

NORTH TARRANT EXPRESS (NTE) PROJECT TRACKER

TEXAS DEPARTMENT OF TRANSPORTATION

Winter 2012

OVERVIEW

The North Tarrant Express (NTE) will rebuild several of Tarrant County's most congested highways by 2015. Construction started in late 2010. The project is being designed and built concurrently



Fall 2011 -- I-820 bridge work at Big Fossil Creek

by NTE Mobility Partners (NTEMP), shaving several years from the project schedule. When complete, the project will provide eight to 10 lanes on Interstate 820 (I-820) and State Highways (SH) 121 and 183. The project will improve mobility by almost doubling the existing road capacity with a combination of general purpose lanes and continuous frontage roads, along with managed toll lanes that will use dynamic pricing to keep traffic moving at 50 mph. As the first comprehensive development agreement (CDA) project signed in North Texas, the project will leverage a \$573 million TxDOT investment into a \$2.5 billion project that reaches from north Fort Worth to near D/FW Airport.

PROJECT HISTORY/TIMELINE

- † Texas Transportation Commission authorizes request for CDA proposals: March 2006
- † CDA executed: June 23, 2009
- † Financing obtained: December 17, 2009
- † Approval to begin detailed work: December 31, 2009

PROGRESS

- † Design is approximately 93 percent complete and construction is approximately 16 percent complete as of October 30, 2011.
- † Eastbound SH 183 traffic at the SH 121 split shifted to the project's first permanent pavement in early 2012. Traffic to northbound SH 121 must now exit on the left side of eastbound SH 183 mainlanes.
- † A new pedestrian bridge and new westbound frontage roads near Hurstview Drive are scheduled to open in spring 2012.
- † Construction continues on the I-35W/I-820 interchange. The entrance ramp to northbound I-35W from Meacham Boulevard was closed in December. A temporary entrance ramp reopened in December 2011 to accommodate traffic.
- † The entrance ramp to westbound SH 121/183 between Central and Forest Ridge drives is closed until late 2012.
- † NTEMP is holding regular meetings with officials in affected cities along the corridor to brief them of upcoming work.
- † A Traffic Management Team meeting was held in November. The next meeting will be held in early 2012.
- † NTEMP and Bluebonnet Contractors, in coordination with TxDOT, have developed a draft landscape plan that incorporates aesthetics elements previously approved by corridor cities.

† NTEMP assumed corridor operations and maintenance on May 1, 2010. For maintenance or roadway issues, call 888-NTE-2015.

† Lane closures are occurring regularly on the project. For updated traffic information and to sign up for traffic alerts, go to www.northtarrantexpress.com.

PROJECT FACTS

Length:

- † Segment 1 (I-820 from I-35W to Northeast interchange): 6.4 miles
- † Segment 2W (Northeast interchange to Industrial Blvd.): 6.9 miles

Managed Lanes (each direction)

- † Segment 1: Two surface-level lanes in median
- † Segment 2: Two westbound lanes and two eastbound lanes (third lane by 2030)
- † Estimated initial travel cost: 15 cents per mile (low traffic), 53 cents per mile (peak hour)

Right of Way (ROW) and Utilities

- † Almost 300 parcels identified, all parcels purchased for and held in the name of the State of Texas. More than 90 percent of parcels closed by deed or award of payment.
- † NTEMP began holding utility coordination meetings in 2009. Twenty three utility adjustment agreements have been approved by December 2011.

Construction dates

- † Construction started: October 28, 2010
- † Anticipated substantial completion date: Mid-2015

Ultimate Project (NTE Master Development Plan)

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

Concession CDA – TxDOT owns the project; NTEMP to build, finance, operate and maintain project

Term: 52 years

Construction: \$2.05 billion (\$573 million TxDOT/public funds; \$426 million NTEMP equity; \$400 million private activity bonds (PABs); \$650 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

Operations and Maintenance: \$444 million (2009 dollars)

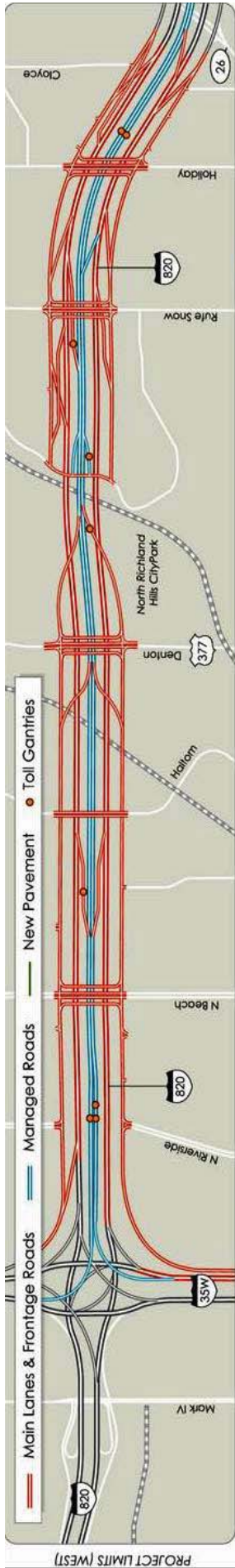
† Estimated annual routine maintenance costs (FY 2009) assumed by developer: \$1.18 million

† 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



ENTIRE PROJECT AREA:



NOTE: Project areas are not drawn to scale in order to emphasize details.

SEG*	Roadway and Limits	Existing lanes (Each dir.)	Frontage lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
1	I-820 from I-35W to Northeast Interchange including managed lane direct connections at the I-35W interchange	2	2 ^A	2	2 ^A
2W	SH 183 from the I-820 Northeast Interchange to the SH 121/SH 183 split	3	2 ^A	3	3 ^{AAA}

* 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. *Discontinuous. **Continuous. ^{AAA} 3rd lane each direction deferred.

TxDOT graphic

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