

NORTH TARRANT EXPRESS MASTER DEVELOPMENT PLAN PROJECT TRACKER

TEXAS DEPARTMENT OF TRANSPORTATION

Summer 2011

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 to portions of Interstate 35W (I-35W), State Highway 183 and I-820 in northern and eastern Tarrant County. The plan will lay 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.



IH-35W / IH-820 interchange*

*Conceptual presentation of ultimate interchange. Subject to change.

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

- † Obtain environmental approvals for the project. Segment 2E and Segment 4 have environmental approval. Work on approvals for Segments 3A, 3B and 3C is under way.
- † TxDOT, NTEMP, and the North Central Texas Council of Governments are holding monthly coordination meetings in anticipation of construction and financing proposals.
- † TxDOT responded to NTEMP's ready for development letter for 3A and 3B on June 16, 2010, allowing efforts to begin on development of a facility implementation plan.
- † NTEMP and TxDOT hope to complete a facility implementation plan for 3A/3B in summer 2011. The plan outlines work activities that will lead to a 3A/3B facility agreement after environmental approvals have been acquired.

† 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.

† Legislative authority has been granted to continue work toward a facility agreement through August 2015.

† A final 3A and 3B facility agreement is expected to be executed by summer 2011.

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: 2011 - 2017 (May 2010 submission estimate)
- † Segment 3B: 2011 - 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.)

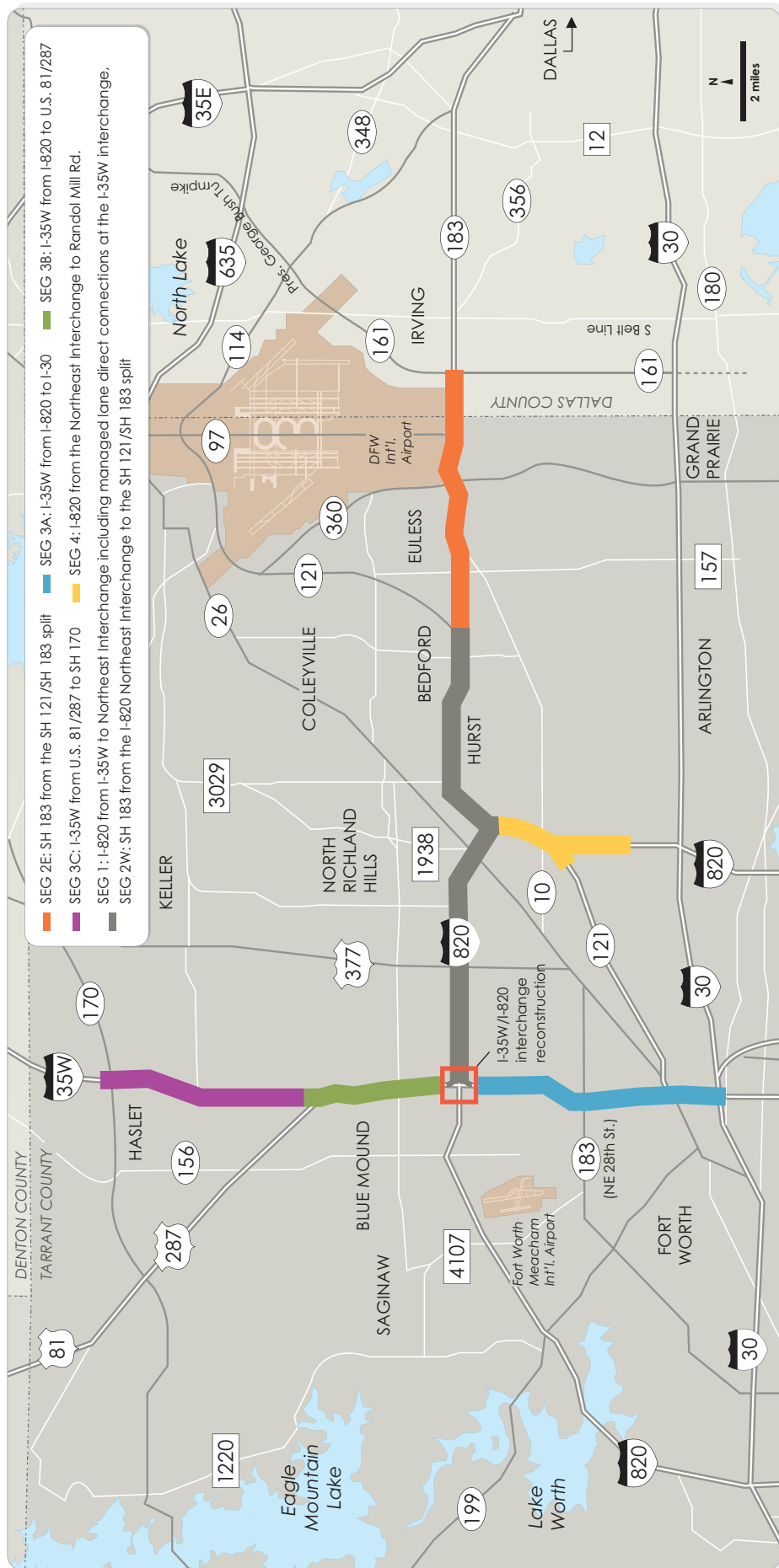
COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

† 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.)		Configuration as proposed in Regional Mobility 2030 Plan**	
	Frontage lanes (Each dir.)	Managed lanes (Each dir.)	General purpose lanes (Each dir.)	Managed lanes (Each dir.)
2E SH 183 from the SH 121/SH 183 split	3	2 ^a	4	3
3A I-35W from I-820 to I-30	2-3	2 ^a	4	2
3B I-35W from I-820 to U.S. 81/287	2	2	4	2-3
3C I-35W from U.S. 81/287 to SH 170	2	2	3	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 defilement of additional general purpose lanes.

NORTH TARRANT EXPRESS MASTER DEVELOPMENT PLAN CONTACTS

Texas Department of Transportation
 PO Box 6868
 Fort Worth, TX 76115-0868
 (817) 370-6846

Project website:
www.northtarrantexpress.com
www.txdot.gov
 Keyword: "North Tarrant Express"
Project hotline:
 888-NTE-2015

Robert Hinkle
 Director of Corporate Affairs
 North Tarrant Express Mobility Partners
 9001 Airport Freeway
 North Richland Hills, TX 76081
 817-710-0500

Tony Hartzel
 DFW CDA Program Public Info.
 Texas Dept. of Transportation
 P.O. Box 133067
 Dallas, TX 75313
 214-320-4481