

INTERSTATE 35W

Since 1950, the Texas Department of Transportation (TxDOT) has been developing and widening I-35W as a north-south corridor for

motorists in Fort Worth. In Tarrant County, I-35W is 30 miles long and passes through three cities — Fort Worth, Haslet and Burleson.

SH 170 to I-820

I-35W opened from SH 114 to I-820 in 1967. Since then, this area has experienced tremendous growth. In the last ten years alone, traffic has doubled. To address this growth, five new interchanges and 16 miles of frontage roads have

been added. Ultimate improvements planned for I-35W north of I-820 include the expansion from four lanes to six/eight lanes with a new I-820 interchange. A managed lanes facility will be included in the median.

I-820 to I-30

I-35W opened north of downtown Fort Worth from Belknap Street to I-820 in 1966. Forty years later, it has reached capacity despite several bridge expansions.

Ultimate improvements planned for I-35W include expansion to eight lanes with a managed lanes facility in the median from I-820 to SH 121.

I-30 to I-20

Until 1949, the north-south route in south Fort Worth was Hemphill Street from downtown to south of Seminary Drive, where it shifted to U.S. 81 (I-35W). From 1949 to 1955, present-day I-35W was constructed as a four-lane divided roadway in four stages from SH 550 (I-30) to the Johnson

County line, along with the original I-20/I-35W Cloverleaf. I-35W was expanded to eight lanes from I-30 to I-20 in 1989. The Cloverleaf interchange was replaced in 1991, which at the time was the second largest construction contract ever let in Texas at \$69 million.

I-20 to SH 174

I-35W from I-20 to Burleson remained at four lanes until 1976 when it was expanded to six lanes with frontage roads. Since the early '90s, this area has experienced tremendous growth placing a greater demand on the ramps and interchanges. Work began in 2006 on new ramp systems and

auxiliary lanes from I-20 to Sycamore School Road where traffic has doubled over the last 15 years. Farther south in Burleson, improvements are being made in stages on new bridges and ramp systems to meet this area's increasing demands.

*Future projects, estimated costs and timelines are based on 2011 estimates and subject to change. Future mobility projects are dependent on the North Central Texas Council of Governments Metropolitan Mobility Plan.

HISTORY TIMELINE

- 1950s**
 - 1952 U.S. 81 completed as a four-lane divided roadway from SH 550 (I-30) to the Johnson County line.
 - 1955 Original I-20/I-35W Cloverleaf interchange completed.
 - 1957 U.S. 81 designated as I-35W when the interstate system is created.
 - 1958 Original I-30/I-35W Interchange completed.
- 1960s**
 - 1960 I-35W completed from I-20 (present-day I-30) to Belknap St.
 - 1966 I-35W completed from Belknap St. to I-820.
 - 1967 I-35W completed from I-820 to the Denton County line becoming the new route to Denton and Oklahoma from Fort Worth.
- 1970s**
 - 1970 U.S. 287 relocated north of Fort Worth with a connection to I-35W. Old U.S. 287 becomes Business 287.
 - 1976 I-35W reconstructed and expanded to six lanes with frontage roads from I-20 to Burleson at a cost of \$12.9 million.
- 1980s**
 - 1989 I-35W expanded from four and six lanes to eight lanes from downtown Fort Worth to I-20 at a cost of \$63.5 million.
- 1990s**
 - 1991 New I-20/I-35W interchange completed at a cost of \$69 million.
 - 1991 I-35W bridge at Alliance Blvd. and frontage road segments from the Denton County line to Westport Pkwy. completed at a cost of \$7.6 million.
 - 1992 SH 170 interchange and frontage roads from I-35W to SH 114 completed at a cost of \$24 million.
 - 1997 Interchanges at Golden Triangle Blvd. and Heritage Trace Pkwy. completed with frontage roads at a cost of \$7.9 million.
- 2000s**
 - 1998 I-35W ramps and frontage road segments from Alliance Blvd. to SH 170 completed at a cost of \$2.5 million.
 - 2000 Interchanges at Western Center Blvd. and Basswood Blvd. completed with frontage roads at a cost of \$22 million.
 - 2003 New I-30/I-35W interchange completed at a cost of \$17.3 million.
 - 2005 Interchange at North Tarrant Parkway completed with frontage roads at a cost of \$7.9 million.



- Alliance Blvd. to Westport Pkwy.**
Interchange and Frontage Roads
\$7.6 million
Completion: 1991
- SH 170**
Interchange and Frontage Roads
(I-35W to SH 114)
\$24 million
Completion: 1992
- Golden Triangle Blvd. to Heritage Trace Pkwy.**
Interchanges and Frontage Roads
\$7.9 million
Completion: 1997
- North Tarrant Pkwy. to Harmon Road on U.S. 287**
Frontage Road
\$2.6 million
Completion: 2006
- U.S. 287 to I-820**
Auxiliary Lanes
\$2.7 million
Completion: 2006
3.3 miles
- North Tarrant Pkwy.**
Interchange and Frontage Roads
\$7.9 million
Completion: 2005
- Western Center Blvd. to Basswood Blvd.**
Interchanges and Frontage Roads
\$22 million
Completion: 2000
- Meacham Blvd.**
Bridge Widening and Frontage Roads
\$3.3 million
Completion: 1994
- Trinity River**
New Bridge
\$1.7 million
Completion: 1979
- SH 121**
New Bridge (westbound)
\$2 million
Completion: 1999
- 4th Street**
Bridge Widened
\$1 million
Completion: 1992
- Luella St. to Rosedale St.**
New Interchange and Main Lanes
\$173 million
Completion: 2003
1.5 miles
- I-30 to I-20**
Widened to Eight Lanes
\$63.5 million
Completion: 1989
- Hattie St. to Felix St.**
Seven Bridge Replacements
\$8.1 million
Completion: 1982
- I-20**
Interchange
\$69 million
Completion: 1991
- I-20 to Sycamore School Rd.**
Ramp Revisions and Auxiliary Lanes
\$13 million
Completion: 2008
3 miles
- FM 1187**
Bridge Widening
\$8.7 million
Completion: 2009
- Alsbury Blvd.**
Bridge Widening
\$863,000
Completion: 1992
- Ramp Relocation**
\$1.4 million
Completion: 2002
- Alsbury Blvd. to Renfro St.**
Ramp Revisions
\$5.5 million
Completion: 2008
1 mile

Traffic Management Key

- Operational Electronic Message Board To Be Installed
- Operational Closed Circuit Television Camera To Be Installed

3,999 Traffic Counts
 Vehicles Per Day
 (Lists the first and most recent year of traffic counts.)
2010 NCTCOG Est. Traffic Projections:
 North of I-30: 267,500
 South of I-30: 195,700

