

Fort Worth: Construction Begins For Final Segment Of I-35w

"These major infrastructure projects have transformed mobility within the Dallas-Fort Worth Metroplex"

By [Press Release Desk, News Partner](#)
Oct 10, 2020 9:40 am CT

Reply

Press release from the City of Fort Worth:

October 09, 2020

Congestion relief is on the horizon for Tarrant County as construction has begun on Segment 3C of North Tarrant Express along Interstate-35W in far north Fort Worth.

In September, North Tarrant Infrastructure – the lead contractor on the project – placed the first beams at the interchange of I-35W and SH 170. This officially kicked off the 6.7-mile reconstruction project that will rebuild main lanes, expand frontage roads and add two TEXpress managed lanes in both directions.

Segment 3C, which runs from North Tarrant Parkway to Eagle Parkway, is the final segment scheduled in the \$2.6 billion reconstruction and expansion of 35W, a major north-south corridor that is part of the trade route extending to the U.S.-Mexico border to the south and the Canadian border to the north. The expansion of 35W, which began in 2013, follows the completion of the North Tarrant Express in 2014, a 13-mile project along SH 183/SH 121 and Interstate 820 that was one of the largest public-private partnership transportation projects in the country.

"These major infrastructure projects have transformed mobility within the Dallas-Fort Worth Metroplex," said Alberto Gonzalez, CEO of the North Tarrant Express and NTE

35W in Tarrant County and the LBJ Express in Dallas County. "We have proven that the managed lanes not only reduce congestion, but also improve safety and provide drivers with reliable travel times when they are trying to get from point A to point B."

Model provides faster construction

Ferrovial has managed the construction, operations and maintenance of the North Tarrant Express, NTE | 35W and LBJ Express, representing more than \$7 billion in new and improved highway infrastructure in one of the fastest-growing regions in the United States.

The public-private partnership design-build model has consistently delivered major projects in a fraction of the time it takes for traditional construction.

"With the private entity responsible for securing private financing upfront and having single-source responsibility for both design and construction, the financial risk is removed from the state transportation agency and construction can proceed along an expedited timeline," Gonzalez said. The concessionaire is also responsible for the ongoing maintenance and operations of each roadway for 40-plus years.

These three public-private partnership projects have collectively accounted for tens of thousands of new jobs in the North Texas region over the last decade.

"These complex and sophisticated projects are significant economic drivers: we hire hundreds of local and regional subcontractors, including minority-owned firms, who then work, live and spend money in the corridors," said

Angel Beltran, CEO of North Tarrant Infrastructure. "Additionally, the rebuilt highway corridors drive new economic development activity, attracting new and expanding businesses that are seeking enhanced access for their employees and vendors."

The North Tarrant Express 35W project is considered a critical infrastructure sector. As the project continues, staff, contractors and construction workers are following specific guidelines to ensure the health and safety of all employees due to the COVID-19 pandemic.

This press release was produced by [the City of Fort Worth](#). The views expressed here are the author's own.