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**The NTTA, City of Fort Worth, Union Pacific Railroad and the  
Texas Department of Transportation Reach Agreement to  
Advance Southwest Parkway Project**

The North Texas Tollway Authority (NTTA), the city of Fort Worth, Union Pacific Railroad (UPRR) and the Texas Department of Transportation (TxDOT) reached agreement Dec. 30 regarding the design, construction and maintenance of Southwest Parkway/SH 121 across the UPRR Davidson Yard, to advance construction of the Southwest Parkway in Fort Worth.

The agreement has been approved by UPRR and TxDOT, and will be considered by the governing bodies of the city of Fort Worth and the NTTA within the next several days.

The Davidson Yard Crossing Agreement, which is the culmination of several months of complex and collaborative negotiations, provides a solution to UPRR concerns about

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operational interruptions during construction of the Southwest Parkway, as well as the ability of the completed project to coexist with the Davidson Yard. The agreement is contingent upon the successful testing of a “temporary hump lead” that is now under construction pursuant to an agreement previously signed by the NTTA, the city of Fort Worth and UPRR. The temporary hump lead – a structure used to assemble railcars into trains – will facilitate construction of Southwest Parkway over the yard while minimizing disruption to UPRR Davidson Yard operations.

“This agreement stands as a testament to the dedication and shared goals of each project partner to advance the Southwest Parkway and maintain the operations of UPRR’s Davidson Yard,” said NTTA Board Chairman Paul N. Wageman.

“Transportation solutions like this one are the underpinning of North Texas’ economic vitality whether helping people get to work or shipping goods.”

The agreement calls for the design and construction of the “4+4+4 Plan” – an approach that permits the demolition and construction activities required for Southwest Parkway/SH 121 to proceed in segments across Davidson Yard and at no time above an operating track. That, in turn, will allow and expedite the construction of Southwest Parkway/SH 121, while maintaining an uninterrupted flow of railroad traffic in and around the yard.

"Davidson Yard plays a vital role in our rail network. Thanks to the leadership of Mayor Moncrief and NTTA Chairman Wageman and the hard work of all involved, we're on the way to solving a major engineering challenge. The reconfiguration of yard trackage will allow us to keep our trains moving while continuing to meet the needs of our customers in Fort Worth and elsewhere on our system while Southwest Parkway/SH 121 is being constructed," said Jim Young, Union Pacific Chairman and CEO.

Before construction can begin on Southwest Parkway, the project partners will need to complete project and funding agreements, and their respective construction plans and right-of-way needs,

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“Getting to this point is a direct result of strong partnerships forged through many days, weeks and months of discussions amongst the leadership of our three entities. That, quite frankly, is the Fort Worth way of taking care of business. Because of our persistence, work will soon begin on a major roadway that will help us improve mobility, protect our air quality and avert absolute gridlock,” said Fort Worth Mayor Mike Moncrief. “I owe a personal debt of gratitude to Jim Young and Paul Wageman. They have proven to be outstanding leaders, and their respective boards and staff members have been spectacular partners. We are fortunate to have these folks along with our city staff in our corner as we work through our region’s current and future mobility challenges.”

In October 2008, NTTA and TxDOT agreed to waive market valuation on the Chisholm Trail and combine this project with the Southwest Parkway to enhance the project’s feasibility and jointly expedite its delivery. As with all NTTA turnpike projects, final feasibility must be established for Southwest Parkway/SH 121 and the project must be formally undertaken by the NTTA Board of Directors before work can begin.

“We appreciate everyone’s hard work from the city, NTTA and UPRR. We are looking forward to helping the project partners advance this much needed project,” said Maribel Chavez, TxDOT Fort Worth District Engineer.

Southwest Parkway, an 8.7-mile limited-access toll road, and Chisholm Trail combine to form a 28-mile roadway that will extend from the Fort Worth Central Business District in Tarrant County to the City of Cleburne in northern Johnson County. The project, under consideration for more than 40 years, will enhance mobility between downtown Fort Worth and the fast developing areas in southwest Tarrant County, reduce congestion, and enhance safety and convenience for the traveling public.

The UPRR’s Davidson Yard is a strategic location for rail operations moving goods between the Midwest and Texas and Mexico and a key rail terminal on the route between California, Texas and the Southeast. It is a 24-hour-a-day operation, 365-days-a-year which handles between 60 and 70 trains a day.

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