OVERVIEW
The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 6 on the state’s most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

The project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.

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 has entered the final stage in the process for a $531 million Transportation 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

THE 3B PORTION: (I-820 to US 81/287)
- This segment is substantially complete with all lanes in their final location.

THE 3C PORTION: (US 81/287 to Eagle Parkway)
TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

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) 7.2 miles

TEXPRESS LANES
- Segments 3A, 3B, & 3C: Two NB & SB lanes (3C Proposed)

PROJECT PROGRESS
THE 3A PORTION: (I-30 to I-820)
- Project is substantially complete
- The new direct connector from eastbound I-30 to the northbound I-35W TEXpress Lanes is now open
- Work continues on the direct connectors from Belknap Street/Weatherford Street to the I-35W TEXpress Lanes

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

THE 3C PORTION: (US 81/287 to Eagle Parkway)
TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

COST
- Segment 3A: $1.4 billion
- Segment 3B: $256 million
- Segment 3C: $762 million (proposed)

FUNDING
- Segment 3A: $531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; $430 million developer equity; $274 million Private Activity Bonds (PABs); $127 million provided by Metropolitan Planning Organization; $46.5 million interest income
- Segment 3B: $245 million public funding; $8.4 million developer equity; $2.4 million PABS

RIGHT OF WAY
- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES
- Segment 3A: Construction start - May 2014; substantial completion - July 2018
**SEG* Roadway and Limits**

**3C**
- 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 |

**SEG* Roadway and Limits**

**3B**
- 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 |

**SEG* Roadway and Limits**

**3A**
- 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**

**3A II**
- SH 121 Interchange ****

NOTE: Highlighted areas are not to scale.

* 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.