

# INTERSTATE 35W

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

Connecting You With Texas



### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section currently ranked sixth on the state's most congested roadways list. Plans to reduce congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

This project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) constructed Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. NTEMP3 began construction on Segment 3C in summer 2020. The 6.7-mile project will extend improvements from US 81/287 to Eagle Parkway.

I-35W currently carries 129,000 vehicles daily near downtown Fort Worth and 167,000 vehicles north of I-820. Approximately 11 percent of these vehicles are trucks.



Future I-35W at SH 170

### PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP.
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B.
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT entered the final stage for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A.
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction.
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed.
- **Sept. 19, 2013** – 3A financial close.
- **July 19, 2018** – I-35W grand opening.
- **Feb. 2019** – The Texas Transportation Commission authorized the Private Activity Bond Surface Transportation Corporation to take all actions necessary for the issuance of private activity bonds to construct Segment 3C.
- **Aug. 8, 2019** – 3C financial close.

### PROJECT PROGRESS

#### THE 3A PORTION: (I-30 to I-820)

- Project is complete.
- In downtown Fort Worth, new direct connectors to and from the I-35W TEXpress Lanes at Belknap Street/Weatherford Street opened in January 2019.

#### THE 3B PORTION: (I-820 to US 81/287)

- Project is complete.

#### THE 3C PORTION:

- The first bridge beams were recently installed on the project.
- Work continues on the future I-35W mainlanes at North Tarrant Parkway.
- The project is currently 13 percent complete.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 6.7 miles

#### TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two NB & SB lanes

#### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$256 million
- Segment 3C: \$950 million

### FUNDING

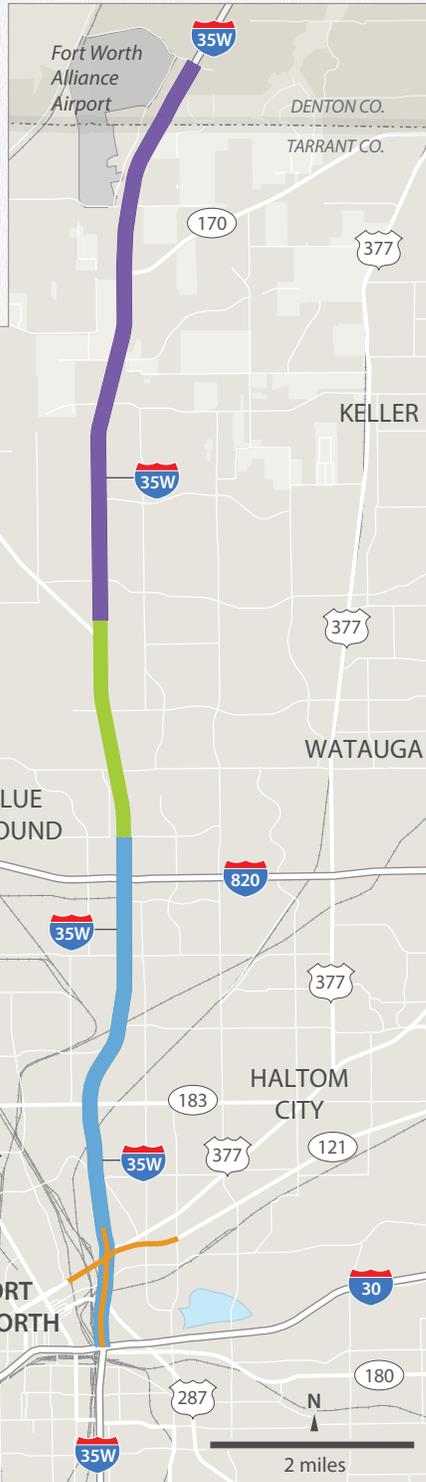
- Segment 3A: \$531 million federal TIFIA loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABs); \$127 million provided by the Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 million public funding; \$8.4 million developer equity; \$2.4 million PABs
- Segment 3C: \$653.9 million PABs; \$96.1 million PABs premium; \$24 million interest income; \$160.2 million developer equity; \$14.4 million public funding for right of way

### RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete
- Segment 3C: In progress

### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - July 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Construction start - Summer 2020; substantial completion - Late 2023



NOTE: Highlighted areas are not to scale.

**SEG\* Roadway and Limits**

|                               |                                       |     |
|-------------------------------|---------------------------------------|-----|
| <b>3C</b>                     | I-35W from US 81/287 to Eagle Parkway |     |
| Existing lanes (Each dir.)    |                                       | 2   |
| Frontage lanes (Each dir.) ^^ |                                       | 2-3 |

**Interim Configuration\*\***

|                            |  |     |
|----------------------------|--|-----|
| Mainlanes (Each dir.)      |  | 2   |
| TEXpress Lanes (Each dir.) |  | 2   |
| Frontage lanes (Each dir.) |  | 2-3 |

**SEG\* Roadway and Limits**

|                            |  |   |
|----------------------------|--|---|
| <b>3B</b>                  | I-35W from north of I-820 to US 81/287 |   |
| Existing lanes (Each dir.) |  | 2 |
| Frontage lanes (Each dir.) |  | 2 |

**Interim Configuration**

|                            |  |   |
|----------------------------|--|---|
| Mainlanes (Each dir.)      |  | 2 |
| TEXpress Lanes (Each dir.) |  | 2 |
| Frontage lanes (Each dir.) |  | 2 |

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

|                            |  |     |
|----------------------------|--|-----|
| Mainlanes (Each dir.) ^^^  |  | 4   |
| TEXpress Lanes (Each dir.) |  | 2-3 |
| Frontage lanes (Each dir.) |  | 2-3 |

**SEG\* Roadway and Limits**

|                               |  |     |
|-------------------------------|--|-----|
| <b>3A</b>                     | I-35W from north of I-30 to north of I-820 |     |
| Existing lanes (Each dir.)    |  | 2-3 |
| Frontage lanes (Each dir.) ^^ |  | 2   |

**Interim Configuration**

|                               |  |     |
|-------------------------------|--|-----|
| Mainlanes (Each dir.)         |  | 2-3 |
| TEXpress Lanes (Each dir.)    |  | 2   |
| Frontage lanes (Each dir.) ^^ |  | 2   |

**Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\***

|                            |  |     |
|----------------------------|--|-----|
| Mainlanes (Each dir.) ^^^  |  | 4   |
| TEXpress Lanes (Each dir.) |  | 2   |
| Frontage lanes (Each dir.) |  | 2-3 |

**SEG\* Roadway and Limits**

|              |                         |  |
|--------------|-------------------------|--|
| <b>3A II</b> | SH 121 Interchange ^^^^ |  |
|--------------|-------------------------|--|

TxDOT graphic

\* 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. ^^^Potential deferment of additional mainlanes. ^^^^Currently not funded. Ultimate capacity remains a priority to the region.

**PROJECT CONTACTS**



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