

Southwest Parkway is 8.7 miles in length; its proposed extension, Southwest Parkway (Tarrant County)/Chisholm Trail (Johnson County), is 19 miles in length. The project originates at IH 30 in Fort Worth and extends to U.S. 67 in Cleburne. The Southwest Parkway and Chisholm Trail projects were combined to enhance the project's feasibility and expedite its delivery. (The Southwest Parkway project cost is estimated at \$1.1 billion to \$1.3 billion, including Union Pacific Railroad-related construction; the Southwest Parkway/ Chisholm Trail project cost is estimated at \$550 million.) On October 15, 2008, the NTTA and TxDOT agreed to waive the market valuation process on Southwest Parkway/ Chisholm Trail; the entire project, from IH 30 to U.S. 67 is expected to open to traffic in the fourth quarter of 2012.

Project Overview

- The Project is planned as three lanes in each direction from IH 30 to Altamesa Boulevard and two lanes in each direction from Altamesa Boulevard to U.S. 67.
- All-Electronic Toll Collection (all-ETC).
- The Texas Department of Transportation (TxDOT) and the NTTA have a conceptual agreement for project delivery in which the NTTA will have the lead in assessing project feasibility based on equity contributions (cash and in-kind) from TxDOT and the Regional Transportation Council (RTC).

Technical Steps

- Finalize Union Pacific Railroad (UPRR) agreement (May 2009); Successful test of UPRR temporary hump lead (April 2009).
- Finalize environmental documents to include electronic toll collection from IH 30 to FM 1187 and from FM 1187 to U.S. 67 (Summer 2009).
- The Southwest Parkway project (IH 30 to Altamesa Boulevard) includes the Southwest Parkway Corridor Master Plan; the extension south, Southwest Parkway/Chisholm Trail includes TxDOT standards.
- The design for Southwest Parkway is 95% complete; and Southwest Parkway/ Chisholm Trail is nearly 90% complete.
- Consideration of Johnson County as member of the NTTA following final acceptance of the project.

Financial Steps

- Although market valuation was waived, the NTTA does not assume immediate ownership. Senate Bill 792 provides the NTTA with the right of first refusal.
- Receipt of investment grade traffic and revenue study for entire project (Summer 2009)
- Finalize project agreement with TxDOT (4th Quarter 2009-1st Quarter 2010)
- Completion of SH 161 Financing Plan (4th Quarter 2009-1st Quarter 2010)
- NTTA decision on acceptance of project (4th Quarter 2009-1st Quarter 2010)
- Identify final cooperative funding strategy for project between all project partners (4th Quarter 2009-1st Quarter 2010)
- \$143.9 in ARRA economic stimulus money has been allocated regionally to the Southwest Parkway/ Chisholm Trail project

Remaining Overall Project Steps

- Inclusion of SH 121/ IH 20 interchange funds in stimulus funding
- Completion of environmental documents based on new priorities of stimulus project clearances
- Identification of NTTA Bond/TxDOT funds and RTC funds to meet project funding need

Southwest Parkway/Chisholm Trail Project Location Map

March 2009

