



**Pictured above:** The new Riverside Drive bridge over I-820

Courtesy of NTE

### OVERVIEW

The North Tarrant Express (NTE) is rebuilding some of northeast Tarrant County's most congested highways. Construction started in late 2010. The project has been 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 will 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.

### 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 is more than 97 percent complete
- The project is scheduled to reach substantial completion in October 2014, nine months ahead of schedule
- A ceremony to celebrate substantial completion will be held on Saturday, October 4, 2014
- The TEXpress lanes are scheduled to open in October 2014

- Paving on the project (except for minor repair work) is complete. The following sections were recently completed:
  - North and southbound Holiday Ln. at I-820
  - North and southbound Precinct Line Rd. at SH 121/183
  - North and southbound Bedford Rd. at SH 121/183
  - North and southbound Norwood Dr. at SH 121/183
- More than 1,408 people are working in the corridor, 490,000 cubic yards of concrete have been poured, 41 million pounds of rebar have been tied, and 483 million cubic yards of dirt have been moved within the corridor

### 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 westbound managed lanes and two eastbound 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
- Anticipated substantial completion date: October 2014 (nine months ahead of schedule)

### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

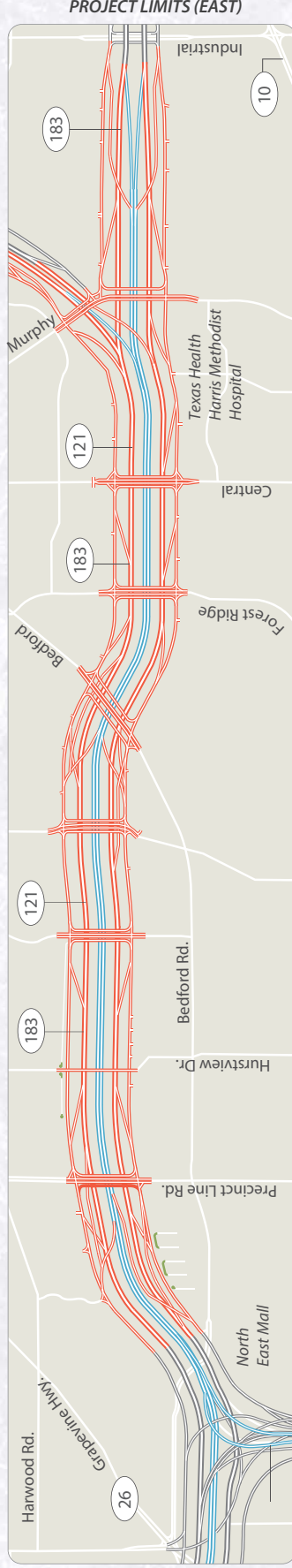
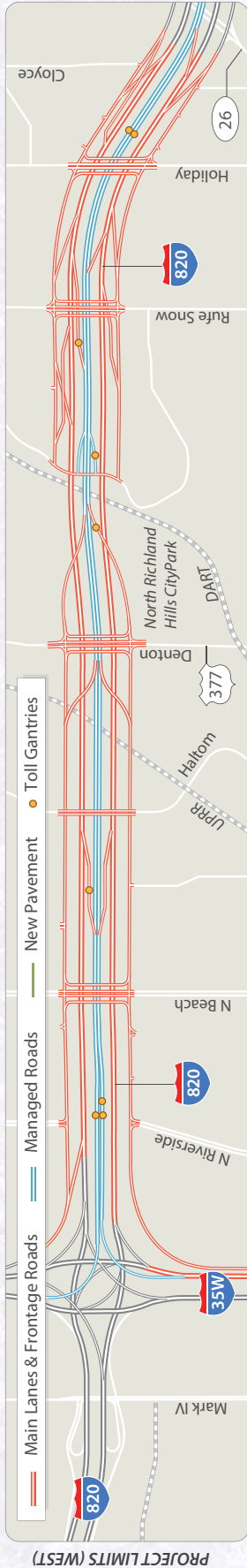
**CONCESSION CDA** — TxDOT owns the project; NTEMP to build, finance, operate and maintain project

**TERM:** 52 years (started in 2009)

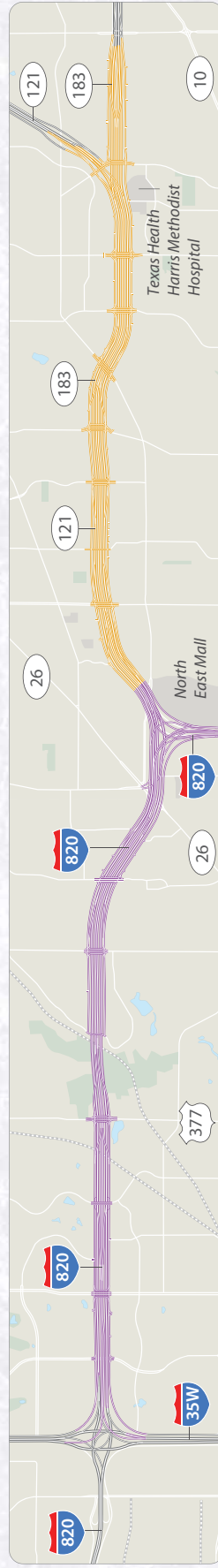
**CONSTRUCTION:** \$2.05 billion (\$573 million TxDOT/public funds; \$426 million NTEMP equity; \$400 million private activity bonds (PABs); \$650 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan)

**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



**ENTIRE PROJECT AREA:**



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

**SEG\* Roadway and Limits**

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 <sup>Δ</sup>	2	2 <sup>Δ</sup>
2W	SH 183 from the I-820 North east interchange to the SH 121/SH 183 split	3	2 <sup>Δ</sup>	3 <sup>ΔΔΔ</sup>	3 <sup>ΔΔΔ</sup>

Configuration as proposed in Regional Mobility 2030 Plan\*\*

\*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.

<sup>Δ</sup> Discontinuous. <sup>ΔΔ</sup> Continuous. <sup>ΔΔΔ</sup> Developer will fund and construct by 2030.

TxDOT graphic

**DFW STRATEGIC PROJECTS OFFICE**



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**Project website:**  
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[www.txdot.gov](http://www.txdot.gov)  
**Keyword:** "North Tarrant Express"  
**Project Hotline:** 888-NTE-2015

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