

IH 35W (NORTH FWY)

NE 28th Street (SH 183) to US 287 (US 81)

Current Conditions

IH 35W North Freeway from N. 28th Street (SH 183) to US 287 is a 4-lane freeway in a well-developed corridor. This includes industrial, commercial, and residential areas. The southern end of the corridor is the northern end of the downtown North Freeway corridor, the most congested in Tarrant County. Congestion and slowdowns along the North Freeway loosely follow a typical inbound/morning and outbound/evening pattern, with the slowest speeds at the peak of each rush hour. However, note that speeds in the opposite directions also dramatically decrease.

- Segment Length: 6.4 miles.
- Road Type: 4-Lane Freeway.
- Annual Hours of Delay: 2,568,000.
- Texas Congestion Index: 2.20.
- Commuter Stress Index: 2.53.

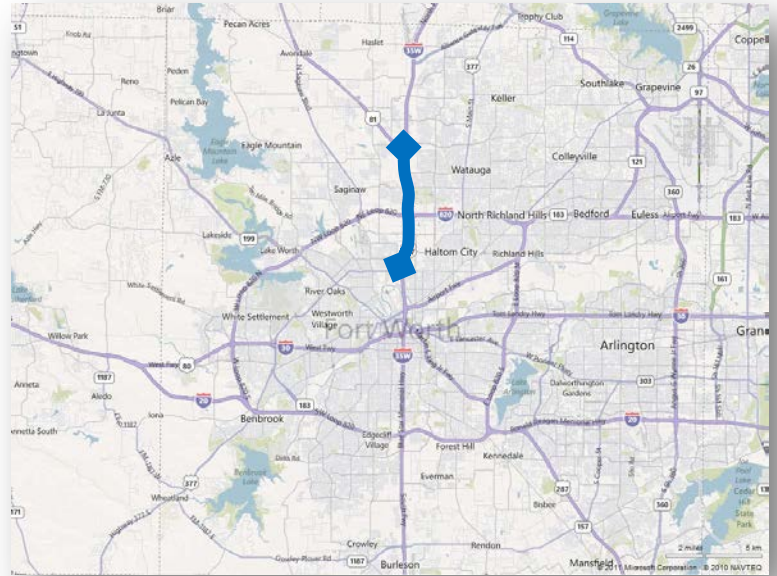
The need for improvements in this corridor has been identified since 1986 in *Mobility 2000*. HOV/managed lane improvements were first recommended in this corridor in 2000 in *Mobility 2025*.

Possible Congestion Causes

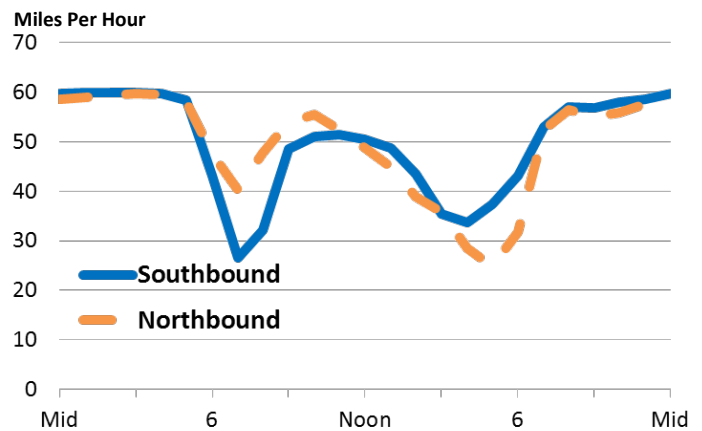
This segment of North Freeway is an older facility that has seen few major improvements in the last two decades. The facility has four mainlanes; these have been insufficient to meet the increased demand from population growth and commercial development in the corridor, especially at its northern end.

Projects in Progress or Completed Expansion

This corridor is part of the North Tarrant Express (NTE) CDA and improvements are under construction. This includes major reconstruction and widening of the IH 35W and



2010 Rank: 21	2013 Rank: 14
Annual Hrs of Delay/Mile: 403,000	
Congestion Time: 12 Hours	
Annual Cost of Delay: \$60.7 Million	
Average Daily Traffic: 128,000 Vehicles	



IH 820 interchange. The project will ultimately improve the corridor to a 12-lane facility from SH 121 to IH 820, with four general purpose lanes in each direction (plus auxiliary lanes) along with two managed lanes in each direction. From IH 820 to North Tarrant Parkway a 14-lane facility will be constructed with four general purpose lanes, auxiliary lanes, and three



managed lanes in each direction. An interim configuration will be constructed which rebuilds the existing general purpose lane and adds two managed lanes in each direction.

Construction Management

There is a construction zone traffic management program in place for the NTE. The program will be monitored and enhanced, if necessary, to reduce delays where possible.

Traffic Management

Traffic management strategies include regional mobility assistance patrol that is operated by Tarrant County. The mobility assistance patrol responsibility will be assumed by NTE Mobility Partners when this corridor is approved for development.

The City of Fort Worth and the TxDOT Fort Worth District Traffic Management Centers are connected via fiber optic cable and exchange transportation data and video with each other.

This corridor currently has ITS technology deployed for incident detection and management.

Incident Management

The police and fire departments in the City of Fort Worth have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Shared Commuting

The region has implemented regional ridesharing software TryParkingIt.

This corridor is part of an area served by the Fort Worth Transportation Authority (The T) vanpool program.

Bicycle and Pedestrian

The corridor is included in Bike Fort Worth, several on-street bicycle facilities. An existing hike and bike trail intersects this corridor.

Planning Efforts to Date

The project is included in the NTE CDA Master Development Agreement.

IH 35W from IH 820 to US 287/US 81 was traditionally let with Proposition 14 bonds to LANE Construction for \$123 million.

Construction is expected to start in spring 2013 with completion anticipated late-2017. After completion, this section will be operated and maintained by NTE Mobility Partners Segments 3, LLC under a facility agreement.

IH 35W from NE 28th Street to IH 820, and the interchange with IH 820 are part of the NTE Mobility Partners Segments 3, LLC project finance, design, build, operate, and maintain. The facility agreement was under review by the Legislative Budget Board and the office of the Attorney General with expectations for sufficiency in early February 2013. Project financing is anticipated spring 2013, with first construction activity in summer 2013. Major construction is anticipated to be completed in 2018.

Commuter Rail

The proposed Speedway commuter rail line runs parallel to the corridor. The Speedway Line runs north-south and connects downtown Fort Worth with the Texas Motor Speedway (TMS). TMS is located in the northernmost portion of the City of Fort Worth in Denton County. This rail line will provide additional capacity to the parallel IH 35W, drawing some vehicle demand from this corridor.

Next Steps

- **Monitor the progress of traditional construction** for the section between IH 820 and US 287.
- **Monitor the progress of the concession CDA** to deliver financing, design, construction, operation, and maintenance of this facility.
- The corridor is listed in *Mobility 2035* as a **potential corridor for truck lane restrictions**.