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Construction Kicks off for Final Segment of Interstate 35W

FORT WORTH, TEXAS – Congestion relief is on the horizon for Tarrant County as construction has officially begun on Segment 3C of North Tarrant Express (NTE) | 35W along Interstate 35W in north Fort Worth, Texas.

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 transportation P3 (public-private partnership) 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 (NTE) 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.”

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 P3 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,” added Gonzalez. The concessionaire is also responsible for the ongoing maintenance and operations of each roadway for 40-plus years, eliminating additional financial burden on the state for decades to come.

These three P3 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.

Drivers are encouraged to “Know Before They Go,” and visit www.northtarrantexpress.com for upcoming closures. To view detour maps, please visit the [Alternate Route Map](#) page. Also, as lane closures are updated frequently, please visit the [Lane Closures](#) page daily for the most current information. Closures are subject to weather conditions, and construction activities may be postponed if necessary.

For information on the NTE TEXpress lanes, please visit www.NTETEXpress.com. To view the video on how to use the TEXpress lanes, please click [here](#).

For more information on the North Tarrant Express 35W construction project, please visit www.northtarrantexpress.com.

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