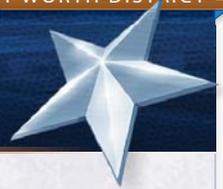


NORTH TARRANT EXPRESS (NTE)

FORT WORTH DISTRICT

TxDOT PROJECT TRACKER

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

The North Tarrant Express (NTE) rebuild some of northeast Tarrant County's most congested highways. Construction started in late 2010 and completed in October 2014 -- nine months ahead of schedule. The project was designed and built concurrently by NTE Mobility Partners (NTEMP) and Bluebonnet Contractors (BBC), shaving several years from the project schedule. Completed, the project provides eight to 10 lanes on Interstate 820 (I-820) and State Highways (SH) 121 and 183. The project improves mobility by almost doubling the existing road capacity with a combination of general highway lanes and continuous frontage roads, along with managed toll (TEXpress) lanes that use dynamic pricing to keep traffic moving at 50 mph. As the first comprehensive development agreement (CDA) project signed in North Texas, the NTE has leveraged a \$573 million TxDOT investment into a \$2.5 billion infrastructure redevelopment project that reaches from north Fort Worth to near DFW Airport.



Pictured above: North Tarrant Express

Courtesy of NTE

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

PROJECT PROGRESS

- The NTE project reached substantial completion in October 2014, nine months ahead of schedule
- A ceremony to celebrate substantial completion was held on Saturday, October 4, 2014
- The TEXpress lanes opened on October 4, 2014 -- to learn more about the lanes visit www.texpresslanes.com
- The project reached final acceptance on January 20, 2015

PROJECT FACTS

LENGTH

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

LANES (EACH DIRECTION)

- Segment 1: Two surface-level managed lanes in median (an additional main lane by 2030)
- Segment 2: Two managed lanes (third managed lane by 2030)
- Estimated initial travel cost: 10 to 25 cents per mile (low traffic), 45 to 75 cents per mile (peak hour)

RIGHT OF WAY (ROW)

- Almost 400 parcels identified, all parcels purchased for and held in the name of the State of Texas. All parcels were closed by deed or award of payment.

CONSTRUCTION DATES

- Construction started: November 22, 2010
- Substantial completion: October 2014 (nine months ahead of schedule)
- Final acceptance: January 20, 2015

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA

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

TERM: 52 years (started in 2009)

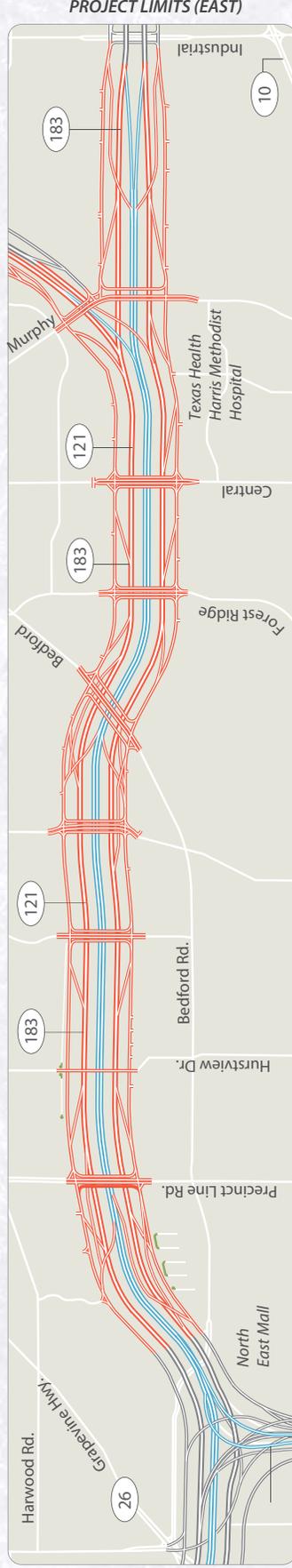
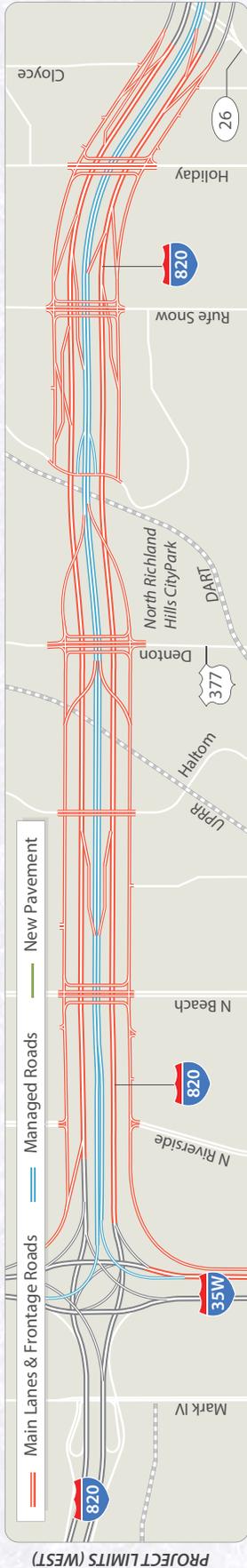
CONSTRUCTION:

\$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)

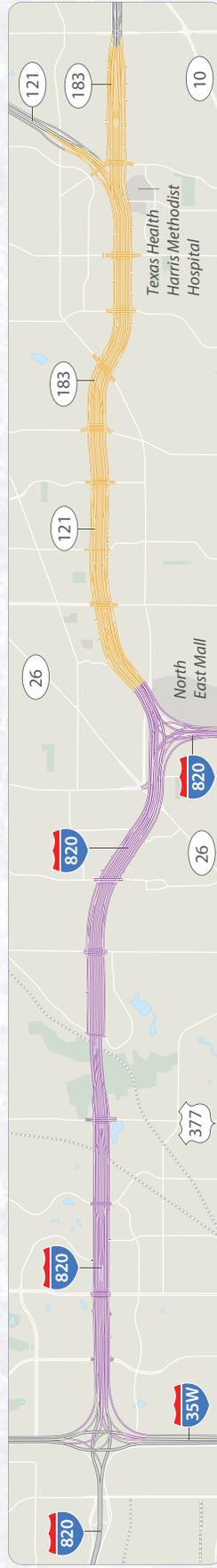
OPERATIONS AND MAINTENANCE:

- \$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 EZ TAG electronic transponders will work on this project

DFW STRATEGIC PROJECTS OFFICE



ENTIRE PROJECT AREA:



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

Configuration as proposed in Regional Mobility 2030 Plan**

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 ^Δ	2	2 ^Δ
2W	SH 183 from the I-820 North east interchange to the SH 121/SH 183 split	3	2 ^Δ	3 ^{ΔΔΔ}	3 ^{ΔΔΔ}

*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.
^Δ Discontinuous. ^{ΔΔ} Continuous. ^{ΔΔΔ} Developer will fund and construct by 2030.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE



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