

# INTERSTATE 35W

## TxDOT PROJECT TRACKER



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

### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number eight 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 (managed toll) lanes in each direction. The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct 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) will construct Segment 3B, from north of I-820 to north of US 81/287, and will add two TEXpress Lanes on Segment 3C, from north of US 81/287 to Eagle Parkway. I-35W carries 141,000 vehicles daily near downtown Fort Worth and 145,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Feb. 2015 -- Expansion work on I-35W at 28th Street.

TxDOT photo archive

### PROJECT HISTORY/TIMELINE

- CDA conditionally awarded to NTEMP: January 29, 2009
- NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B on July 6, 2011
- The U.S. Department of Transportation announced on April 24, 2012 that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- TxDOT awarded a contract for 3B to Lane Construction in Sept. 2012
- A facility agreement between TxDOT and NTEMP3 was signed on March 1, 2013 and financial close occurred on Sept. 19, 2013
- Texas Transportation Commission allocates \$130 million to Segment 3C in June 26, 2014

### PROGRESS

- The 3A portion (I-30 to I-820) started utility relocation in early 2014. Major construction started in fall 2014.
  - Design is 96 percent complete
  - Reconstructing the northbound I-35W frontage road north of Meacham Blvd. with expected completion in summer 2015
  - Detouring westbound I-820 access to Meacham Blvd. to Mark IV Pkwy.
  - Setting beams and deck panels on the northbound I-35W frontage road north of Meacham Blvd.
- Construction on the 3B portion of the project (I-820 to North Tarrant Parkway) started in April 2013.
  - Constructing two new frontage road bridges across Fossil Creek
  - Reconstructing Western Center Blvd.
  - Completing construction of a new southbound exit to Western Center Blvd.
- TxDOT is developing construction plans for 3C (I-35W from north of US 81/287 to north of Eagle Pkwy) and taking bids in late 2015.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from north of I-30 to north of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to N of US 81/287) 3.6 miles
- Segment 3C (I-35W from N of US 81/287 to Eagle Pkwy) 8 miles

### MANAGED LANES

- Segments 3A & 3B: Two northbound and two southbound lanes
- Segment 3C: One northbound and one southbound lane
- Maximum initial travel cost: 75 cents per mile

### COST

- Segment 3A: \$1.4 billion
  - Segment 3B: \$200 million
  - Segment 3C: \$130 million (Construction cost only)
- (Costs include design/construction, right of way, utilities, tolling/ITS and financing)

### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$277 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$45.7 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6
- Segment 3C: \$130 million Category 12

### RIGHT OF WAY

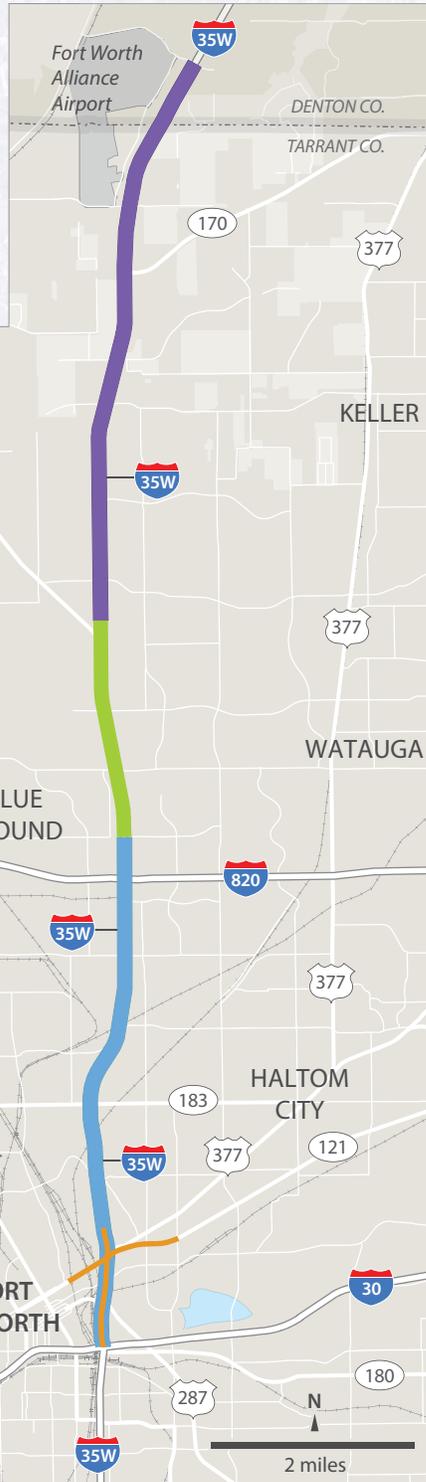
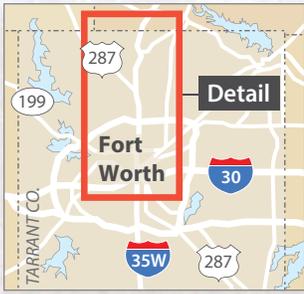
- Segment 3A: Acquisition is 80 percent complete
- Segment 3B: Acquisition complete

### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; anticipated substantial completion - 2018
- Segment 3B: Construction start - April 2013; anticipated substantial completion - 2016
- Segment 3C: Est. letting - Late 2015

### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Segment 3A: Concession CDA -- TxDOT owns the project; NTEMP3 to build, finance, operate and maintain project
- Segment 3B: TxDOT owns the project and will design, build and finance; NTEMP3 to operate and maintain following construction
- NTEMP3 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



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 general purpose lanes. ^^ Currently not funded. Ultimate capacity remains a priority to the region.

**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

**Interim Configuration**

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		1
Frontage lanes (Each dir.) ^^		2

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

General purpose lanes (Each dir.)		3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

**SEG\* Roadway and Limits**

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

**Interim Configuration**

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

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

General purpose lanes (Each dir.) ^^		4
Managed lanes (toll) (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**

General purpose lanes (Each dir.)		2 - 3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

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

General purpose lanes (Each dir.) ^^		4
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

**SEG\* Roadway and Limits**

<b>3A II</b>	SH 121 Interchange ^^	
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DFW STRATEGIC PROJECTS OFFICE

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