

NORTH TARRANT EXPRESS MASTER DEVELOPMENT PLAN PROJECT TRACKER

TEXAS DEPARTMENT OF TRANSPORTATION

Winter 2012

OVERVIEW

The North Tarrant Express (NTE) Master Development Plan (MDP) is a 10-year agreement between TxDOT and NTE Mobility Partners (NTEMP) to identify proposed improvements



IH-35W / IH-820 interchange*
*Conceptual presentation of ultimate interchange. Subject to change.

to portions of Interstate 35W (I-35W), State Highways (SH) 121 and 183 and I-820 in northern and eastern Tarrant County. The plan lays out current and future needs and solutions for general purpose lanes and managed toll lanes, which will keep traffic moving at 50 mph. The \$2.5 million agreement also will identify funding methods for the proposed improvements. If necessary, TxDOT has an option to extend the agreement for an additional five years.

PROJECT HISTORY/TIMELINE

- † Texas Transportation Commission authorizes request for CDA proposals: March 2006
- † CDA conditionally awarded to NTEMP: January 29, 2009
- † CDA executed: June 23, 2009
- † Initial work started: July 7, 2009
- † Approval to begin detailed work: December 4, 2009
- † Ready for development letter and initial submittal for segments 3A and 3B received on May 17 and May 19, 2010, respectively.
- † Master Development Plan approved: December 10, 2010

PROGRESS

- † Segment 2E and Segment 4 have environmental approval.
- † A public hearing for the environmental review and approval of Segments 3B and 3C was held in December. A final decision is expected from the Federal Highway Administration in early 2012.
- † A public hearing for the environmental review and approval of Segment 3A is tentatively scheduled for early 2012.
- † TxDOT, NTEMP, and the North Central Texas Council of Governments are holding monthly coordination meetings in anticipation of construction and financing proposals.
- † NTEMP and TxDOT completed a facility implementation plan (FIP) for 3A /3B on July 6, 2011. The plan outlines work activities that will lead to a 3A/3B final facility agreement after environmental approvals have been acquired.
- † Legislative authority has been granted to continue work toward a facility agreement through August 2015.

† TxDOT will prepare a shadow developer bid and a reference case bid using traditional methods to ensure the department receives reasonable value for the submittal's estimated costs.

† A 3A and 3B facility agreement must be approved by the Legislative Budget Board and a determination of legal sufficiency received from the office of the Attorney General. In addition, a financial public hearing will be held before final approvals.

† A conditional 3A and 3B facility agreement is expected to be agreed upon by early 2012, and a final agreement will be approved after all environmental approvals have been acquired.

PROJECT FACTS

Length and estimated construction costs, and operations and maintenance (O&M) costs for concession duration*:

- † Segment 2E (SH 183 from SH 121 to SH 161): 4.5 miles, \$662 million construction, \$530 million O&M
- † Segment 3A (I-35W from north of I-30 to south of I-820): 6.5 miles, \$894 million construction, \$504 million O&M
- † Segment 3B (I-35W from north of I-820 to US 81/287): 3.3 miles, \$380 million construction, \$341 million O&M
- † Segment 3C (I-35W from US 81/287 to SH 170): 5.0 miles, \$648 million construction, \$544 million O&M
- † Segment 4 (I-820 from SH 183 to Randol Mill Road): 3.7 miles, \$461 million construction, \$346 million O&M

Total cost: \$3.1 billion construction, \$2.3 billion operations and maintenance (Master Development Plan estimates, interim configurations)

Preliminary construction start - completion dates

- † Segment 2E: 2016 - 2020; Pending future funding
- † Segment 3A: 2012 - 2017 (May 2010 submission estimate)
- † Segment 3B: 2012 - 2017 (May 2010 submission estimate)
- † Segment 3C: 2016 - 2020; Pending future funding
- † Segment 4: 2021 - 2025; Pending future funding

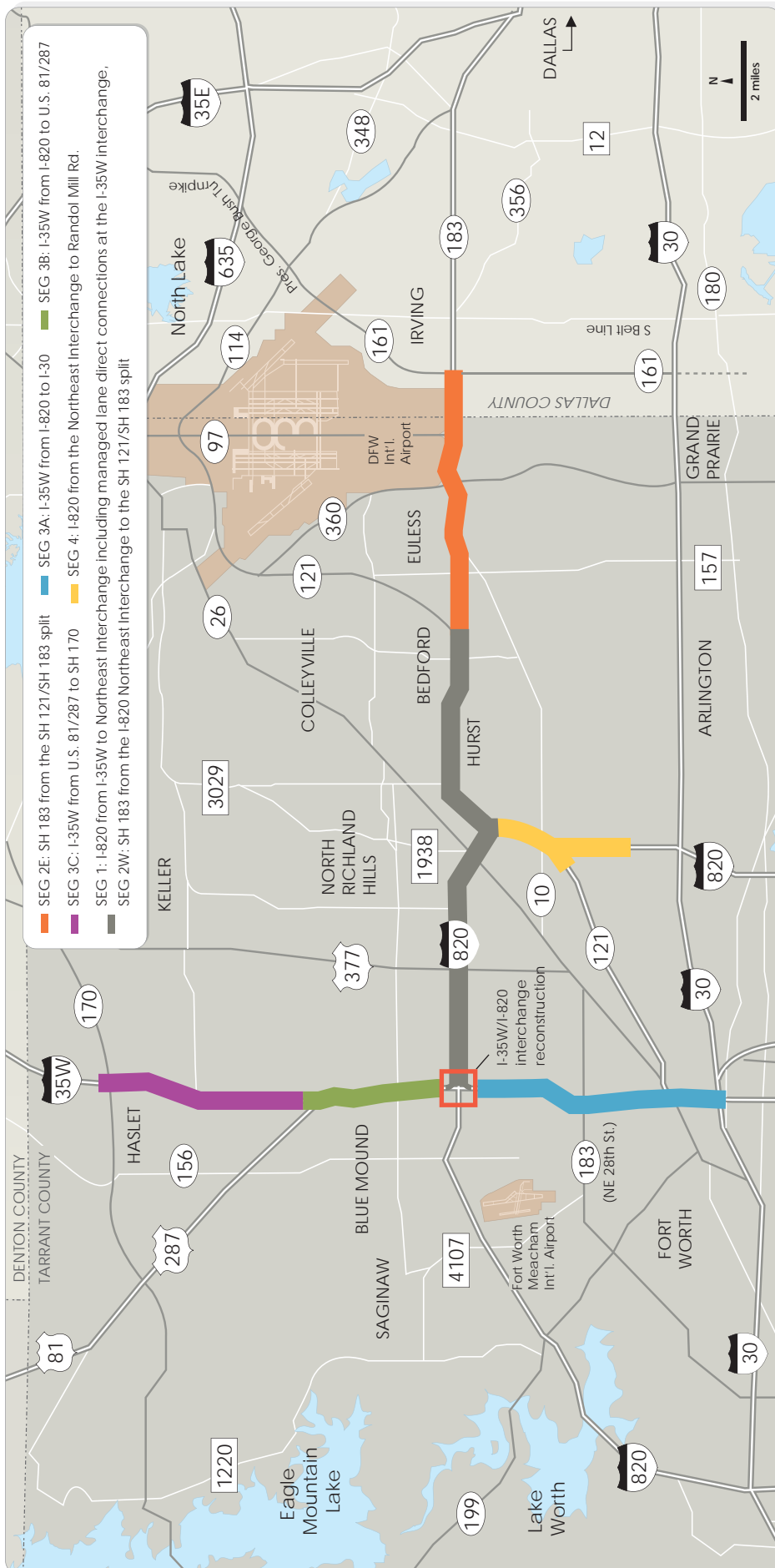
(*Construction costs include: Project studies, project and contract administration, right of way, design, construction, toll and other major systems, and financing. Construction cost estimates are for interim configurations only.)

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- † NTEMP Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- † North Texas Tollway Authority to provide toll collection services; TxTag, TollTag and EasyPass electronic transponders will work on this project.



DFW CDA PROGRAM OFFICE



Configuration as proposed in Regional Mobility 2030 Plan**

SEG*	Roadway and Limits	Existing lanes (Each dir.)	Frontage lanes (Each dir.)	General purpose lanes (Each dir.) ^{AAA}	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
2E	SH 183 from the SH 121/SH 183 split	3	2 ^A	4	3	2 ^{AA}
3A	I-35W from I-820 to I-30	2 - 3	2 ^A	4	2	2 ^A
3B	I-35W from I-820 to U.S. 81/287	2	2	4	2 - 3	2
3C	I-35W from U.S. 81/287 to SH 170	2	2	3	2	2
4	I-820 from the Northeast Interchange to Randol Mill Rd.	2 - 4	0	5 (SH 121N to SH 121S)	1 (SH 121N to SH 121S)	0

* Segments identified by number do not denote priority or sequence. ** All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements.

^A Discontinuous. ^{AA} Continuous. ^{AAA} Potential deferment of additional general purpose lanes.

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