WITHIN AND ALONG THE LIMITS OF EXISTING FEDERAL FLOOD PROJECTION PROJECTS

1. **Pamphlet Purpose.** This pamphlet provides guidance to individuals, developers, architect-engineering firms, and local governmental agencies for the construction of new facilities or the modification of existing facilities within the limits of Tarrant Regional Water District's (TRWD) flood protection project. The guidance contained in this pamphlet applies to the activities described herein in most cases and serves as a supplement to the U.S. Army Corps of Engineers, Fort Worth District (CESWF) Pamphlet SWFP 1150-2-1. This pamphlet is in no way a substitution or replacement of the SWFP 1150-2-1 and should only be used for guidance on the floodway in addition to the abovementioned pamphlet. However, TRWD reserves the right to reconsider this guidance at any time due to unknown or unforeseen circumstances, technological advances, additional information, etc.

2. **Applicability.** This pamphlet applies to any TRWD land owned or controlled by fee ownership or easement on the Fort Worth Floodway.

3. **Project Purpose.** A federal flood control project is designed to safely carry floodwater within the project and through a developed area. As such, any proposed developments within the project must keep the safe passage of floodwater as the first priority. The roles of the CESWF and TRWD are to maintain the integrity of the project while preventing negative impacts to the passage of the project design flood.

4. **General Criteria for Construction within and along the Fort Worth Floodway.**

   A. *Submittals*
   (1) Five paper copies and one electronic set of 10% plans, including an aerial map, are to be submitted to TRWD. A concept plan is not sufficient for initial review. The aerial map shall show the right-of-way boundaries of TRWD with specific levee toe and channel slope limits in the portion of the project being crossed, if applicable.
   (2) Within the initial submittal the construction starting date, completion date, and detailed project construction schedule, including sequence of construction prior to initiation of work shall be included.
   (3) TRWD will make every attempt to return initial comments within 45 days of submittal.

   B. *Security*
   (1) Site must remain secure with all gates closed and locked at all times.
   (2) Cable fencing that is removed for construction purposes must be secured at the end of each work day with suitable fence to prevent motorized traffic

from entering the floodway. Specifications for replacement of security fence will be provided upon request.

(3) Only vehicles and equipment required for construction are allowed in the construction area in accordance to and as stated in Texas Water Code Chapter 49.217.
   (a) All vehicles within construction area should be authorized by TRWD.
   (b) Construction employee vehicles shall not be allowed on the floodway at any time during construction.
   (c) Employee parking shall be provided off site.

(4) All maintenance roads shall remain unblocked to allow passage in the event of an emergency.

C. *Construction involving the Trinity Trail System*

(1) No closure of the Trinity Trail is allowed.

(2))Rerouting the Trinity Trail
   (a) If interference to the trail is required for construction, the trail must be re-routed using compacted 3/8" minus flex base or asphalt.
   (b) A trail detour plan, including signage must be submitted with packet.
   (c) Signs notifying trail users of upcoming project/detour must be placed at least 1 week, but no earlier than 3 weeks before construction begins.
   (d) Posted signs must be of professional quality and not hand made.

(3)Repairing/Replacing the Concrete Trail after construction
   (a)Replace using a minimum 6" thick 3000 psi concrete with 1' perimeter beams reinforced with #4 rebar tied 100% on 1' centers both ways.
   (b)Rebar shall be installed on plastic chairs.
   (c)Surface of trail shall be finished with a uniform medium-broom finish.
   (d)Trail must be 8' minimum width and no smaller than the existing trail.

(4) Repairing/Replacing the Asphalt Trail after construction
   (a)Type B asphalt is required
   (b)#1 flex base compacted 6" thick shall be use for the base
   (c)Finish grade shall have a smooth uniform surface and free of any surface defects or vertical deflection.
   (b)Trail must be 11' minimum width and no smaller than the existing trail.
   (d)Concrete may be required to replace asphalt at the discretion of the District

D. *Establishing Grass Post-Construction*

(1) All grass shall be re-established to existing or better condition.

(2) A seed injected compost blanket minimum 2" depth shall be used on any slopes greater than 6:1.

(3) Seed Compositions
   (a) From September 1 through March 15 Common Bermuda and Wheat shall be used.
   (b) From March 16 through August 31 Japanese Millet and Common Bermuda shall be used.

(4) The "natural areas" on the floodway shall be re-established using a specific wildflower seed mixture, approved by the District.

E. *Any vaults installed within the Floodway shall be flush with the ground with no greater than a 16:1 earthen slope away from the vault.*

F. *Erosion protection on the Floodway*
   (1) Cabled Articulating Revetment Systems are to be used for erosion control
   (2) Riprap, gabions or concrete paving are not allowed and may not be substituted for the revetment systems.
   (3) Revetment systems must be a natural earth tone color.

5. Crossing Over Existing Levees at Grade.

A. *Notwithstanding pamphlet SWFP 1150-2-1, District does not allow construction method as provided for in Paragraph 5 of SWFP 1150-2-1..*

6. Crossing Over The Fort Worth Floodway.

A. *Aerial bridge structures transporting utility lines over the Fort Worth Floodway will not be allowed.*

7. Crossing Under Levees with Open Excavation.

A. *This method is not allowed on the Fort Worth Floodway.*

8. Crossing Under Levees with Boring or Jacking Sleeves.

A. *Please refer to pamphlet SWFP 1150-2-1.*

9. Horizontal Directional Drilling Under Levees and Channels.

A. *Please refer to pamphlet SWFP 1150-2-1.*

10. Bridges Crossing Levees.

A. *All storm water runoff from bridge decks must be piped into a collection device and then to the river to prevent erosion within the floodway.*

B. *Cabled Articulating Revetment Systems are to be installed within the shadow line of the bridge where vegetation cannot be established.*

11. Buried Lines Parallel to Levees and Channels.

A. *Please refer to pamphlet SWFP 1150-2-1.*

12. River and Channel Crossing Criteria.

A. *Please refer to pamphlet SWFP 1150-2-1.*

13. Roadway or Railroad Crossings.

A. *Please refer to pamphlet SWFP 1150-2-1.*

14. Discharge Structures.

A. *All new, relocated, or renovated storm drain systems are required to have a Storm Water Collection Device (SWCD) capable of containing trash, sediment and oils in accordance with the integrated Storm Water Management (iSWM) program as promulgated by North Central Texas Council of Governments (NCTCOG).*

B. *The bottom elevation of the SWCD shall be installed at a depth no greater than 20 feet from existing grade.*
C. *Access to the SWCD shall accommodate an industrial size Vacuum Truck.*
D. *The agency, developer, entity or corporation responsible for the SWCD shall submit a maintenance report to TRWD on July 1st of each year following the year of installation of the SWCD. Maintenance report shall include dates and volumes of oils, sediments and floatables removed from the SWCD. The SWCD shall be maintained and removals performed by the responsible party in accordance with the manufacture's guidelines.*
E. *All discharge points shall be installed below conservation elevation of the river (normal water surface elevation).*

15. Pump Discharge Pipelines Over Levees.

A. *Notwithstanding pamphlet SWFP 1150-2-1, District does not allow construction method as provided for in Paragraph 5 of SWFP 1150-2-1.*

16. Electrical and Telephone Criteria for Overhead Wire Crossings.

A. *When possible, free standing poles should be used that do not require guy lines.*
B. *If used, all guy wires shall be marked with a yellow or orange PVC cover.*
C. *Poles and guy wires shall not be installed within 21 feet of any other above ground obstruction to allow for maintenance vehicle passage*

17. Low Dams or Diversion of Flows.

A. *Please refer to pamphlet SWFP 1150-2-1.*

18. Process for Abandoning Existing Pipelines.

A. *Please refer to pamphlet SWFP 1150-2-1.*

19. Construction of Recreation Facilities.

A. *Please refer to pamphlet SWFP 1150-2-1.*

20. Planting of Trees along the Floodway.

A. *Removed trees must be replaced on a 1:1 caliper inch basis. Replaced trees shall be 3" to 5" caliper. The sum total of replacement tree diameter shall equal the removed tree diameter.*
B. *Replacement trees must be irrigated for 2 years with subsurface drip irrigation.*
C. *Trees shall be warranted for 2 years.*

21. Oil and Gas Exploration Activities.

A. *Temporary raw water supply pumps and lines may be placed in the Floodway at the District's discretion.*
   (1) The Federal Floodway will not be use as a storage yard for pumping equipment.
   (2) Pump Equipment shall not be placed along the Floodway any earlier than one week prior to the drilling or fracing operation of the well.
B. *Temporary Water Lines.*

(1) Contractor is required to mow a 10' strip on both sides of the temporary water line on a 2-week interval basis.
(2) Where temporary water lines cross maintenance roads that are not a part of the trail system, a suitable crossing shall be constructed that provides a HS20 loading. Crossings are subject to frequent traffic by large tracked and rubber tire equipment.
(3) All water transfer pipelines must be free from leaks, including pipe joint couplings.
(4) Lines 3" or smaller.
   (a) Lines may be bored beneath the existing trail with a minimum depth of 2' below existing grade or attached to an overhead structure as described in 5.b below.
   (b) Each end of the buried line shall be constructed in valve boxes and positioned 5' on either side of the trail as connection points.
(5) Lines greater than 3".
   (a) Lines must be constructed overhead allowing a 9' clearance and spanning the width of existing trail.
   (b) Overhead structure must be stable, free from leaks, adequately anchored, free standing and painted a bright safety color.
   (c) Signs notifying trail users of overhead crossing must be placed at least 1 week, but no earlier than 3 weeks before crossing is installed.
   (d) Posted signs must be of professional quality and not handmade.
(6) Specific means and methods regarding temporary water lines are to be submitted for approval.

C. *Water Pumps.*
(1) All water pumps must be placed in a containment structure capable of containing one and a half times the total amount of fluid within the pump in the event of a pump malfunction.
(2) TRWD's Temporary Raw Water Sales Agreement must be attached to the pump.
(3) All water pumps placed below the top of the river channel must be removed each evening or at the end of each workday, unless supervision is provided 24 hours a day.
(4) A containment boom must be placed in the river at a 50' radius from the extraction point.
(5) Containment boom shall be 18" from top of boom to bottom of skirt.

D. *Removal of Pump Equipment*
(1) All pump equipment must be disassembled and removed from the property immediately upon completion of the drilling or fracing operation.

District will process and review all Project Submittals on a case by case basis and reserves the right to approve or deny any such submittal at its sole discretion.

RFI #50, #50B & #50C

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50

Date: February 18, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segments 3A Manage Lane Profile

Attachments: **Exhibit 1 (NTE Segment 3A Schematic Plan sheet south of IH35W sta 844+00), Exhibit 2 (NTE MDP CDA Geometric Design Criteria dated 1/5/2010), Exhibit 3 (segested redlines to Geometric Design Criteria table)**

Information / Clarification Request:

During the NTE Master Development Plan process, TxDOT communicated the desire that the extension of the managed lane south of SH 121 be tied with the SB IH35W IH 35W General Purpose Lanes as far north as possible. This request was due to the fact that there is no room for adding any more lanes south of station 959+40 (see exhibit 1), and there is a need to transition 7 lanes (IH35W CL sta 938+00) to four lanes (IH35W CL sta 950+00). TxDOT wanted to have the longest possible tangent and merging section for dropping the GPL lane added with the Manage Lane Entrance (currently designed out with a total 1800 ft tangent and merge area). The developer has been accommodated in the plans, and it has been evaluated and approved by TxDOT after multiple technical comment and revisions to NTE segment 3A Master Development Plan schematics. The developer requests that the NTE segment 3A and 3B Geometric Design requirement Table 11-2A of Book 2 be modified to state that 55 MPH design speed will be applicable to the Manage lane starting at station 913+55.00.

Please note that previously the geometric requirement table indicated that 55MPH design speed was allowed in the "South End of Project" (see Exhibit 2 Draft NTE MDP CDA Geometric Design Criteria dated January 5th 2010). The latest Geometric Design Criteria Table 11-2A of Book 2 under Mainlanes column allows for a 55 MPH design speed south of sta 932+00. This station was added to this table due to RFI 3; NTEMP requested that this station be clarified in the geometric requirement table based on NB and SB IH35W General Purpose Lanes (3%>Vertical Grade>4% required, and Sag K values lower than required for 70 MPH). The developer did not request within RFI 32 to include station 913+55 where 55 MPH design criteria shall commence for the Managed Lanes. Again, TxDOT has in numerous times provided design comments and requested revisions, and this profile grade has not come out as a design deficiency due to the desire of providing the longest tangent and merge area for finalizing the Manage Lanes (CAI is currently updating the NEPA schematics with the same vertical alignment submitted by NTEMP).

If this RFI is not approved, NTEMP would need to move the SB Manage Lane entrance to the IH35W GPL further south in order to have a vertical alignment that complies with 70 MPH (max grade = 3%, and sag k value of 181), therefore reducing significantly the tangent and merging area for finalizing the Manage Lanes within the constraints stated in the first paragraph.

Response Needed by (date): February 24, 2011

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail_____

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: March 1, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #50: NTE Segments 3A Manage Lane Profile

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9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50

Date: February 18, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segments 3A Manage Lane Profile

Attachments: **Exhibit 1 – Alternative Redesign for SB IH 35W Managed Lane Vertical Alignment**

Information / Clarification Request:

During the NTE Master Development Plan process, TxDOT communicated the desire that the extension of the managed lane south of SH 121 be tied with the SB IH35W IH 35W General Purpose Lanes as far north as possible. This request was due to the fact that there is no room for adding any more lanes south of station 959+40 (see exhibit 1), and there is a need to transition 7 lanes (IH35W CL sta 938+00) to four lanes (IH35W CL sta 950+00). TxDOT wanted to have the longest possible tangent and merging section for dropping the GPL lane added with the Manage Lane Entrance (currently designed out with a total 1800 ft tangent and merge area). The developer has been accommodated in the plans, and it has been evaluated and approved by TxDOT after multiple technical comment and revisions to NTE segment 3A Master Development Plan schematics. The developer requests that the NTE segment 3A and 3B Geometric Design requirement Table 11-2A of Book 2 be modified to state that 55 MPH design speed will be applicable to the Manage lane starting at station 913+55.00.

Please note that previously the geometric requirement table indicated that 55MPH design speed was allowed in the "South End of Project" (see Exhibit 2 Draft NTE MDP CDA Geometric Design Criteria dated January 5th 2010). The latest Geometric Design Criteria Table 11-2A of Book 2 under Mainlanes column allows for a 55 MPH design speed south of sta 932+00. This station was added to this table due to RFI 3; NTEMP requested that this station be clarified in the geometric requirement table based on NB and SB IH35W General Purpose Lanes (3%>Vertical Grade>4% required, and Sag K values lower than required for 70 MPH). The developer did not request within RFI 32 to include station 913+55 where 55 MPH design criteria shall commence for the Managed Lanes. Again, TxDOT has in numerous times provided design comments and requested revisions, and this profile grade has not come out as a design deficiency due to the desire of providing the longest tangent and merge area for finalizing the Manage Lanes (CAI is currently updating the NEPA schematics with the same vertical alignment submitted by NTEMP).

If this RFI is not approved, NTEMP would need to move the SB Manage Lane entrance to the IH35W GPL further south in order to have a vertical alignment that complies with 70 MPH (max grade = 3%, and sag k value of 181), therefore reducing significantly the tangent and merging area for finalizing the Manage Lanes within the constraints stated in the first paragraph.

Response Needed by (date): February 24, 2011

Response:

The vertical alignment of the SB Managed Lanes should comply with a design speed of 70mph. TxDOT does not approve the use of a design speed of 55mph for the Managed Lanes south of STA 913+55. However, TxDOT does approve the use of a maximum 4% grade for the Managed Lanes south of STA 913+55 (design speed of 70mph for rolling terrain per the TxDOT RDM, Table 2-9). Note that in RFI #30 TxDOT previously approved the use of a maximum 4% grade for the interim IH 35W General Purpose Lanes south of STA 932+00 and a design speed of 55mph only in order to transition to the existing facility at the south end of the Project.

TxDOT understands that the current SB Managed Lane vertical alignment (35WMLS30) south of STA 913+55 does not meet the maximum grade requirement of 3% for 70 mph as specified in Book 2 (currently 3.48%). TxDOT also understands that the SB Managed Lane vertical alignment where it ties to the SB General Purpose Lanes is incompatible with the horizontal geometry contemplated for the ultimate configuration just south of the RR bridge. The current 35WMLS30 vertical alignment is apparently compatible with the interim SB General Purpose Lane horizontal and vertical alignments.

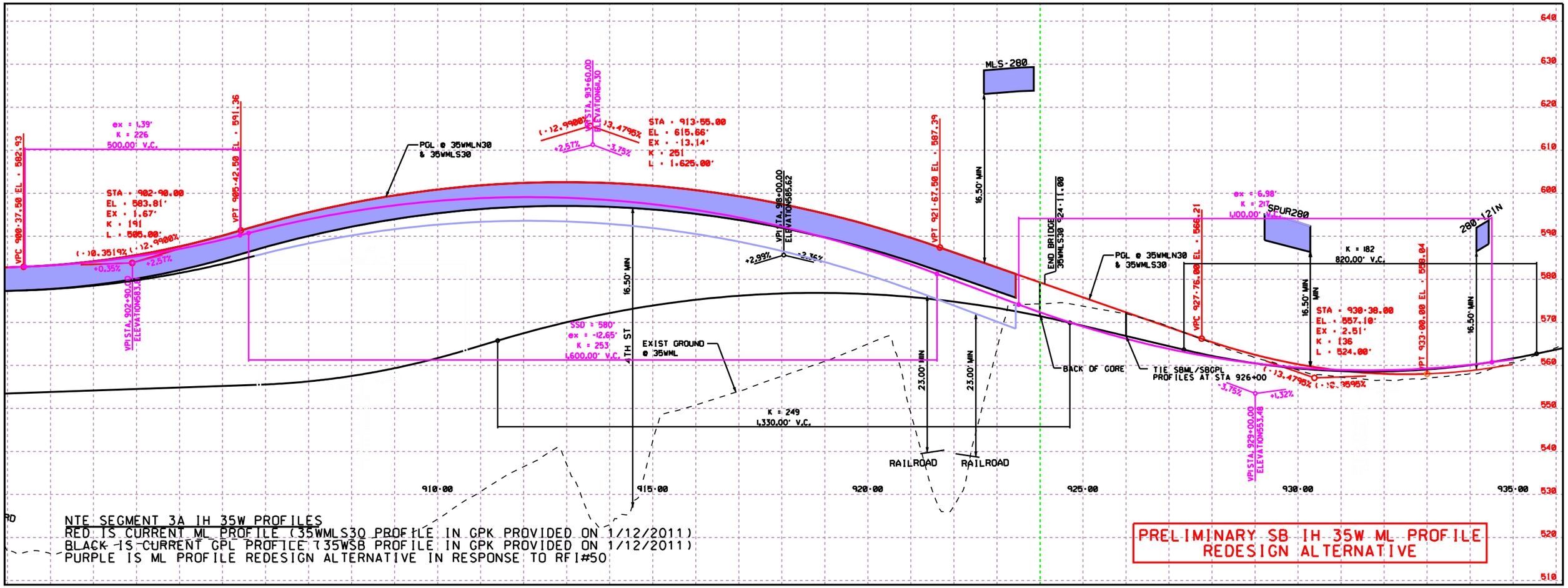
The SB Managed Lane vertical alignment south of STA 913+55 appears higher than required to tie to the ultimate SB General Purpose Lanes just south of the RR. TxDOT would like to suggest an alternative solution for NTEMP's consideration. The solution consists of lowering the Managed Lane vertical alignment and the interim SB General Purpose Lane vertical alignment between STA 913+55 and Spur 280 as shown in Exhibit 1. The alternative includes lowering the vertical alignment of the 35WMLS30 by approximately 7' at the south end of the RR bridge using a maximum grade of 4% and a design speed of 70mph while maintaining the required clearance over the RR (calculated clearance of 33'). The interim SB General Purpose Lanes would also be lowered to accommodate the ultimate horizontal and vertical geometry. Minor adjustments south of STA 913+55 would be required to the NB Managed Lanes vertical alignment, the SB Managed Lane exit ramp to US 287 and interim exit ramp to Spur 280.

NTEMP may also consider lowering the interim NB General Purpose Lane vertical alignment to ultimate grade to eliminate the need for interim retaining wall which would increase the cost savings resulting from lowering the SB Managed Lane bridges and interim General Purpose Lane bridges. Since the NB General Purpose Lanes would be lower than currently contemplated, the NB IH 35W to Spur 280 loop ramp would require modification including relocating the exit ramp gore further south. Adjustments would also need to be made to the NB IH 35W GPL entrance ramps from Spur 280 and US 287. An additional item for review and consideration will be the impact to the construction phasing. Temporary shoring would be required for the phased construction of the SB GPL in Phase 2 and the NB GPL in Phases 3 and 4.

TxDOT appreciates that NTEMP has designed 35WMLS30 to be compatible with the interim design in order to utilize as much of the existing facility as possible by using existing grade between the RR and Spur 280 to facilitate the construction phasing. However, because the current design is incompatible with the ultimate configuration TxDOT would appreciate your consideration of this alternative design solution and the opportunity to discuss this further.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** March 1, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail



NTE SEGMENT 3A IH 35W PROFILES
RED IS CURRENT ML PROFILE (35WMLS30 PROFILE IN GPK PROVIDED ON 1/12/2011)
BLACK IS CURRENT GPL PROFILE (35WSB PROFILE IN GPK PROVIDED ON 1/12/2011)
PURPLE IS ML PROFILE REDESIGN ALTERNATIVE IN RESPONSE TO RFI#50

PRELIMINARY SB IH 35W ML PROFILE
REDESIGN ALTERNATIVE

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE segment 3A Manage Lane Profile South of Station 913+55

Attachments: Exhibit 1 (Printout of NB and SB Manage Lane profile south of station 913+55), segment3A_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 For the developer to confirm that the Managed Lanes vertical curves South of station 913+55 comply with the 70 MPH design speed.

Developer confirms that the vertical alignment design of the NB and SB Managed reflects the use of the allowed 4% Maximum grade south of station 913+55, and that it complies with a 70 MPH design speed (see Exhibit 1 printout of the NB and SB Manage lane profile). Please note that profiles referenced within this RFI are available in the dgn file Segment3A_Profile.dgn previously submitted to TxDOT with the Mandatory Scope Schematics (file attached).

Developer considers that TxDOT already has all the information requested based on the above, and TxDOT's finalized Due Diligence process (TxDOT has communicated that they do not desire to lower the vertical alignment profiles as requested by TxDOT within the RFI response). The developer requests that TxDOT provide the official approval of RFI 50 without any restrictions or further considerations.

Response Needed by (date): August 4, 2011

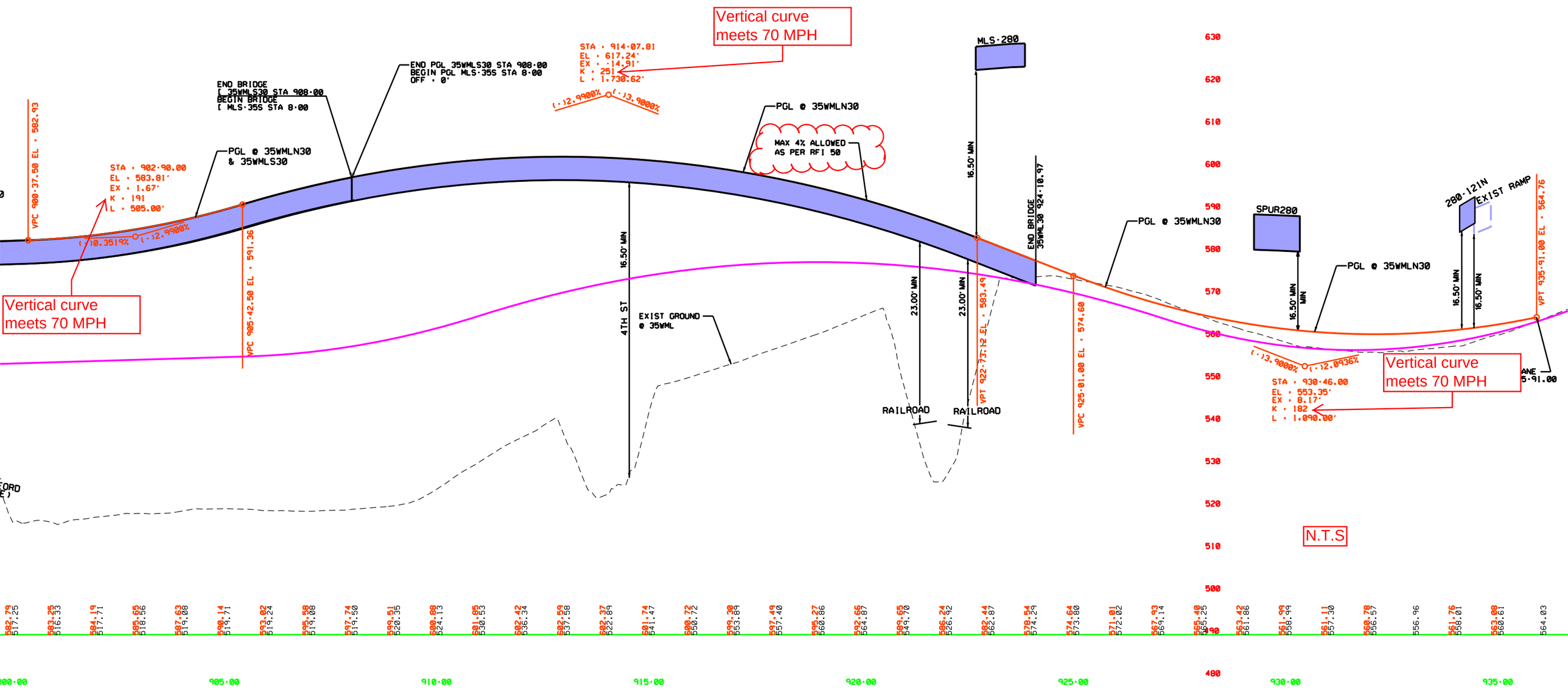
Responses:

Responder Name: Matthew E. MacGregor, P.E.

Response Date:

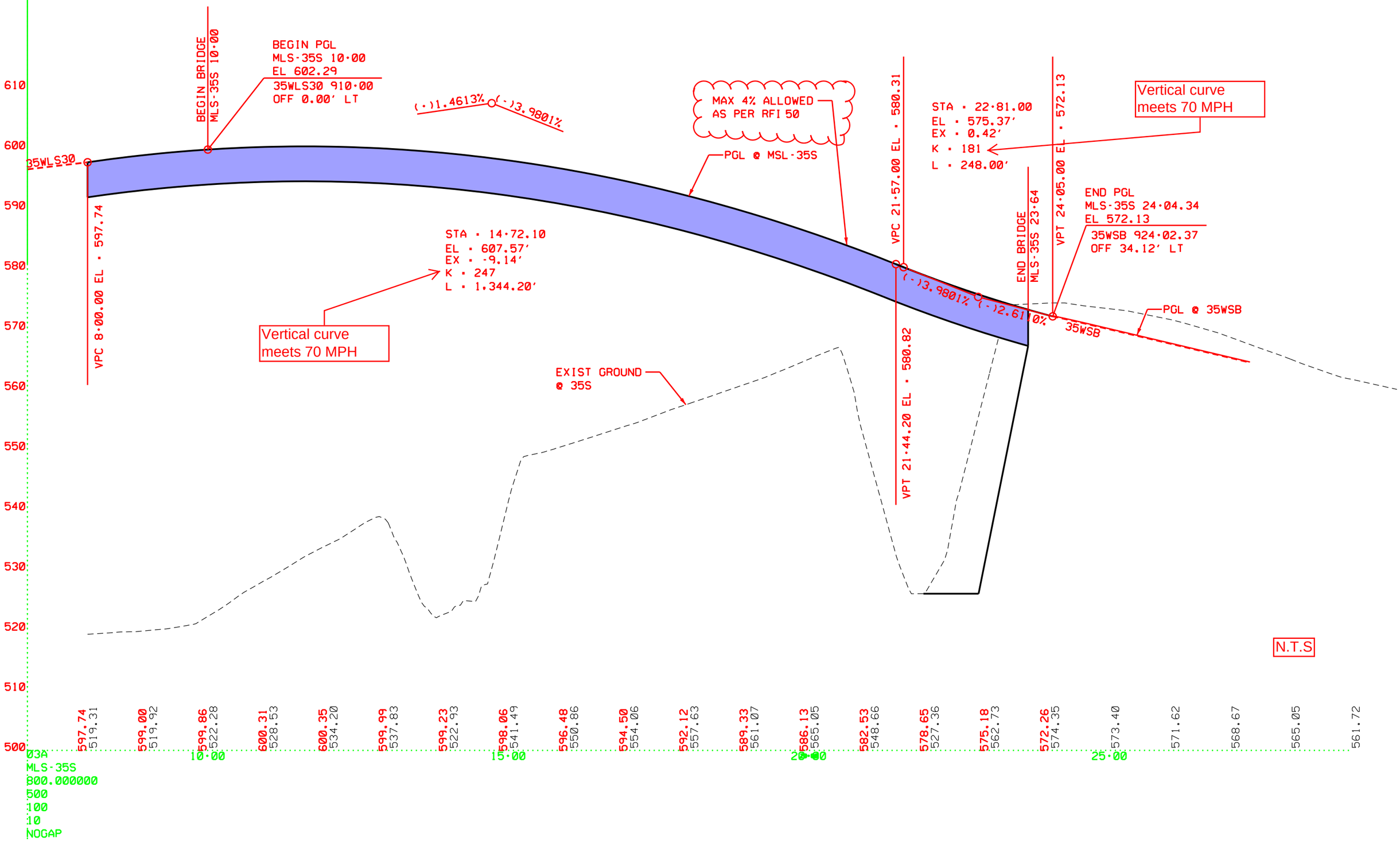
Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

Exhibit 1 Printout of Manage Lane Profile mentioned in RFI



N.T.S

EXIT RAMP FROM MANAGED LANE SOUTHBOUND TO GENERAL PURPOSE LANE (MLS-35S) STA 910+00



Various files submitted with RFI #50B:

Seg3A_Profile.dgn

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50C **Date:** Aug 8. 2011

From:	Lucas Lahitou	**To:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-	MMACGRE@dot.state.tx.us

Subjec NTE segment 3A Manage Lane Profile South of Station 913+55

Attachme None

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 In Seg3A_Profile.dgn file submitted May 31, 2011, and RFI #50B submitted by NTEMP (received by TxDOT on Aug. 4, 2011), the 35WML proposed profile shows K values that comply with the 70 mph design speed south of STA 913+55, but the southernmost sag curve achieved the 70 mph design speed by lengthening the profile beyond the limits shown in the plan view and in the FIP. NTEMP and TxDOT need to discuss how best to resolve issue.

At meeting held August 5th Developer proposed for Book 2 Table 1-3 to be modified as follows:

Table 1-3: Segment 3A Facility Segment

Location	NB			SB		
Segment 3A	GP	ML	FR	GP	ML	FR
3A – North limit (IH-35W)	672+50	672+50	20+87 (see note 2.)	672+50	672+50	22+54 (see note 2)
3A – South limit (IH-35W)	929+00	935+~~22~~ 91	919+19 (see notes 1 and 2)	929+00	929+00	884+21 (see notes 1 and 2)

Comment [SdI3]: Updated based on latest NTEMP Interim horizontal and vertical alignment.

Based on the above, Developer requests that TxDOT provide the official approval of RFI 50 without any restrictions or further considerations.

Response Needed by (date): August 11, 2011

Responses:

Responder Name: Matthew E. MacGregor, P.E. **Response Date:**

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 16, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #50B, 50C & Reissue of RFI #50: NTE segment 3A Manage Lane Profile South of Station 913+55

We Are Sending You:

Copies	Date	No.	Description
1	08/16/11	1	RFI #50B Response Form
1	08/16/11	2	RFI #50C Response Form
1	08/16/11	3	Reissue of RFI #50 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC

7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50

Date: February 18, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE Segments 3A Manage Lane Profile

Attachments: **Exhibit 1 – Alternative Redesign for SB IH 35W Managed Lane Vertical Alignment**

Information / Clarification Request:

During the NTE Master Development Plan process, TxDOT communicated the desire that the extension of the managed lane south of SH 121 be tied with the SB IH35W IH 35W General Purpose Lanes as far north as possible. This request was due to the fact that there is no room for adding any more lanes south of station 959+40 (see exhibit 1), and there is a need to transition 7 lanes (IH35W CL sta 938+00) to four lanes (IH35W CL sta 950+00). TxDOT wanted to have the longest possible tangent and merging section for dropping the GPL lane added with the Manage Lane Entrance (currently designed out with a total 1800 ft tangent and merge area). The developer has been accommodated in the plans, and it has been evaluated and approved by TxDOT after multiple technical comment and revisions to NTE segment 3A Master Development Plan schematics. The developer requests that the NTE segment 3A and 3B Geometric Design requirement Table 11-2A of Book 2 be modified to state that 55 MPH design speed will be applicable to the Manage lane starting at station 913+55.00.

Please note that previously the geometric requirement table indicated that 55MPH design speed was allowed in the "South End of Project" (see Exhibit 2 Draft NTE MDP CDA Geometric Design Criteria dated January 5th 2010). The latest Geometric Design Criteria Table 11-2A of Book 2 under Mainlanes column allows for a 55 MPH design speed south of sta 932+00. This station was added to this table due to RFI 3; NTEMP requested that this station be clarified in the geometric requirement table based on NB and SB IH35W General Purpose Lanes (3%>Vertical Grade>4% required, and Sag K values lower than required for 70 MPH). The developer did not request within RFI 32 to include station 913+55 where 55 MPH design criteria shall commence for the Managed Lanes. Again, TxDOT has in numerous times provided design comments and requested revisions, and this profile grade has not come out as a design deficiency due to the desire of providing the longest tangent and merge area for finalizing the Manage Lanes (CAI is currently updating the NEPA schematics with the same vertical alignment submitted by NTEMP).

If this RFI is not approved, NTEMP would need to move the SB Manage Lane entrance to the IH35W GPL further south in order to have a vertical alignment that complies with 70 MPH (max grade = 3%, and sag k value of 181), therefore reducing significantly the tangent and merging area for finalizing the Manage Lanes within the constraints stated in the first paragraph.

Response Needed by (date): February 24, 2011

Response:

The vertical alignment of the SB Managed Lanes should comply with a design speed of 70mph. TxDOT does not approve the use of a design speed of 55mph for the Managed Lanes south of STA 913+55. However, TxDOT does approve the use of a maximum 4% grade for the Managed Lanes south of STA 913+55 (design speed of 70mph for rolling terrain per the TxDOT RDM, Table 2-9). Note that in RFI #30 TxDOT previously approved the use of a maximum 4% grade for the interim IH 35W General Purpose Lanes south of STA 932+00 and a design speed of 55mph only in order to transition to the existing facility at the south end of the Project.

TxDOT understands that the current SB Managed Lane vertical alignment (35WMLS30) south of STA 913+55 does not meet the maximum grade requirement of 3% for 70 mph as specified in Book 2 (currently 3.48%). TxDOT also understands that the SB Managed Lane vertical alignment where it ties to the SB General Purpose Lanes is incompatible with the horizontal geometry contemplated for the ultimate configuration just south of the RR bridge. The current 35WMLS30 vertical alignment is apparently compatible with the interim SB General Purpose Lane horizontal and vertical alignments.

The SB Managed Lane vertical alignment south of STA 913+55 appears higher than required to tie to the ultimate SB General Purpose Lanes just south of the RR. TxDOT would like to suggest an alternative solution for NTEMP's consideration. The solution consists of lowering the Managed Lane vertical alignment and the interim SB General Purpose Lane vertical alignment between STA 913+55 and Spur 280 as shown in Exhibit 1. The alternative includes lowering the vertical alignment of the 35WMLS30 by approximately 7' at the south end of the RR bridge using a maximum grade of 4% and a design speed of 70mph while maintaining the required clearance over the RR (calculated clearance of 33'). The interim SB General Purpose Lanes would also be lowered to accommodate the ultimate horizontal and vertical geometry. Minor adjustments south of STA 913+55 would be required to the NB Managed Lanes vertical alignment, the SB Managed Lane exit ramp to US 287 and interim exit ramp to Spur 280.

NTEMP may also consider lowering the interim NB General Purpose Lane vertical alignment to ultimate grade to eliminate the need for interim retaining wall which would increase the cost savings resulting from lowering the SB Managed Lane bridges and interim General Purpose Lane bridges. Since the NB General Purpose Lanes would be lower than currently contemplated, the NB IH 35W to Spur 280 loop ramp would require modification including relocating the exit ramp gore further south. Adjustments would also need to be made to the NB IH 35W GPL entrance ramps from Spur 280 and US 287. An additional item for review and consideration will be the impact to the construction phasing. Temporary shoring would be required for the phased construction of the SB GPL in Phase 2 and the NB GPL in Phases 3 and 4.

TxDOT appreciates that NTEMP has designed 35WMLS30 to be compatible with the interim design in order to utilize as much of the existing facility as possible by using existing grade between the RR and Spur 280 to facilitate the construction phasing. However, because the current design is incompatible with the ultimate configuration TxDOT would appreciate your consideration of this alternative design solution and the opportunity to discuss this further.

[Response reissued August 16, 2011: TxDOT has reviewed Developer's submittal of RFI #50B & 50C and, if the Developer changes the southern construction limit of the northbound managed lanes from STA 935+22 to STA 935+91 to fit vertical curves that meet 70 mph design speed (as described in RFI #50C), approves use of a maximum grade of 4% without conditions.]

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** Reissued August 16, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50B

Date: Aug 1. 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE segment 3A Manage Lane Profile South of Station 913+55

Attachments: Exhibit 1 (Printout of NB and SB Manage Lane profile south of station 913+55), segment3A_profile.dgn

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 For the developer to confirm that the Managed Lanes vertical curves South of station 913+55 comply with the 70 MPH design speed.

Developer confirms that the vertical alignment design of the NB and SB Managed reflects the use of the allowed 4% Maximum grade south of station 913+55, and that it complies with a 70 MPH design speed (see Exhibit 1 printout of the NB and SB Manage lane profile). Please note that profiles referenced within this RFI are available in the dgn file Segment3A_Profile.dgn previously submitted to TxDOT with the Mandatory Scope Schematics (file attached).

Developer considers that TxDOT already has all the information requested based on the above, and TxDOT's finalized Due Diligence process (TxDOT has communicated that they do not desire to lower the vertical alignment profiles as requested by TxDOT within the RFI response). The developer requests that TxDOT provide the official approval of RFI 50 without any restrictions or further considerations.

Response Needed by (date): August 4, 2011

Responses:

TxDOT conditionally approved use of a maximum 4% grade for the managed lanes south of STA 913+55 in RFI #50 on March 1, 2011. TxDOT received this RFI #50B on August 4, 2011 and RFI #50C on August 10, 2011. In addition to the information provided above, TxDOT reviewed the Seg3A_Profile.dgn file submitted on May 31, 2011 as part of the FIP package. TxDOT confirms that the Developer has provided adequate information to grant final approval for this RFI.

RFI #50, 50B and 50C are approved for the use of a maximum 4% grade for the managed lanes south of STA 913+55 if the Developer changes the southern construction limit of the northbound managed lanes from STA 935+22 to STA 935+91 to fit vertical curves that meet 70 mph design speed (as addressed in RFI #50C). No further conditions needed for final approval.

TxDOT notes that this RFI was written by the Developer's DB contractor and believes the statement regarding the delivery of the Mandatory Scope schematics to be intended for the Developer. TxDOT requested from the Developer dgn files in addition to the pdfs of the Mandatory Scope schematics numerous times before receiving the entire design packages with all current dgn files in March 2011.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: August 16, 2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 50C **Date:** Aug 8. 2011

From:	Lucas Lahitou	**To:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-	MMACGRE@dot.state.tx.us

Subjec NTE segment 3A Manage Lane Profile South of Station 913+55

Attachme None

Information / Clarification Request:

As part of the CDA negotiations, TxDOT requested that the developer confirmed the following:

1 In Seg3A_Profile.dgn file submitted May 31, 2011, and RFI #50B submitted by NTEMP (received by TxDOT on Aug. 4, 2011), the 35WML proposed profile shows K values that comply with the 70 mph design speed south of STA 913+55, but the southernmost sag curve achieved the 70 mph design speed by lengthening the profile beyond the limits shown in the plan view and in the FIP. NTEMP and TxDOT need to discuss how best to resolve issue.

At meeting held August 5th Developer proposed for Book 2 Table 1-3 to be modified as follows:

Table 1-3: Segment 3A Facility Segment

Location	NB			SB		
Segment 3A	GP	ML	FR	GP	ML	FR
3A – North limit (IH-35W)	672+50	672+50	20+87 (see note 2.)	672+50	672+50	22+54 (see note 2)
3A – South limit (IH-35W)	929+00	935+~~22~~ 91	919+19 (see notes 1 and 2)	929+00	929+00	884+21 (see notes 1 and 2)

Comment [SdI3]: Updated based on latest NTEMP Interim horizontal and vertical alignment.

Based on the above, Developer requests that TxDOT provide the official approval of RFI 50 without any restrictions or further considerations.

Response Needed by (date): August 11, 2011

Responses:

TxDOT conditionally approved use of a maximum 4% grade for the managed lanes south of STA 913+55 in RFI #50 on March 1, 2011. TxDOT received RFI #50B on August 4, 2011 and this RFI #50C on August 10, 2011.

With this change in Book 2 Table 1-3, TxDOT approves RFI #50, 50B and 50C without conditions.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** August 16, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #51 & #51B

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 51

Date: March 14, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: NTE IH35W/IH820 Interchange Loop Ramp from IH820EB to IH35W NB during construction

Attachments: **Exhibit 1 (Traffic Control Plan NTE Optimized Interchange), Exhibit 2 (IH820EB to IH35W NB loop ramp detail layout), Exhibit 3 (IH35W/IH820 Proposal plan sheet 2 of 8)**

Information / Clarification Request:

NTEMP has developed a preliminary Traffic control plan for the IH35W/IH820 Mandatory scope (see Exhibit 1). Loop ramps have been found to be the only possible form of providing the existing connections between IH35W to and from IH820 in a cost effective manner. The developer's main objective of the traffic control plan is to provide the existing connections to and from IH35W through temporary loop ramps, in order to construct as fast as possible the permanent Direct connectors that will start to be used during phase 4. NTEMP requests from TxDOT a design deviation on the IH820EB to IH35W NB loop ramp.

As seen on Exhibit 3, the current left hand ramps connecting both highways would cross the future facility in fill areas; therefore they eventually will have to be closed in order to be able to construct the IH35W Managed Lanes and GPL's. The developer will not be able to build the proposed elevated connectors in one phase in order to replace the existing ramps, due to the fact that the proposed connectors have segments that are in conflict with the existing Mainlanes (Connectors cannot be built until the GPL's are shifted away from the conflict area, requiring the developer to build them in multiple phases; see exhibit 3 for locations). The proposed temporary full cloverleaf interchange is the only solution that will be compatible with the location of the columns for the proposed 12 permanent proposed connectors, the proposed GPL's and ML, and be able to be used in multiple construction phases. During the process of developing the loop ramps, the developer has found that the IH820EB to IH35W NB loop ramp will not be compliant with TxDOT's Roadway Design Manual Table 3-20 that states that loop ramps design speed should be no less than 25 MPH, (see Exhibit 2 for a plan view of Area in reference). As seen on Exhibit 2, the proposed loop ramp design is constrained by the NB to EB frontage road (currently being built under the NTE segment 1A contract, and in place during construction of Optimized Interchange), the temporary IH35W NB to IH820EB ramp (design already as close as possible to the proposed frontage road), the proposed columns of bridge 20 (Drill shafts already in place), and the location of the IH820 EB lanes during phases 1 through 4 (existing GPL's).

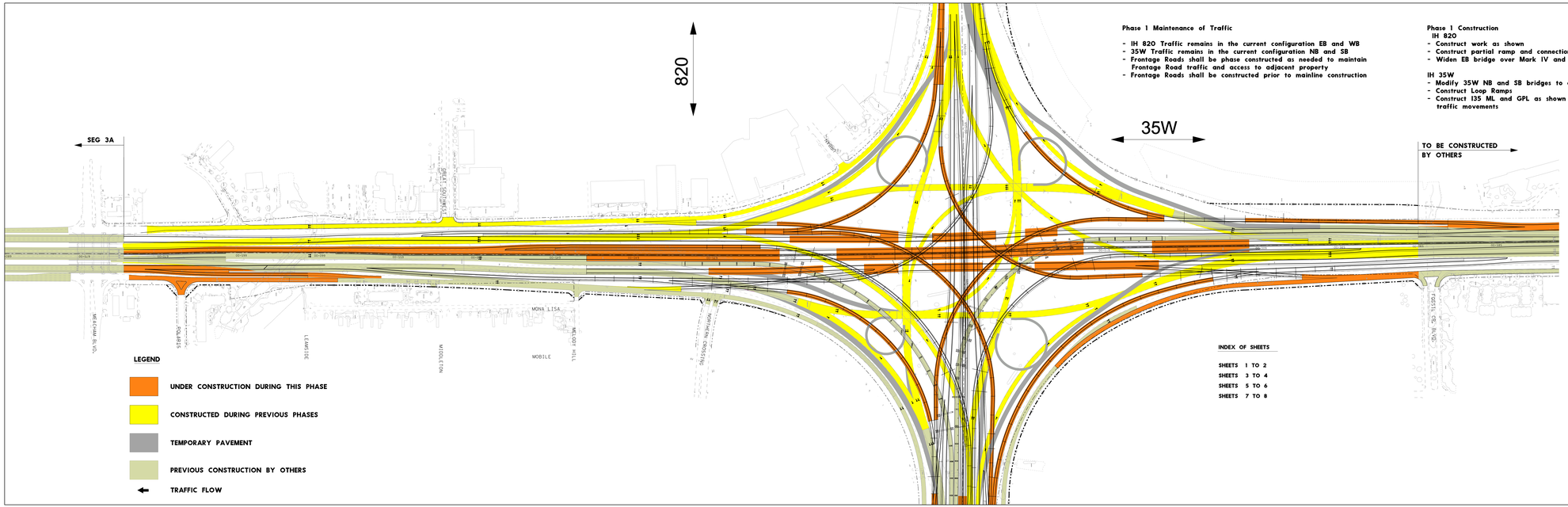
Due to the constraints explained above that limit the loop ramp to a radius of 115 ft, NTEMP request that TxDOT would grant a design deviation on the temporary IH820EB to IH35W NB loop ramp that complies with a design speed of 20 MPH, and that ramp be classified as a Low Speed Urban Street. Please note that a loop ramp with a design radius compliant with TxDOT RDM table 3-20 will go beyond the ROW limit outlined in Exhibit 2, therefore closing the frontage road and/or temporary ramp from IH35W NB to IH820 EB will not help the loop ramp conform to the Geometric Design Guidelines. Classification by TxDOT as a Low Speed Urban Street is based on the precedent that in segment 3A the loop ramp from IH35W NB to Spur 280 WB is classified as such in Book 2.

Response Needed by (date): March 21, 2011

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail



Phase 1 Maintenance of Traffic

- IH 820 Traffic remains in the current configuration EB and WB
- 35W Traffic remains in the current configuration NB and SB
- Frontage Roads shall be phase constructed as needed to maintain Frontage Road traffic and access to adjacent property
- Frontage Roads shall be constructed prior to mainline construction

Phase 1 Construction

IH 820
- Construct work as shown
- Construct partial ramp and connection from WB 820 to Mark IV PKWY
- Widen EB bridge over Mark IV and ramp gore

IH 35W
- Modify 35W NB and SB bridges to accomodate temporary Loop Ramps
- Construct Loop Ramps
- Construct 135 ML and GPL as shown leaving gaps to accomodate existing traffic movements

SCALE 1"=200'

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SHEETS 7 TO 8

north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

IH 820 / IH 35W INTERCHANGE
CONSTRUCTION STAGING

PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

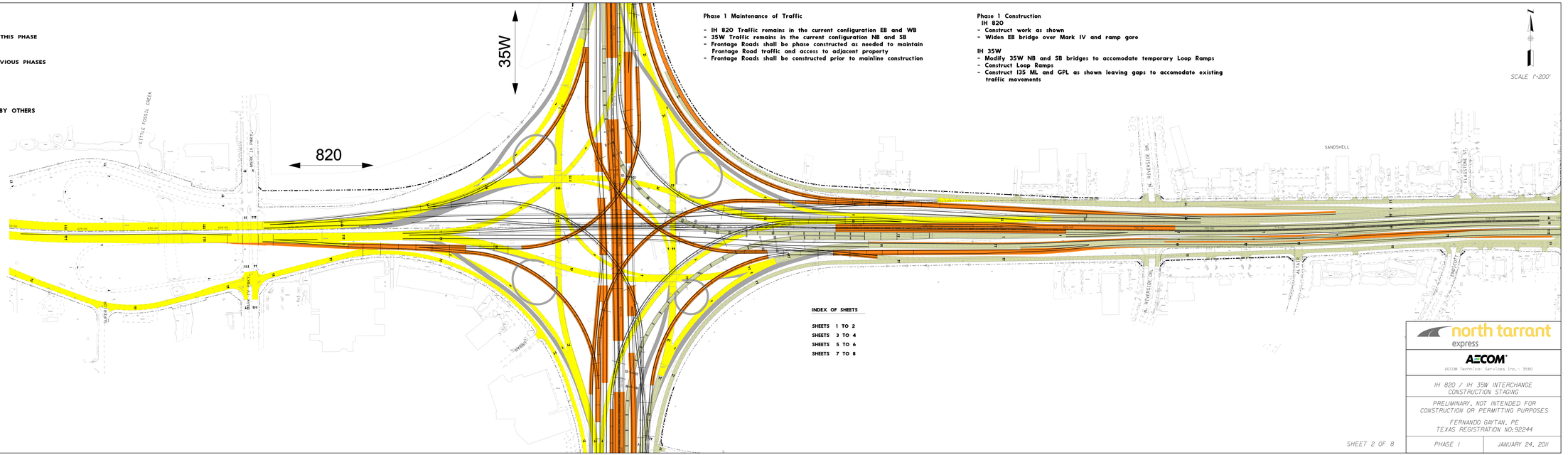
SHEET 1 OF 8

PHASE 1

JANUARY 24, 2011

LEGEND

- UNDER CONSTRUCTION IN THIS PHASE
- CONSTRUCTED DURING PREVIOUS PHASES
- TEMPORARY PAVEMENT
- PREVIOUS CONSTRUCTION BY OTHERS



Phase 1 Maintenance of Traffic

- IH 820 Traffic remains in the current configuration EB and WB
- 35W Traffic remains in the current configuration NB and SB
- Frontage Roads shall be phase constructed as needed to maintain Frontage Road traffic and access to adjacent property
- Frontage Roads shall be constructed prior to mainline construction

Phase 1 Construction

IH 820

- Construct work as shown
- Widen EB bridge over Mark IV and ramp gore

IH 35W

- Modify 35W NB and SB bridges to accomodate temporary Loop Ramps
- Construct Loop Ramps
- Construct 135 ML and GPL as shown leaving gaps to accomodate existing traffic movements

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north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

IH 820 / IH 35W INTERCHANGE
CONSTRUCTION STAGING

PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

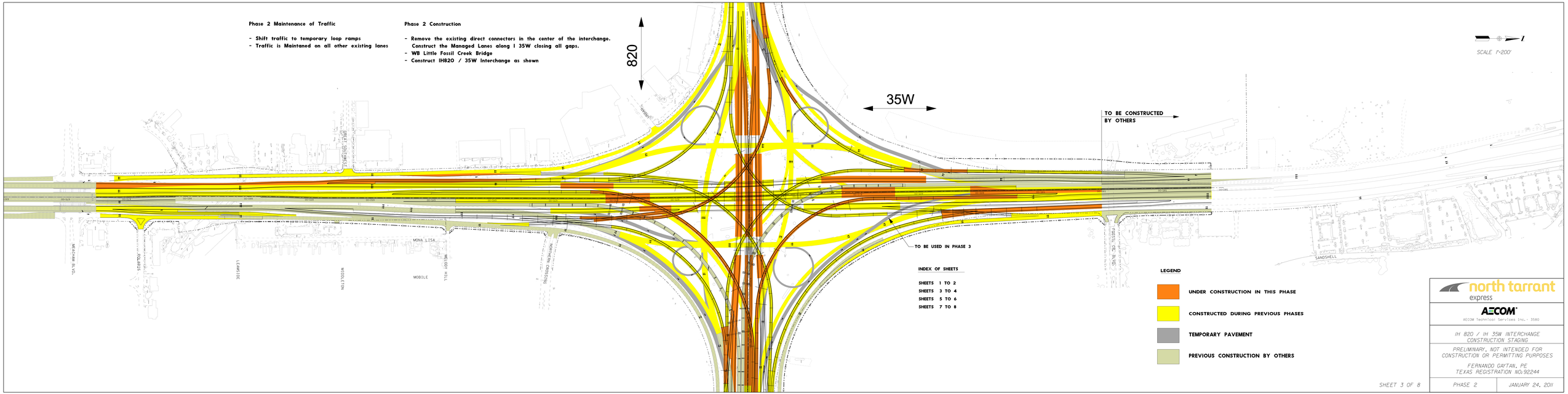
PHASE 1 | JANUARY 24, 2011

Phase 2 Maintenance of Traffic

- Shift traffic to temporary loop ramps
- Traffic is Maintaned on all other existing lanes

Phase 2 Construction

- Remove the existing direct connectors in the center of the interchange. Construct the Managed Lanes along I 35W closing all gaps.
- WB Little Fossil Creek Bridge
- Construct IH820 / 35W Interchange as shown



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LEGEND

- UNDER CONSTRUCTION IN THIS PHASE
- CONSTRUCTED DURING PREVIOUS PHASES
- TEMPORARY PAVEMENT
- PREVIOUS CONSTRUCTION BY OTHERS

north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

IH 820 / IH 35W INTERCHANGE
CONSTRUCTION STAGING

PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

SHEET 3 OF 8

PHASE 2

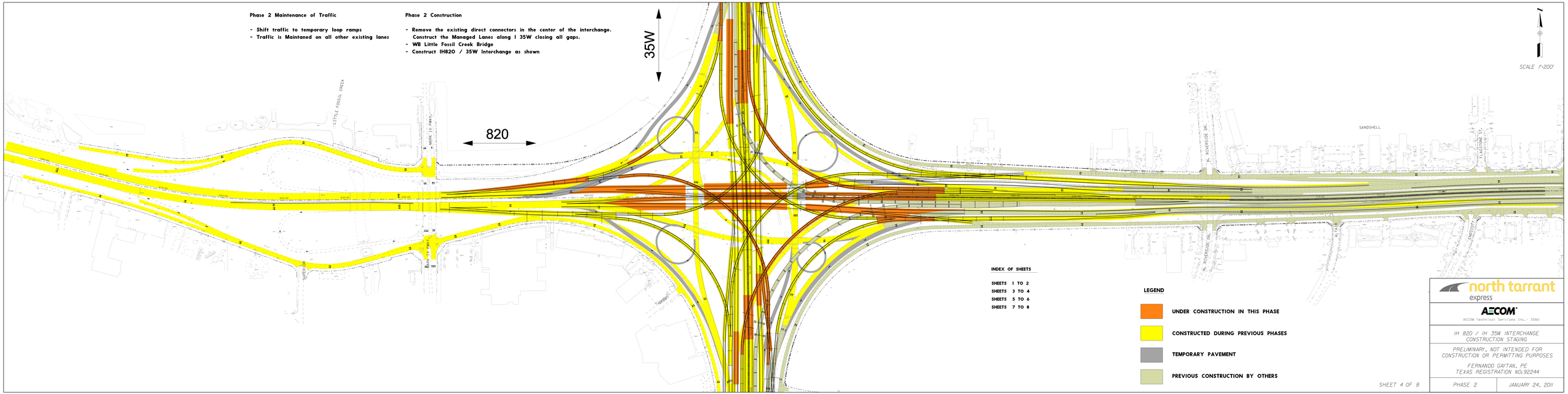
JANUARY 24, 2011

Phase 2 Maintenance of Traffic

- Shift traffic to temporary loop ramps
- Traffic is Maintaned on all other existing lanes

Phase 2 Construction

- Remove the existing direct connectors in the center of the interchange. Construct the Managed Lanes along I 35W closing all gaps.
- WB Little Fossil Creek Bridge
- Construct IH820 / 35W Interchange as shown



INDEX OF SHEETS

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LEGEND

- UNDER CONSTRUCTION IN THIS PHASE
- CONSTRUCTED DURING PREVIOUS PHASES
- TEMPORARY PAVEMENT
- PREVIOUS CONSTRUCTION BY OTHERS

SHEET 4 OF 8

north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

IH 820 / IH 35W INTERCHANGE
CONSTRUCTION STAGING

PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

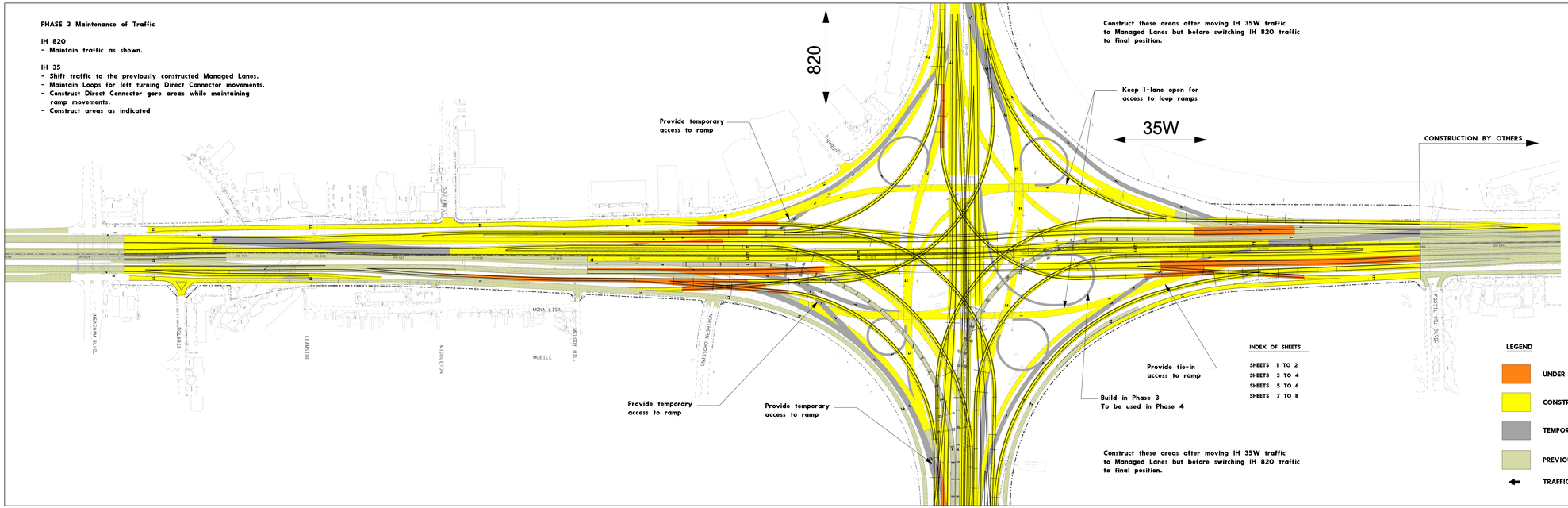
FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

PHASE 2 | JANUARY 24, 2011

PHASE 3 Maintenance of Traffic

IH 820
- Maintain traffic as shown.

IH 35
- Shift traffic to the previously constructed Managed Lanes.
- Maintain Loops for left turning Direct Connector movements.
- Construct Direct Connector gore areas while maintaining ramp movements.
- Construct areas as indicated



INDEX OF SHEETS

SHEETS	1 TO 2
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SHEETS	7 TO 8

LEGEND

- UNDER CONSTRUCTION DURING THIS PHASE
- CONSTRUCTED DURING PREVIOUS PHASES
- TEMPORARY PAVEMENT
- PREVIOUS CONSTRUCTION BY OTHERS
- TRAFFIC FLOW

SHEET 5 OF 8

north tarrant express

AECOM
AECOM Technical Services Inc. - 3580

IH 820 / IH 35W INTERCHANGE
CONSTRUCTION STAGING

PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

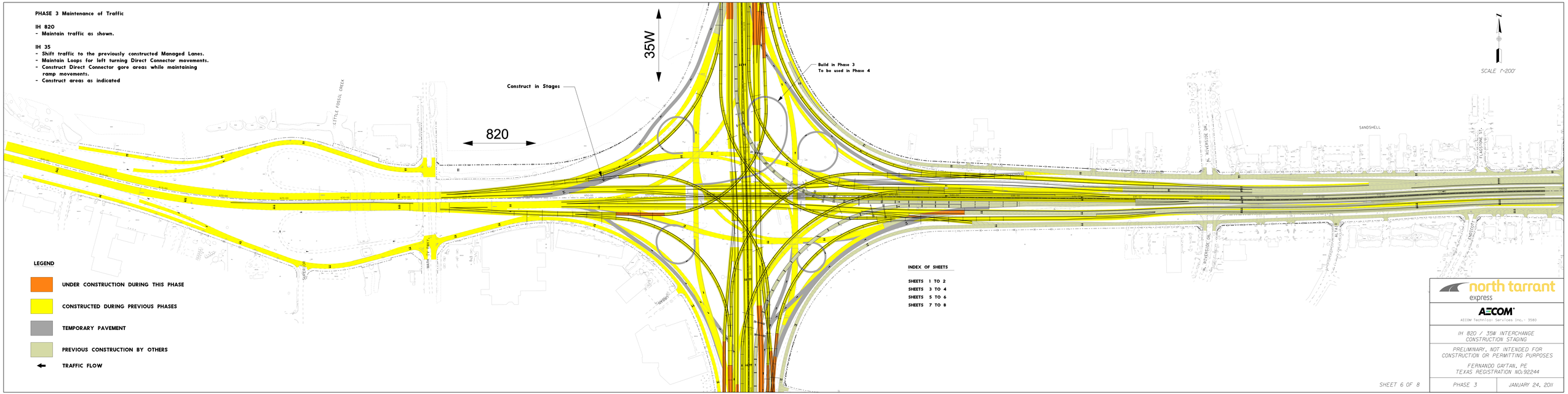
FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

PHASE 3 | JANUARY 24, 2011

PHASE 3 Maintenance of Traffic

IH 820
- Maintain traffic as shown.

IH 35
- Shift traffic to the previously constructed Managed Lanes.
- Maintain Loops for left turning Direct Connector movements.
- Construct Direct Connector gore areas while maintaining ramp movements.
- Construct areas as indicated



LEGEND

- UNDER CONSTRUCTION DURING THIS PHASE
- CONSTRUCTED DURING PREVIOUS PHASES
- TEMPORARY PAVEMENT
- PREVIOUSLY CONSTRUCTED BY OTHERS
- TRAFFIC FLOW

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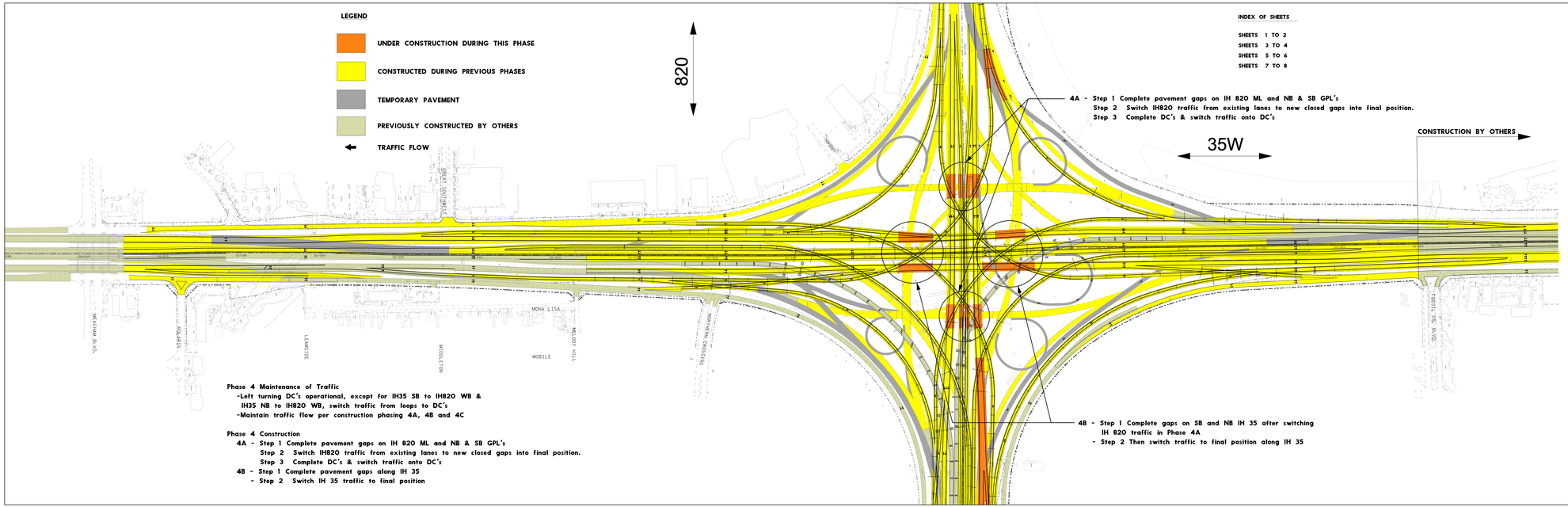
SCALE 1"=200'



Phase 4 Maintenance of Traffic

- -Left turning DC's operational, except for IH35 SB to IH820 WB & IH35 NB to IH820 WB, switch traffic from loops to DC's
- -Maintain traffic flow per construction phasing 4A, 4B and 4C

Phase 4 Construction

- 4A - Step 1 Complete pavement gaps on IH 820 ML and NB & SB GPL's
  - Step 2 Switch IH820 traffic from existing lanes to new closed gaps into final position.
  - Step 3 Complete DC's & switch traffic onto DC's
- 4B - Step 1 Complete pavement gaps along IH 35
  - Step 2 Switch IH 35 traffic to final position

north tarrant express

AECOM

AECOM Technical Services Inc.- 3580

IH 820 / IH 35W INTERCHANGE
CONSTRUCTION STAGING

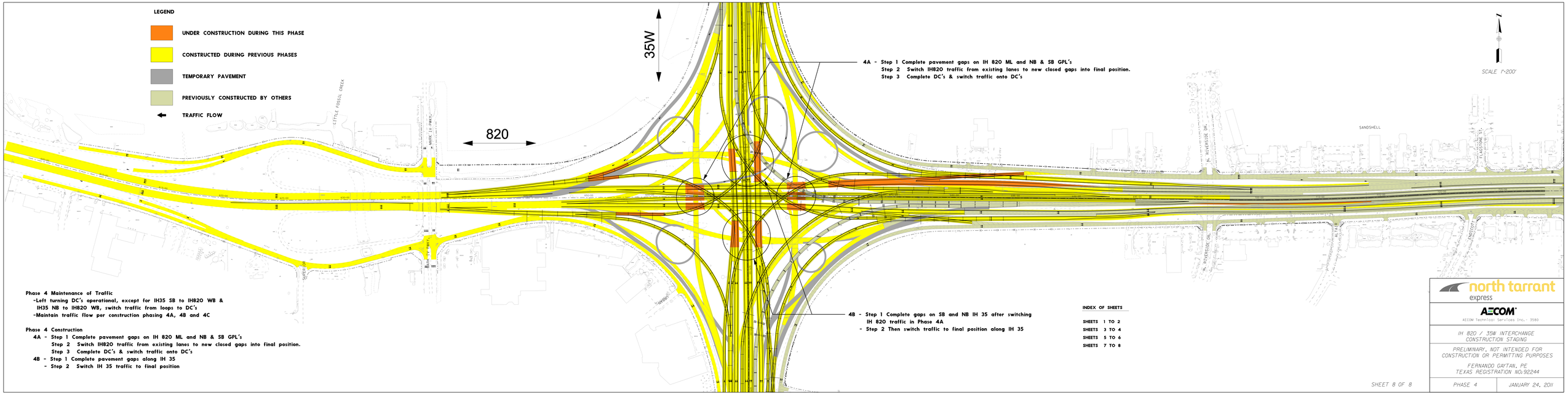
PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

SHEET 7 OF 8

PHASE 4

JANUARY 24, 2011



Phase 4 Maintenance of Traffic

- Left turning DC's operational, except for IH35 SB to IH820 WB & IH35 NB to IH820 WB, switch traffic from loops to DC's
- Maintain traffic flow per construction phasing 4A, 4B and 4C

Phase 4 Construction

4A - Step 1 Complete pavement gaps on IH 820 ML and NB & SB GPL's
Step 2 Switch IH820 traffic from existing lanes to new closed gaps into final position.
Step 3 Complete DC's & switch traffic onto DC's

4B - Step 1 Complete pavement gaps along IH 35
- Step 2 Switch IH 35 traffic to final position

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SHEET 8 OF 8

north tarrant express

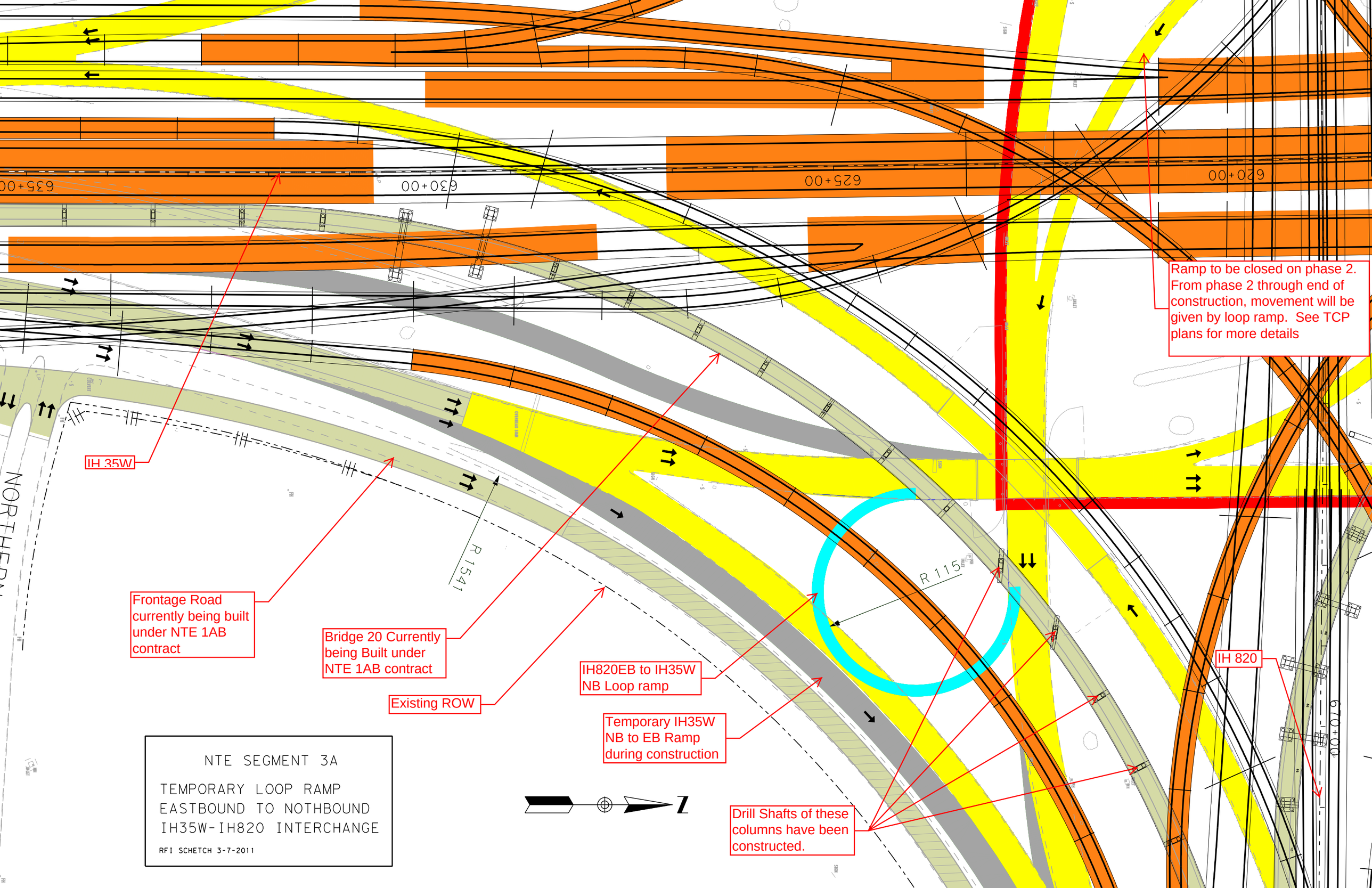
AECOM
AECOM Technical Services Inc. - 3580

IH 820 / 35W INTERCHANGE
CONSTRUCTION STAGING

PRELIMINARY, NOT INTENDED FOR CONSTRUCTION OR PERMITTING PURPOSES

FERNANDO GAYTAN, PE
TEXAS REGISTRATION NO: 92244

PHASE 4 | JANUARY 24, 2011


IH 35W
Frontage Road currently being built under NTE 1AB contract
Bridge 20 Currently being Built under NTE 1AB contract
Existing ROW
IH820EB to IH35W NB Loop ramp
Temporary IH35W NB to EB Ramp during construction
Drill Shafts of these columns have been constructed.
Ramp to be closed on phase 2. From phase 2 through end of construction, movement will be given by loop ramp. See TCP plans for more details
IH 820
R 154'
R 115'
635+00
630+00
625+00
620+00
670+00
NORTHERN
NTE SEGMENT 3A
TEMPORARY LOOP RAMP
EASTBOUND TO NOTHBOUND
IH35W-IH820 INTERCHANGE
RFI SCHETCH 3-7-2011

Match Line - Sta. 611+00

Current IH820EB to IH35W NB ramp will cross proposed IH35W fill section

Current IH35W NB to IH820 WB ramp will cross proposed IH35W fill section

Current IH35W SB to IH820 EB ramp will cross proposed IH35W fill section

Current IH820WB to IH35W SB ramp will cross proposed IH35W fill section

Match Line - Sta. 648+00

Match Line - Sta. 678+00

Match Line - Sta. 630+00

Additional Legend

Existing left hand IH35W ramp to and from IH820

LEGEND

- PROPOSED STRUCTURE
- PROPOSED MAINLANES
- PROPOSED MANAGED LANES
- PROPOSED FRONTAGE ROADS /SURFACE STREET
- PROPOSED DIRECT CONNECTOR /PROPOSED RAMP
- PROPOSED SHOULDERS
- PROPOSED GORE
- CONSTRUCTION BY OTHERS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (ACCESS RESTRICTED)
- PROPOSED RIGHT-OF-WAY (EXISTING ACCESS TO REMAIN)
- PROPOSED CONTROL-OF-ACCESS
- TRAFFIC DIRECTION

N

SCALE: 1" = 200'

PRELIMINARY

north tarrant express

AECOM

AECOM Technical Services Inc. - 3580

THIS DOCUMENT IS RELEASED UNDER THE AUTHORITY OF:
FERNANDO GAYTÁN, P.E.
TEXAS REGISTRATION NO: 92244
DATE: 12/2/2010
NOT TO BE USED FOR CONSTRUCTION OR PERMIT PURPOSES.

NORTH TARRANT EXPRESS - OPTIMIZED

IH 820
PLAN
STA. 648+00 - STA. 678+00

SHEET 2 OF 8

FED. RD. DIV. NO.	PROJECT NUMBER	SHEET NO.

STATE	DISTRICT	COUNTY	
TEXAS		TARRANT	
CONT	SECT	JOB	HIGHWAY NO
			SH 183

12/2/2010 I:\work\trans\12671 nte\cadd\optimized35w820 ic\Sheets Interim\Y\Optimized\IC\Y\Optimized\IC\35W\820\PL\02.dgn
5:28:41 PM

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: March 24, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #51: NTE IH35W/IH820 Interchange Loop Ramp from IH820EB to IH35W NB during construction

We Are Sending You:

Copies	Date	No.	Description
1	03/24/11	2	RFI #51 Response Form

These Are Transmitted As Checked Below:		
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☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Andrew Keetley at 512.685.2911 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 51

Date: March 14, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: NTE IH35W/IH820 Interchange Loop Ramp from IH820EB to IH35W NB during construction

Attachments: **Exhibit 1 (Traffic Control Plan NTE Optimized Interchange), Exhibit 2 (IH820EB to IH35W NB loop ramp detail layout), Exhibit 3 (IH35W/IH820 Proposal plan sheet 2 of 8)**

Information / Clarification Request:

NTEMP has developed a preliminary Traffic control plan for the IH35W/IH820 Mandatory scope (see Exhibit 1). Loop ramps have been found to be the only possible form of providing the existing connections between IH35W to and from IH820 in a cost effective manner. The developer's main objective of the traffic control plan is to provide the existing connections to and from IH35W through temporary loop ramps, in order to construct as fast as possible the permanent Direct connectors that will start to be used during phase 4. NTEMP requests from TxDOT a design deviation on the IH820EB to IH35W NB loop ramp.

As seen on Exhibit 3, the current left hand ramps connecting both highways would cross the future facility in fill areas; therefore they eventually will have to be closed in order to be able to construct the IH35W Managed Lanes and GPL's. The developer will not be able to build the proposed elevated connectors in one phase in order to replace the existing ramps, due to the fact that the proposed connectors have segments that are in conflict with the existing Mainlanes (Connectors cannot be built until the GPL's are shifted away from the conflict area, requiring the developer to build them in multiple phases; see exhibit 3 for locations). The proposed temporary full cloverleaf interchange is the only solution that will be compatible with the location of the columns for the proposed 12 permanent proposed connectors, the proposed GPL's and ML, and be able to be used in multiple construction phases. During the process of developing the loop ramps, the developer has found that the IH820EB to IH35W NB loop ramp will not be compliant with TxDOT's Roadway Design Manual Table 3-20 that states that loop ramps design speed should be no less than 25 MPH, (see Exhibit 2 for a plan view of Area in reference). As seen on Exhibit 2, the proposed loop ramp design is constrained by the NB to EB frontage road (currently being built under the NTE segment 1A contract, and in place during construction of Optimized Interchange), the temporary IH35W NB to IH820EB ramp (design already as close as possible to the proposed frontage road), the proposed columns of bridge 20 (Drill shafts already in place), and the location of the IH820 EB lanes during phases 1 through 4 (existing GPL's).

Due to the constraints explained above that limit the loop ramp to a radius of 115 ft, NTEMP request that TxDOT would grant a design deviation on the temporary IH820EB to IH35W NB loop ramp that complies with a design speed of 20 MPH, and that ramp be classified as a Low Speed Urban Street. Please note that a loop ramp with a design radius compliant with TxDOT RDM table 3-20 will go beyond the ROW limit outlined in Exhibit 2, therefore closing the frontage road and/or temporary ramp from IH35W NB to IH820 EB will not help the loop ramp conform to the Geometric Design Guidelines. Classification by TxDOT as a Low Speed Urban Street is based on the precedent that in segment 3A the loop ramp from IH35W NB to Spur 280 WB is classified as such in Book 2.

Response Needed by (date): March 21, 2011

Response:

TxDOT approves the design of the full cloverleaf concept at the IH 820/IH 35W Interchange provided that the design meets or exceeds all the requirements specified in Section 18 of Book 2.

However, TxDOT respectfully requests further clarification with respect to the following items prior to making a final determination regarding the requested design deviation for a design speed of 20 mph for the IH820 EB to IH35W NB temporary loop ramp and classification of the ramp as a low speed urban street.

1. Provide verification that the proposed cloverleaf conceptual configuration is compatible with the Segment 1 Interchange traffic control plan recently submitted for TxDOT review.
2. Provide a typical section showing the proposed lane configuration for both IH 820 and IH 35W with the addition of the loop ramps. Only two lanes are currently shown.
3. Please identify the locations of the lane drops on IH 820 and IH 35W to achieve lane balance through the interchange.
4. A minimum design speed of 20 mph for the IH820 EB to IH35W NB loop ramp would require an IH 820 EB and IH 35W NB main lane design speed of 40 mph to accommodate the loop ramp per the RDM Section 6 which states that the design speed of ramps exiting a freeway should be no less than 50% of the freeway's design speed. The minimum design speed for main lanes in Book 2 is 55 mph. Please verify that a minimum design speed of 55mph will be maintained on IH 35W and IH 820 per Book 2, Section 18.3.1.1.1
5. Please provide figures showing the proposed horizontal and vertical alignments for the IH820 EB to IH35W NB temporary loop ramp to verify that that the maximum grade will not exceed 7% and a minimum radius of 115 ft will be maintained. Note that RDM Table 2-5 allows a minimum design radius of 90 ft and no superelevation for a design speed of 20 mph should TxDOT allow the ramp to be classified as a low speed urban street.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** March 24, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 51B

Date: April 21, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: NTE IH35W/IH820 Interchange Loop Ramp from IH820EB to IH35W NB during construction

Attachments: **Exhibit 2-1 (existing Facility), Exhibit 2-2 and 2-4 (Proposed TCP and typical sections), Exhibit 5 (loop ramp P&P)**

Information / Clarification Request:

Please find below NTEMP responses to TxDOT's questions within RFI 51 response:

1. Provide verification that the proposed cloverleaf conceptual configuration is compatible with the Segment 1 Interchange traffic control plan recently submitted for TxDOT review.

AS per current TCP design, it is assumed that NTE segment 1A will be already built at the time construction of NTE segment 3A and Interchange will start.

2. Provide a typical section showing the proposed lane configuration for both IH 820 and IH 35W with the addition of the loop ramps. Only two lanes are currently shown.
3. Please identify the locations of the lane drops on IH 820 and IH 35W to achieve lane balance through the interchange.

NTEMP is providing Exhibits 2.1 through 2.4 with this document that contains the information requested by TxDOT. Please note that the exhibits clearly depict that the developer will not be closing any existing GPL Lane or any IH35W connection to and from IH820 (existing facility is depicted in Exhibit 2-1).

4. A minimum design speed of 20 mph for the IH820 EB to IH35W NB loop ramp would require an IH 820 EB and IH 35W NB main lane design speed of 40 mph to accommodate the loop ramp per the RDM Section 6 which states that the design speed of ramps exiting a freeway should be no less than 50% of the freeway's design speed. The minimum design speed for main lanes in Book 2 is 55 mph. Please verify that a minimum design speed of 55mph will be maintained on IH 35W and IH 820 per Book 2, Section 18.3.1.1.1

NTEMP confirms that the design speed in the general purpose lanes used to develop the traffic control plan is 55 MPH as per book 2 requirements in chapter 18.3.1.1.1. The developer is not able to fit a loop ramp for a design speed of 25 MPH as required by RDM table 3-20.

5. Please provide figures showing the proposed horizontal and vertical alignments for the IH820 EB to IH35W NB temporary loop ramp to verify that that the maximum grade will not exceed 7% and a minimum radius of 115 ft will be maintained. Note that RDM Table 2-5 allows a minimum design radius of 90 ft and no superelevation for a design speed of 20 mph should TxDOT allow the ramp to be classified as a low speed urban street.

NTEMP is providing Exhibit 5 with this document. Please note that developer has been able to accommodate a vertical alignment that does not exceed 7% max. grade, and used a horizontal radius of 115 ft.

NTEMP again requests that TxDOT would grant the design deviation requested in the original RFI 51 on the temporary IH820 EB to IH35W NB loop ramp to comply with a design speed of 20 MPH, and that the ramp be classified as a Low Speed Urban Street. Classification by TxDOT as a Low Speed Urban Street is based on the precedent that in segment 3A, the loop ramp from IH35W to Spur 280 WB is classified as such in book 2.

Response Needed by (date): April 28, 2011

Response:

Responder Name: _____ **Response Date:** _____

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: July 1, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: RFI #51: NTE IH35W/IH820 Interchange Loop Ramp from IH820EB to IH35W NB during construction

We Are Sending You:

Copies	Date	No.	Description
1	07/01/11	2	RFI #51B Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either me at 214.319.6571 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 51B

Date: April 21, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: NTE IH35W/IH820 Interchange Loop Ramp from IH820EB to IH35W NB during construction

Attachments: **Exhibit 2-1 (existing Facility), Exhibit 2-2 and 2-4 (Proposed TCP and typical sections), Exhibit 5 (loop ramp P&P)**

Information / Clarification Request:

Please find below NTEMP responses to TxDOT's questions within RFI 51 response:

1. Provide verification that the proposed cloverleaf conceptual configuration is compatible with the Segment 1 Interchange traffic control plan recently submitted for TxDOT review.

AS per current TCP design, it is assumed that NTE segment 1A will be already built at the time construction of NTE segment 3A and Interchange will start.

2. Provide a typical section showing the proposed lane configuration for both IH 820 and IH 35W with the addition of the loop ramps. Only two lanes are currently shown.
3. Please identify the locations of the lane drops on IH 820 and IH 35W to achieve lane balance through the interchange.

NTEMP is providing Exhibits 2.1 through 2.4 with this document that contains the information requested by TxDOT. Please note that the exhibits clearly depict that the developer will not be closing any existing GPL Lane or any IH35W connection to and from IH820 (existing facility is depicted in Exhibit 2-1).

4. A minimum design speed of 20 mph for the IH820 EB to IH35W NB loop ramp would require an IH 820 EB and IH 35W NB main lane design speed of 40 mph to accommodate the loop ramp per the RDM Section 6 which states that the design speed of ramps exiting a freeway should be no less than 50% of the freeway's design speed. The minimum design speed for main lanes in Book 2 is 55 mph. Please verify that a minimum design speed of 55mph will be maintained on IH 35W and IH 820 per Book 2, Section 18.3.1.1.1

NTEMP confirms that the design speed in the general purpose lanes used to develop the traffic control plan is 55 MPH as per book 2 requirements in chapter 18.3.1.1.1. The developer is not able to fit a loop ramp for a design speed of 25 MPH as required by RDM table 3-20.

5. Please provide figures showing the proposed horizontal and vertical alignments for the IH820 EB to IH35W NB temporary loop ramp to verify that that the maximum grade will not exceed 7% and a minimum radius of 115 ft will be maintained. Note that RDM Table 2-5 allows a minimum design radius of 90 ft and no superelevation for a design speed of 20 mph should TxDOT allow the ramp to be classified as a low speed urban street.

NTEMP is providing Exhibit 5 with this document. Please note that developer has been able to accommodate a vertical alignment that does not exceed 7% max. grade, and used a horizontal radius of 115 ft.

NTEMP again requests that TxDOT would grant the design deviation requested in the original RFI 51 on the temporary IH820 EB to IH35W NB loop ramp to comply with a design speed of 20 MPH, and that the ramp be classified as a Low Speed Urban Street. Classification by TxDOT as a Low Speed Urban Street is based on the precedent that in segment 3A, the loop ramp from IH35W to Spur 280 WB is classified as such in book 2.

Response Needed by (date): April 28, 2011

Response:
The design speed of 20 mph for the IH820 EB to IH35W NB loop is acceptable, as long as it's only used during the construction of the 3A DCs, and not a permanent traffic solution. Use of the four loop ramps seem to be an acceptable device for traffic flow during construction; this is probably the best option to keep a somewhat consistent traffic flow through this area, and to keep traffic moving to the downtown area. Work to minimize the use of these loop ramps in operation during the construction of the 3A section.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** 07/01/2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

RFI #52 & #52B

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 52

Date: July 7, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

Attachments: **Attachment 1.pdf (Plan view Northside Ramp (NS-GSP1)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 10 feet from the Existing ROW line to the proposed pavement edge for Northside Crossroad Ramp (NS-GPS1).
2. Avoiding of a ROW take on a Private Parcel neighboring with Ramp.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire to develop a design alternative for Northside Crossroad Ramp (NS-GSP1) in order to avoid conflict with a Private parcel . The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

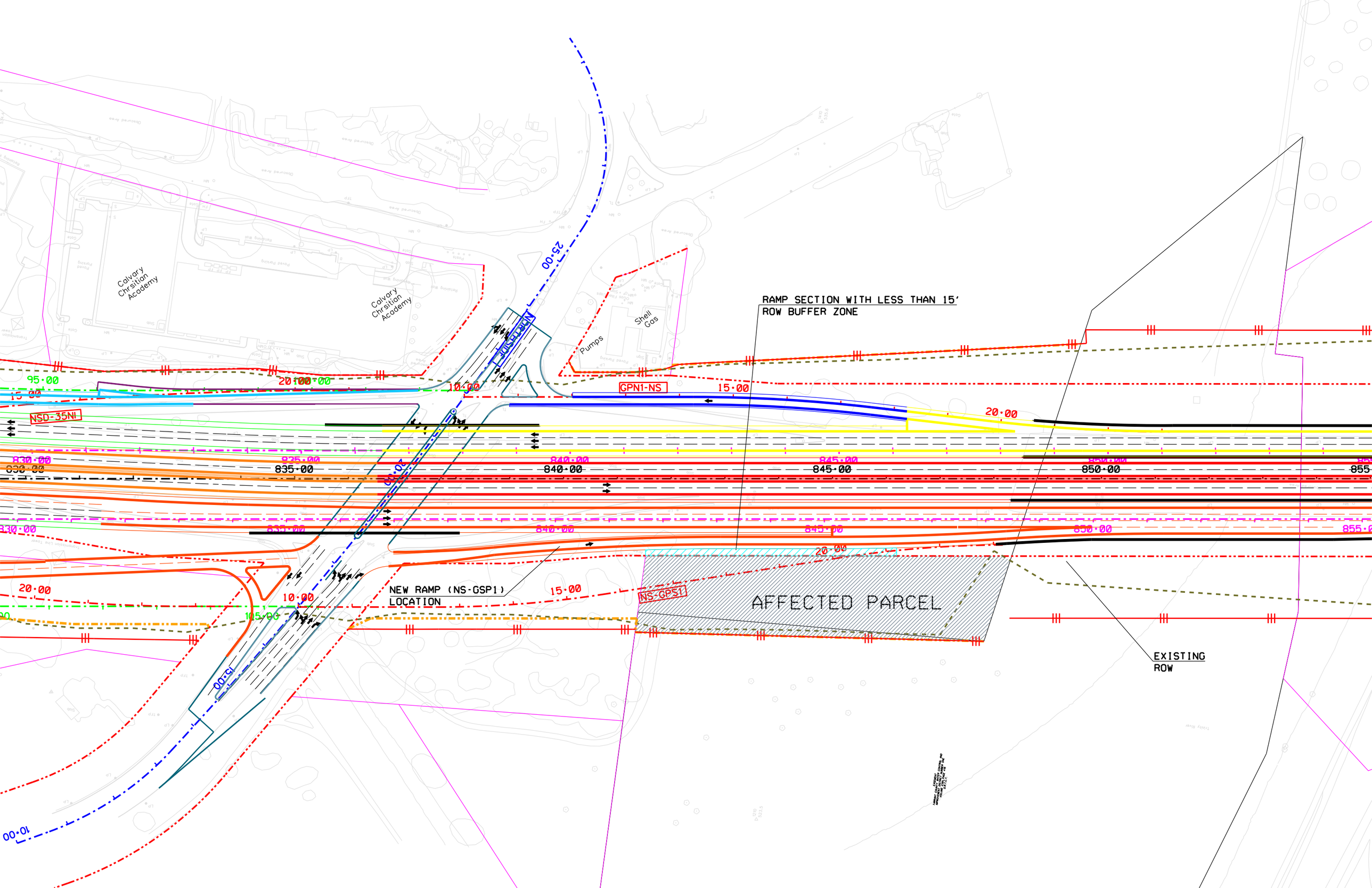
Please Confirm.

Response Needed by (date):

Response:

Responder Name: **Response Date:**

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail


RAMP SECTION WITH LESS THAN 15'
ROW BUFFER ZONE
NEW RAMP (NS-GSP1)
LOCATION
AFFECTED PARCEL
EXISTING
ROW
NS-GPS1
GPN1-NS
NSD-35NI
Calvary
Chrsition
Academy
Calvary
Chrsition
Academy
Shell
Gas
Pumps
25.00
20.00
15.00
10.00
95.00
105.00
830.00
835.00
840.00
845.00
850.00

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: July 26, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #52: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

We Are Sending You:

Copies	Date	No.	Description
1	07/26/11	2	RFI #52 Response Form

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☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1668 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 52 **Date:** July 7, 2011

From:	Lucas Lahitou	**To:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-Mail:	Matt.MacGregor@TxDOT.gov

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

Attachments: **Attachment 1.pdf (Plan view Northside Ramp (NS-GSP1)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 10 feet from the Existing ROW line to the proposed pavement edge for Northside Crossroad Ramp (NS-GPS1).
2. Avoiding of a ROW take on a Private Parcel neighboring with Ramp.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire to develop a design alternative for Northside Crossroad Ramp (NS-GSP1) in order to avoid conflict with a Private parcel . The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

Please Confirm.

Response Needed by (date):

Response:

TxDOT conditionally approves, in order for the Developer to proceed with the redesign to avoid a private parcel, a minimum border width of 10 feet from IH 35W STA 841+50 to 845+90 (as shown in Attachment 1) directly adjacent to Stavron parcel #852 (property owner #93 – west) for southbound GP entrance ramp NS-GPS1 to avoid ROW acquisition of this parcel. This request requires TxDOT approval but does not require an FHWA design exception.

As the Developer is aware, TxDOT is currently pursuing two parallel tracks in this area – 1) continuing to pursue the acquisition of parcel #852, and 2) continuing the study of the redesign (at this parcel and the effects of the redesign at the Chesapeake gas well area) to avoid this parcel.

Final approval prior to the execution of the Facility Agreement is dependent on TxDOT's decision on the preferred alternative. TxDOT anticipates receiving the redesign (including applicable CADD files) and calculation of additional ROW required at the Chesapeake parcel from the Developer prior to finalizing the decision of the preferred alternative.

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** July 26, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 52B

Date: 8/3/2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@TxDOT.gov

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

Attachments:

Information / Clarification Request:

AS response to RFI 52, TxDOT requested from developer the dgn files that are applicable to Mandatory Scope Alternative in order to evade the Stavron parcels. Developer is including with this RFI the applicable dgn files for the final approval of RFI 52.

Response Needed by (date):

Response:

Responder Name: Matthew E. MacGregor, P.E.

Response Date: 8/4/2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

Various files submitted with RFI #52B:

ACAD-Mercado Pad to CHK 2010-11-24.dwg (Autocad File)

Pave 3ai 75ft from well to ROW.dgn

Seg3A_Topo.dgn

Seg3ai_Align 75ft from well to ROW.dgn

Seg3ai_Row 75ft from well.dgn

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: August 10, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #52B & Reissue of RFI #52: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

We Are Sending You:

Copies	Date	No.	Description
1	08/10/11	2	RFI #52B Response Form
1	08/10/11	2	Reissue of RFI #52 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1600 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 52 **Date:** July 7, 2011

From:	Lucas Lahitou	**To:**	Matthew E. MacGregor
	NTE Mobility Partners 2-4		TxDOT, Dallas District
	7700 Chevy Chase Drive	Tel.:	214.319.6571
	Chase Park One, Suite 500C	Fax:	214.319.6580
	Austin, TX 78752	E-Mail:	Matt.MacGregor@TxDOT.gov

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

Attachments: **Attachment 1.pdf (Plan view Northside Ramp (NS-GSP1)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 10 feet from the Existing ROW line to the proposed pavement edge for Northside Crossroad Ramp (NS-GPS1).
2. Avoiding of a ROW take on a Private Parcel neighboring with Ramp.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire to develop a design alternative for Northside Crossroad Ramp (NS-GSP1) in order to avoid conflict with a Private parcel . The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

Please Confirm.

Response Needed by (date):

Response:

TxDOT conditionally approves, in order for the Developer to proceed with the redesign to avoid a private parcel, a minimum border width of 10 feet from IH 35W STA 841+50 to 845+90 (as shown in Attachment 1) directly adjacent to Stavron parcel #852 (property owner #93 – west) for southbound GP entrance ramp NS-GPS1 to avoid ROW acquisition of this parcel. This request requires TxDOT approval but does not require an FHWA design exception.

As the Developer is aware, TxDOT is currently pursuing two parallel tracks in this area – 1) continuing to pursue the acquisition of parcel #852, and 2) continuing the study of the redesign (at this parcel and the effects of the redesign at the Chesapeake gas well area) to avoid this parcel.

Final approval prior to the execution of the Facility Agreement is dependent on TxDOT's decision on the preferred alternative. TxDOT anticipates receiving the redesign (including applicable CADD files) and calculation of additional ROW required at the Chesapeake parcel from the Developer prior to finalizing the decision of the preferred alternative.

[Response reissued August 10, 2011: TxDOT has received RFI #52B which included dgn files for the redesign around the Stavron parcel. TxDOT, however, has decided to move forward with the acquisition of the Stavron parcel, so this redesign will not be necessary.]

Responder Name: Matthew E. MacGregor, P.E. **Response Date:** Reissued August 10, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 52B

Date: 8/3/2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@TxDOT.gov

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at Northside Crossroad Ramp (NS-GSP1).

Attachments:

Information / Clarification Request:

AS response to RFI 52, TxDOT requested from developer the dgn files that are applicable to Mandatory Scope Alternative in order to evade the Stavron parcels. Developer is including with this RFI the applicable dgn files for the final approval of RFI 52.

Response Needed by (date):

Response:

TxDOT appreciates the Developer's submittal of dgn files for this redesign.

TxDOT stated in RFI #52 that final approval prior to the execution of the Facility Agreement is dependent on TxDOT's decision on the preferred alternative. TxDOT has decided to move forward with the acquisition of the Stavron parcel, so this redesign will not be necessary. However, TxDOT has the right to reconsider this redesign option at a later point prior to execution of the Facility Agreement.

RFI #52 is not necessary if TxDOT moves forward with the acquisition of the Stavron parcel.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: 8/10/2011

Delivery Type: ☐ Courier ☐ Overnight ☐ Mail ☒ Other E-mail

RFI #53

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 53

Date: July 22, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: MMACGRE@dot.state.tx.us

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at approx. Sta. 815+00 to 819+00.

Attachments: **GAs Well+RFI.pdf (Plan view)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 10 feet from the proposed ROW line to the proposed pavement edge for Southbound frontage road is provided from approx. Sta. 815+00 to 819+00.
2. Avoiding of a ROW take on a Private Parcel neighboring with Ramp.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire to develop a geometrical design alternative in order to avoid conflict with a Private parcel . The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

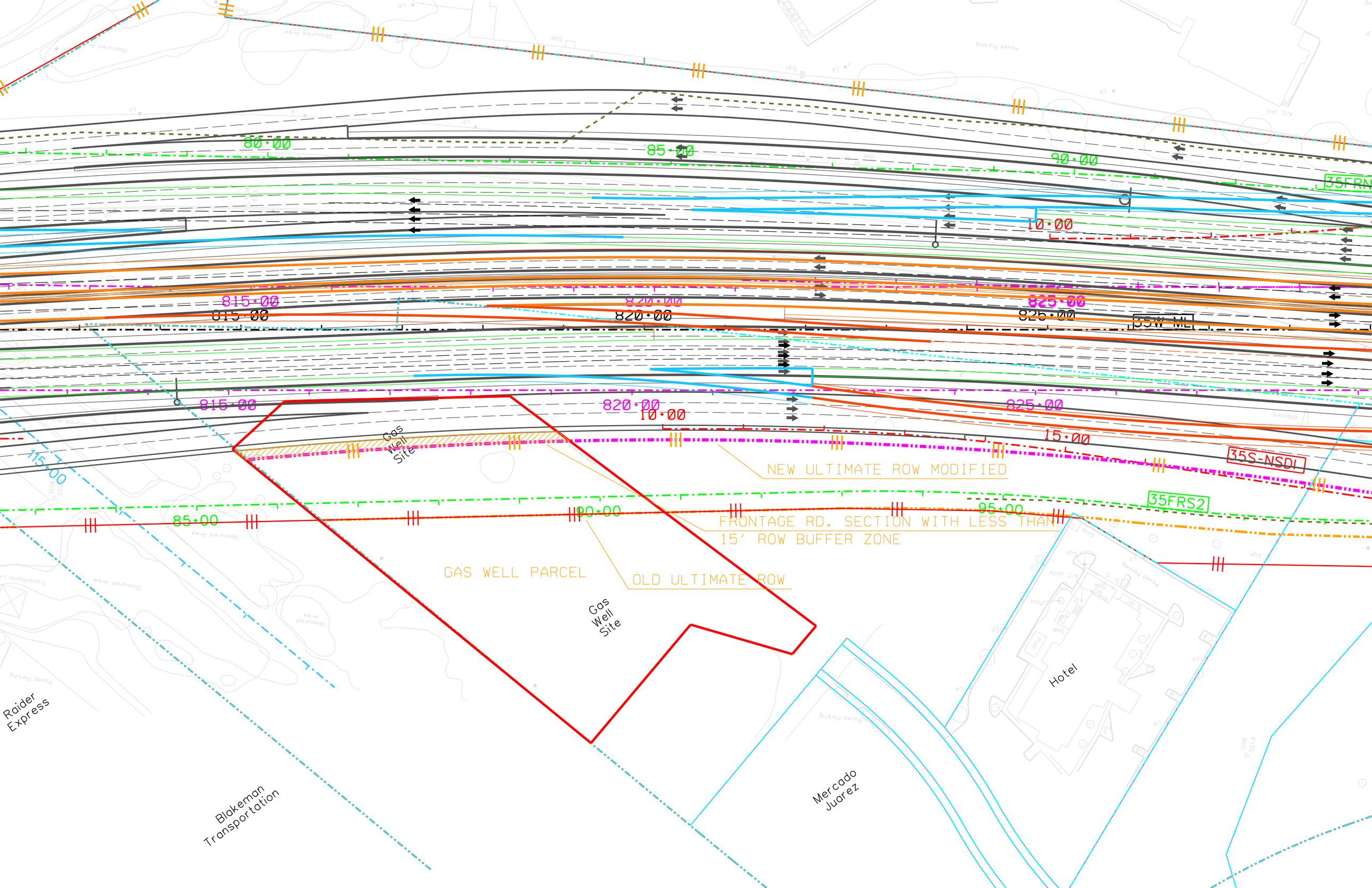
Please Confirm.

Response Needed by (date):

Response:

Responder Name: **Response Date:**

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail


80+00
85+00
90+00
35FRN
10+00
815+00
820+00
825+00
35W-MEL
15+00
35S-NSDL
115+00
Gas Well Site
NEW ULTIMATE ROW MODIFIED
35FRS2
95+00
FRONTAGE RD. SECTION WITH LESS THAN 15' ROW BUFFER ZONE
GAS WELL PARCEL
OLD ULTIMATE ROW
Hotel
Raider Express
Blakeman Transportation
Mercado Juarez

NTE MDP
TxDOT Dallas District
4777 E Highway 80
Mesquite,
Texas 75150-6643

Transmittal Letter

Date: July 26, 2011

To: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

From: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: RFI #53: NTE 3A – Existing ROW to edge of pavement distance (Border) at approx. Sta. 815+00 to 819+00

We Are Sending You:

Copies	Date	No.	Description
1	07/26/11	2	RFI #53 Response Form

These Are Transmitted As Checked Below:		
☒ As Requested	☐ For Your Use	☐ For Review And Comment
☐ For Approval	☐ Returned After Loan To Us	☐ Approved as Noted
☐ Returned for Modifications	☐ _____	

Remarks:

Please contact either myself at 214.319.6571 or Kim Daily at 512.904.1668 with any questions.

Copy To: _____ **Signed:** Matthew MacGregor [electronic]

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** Electronic

North Tarrant Express Mobility Partners 2-4, LLC
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, Texas 78752

9001 Airport Freeway
Suite 600
North Richland Hills, TX 76180

Request for Information

RFI No.: 53

Date: July 22, 2011

From: Lucas Lahitou
NTE Mobility Partners 2-4
7700 Chevy Chase Drive
Chase Park One, Suite 500C
Austin, TX 78752

To: Matthew E. MacGregor
TxDOT, Dallas District
Tel.: 214.319.6571
Fax: 214.319.6580
E-Mail: Matt.MacGregor@txdot.gov

Subject: NTE 3A – Existing ROW to edge of pavement distance (Border) at approx. Sta. 815+00 to 819+00.

Attachments: **GAs Well+RFI.pdf (Plan view)**

Information / Clarification Request:

NTEMP 2-4 requests a design deviation for Segment 3A. The deviation is for the border area which is normally 15 feet minimum and 20 feet desirable per the TxDOT Roadway design manual Table 3-1 for Urban Streets.

NTEMP 2-4 requests a design exception to allow:

1. A distance of 10 feet from the proposed ROW line to the proposed pavement edge for Southbound frontage road is provided from approx. Sta. 815+00 to 819+00.
2. Avoiding of a ROW take on a Private Parcel neighboring with Ramp.

The above stated design deficiency requiring deviation, has emerged after TxDOT´s communicated to the developer the desire to develop a geometrical design alternative in order to avoid conflict with a Private parcel . The additional ROW will be required if the design deviation is not granted, in order to comply with the minimum geometric requirements for a frontage road as defined by the MDP Geometric Design Criteria, and the TxDOT Roadway Design Manual.

Please Confirm.

Response Needed by (date):

Response:

TxDOT conditionally approves, in order for the Developer to proceed with the redesign to avoid the Stavron parcel #852, a minimum border width of 10 feet from approximate IH 35W STA 815+00 to 819+00 (as shown in the Gas Well+RFI.pdf attachment) directly adjacent to Chesapeake parcel #848 (property owner #88) to accommodate the southbound managed lanes to general purpose lanes exit ramp shift approximately 2000' north from location shown in the December, 2010 Mandatory Scope Schematics. This request requires TxDOT approval but does not require an FHWA design exception.

As the Developer is aware, TxDOT is currently pursuing two parallel tracks in this area – 1) continuing to pursue the acquisition of parcel #852, and 2) continuing the study of the redesign (at this parcel and at the Chesapeake gas well area) to avoid this parcel.

Final approval of this RFI prior to the execution of the Facility Agreement is dependent on TxDOT's decision on the preferred alternative.

Responder Name: Matthew E. MacGregor, P.E.

Response Date: July 26, 2011

Delivery Type: ☐ **Courier** ☐ **Overnight** ☐ **Mail** ☒ **Other** E-mail