Building the Chisholm Trail Parkway – 27 Miles of Cross Street and Rail Impacts

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June 8, 2012
Presentation Agenda

- Chisholm Trail Parkway corridor overview
- CTP Construction/Traffic Management Challenges:
  - I-30 Interchange
  - Hulen Street and UPRR Davidson Yard
  - IH 20/SH 183/CTP Interchange
  - Arterial and Trail Impacts
- Keeping you informed
- Questions
Chisholm Trail Parkway

- Limits: I-30 to U.S. 67
- Length: 27.6 miles
## Project Overview

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- **Design**: Blue
- **Construction**: Orange
- **Design-Build**: Blue-Orange
- **Open To Traffic**: Diamond
Interstate Highway 30 to Hulen
Hulen to Overton Ridge Blvd.
CTP Section 1, Traffic Impacts
Detour 1 from Forest Park Service Road to WB I-30
Lancaster-Presidio onto WB I-30
Looking East on WB I30 - Summit Exit
Overview of WB I-30 Phase 1B Markings
CTP Section 1, Phase 0
CTP Section 1, Phase 1A

University
- Narrow lanes for inside median construction
- Short term/night closures for bridge construction

Forest Park
- Narrow lanes for intersection construction
- Short term/night closures for bridge construction

IH30 West Bound
- Narrow lanes/shoulder from Forest Park to University
- IH30 West Bound Frontage Road
- Lane reduction and road closure at FWWRR
- Narrow lanes/shoulder at IH30 on-ramp west of Forest Park

Vickery closed from IH30 on-ramp to Forest Park

IH30 WB on-ramp from Forest Park
Detour pavement

IH30 WBFR turn around at FWWRR closed

Vickery closed from IH30 on-ramp to Forest Park

Bridge construction over University

Bridge construction over Forest Park

IH30 East Bound
- Shoulder closure Cherry St off-ramp at Summit
- IH30 East Bound Frontage Road
- Lane reduction at Summit

IH30 EBFR lane closures at Summit
CTP Section 1, Phase 1B

University
- Narrow lanes for construction
- Forest Park
- Narrow lanes for construction
- Short term/night closures for bridge construction

IH30 West Bound
- Lane shift/narrow lanes at Summit
- Narrow lanes/shoulder from Forest Park to University

IH30 West Bound Frontage Road
- Lane reduction and road closure at FWWRR
- Narrow lanes/shoulder at IH30 on-ramp west of Forest Park

Vickery closed from IH30 on-ramp to Forest Park

IH30 East Bound
- Narrow inside shoulder from University to FWWRR
- Shoulder closure Cherry St off-ramp at Summit

IH30 East Bound Frontage Road
- Lane reduction at Summit

Bridges over Forest Park, detours for IH30EB off and on ramps

IH30EB off-ramps to Cherry and Summit
Lane reductions and detour pavement

IH30EB on-ramp from Forest Park closed
detour to Summit

University SB widening
CTP Section 1, Phase 1C

Vickery closed east of University

IH30EB on ramp closed

IH30EB off ramp to Summit closed
CTP Section 1, Phase 2

IH30EB mainlane traffic detour

IH30EB mainlane traffic detour
CTP Section 1, Phase 3

- IH30EB mainlane traffic detour
- Forest Park intersection
- IH30 WBFR traffic detour
CTP Section 1, Phase 4A

- Forest Park intersection
- Trinity Bridge Construction
- IH30 WBFR traffic detour
- IH30 WB mainlane traffic detour
- Forest Park intersection
CTP Section 1, Phase 4B

IH30 WB mainlane traffic shift
IH30 WB on ramp closed
IH30 WB mainlane traffic shift
Hulen Street and UPRR Davidson Yard

Traffic Impacts: Spring 2011 to Summer 2013
CTP Section 2B
New traffic control signs on S. Hulen
Setting up new traffic pattern South of Hulen
Traffic queued at Hulen-Hulen Ramp A intersection
Traffic Switch at Hulen-Vickery intersection
Traffic Switch at Hulen-Vickery intersection
CTP 2B Typical Section - Phases 1 & 2

EXISTING BRIDGE TO BE REMOVED
Completed in 2C
Bent Line D (& UPRR Ret. Wall), F & G,
Bent S7, Bent H5 West Column, Bent N5
Column, Wall VA, Structural Brace #4,
Demo of Hulen Ramp

COMPLETED 2C
CTP - Davidson Yard Construction Plan

Phase 1-2/3
Bent Line A & South Spans &
North of Bent Line G

Spans to the north of Bent Line G constructed during Phase 1, Stage 2

Bent Line A & Spans to the south constructed during Phase 1, Stage 2

South Bypass Tracks Completed
CTP - Davidson Yard Construction Plan

Time Starts (March 24th)
1. Phase 2-4 (F-G)
   Spans H3, S5 & N3
   Duration: 4 Weeks

ABSOLUTE WORK ZONE
N BYPASS 1 & 2 Inactive

AB&R Installed Construction Crossing (See Detail)
   (will coordinate w/ UPRR)

ROUTE 2 (Alternate)

ROUTE 1 (North of NBP1)

Semi-Permanent Fence

SEE ATTACHED DETAILED ERECTION PLANS FOR F-G

Crane Access (see map):
   Access Route 1 or Route 2A
Material Access (see map):
   Route 1 for Beams

Equipment:
(1) 200-Ton Crawler Crane (150’ Boom)
(2) RT Rubber Tire Cranes
(2) Manlifts
Material Trucks
CTP - Davidson Yard Construction Plan

2. Bents H5 & N5
   Start Date: April 3rd
   (Per UP Installation of New Hump)
   Duration: 14 Weeks

New Hump LD (300 to 100 track connection) track must be in place in order to remove existing Temp Hump lead to start this work (UPRR Anticipated Finish Date March 25th)

Construction Fencing (Snow Fence) Outside Track Limits

CONDITIONAL WORK ZONE
Main Access Road Will Be Open for UPRR Vehicle Traffic; A full time flagman is present

Main Access Road

Temp Access Rd w/ Low Profile Barrier For UPRR Traffic

Crane Access (see map):
Main Access Road
Material Access (see map):
Main Access Road & Exist. Hulen

Equipment:
(1) 200 Ton Crawler Crane (150' Boom)
(2) RT Rubber Tire Crane
Concrete & Material Trucks
3. Phase 2-1/2 (B-C) Bents B&C
Start Work
Day 4
Duration – 4.5 Weeks

H5/N5 Work Going on Concurrently (refer to H5/N5 Sheet for Details)

Operation Notes:
BENT B
Drilling/Pouring Concrete: Spoils will be hauled off and concrete brought in on Route 3A during operations

BENT C
Drilling: Spoils will be stockpiled on pad w plastic (or in dumpster) on & between dead tracks and then hauled off later when leaving AWZ.
Pouring Concrete: Concrete will be pumped down to bents from Ex. Hulen. 121 Bents, a bucket will be used and circulated with RT Crane.

Semi-Permanent Fence

Crane Access (see map):

Material Access (see map):
B: Route 3A; C: Existing Hulen Workers
B: Route 3A; C: Man-lift/Man-basket Ex Hulen

Equipment:
(2) 200+Ton Crawler Cranes (150’ Boom)
(2) RT Rubber Tire Crane
(2) Man-Lifts
(2) Drill Rigs

ABSOLUTE WORK ZONE
Close 301-302, 306-307

February 24, 2012

CTP - Davidson Yard Construction Plan
CTP - Davidson Yard Construction Plan

4. Phase 2-2 (Spans B-C)
   Spans H7, & S9
   Duration: 4 Weeks

AWZ Notes:
Two Day AWZ Switch Prior to Starting B-C

Operation Notes:
Set S9 steel beams and PMD First
Then H7 Concrete beams and panels
All Materials come from Existing Hulen

H5/N5 Work Going on Concurrently (refer to H5/N5 Sheet for Details)

Crane Access (see map):
- Material Access (see map):
  Ex. Hulen
  Workers
  Man-lift/Man-basket from Ex. Hulen

Equipment:
(2) 200+Ton Crawler Cranes (150’ Boom)
(2) RT Rubber Tire Crane
(2) Man-lifts

Semi-Permanent Fence
Shore Towers

Beams/panels will be temporarily staged on pad/dunnage on tracks

ABSOLUTE WORK ZONE
Close 303-306

Leave out Span N7 for existing Hulen demolition access

Beams and decking will be brought in on East lanes of Ex. Hulen and West lanes under nightly rolling closures
5. Phase 2-1 (Spans A-B)
Spans H8, S10 & N8
(Concurrent w/ H5/N5 as needed)
Duration: 6 Weeks

AWZ Notes:
Two Day AWZ Switch Prior to Starting A-B

H5/N5 Work Going on Concurrently (refer to H5/N5 Sheet for Details)

Semi-Permanent Fence

Crane Access (see map):
Route 3B

Material Access (see map):
Route 3B

Equipment:
(2) 200-Ton Crawler Crane (150’ Boom)
(2) RT Rubber Tire Crane
(2) Manlifts
Concrete & Material Trucks

ABSOLUTE WORK ZONE
Close SBP 4 & 5, 301-302
CTP - Davidson Yard Construction Plan

6A. Phase 2-5 (E-F)
- Spans N4
- Duration: 3 Weeks

- H4 post-tensioning can be done concurrently with E-F Operations
- CONDITIONAL WORK ZONE; NBP 2 & SFBP 3 INACTIVE
- AB&R Installed Construction Crossing (See Detail) (will coordinate w/ UPRR)
- See E-F Detailed Erection Plan
- Temp Access Rd w/ Low Profile Barrier For UPRR Traffic (Flagger when setting Beams)

- ROUTE 2 (One time in & out); will do AWZ NBP 1 & 2 to cross tracks
- Main Access Road
- Shore Towers & Roof (See E-F Falsework Design)
- NO BEAMS WILL BE SET OVER LIVE HUMP LD. BEAMS WILL BE SET IN BETWEEN CUTS OR DURING 4-HR CLOSURE
- Beams come in on Existing Hulen

Crane Access:
- Route 2 (Form B) & Main Access Road

Material Access:
- Existing Hulen

Equipment:
- (1) 200+Ton Crawler Crane (150’ Boom) Span N4
- (1) 600 Ton Hydraulic Mobile Crane; Span H4
- (1) RT Rubber Tire Crane & (2) Manlifts
- Concrete & Material Trucks
6B. Phase 2-7 (E-F)
Spans H4
Duration: 1 Week

- H4 post-tensioning can be done concurrently with E-F Operations
- AB&R Installed Construction Crossing (See Detail) (will coordinate w/ UPRR)
- Conditional Work Zone; SFBP 3 INACTIVE
- Temp Access Rd w/ Low Profile Barrier For UPRR Traffic (Flagger when setting Beams)
- Close 308-310 (507 is Active) in preparation for Span C-D
- Crane Access:
  Route 2 (Form B) & Main Access Road
- Material Access:
  Existing Hulen
- Equipment:
  (1) 200-Ton Crawler Crane (150' Boom) Span N4
  (1) 600 Ton Hydraulic Mobile Crane; Span H4
  (1) RT Rubber Tire Crane & (2) Manlifts
  Concrete & Material Trucks

NO BEAMS WILL BE SET OVER LIVE HUMP LD. BEAMS WILL BE SET IN BETWEEN CUTS OR DURING 4-HR CLOSURE

Shore Towers & Roof (See E-F Falsework Design)

Main Access Road

ROUTE 2 (One time in & out); will do AWZ NBP 1 & 2 to cross tracks

CTP - Davidson Yard Construction Plan
7. Phase 2-3 (C-D) & Spans H6
Duration: 1 Week

Open SF Bypass 3 and Close 307 to allow Span C-D Construction
After C-D is finished, Open 307 and Close SF Bypass 3 to finish E-F as needed

See E-F Detailed Erection Plan

ABSOLUTE WORK ZONE
Close 307-310 (1 Week Only)

Crane Access:
Main Access Road

Material Access:
Existing Hulen

Equipment:
(1) (1) 600 Ton Hydraulic Mobile Crane; Span H4
(1) RT Rubber Tire Crane & (2) Manlifts
Concrete & Material Trucks
CTP - Davidson Yard Construction Plan

8. Phase 2-6 (D-E)
Span H5 & Finish H5
Post-Tensioning
Duration: 2 Weeks

- Main Access Road
  (Max Beam Length 99'
  OK Per AutoTurn w/ Rear Steer)

- Temp Access Rd w/ Low Profile Barrier
  For UP RR Traffic
  (Flagger when setting H5 Beams)

- Remove Falsework/ Roof
  During 4-hr Closure after E-F

- Conditional Work Zone

Crane Access:
- Main Access Road
- Material Access:
  Main Access Rd, Ex. Hulen

Equipment:
1. 200+ Ton Crawler Crane (150’ Boom)
2. RT Rubber Tire Crane
Concrete & Material Trucks
CTP - Davidson Yard Construction Plan

9. Finish Pouring Deck, Rail and Striping to Switch Traffic
   Duration: 5 Weeks

Other Items:
Charter Utility Relocation
Asbestos Rail Removal
Oncor – De-energize OH Line
Etc

Operation Notes:
AB&R may require short term AWZ’s to remove overhang forms/paint/etc
CTP - Davidson Yard Construction Plan

Demo. Existing Hulen
In UPRR Yard - Bents 4-9
Total Duration: 9 weeks

Operations:
- Deck Removal (from on top of bridge)
- Girder Removal (cranes down below)
- Bent removal (excavator and possibly crane on ground)
10. Demo. Existing Hulen
Remove Deck Span 7B
Duration: 3 Days

Remove deck from up top first.
Tracks below will be protected
with plywood at track level. No
falling debris is anticipated

Snow Fence

ABSOLUTE WORK ZONE
CLOSE E08- E09

Equipment:
No equipment on ground;
On deck will be CAT 330 Excavator
11. Demo. Existing Hulen
Remove Deck Span 7A
Duration: 3 Days

AWZ Notes:
Two Day AWZ Switch Prior to Starting C-D

Remove deck from up top first. Tracks below will be protected with plywood at track level. No falling debris is anticipated

Equipment:
No equipment on ground, on deck will be CAT 330 Excavator

ABSOLUTE WORK ZONE
CLOSE 307-810
CTP - Davidson Yard Construction Plan

12. Demo. Existing Hulen Lift 1 (Span 7 center) Duration: 3 Days

AWZ Notes:
Two Day AWZ Switch Prior to Starting (see Day Breakdown Below)

Stockpile Girders on pad on tracks, then remove on New Hulen

Snow Fence

Crane Access:
Route 3B (Alt: Route 3A)
Material Access:
Stockpile, cut then remove on New Hulen

Equipment (for Girder Removal):
(1) 200+ Ton Crawler Crane (150' Boom)
(2) Manlifts
Cutting Equipment

Crane: Route 3B (Alt: 3A)

ABSOLUTE WORK ZONE
CLOSE 305-308

Walk crane across tracks
Day 2: AWZ 304 & 5, 301-302
Day 2-3: AWZ 303-306
Day 4-5: AWZ 305-308
**CTP - Davidson Yard Construction Plan**

13. Demo. Existing Hulen Lift 2 (Span 7 right)
Duration: 3 Days

**AWZ Notes:**
Two Day AWZ Switch Prior to Starting

- **Remove via New Hulen**
- **Steel Girder Removal**
  Outside Portion of Span 7 (near Bent 8)

**Crane Access:**
Walk over from 12

**Material Access:**
Pick, walk and remove on New Hulen; trucks waiting

**Equipment (for Girder Removal):**
1. 200+Ton Crawler Crane (150' Boom)
2. Manlifts
3. RT Crane

**ABSOLUTE WORK ZONE**
303-306
14. Phase 2-2 (B-C)
Span N7
Duration: 2 Weeks

Crane Access:
Same AWZ as before

Material Access:
New Hulen

Equipment:
(1) 200+Ton Crawler Crane (150’ Boom)
(1) RT Crane
(2) Manlifs

ABSOLUTE WORK ZONE
CLOSE 305-306
CTP - Davidson Yard Construction Plan

15. Demo. Existing Hulen Lift 3 (Span 7 left)
   Duration: 3 Days

AWZ Notes:
Two Day AWZ Switch Prior to Starting

Steel Girder Removal
Outside Portion of Span 7 (near Bent 7)

Crane Access:
Walk over from 14

Material Access:
New Hulen Haul Off

Equipment (for Girder Removal):
(1) 200-Ton Crawler Crane (150' Boom)
(2) Manlifts
(1) RT Crane

ABSOLUTE WORK ZONE
CLOSE 307-310
16. Phase 2-3 (C-D)
Spans N6 & S8
Duration: 2 Weeks

Crane Access:
Same AWZ as before
Material Access:
New Hulen

Equipment:
(1) 200-ton Crawler Crane (150’ Boom)
(1) RT Crane
(2) Manlifts
Material Haul Trucks

Materials on Existing Hulen

ABSOLUTE WORK ZONE
CLOSE 307-310
17. Demo. Existing Hulen Lift 4 (Span 6/Bent 7)
Duration: 1 Week

- Shore Towers
- Temp Access Rd w/ Low Profile Barrier For UPRR Traffic (flagger when removing deck/beam)
- Remove deck from up top first.

Conditional Work Zone D-E

Span GB Girder Removal:
Girders will be lowered one at a time, cut into smaller pieces, loaded into a trailer and hauled off.

Crane Access:
- Main Access Road
- Main Access Rd

Material Access:
- Main Access Road

Equipment (for Girder Removal):
1. 200-Ton Crawler Crane (150’ Boom)
2. Material Haul Trucks
3. Manlifts
18. Demo. Existing Hulen Lift 5 (Span 6/Bent 7)
Duration: 2 Weeks (2 – 4hr closures)

- ROUTE 2 (One time in & out): will do AWZ NBP 1 & 2 to cross tracks
- Remove deck from up top first. Track below will be protected at track level. No falling debris is anticipated. Remove girders during 4-hr closure of Hump
- Temp Access Rd w/ Low Profile Barrier For UPRR Traffic (Flagger when removing deck/beams)
- AB&R Installed Construction Crossing (See Detail) (will coordinate w/ UPRR)
- CONDITIOINAL WORK ZONE 4 HR WEEKLY SHUTDOWN
- See E-F Detailed Plan for H6 Demo

- Span 6A Girder Removal:
  Girder will be lowered one at a time next to Main Access Rd, cut into smaller pieces, loaded into trailer and hauled off

- Crane Access:
  Main Access Road, Route 2 (Form B)
  Material Access:
  Main Access Rd

- Equipment (for Girder Removal):
  (2) 200-Ton Crawler Crane (150’ Boom)
  Material Haul Trucks
  (2) Man-lifts
19. Demo. Existing Hulen Lift 6 (Span 5/Bent 6)
Duration: 3 Days

Remove deck from up top first. Track below will be protected at track level. No falling debris is anticipated.

Steel Girder Removal
Span 5

CONDITIONAL WORK ZONE
LD 101-104 & SF BYPASS

Crane Access: Already in work area from previous stage
Material Access: Existing Hulen for Girder Haul Off
Equipment (for Girder Removal):
(1) 200-Ton Crawler Crane (150' Boom)
Material Haul Trucks
(2) Manlifts
20. Demo. Existing Hulen Lift 7 (Span 4/Bent 5)
Duration: 1 Week

ABSOLUTE WORK ZONE
N BYPASS 1 & 2

Crane Access:
Already in work area from previous stage

Material Access:
Haul off on Existing Hulen

Equipment (for Girder Removal):
(1) 200+Ton Crawler Crane (150’ Boom)
Material Haul Trucks
(2) Manlifts
21. Demo. Existing Hulen
Lift 8 (Span 3/Bent 4)
Duration: 1 Week

Crane Access:
Route 2 (if needed)

Material Access:
Haul off on Existing Hulen

Equipment (for Girder Removal):
(1) 200-Ton Crawler Crane (150’ Boom)
(2) Material Haul Trucks
(2) Manlifts
22. Phase 2-5/10 (E-F)  
Span S6  
Duration: 5.5 Weeks

- Shore Towers
- Falsework & Roof (See E-F Falsework Design)
- Main Access Road
- ROUTE 2 (One time in & out); will do AWZ NBP 1 & 2 to cross tracks
- AB&R Installed Construction Crossing (See Detail) (will coordinate w/ UPRR)

See E-F Detailed Erection Plan

Crane Access:
Route 2

Material Access:
New Hulen and Main Access Rd

Equipment (for Girder Removal):
(2) 200+Ton Crawler Crane (150’ Boom)
(1) RT Crane
(2) Manlifts
CTP - Davidson Yard Construction Plan

23. Phase 2-9 (D-E)
Spans N5 & S7
Duration: 3 Weeks

- Complete Bent N6 Cap prior to setting N5 Girders.
- Remove Falsework During 4-hr Closure after S6
- Main Access Road for equipment and small materials only
- Temp Access Rd w/ Low Profile Barrier For UPRR Traffic (flagger when setting beams)
- Main Access Road S7 Beams & N5 Beams Pick off of New Hulen due to length

Conditional Work Zone

Crane Access:
- Main Access Road
- Material Access:
  - Main Access Rd

Equipment (for Girder Removal):
- (2) 200+Ton Crawler Crane (150’ Boom)
- Material Haul Trucks
  - (1) RT Crane
  - (2) Manlifts
24. Demo. Existing Hulen Lift 9 (Span 8/Bent 8)
Duration: 1 Week
I-20/183/121 Interchange

Sections 3A & 3B
- Concurrent TxDOT and NTTA projects
- New 5-level interchange
Ultimate Interchange of CTP with IH 20 & US 183
CTP Section 3A
CTP Section 3B, Phase 1

- NB Frontage Road nightly closures for bridge construction
- Overton Ridge nightly closures for bridge construction
- SB Frontage Road nightly closures for bridge construction
CTP Section 3B, Phase 2

- SH 183 nightly closures for bridge construction
- IH 20 nightly closures for bridge construction
- SB Frontage Road nightly closures for bridge construction
CTP Section 3A
CTP Section 3A
CTP Section 3A
Arterial Street Impacts

- Staged construction on over 2 dozen cross streets
- Permanent closure of several roadways in southern Tarrant County and in Johnson County
Project Updates

www.ntta.org

General information: 817-916-5105
Lane closures: 817-207-0184

Facebook

chisholmtrail@ntta.org
Chisholm Trail Parkway Traffic Updates

• Updated daily
• NTTA website
• 817-207-0184

CHISHOLM TRAIL PARKWAY SCHEDULED LANE CLOSURES

You Are Here > NTTA > News & Resources > Chisholm Trail Parkway Scheduled Lane Closures

NOTE: All closures are for construction work unless otherwise noted. All construction projects, lane and ramp closures are subject to weather conditions and will be postponed, if necessary.

Chisholm Trail Parkway (CTP) in Fort Worth
Now through early May 2012: Lane reductions along Overton Ridge Road
Crews have closed one outside eastbound and one outside westbound lane of Overton Ridge Road just west of River Ranch Road (approximately 1,000 feet).

Now through August 2012: Periodic closures of Hulen Street between Ranch View Road and Overton Terrace Court
Chisholm Trail Update
Weekly e-Newsletter

• Emailed to you or available on the NTTA website

• Send an email to ChisholmTrail@ntta.org to subscribe
Questions and Answers
● provide a safe and reliable toll road system
● increase value and mobility options for our customers
● operate the Authority in a businesslike manner
● protect our bondholders
● partner to meet our region's growing need for transportation infrastructure.