



# **MOBILITY OPTIONS**

# E-1. AVIATION

## POLICIES

| MTP Reference # | Aviation  |
|-----------------|---|
| AV3-001         | Improve efficiency, safety, air quality, and access related to aviation.  |
| AV3-002         | Provide input to the National Plan of Integrated Airport Systems and the Texas Airport System Plan.   |
| AV3-003         | Encourage compatible land-use planning surrounding airports in the region.  |
| AV3-004         | Establish a comprehensive and integrated Aviation Education System in North Central Texas.  |
| AV3-005         | Implement operational restrictions and other requirements of uncrewed aircraft systems around regionally significant aviation facilities.   |
| AV3-006         | Safely and efficiently integrate vertical mobility technology (advanced air mobility, urban air mobility, uncrewed traffic management, uncrewed aircraft systems) into the North Central Texas Council of Governments region. |

## PROGRAMS

| Aviation Surface Access Planning |   |
|----------------------------------|---|
| Reference                        | AV2-001   |
| Background                       | The purpose of the program is to identify, analyze, and improve surface access to regional aviation facilities, including analyzing future aviation scenarios to assess impacts on surface transportation in the region.                                    |
| Policy Position                  | AV3-001   |
| Implementation                   | Regularly review surface access to regional aviation facilities, identify surface access needs, and draft solutions.  |
| Performance Dimensions           | <ul style="list-style-type: none"> <li>• Travel times to/from aviation facilities</li> <li>• Roadway signage for aviation facilities</li> <li>• Tracking of freight bottlenecks near air cargo facilities</li> <li>• Roadway pavement conditions</li> </ul> |
| Cost Estimate                    | N/A – Program costs associated with planning elements only  |

| Data Collection and Performance Tracking |   |
|--|---|
| Reference                                | AV2-002   |
| Background                               | The purpose of the program is to collect data and monitor aviation trends in the region related to air passenger volumes, air cargo activity, average daily operation, accident history, airspace capacity, and travel times to major commercial airports. This will be done regionally and may also be done at points of interest throughout the region. |
| Policy Position                          | AV3-001   |
| Implementation                           | Regularly collect and review data.  |
| Performance Dimensions                   | <ul style="list-style-type: none"> <li>• Capacity at current aviation facilities</li> <li>• Enplanements at air carrier airports</li> <li>• Shipments of air cargo to the region</li> <li>• Regional air operations and based aircraft</li> <li>• Regional infrastructure capacity</li> <li>• Aviation air quality impacts</li> </ul>                     |
| Cost Estimate                            | N/A – Program costs associated with planning elements only  |

| Continuous Aviation System Planning |   |
|-------------------------------------|---|
| Reference                           | AV2-003   |
| Background                          | <p>The purpose of the program is to continuously monitor and implement recommendations from past system planning efforts, including items such as:</p> <ul style="list-style-type: none"> <li>• The continuation of the Air Transportation Advisory Committee</li> <li>• Coordination with the Federal Aviation Administration</li> <li>• Coordination with the Texas Department of Transportation Aviation Division</li> <li>• Continued involvement and outreach with the aviation community in the region</li> <li>• Updating of regional aviation forecasts</li> <li>• Demand analysis</li> </ul> |
| Policy Position                     | AV3-001; AV3-002  |
| Implementation                      | Regularly review and monitor elements of the region's aviation system and continue to execute recommendations from previous planning efforts.   |
| Performance Dimensions              | <ul style="list-style-type: none"> <li>• Based aircraft and operations forecasts</li> <li>• Demand scenarios</li> <li>• Outreach activities</li> </ul>  |
| Cost Estimate                       | N/A – Program costs associated with planning elements only  |

| <b>Encroachment Prevention and Compatible Land-Use Planning</b> |  |
|---|--|
| Reference   | AV2-004  |
| Background  | <p>The purpose of the program is to promote compatible land use around regional aviation facilities through coordination and planning efforts such as:</p> <ul style="list-style-type: none"> <li>• Model ordinance planning</li> <li>• Airport overlay zoning</li> <li>• Airport height restrictions</li> <li>• Airspace protection through local control</li> <li>• Public awareness and outreach</li> </ul> |
| Policy Position   | AV3-003  |
| Implementation  | Facilitate and coordinate discussions between aviation facilities and impacted areas.  |
| Performance Dimensions  | <ul style="list-style-type: none"> <li>• Compatible land use around regional airports</li> <li>• Federal Aviation Administration Part 150 updates</li> <li>• Noise contour tracking</li> <li>• Overlay zoning tracking</li> </ul>  |
| Cost Estimate   | N/A – Program costs associated with planning elements only   |

| <b>Integrated Aviation Education System</b> |  |
|---|--|
| Reference                                   | AV2-005  |
| Background                                  | <p>The purpose of the program is to generate interest in aerospace and aviation careers:</p> <ul style="list-style-type: none"> <li>• Review existing national and regional gap analyses</li> <li>• Evaluate national and regional industry needs and supply</li> <li>• Recommend regional aviation curriculum</li> <li>• Develop public outreach plan</li> <li>• Connect students with aviation programs and schools</li> </ul> |
| Policy Position                             | AV3-004  |
| Implementation                              | Facilitate and coordinate discussions between aviation employers and students, parents, teachers, and counselors.  |
| Performance Dimensions                      | <ul style="list-style-type: none"> <li>• Monitor workforce projections</li> <li>• Outreach events and students reached with education materials</li> <li>• Track tool utilization (i.e., websites or other applications)</li> </ul>  |
| Cost Estimate                               | N/A – Program costs associated with planning elements only   |

| <b>Coordination of Uncrewed Aircraft Systems</b> |   |
|--|---|
| Reference  | AV2-006   |
| Background                                       | <p>The purpose of the program is to coordinate efforts to ensure uncrewed aircraft can operate safely in North Texas:</p> <ul style="list-style-type: none"> <li>• Manage the North Texas Uncrewed Aircraft Systems Safety and Integration Initiative</li> <li>• Work with municipalities, first responders, and transportation partners</li> <li>• Develop framework and guidance</li> <li>• Monitor types of uncrewed aircraft systems activities authorized by the Federal Aviation Administration</li> <li>• Explore applications of uncrewed aircraft</li> </ul> |
| Policy Position                                  | AV3-004   |
| Implementation                                   | Facilitate and coordinate discussions between aviation partners.  |
| Performance Dimensions                           | <ul style="list-style-type: none"> <li>• Industry trends</li> <li>• Inventory regional efforts</li> </ul>   |
| Cost Estimate                                    | N/A – Program costs associated with planning elements only  |

| <b>Air Taxi and Air Cargo Corridor Identification and Demand Determination</b> |  |
|--|--|
| Reference  | AV2-007  |
| Background   | <p>The purpose of this project is to investigate and report on viable air taxi and uncrewed aircraft systems operational corridors:</p> <ul style="list-style-type: none"> <li>• Work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals</li> <li>• Develop framework and guidance</li> <li>• Explore potential users</li> <li>• Explore applications of air taxis and uncrewed aircraft systems cargo delivery possibilities</li> <li>• Develop a set of possible corridor alternatives</li> <li>• Investigate and report on possible demand forecasts for Advanced Air Mobility in the North Central Texas Council of Governments region</li> </ul> |
| Policy Position  | AV3-006  |
| Implementation   | Work with our local, state, and federal partners to pursue final implementation  |
| Performance Dimensions   | To be developed  |
| Cost Estimate  | N/A – Program costs associated with planning elements only   |

| Scaling Advanced Air Mobility Pilot Ecosystems to Other Metroplex Locations |  |
|---|--|
| Reference   | AV2-008  |
| Background  | <p>The purpose of this program is to ensure the Uncrewed Aircraft Systems Pilot Program ecosystem is in a scalable form to allow easier growth and integration for surrounding communities:</p> <ul style="list-style-type: none"> <li>• Work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals</li> <li>• Develop scalable infrastructure</li> <li>• Develop scalable model</li> <li>• Develop specifications and recommendations</li> <li>• Develop preferred layouts</li> </ul> |
| Policy Position   | AV3-006  |
| Implementation  | Develop and grow uncrewed aircraft systems/advanced air mobility ecosystem throughout the North Central Texas Council of Governments region.   |
| Performance Dimensions  | To be developed  |
| Cost Estimate   | Up to 8 locations/approximately \$325,000 each/approximately \$2.6 million total   |

| Test Multimodal Integration and Proof of Concept for Air Taxis into the Dallas-Fort Worth Metroplex |   |
|---|---|
| Reference   | AV2-009   |
| Background  | <p>The purpose of this program is to use current helicopter technology to conduct air taxi operations throughout the Dallas-Fort Worth metroplex in order to prove the concept of using electric vertical take-off and landing (eVTOL) in the future:</p> <ul style="list-style-type: none"> <li>• Work with municipalities, Bell Textron, regulators, Federal Aviation Administration, and industry professionals</li> <li>• Develop proof of concept</li> <li>• Develop standard operating procedures</li> <li>• Develop location standards</li> <li>• Develop a final report</li> <li>• Develop app</li> </ul> |
| Policy Position   | AV3-006   |
| Implementation  | Once locations are established, implementation can occur quickly with Bell support.   |
| Performance Dimensions  | To be developed   |
| Cost Estimate   | N/A – Program costs associated with planning elements only  |

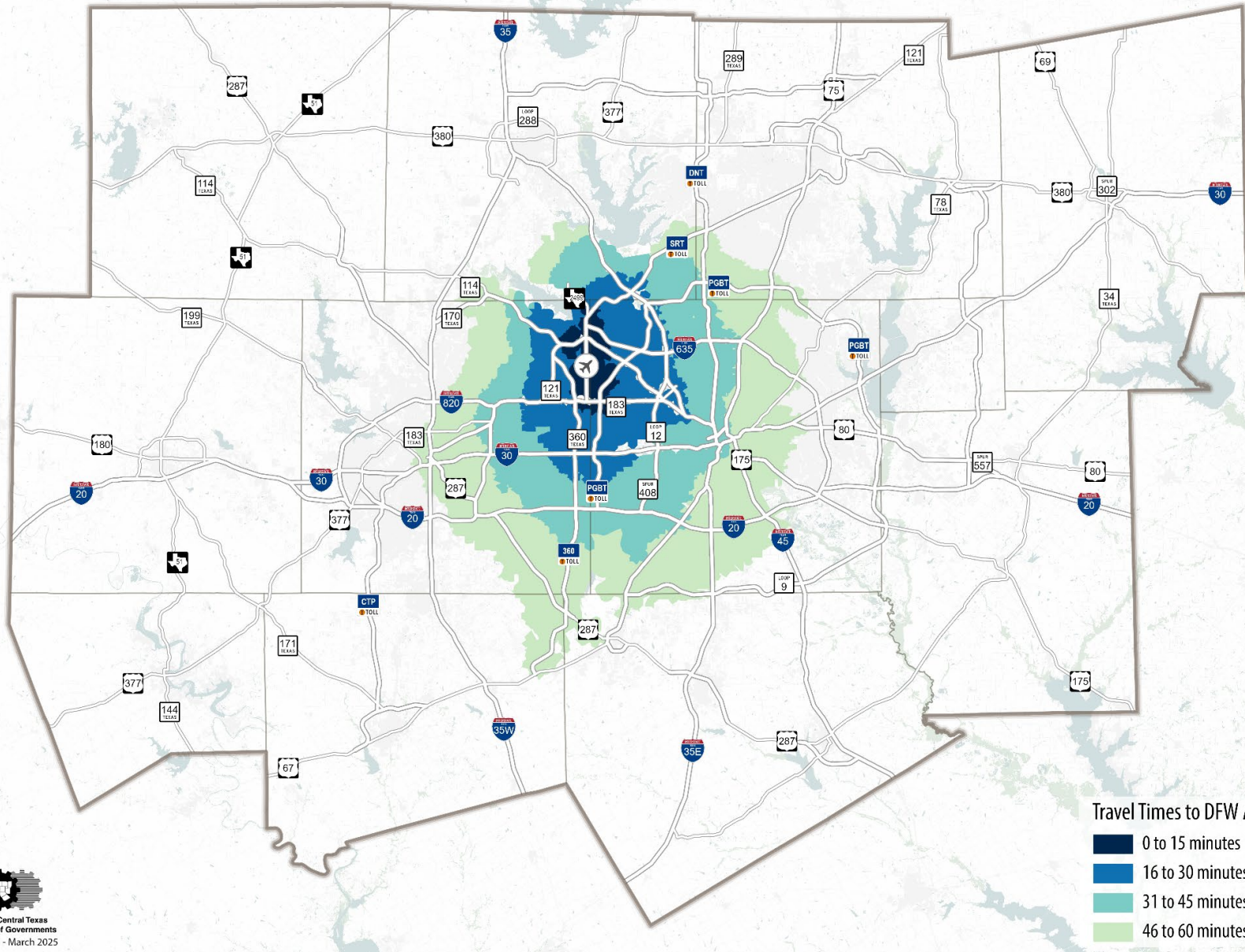
| Development of a Scalable Vertical Mobility Public Engagement Program |   |
|---|---|
| Reference   | AV2-010   |
| Background  | The purpose of this is to establish a public engagement program for uncrewed aircraft systems/advanced air mobility integration that is scalable: <ul style="list-style-type: none"> <li>• Work with public information offices</li> <li>• Develop public engagement program</li> <li>• Partner with communication officers</li> <li>• Develop standards</li> <li>• Develop a final report</li> </ul> |
| Policy Position   | AV3-006   |
| Implementation  | Develop an initial engagement program, then partner with other municipalities to adopt and scale the program.   |
| Performance Dimensions  | To be developed   |
| Cost Estimate   | N/A – Program costs associated with planning elements only  |

## PROJECTS

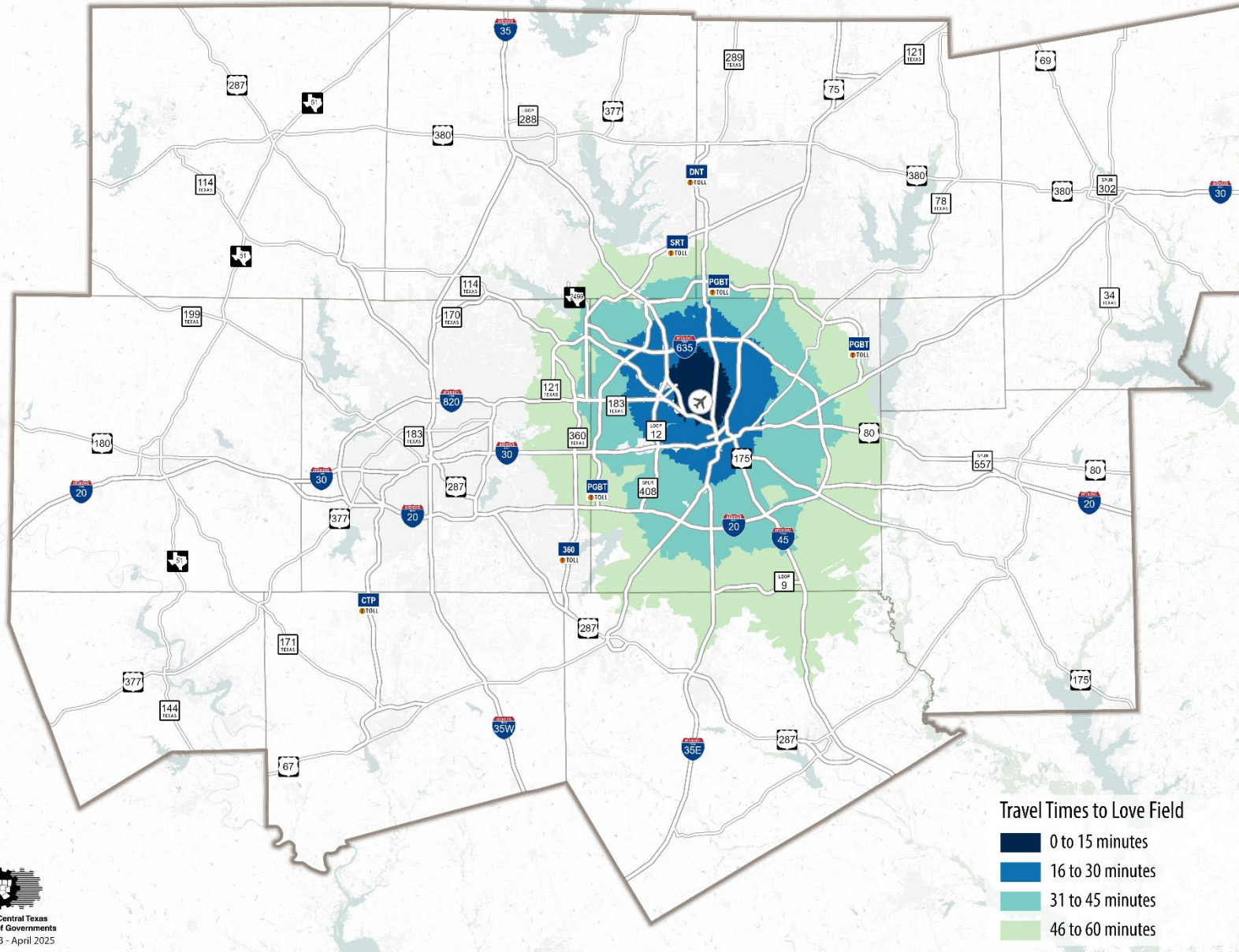
| Reference | Project Name/Location                              | Description   | Responsible Entity                     | Costs  |
|-----------|--|---|--|--|
| AV1-001   | Regional General Aviation and Heliport System Plan | Analysis of the improvement to reliever, general aviation, and heliport facilities.         | NCTCOG/Federal Aviation Administration | N/A – Program costs associated with planning elements only |
| AV1-003   | Surface Access Improvements                        | Develop a list of needed improvements for surface access routes to aviation facilities.     | NCTCOG                                 | N/A – Program costs associated with planning elements only |
| AV1-004   | Aviation Education Initiative                      | Form recommendations for a thorough and integrated aviation education system in the region. | NCTCOG                                 | N/A – Program costs associated with planning elements only |



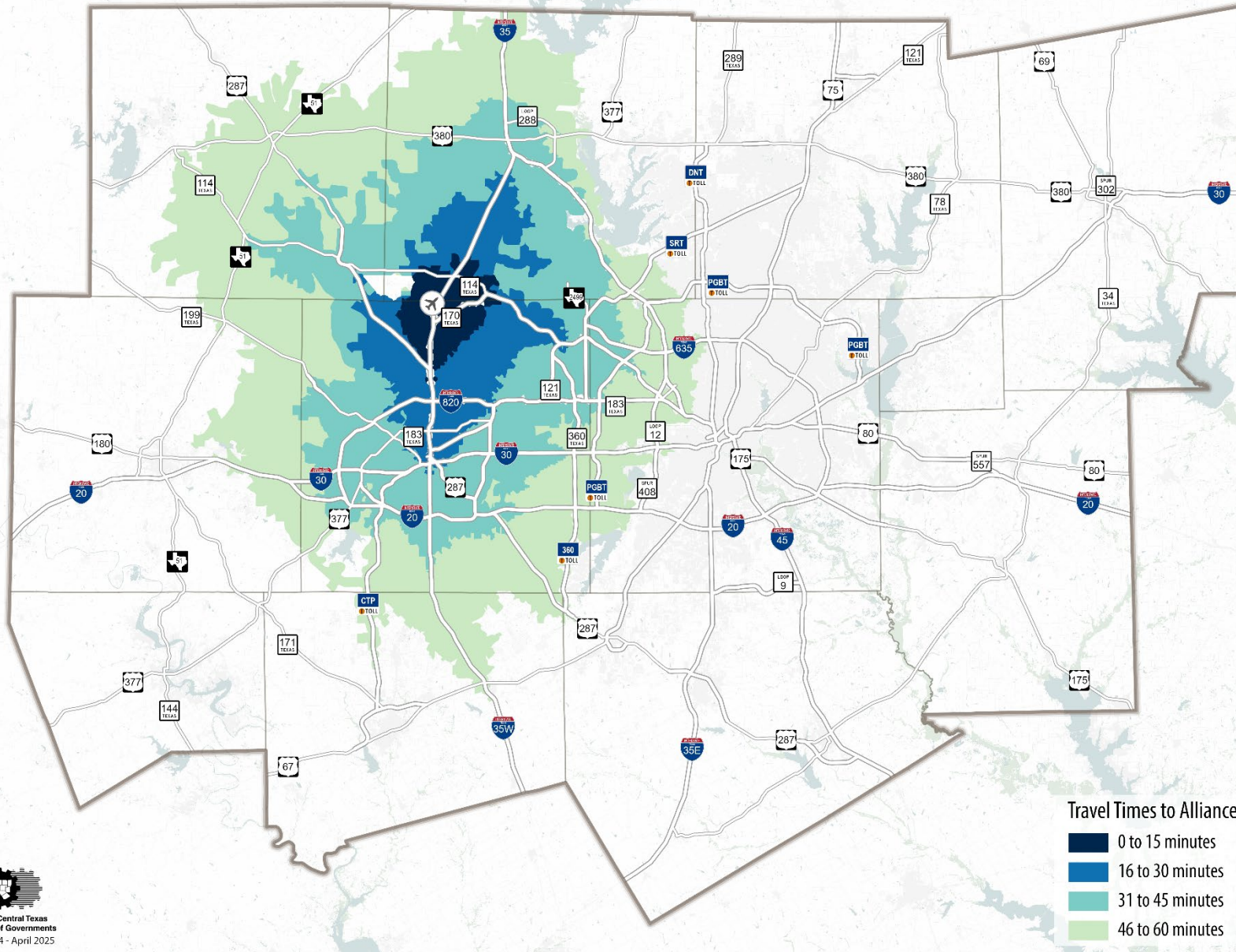
# Travel Time Contours - DFW Airport



# Travel Time Contours - Dallas Love Field



# Travel Time Contours - Forth Worth Alliance Airport



# E-2. FREIGHT

## POLICIES

| MTP Reference # | Freight  |
|-----------------|--|
| FP3-001         | Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.  |
| FP3-002         | Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.   |
| FP3-003         | Identify and maintain regional freight networks to meet business and consumer demand, benefiting everyday life.  |
| FP3-004         | Enhance intermodal freight activity through innovation, facility development, and improved connections to the freight network.   |
| FP3-005         | Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements and address nondiscrimination concerns pertaining to freight-oriented developments and land-use conflicts. Work with local governments as needed to address specific land-use issues related to freight. |
| FP3-006         | Incorporate technological advancements into the regional freight network with both public and private partnerships.  |
| FP3-007         | Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.   |
| FP3-008         | Monitor freight traffic annually along major corridors and major freight facilities.   |
| FP3-009         | Incorporate freight analysis using the Freight Economic Analysis Tool and involve the freight community in the planning process of goods movement projects.  |
| FP3-010         | Improve air quality related to freight through adopting local ordinances prohibiting truck engine idling.  |
| FP3-011         | Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements.  |
| FP3-012         | Improve truck parking throughout the region and identify funding sources to assist with the creation of new truck parking.   |
| FP3-013         | Encourage regional railroads to participate in rail system planning, identifying issues and developing integrated operations, with local commuter rail agencies.   |
| FP3-014         | Enhance freight movements through identifying specific freight focused issues.   |

# PROGRAMS

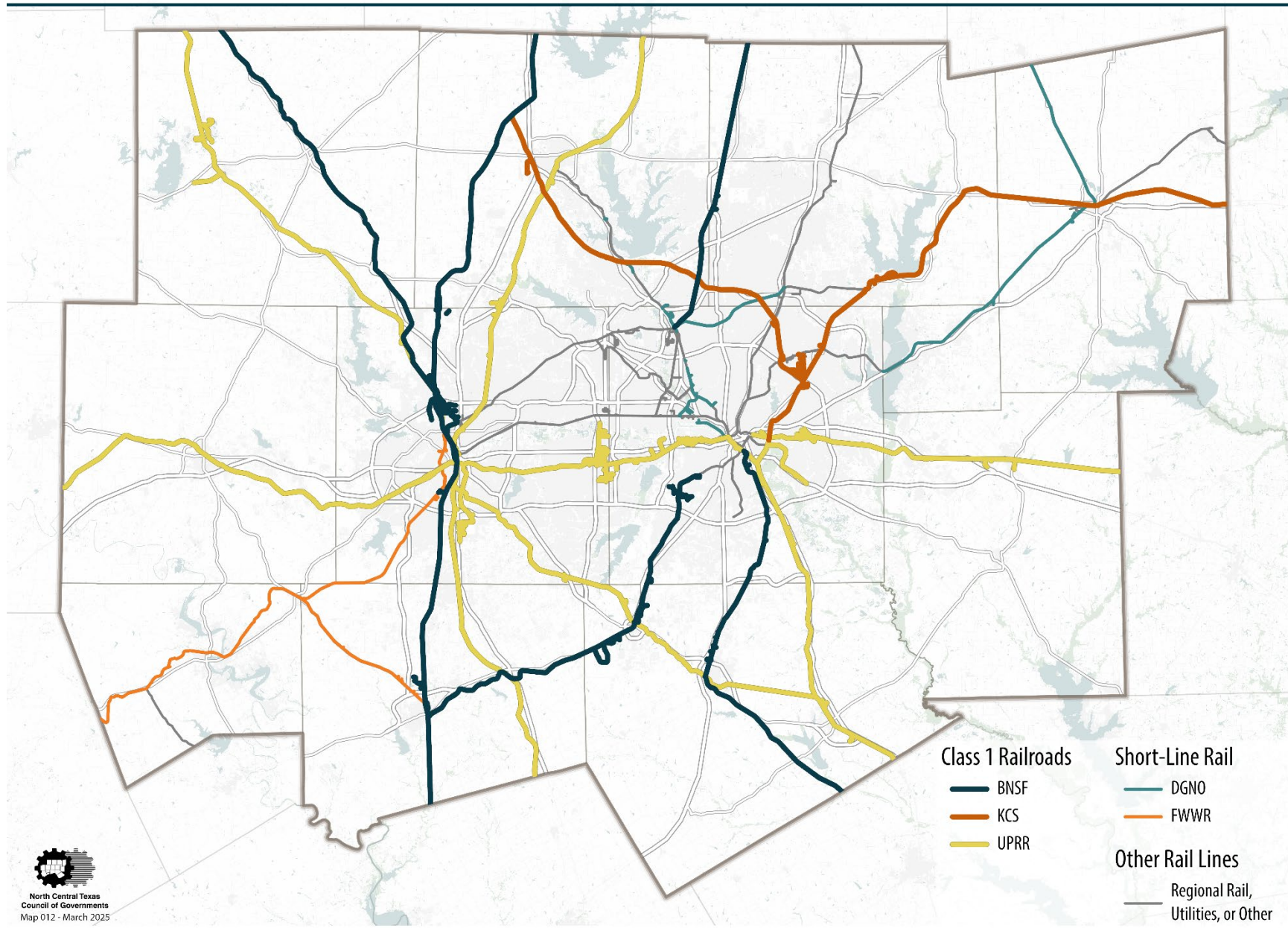
| Data Collection        |  |
|------------------------|--|
| Reference              | FP2-001  |
| Background             | Data will be collected for the region and particularly for areas with high freight traffic and freight facilities. Capital improvement needs will be documented as well. The data will also be used to help determine where potential freight system issues may arise and help to create projects addressing these issues. It will also be used in outreach to elected officials and policy-makers to portray freight's importance to the region.                            |
| Related Goals          | Improve the availability of transportation options for people and goods.   |
| Related Policies       | FP3-003; FP3-007   |
| Implementation         | This program will be realized by collecting data and monitoring freight traffic in the region, including: <ul style="list-style-type: none"> <li>• Vehicle classification counts and vehicle movements</li> <li>• Freight Travel Demand Forecasting Model</li> <li>• Freight transportation facility inventory</li> <li>• Federal Highway Administration data; state, local, and private data sources</li> <li>• Economic information regarding Impact of freight</li> </ul> |
| Performance Dimensions | <ul style="list-style-type: none"> <li>• Yearly vehicle classification counts</li> <li>• Complete Freight Travel Model</li> <li>• Updated freight transportation facility inventory</li> </ul>   |
| Cost Estimate          | N/A – Program costs associated with planning elements only   |

| Freight System/Network Planning |  |
|---------------------------------|--|
| Reference                       | FP2-002  |
| Background                      | <p>This program includes various regional freight planning efforts and studies related to the regional freight system, including:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Freight rail</li> <li>• Freight routes</li> <li>• Hazardous materials routing</li> </ul>  |
| Related Goals                   | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Ensure adequate maintenance and enhance safety and reliability of the existing network.</li> </ul>  |
| Related Policies                | FP3-001; FP3-003; FP3-006; FP3-008   |
| Implementation                  | <p>This program will be realized through taking the following actions:</p> <ul style="list-style-type: none"> <li>• <b>Safety:</b> Increase public and freight operators' safety through education and projects.</li> <li>• <b>Freight Rail:</b> Continue various regional rail planning efforts, including: <ul style="list-style-type: none"> <li>- Complete the Regional Rail Study and implement recommendations</li> <li>- Railroad Crossing Banking Program</li> <li>- Railroad Safety Education Program</li> <li>- Railroad Crossing Quiet Zone Planning</li> <li>- Railroad Crossing Reliability Partnership Program</li> </ul> </li> <li>• <b>Freight Routes: Identify, analyze, and improve freight routes, including:</b> <ul style="list-style-type: none"> <li>- Innovative solutions (e.g., truck-only lanes)</li> <li>- Develop and keep Critical Urban Freight Corridors up-to-date</li> <li>- Bottleneck removal projects</li> <li>- New technologies (e.g., automated vehicles)</li> <li>- Improve truck parking availability</li> <li>- Infrastructure improvements on primary and secondary freight networks and local truck routes</li> <li>- First/last mile access improvements</li> <li>- Operations improvement on key freight routes</li> <li>- Implement projects to enhance network connectivity</li> <li>- Hazardous Materials Routing</li> </ul> </li> </ul> |
| Performance Dimensions          | <ul style="list-style-type: none"> <li>• Reduction in annual number of accidents between trucks and non-trucks.</li> <li>• Increased travel speeds for non-truck traffic.</li> <li>• Reduction in accidents/incidents at at-grade railroad crossings.</li> <li>• Reduction in the number of at-grade railroad crossings.</li> <li>• Improved Truck Travel Time Reliability (Federal Performance Measure).</li> <li>• Increased number of truck parking locations.</li> <li>• Reduction of incidents involving hazardous materials.</li> </ul>  |
| Cost Estimate                   | The funding-related elements of this program are accounted for through regional safety programs, in conjunction with rail improvements or program costs associated with planning elements only.  |

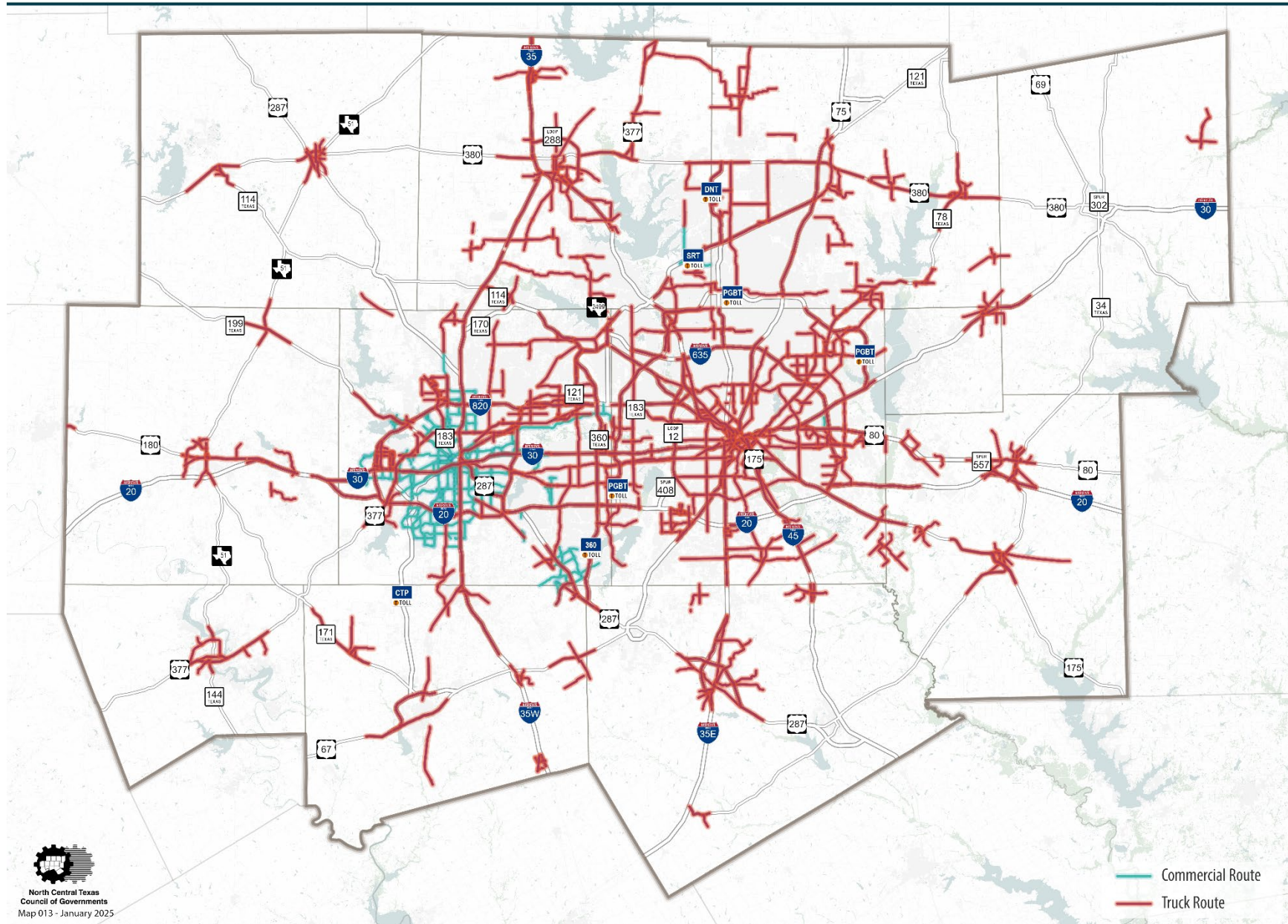
| Freight Outreach Activities |   |
|-----------------------------|---|
| Reference                   | FP2-003   |
| Background                  | Outreach activities will increase the understanding of freight's importance to the region and long-term freight planning to the public, industry professionals, and decision-makers.  |
| Related Goals               | Improve the availability of transportation options for people and goods.  |
| Related Policies            | FP3-001; FP3-002  |
| Implementation              | This program will be realized by engaging in educational and outreach activities within and outside the freight sector with: <ul style="list-style-type: none"> <li>• Freight industry professionals</li> <li>• Public officials</li> <li>• General public</li> </ul> |
| Performance Dimensions      | <ul style="list-style-type: none"> <li>• Improved and increased relationships with the freight community.</li> <li>• Improved attendance at the Regional Freight Advisory Committee.</li> </ul>   |
| Cost Estimate               | N/A – Program costs associated with planning elements only  |

| North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (NT MOVES) |   |
|--|---|
| Reference  | FP2-004   |
| Background   | The program resolves long-standing congestion issues by working with both public and private rail sectors to help identify and resolve rail bottlenecks and operations issues within the North Central Texas region.  |
| Related Goals  | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Ensure adequate maintenance and enhance safety and reliability of the existing network.</li> </ul>   |
| Related Policies   | FP3-002; FP3-003; FP3-007   |
| Implementation   | There are several elements and projects to this program, including: <ul style="list-style-type: none"> <li>• Better Utilizing Investments to Leverage Development Grant</li> <li>• Regional Railroad Information System</li> <li>• Professional Engineering Agreements</li> <li>• Transit Rail Insurance</li> </ul> |
| Performance Dimensions   | To be developed.  |
| Cost Estimate  | N/A – Program costs associated with planning elements only  |

| Land Use Planning      |  |
|------------------------|--|
| Reference              | FP2-005  |
| Background             | The purpose of this program is to help create safer and more efficient freight centers.  |
| Related Goals          | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Encourage livable communities which support economic vitality.</li> </ul>   |
| Related Policies       | FP3-004; FP3-008   |
| Implementation         | <p>The program's purpose is to help ensure compatible land uses are considered near freight development, including:</p> <ul style="list-style-type: none"> <li>• Railroad tracks</li> <li>• Intermodal facilities</li> <li>• Freight-orientated developments</li> <li>• Truck routes and other major freight carry roadways</li> <li>• Truck parking facilities</li> </ul> |
| Performance Dimensions | Improved compatible land uses near freight development.  |
| Cost Estimate          | N/A – Program costs associated with planning elements only   |

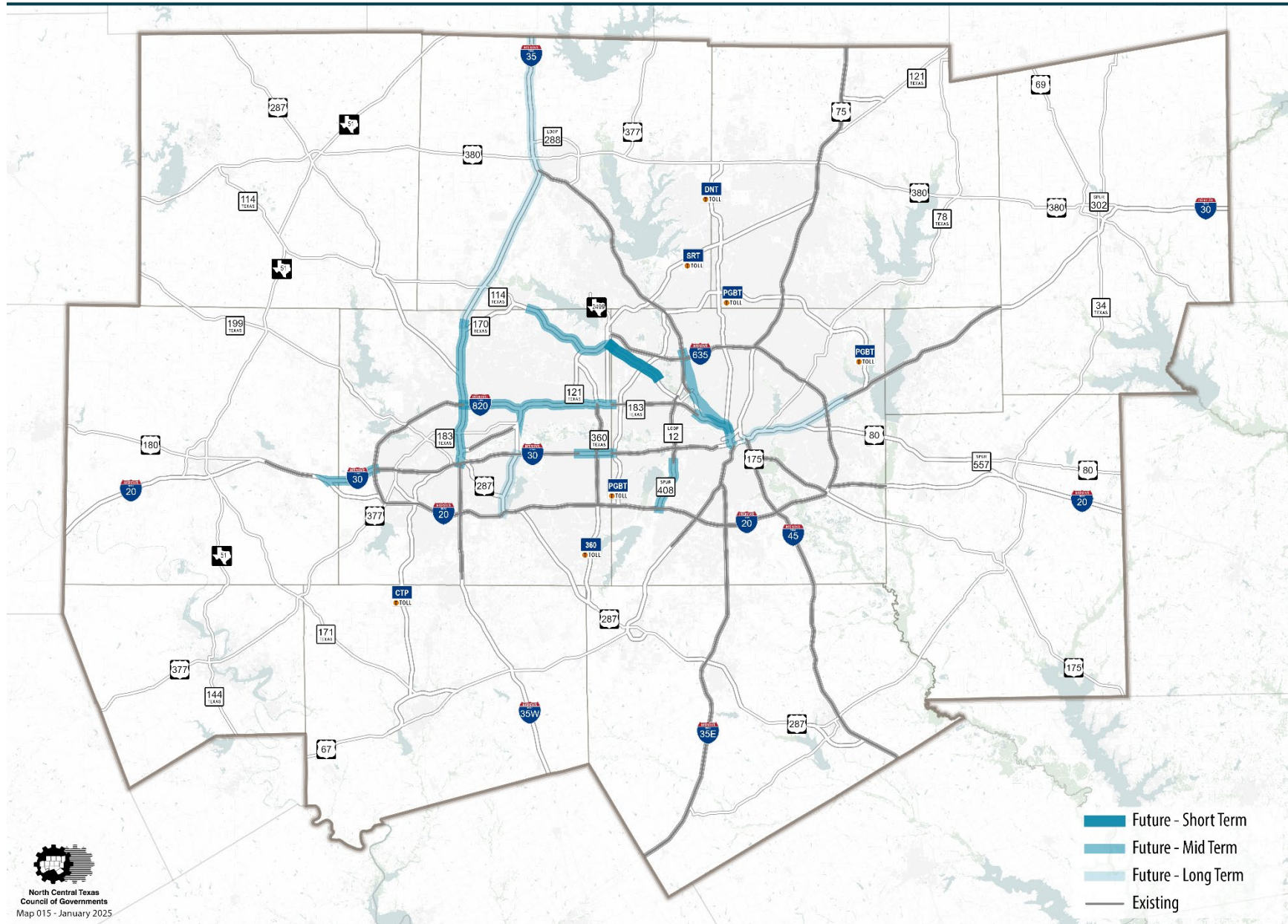


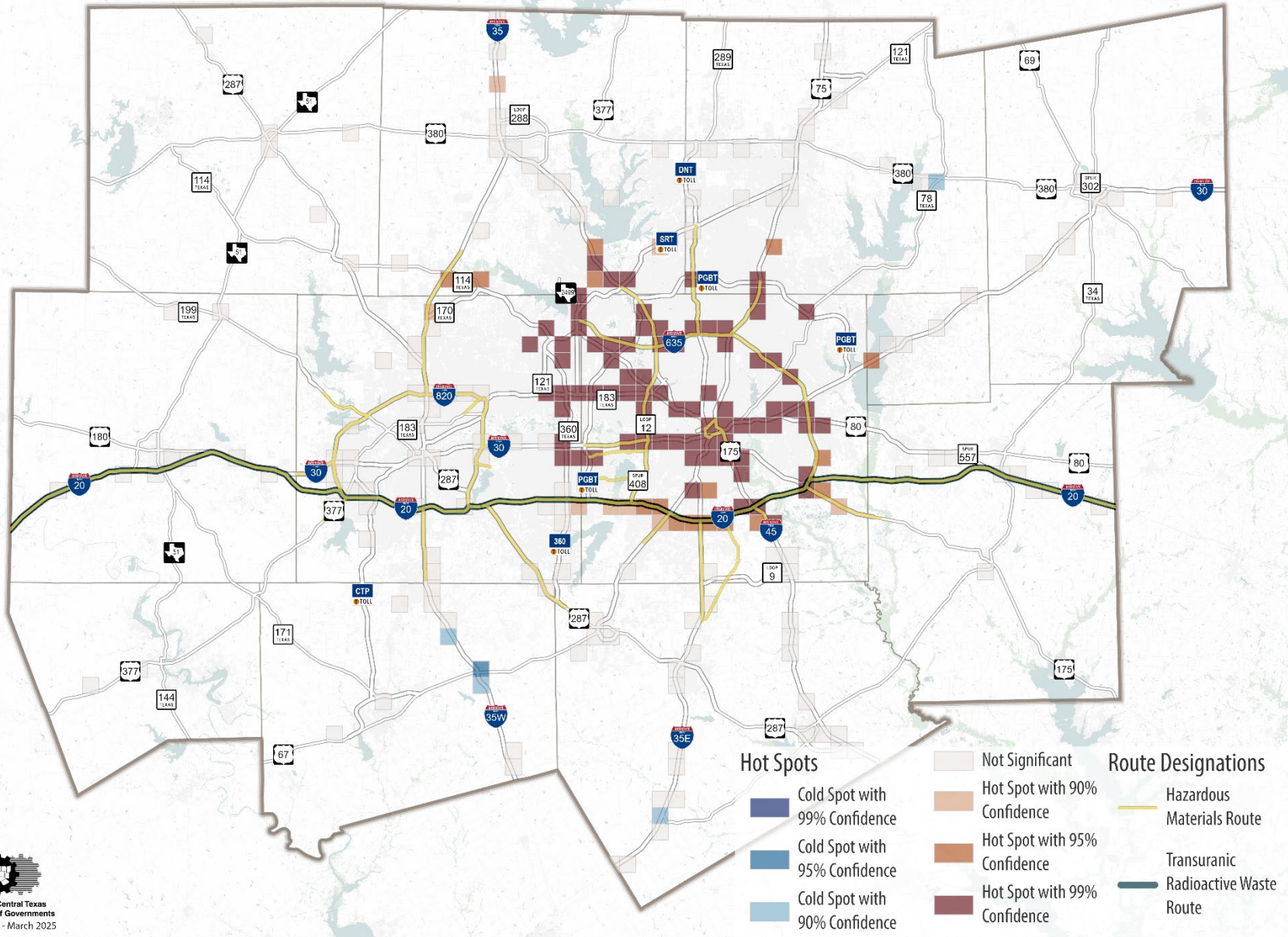
# Regional Truck Routes



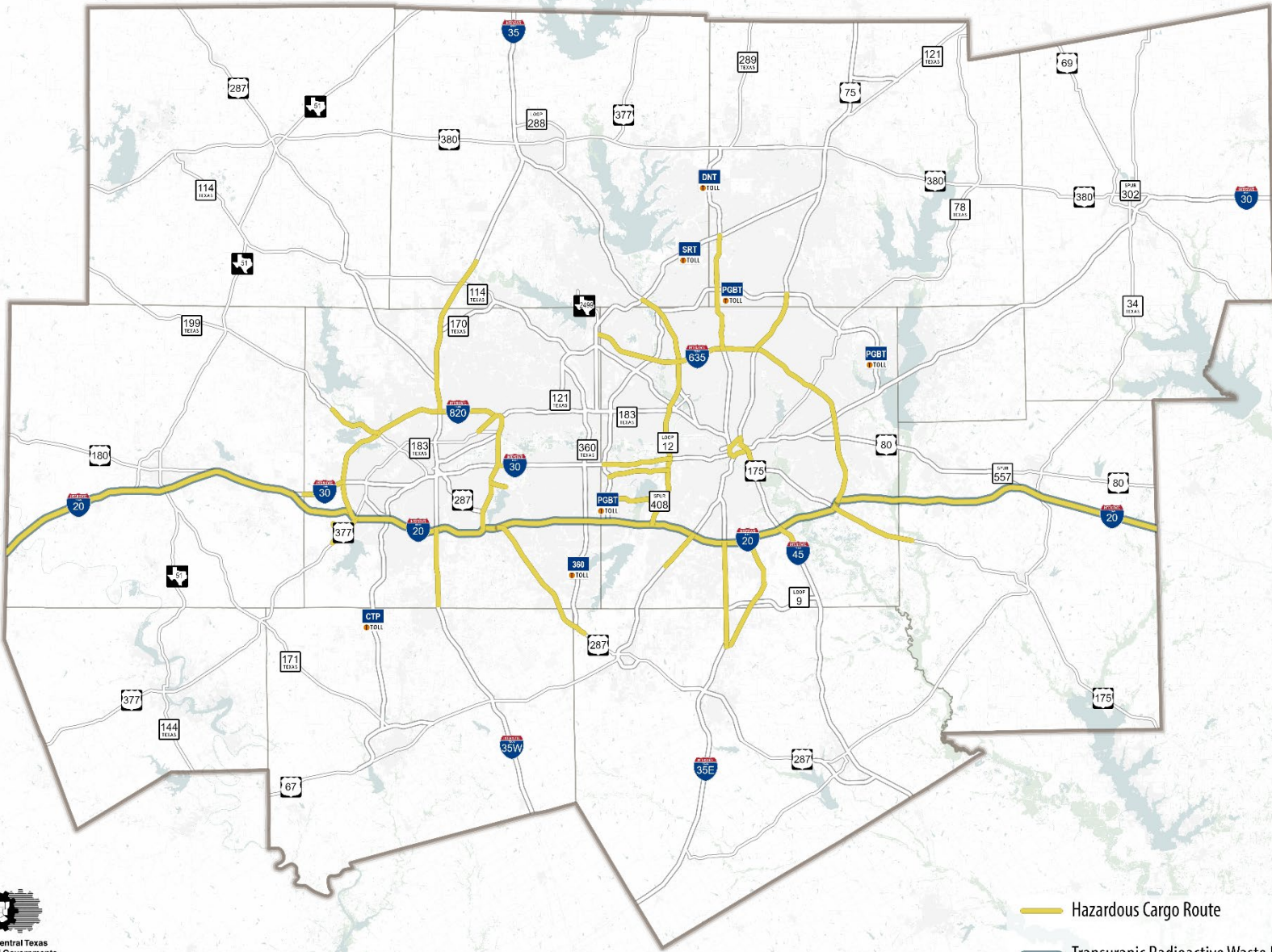


# Regional Truck Lane Restrictions





# Regional Hazardous Materials (HazMat) Routes



*This Page Intentionally Left Blank*

# E-3. ACTIVE TRANSPORTATION

Mobility 2050 represents the extensive research and compilation of the locally adopted plans for active transportation infrastructure throughout the region. Various new or updated plans are adopted each year throughout the region, and the North Central Texas Council of Governments regularly coordinates with local jurisdictions to maintain an updated database of existing, funded, and planned active transportation facilities.

Local Adopted Plans with Shared-Use Paths (Trails) and On-Street Bikeways, November 2024

| Type of City and County Plans                   | Number of Adopted Plans |
|---|-------------------------|
| Plans that include trails                       | 84                      |
| Plans that include on-street bicycle facilities | 45                      |

Source: NCTCOG

## POLICIES

| MTP Reference # | Active Transportation   |
|-----------------|---|
| BP3-001         | Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promote walking and bicycling as equals with other transportation modes. The active transportation network must be interconnected with transit services and integrated as part of context-sensitive solutions to connect key destinations, including employment centers; education, medical, retail, and entertainment centers; and other destinations for daily activities. Mobility 2050 promotes roadways in the urbanized area that are designed and constructed to accommodate at least three or more modes of transportation.   |
| BP3-002         | Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities. Mobility 2050 promotes bicycle and pedestrian projects that connect multiple jurisdictions and expand the regional network by improving coordination, connectivity, and continuity between counties and communities. Improving safety is a top priority for the US Department of Transportation and Mobility 2050 is committed to reducing fatalities and serious injuries on the transportation network throughout North Central Texas. To realize the potential of active transportation, special attention must be paid to the current barriers and safety issues the region is experiencing, including: <ul style="list-style-type: none"> <li>• An incomplete network of bicycle and pedestrian facilities, including facilities that serve transit-dependent populations.</li> <li>• High rates of pedestrian and bicycle crashes and fatalities involving motor vehicles.</li> <li>• Limited funding for safe routes to school projects.</li> <li>• Infrastructure that is not compliant with Americans with Disabilities Act.</li> <li>• Significant barriers to safe active transportation travel; these barriers include freeways, major streets with high traffic volumes and speeds, and waterways.</li> </ul> |
| BP3-003         | Support programs and activities that promote pedestrian and bicycle safety, health, and education. Walking and bicycling are legitimate forms of transportation that have the potential to positively impact the region by shifting travel modes, resulting in reduced congestion and improved air quality and public health. Mobility 2050 promotes enhanced safety for active travel by increasing education and training opportunities for cyclists, pedestrians, motorists, and professionals who are designing and implementing roadway facilities, implementing safety infrastructure projects, and promoting enforcement of traffic laws to reduce bicycle and pedestrian-related conflicts.   |

# PROGRAMS

| Active Transportation Planning and Design |   |
|---|---|
| Reference                                 | BP2-001   |
| Background                                | The Active Transportation Planning and Design Program consists of plans, studies, policies, laws/legislation, and data collection/analysis to support multimodal transportation networks and context-sensitive facilities.  |
| Related Goals                             | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Support travel efficiency measures and system enhancements targeted at congestion reduction and management.</li> <li>• Ensure all communities are provided access to the regional transportation system and planning process.</li> <li>• Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.</li> <li>• Encourage livable communities which support sustainability and economic vitality.</li> <li>• Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.</li> <li>• Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.</li> </ul>   |
| Related Policies                          | BP3-001   |
| Implementation                            | <ul style="list-style-type: none"> <li>• <b>Multimodal Transportation Plans:</b> Encourage development of local pedestrian and bicycle plans, as well as modifications to local transportation plans and standards that provide for pedestrian accommodations, on-street bikeways, and the network of off-street trails.</li> <li>• <b>Context-Sensitive Streets:</b> Facilitate and support the adoption of local policies and the implementation of context-sensitive projects with bicycle and pedestrian facilities as routine accommodations for new roadway construction and reconstruction projects.</li> <li>• <b>Context-Sensitive Design:</b> Incorporate bicycle and pedestrian modes in all transportation corridor studies, support the adoption of local policies, and implement context-sensitive streets and roadway projects that are sensitive in design to the context of their surroundings.</li> <li>• <b>Corridor Studies:</b> Integrate bicycle and pedestrian mobility in all transportation corridor studies, incorporate bicycle and pedestrian modes in corridor studies, and support the funding and construction of bicycle and pedestrian elements of final corridor studies.</li> <li>• <b>Active Transportation Safety Plans:</b> Implement the regional Pedestrian Safety Action Plan and develop a regional Bike Safety Action Plan.</li> <li>• <b>Americans with Disabilities Act Transition Plans:</b> Encourage local agencies to adopt and implement Americans with Disabilities Act transition plans.</li> <li>• <b>Local Regulations:</b> Encourage local jurisdictions to adopt ordinances, zoning standards, engineering standards, and guidelines that accommodate bicycle and pedestrian modes of travel through such means as context-sensitive design policies, thoroughfare technical specifications, right-of-way and easement preservation, bicycle parking ordinances, bicycle passing ordinances, and end-of-trip facilities.</li> <li>• <b>Data Collection and Analysis:</b> Monitor and evaluate the North Central Texas region's bicycling and walking efforts by collecting bicycle and pedestrian count data, analyzing bicycle and pedestrian crash data, conducting regional nonmotorized travel surveys, and publishing findings.</li> <li>• <b>Technical Support/Resources/Research:</b> Collect relevant research materials regarding bicycle and pedestrian transportation to utilize in regional initiatives and provide as resources to local governments and area stakeholders.</li> </ul> |
| Cost Estimate                             | <ul style="list-style-type: none"> <li>• N/A – Program costs associated with planning elements only</li> </ul>  |

| Active Transportation Network Implementation |  |
|--|--|
| Reference                                    | BP2-002  |
| Background                                   | The Active Transportation Accessibility and Safety Program consists of funding and implementing bicycle and pedestrian projects, completing linkages with other modes of transportation, enhancing safety, and improving accessibility for communities throughout North Texas.   |
| Related Goals                                | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Support travel efficiency measures and system enhancements targeted at congestion reduction and management.</li> <li>• Ensure all communities are provided access to the regional transportation system and planning process.</li> <li>• Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.</li> <li>• Encourage livable communities which support sustainability and economic vitality.</li> <li>• Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.</li> <li>• Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.</li> </ul>  |
| Related Policies                             | BP3-002  |
| Implementation                               | <ul style="list-style-type: none"> <li>• <b>Complete the Regional Active Transportation Network:</b> Improve, expand, and complete the region’s bicycle and pedestrian facilities network, end of trip facilities, signage and wayfinding, and related programs throughout the region with continued use of the Regional Transportation Council’s Local Funding Program Initiatives, Local Air Quality and Sustainable Development Funding programs, the Congestion Mitigation and Air Quality Program, the Transportation Alternatives Program, and other available funding sources.</li> <li>• <b>Close Gaps and Improve Connectivity in the Regional Veloweb, On-Street Bikeway Network, and Pedestrian Network:</b> Eliminate major gaps in the regional network and complete connections to address major barriers such as freeways, railroads, and waterways.</li> <li>• <b>Linkages to Transit and Major Destinations and Areas with Highest Demand:</b> Support and complete the development of pedestrian and bicycle facilities that provide access from neighborhoods to public transportation services, education facilities, employment centers, medical, retail, and other destinations.</li> <li>• <b>Transit-Dependent Populations:</b> Improve pedestrian and bicyclist accommodations for transit-dependent populations.</li> <li>• <b>Regional Pedestrian Network:</b> Develop a Regional Pedestrian Network and Safety Plan. Implement projects that improve accommodations and safety for pedestrians, with special attention given to vulnerable road users.</li> <li>• <b>Safe Routes to School:</b> Coordinate with independent school districts, municipalities, public safety officials, and other agencies throughout the region to ensure safe and accessible walking and bicycling corridors to education facilities.</li> <li>• <b>Safety Improvements:</b> Support efforts to reduce crashes and fatalities between motor vehicles and pedestrians and bicyclists, including the implementation of Proven Safety Countermeasures outlined by the Federal Highway Administration Office of Safety. Prioritize infrastructure design techniques and safety countermeasures projects in areas with high rates of pedestrian and bicycle crashes and fatalities.</li> <li>• <b>Americans with Disabilities Compliance:</b> Support efforts to identify Americans with Disabilities accessibility needs and incorporate improvements into the overall transportation network.</li> </ul> |
| Cost Estimate                                | Approximately \$4.5 billion  |

| Active Transportation Education and Outreach |  |
|--|--|
| Reference                                    | BP2-003  |
| Background                                   | The Education and Outreach Program includes activities to improve safety, reduce crashes and fatalities, raise awareness, and promote healthier communities.   |
| Related Goals                                | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Ensure all communities are provided access to the regional transportation system and planning process.</li> <li>• Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.</li> <li>• Encourage livable communities which support sustainability and economic vitality.</li> <li>• Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.</li> </ul>  |
| Related Policies                             | BP3-003  |
| Implementation                               | <ul style="list-style-type: none"> <li>• <b>Safety Education Programs and Campaigns:</b> Support and create programs and campaigns that educate bicyclists, pedestrians, and the general public about bicycle operation, bicyclists' and pedestrians' rights and responsibilities, and lawful interactions between motorists, bicyclists, and pedestrians to increase safety for all road users. Support programs aimed at increasing bicycle and walking trips by providing incentives, recognition, or services that make bicycling and walking more convenient transportation modes.</li> <li>• <b>Healthy and Livable Communities:</b> Create healthier and more livable communities by encouraging the use of bicycle and pedestrian facilities for work and non-work trips, and for daily physical activity.</li> <li>• <b>Enforcement:</b> Encourage enforcement efforts of traffic laws and target unsafe bicyclist, pedestrian, and motorist behaviors to improve safety and reduce collisions and conflicts between motorists, bicyclists, and pedestrians.</li> <li>• <b>Technical Training and Education:</b> Provide pertinent training to transportation-related professionals.</li> <li>• <b>Mapping Facilities and Plans:</b> Maintain a regional database and provide information regarding existing and planned active transportation facilities and related amenities throughout the region.</li> </ul> |
| Cost Estimate                                | N/A – Program costs associated with planning elements only   |

# RECOMMENDED OFF-STREET NETWORK: THE REGIONAL VELOWEB 2050

The Regional Veloweb plan was first developed in 1997 based on an extensive study conducted by the North Central Texas Council of Governments Bicycle and Pedestrian Transportation Task Force. Over the years, as additional planning has occurred in cities and counties throughout the region, this planned regional network has grown as new prioritized corridors have been identified that provide connectivity between cities and counties, as well as linkages to transit stations and major destinations.

Historical Combined Regional Veloweb, Community Shared-Use Paths, and On-Street Bikeways Network Miles by Facility Status (June 2025)

| Facility Type  | Mobility 2020 (1996) | Mobility 2025 (2000) | Mobility 2030 (2007) | Mobility 2035 (2011) | Mobility 2040 (2016) | Mobility 2045 (2018) | Mobility 2045 Update (2022) | Mobility 2050 (2025) |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------------|----------------------|
| <b>Regional Veloweb Paths<sup>1</sup></b>                      |                      |                      |                      |                      |                      |                      |                             |                      |
| Regional Veloweb Paths, Existing                               | -                    | 106                  | 108                  | 237                  | 442                  | 455                  | 538                         | 576                  |
| Regional Veloweb Paths, Funded                                 | -                    | -                    | -                    | 31                   | 146                  | 143                  | 131                         | 124                  |
| Regional Veloweb Paths, Planned                                | -                    | 512                  | 512                  | 1,400                | 1,288                | 1,285                | 1,496                       | 1,579                |
| <b>Total Regional Veloweb Paths</b>                            | <b>644</b>           | <b>618</b>           | <b>620</b>           | <b>1,668</b>         | <b>1,876</b>         | <b>1,883</b>         | <b>2,165</b>                | <b>2,279</b>         |
| <b>Community Shared-Use Paths<sup>1</sup></b>                  |                      |                      |                      |                      |                      |                      |                             |                      |
| Community Shared-Use Paths, Existing                           | -                    | -                    | -                    | -                    | 333                  | 318                  | 470                         | 522                  |
| Community Shared-Use Paths, Funded                             | -                    | -                    | -                    | -                    | 42                   | 57                   | 94                          | 113                  |
| Community Shared-Use Paths, Planned                            | -                    | -                    | -                    | -                    | 1,999                | 2,584                | 3,135                       | 3,868                |
| <b>Total Community Paths</b>                                   | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>2,374</b>         | <b>2,959</b>         | <b>3,699</b>                | <b>4,502</b>         |
| <b>Total Regional Veloweb &amp; Community Paths</b>            | <b>644</b>           | <b>618</b>           | <b>620</b>           | <b>1,668</b>         | <b>4,250</b>         | <b>4,842</b>         | <b>5,864</b>                | <b>6,781</b>         |
| <b>On-Street Bikeways<sup>2</sup></b>                          |                      |                      |                      |                      |                      |                      |                             |                      |
| On-Street Bikeways, Existing                                   | -                    | -                    | -                    | -                    | 200                  | 212                  | 276                         | 329                  |
| On-Street Bikeways, Funded                                     | -                    | -                    | -                    | -                    | 71                   | 84                   | 82                          | 63                   |
| On-Street Bikeways, Planned                                    | -                    | -                    | -                    | -                    | 2,161                | 1,817                | 2,051                       | 2,090                |
| <b>Total On-Street Bikeways (Urbanized Areas)</b>              | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>2,432</b>         | <b>2,113</b>         | <b>2,409</b>                | <b>2,482</b>         |
| On-Street Bikeways, Existing (rural areas between communities) | -                    | -                    | -                    | -                    | 248                  | 247                  | 247                         | 199                  |
| On-Street Bikeways, Planned (rural areas between communities)  | -                    | -                    | -                    | -                    | 100                  | 101                  | 98                          | 92                   |
| <b>Total On-Street Bikeways (Rural Areas)</b>                  | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>348</b>           | <b>348</b>           | <b>345</b>                  | <b>291</b>           |
| <b>Total On-Street Bikeways</b>                                | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>0</b>             | <b>2,780</b>         | <b>2,461</b>         | <b>2,754</b>                | <b>2,772</b>         |
| <b>Total All Facilities<sup>3</sup></b>                        | <b>644</b>           | <b>618</b>           | <b>620</b>           | <b>1,668</b>         | <b>7,030</b>         | <b>7,303</b>         | <b>8,618</b>                | <b>9,552</b>         |

<sup>1</sup> The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width. Regional Veloweb and Community Shared-Use Paths facility mileages are based on linear miles.

<sup>2</sup> On-street bikeways in the urbanized area include separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized areas do not include signed bike "routes," signed "shared the road," unmarked wide outside lanes, or signed wide shoulders. The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area. On-street bikeways facility mileage is based on centerline miles.

<sup>3</sup> Mileage figures may not sum due to rounding.

# Historical Mileage of Regional Veloweb Network

|                              | 1997 Regional Veloweb | Mobility 2035 Regional Veloweb (2011) | Mobility 2035-2013 Update (2013) | Mobility 2040 Regional Veloweb (2016) | Mobility 2045 Regional Veloweb (2018) | Mobility 2045 Update Regional Veloweb (2022) | Mobility 2050 Regional Veloweb (2025) |
|------------------------------|-----------------------|---------------------------------------|----------------------------------|---------------------------------------|---------------------------------------|--|---------------------------------------|
| Length (miles)               | 644                   | 1,668                                 | 1,728                            | 1,876                                 | 1,883                                 | 2,165  | 2,279                                 |
| Number of Cities Connected   | 50                    | 116                                   | 117                              | 105                                   | 106                                   | 105  | 119                                   |
| Number of Counties Connected | 4                     | 10                                    | 10                               | 10                                    | 10                                    | 10   | 12                                    |

The Mobility 2050 Regional Veloweb includes adjustments in much of the unincorporated rural areas of the region. In some areas, Regional Veloweb alignments reflected in previous plans were updated and replaced by on-street wide-paved shoulder accommodations. These shoulder accommodations are more suitable for providing opportunities for travel between small communities located outside of the urban area. They are reflected in the regional On-Street Bikeway Network.

## Costs

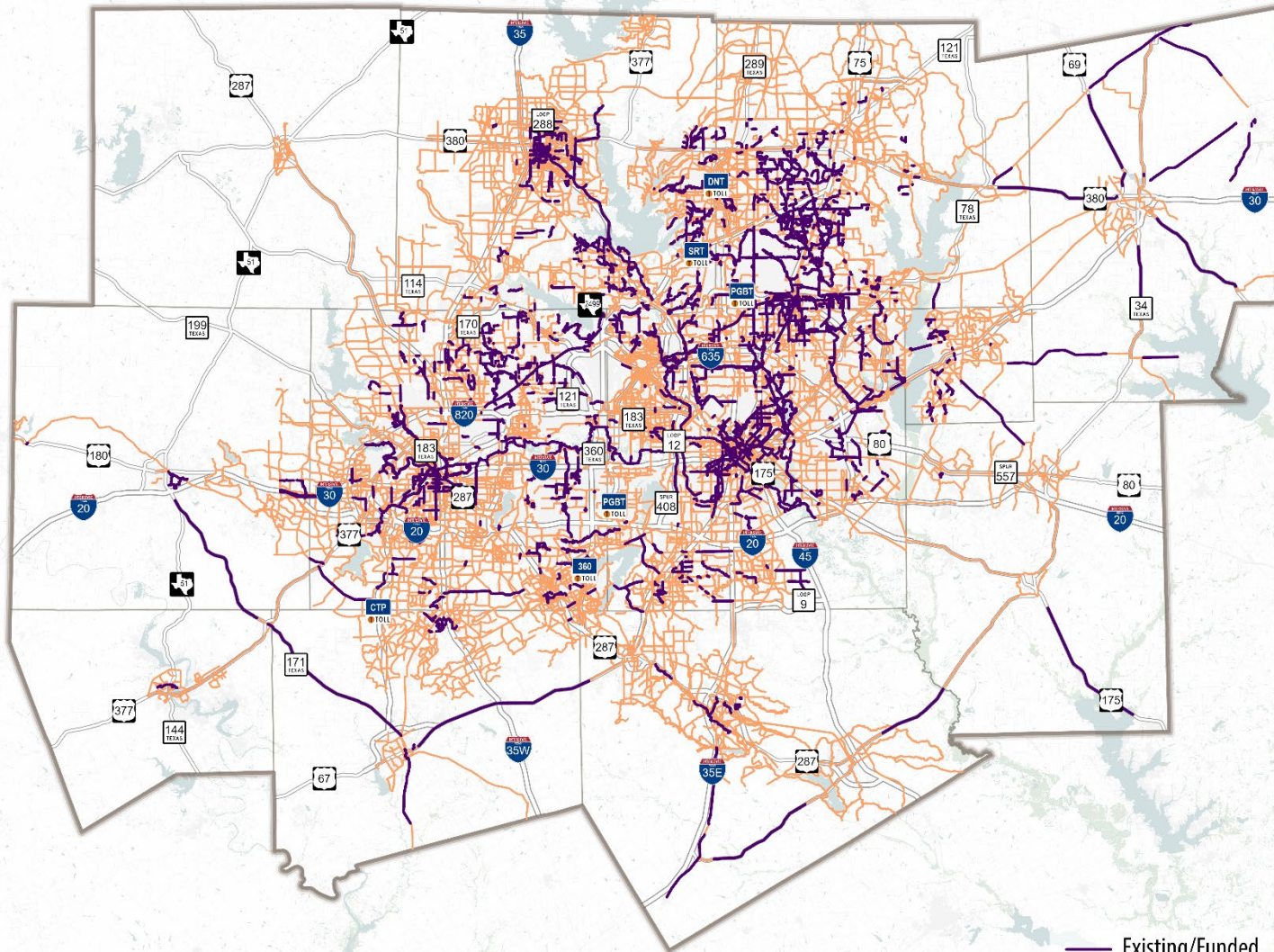
Costs to implement various sections of the Regional Veloweb and Community Paths will vary based on the location and context of the local area. For example, some sections may require extensive grade separation crossings of highways or waterways while other portions of

the network can be implemented with fewer barrier crossings. Additional costs for lighting, traffic signal or roadway crossing accommodations, and engineering and design are not calculated into the overall Regional Veloweb construction average costs of \$1,745,000 per mile as detailed in following table. These unit costs were used to calculate a needs-based cost for the entire planned active transportation network of approximately \$9.5 billion.

| Facility   | Estimated Average Costs Per Mile |
|--|----------------------------------|
| 12-foot wide concrete shared-use path <sup>1</sup>                     | \$1,200,000                      |
| Retaining wall, bridges, railings, culverts, or other major structures | \$545,000                        |
| <b>Total</b>   | <b>\$1,745,000</b>               |

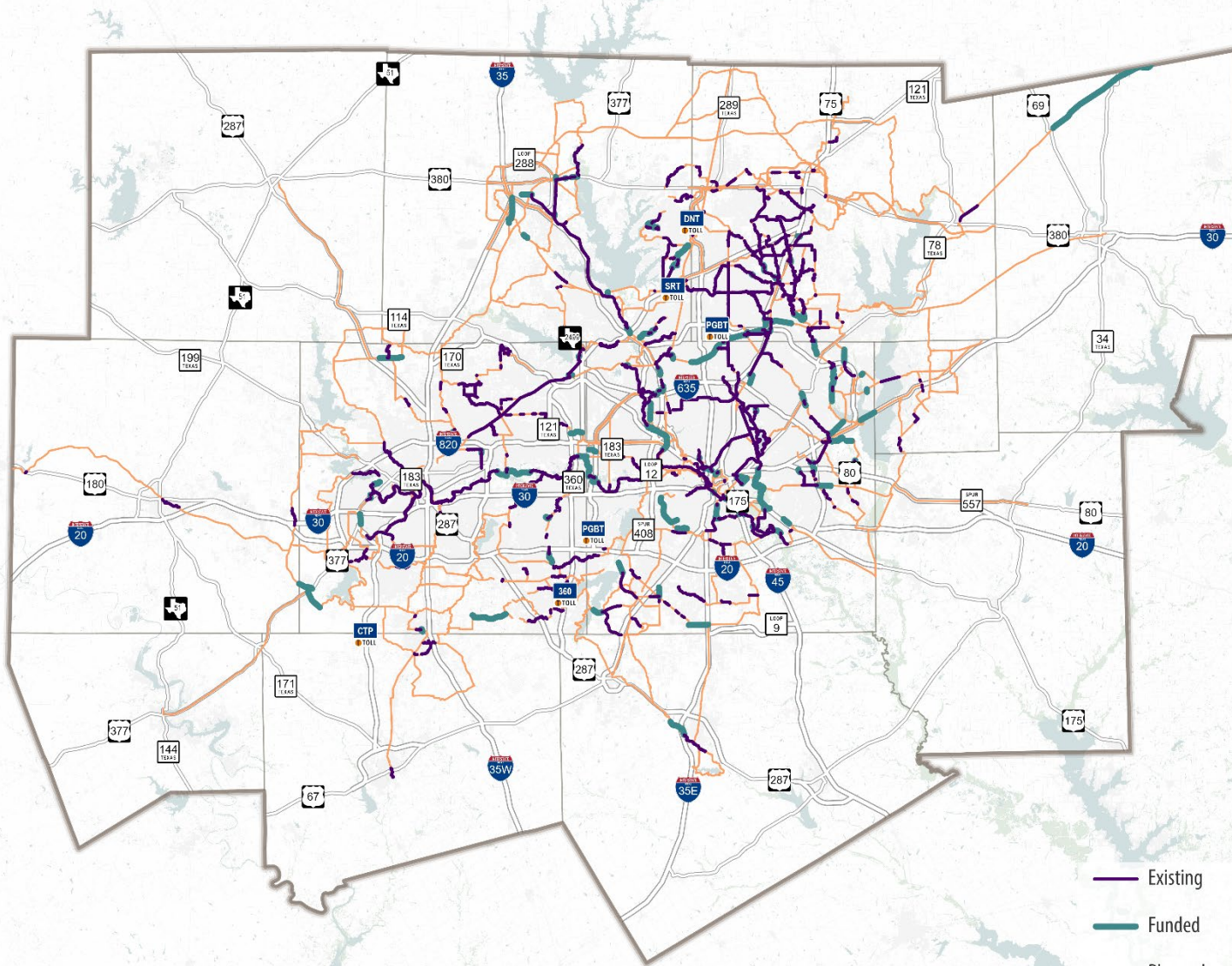
<sup>1</sup> Based on 12-foot width; includes mobilization, site prep, demolition, earthwork  
 Source: NCTCOG, 2024

# Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network MOBILITY2050



|                 |                    |
|-----------------|--------------------|
| Existing/Funded | 1,924 Miles        |
| Planned         | 7,628 Miles        |
| <b>Total</b>    | <b>9,552 Miles</b> |

- The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- On-street bikeways in the urbanized area include separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include signed bike “routes,” signed “share the road,” unmarked wide outside lanes, or signed wide shoulders.
- The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- Regional Veloweb and Community Path facility mileages are based on linear miles. On-street bikeway facility mileage is based on centerline miles.

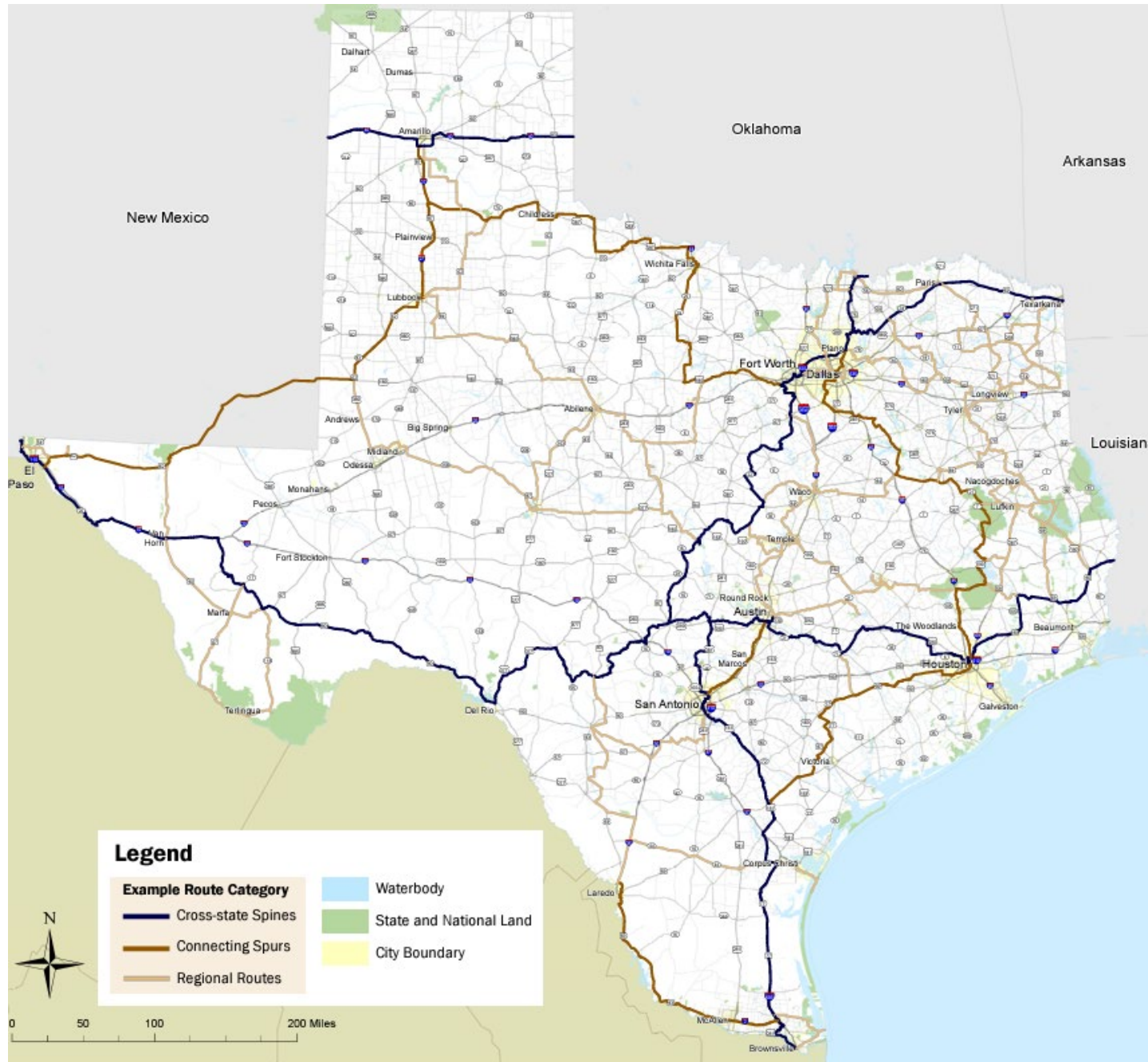


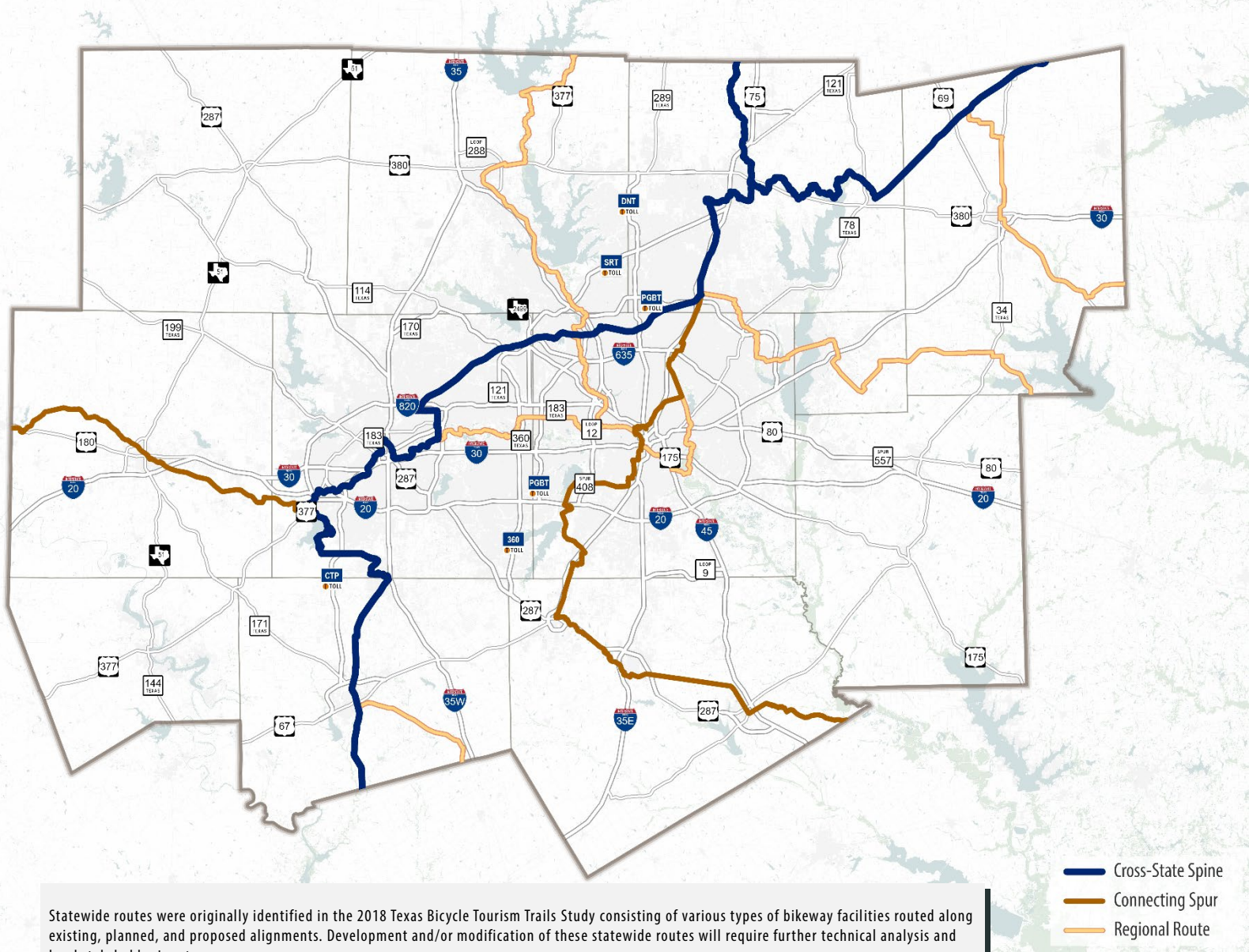
|              |                    |
|--------------|--------------------|
| Existing     | 576 Miles          |
| Funded       | 124 Miles          |
| Planned      | 1,579 Miles        |
| <b>Total</b> | <b>2,279 Miles</b> |

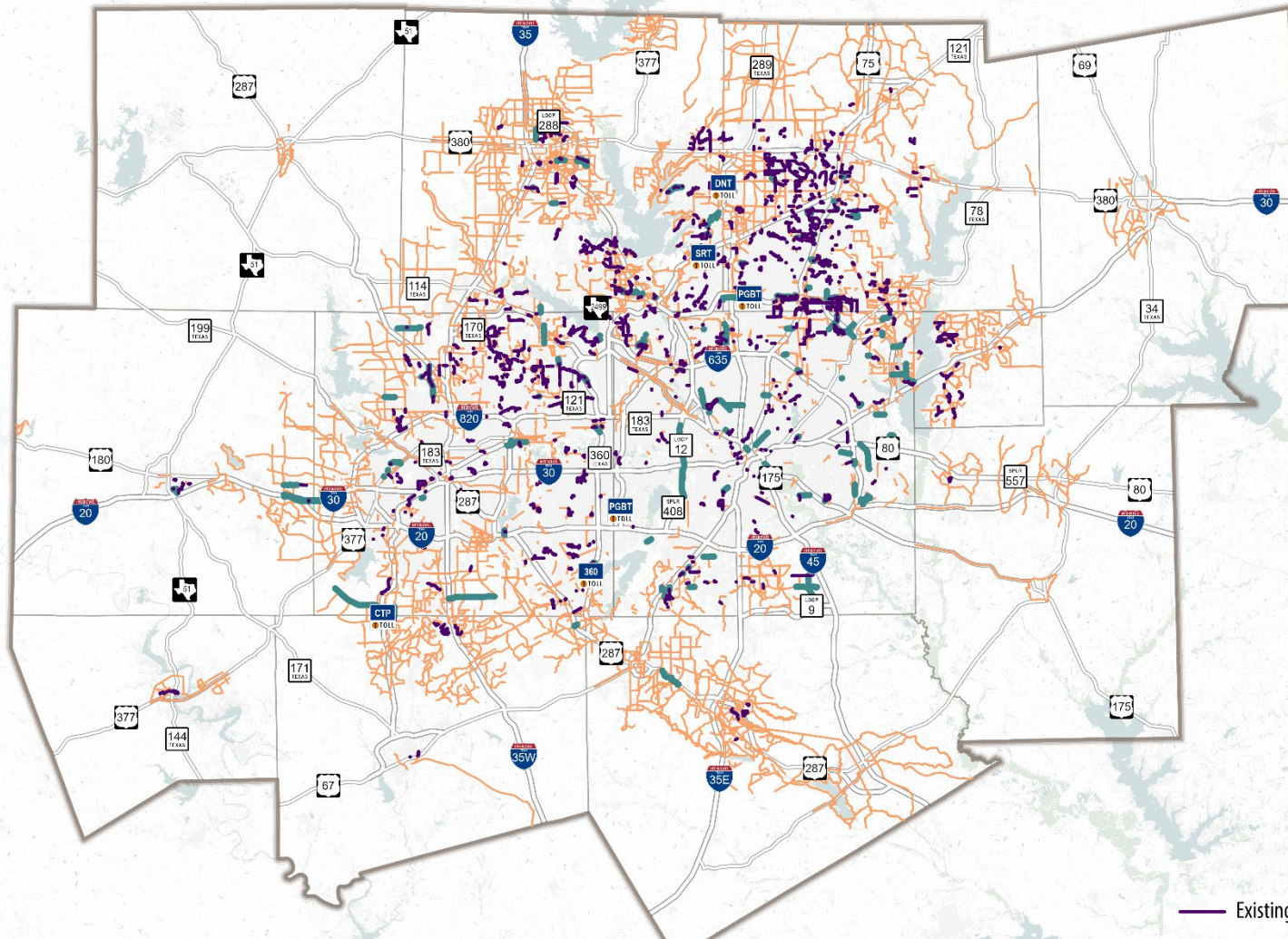


- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- Regional Veloweb facility mileages are based on linear miles.

# TxDOT Bicycle Tourism Trails Network Map



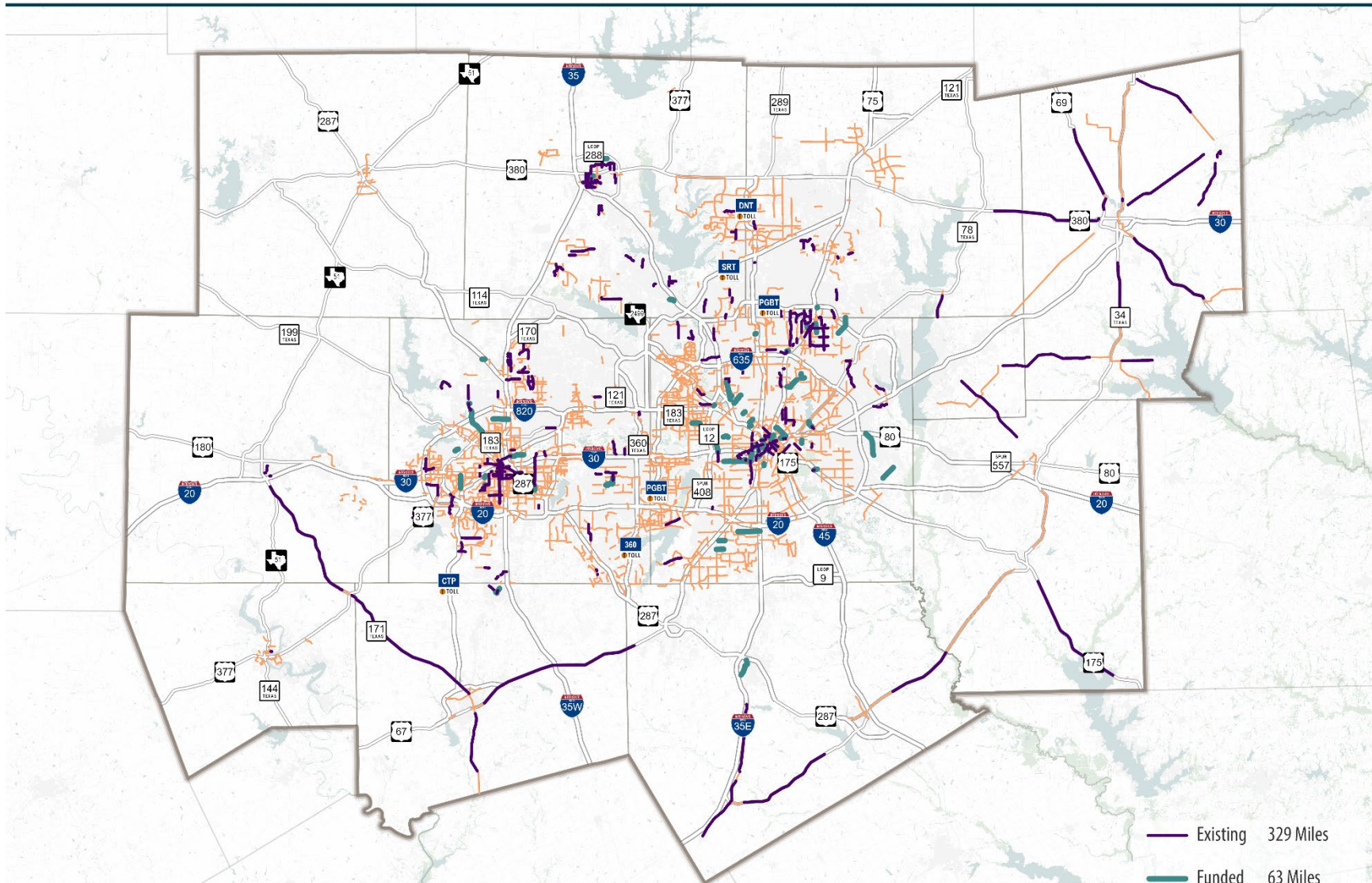




|  |                    |
|--|--------------------|
| <span style="color: purple;">—</span> Existing | 522 Miles          |
| <span style="color: teal;">—</span> Funded     | 113 Miles          |
| <span style="color: orange;">—</span> Planned  | 3,868 Miles        |
| <b>Total</b>                                   | <b>4,502 Miles</b> |

- Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.
- Community Path facility mileages are based on linear miles.



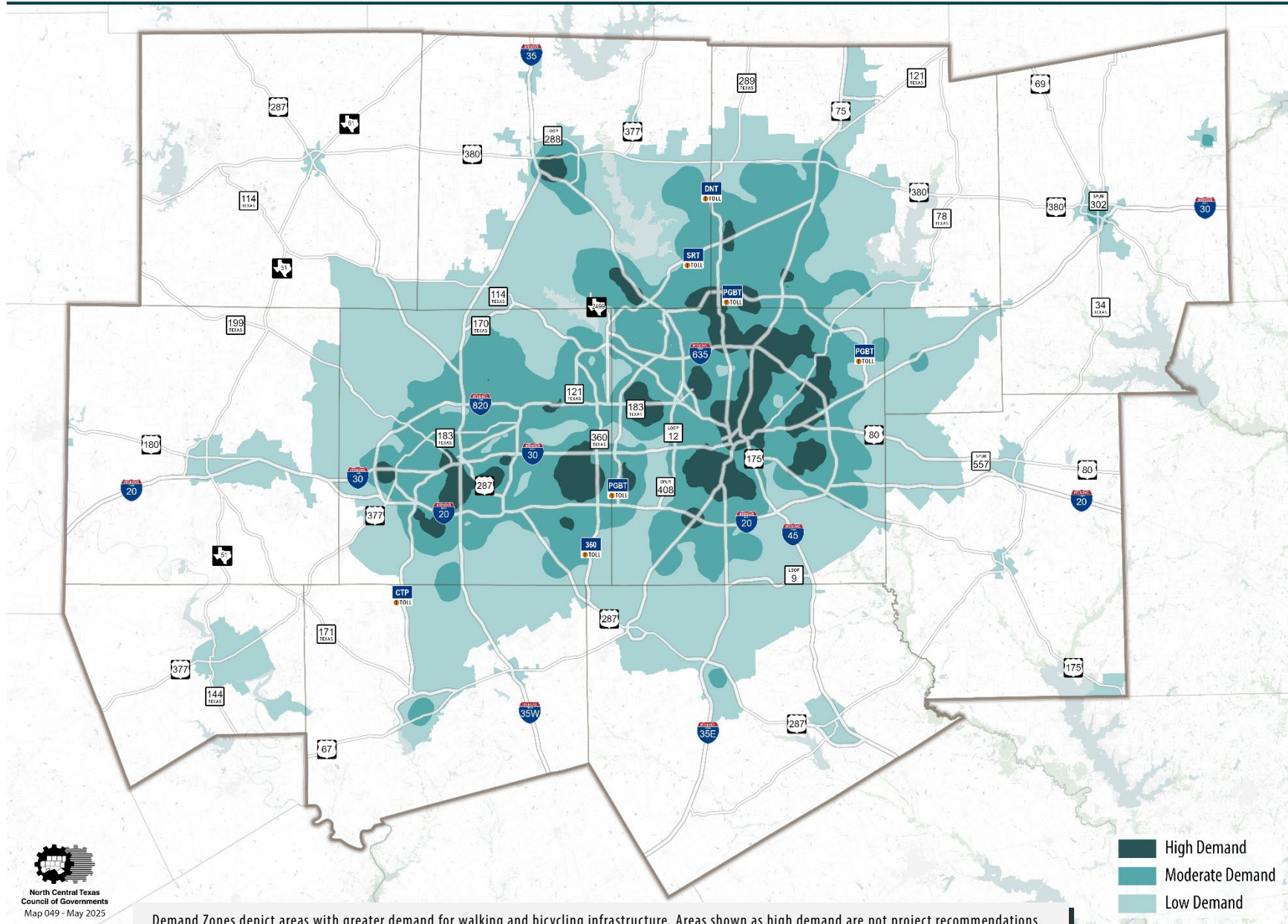


|              |                    |
|--------------|--------------------|
| Existing     | 329 Miles          |
| Funded       | 63 Miles           |
| Planned      | 2,090 Miles        |
| <b>Total</b> | <b>2,482 Miles</b> |



- On-street bikeways in the urbanized area include separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include signed bike "routes," signed "share the road," unmarked wide outside lanes, or signed wide shoulders.
- The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.

# Demand Zones for Walking and Bicycling Travel



Demand Zones depict areas with greater demand for walking and bicycling infrastructure. Areas shown as high demand are not project recommendations. These areas have high population/employment density, density of short distance trips, density of low-income populations, and density of zero-car households. As such, these areas with the highest demand should be prioritized for future infrastructure investments, particularly those suited for an urban environment such as on-street bicycle accommodations and sidewalks.

# FUNDING THE ACTIVE TRANSPORTATION NETWORK PLAN

---

The amount of federal funding allocated to pedestrian and bicycle projects throughout the region varies from year to year, as described in the current Transportation Improvement Program. While federal funds cover much of the cost of the Regional Veloweb network and portions of the other community pathway and on-street bicycle networks, local governments also contribute matching funds to these projects. In addition, local funding also implements a variety of local path, on-street bikeway, and pedestrian improvement and safety-related projects.

The US Department of Transportation offers several surface transportation funding programs for pedestrian and bicycle projects, each with likely eligibility requirements ([details available via FHWA ↗](#)). Activities and projects need to meet program eligibility requirements for funding. Project sponsors should integrate safety, accessibility, equity, and convenience for walking and bicycling into their surface transportation projects.

# E-4. PUBLIC TRANSPORTATION

## POLICIES

| MTP Reference # | Public Transportation   |
|-----------------|---|
| TR3-001         | Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with Regional Transportation Council Policy P09-03).  |
| TR3-002         | Work with the region’s existing public transit providers to ensure a seamless multimodal transit system through: <ul style="list-style-type: none"> <li>• Seamless connections</li> <li>• Coordinated fare structure</li> <li>• One-stop access to services</li> <li>• Standardization of assets, technologies, and service characteristics that promote interoperability</li> <li>• Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03)</li> <li>• Elimination of gaps in service to establish a minimum level-of-service</li> <li>• Service expansion</li> </ul> |
| TR3-003         | Existing and future public use rights-of-way should be monitored for appropriate public transportation service.   |
| TR3-004         | Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority.  |
| TR3-005         | Support the planning and development of high-speed rail to, through, and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate.   |
| TR3-006         | Maximize the efficient use of public transportation resources in North Central Texas, including public, private-nonprofit, and private-for-profit providers of services.  |
| TR3-007         | Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.  |
| TR3-008         | Ensure the efficient operation of the existing public transportation system by evaluating, procuring, and/or implementing maintenance, rehabilitation, enhancement, replacement, and/or operational projects to maintain safe, cost-effective, and reliable public transportation.  |
| TR3-009         | Support efforts to make accommodations for rail and other public transportation services to major events centers during special events.   |
| TR3-010         | Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration’s Capital Investment Grant Program.   |
| TR3-011         | Establish policies fostering high-speed rail system interoperability resulting in a “one seat” ride system operation to, through, and within the North Central Texas region.  |
| TR3-012         | Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in downtown Fort Worth, Arlington, and downtown Dallas.   |
| TR3-013         | Support the planning and development of sustainable land uses near high-speed rail station locations by coordinating with the cities hosting stations.  |
| TR3-014         | Support investment of general access public transportation service that addresses existing and forecasted transit needs/demand in communities. Support and promote the integration of transportation services through shared technology, transit policy, or other means.  |
| TR3-015         | Support the development and operation of transit as part of a balanced intermodal transportation network through the identification and pursuit of expanded and modified funding from both public and private sources.  |

# PROGRAMS

| State and National Transit Connections Program |   |
|--|---|
| Reference                                      | TR2-001   |
| Background                                     | This program includes public transportation service, including high-speed rail, linking the North Central Texas region to neighboring regions and the State of Texas.   |
| Related Goals                                  | Improve the availability of transportation options for people and goods.  |
| Related Policies                               | TR3-002; TR3-005; TR3-011; TR3-12; TR3-013  |
| Implementation                                 | Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service to connect outside the region as needed through 2050. |
| Performance Dimensions                         | Average daily number of routes linking the region to outside destinations.  |
| Cost Estimate                                  | Approximately \$26.52 billion   |

| Regional Connections: Next Generation Transit Program |   |
|---|---|
| Reference   | TR2-002   |
| Background  | This program includes a broad range of innovative bus and rail services and concepts as part of the region's robust transit network. The program includes, but is not limited to, high-intensity bus/guaranteed transit, stacked commuter rail and special event rail, intercity bus and rail, and magnetic levitation.   |
| Related Goals   | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Support travel efficiency measures and system enhancements targeted at congestion reduction and management.</li> </ul>   |
| Related Policies                                      | TR3-001; TR3-002; TR3-003; TR3-006; TR3-007; TR3-008; TR3-010; TR3-014  |
| Implementation  | Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2050.  |
| Performance Dimensions                                | <ul style="list-style-type: none"> <li>• Percent of population within one mile of stops served by regional bus connections or within five miles of regional and community rail stations, including low-income households, persons with disabilities, older adults, and children.</li> <li>• Percent of jobs within one mile of stops served by regional bus connections or within five miles of regional and community rail stations.</li> <li>• Hours of transit service provided daily during peak congestion periods.</li> </ul> |
| Cost Estimate   | Approximately \$36.78 billion   |

| Transit Enhancements and Mobility Improvements Program |  |
|--|--|
| Reference  | TR2-003  |
| Background   | The diverse projects in the program include improvements to safety and security, rolling stock, capacity, operations, technology, and accessibility that increase the efficiency of the region's transit system and support transit as a mode of choice for the region's residents and visitors.   |
| Related Goals  | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Support travel efficiency measures and system enhancements targeted at congestion reduction and management.</li> <li>• Ensure all communities are provided access to the regional transportation system and planning process.</li> </ul>                            |
| Related Policies                                       | TR3-002; TR3-006; TR3-007; TR3-008; TR3-009; TR3-010; TR3-014  |
| Implementation   | Conduct needs assessments, planning, and design activities to determine parameters and funding details for enhancements and improvements. Facilitate regional partnerships, collaboration, and agreements at the board or leadership, staff, and operations level of transit agencies and local governments. Through public and private agencies, implement enhancements as needed through 2050. |
| Performance Dimensions                                 | Annual number of transit enhancement and mobility improvement projects.  |
| Cost Estimate  | Approximately \$1.76 billion   |

| Local Technology Corridors Program |  |
|------------------------------------|--|
| Reference                          | TR2-004  |
| Background                         | The projects in the program include utilizing innovative transit technology to establish or enhance high-capacity transit corridors through infrastructure, service, and vehicle improvements. This is in an effort to strengthen transit ridership and transit supportive development along key local corridors.                                |
| Related Goals                      | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Support travel efficiency measures and system enhancements targeted at congestion reduction and management.</li> <li>• Encourage livable communities which support sustainability and economic vitality.</li> </ul> |
| Related Policies                   | TR3-002; TR3-003; TR3-006; TR3-007; TR3-008; TR3-009; TR3-010; TR3-014; TR3-015; SD3-002   |
| Implementation                     | Conduct needs assessments, corridor planning, and design activities to determine parameters and funding details for local technology corridor construction and enhancements. Through public and private agencies, plan and implement projects on regional corridors as needed through 2050.  |
| Performance Dimensions             | Annual number of technology corridor projects and enhancements, transit ridership, and on-time performance on local technology corridors.  |
| Cost Estimate                      | Approximately \$300 million  |

| <b>Community Access Transit Program</b> |   |
|---|---|
| Reference                               | TR2-005   |
| Background                              | This program includes demand-response public transportation services that link people to employment and job training, community services, life-saving medical care, and life-enriching activities. It also incorporates federal programs that support community access transit, including job access and reverse commute, under the Urbanized Area Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program.  |
| Related Goals                           | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Ensure all communities are provided access to the regional transportation system and planning process.</li> </ul>  |
| Related Policies                        | TR3-001; TR3-002; TR3-006; TR3-008; TR3-010   |
| Implementation                          | Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2050.  |
| Performance Dimensions                  | <ul style="list-style-type: none"> <li>• An adopted regional public transit-human service transportation coordination plan that meets federal and state requirements.</li> <li>• Percent of population, including low-income households, persons with disabilities, older adults, and children with access to transit service to commerce, jobs, healthcare, and other services.</li> <li>• Number of persons engaged in planning and education activities for community access transit.</li> </ul> |
| Cost Estimate                           | Approximately \$5.13 billion  |

| <b>Last-Mile Transit Connections Program</b> |   |
|--|---|
| Reference                                    | TR2-006   |
| Background                                   | This program includes transit services that provide local access and circulation to connect travelers to their destinations, including local bus, circulators, streetcar, and people movers.  |
| Related Goals                                | <ul style="list-style-type: none"> <li>• Improve the availability of transportation options for people and goods.</li> <li>• Ensure all communities are provided access to the regional transportation system and planning process.</li> </ul>  |
| Related Policies                             | TR3-001; TR3-002; TR3-006; TR3-007; TR3-008; TR3-010; TR3-014   |
| Implementation                               | Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2050.  |
| Performance Dimensions                       | <ul style="list-style-type: none"> <li>• Percent of population within one-half mile of last-mile transit service, including low-income households, persons with disabilities, older adults, and children.</li> <li>• Percent of jobs within one-half mile of last-mile transit service.</li> <li>• Hours of transit service provided daily during peak congestion periods.</li> </ul> |
| Cost Estimate                                | Approximately \$23.08 billion   |

# RIGHTSIZING PUBLIC TRANSPORTATION SERVICES

---

The transit service provided in the region varies by location and will change over time to respond to community needs and changing demographics. The information below outlines evaluation criteria for transit services to assist the region and local governments as they consider implementing transit services.

For communities that have no transportation service, defining the goals the community wishes to accomplish by providing transit service is vital. When considering transit service, communities may:

- Set expectations related to serving different demographics.
- Evaluate the impacts of service on vulnerable communities.
- Develop expectations related to economic development.
- Establish targets for quality of life.
- Carefully consider fiscal responsibility in terms of how the community values transit service in relation to other community priorities.

Coordination of transit service leading to a seamless experience for the user also contributes to a successful transit system because the region's economy is intertwined across communities.

The following table includes performance, implementation, and support criteria for evaluating new or expanded transit services.

Performance criteria are typically the first aspects considered during a technical or feasibility analysis, and these criteria include measures of mobility and accessibility improvement, as well as consideration of the cost-effectiveness of transit service. The implementation criteria outlined in the following table focus on the importance of capitalizing on successful transit service and corridors by implementing transit service in stages. Local resource support is also essential to implementation, including criteria such as local and regional policy support, commitments to ongoing planning and evaluation, and financial support. The most successful transit services include strong partnerships that underpin service implementation. Communicating with potential transit providers about the type and amount of service that is of interest will help communities refine what is possible and how much of an investment is needed.

The support criteria outlined in the table are focused on environmental, economic development, land-use plans, and policies that are not often directly considered in association with transit service. However, successful transit service, especially successful high-capacity transit service, relies on multi-faceted support from communities to provide the right conditions on the ground to sustain the positive impact transit service can have on congestion, air quality, job access, public health, inclusive communities, and economic development.

# TRANSIT EVALUATION CRITERIA

|                         | Category  | Criteria   | Who can Provide? |                |                                    |
|-------------------------|---|--|------------------|----------------|------------------------------------|
|                         |   |  | Local Government | Transit Agency | Metropolitan Planning Organization |
| Performance Criteria    | <b>Mobility and Accessibility Improvements</b>  |  |                  |                |                                    |
|                         |   | Annual ridership estimate  |                  | x              | x                                  |
|                         |   | Transit-dependent population in the service area   |                  | x              | x                                  |
|                         |   | Estimate of new transit trips in the service area  |                  | x              | x                                  |
|                         | <b>Cost Effectiveness</b>   |  |                  |                |                                    |
|                         | Estimated capital and operating cost per trip   |  | x                | x              |                                    |
| Implementation Criteria | <b>Other Staged Transit Options</b>   |  |                  |                |                                    |
|                         |   | Existing transit in the service area   |                  | x              | x                                  |
|                         |   | Opportunity to implement transit service to build ridership in future high-capacity transit corridor           |                  | x              | x                                  |
|                         |   | Opportunity to implement service in stages   |                  | x              | x                                  |
|                         |   | Extension/connection to existing transit service   |                  | x              | x                                  |
|                         |   | Connection to existing/future park-and-ride locations  |                  | x              | x                                  |
|                         | <b>Local Resource Support</b>   |  |                  |                |                                    |
|                         |   | Evidence of policy support for transit service in the corridor   | x                | x              | x                                  |
|                         |   | Evidence of support for evaluation and study of transit service in the corridor                                | x                | x              | x                                  |
|                         |   | Evidence of financial commitment to transit service in the corridor  | x                | x              | x                                  |
|                         | Evidence of partnerships in support of transit service in the corridor  | x  | x                | x              |                                    |
| Support Criteria        | <b>Environmental Benefits</b>   |  |                  |                |                                    |
|                         |   | Adopted air quality improvement policies and programs  | x                | x              |                                    |
|                         |   | Adopted bicycle and pedestrian policies and programs   | x                | x              |                                    |
|                         |   | Adopted Americans with Disabilities Act Transition Plan  | x                | x              |                                    |
|                         |   | Evidence of support for employee trip reduction activities in the corridor                                     | x                | x              |                                    |
|                         | <b>Economic Development Effects and Land Use</b>  |  |                  |                |                                    |
|                         |   | Adopted transit-supportive policies  | x                |                |                                    |
|                         |   | Existing transit-oriented development  | x                |                |                                    |
|                         |   | Adopted plans and policies for transit-supportive land use, including transit-oriented development             | x                | x              |                                    |
|                         |   | Adopted economic development plans and policies to support development proximate to transit stations and stops | x                |                |                                    |
|                         | Adopted affordable housing plans and policies with affordability restricted units proximate to transit stations and stops | x  |                  |                |                                    |
|                         | Existing and planned densities are compatible with transit  | x  |                  |                |                                    |

# TRANSIT PROJECTS LISTING

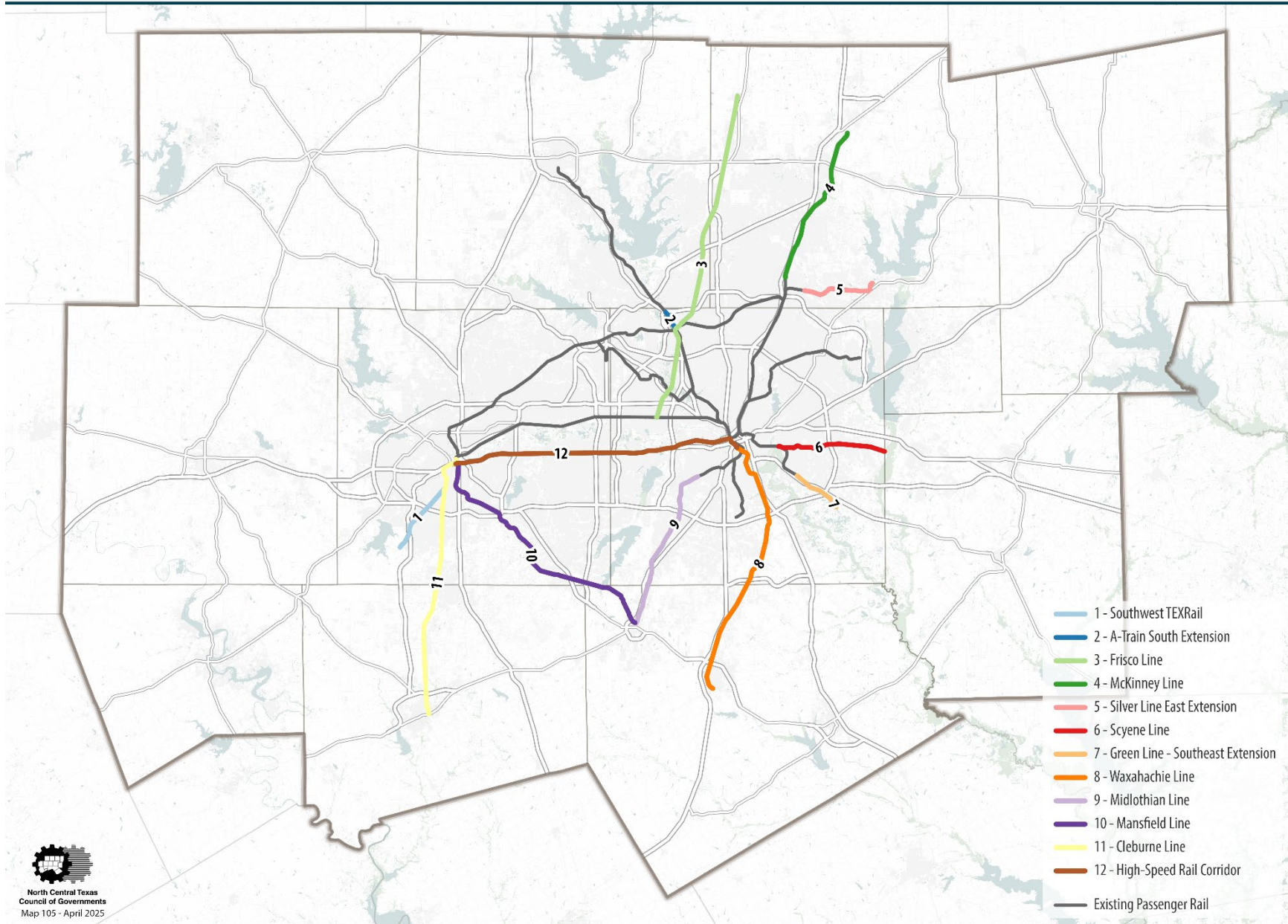
| Corridor ID | MTP ID | Corridor                         | From                                      | To                                       | Estimated Length (miles) | Region    | Agency        | Mode                       | Status            | Conformity Network Year <sup>1</sup> |                |                |      | Recommendation | Project Type      | Capital Cost (\$M) (YOE) |
|-------------|--------|----------------------------------|---|--|--------------------------|-----------|---------------|----------------------------|-------------------|--------------------------------------|----------------|----------------|------|----------------|-------------------|--------------------------|
|             |        |                                  |   |  |                          |           |               |                            |                   | 2026                                 | 2035           | 2040           | 2050 |                |                   |                          |
| 1           | TR1-01 | Southwest TEXRail <sup>3</sup>   | T&P Terminal                              | McPherson                                | 12                       | West      | Trinity Metro | Regional Rail              | Programmed/Future | N                                    | P <sup>1</sup> | P <sup>1</sup> | Y    | Trinity Metro  | New Corridor      | \$1,100                  |
| 2           | TR1-02 | A-train South Extension          | Trinity Mills                             | Belt Line (Carrollton)                   | 2                        | East      | DCTA          | Regional Rail              | Future            | N                                    | Y              | Y              | Y    | DCTA           | Extension of Line | \$125                    |
| 3           | TR1-03 | Frisco Line                      | Downtown Irving/Heritage Crossing Station | City of Celina                           | 37                       | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | Y              | Y    | RRCS/NCTCOG    | New Corridor      | \$2,909                  |
| 4           | TR1-04 | McKinney Line                    | Parker Road Station (Plano)               | McKinney North                           | 18                       | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | Y              | Y    | RRCS           | New Corridor      | \$1,817                  |
| 5           | TR1-05 | Silver Line East Extension       | Shiloh                                    | Wylie                                    | 9                        | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | NCTCOG         | New Corridor      | \$908                    |
| 6           | TR1-06 | Scyene Line                      | Lawnview                                  | Lawson Road                              | 12                       | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | NCTCOG         | New Corridor      | \$1,211                  |
| 7           | TR1-07 | Green Line - Southeast Extension | Buckner Blvd.                             | South Belt Line Road                     | 6                        | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | NCTCOG         | Extension of Line | \$606                    |
| 8           | TR1-08 | Waxahachie Line                  | Downtown Dallas                           | City of Waxahachie                       | 31                       | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | RRCS           | New Corridor      | \$2,827                  |
| 9           | TR1-09 | Midlothian Line                  | Westmoreland                              | Midlothian Central                       | 18                       | East      | East-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | RRCS           | New Corridor      | \$1,817                  |
| 10          | TR1-10 | Mansfield Line                   | Midlothian                                | Fort Worth Central Station               | 30                       | West      | West-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | NCTCOG         | New Corridor      | \$2,736                  |
| 11          | TR1-11 | Cleburne Line <sup>4</sup>       | Fort Worth Central Station                | Cleburne Intermodal Transportation Depot | 30                       | West      | West-Other    | Regional Rail <sup>2</sup> | Future            | N                                    | N              | N              | Y    | NCTCOG         | New Corridor      | \$2,371                  |
| 12          | TR1-12 | High-Speed Rail Corridor         | Downtown Fort Worth                       | Downtown Dallas                          | 31                       | West/East | Other         | High-Speed Transportation  | Future            | N                                    | N              | Y              | Y    | NCTCOG / FRA   | New Corridor      | \$8,000                  |

<sup>1</sup>“Y” stands for “included,” “P” stands for “Partially Included,” and “N” stands for “Not Included” in conformity network year.

<sup>2</sup>The mode of these corridors is still to be fully determined by pending feasibility and conceptual design studies. They are currently budgeted as Regional Rail but may be updated following recommendations from those future planning efforts.

<sup>3</sup>Extension expected to be partially complete by 2035, with opening of section from Fort Worth T&P to Medical District.

<sup>4</sup>Further study required for northern terminus of Cleburne operation as it is projected to share track and stations with TEXRail between Fort Worth Central and Berry/TCU Stations; capital cost reflected for Cleburne line assumes TEXRail project covers improvements needed on shared track sections.



North Central Texas  
Council of Governments  
Map 105 - April 2025

# UPDATE ON TRANSIT IMPLEMENTATION IN THE COTTON BELT CORRIDOR

---

With the adoption of a previous long-range transportation plan, Mobility 2040, the Regional Transportation Council (RTC) adopted a policy position for transit service in the Cotton Belt corridor. RTC Policy P16-01, adopted in 2016 and included on the next page, recommended rail service along the entire Cotton Belt corridor. The western part of the corridor, between Fort Worth and Dallas Fort Worth International Airport is known as TEXRail and began operations in early 2019. The policy emphasized expedited rail service in the eastern part of the corridor from Dallas Fort Worth International Airport to Plano. Since Mobility 2040 was adopted, Dallas Area Rapid Transit has made significant progress in advancing rail service in this corridor, also known as the Silver Line, which is currently under construction with anticipated completion in late 2025. This policy serves as the RTC's direction and preference to create a one-seat ride opportunity between the TexRail and Silver Line corridors.

## RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)

### *Background*

A previous Metropolitan Transportation Plan adopted by the RTC, Mobility 2035, proposed regional rail service in the Cotton Belt corridor from southwest Fort Worth to Plano. Since then, Trinity Metro constructed TEXrail service from downtown Fort Worth to the A/B station at the Dallas Fort Worth International Airport. In addition, Trinity Metro, in agreement with Dallas Area Rapid Transit, ordered

rail vehicles to operate in the eastern portion of the corridor (east of Dallas Fort Worth International Airport). Mobility 2035 called for a seamless connection of transit service between the two transportation authorities. Dallas Area Rapid Transit approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

### *Policy Direction/Context*

The RTC requests in this policy that Dallas Area Rapid Transit explore possibilities in expediting rail service in the eastern side of the corridor. Dallas Area Rapid Transit may wish to consider public and public-private partnerships to advance rail service in a timeframe that closer matches the investment in the western side of the corridor. The RTC stands ready to assist Dallas Area Rapid Transit in any areas that may accomplish this objective. The reason for both a seamless rail connection and an expedited delivery is related to three factors:

1. The movement of a greater share of travel in the region by rail transportation aiding in reliability, safety, and air quality.
2. The significant demand between the two sub-regions that wish to travel between Tarrant and Dallas counties. A seamless connection that includes interlining rail service between the sub-systems without forcing a transfer will maximize transit benefits. Expediting service will aid in the meeting of this regional need. In addition to cross-regional transit movements is the desire to go to and from Dallas Fort Worth International Airport and to transfer between the Cotton Belt and the Orange Line at the A/B Station.
3. Investment in the rail component of the Regional Transportation System is essential and needs special focus to offset the magnitude and innovation of roadway investments within the region. Greater and special attention to innovative rail funding and financing is critical to deliver the appropriate balance of transportation investments to a region of 10.7 million person by 2040.

If rail service cannot be expedited, some form of Dallas Area Rapid Transit selected premium transit service should be implemented to accomplish these policy objectives. Although a rail to bus transfer will reduce the demand for service between the regions (eliminating a one-seat ride) some attention to near-term transit investment remains critical. Rail is preferred but some connection by premium bus transit is better than no service.

### *Definitions*

**Regional Rail:** Rail service provided by commuter rail-type vehicles. In the Cotton Belt corridor, these vehicles will be identical or similar to the FLIRT vehicles purchased by the Fort Worth Transportation Authority.

**Seamless Connection:** In this policy, seamless connection refers to the coordination of service between the Fort Worth Transportation Authority and Dallas Area Rapid Transit. This policy anticipates the same technology between the two sub-regions; therefore, rail vehicles will need to have continuous interline scheduling between the areas, resulting in no transfers for passengers. This is often referred to as a “one seat” ride. If rail service is delayed and premium transit service is implemented, sensitivity to the customer resulting in efficient transfers will need to be addressed.

**Premium Transit Service:** This level-of-service is referred to in Mobility 2040 as high-intensity bus. This service could include such transit attributes as guaranteed travel times, additional passenger amenities, and increased technology.

### *Mobility 2040 Recommendation*

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2035. Rail service may be possible before this timeframe. If rail service

cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

### *“Ten Year Plan” (Consistency with HB 20)*

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2027. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

### *Quarterly Monitoring/Expedited Service*

Dallas Area Rapid Transit and RTC staff will present quarterly updates on the status of expediting rail service in the eastern corridor. If rail service cannot be expedited within four years, efforts will transition to premium transit service.

### *Expediting Bus Transit Improvements*

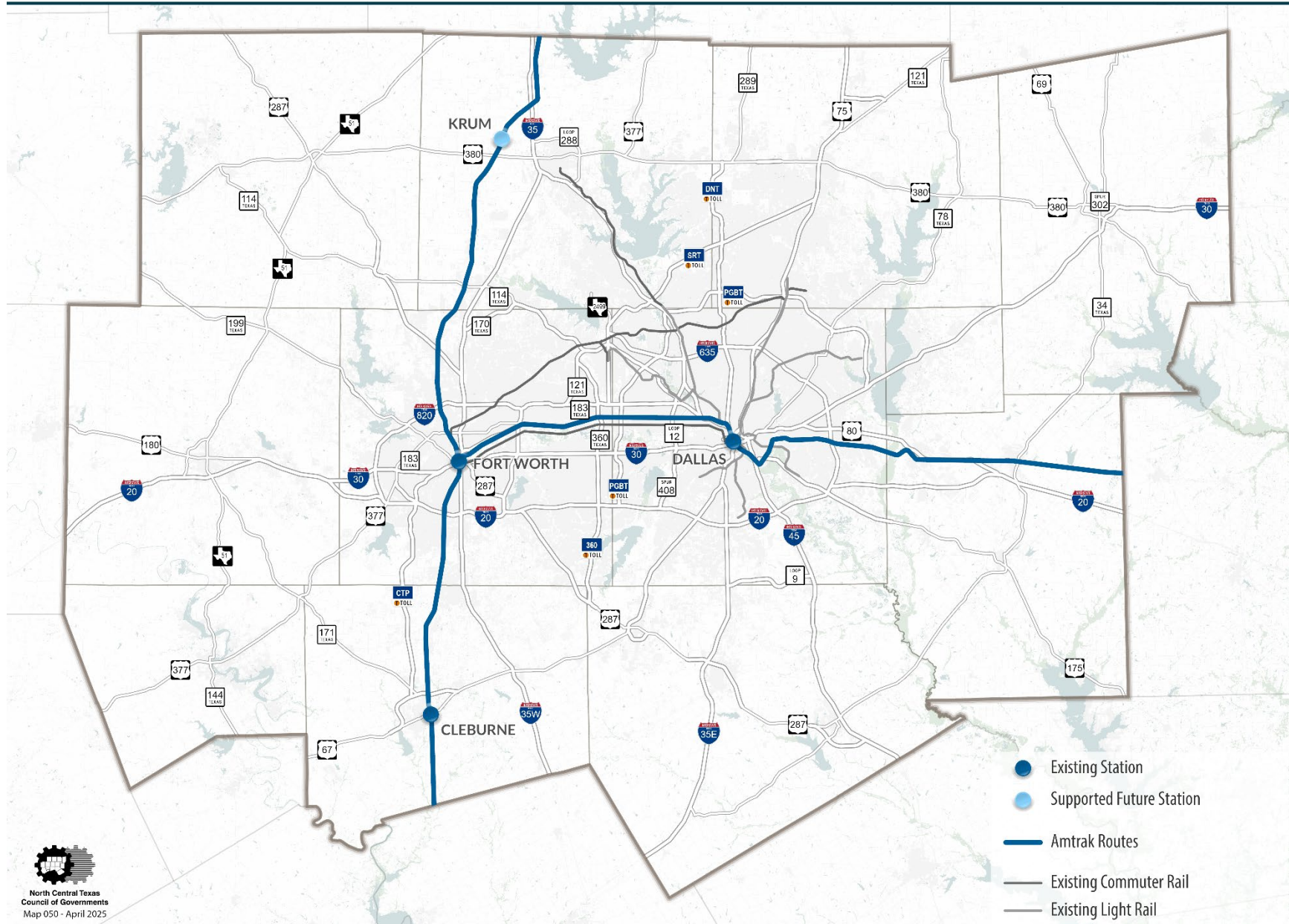
If premium bus transit service in the form of bus rapid transit is advanced, Dallas Area Rapid Transit will provide additional information on the following questions.

- How will bus rapid transit access Dallas Fort Worth International Airport?
- Where will bus rapid transit meet the western side regional rail line?
- How will Dallas Area Rapid Transit and the Fort Worth Transportation Authority minimize the impact of passenger transfers?
- How will bus rapid transit be built in the Cotton Belt corridor that has active freight service?

- Will bus rapid transit cross conflicting north/south thoroughfare streets at-grade? If so, what traffic controls will be used?
- How will bus rapid transit be built in the Cotton Belt corridor that has no freight service?
- Will bus rapid transit cross conflicting north/south thoroughfares at-grade in this section? If so, what traffic controls will be used?

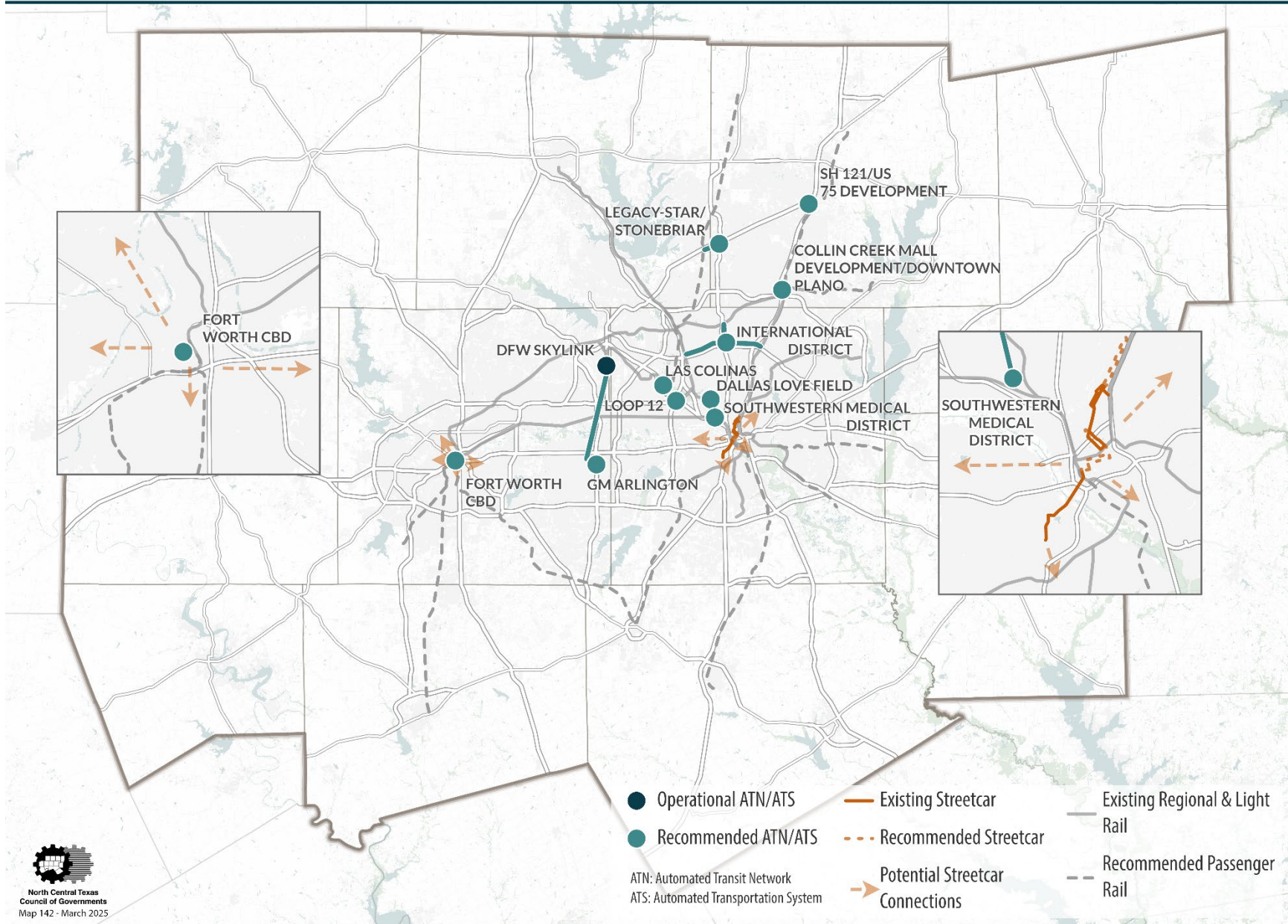
- If there are going to be arterial grade separations, would those structures be built for bus transit or regional rail?
- Would Dallas Area Rapid Transit place all of the bus transit within the Cotton Belt right-of-way, or other parallel facilities?

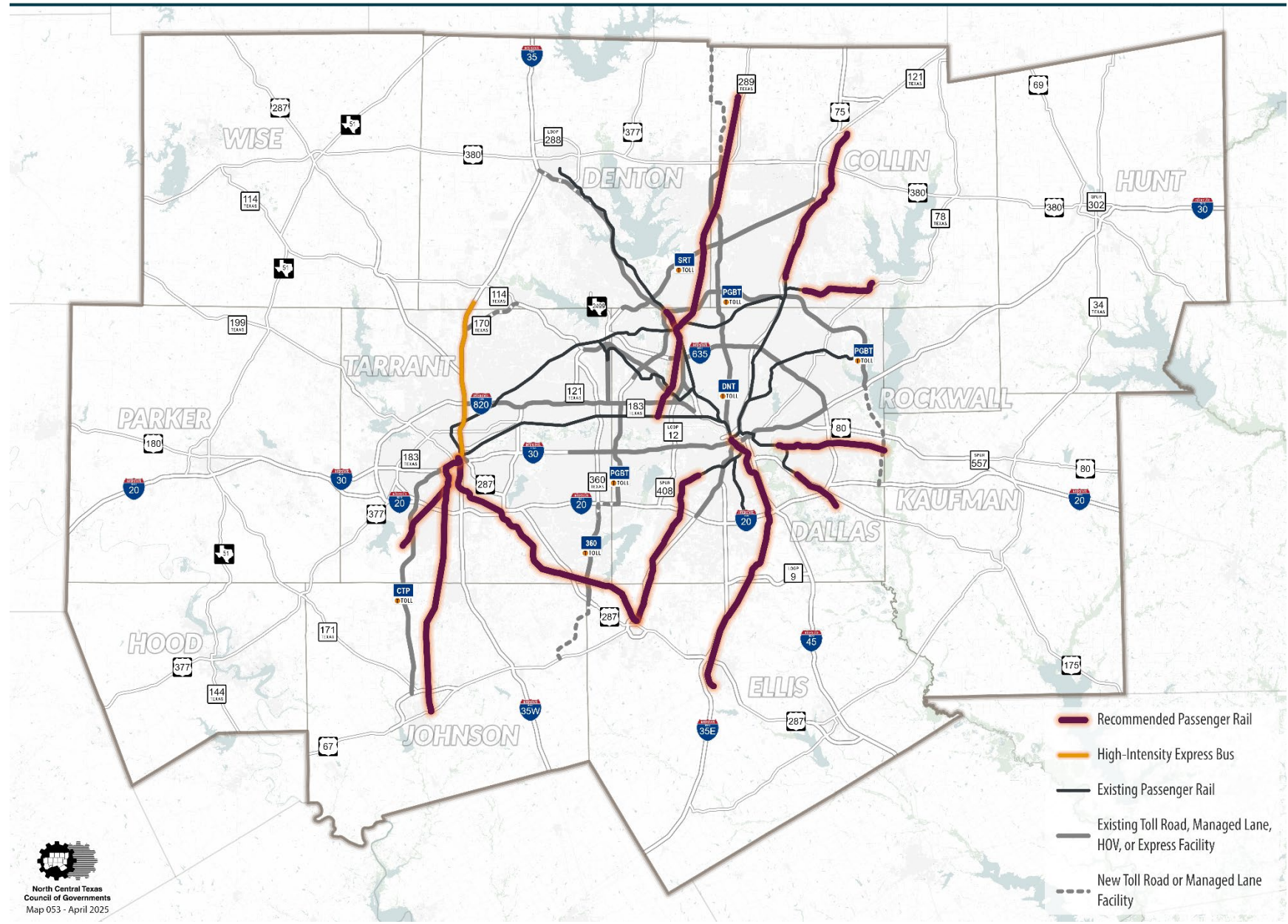




North Central Texas  
Council of Governments  
Map 050 - April 2025

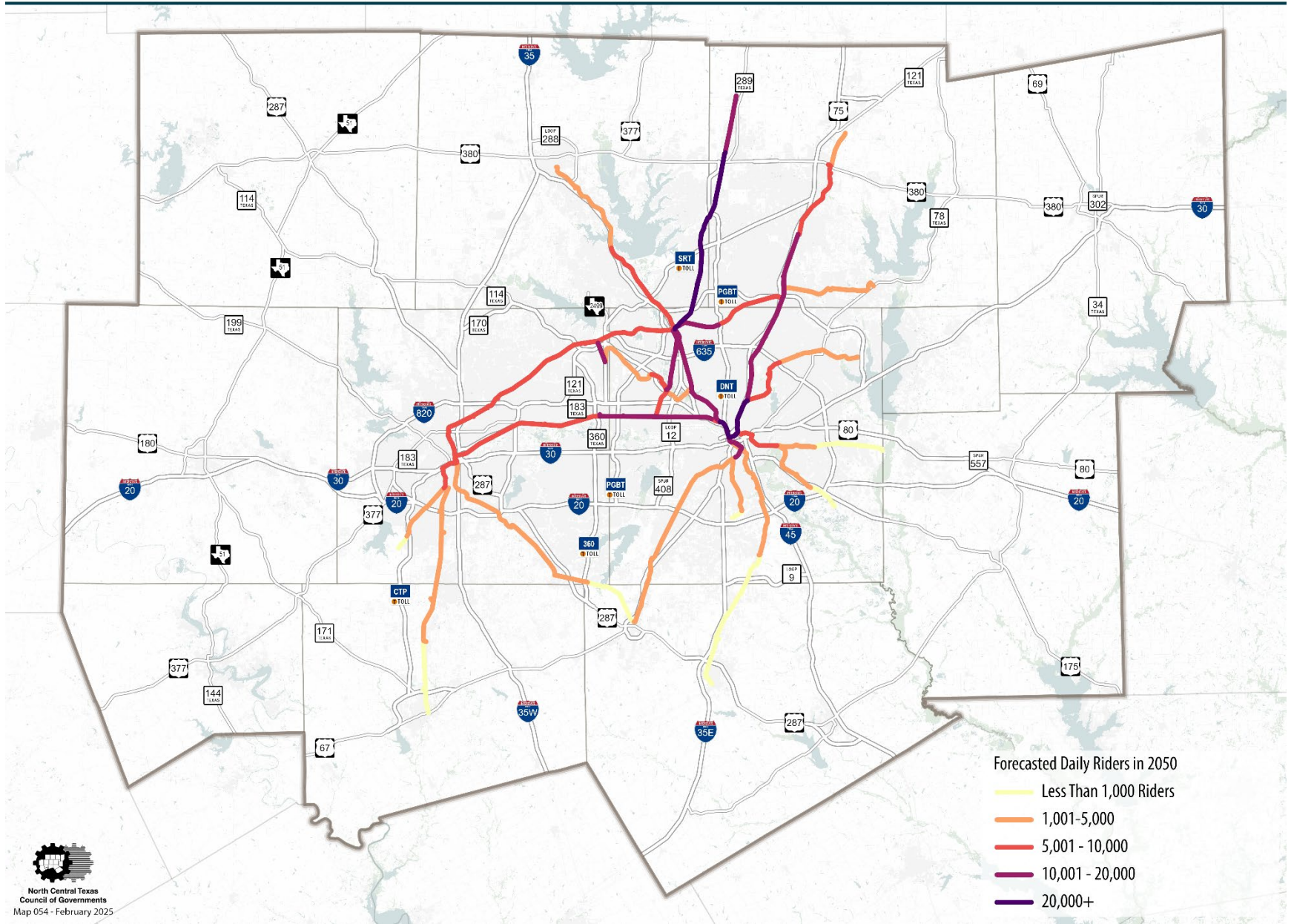


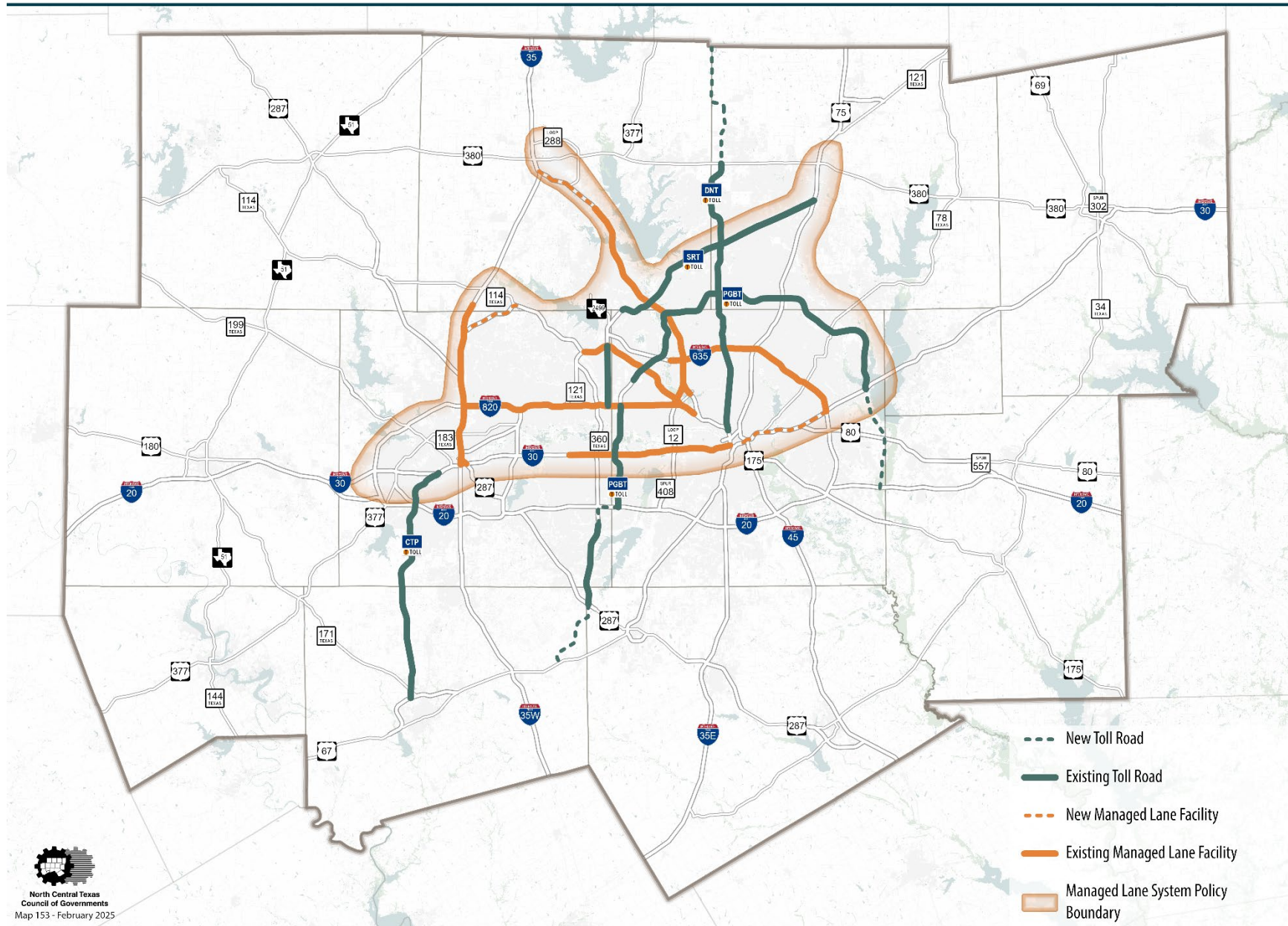


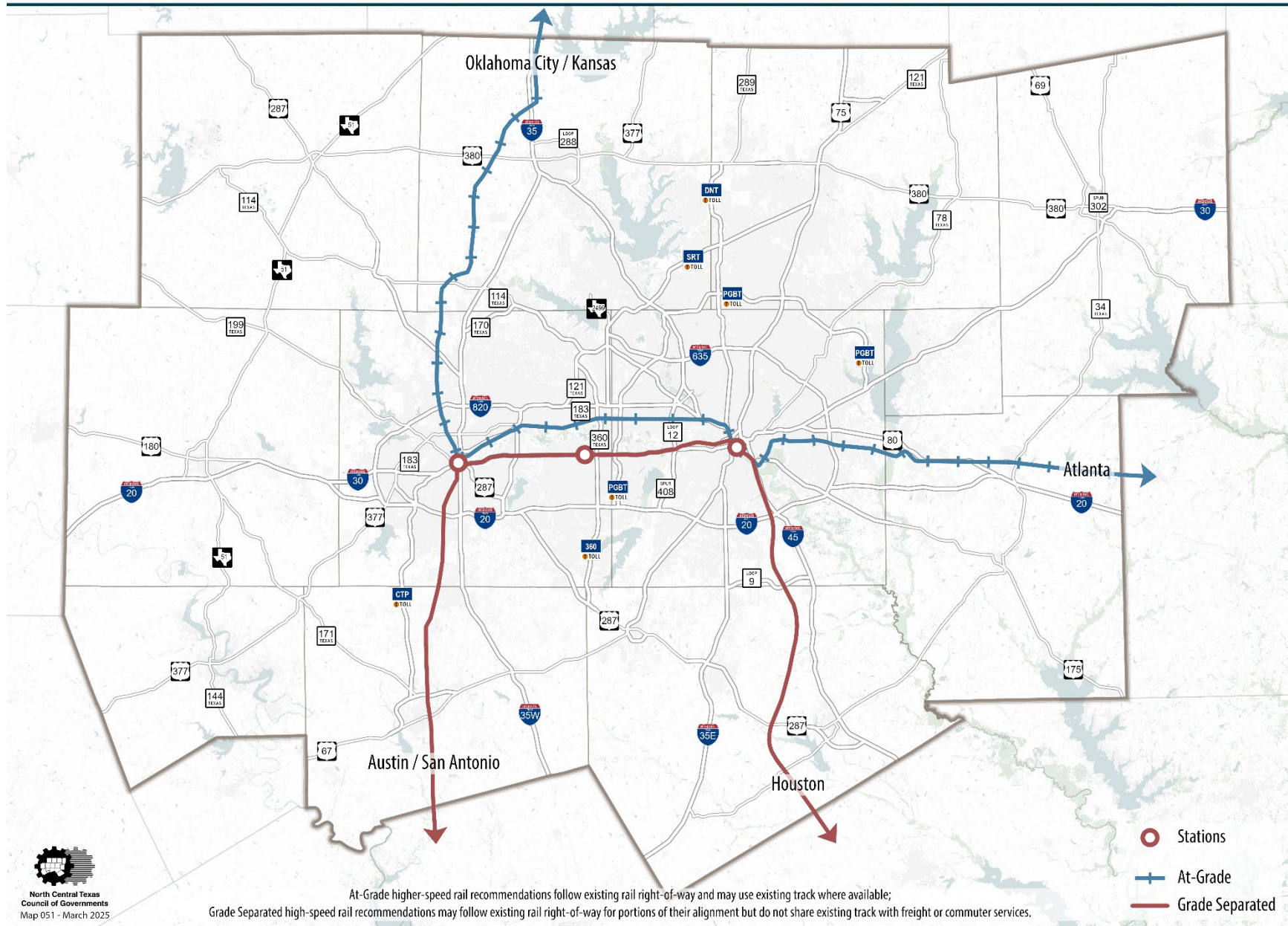


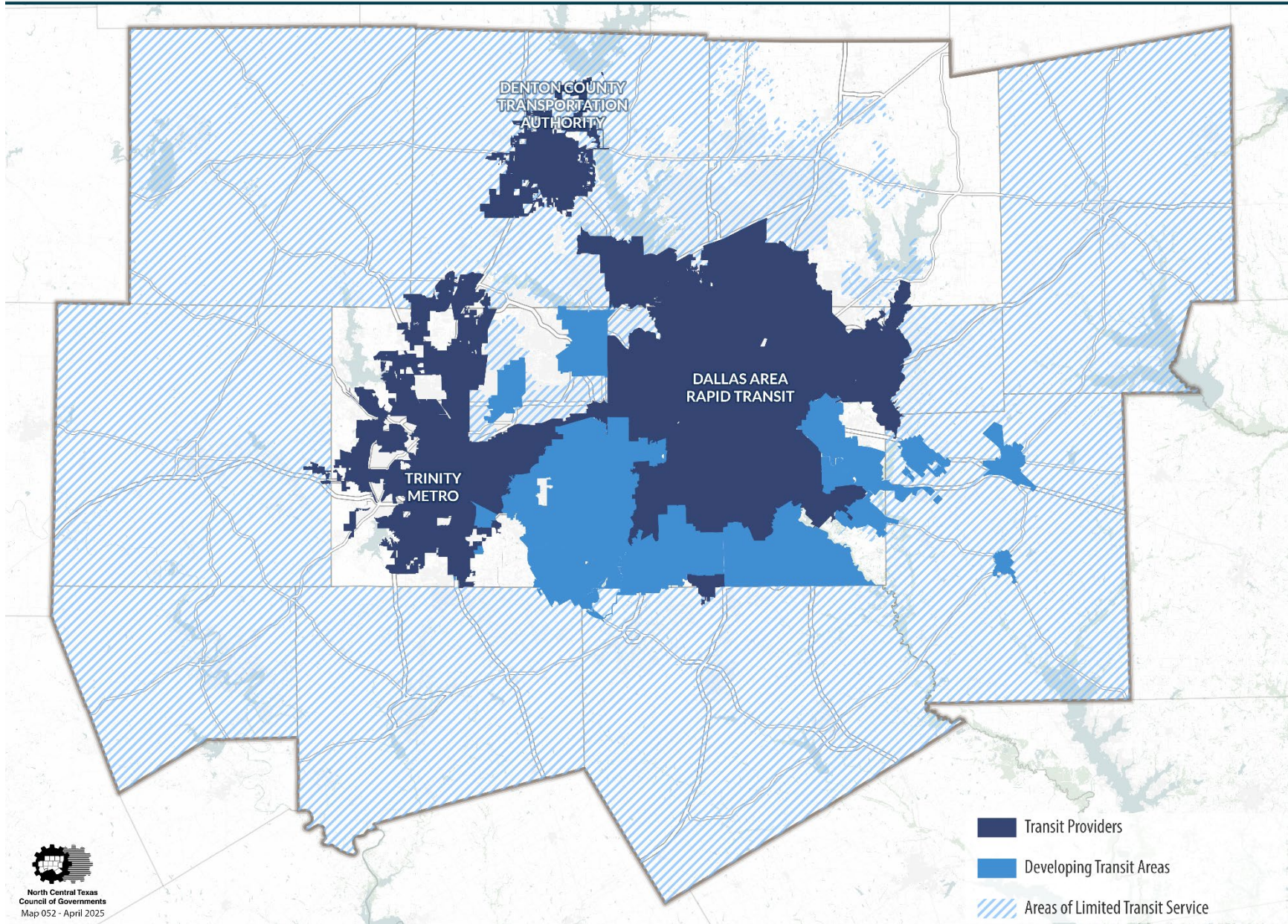
North Central Texas  
Council of Governments  
Map 053 - April 2025

# Ridership on Recommended Rail Transit Corridors

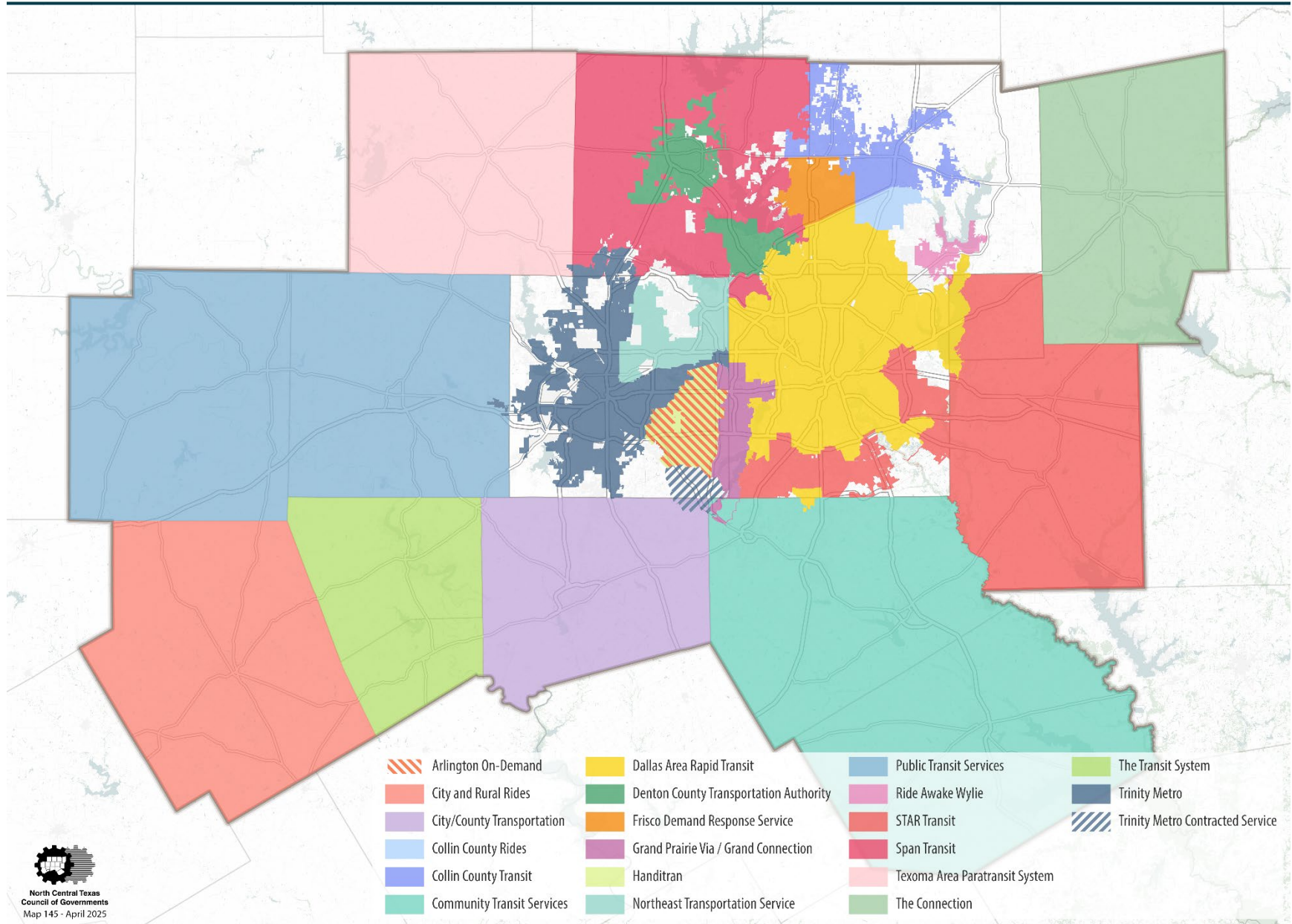








# Public Transportation Provider Service Areas



*This Page Intentionally Left Blank*

# E-5. ROADWAY

## POLICIES

| MTP Reference # | Roadway   |
|-----------------|---|
| RD3-001         | The Regional Transportation Council does not support converting existing free non-high-occupancy vehicle/managed lane corridors to tollways.  |
| RD3-002         | Evaluate all new limited-access capacity for priced facility potential.   |
| RD3-003         | To maximize the use of available funds, where reasonable, priced facilities should be developed with no or minimal federal and state funding assistance.  |
| RD3-004         | Plan and program non-regionally significant arterial improvements cooperatively with local governments.   |
| RD3-005         | Management strategies consistent with the Regional Congestion Management Process, congestion management plans for regional tollway operators, and federal single-occupancy vehicle justification requirements, unless precluded by existing bond covenants, should be implemented when an existing freeway, tollway, or managed lane adds capacity. Future bond covenants should accommodate a full range of management strategies. |
| RD3-006         | Systemwide high-occupancy vehicle occupancy will be consistent with the latest Regional Transportation Council policy.  |
| RD3-007         | Additional and improved interchanges, collector-distributor roads, frontage roads, and auxiliary lanes should be considered and implemented as appropriate on all freeway/tollway facilities in order to accommodate a balance between mobility, access, operational, and safety needs.   |
| RD3-008         | Encourage the early preservation of right-of-way in recommended roadway corridors.  |
| RD3-009         | Encourage the preservation of right-of-way in all freeway/tollway corridors to accommodate potential future transportation needs.   |
| RD3-010         | Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process.   |
| RD3-011         | Support advanced planning activities such as thoroughfare planning and subarea studies to aid in strategic decision-making regarding Metropolitan Transportation Plan and project development.  |
| RD3-012         | Corridor and environmental studies should be conducted with consideration for the region's air quality and financial constraints.   |
| RD3-013         | Support federal and state interregional corridor initiatives as appropriate.  |
| RD3-014         | Evaluate and implement all reasonable options such as Asset Optimization to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and right-of-way.  |
| RD3-015         | Support the asset management objectives in the Texas Department of Transportation's Statewide Long-Range Transportation Plan to maintain and preserve multimodal facilities using cost-beneficial treatments and to achieve a state of good repair for pavement, bridge, and transit assets.  |
| RD3-016         | Use multimodal level-of-service analysis as part of the roadway planning and design process to evaluate the level-of-service for each mode, to holistically balance the level-of-service needs of automobile drivers, transit riders, bicycle riders, and pedestrians, with priority given to the safety and comfort of the most vulnerable road users.   |

# PROGRAMS

| Non-Regionally Significant Arterial Program |  |
|---|--|
| Reference                                   | RD2-001  |
| Background                                  | Mobility 2050 identifies funding for arterial improvements to be committed to the Non-Regionally Significant Arterial Program as reflected in the financial component of the plan. The timing for construction and identification of specific funding sources for each facility is on a quarterly basis in conjunction with development of the Transportation Improvement Program project programming process.   |
| Policy Position                             | <ul style="list-style-type: none"> <li>• Non-regionally significant arterials are to be funded with local, state, and federal funds.</li> <li>• Program allows for the planning, engineering, right-of-way acquisition, and construction of non-regionally significant arterials.</li> <li>• Exempt from Air Quality Conformity Determination process.</li> </ul>  |
| Implementation                              | <p>Non-regionally significant arterials will be amended to the Metropolitan Transportation Plan in conjunction with Regional Transportation Council approval of the quarterly Transportation Improvement Program modification cycle and through Mobility Plan development and revisions:</p> <ul style="list-style-type: none"> <li>• Identification of specific funding sources</li> <li>• Public involvement and Policy Board approval</li> <li>• Inclusion in Metropolitan Transportation Plan modeling network (when appropriate) and Metropolitan Transportation Plan document</li> <li>• Projects that increase capacity will be specifically listed in the Non-Regionally Significant table listings</li> </ul> |
| Performance Dimensions                      | Non-regionally significant arterials must demonstrate level-of-service warrants based on a single-occupancy vehicle analysis before federal funds can be applied.  |
| Cost Estimate                               | Approximately \$15 billion   |

| Asset Optimization Program |   |
|----------------------------|---|
| Reference                  | RD2-002   |
| Background                 | Projects identified as Asset Optimization are those where corridor deficiencies and performance gaps can be addressed using lower-cost operational and bottleneck-based capacity strategies that are quicker to implement than higher-cost general capacity expansion projects. These strategies may include, but are not limited to, transportation system management techniques, access ramp and interchange reconfiguration; frontage roads; auxiliary lanes, collector-distributor lanes, bridge rehabilitation/replacement, freeway caps or lids, and projects to increase the durability and adaptability of corridor foundational infrastructure (including retaining walls, drainage, etc.) to changes in environmental conditions. |
| Related Goals              | <ul style="list-style-type: none"> <li>• Support Travel Efficiency Strategies</li> <li>• Provide Timely Planning and Implementation</li> <li>• Develop Cost-Effective Projects and Programs</li> </ul>  |
| Related Policies           | RD3-007; RD3-010; RD3-014; RD3-015  |
| Implementation             | Asset Optimization projects will be identified through pilot studies, asset lifecycle performance analyses, bottleneck removal proposals, reconnecting community opportunities, and value engineering efforts in partnership with the Texas Department of Transportation, other transportation providers, local governments, and local stakeholders. The timing for construction and identification of other funding sources for each project will be identified in conjunction with updates to the Metropolitan Transportation Plan and modifications to the Transportation Improvement Program.   |
| Performance Measures       | The performance of this program will be evaluated based on upgrading asset conditions, reducing congestion, improving traffic flow, and enhancing quality of life as measured by average vehicle speed, vehicle hours spent in delay, travel time, peak hour level-of-service, infrastructure condition and life-cycle benefit/cost values, and related indicators.   |
| Cost Estimate              | Approximately \$7.38 billion (categorized as capacity expansion and maintenance expenditures)   |

## Business Terms for TxDOT-Sponsored Toll Roads on State Highways:

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
2. The toll rate will be set up to 75 cents per mile during the fixed schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval.
3. Toll rates will be updated at least monthly during the fixed-schedule phase.
4. Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single- and two-occupant vehicles will pay the full rate.
7. Trucks will be allowed and will pay a higher rate.
8. High-occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High-occupancy vehicles with three or more occupants will receive a 50 percent discount during the peak period (six hours per weekday: 6:30 AM to 9:00 AM and 3:00 PM to 6:30 PM). This discount will phase out after the air quality attainment maintenance period. Eligible HOVs must pre-register as part of the HOV pre-declaration process. Regional Transportation Council sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount. Managed lane occupancy requirements of 3+ may begin on or before June 1, 2016, resulting in the initial implementation of the existing HOV 2+ policy. HOV 3+ will be implemented when necessary due to operational constraints.
10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 mph. Rebates will not apply if speed reduction is out of the control of the operator. This policy is suspended at this time. This policy could be phased in on or before June 1, 2018 after implementation of dynamic pricing. Quarterly reports regarding operator responsibility and customer communication needs will be presented to the Regional Transportation Council previous to implementation.
12. Motorcycles qualify as high-occupancy vehicles.
13. No discounts will be given for “green” vehicles.
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same regional policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.
17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. In Comprehensive Development Agreement leased corridors, the duration of the Comprehensive Development Agreement should maximize potential revenue.
19. Tolls will remain on the managed lanes after the Comprehensive Development Agreement duration.
20. Initially, managed lanes will be enforced manually with technology support. Over time, more advanced technology verification equipment will be phased in.

## **Regional Transportation Council Tolled Managed Lane Policy:**

1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instrumented with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods can be considered if seamless operation cannot be achieved in a timely fashion.
2. The toll rate will be set, similar to the managed lane rate, up to 75 cents per mile. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval. It is anticipated the actual toll rate will be lower than this.
3. Express lanes/HOV lanes will be enforced manually. Enhanced technology will be utilized when available and can be retrofitted in each corridor.
4. Transit vehicles will not be charged a toll.
5. Single occupant vehicles will pay the full rate.
6. Trucks will not be permitted due to inadequate design standards.
7. Motorcycles qualify as high occupancy vehicles and will not be charged a toll.
8. No discount will be given to “green” vehicles.
9. High-occupancy vehicles with two or more occupants and vanpools will be free at all times.
10. When the available capacity of the express/HOV lane is full from HOV2+ users, additional options based on select data points may be considered as to future occupancy requirements.
11. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
12. Rebates will not apply to express/HOV lanes since dynamic pricing will not be implemented.
13. Every express lane/HOV lane corridor will operate under the same regional policy.
14. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.

## Express Lane/HOV Lanes Policy:

1. Maximum weekday peak period toll rate in 2010 was 17 cents per mile. The weekday peak period is currently defined as 6:30 AM to 9:00 AM and 3:00 PM to 6:30 PM. The Regional Transportation Council would need to approve any changes to this definition.
2. The maximum off-peak toll rate was 12.5 cents per mile in 2010. The off-peak period is defined as the period outside of the weekday peak period.
3. These peak and off-peak rates will average approximately 14.5 cents per mile.
4. Transit vehicles are exempt from toll charges.
5. Toll rates will be adjusted sooner and later in time using the “all items” Consumer Price Index and “average household income.” For Consumer Price Index values of 3 percent and under, the Index will be used and calculated applying annual compounded rates. For values over 3 percent, the “average household income” growth rate will be used. Toll rates will be adjusted every two years. If the Consumer Price Index or the “average household income” growth rates are negative for a two-year period, the growth rate will be set at zero and no adjustments to toll rates will be permitted.
6. Widening of SH 121 and SH 161 will need to meet the adopted mobility plan lane specifications and managed lane policies.
7. Excess revenue will be paid 75 percent up front and 25 percent over time.
8. The Texas Department of Transportation has requested that local governments participate in and monitor the Comprehensive Development Agreement procurement process. The Regional Transportation Council requests that local governments assign representatives to this procurement process.
9. The Regional Transportation Council requests that the Texas Transportation Commission reiterate that Comprehensive Development Agreement projects will not contain a “no compete” clause. This will permit additional mobility improvements over time without conflict with this agreement.
10. Duration of a Comprehensive Development Agreement should be less than 51 years.
11. Tolls will remain on projects after Comprehensive Development Agreement duration.
12. Competitive proposals from the private and public sector will be evaluated against the same objective evaluation criteria to be determined by the Regional Transportation Council.
13. The peak and off-peak toll rates will be set at 14.5 cents per mile for an initial interim period. The North Central Texas Council of Governments will conduct a pilot “before” and “after” study in a corridor within the region with the approved “time-of-day” pricing schedule. Results will be presented to the Regional Transportation Council before regionwide implementation of time-of-day pricing. The pilot study and subsequent action will be completed by 2012.

# FORECASTED SYSTEM PERFORMANCE

The North Central Texas Council of Governments (NCTCOG) models travel demand to forecast regional congestion considering both planned projects and forecasted demographic changes using the Transportation Analysis and Forecasting Tool (TAFT). In 2026, travel in the region is estimated to take approximately 41 percent longer in the congested conditions that occur during peak travel times than in uncongested conditions. Forecasts indicate that by 2050, trips in congested conditions will take nearly 56 percent longer to complete than in uncongested conditions, assuming Mobility 2050 recommendations are implemented. This indicates the transportation system’s performance will decline even if the plan’s recommendations are implemented. However, if no improvements are made by 2050, the average trip would take 97 percent longer to complete in congested conditions than in uncongested conditions.

**Table E-1** briefly summarizes the performance of the regional transportation system. Additional details on the system’s performance for each of the 12 counties in the Metropolitan Planning Area are found in the **Regional Performance** appendix.

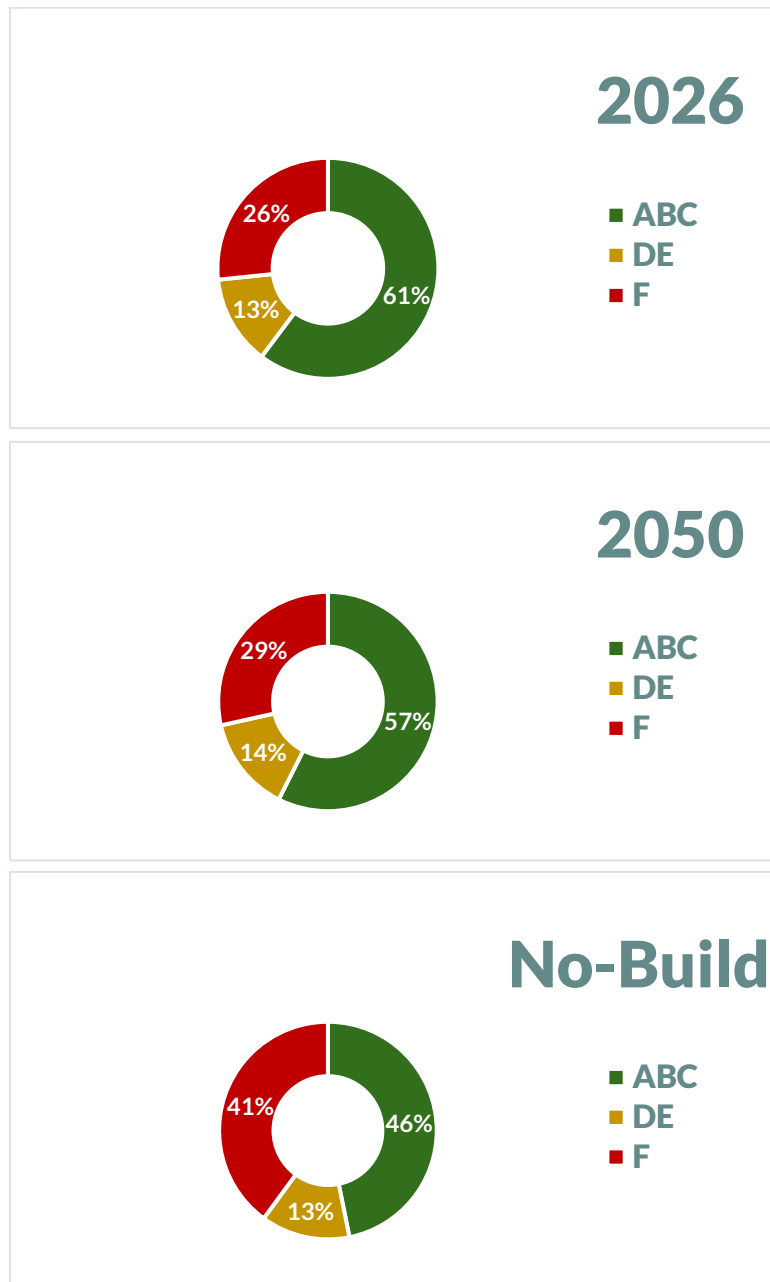
Table E-1: Regional System Performance

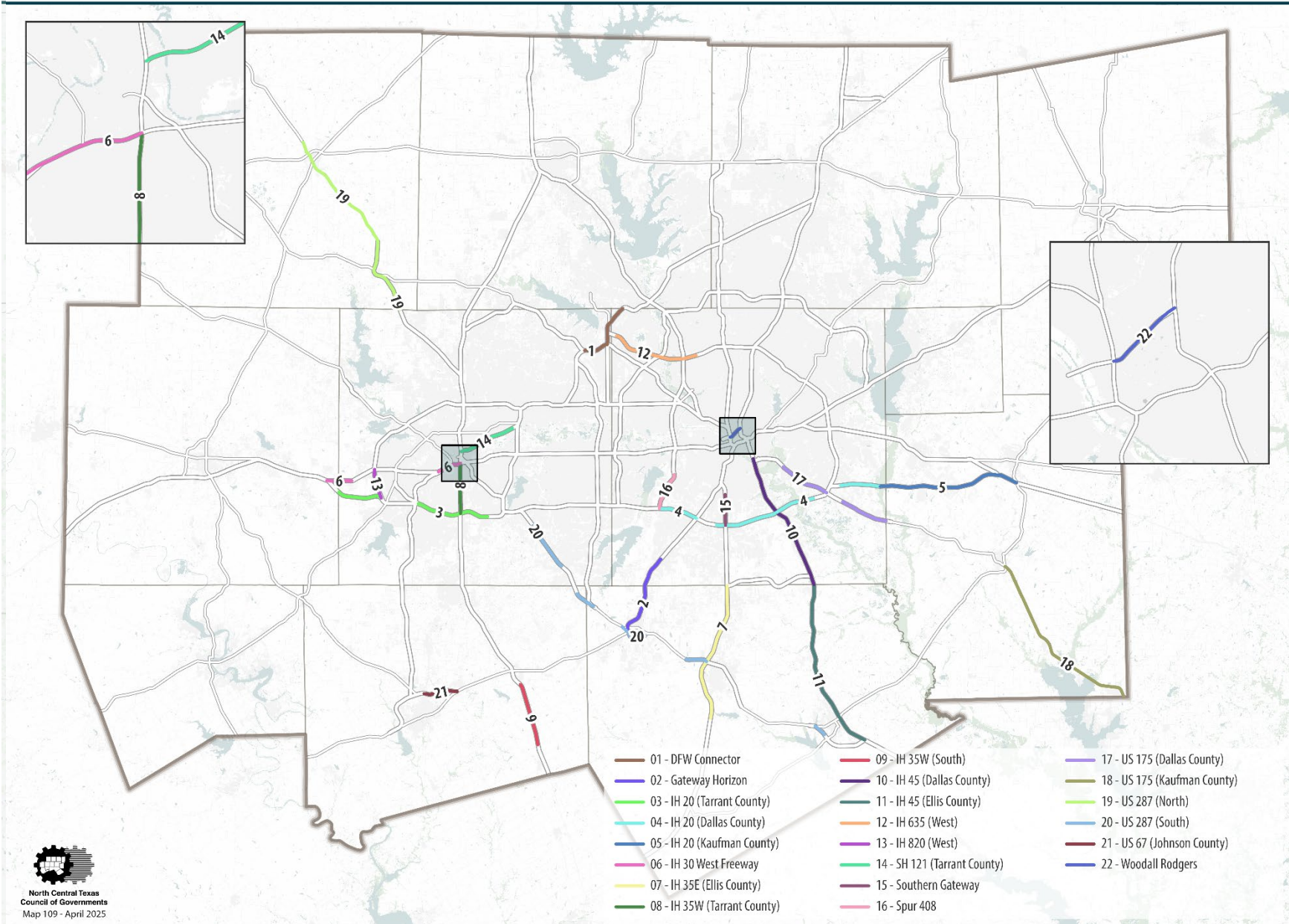
| Regional System Performance                       | 2026          | 2050          | No-Build      |
|---|---------------|---------------|---------------|
| Population (In millions)                          | 8.6           | 12.3          | 12.3          |
| Employment (In millions)                          | 6.0           | 8.7           | 8.7           |
| Vehicle Miles of Travel (Daily, in millions)      | 238.1         | 377.2         | 358.1         |
| Hourly Capacity (Miles, in millions)              | 45.4          | 56.2          | 45.2          |
| Vehicle Hours Spent in Delay (Daily, in millions) | 2.1           | 4.4           | 7.5           |
| Increase in Travel Time Due to Congestion         | 41%           | 56%           | 97%           |
| <b>Annual Cost of Congestion (Billions)</b>       | <b>\$17.3</b> | <b>\$36.4</b> | <b>\$61.5</b> |

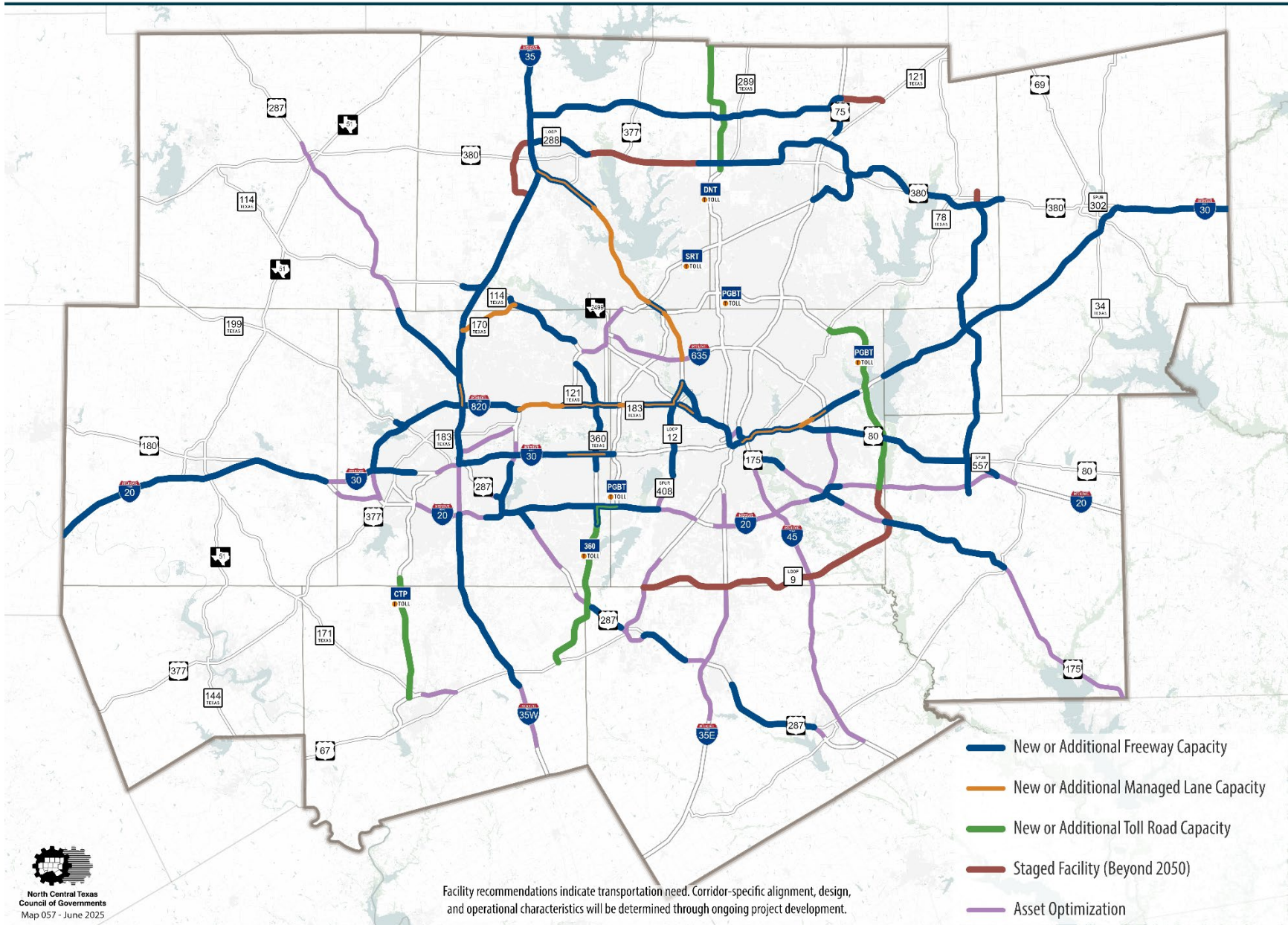
In addition to regional performance measures, the Travel Demand Model generates congestion indicators for individual roadway facilities. These indicators include, but are not limited to, level-of-service (LOS). An LOS analysis measures the operational performance of a roadway during the most congested times of the day.

**Figure E-1** illustrates the percentage of lane miles with LOS conditions categorized as ABC (free flowing), DE (slower speeds/difficulty changing lanes), and F (gridlock) for year 2026, 2050, and No-Build scenarios. The charts show that LOS conditions of ABC will decrease, and LOS conditions of F will increase, while conditions of DE will remain relatively constant. An additional LOS analysis will be performed on each of the region’s major roadway corridors; the results will be provided on the NCTCOG website. For consideration of forecasted system performance related to nondiscrimination and air quality, see the **Social Considerations** and **Environmental Considerations** chapters.

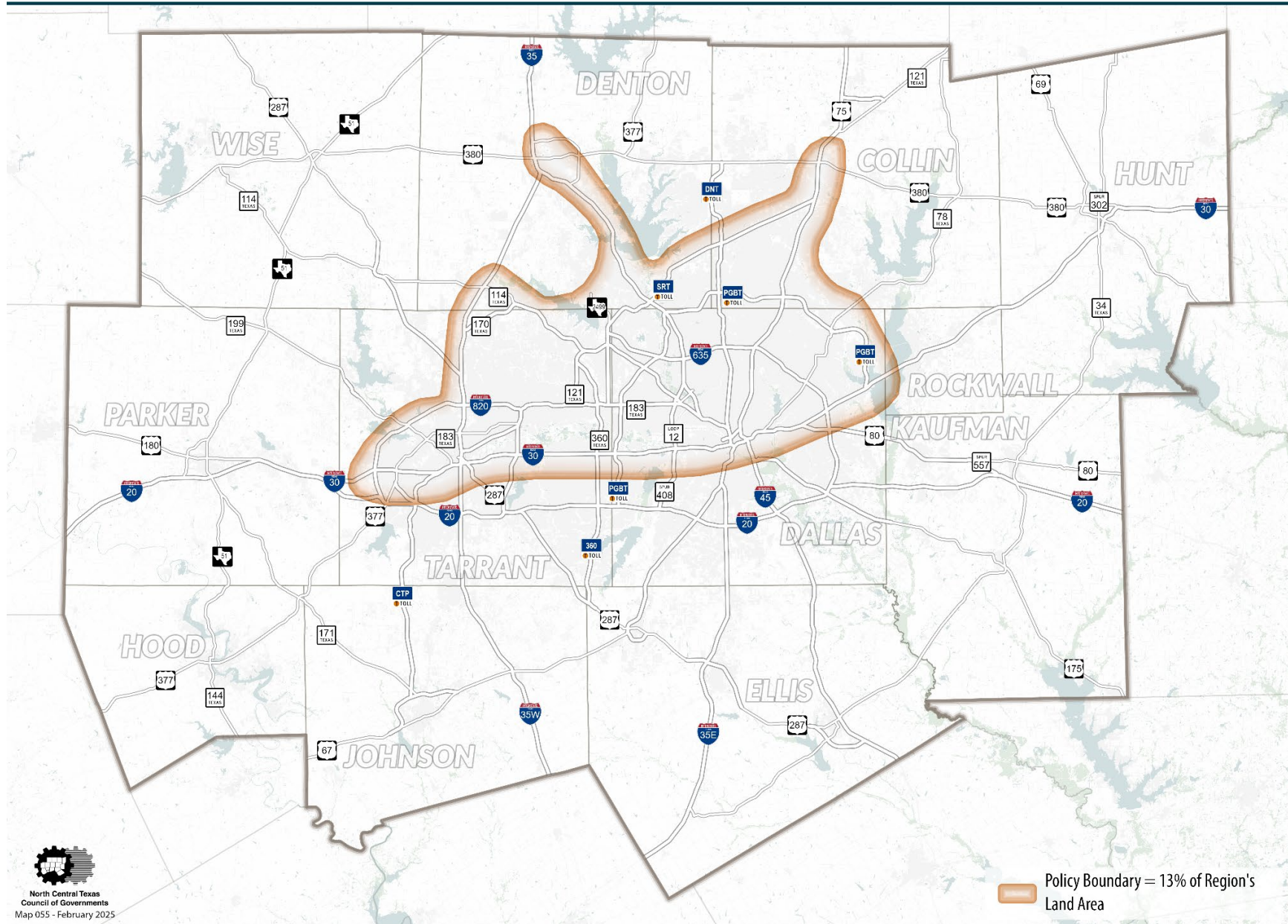
Figure E-1: Level of Service Analysis

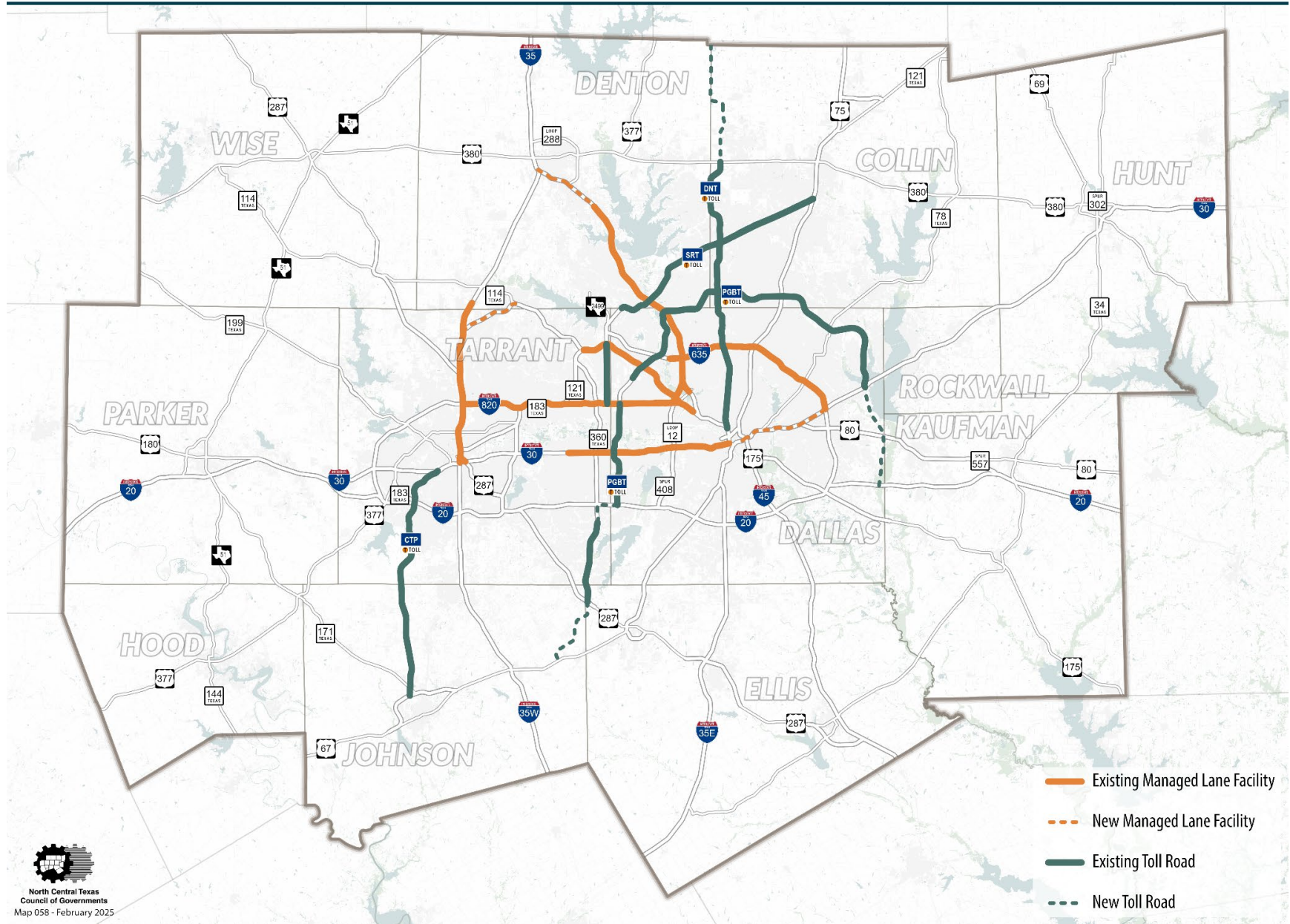




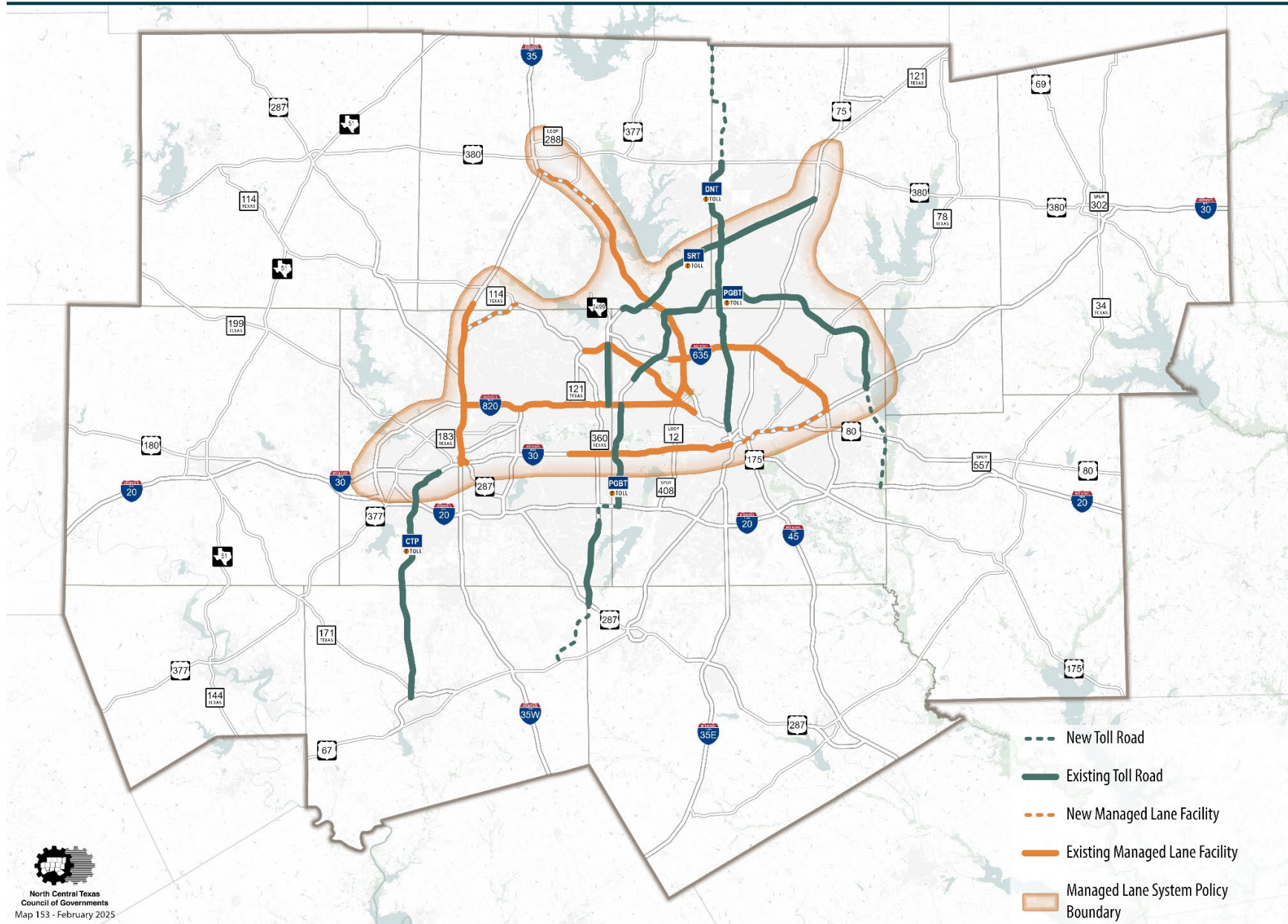


# Tolled Managed Lane System Policy Boundary

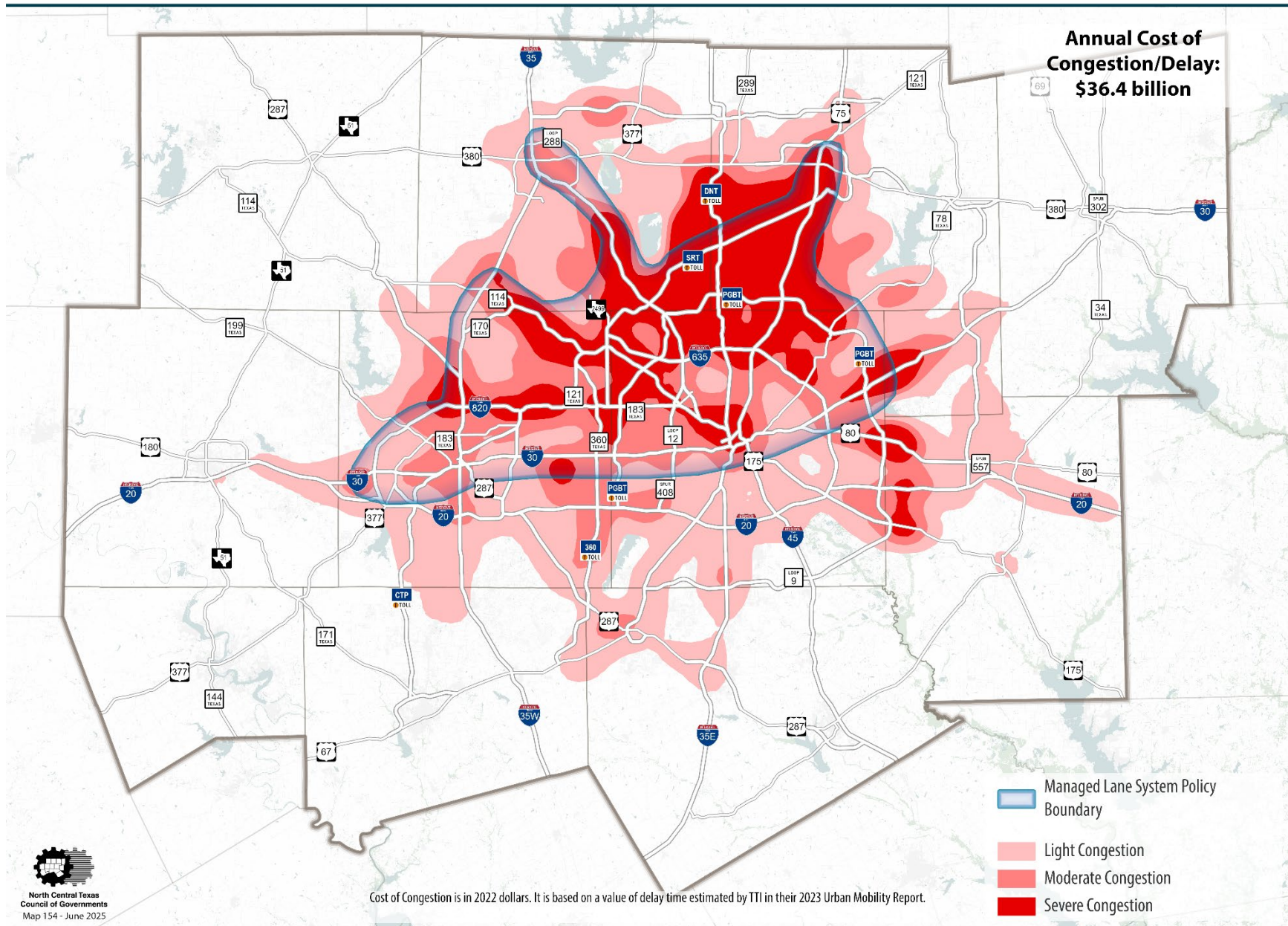




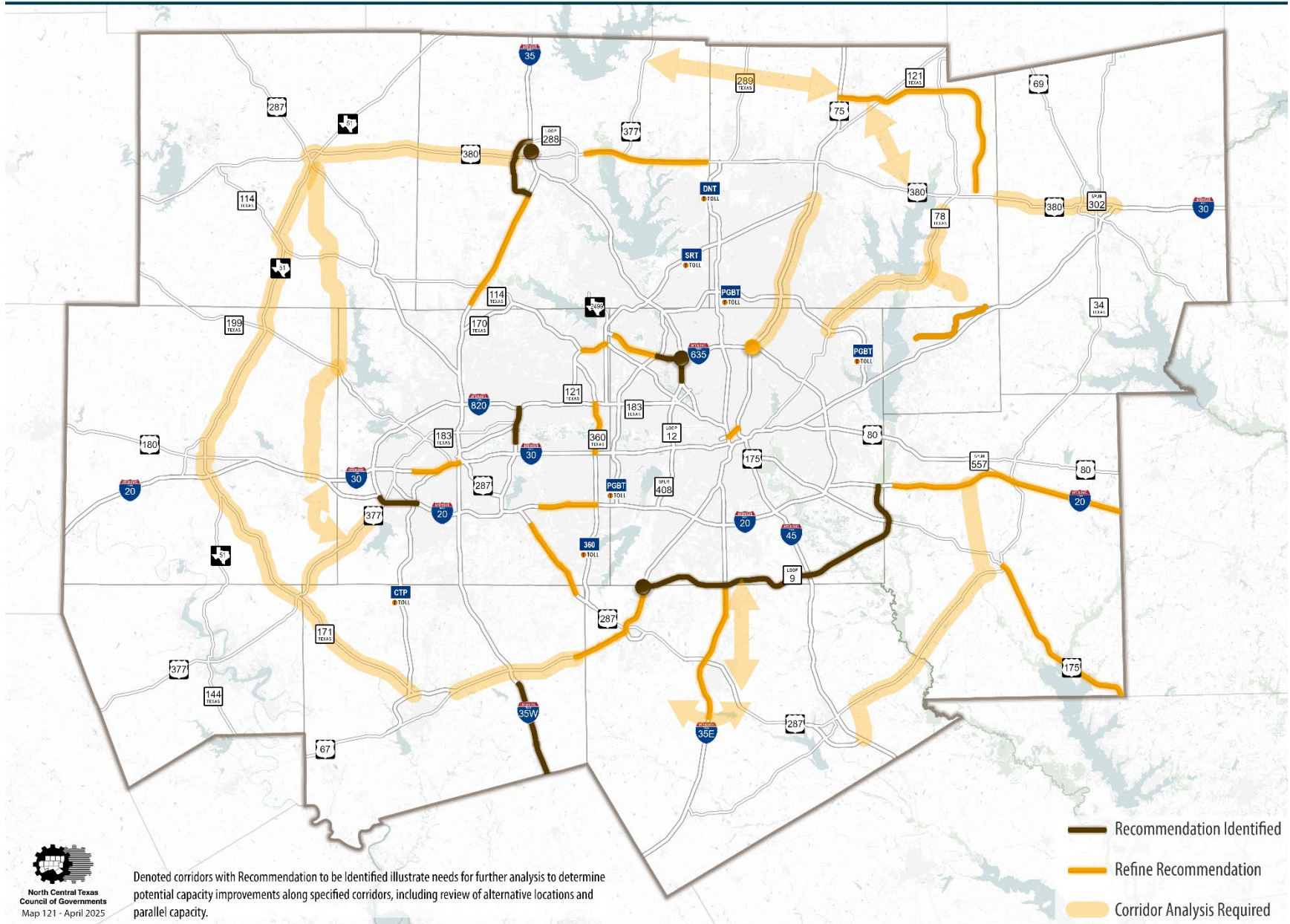
# Tolled Facilities with Managed Lane Policy Boundary



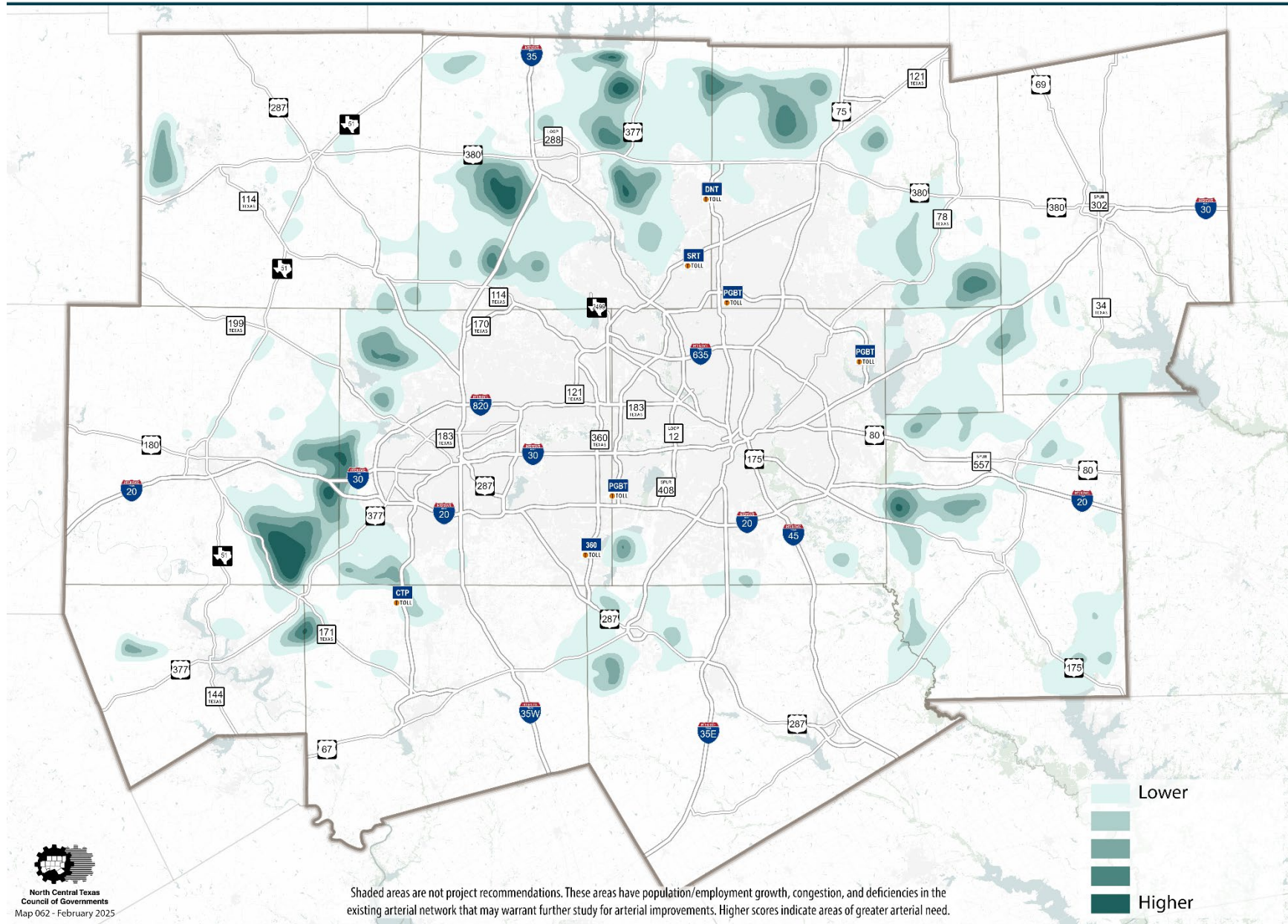
# 2050 Congestion with Managed Lane Policy Boundary

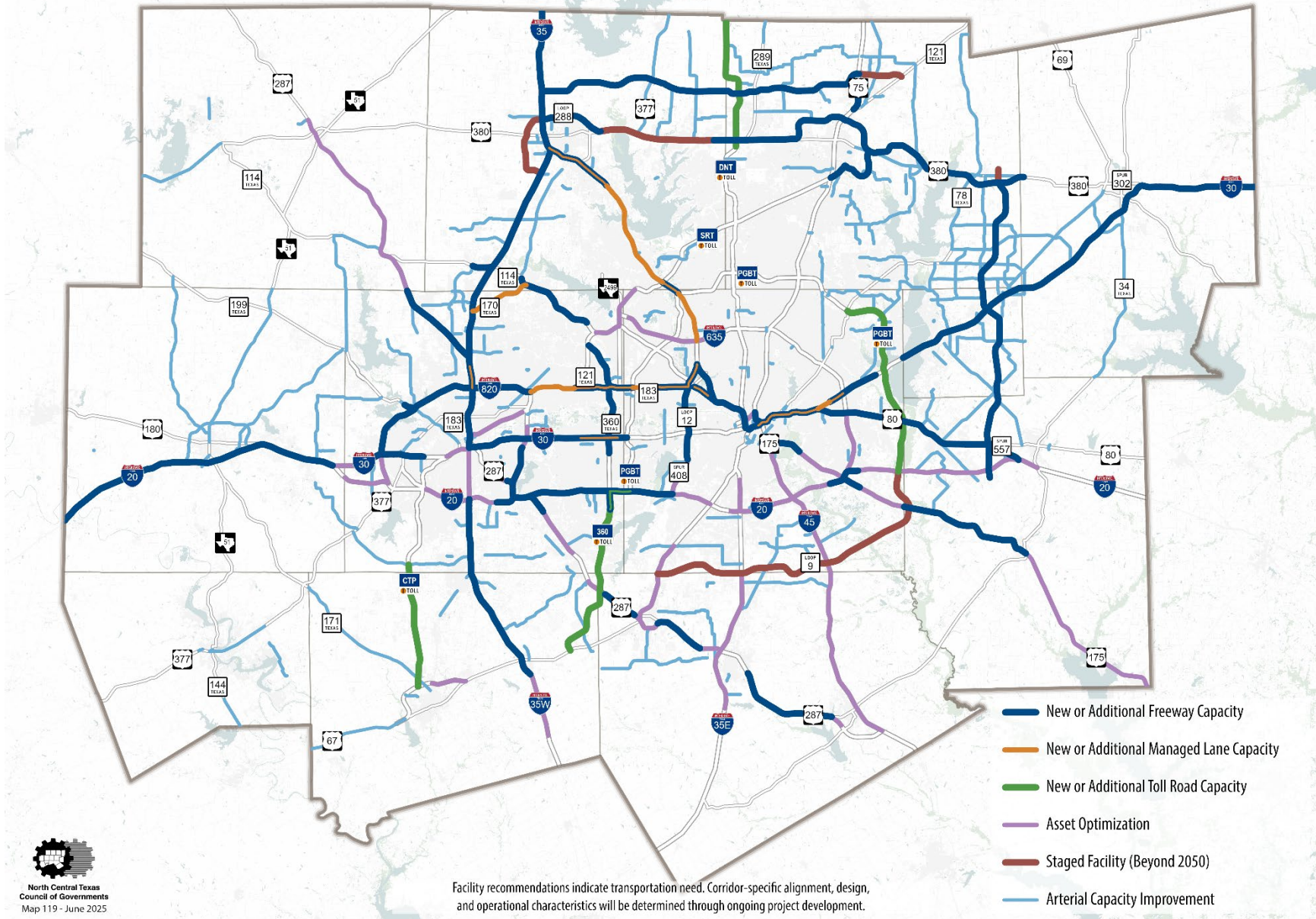




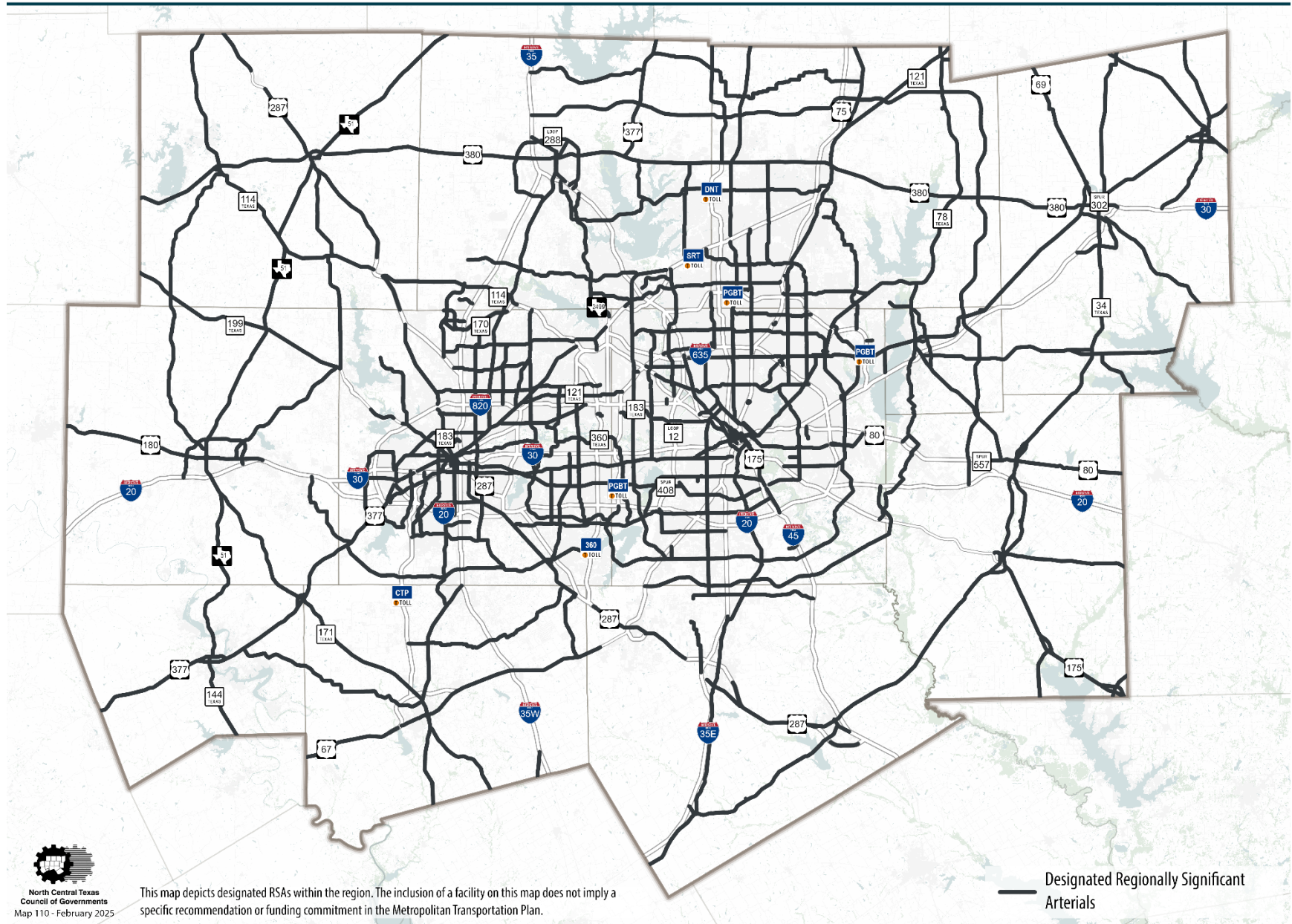


# Arterial Network Deficiency Areas





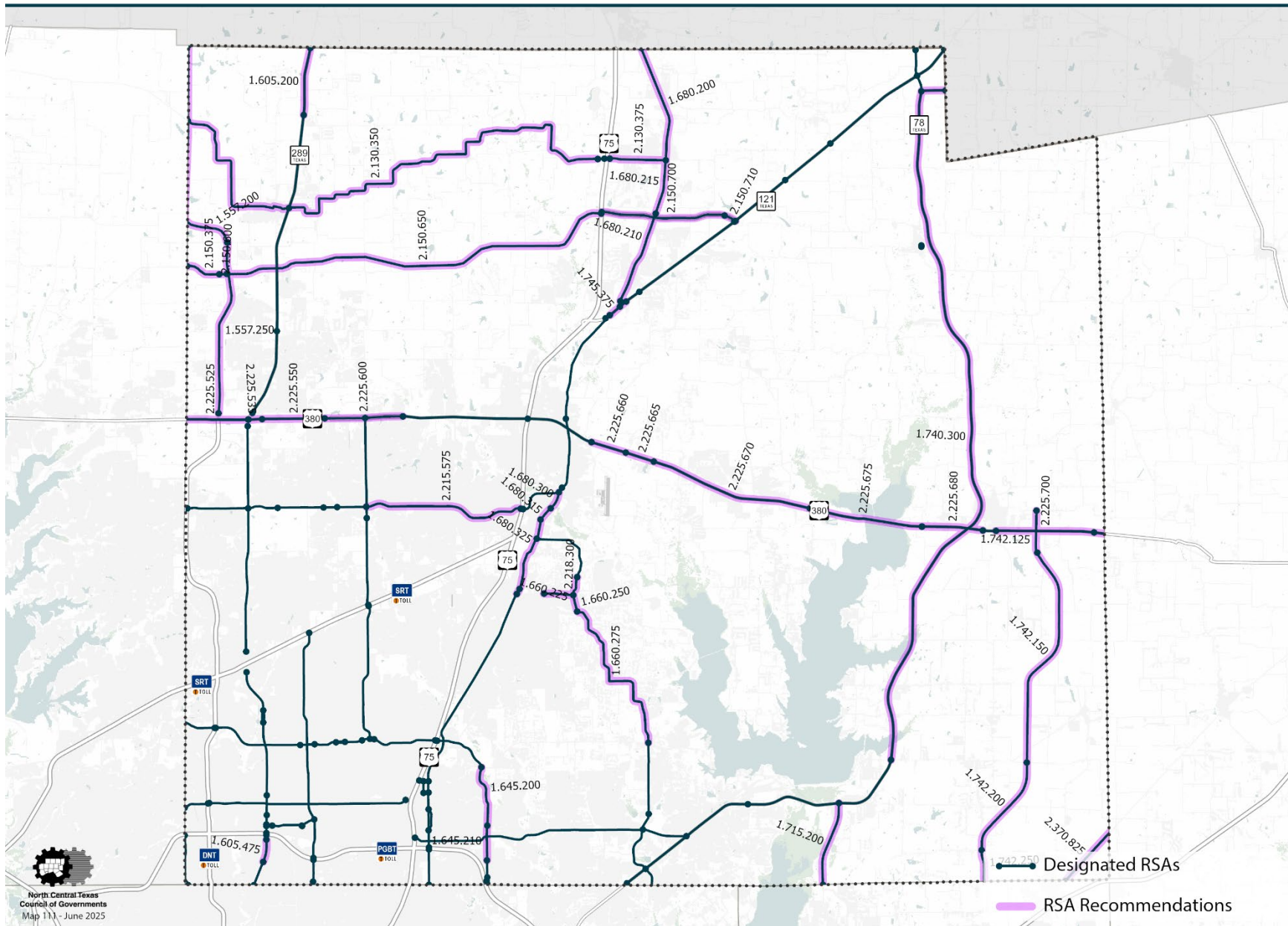
# Designated Regionally Significant Arterials



This map depicts designated RSAs within the region. The inclusion of a facility on this map does not imply a specific recommendation or funding commitment in the Metropolitan Transportation Plan.

— Designated Regionally Significant Arterials

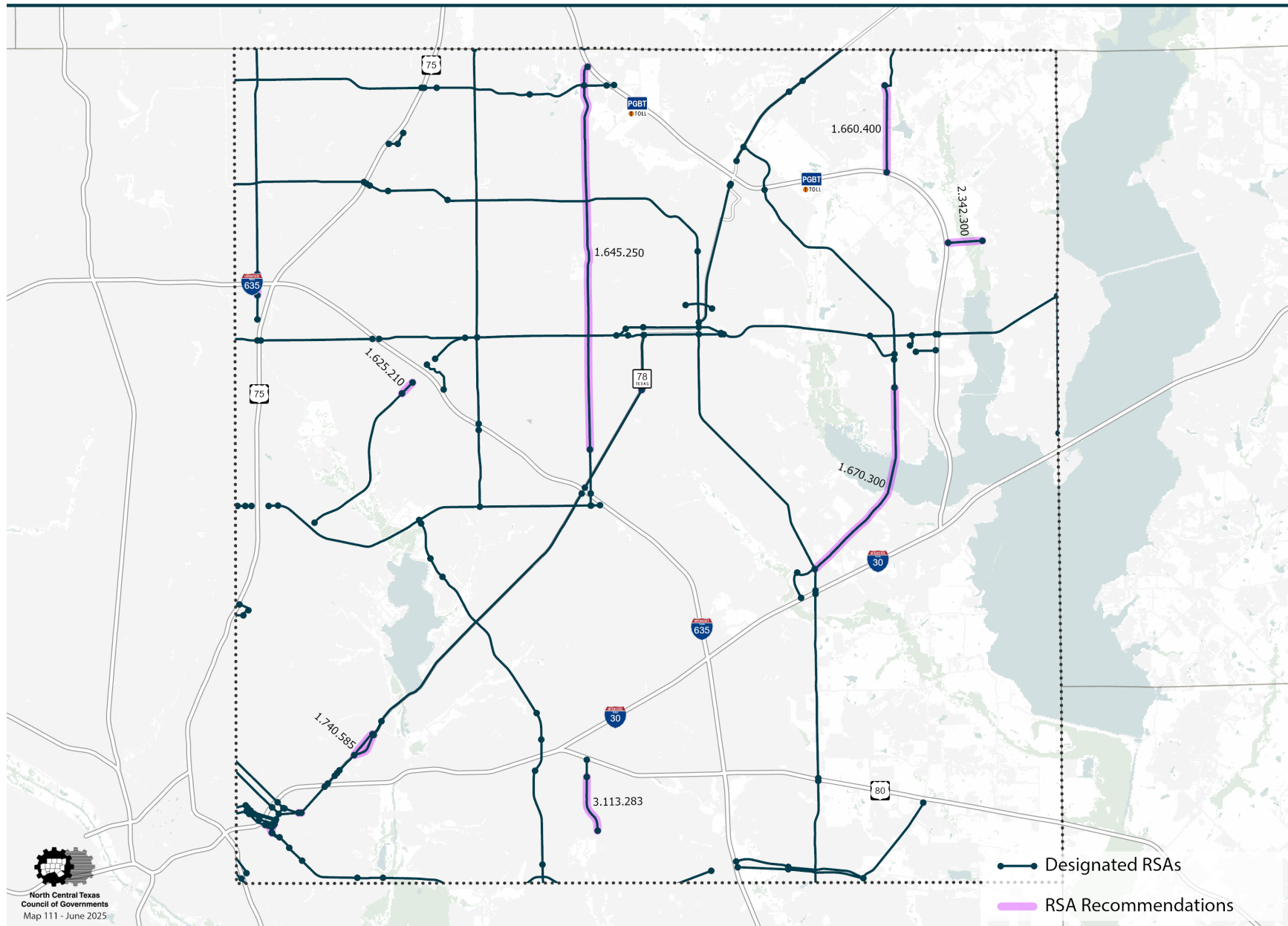
# RSA by County - Collin



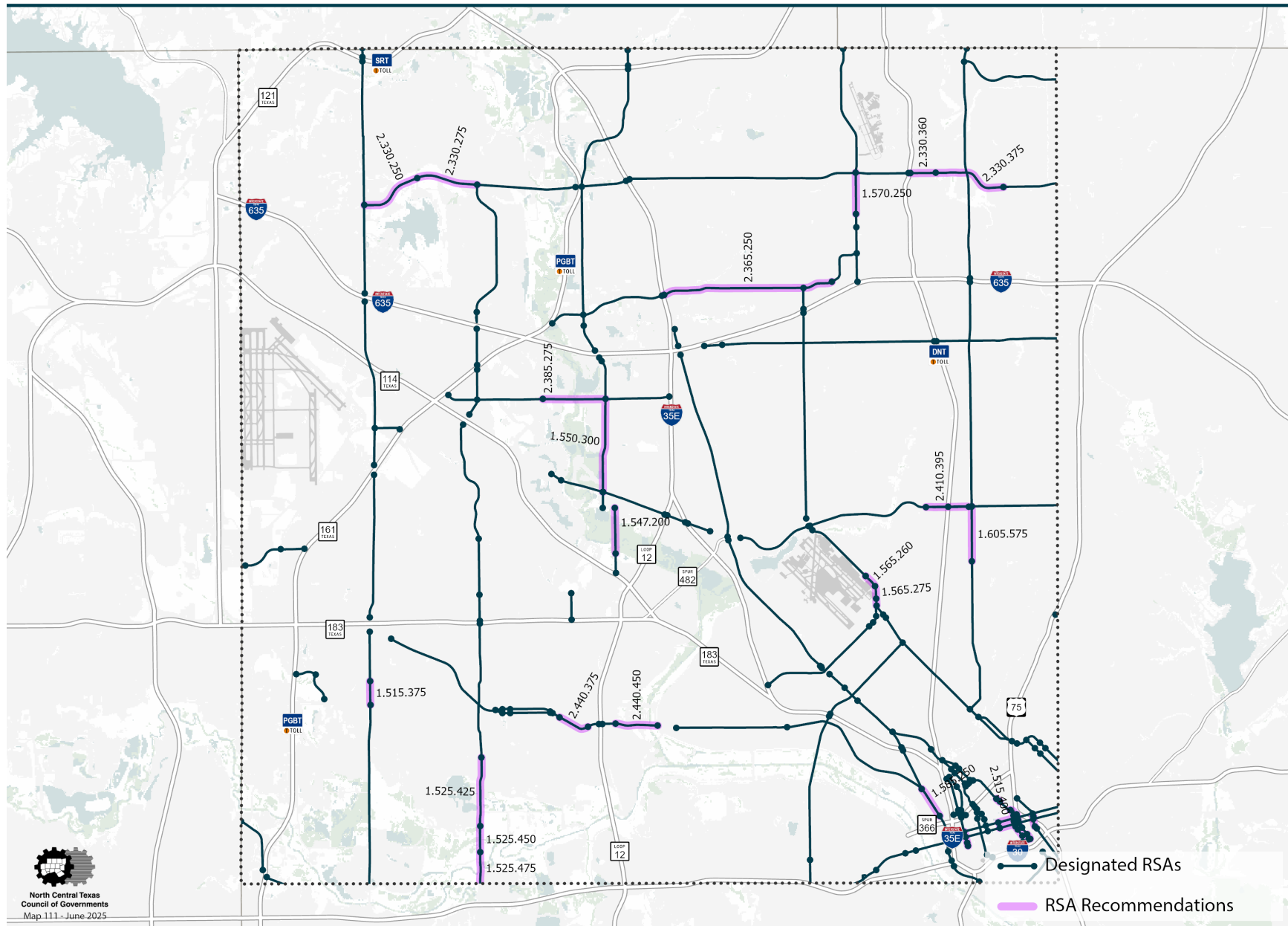
North Central Texas  
Council of Governments  
Map 111 - June 2025



# RSAs by County - Dallas (Northeast)

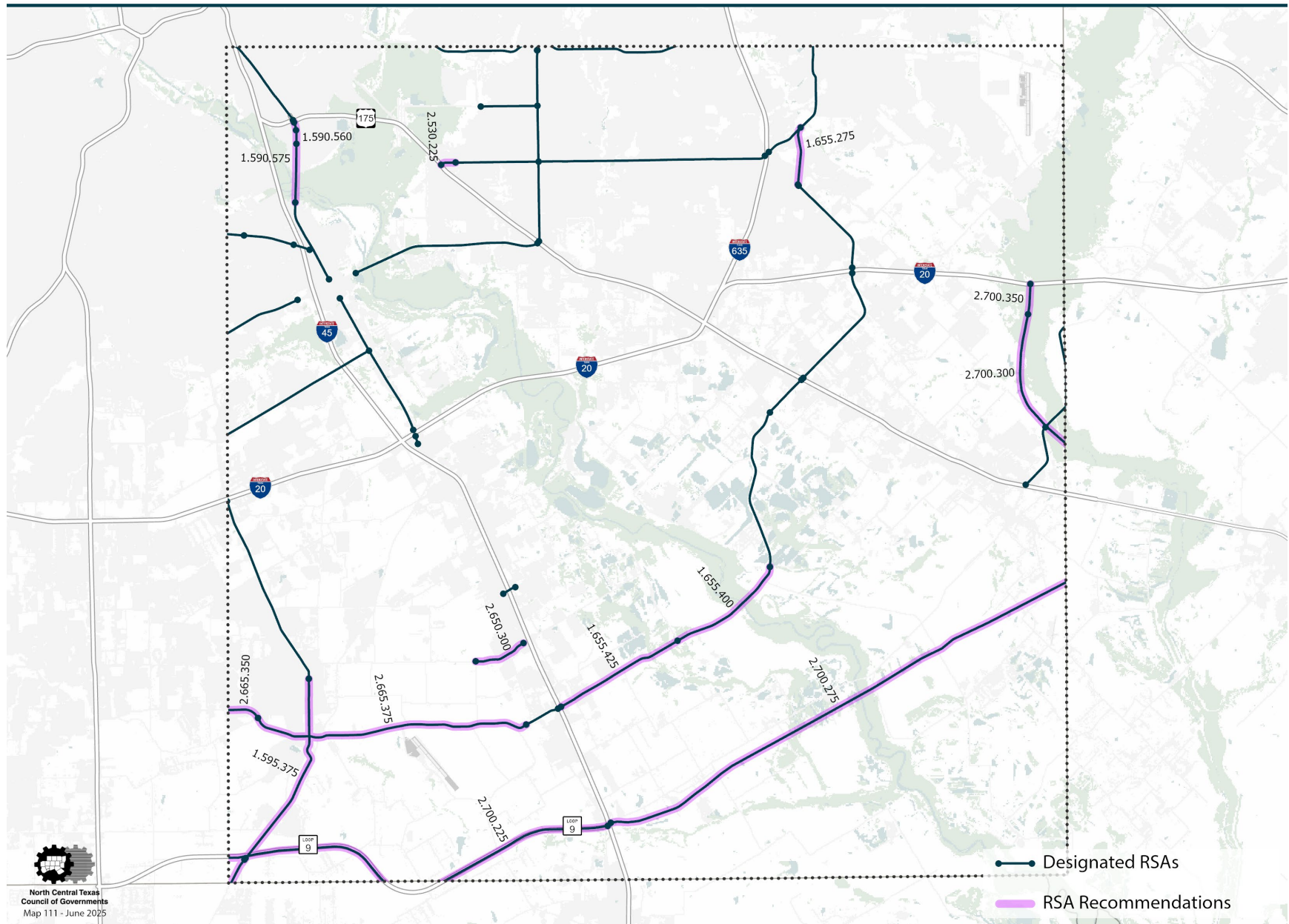


# RSAs by County - Dallas (Northwest)

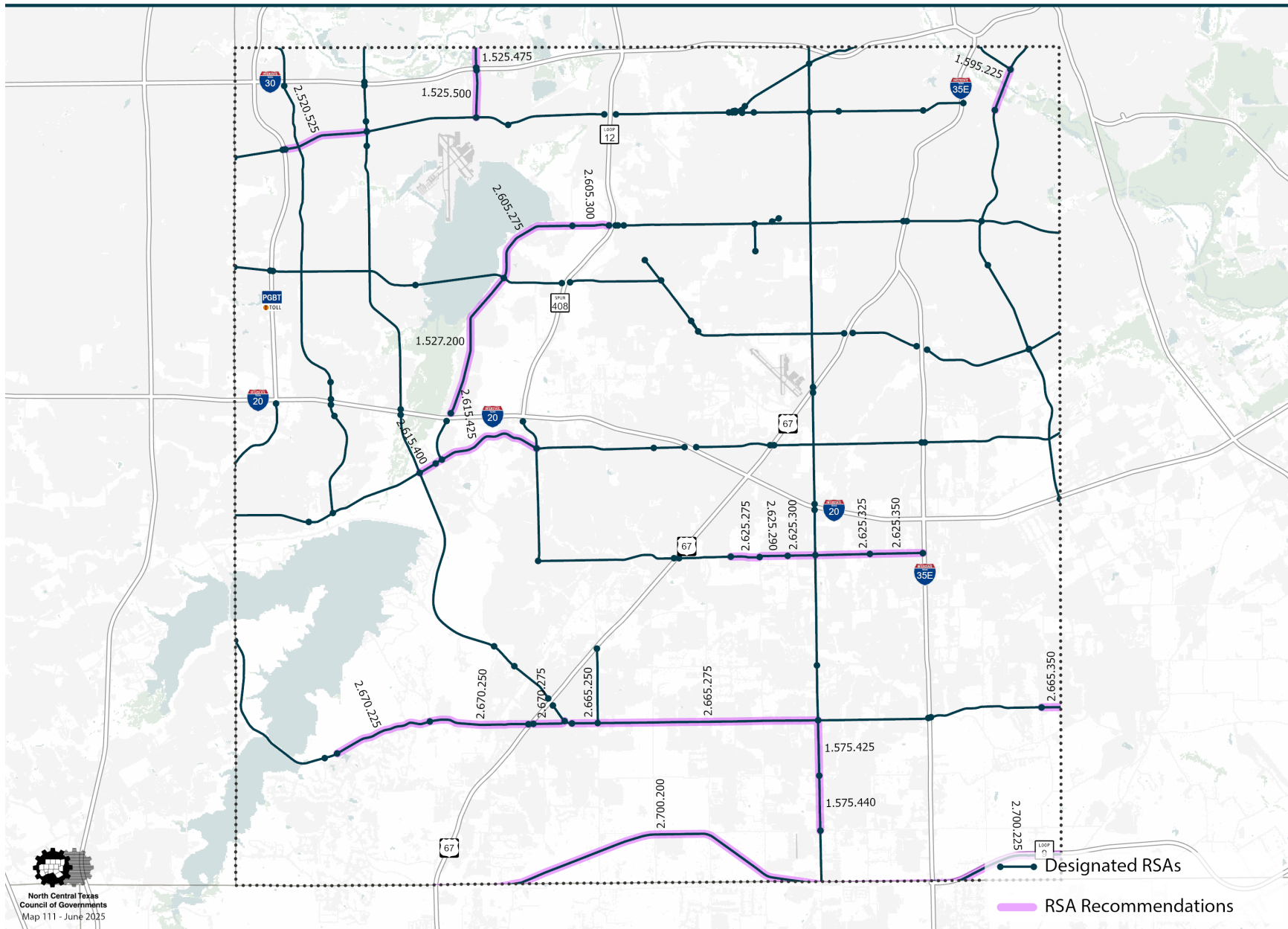


North Central Texas  
Council of Governments  
Map.111 - June 2025

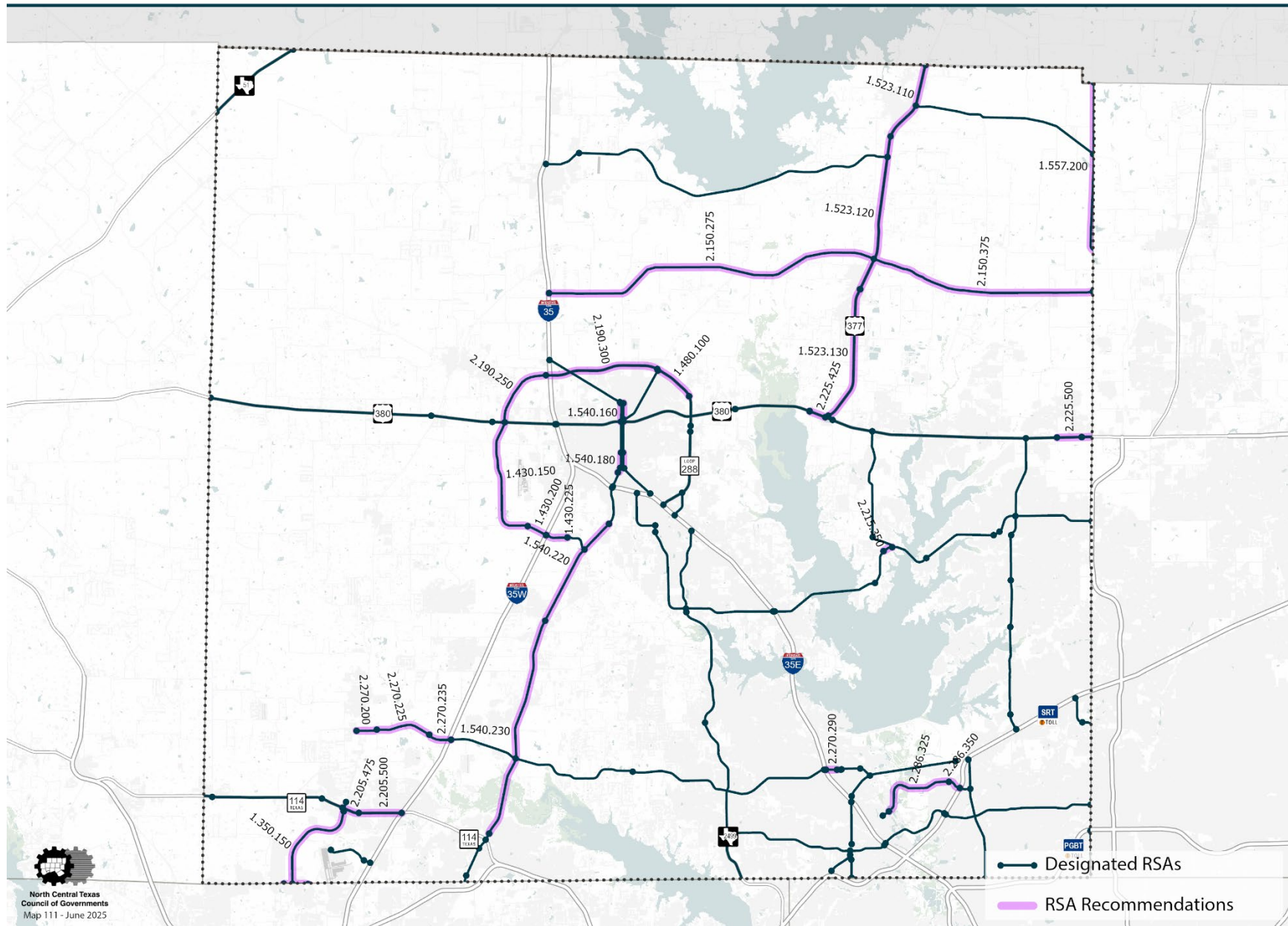
# RSAs by County - Dallas (Southeast)



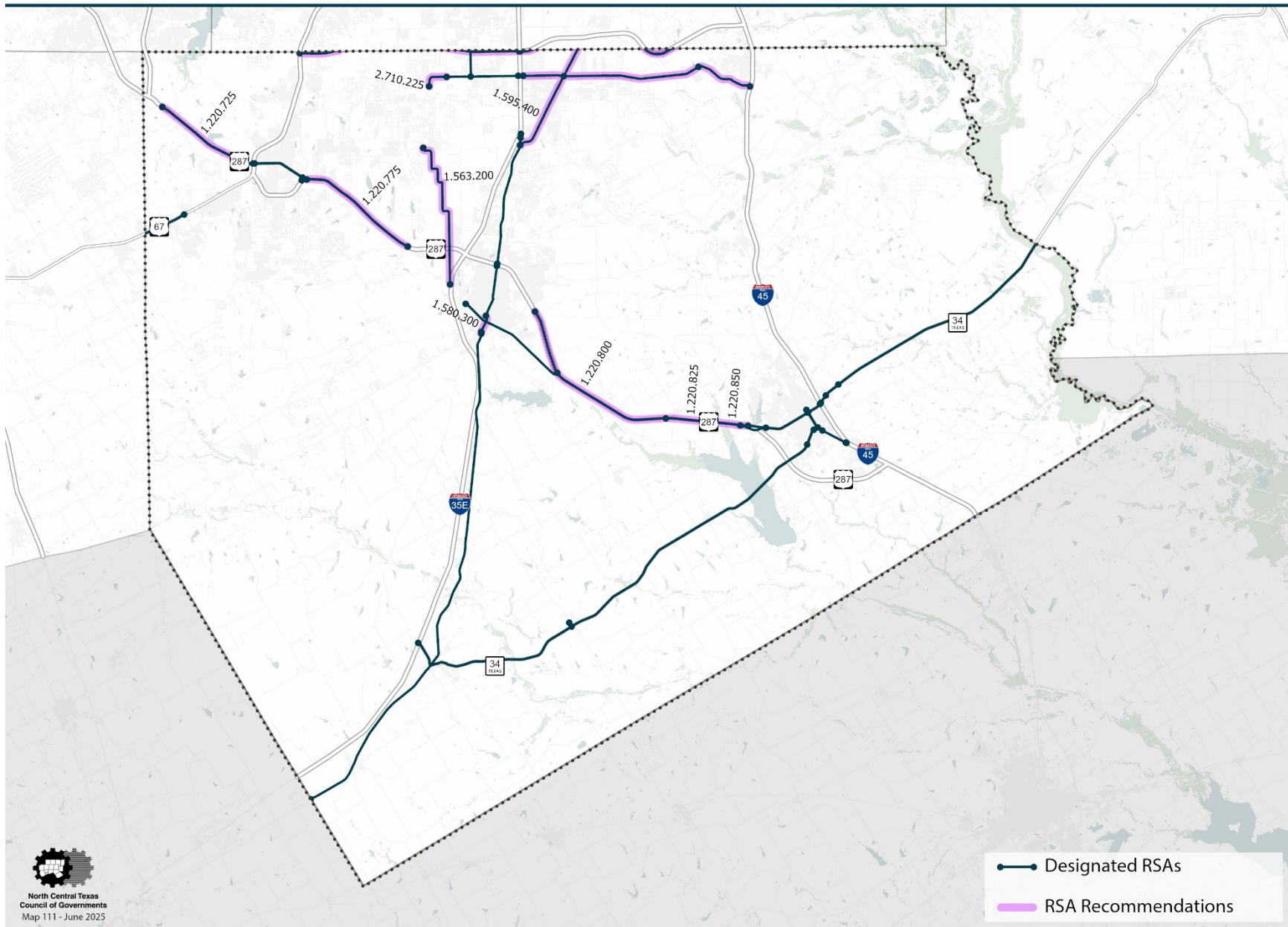
# RSAs by County - Dallas (Southwest)

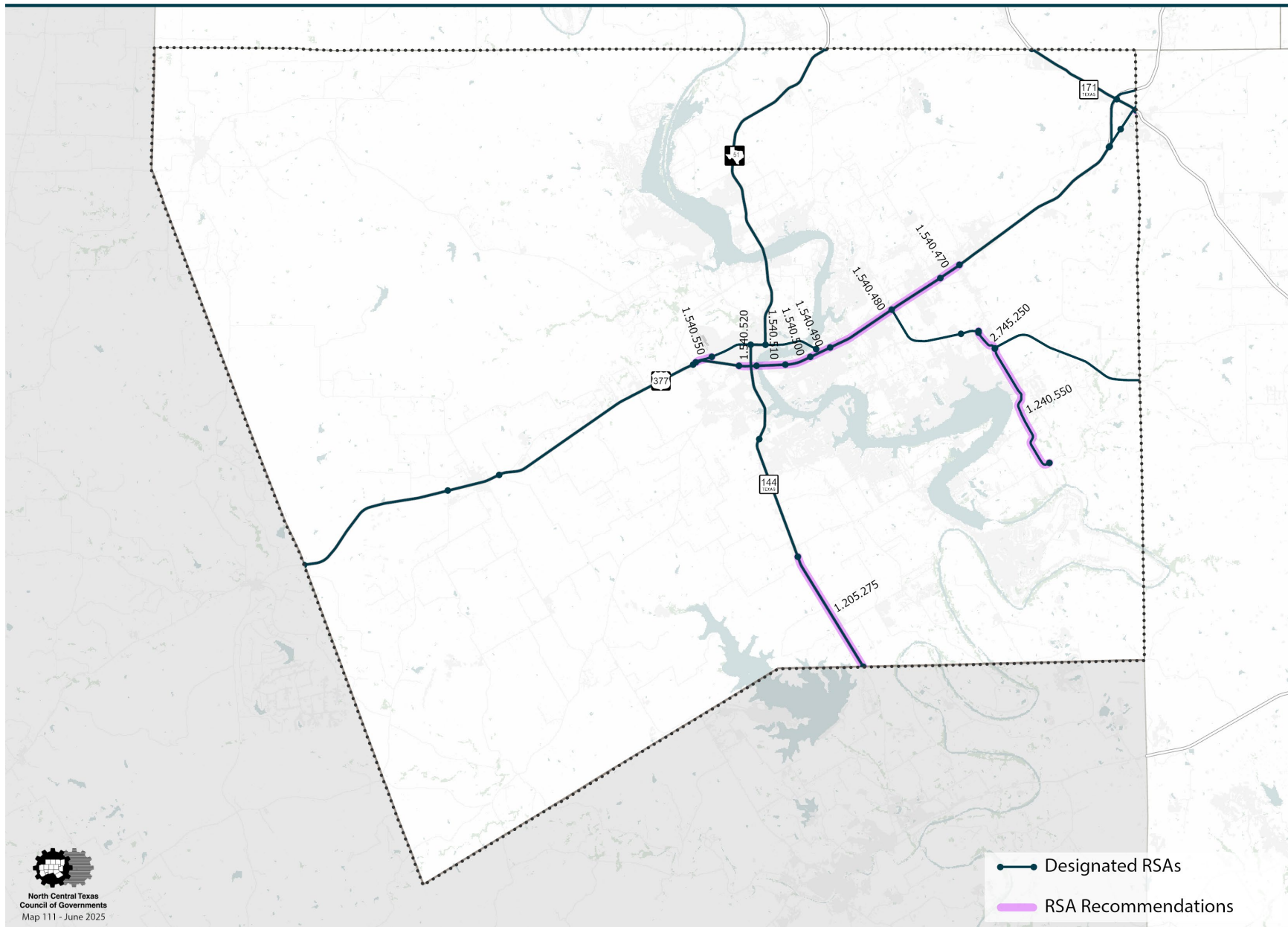


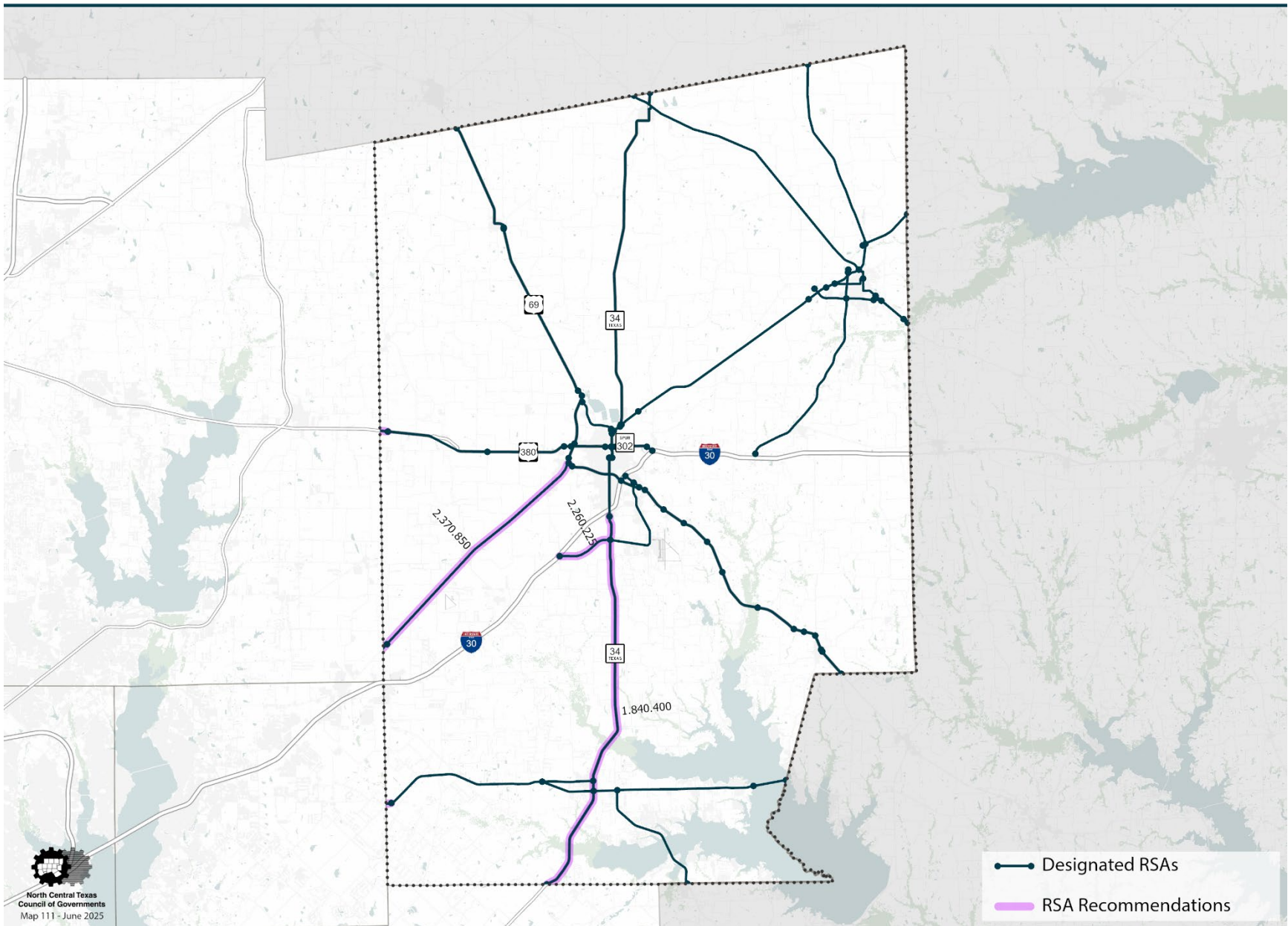
# RSAs by County - Denton



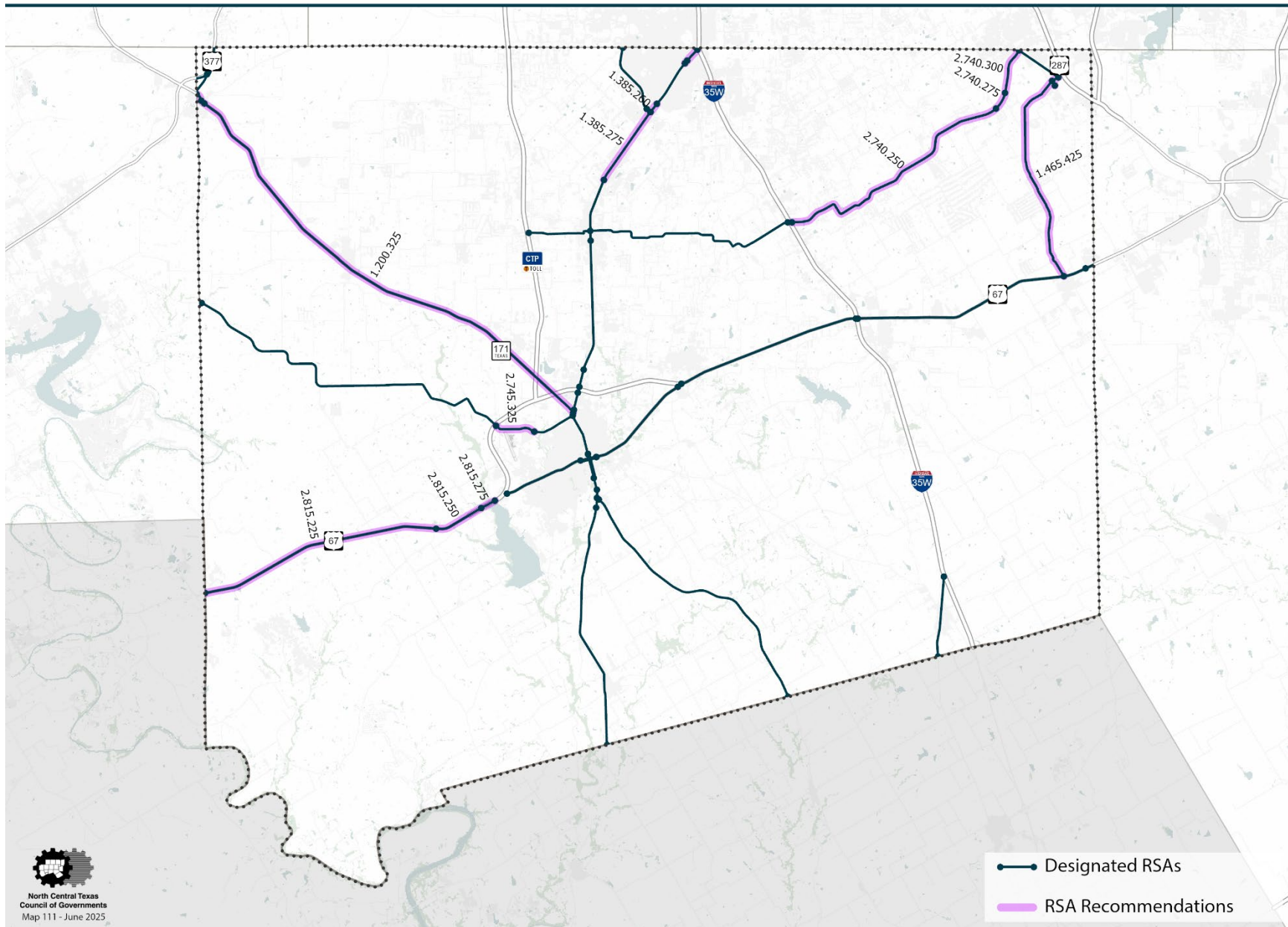
# RSAs by County - Ellis

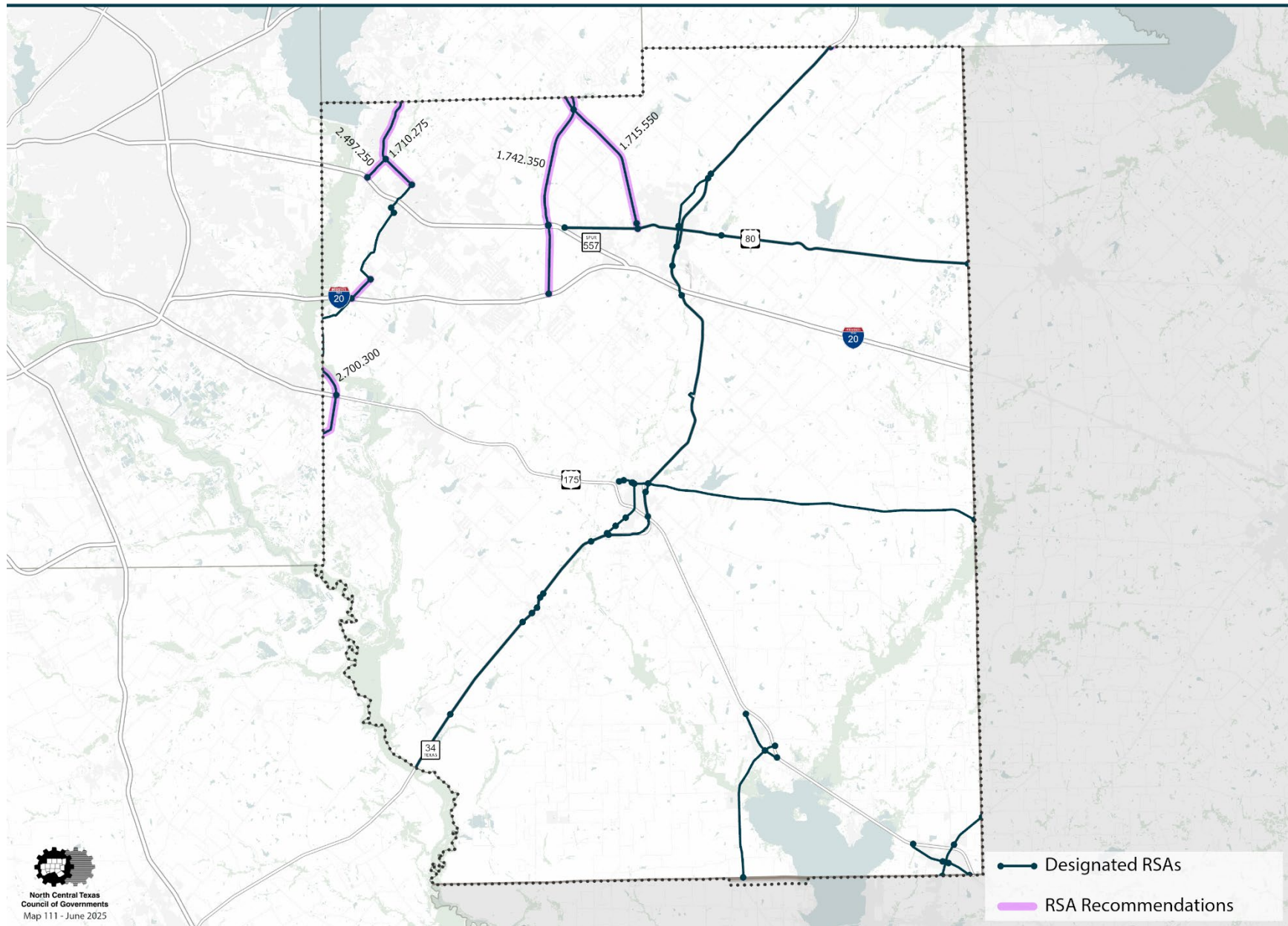


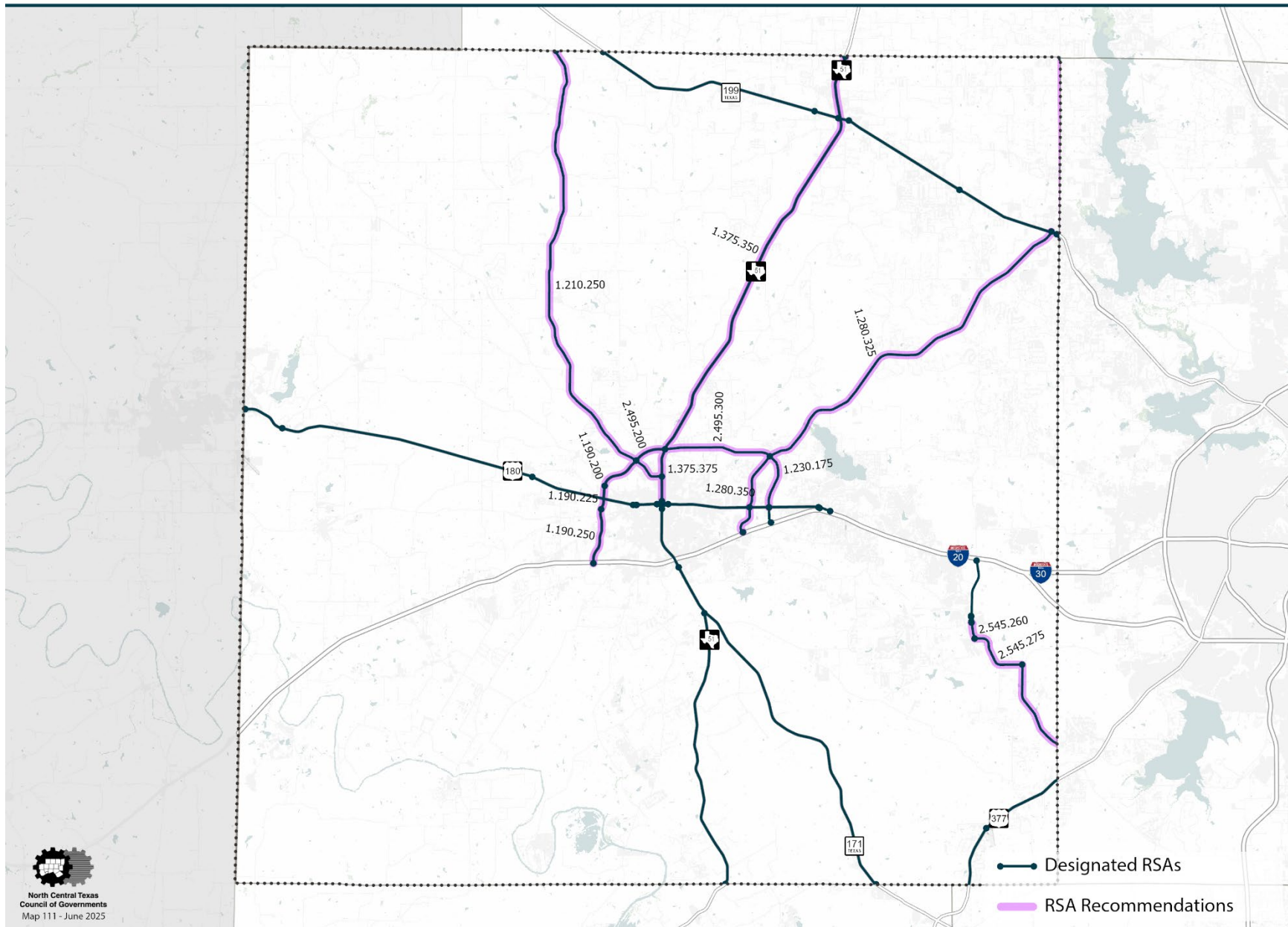


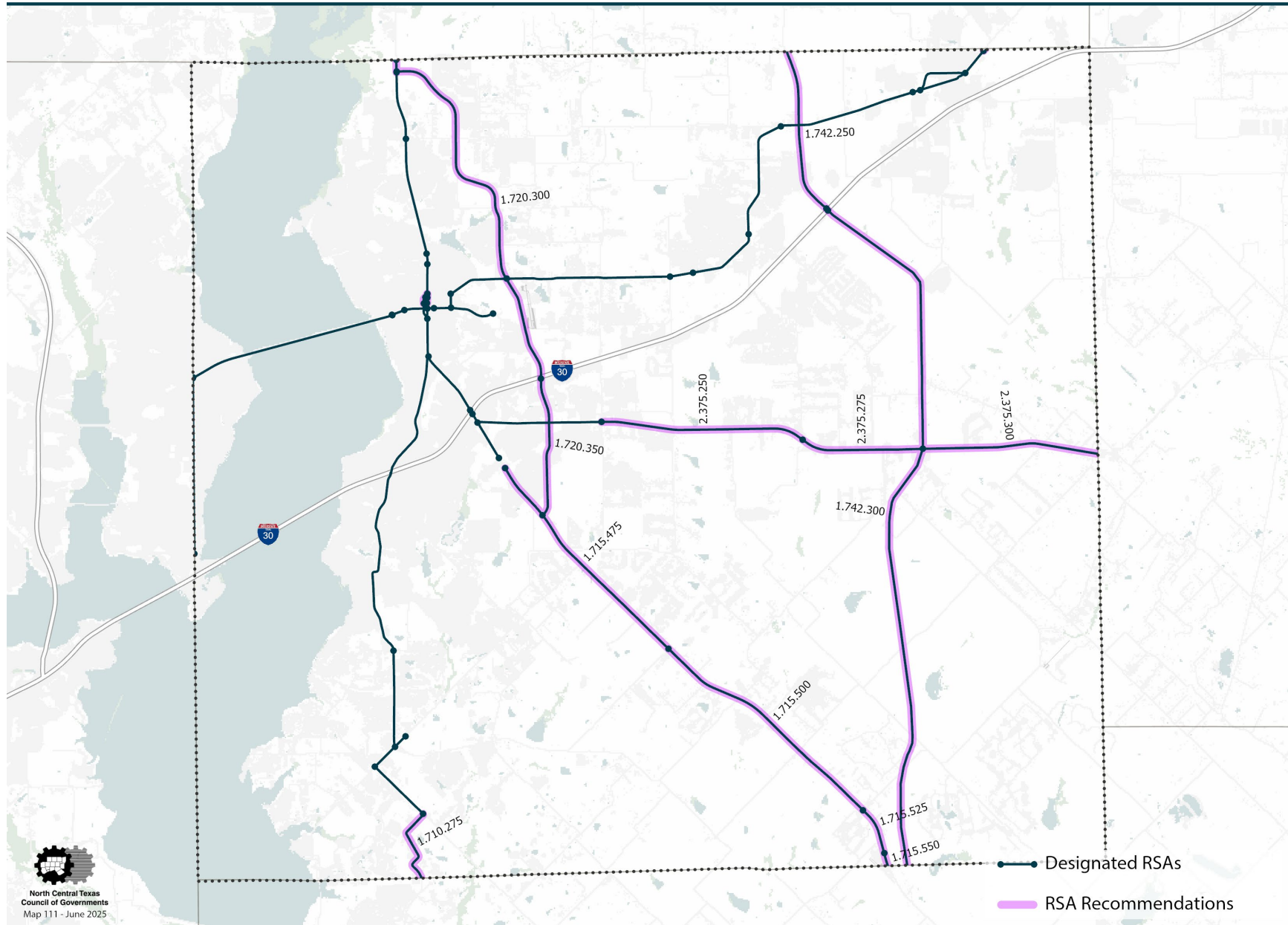


North Central Texas  
Council of Governments  
Map 111 - June 2025

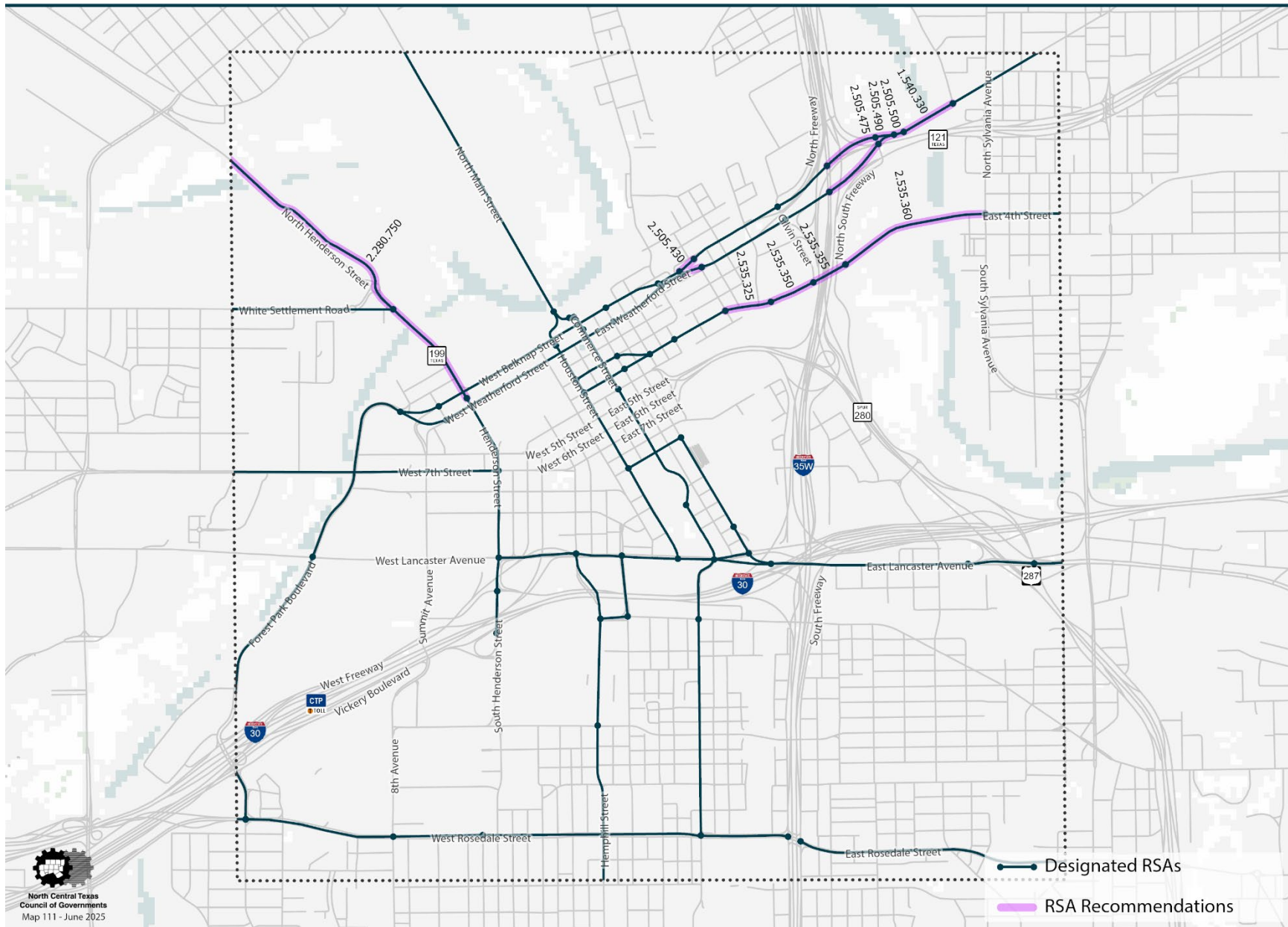






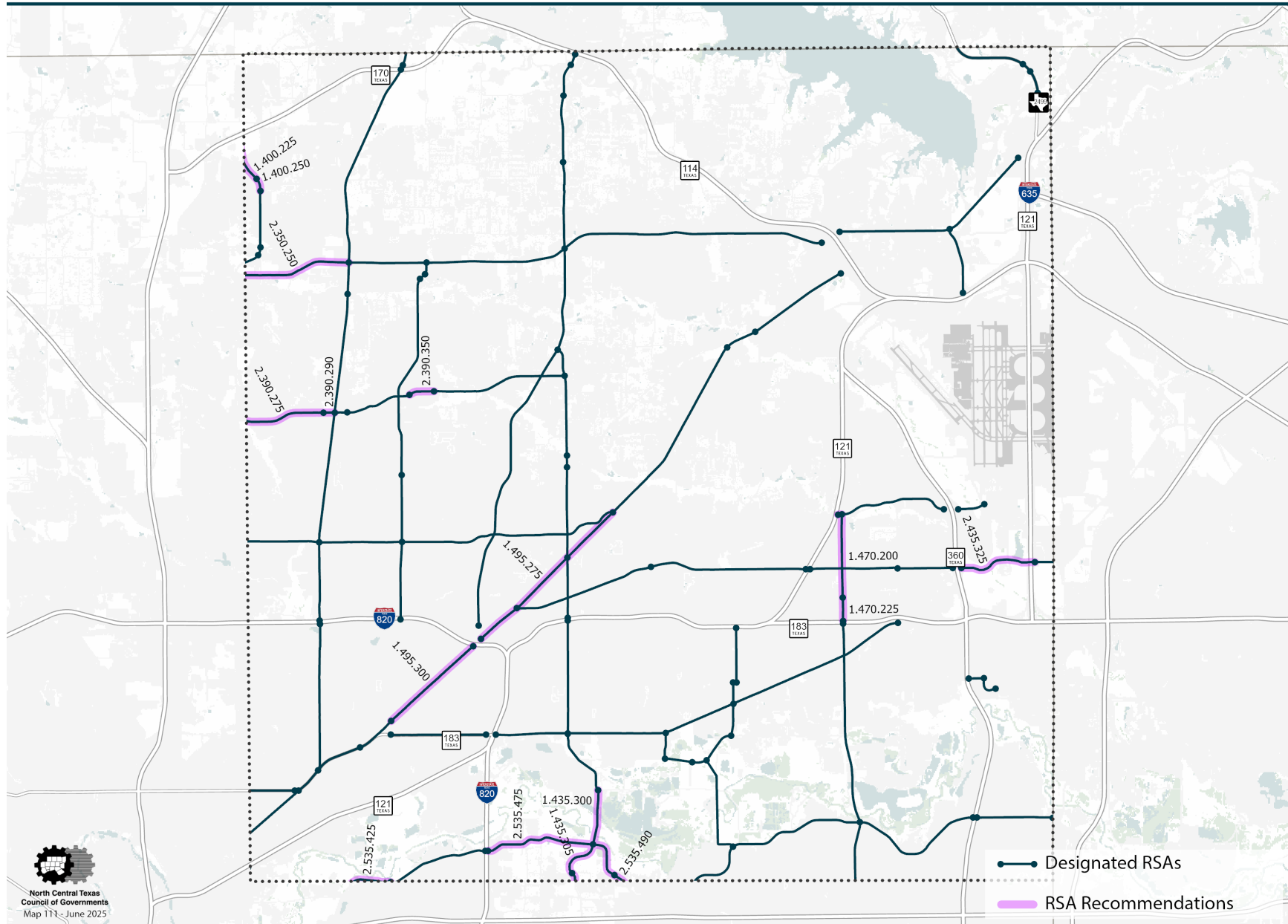


# RSAs by County - Downtown Fort Worth

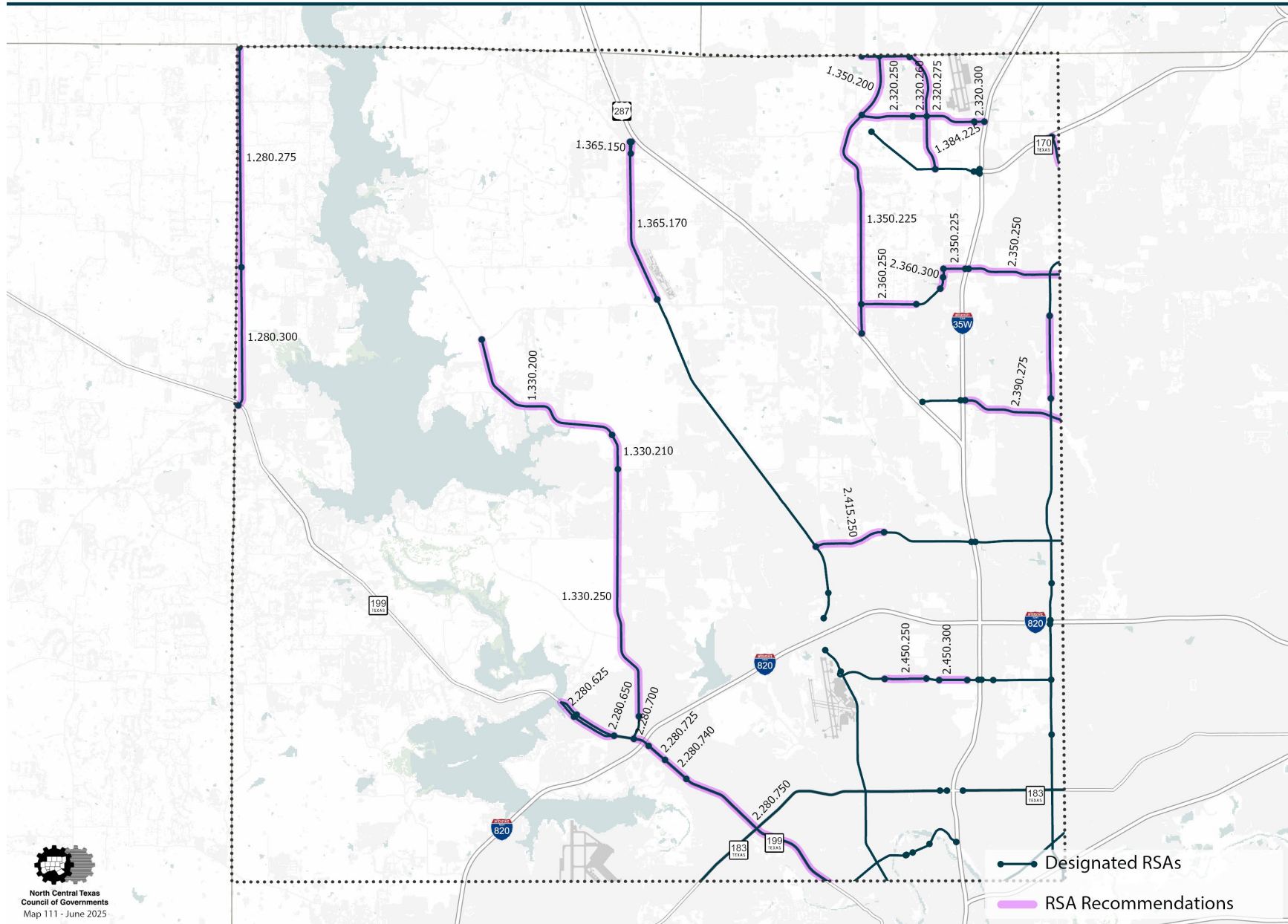


North Central Texas  
Council of Governments  
Map 111 - June 2025

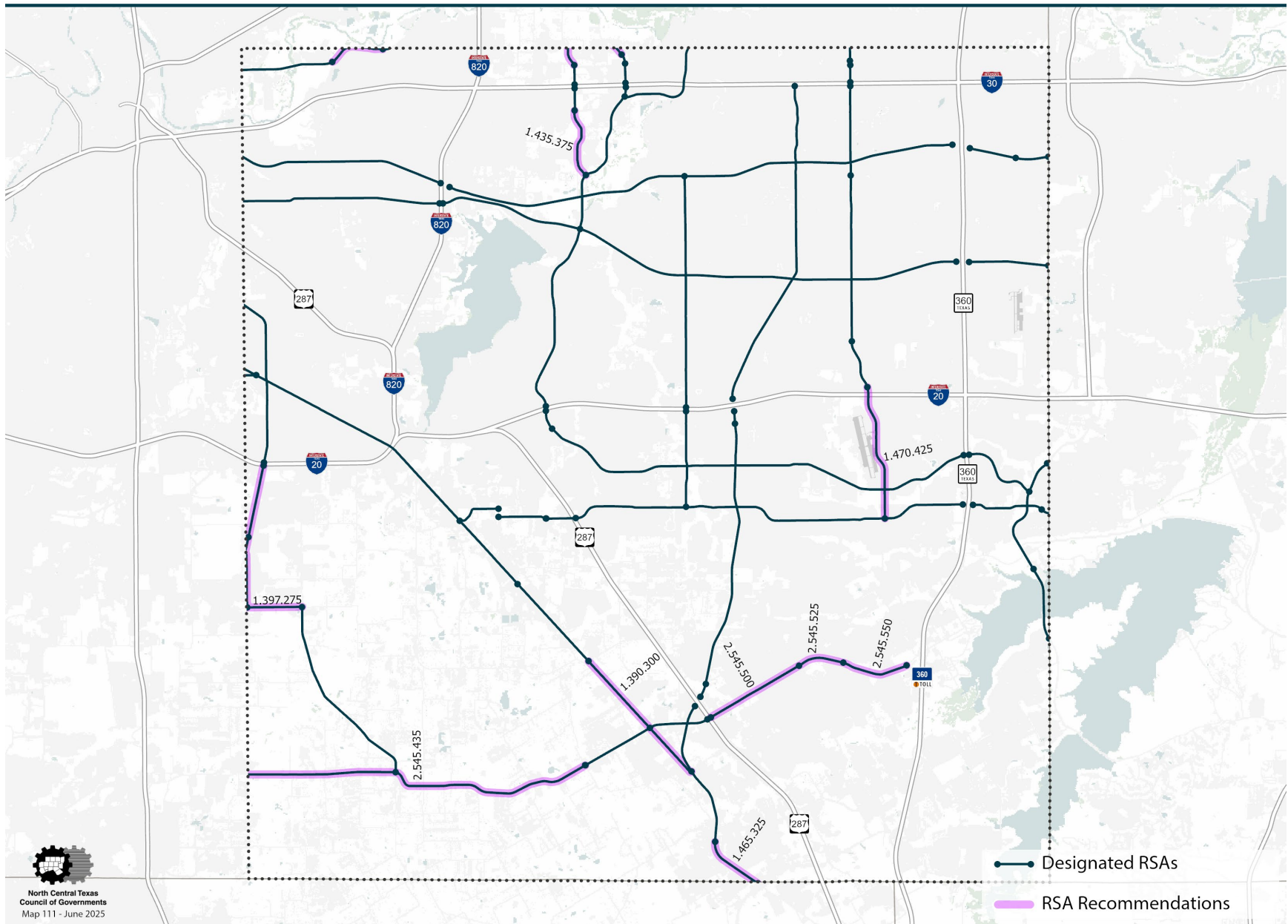
# RSAs by County - Tarrant (Northeast)



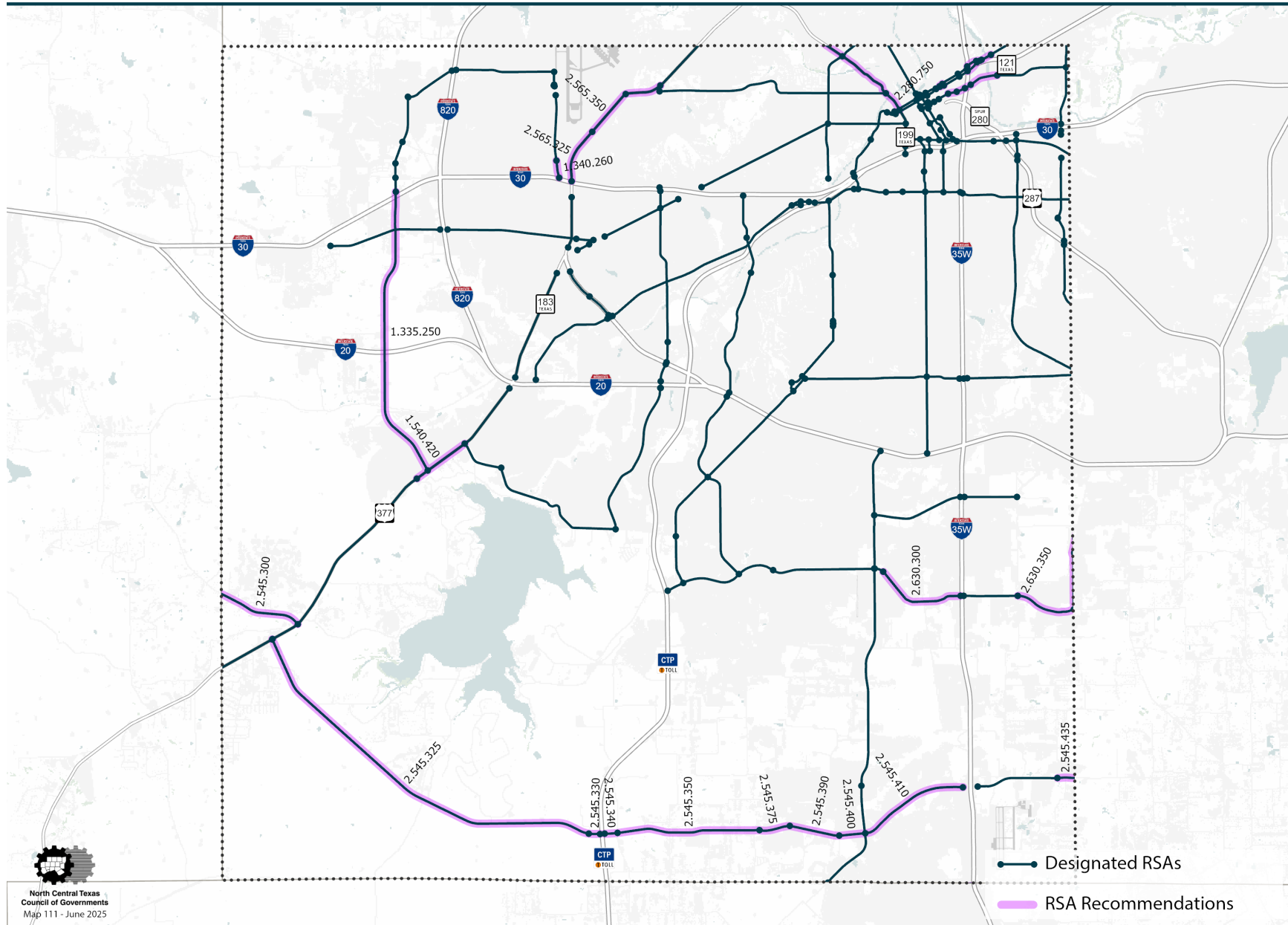
# RSAs by County - Tarrant (Northwest)

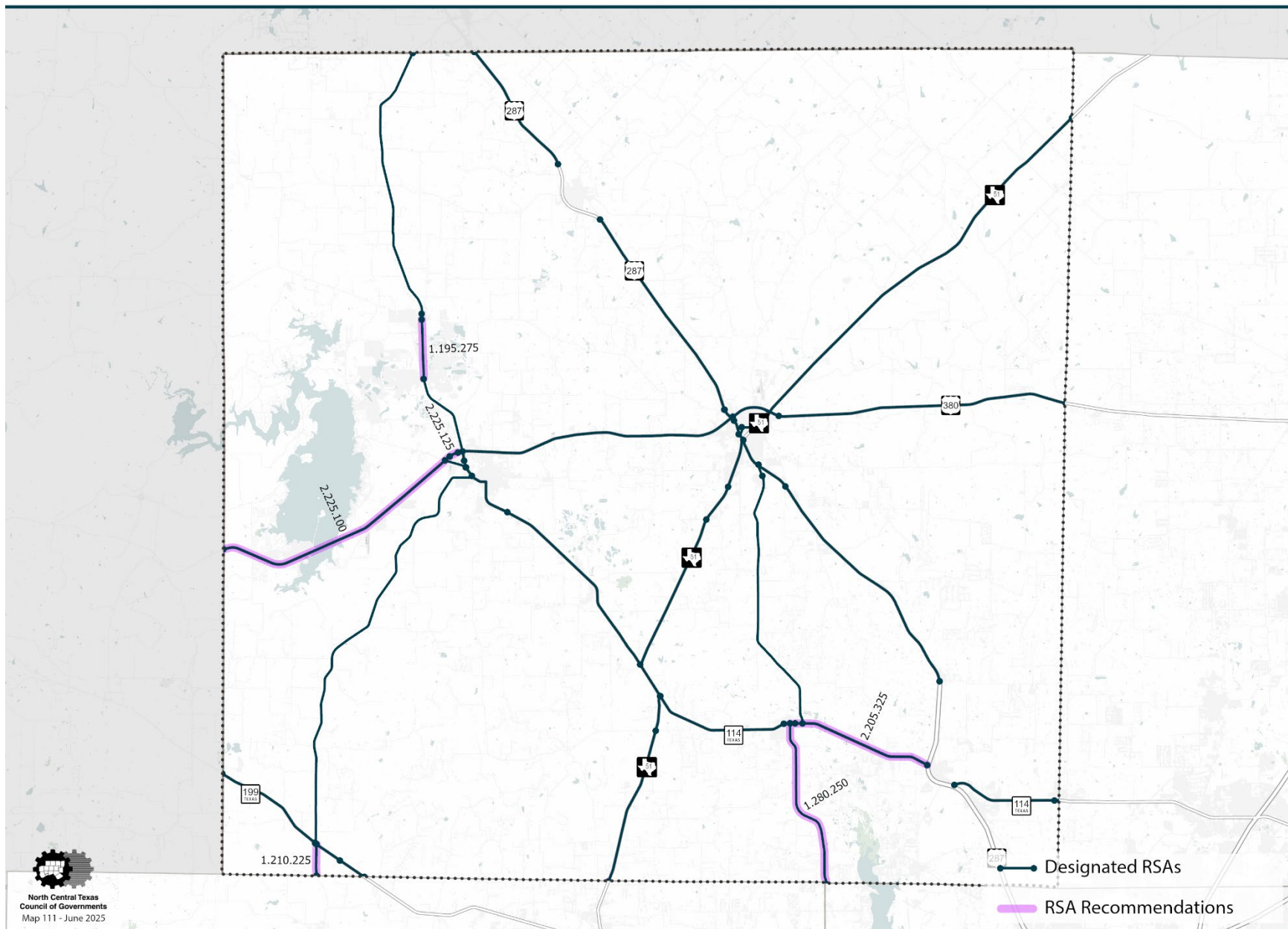


# RSAs by County - Tarrant (Southeast)



# RSAs by County - Tarrant (Southwest)





# PROJECTS

## Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                    | MTP ID     | Facility               | From  | To                              | 2026 Lanes   | 2035 Lanes   | 2040 Lanes   | 2050 Lanes   | Asset Optimization Description                       | Total Project Cost (YOE) |
|--------------------------------|------------|------------------------|---|---------------------------------|--------------|--------------|--------------|--------------|--|--------------------------|
| 01 - Chisholm Trail Parkway    | FT 31.20.3 | Chisholm Trail Parkway | FM 1187   | US 67                           | 2 (Toll)     | 4 (Toll)     | 4 (Toll)     | 4 (Toll)     |  | \$265,000,000            |
| 02 - DNT Extension             | FT 21.10.1 | Dallas North Tollway   | CR 60 (Grayson County Line)                       | FM 428                          |              |              | 6 (Toll),    | 8 (Toll),    |  | \$1,190,000,000          |
|                                |            |                        |   |                                 | 2 (Frtg-C)   | 2 (Frtg-C)   | 6 (Frtg-C)   | 6 (Frtg-C)   |  |                          |
| 02 - DNT Extension             | FT 21.10.2 | Dallas North Tollway   | FM 428  | US 380                          |              | 6 (Toll),    | 8 (Toll),    | 8 (Toll),    |  | \$558,000,000            |
|                                |            |                        |   |                                 | 4 (Frtg-C)   | 6/8 (Frtg-C) | 6/8 (Frtg-C) | 6/8 (Frtg-C) |  |                          |
| 02 - DNT Extension             | FT 21.10.3 | Dallas North Tollway   | US 380  | PGA Parkway                     | 4 (Toll),    | 6 (Toll),    | 8 (Toll),    | 8 (Toll),    |  | \$121,000,000            |
|                                |            |                        |   |                                 | 6 (Frtg-C)   | 6 (Frtg-C)   | 6 (Frtg-C)   | 6 (Frtg-C)   |  |                          |
| 03 - IH 20 (Parker County)     | FT 30.10.1 | IH 20                  | East of Gilbert Pit Road (Palo Pinto County Line) | Spur 312                        | 4 (Frwy),    | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    |  | \$326,000,000            |
|                                |            |                        |   |                                 | 2/4 (Frtg-D) | 2/4 (Frtg-D) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 03 - IH 20 (Parker County)     | FT 30.10.2 | IH 20                  | Spur 312  | Ric Williamson Memorial Highway | 4 (Frwy),    | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | Addition of Frontage Roads, Operational Improvements | \$361,000,000            |
|                                |            |                        |   |                                 | 2/6 (Frtg-D) | 2/6 (Frtg-D) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 03 - IH 20 (Parker County)     | FT 30.10.3 | IH 20                  | Ric Williamson Memorial Highway                   | SH 171                          | 4 (Frwy),    | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | Addition of Frontage Roads, Operational Improvements | w/ FT 30.10.2            |
|                                |            |                        |   |                                 | 2/6 (Frtg-D) | 2/6 (Frtg-D) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 03 - IH 20 (Parker County)     | FT 30.10.4 | IH 20                  | SH 171  | US 180                          | 4 (Frwy),    | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | Addition of Frontage Roads, Operational Improvements | \$486,000,000            |
|                                |            |                        |   |                                 | 4/6 (Frtg-D) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 03 - IH 20 (Parker County)     | FT 30.10.5 | IH 20                  | US 180  | IH 30                           | 6 (Frwy),    | 6 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    |  | \$494,000,000            |
|                                |            |                        |   |                                 | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 04 - IH 20 East Tarrant County | FT 9.40.1  | SH 360                 | IH 20   | Sublett Road                    | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    |  | w/ FT 30.60.2            |
|                                |            |                        |   |                                 | 4 (Frtg-C)   | 4 (Frtg-C)   | 4 (Frtg-C)   | 4 (Frtg-C)   |  |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                      | MTP ID     | Facility | From                          | To                      | 2026 Lanes   | 2035 Lanes   | 2040 Lanes   | 2050 Lanes   | Asset Optimization Description   | Total Project Cost (YOE) |
|----------------------------------|------------|----------|-------------------------------|-------------------------|--------------|--------------|--------------|--------------|--|--------------------------|
| 04 - IH 20 East Tarrant County   | FT 30.60.2 | IH 20    | Park Springs Blvd             | Matlock Road            | 8 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    | 10 (Frwy),   | Operational Improvements   | \$1,020,000,000          |
|                                  |            |          |                               |                         | 4/8 (Frtg-D) | 4/8 (Frtg-C) | 4/8 (Frtg-C) | 4/8 (Frtg-C) |  |                          |
| 04 - IH 20 East Tarrant County   | FT 30.60.3 | IH 20    | Matlock Road                  | SH 360                  | 8 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    | 10 (Frwy),   | Operational Improvements, Bottleneck Removal                             | w/ FT 30.60.2            |
|                                  |            |          |                               |                         | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/8 (Frtg-C) |  |                          |
| 04 - IH 20 East Tarrant County   | FT 30.70.1 | IH 20    | SH 360                        | Great Southwest Parkway | 8 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    | 10 (Frwy),   | Operational Improvements, Bottleneck Removal                             | w/ FT 30.60.2            |
|                                  |            |          |                               |                         | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 05 - IH 20 (Dallas County)       | FT 30.70.2 | IH 20    | Great Southwest Parkway       | PGBT WE (SH 161)        | 8 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    | 10 (Frwy),   | Operational Improvements, Bottleneck Removal                             | w/ FT 30.60.2            |
|                                  |            |          |                               |                         | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 05 - IH 20 (Dallas County)       | FT 30.80.1 | IH 20    | PGBT WE (SH 161)              | Robinson Road           | 8 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    | 10 (Frwy),   | Operational Improvements, Bottleneck Removal                             | \$100,000,000            |
|                                  |            |          |                               |                         | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 05 - IH 20 (Dallas County)       | FT 30.80.2 | IH 20    | Robinson Road                 | FM 1382                 | 8 (Frwy),    | 8 (Frwy),    | 10 (Frwy),   | 10 (Frwy),   | Operational Improvements   | w/ FT 30.80.1            |
|                                  |            |          |                               |                         | 4/8 (Frtg-C) | 4/8 (Frtg-C) | 4/8 (Frtg-C) | 4/8 (Frtg-C) |  |                          |
| 05 - IH 20 (Dallas County)       | FT 30.80.3 | IH 20    | FM 1382                       | Spur 408                | 8 (Frwy)     | 8 (Frwy),    | 10 (Frwy),   | 10 (Frwy),   | Operational Improvements, Bottleneck Removal                             | w/ FT 30.80.1            |
|                                  |            |          |                               |                         |              | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 06 - IH 30 West Freeway          | FT 28.10.3 | IH 30    | Spur 580/Camp Bowie West Blvd | IH 820                  | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | \$183,000,000            |
|                                  |            |          |                               |                         | 4 (Frtg-D)   | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |                          |
| 06 - IH 30 West Freeway          | FT 28.20.1 | IH 30    | IH 820                        | Camp Bowie Blvd         | 6 (Frwy),    | 6 (Frwy),    | 8 (Frwy),    | 8 (Frwy),    |  | \$1,650,000,000          |
|                                  |            |          |                               |                         | 2/8 (Frtg-D) | 2/8 (Frtg-D) | 4/8 (Frtg-C) | 4/8 (Frtg-C) |  |                          |
| 07 - IH 30 (East Tarrant County) | FT 28.30.1 | IH 30    | IH 35W                        | US 287                  | 6 (Frwy)     | 6 (Frwy)     | 8 (Frwy)     | 8 (Frwy)     |  | w/ FT 28.30.3            |
| 07 - IH 30 (East Tarrant County) | FT 28.30.2 | IH 30    | US 287                        | Oakland Blvd            | 8 (Frwy)     | 8 (Frwy)     | 10 (Frwy),   | 10 (Frwy),   |  | w/ FT 28.30.3            |
|                                  |            |          |                               |                         |              |              | 4/6 (Frtg-D) | 4/6 (Frtg-D) |  |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                      | MTP ID      | Facility | From               | To                 | 2026 Lanes   | 2035 Lanes   | 2040 Lanes   | 2050 Lanes   | Asset Optimization Description | Total Project Cost (YOE) |
|----------------------------------|-------------|----------|--------------------|--------------------|--|--|--|--|--------------------------------|--------------------------|
| 07 - IH 30 (East Tarrant County) | FT 28.30.3  | IH 30    | Oakland Blvd       | IH 820             | 6 (Frwy)   | 6 (Frwy)   | 10 (Frwy),<br>4/6 (Frtg-C)                               | 10 (Frwy),<br>4/6 (Frtg-C)                               |                                | \$3,950,000,000          |
| 07 - IH 30 (East Tarrant County) | FT 28.30.5  | IH 30    | IH 820             | Cooks Lane         | 6 (Frwy)   | 6 (Frwy)   | 10 (Frwy) +<br>4 CD                                      | 10 (Frwy) +<br>4 CD                                      |                                | w/ FT 28.30.3            |
| 07 - IH 30 (East Tarrant County) | FT 28.40.1  | IH 30    | Cooks Lane         | NW Green Oaks Blvd | 6 (Frwy)   | 6 (Frwy)   | 10 (Frwy) +<br>4/6 CD                                    | 10 (Frwy) +<br>4/6 CD                                    |                                | w/ FT 28.30.3            |
| 07 - IH 30 (East Tarrant County) | FT 28.40.2  | IH 30    | NW Green Oaks Blvd | Cooper Street      | 6 (Frwy)   | 6 (Frwy)   | 10 (Frwy) +<br>4/6 (Frtg-C)                              | 10 (Frwy) +<br>4/6 (Frtg-C)                              |                                | w/ FT 28.30.3            |
| 07 - IH 30 (East Tarrant County) | FT 28.40.3  | IH 30    | Cooper Street      | Duncan Perry Road  | 6 (Frwy) +<br>2 (ML/T-C) +<br>3 WB CD,<br>4/6 (Frtg-D) | 6 (Frwy) +<br>2 (ML/T-C) +<br>3 WB CD,<br>4/6 (Frtg-D) | 8 (Frwy) +<br>2/3 (ML/T-C) +<br>3 WB CD,<br>4/6 (Frtg-D) | 8 (Frwy) +<br>2/3 (ML/T-C) +<br>3 WB CD,<br>4/6 (Frtg-D) |                                | w/ FT 28.40.4            |
| 07 - IH 30 (East Tarrant County) | FT 28.40.4  | IH 30    | Duncan Perry Road  | PGBT WE (SH 161)   | 6 (Frwy) +<br>2 (ML/T-R)                               | 8 (Frwy) +<br>2 (ML/T-R),<br>4 (Frtg-C)                | 8 (Frwy) +<br>2 (ML/T-R),<br>4 (Frtg-C)                  | 8 (Frwy) +<br>2 (ML/T-R),<br>4 (Frtg-C)                  |                                | \$326,000,000            |
| 07 - IH 30 (East Tarrant County) | FT 151.20.2 | IH 820   | Randol Mill Road   | IH 30              | 8 (Frwy),<br>2/6 (Frtg-C)                              | 8 (Frwy),<br>2/6 (Frtg-C)                              | 8 (Frwy),<br>4/6 (Frtg-C)                                | 8 (Frwy),<br>4/6 (Frtg-C)                                | Operational Improvements       | w/ FT 28.30.3            |
| 07 - IH 30 (East Tarrant County) | FT 151.30.1 | IH 820   | IH 30              | Meadowbrook Drive  | 8 (Frwy),<br>4/6 (Frtg-C)                              | 8 (Frwy),<br>4/6 (Frtg-C)                              | 8 (Frwy),<br>4/6 (Frtg-C)                                | 8 (Frwy),<br>4/6 (Frtg-C)                                | Operational Improvements       | w/ FT 28.30.3            |
| 08 - IH 30 Canyon                | FT 28.60.1  | IH 30    | IH 35E (East)      | Cesar Chavez Blvd  | 6 (Frwy) +<br>4 WB CD,<br>2/6 (Frtg-D)                 | 12 (Frwy),<br>2/6 (Frtg-D)                             | 12 (Frwy),<br>2/6 (Frtg-D)                               | 12 (Frwy),<br>2/6 (Frtg-D)                               |                                | \$738,000,000            |
| 08 - IH 30 Canyon                | FT 28.60.2  | IH 30    | Cesar Chavez Blvd  | IH 45              | 7 (Frwy) +<br>1 (HOV-R),<br>2/4 (Frtg-D)               | 8 (Frwy) +<br>1 (ML/T-R),<br>2/4 (Frtg-D)              | 8 (Frwy) +<br>1 (ML/T-R),<br>2/4 (Frtg-D)                | 8 (Frwy) +<br>1 (ML/T-R),<br>2/4 (Frtg-D)                |                                | w/ FT 28.60.1            |
| 09 - IH 30 East Corridor         | FT 28.60.3  | IH 30    | IH 45              | Ferguson Road      | 8 (Frwy) +<br>1 (HOV-R),<br>4/6 (Frtg-D)               | 10 (Frwy) +<br>2 (ML/T-R),<br>2/6 (Frtg-D)             | 10 (Frwy) +<br>2 (ML/T-R),<br>2/6 (Frtg-D)               | 10 (Frwy) +<br>2 (ML/T-R),<br>2/6 (Frtg-D)               |                                | \$1,670,000,000          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                  | MTP ID      | Facility | From  | To                                    | 2026 Lanes                            | 2035 Lanes                              | 2040 Lanes                              | 2050 Lanes                              | Asset Optimization Description | Total Project Cost (YOE) |
|------------------------------|-------------|----------|---|---------------------------------------|---------------------------------------|---|---|---|--------------------------------|--------------------------|
| 09 - IH 30 East Corridor     | FT 28.70.1  | IH 30    | Ferguson Road                                   | US 80                                 | 8 (Frwy) + 1 (HOV-R),<br>4/6 (Frtg-D) | 10 (Frwy) + 2 (ML/T-R),<br>4/6 (Frtg-C) | 10 (Frwy) + 2 (ML/T-R),<br>4/6 (Frtg-C) | 10 (Frwy) + 2 (ML/T-R),<br>4/6 (Frtg-C) |                                | w/ FT 28.60.3            |
| 09 - IH 30 East Corridor     | FT 28.70.2  | IH 30    | US 80   | Motley Drive                          | 6 (Frwy) + 1 (HOV-R),<br>4/6 (Frtg-C) | 6 (Frwy) + 1 (ML/T-R),<br>4/6 (Frtg-C)  | 6 (Frwy) + 1 (ML/T-R),<br>4/6 (Frtg-C)  | 6 (Frwy) + 1 (ML/T-R),<br>4/6 (Frtg-C)  |                                | w/ FT 28.60.3            |
| 09 - IH 30 East Corridor     | FT 28.70.3  | IH 30    | Motley Drive                                    | IH 635                                | 6 (Frwy) + 1 (HOV-R),<br>4 (Frtg-C)   | 8 (Frwy) + 1 (ML/T-R),<br>4/6 (Frtg-C)  | 8 (Frwy) + 1 (ML/T-R),<br>4/6 (Frtg-C)  | 8 (Frwy) + 1 (ML/T-R),<br>4/6 (Frtg-C)  |                                | w/ FT 28.60.3            |
| 09 - IH 30 East Corridor     | FT 28.70.5  | IH 30    | IH 635  | Bobtown Road                          | 8 (Frwy),<br>4/6 (Frtg-C)             | 11 (Frwy),<br>4/6 (Frtg-C)              | 11 (Frwy),<br>4/6 (Frtg-C)              | 11 (Frwy),<br>4/6 (Frtg-C)              |                                | \$478,000,000            |
| 10 - IH 30 (Rockwall County) | FT 28.90.1  | IH 30    | Dalrock Road (Dallas County Line)               | SH 205                                | 6 (Frwy),<br>4/6 (Frtg-D)             | 8 (Frwy),<br>4/6 (Frtg-C)               | 8 (Frwy),<br>4/6 (Frtg-C)               | 8 (Frwy),<br>4/6 (Frtg-C)               |                                | \$399,000,000            |
| 10 - IH 30 (Rockwall County) | FT 28.90.2  | IH 30    | SH 205  | West of FM 2642 (Hunt County Line)    | 4 (Frwy),<br>4 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               |                                | w/ FT 28.90.1            |
| 11 - IH 30 (Hunt County)     | FT 28.100.1 | IH 30    | West of FM 2642 (Hunt County Line)              | SH 34                                 | 4 (Frwy),<br>2/6 (Frtg-C)             | 6 (Frwy),<br>4/6 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               |                                | \$485,000,000            |
| 11 - IH 30 (Hunt County)     | FT 28.100.2 | IH 30    | SH 34   | Spur 302                              | 4 (Frwy),<br>2/6 (Frtg-D)             | 6 (Frwy),<br>2/6 (Frtg-D)               | 6 (Frwy),<br>2/6 (Frtg-D)               | 6 (Frwy),<br>2/6 (Frtg-D)               |                                | \$89,400,000             |
| 11 - IH 30 (Hunt County)     | FT 28.100.3 | IH 30    | Spur 302  | East of CR 3203 (Hopkins County Line) | 4 (Frwy),<br>4 (Frtg-D)               | 6 (Frwy),<br>4 (Frtg-D)                 | 6 (Frwy),<br>4 (Frtg-D)                 | 6 (Frwy),<br>4 (Frtg-D)                 |                                | \$100,000,000            |
| 12 - IH 345                  | FT 25.10.1  | IH 345   | US 75/ Woodall Rodgers Freeway/ Spur 366        | IH 30/IH 45                           | 6 (Frwy),<br>4/6 (Frtg-D)             | 6 (Frwy),<br>2/6 (Frtg-D)               | 6 (Frwy),<br>2/6 (Frtg-D)               | 6 (Frwy),<br>2/6 (Frtg-D)               |                                | \$2,220,000,000          |
| 13 - IH 35                   | FT 3.10.1   | IH 35    | North of Chisam Road (Cooke/Denton County Line) | FM 156                                | 4 (Frwy),<br>4 (Frtg-D)               | 6 (Frwy),<br>4/6 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               | 6 (Frwy),<br>4/6 (Frtg-C)               |                                | \$1,670,000,000          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor         | MTP ID    | Facility | From                             | To                               | 2026 Lanes                    | 2035 Lanes                    | 2040 Lanes                    | 2050 Lanes                    | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------|-----------|----------|----------------------------------|----------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------|
| 13 - IH 35          | FT 3.20.1 | IH 35    | FM 156                           | State Loop 288 (North of Denton) | 4 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     |                                | w/ FT 3.10.1             |
|                     |           |          |                                  |                                  | 4 (Frtg-C)                    | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  |                                |                          |
| 13 - IH 35          | FT 3.20.2 | IH 35    | State Loop 288 (North of Denton) | US 380                           | 4 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     |                                | w/ FT 3.10.1             |
|                     |           |          |                                  |                                  | 4 (Frtg-C)                    | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  |                                |                          |
| 13 - IH 35          | FT 3.20.3 | IH 35    | US 380                           | IH 35W/IH 35E                    | 6 (Frwy),                     | 6 (Frwy),                     | 10 (Frwy),                    | 10 (Frwy),                    |                                | w/ FT 3.10.1             |
|                     |           |          |                                  |                                  | 4 (Frtg-C)                    | 4/8 (Frtg-C)                  | 4/8 (Frtg-C)                  | 4/8 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.10.1 | IH 35E   | IH 35/IH 35W                     | US 377 (South of Denton)         | 6 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     | 8 (Frwy) + 2 (ML/T-C),        |                                | \$382,000,000            |
|                     |           |          |                                  |                                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.10.2 | IH 35E   | US 377 (South of Denton)         | US 77                            | 6 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     | 8 (Frwy) + 2 (ML/T-C),        |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/8 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.10.3 | IH 35E   | US 77                            | State Loop 288                   | 6 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     | 8 (Frwy) + 4 (ML/T-C),        |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 4 (Frtg-C)                    | 4 (Frtg-C)                    | 4 (Frtg-C)                    | 4/8 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.10.4 | IH 35E   | State Loop 288                   | Corinth Parkway                  | 6 (Frwy),                     | 6 (Frwy),                     | 6 (Frwy),                     | 8 (Frwy) + 4 (ML/T-C),        |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/8 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.10.5 | IH 35E   | Corinth Parkway                  | FM 407                           | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 4 (ML/T-C),        |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/8 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.10.6 | IH 35E   | FM 407                           | SRT (SH 121)                     | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 4 (ML/T-C),        |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 2/6 (Frtg-C)                  | 2/6 (Frtg-C)                  | 2/6 (Frtg-C)                  | 2/8 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.20.1 | IH 35E   | SRT (SH 121)                     | PGBT                             | 6 (Frwy) + 2 (ML/T-R) + 6 CD, | 6 (Frwy) + 2 (ML/T-R) + 6 CD, | 6 (Frwy) + 2 (ML/T-R) + 6 CD, | 6 (Frwy) + 4 (ML/T-C) + 8 CD, |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 4/6 (Frtg-C)                  | 2/6 (Frtg-C)                  |                                |                          |
| 14 - IH 35E (North) | FT 7.30.1 | IH 35E   | PGBT                             | IH 635                           | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 2 (ML/T-R),        | 8 (Frwy) + 4 (ML/T-C),        |                                | w/ FT 7.10.1             |
|                     |           |          |                                  |                                  | 2/8 (Frtg-D)                  | 2/8 (Frtg-D)                  | 2/8 (Frtg-D)                  | 2/8 (Frtg-D)                  |                                |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                   | MTP ID     | Facility      | From                                     | To                                       | 2026 Lanes                                   | 2035 Lanes                                   | 2040 Lanes                                   | 2050 Lanes                                | Asset Optimization Description | Total Project Cost (YOE) |
|-------------------------------|------------|---------------|--|--|--|--|--|---|--------------------------------|--------------------------|
| 15 - IH 35E (Stemmons)        | FT 7.50.1  | IH 35E        | State Loop 12                            | Spur 482/Storey Lane                     | 6 (Frwy) +<br>2 (ML/T-C),<br>2/3 NB (Frtg-D) | 6 (Frwy) +<br>2 (ML/T-C),<br>2/3 NB (Frtg-D) | 6 (Frwy) +<br>2 (ML/T-C),<br>2/3 NB (Frtg-D) | 8 (Frwy) +<br>2 (ML/T-C),<br>4/6 (Frtg-D) |                                | \$594,000,000            |
| 15 - IH 35E (Stemmons)        | FT 17.10.1 | State Loop 12 | IH 35E                                   | SH 183                                   | 6 (Frwy) +<br>2 (ML/T-C),<br>4/6 (Frtg-D)    | 6 (Frwy) +<br>2 (ML/T-C),<br>4/6 (Frtg-D)    | 6 (Frwy) +<br>2 (ML/T-C),<br>4/6 (Frtg-D)    | 8 (Frwy) +<br>4 (ML/T-C),<br>4/6 (Frtg-C) |                                | w/ FT 7.50.1             |
| 16 - IH 35E (Lower Stemmons)  | FT 7.50.2  | IH 35E        | Spur 482/Storey Lane                     | SH 183/Mockingbird Lane                  | 6 (Frwy),<br>4/6 (Frtg-D)                    | 6 (Frwy),<br>4/6 (Frtg-D)                    | 8 (Frwy),<br>4/6 (Frtg-D)                    | 8 (Frwy),<br>4/6 (Frtg-D)                 |                                | w/ FT 7.60.1             |
| 16 - IH 35E (Lower Stemmons)  | FT 7.60.1  | IH 35E        | SH 183/Mockingbird Lane                  | Inwood Blvd                              | 10 (Frwy),<br>4/6 (Frtg-C)                   | 10 (Frwy),<br>4/6 (Frtg-C)                   | 11 (Frwy) +<br>2 CD,<br>4/6 (Frtg-C)         | 11 (Frwy) +<br>2 CD,<br>4/6 (Frtg-C)      |                                | \$2,000,000,000          |
| 16 - IH 35E (Lower Stemmons)  | FT 7.60.2  | IH 35E        | Inwood Blvd                              | Medical District Drive                   | 10 (Frwy),<br>4/6 (Frtg-C)                   | 10 (Frwy),<br>4/6 (Frtg-C)                   | 11 (Frwy) +<br>2 CD,<br>4/6 (Frtg-C)         | 11 (Frwy) +<br>2 CD,<br>4/6 (Frtg-C)      |                                | w/ FT 7.60.1             |
| 16 - IH 35E (Lower Stemmons)  | FT 7.60.4  | IH 35E        | Medical District Drive                   | Market Center Blvd                       | 10 (Frwy),<br>4/6 (Frtg-C)                   | 10 (Frwy),<br>4/6 (Frtg-C)                   | 11 (Frwy) +<br>2 CD,<br>4/6 (Frtg-C)         | 11 (Frwy) +<br>2 CD,<br>4/6 (Frtg-C)      |                                | w/ FT 7.60.1             |
| 16 - IH 35E (Lower Stemmons)  | FT 7.60.5  | IH 35E        | Market Center Blvd                       | Oak Lawn Avenue                          | 10 (Frwy),<br>4/6 (Frtg-C)                   | 10 (Frwy),<br>4/6 (Frtg-C)                   | 12 (Frwy),<br>4/6 (Frtg-C)                   | 12 (Frwy),<br>4/6 (Frtg-C)                |                                | w/ FT 7.60.1             |
| 17 - IH 35E (Lowest Stemmons) | FT 7.60.6  | IH 35E        | Oak Lawn Avenue                          | Woodall Rodgers Freeway/Spur 366         | 10 (Frwy) +<br>4 CD,<br>2/3 SB (Frtg-D)      | 10 (Frwy) +<br>4 CD,<br>2/3 SB (Frtg-D)      | 11 (Frwy) +<br>4 CD,<br>4/6 (Frtg-D)         | 11 (Frwy) +<br>4 CD,<br>4/6 (Frtg-D)      |                                | \$173,000,000            |
| 17 - IH 35E (Lowest Stemmons) | FT 7.70.1  | IH 35E        | Woodall Rodgers Freeway/Spur 366         | IH 30                                    | 10 (Frwy) +<br>2/3 CD,<br>2/6 (Frtg-D)       | 10 (Frwy) +<br>2/3 CD,<br>2/6 (Frtg-D)       | 10 (Frwy) +<br>2/3 CD,<br>2/6 (Frtg-D)       | 10 (Frwy) +<br>2/4 CD,<br>2/6 (Frtg-D)    |                                | w/ FT 7.60.6             |
| 18 - IH 35W (North)           | FT 5.10.1  | IH 35W        | IH 35W/IH 35E                            | State Loop 288/FM 2499 (South of Denton) | 4 (Frwy),<br>2 SB (Frtg-D)                   | 4 (Frwy),<br>4/6 (Frtg-D)                    | 6 (Frwy),<br>4/6 (Frtg-D)                    | 6 (Frwy),<br>4/6 (Frtg-D)                 |                                | w/ FT 5.10.2             |
| 18 - IH 35W (North)           | FT 5.10.2  | IH 35W        | State Loop 288/FM 2449 (South of Denton) | SH 114                                   | 4 (Frwy),<br>4 (Frtg-D)                      | 4 (Frwy),<br>4/6 (Frtg-C)                    | 6 (Frwy),<br>4/6 (Frtg-C)                    | 6 (Frwy),<br>4/6 (Frtg-C)                 |                                | \$685,000,000            |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor             | MTP ID      | Facility | From                         | To                           | 2026 Lanes   | 2035 Lanes         | 2040 Lanes            | 2050 Lanes            | Asset Optimization Description | Total Project Cost (YOE) |
|-------------------------|-------------|----------|------------------------------|------------------------------|--------------|--------------------|-----------------------|-----------------------|--------------------------------|--------------------------|
| 18 - IH 35W (North)     | FT 5.20.1   | IH 35W   | SH 114                       | Eagle Parkway                | 4 (Frwy),    | 4 (Frwy),          | 6 (Frwy),             | 6 (Frwy),             |                                | w/ FT 5.10.2             |
|                         |             |          |                              |                              | 4/6 (Frtg-C) | 4/6 (Frtg-C)       | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |
| 19 - IH 35W (South)     | FT 5.80.1   | IH 35W   | IH 20                        | Everman Parkway              | 6 (Frwy),    | 6 (Frwy),          | 11 (Frwy),            | 11 (Frwy),            |                                | \$1,210,000,000          |
|                         |             |          |                              |                              | 4/6 (Frtg-C) | 4/6 (Frtg-C)       | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |
| 19 - IH 35W (South)     | FT 5.80.2   | IH 35W   | Everman Parkway              | SH 174 (Tarrant County Line) | 6 (Frwy),    | 6 (Frwy),          | 10 (Frwy) +           | 10 (Frwy) +           |                                | w/ FT 5.80.1             |
|                         |             |          |                              |                              | 4/6 (Frtg-C) | 4/6 (Frtg-C)       | 2 NB CD, 4/8 (Frtg-C) | 2 NB CD, 4/8 (Frtg-C) |                                |                          |
| 19 - IH 35W (South)     | FT 5.90.1   | IH 35W   | SH 174 (Tarrant County Line) | Hidden Creek Parkway         | 4 (Frwy),    | 4 (Frwy),          | 6 (Frwy),             | 6 (Frwy),             |                                | \$1,360,000,000          |
|                         |             |          |                              |                              | 4/6 (Frtg-C) | 4/6 (Frtg-C)       | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |
| 19 - IH 35W (South)     | FT 5.90.2   | IH 35W   | Hidden Creek Parkway         | FM 917                       | 4 (Frwy),    | 4 (Frwy),          | 6 (Frwy),             | 6 (Frwy),             |                                | w/ FT 5.90.1             |
|                         |             |          |                              |                              | 4 (Frtg-C)   | 4 (Frtg-C)         | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |
| 19 - IH 35W (South)     | FT 5.100.1  | IH 35W   | FM 917                       | CR 401                       | 4 (Frwy),    | 4 (Frwy),          | 6 (Frwy),             | 6 (Frwy),             |                                | w/ FT 5.90.1             |
|                         |             |          |                              |                              | 2/4 (Frtg-D) | 2/4 (Frtg-D)       | 2/6 (Frtg-C)          | 2/6 (Frtg-C)          |                                |                          |
| 20 - IH 820 (Northwest) | FT 14.20.8  | SH 199   | Azle Avenue                  | IH 820                       |              | 4 (Frwy),          | 4 (Frwy),             | 6 (Frwy),             |                                | w/ FT 153.20.4           |
|                         |             |          |                              |                              | 4/6 (Frtg-D) | 4/6 (Frtg-D)       | 4/6 (Frtg-D)          | 4/6 (Frtg-D)          |                                |                          |
| 20 - IH 820 (Northwest) | FT 153.20.1 | IH 820   | IH 30                        | Las Vegas Trail              | 6 (Frwy),    | 6 (Frwy),          | 10 (Frwy),            | 10 (Frwy),            |                                | \$618,000,000            |
|                         |             |          |                              |                              | 4 (Frtg-C)   | 4 (Frtg-C)         | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |
| 20 - IH 820 (Northwest) | FT 153.20.2 | IH 820   | Las Vegas Trail              | Navajo Trail                 | 8 (Frwy),    | 8 (Frwy),          | 10 (Frwy),            | 10 (Frwy),            |                                | w/ FT 153.20.1           |
|                         |             |          |                              |                              | 4/6 (Frtg-D) | 4/6 (Frtg-D)       | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |
| 20 - IH 820 (Northwest) | FT 153.20.3 | IH 820   | Navajo Trail                 | Marine Creek Parkway         | 6 (Frwy),    | 8 (Frwy) +         | 10 (Frwy) +           | 10 (Frwy) +           |                                | \$1,610,000,000          |
|                         |             |          |                              |                              | 4/6 (Frtg-D) | 4 CD, 4/6 (Frtg-D) | 4 CD, 4/6 (Frtg-D)    | 4 CD, 4/6 (Frtg-D)    |                                |                          |
| 20 - IH 820 (Northwest) | FT 153.20.4 | IH 820   | Marine Creek Parkway         | IH 35W                       | 6 (Frwy),    | 6 (Frwy),          | 10 (Frwy),            | 10 (Frwy),            |                                | \$989,000,000            |
|                         |             |          |                              |                              | 4/6 (Frtg-D) | 4/6 (Frtg-D)       | 4/6 (Frtg-C)          | 4/6 (Frtg-C)          |                                |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                        | MTP ID      | Facility      | From          | To                             | 2026 Lanes                                    | 2035 Lanes                                    | 2040 Lanes                                    | 2050 Lanes                                    | Asset Optimization Description | Total Project Cost (YOE) |
|------------------------------------|-------------|---------------|---------------|--------------------------------|---|---|---|---|--------------------------------|--------------------------|
| 21 - North Tarrant Express (3)     | FT 5.20.2   | IH 35W        | Eagle Parkway | US 81/287                      | 4 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 4 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        |                                | \$368,000,000            |
| 21 - North Tarrant Express (3)     | FT 5.40.1   | IH 35W        | US 81/287     | Basswood Blvd                  | 4 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 4 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 8 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 8 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        |                                | \$170,000,000            |
| 21 - North Tarrant Express (3)     | FT 5.40.2   | IH 35W        | Basswood Blvd | IH 820                         | 4 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 4 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 8 (Frwy) + 6 (ML/T-C),<br>4/6 (Frtg-C)        | 8 (Frwy) + 6 (ML/T-C),<br>4/6 (Frtg-C)        |                                | w/ FT 5.40.1             |
| 21 - North Tarrant Express (3)     | FT 5.50.1   | IH 35W        | IH 820        | SH 183                         | 4 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 4 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        |                                | w/ FT 5.60.1             |
| 21 - North Tarrant Express (3)     | FT 5.50.2   | IH 35W        | SH 183        | SH 121                         | 6 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 6 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-D)        | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)        | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)        |                                | w/ FT 5.60.1             |
| 21 - North Tarrant Express (3)     | FT 5.60.1   | IH 35W        | SH 121        | IH 30                          | 8 (Frwy) + 2 (ML/T-C),<br>1/2 NB (Frtg-D)     | 8 (Frwy) + 2 (ML/T-C),<br>1/2 NB (Frtg-D)     | 8 (Frwy) + 2 (ML/T-C) + 8 CD,<br>4/6 (Frtg-D) | 8 (Frwy) + 2 (ML/T-C) + 8 CD,<br>4/6 (Frtg-D) |                                | \$1,980,000,000          |
| 22 - North Tarrant Express (1 & 2) | FT 11.90.1  | SH 121/SH 183 | IH 820        | SH 183                         | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 6 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 6 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 6 (ML/T-C),<br>4/8 (Frtg-C)        |                                | \$93,800,000             |
| 22 - North Tarrant Express (1 & 2) | FT 22.10.1  | SH 183        | SH 121        | FM 157                         | 6 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)        | 8 (Frwy) + 6 (ML/T-C),<br>4/6 (Frtg-C)        | 8 (Frwy) + 6 (ML/T-C),<br>4/6 (Frtg-C)        | 8 (Frwy) + 6 (ML/T-C),<br>4/6 (Frtg-C)        |                                | w/ FT 22.10.2            |
| 22 - North Tarrant Express (1 & 2) | FT 22.10.2  | SH 183        | FM 157        | SH 360                         | 6 (Frwy) + 3 (ML/T-C),<br>2/6 (Frtg-D)        | 8 (Frwy) + 6/8 (ML/T-C),<br>4/6 (Frtg-D)      | 8 (Frwy) + 6/8 (ML/T-C),<br>4/6 (Frtg-D)      | 8 (Frwy) + 6/8 (ML/T-C),<br>4/6 (Frtg-D)      |                                | \$1,190,000,000          |
| 22 - North Tarrant Express (1 & 2) | FT 22.20.1  | SH 183        | SH 360        | President George Bush Turnpike | 7 (Frwy) + 2 (ML/T-C) + 4 CD,<br>4/6 (Frtg-D) | 8 (Frwy) + 6 (ML/T-C) + 4 CD,<br>4/6 (Frtg-D) | 8 (Frwy) + 6 (ML/T-C) + 4 CD,<br>4/6 (Frtg-D) | 8 (Frwy) + 6 (ML/T-C) + 4 CD,<br>4/6 (Frtg-D) |                                | w/ FT 22.10.2            |
| 22 - North Tarrant Express (1 & 2) | FT 150.20.1 | IH 820        | IH 35W        | US 377                         | 4 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-C)        |                                | \$83,000,000             |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                        | MTP ID      | Facility                               | From                  | To                        | 2026 Lanes                               | 2035 Lanes                               | 2040 Lanes                              | 2050 Lanes                              | Asset Optimization Description               | Total Project Cost (YOE) |
|------------------------------------|-------------|--|-----------------------|---------------------------|--|--|---|---|--|--------------------------|
| 22 - North Tarrant Express (1 & 2) | FT 150.20.2 | IH 820                                 | US 377                | SH 121/SH 183 Interchange | 4 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-D)   | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-D)   | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-D)  | 6 (Frwy) + 4 (ML/T-C),<br>4/8 (Frtg-D)  |  | w/ FT 150.20.1           |
| 23 - Midtown Express               | FT 22.30.1  | SH 183                                 | PGBT WE (SH 161)      | SH 356/Belt Line Road     | 8 (Frwy) + 2 (ML/T-C),<br>4/6 (Frtg-C)   | 8 (Frwy) + 2 (ML/T-C),<br>4/6 (Frtg-C)   | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)  | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)  | Operational Improvements, Bottleneck Removal | \$729,000,000            |
| 23 - Midtown Express               | FT 22.30.2  | SH 183                                 | SH 356/Belt Line Road | State Loop 12             | 6 (Frwy) + 2/4 (ML/T-C),<br>4/6 (Frtg-D) | 6 (Frwy) + 2/4 (ML/T-C),<br>4/6 (Frtg-D) | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)  | 8 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C)  |  | \$364,000,000            |
| 23 - Midtown Express               | FT 22.40.2  | SH 183                                 | SH 114                | Empire Central            | 8 (Frwy) + 2 (ML/T-C),<br>4/6 (Frtg-D)   | 8 (Frwy) + 2 (ML/T-C),<br>4/6 (Frtg-D)   | 10 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C) | 10 (Frwy) + 4 (ML/T-C),<br>4/6 (Frtg-C) |  | w/ FT 7.60.1             |
| 23 - Midtown Express               | FT 22.40.3  | SH 183                                 | Empire Central        | IH 35E                    | 6 (Frwy),<br>4/6 (Frtg-C)                | 6 (Frwy),<br>4/6 (Frtg-C)                | 6 (Frwy) + 4 CD,<br>4/6 (Frtg-C)        | 6 (Frwy) + 4 CD,<br>4/6 (Frtg-C)        |  | w/ FT 7.60.1             |
| 24 - Outer Loop (North)            | FT 110.10.1 | Denton County Loop (Greenbelt Parkway) | IH 35                 | Dallas North Tollway      |  | 2 (Frtg-C)                               | 4 (Frtg-C)                              | 6 (Frwy),<br>4/6 (Frtg-C)               |  | \$2,250,000,000          |
| 24 - Outer Loop (North)            | FT 110.20.1 | Collin County Loop                     | Dallas North Tollway  | SH 289/Preston Road       | 2 (Frtg-C)                               | 2 (Frtg-C)                               | 4 (Frtg-C)                              | 6 (Frwy),<br>4 (Frtg-C)                 |  | \$2,550,000,000          |
| 24 - Outer Loop (North)            | FT 110.25.1 | Collin County Loop                     | SH 289/Preston Road   | US 75                     | 2 (Frtg-C)                               | 2 (Frtg-C)                               | 4 (Frtg-C)                              | 6 (Frwy),<br>4 (Frtg-C)                 |  | w/ FT 110.20.1           |
| 24 - Outer Loop (North)            | FT 110.30.1 | Collin County Loop                     | US 75                 | SH 121                    | 2 (Frtg-C)                               | 4 (Frtg-C)                               | 4 (Frtg-C)                              | 4 (Frtg-C)                              |  | w/ FT 110.20.1           |
| 25 - Outer Loop (East)             | FT 110.30.5 | Collin County Loop                     | CR 655                | US 380/FM 547             |  | 2 (Frtg-C)                               | 2 (Frtg-C)                              | 2 (Frtg-C)                              |  | w/ FT 111.10.1           |
| 25 - Outer Loop (East)             | FT 111.10.1 | Collin County Loop                     | US 380/FM 547         | CR 637                    |  |  | 4 (Frtg-C)                              | 4 (Frwy),<br>4 (Frtg-C)                 |  | \$2,690,000,000          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                | MTP ID      | Facility             | From                        | To                          | 2026 Lanes                | 2035 Lanes                | 2040 Lanes                | 2050 Lanes                           | Asset Optimization Description   | Total Project Cost (YOE) |
|----------------------------|-------------|----------------------|-----------------------------|-----------------------------|---------------------------|---------------------------|---------------------------|--------------------------------------|--|--------------------------|
| 25 - Outer Loop (East)     | FT 111.10.2 | Collin County Loop   | CR 637                      | FM 2755/CR 588 Birch Street |                           | 4 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frwy),<br>4 (Frtg-C)              |  | w/ FT 111.10.1           |
| 25 - Outer Loop (East)     | FT 111.10.3 | Rockwall County Loop | FM 2755/CR 588 Birch Street | IH 30                       |                           | 2 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frwy),<br>4/6 (Frtg-C)            |  | \$1,620,000,000          |
| 25 - Outer Loop (East)     | FT 111.20.1 | Rockwall County Loop | IH 30                       | SH 205                      |                           | 2 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frwy),<br>4/6 (Frtg-C)            |  | w/ FT 111.10.3           |
| 25 - Outer Loop (East)     | FT 111.30.1 | Kaufman County Loop  | SH 205                      | FM 148                      |                           | 2 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frwy),<br>4/6 (Frtg-C)            |  | \$1,890,000,000          |
| 26 - PGBT (Northeast)      | FT 121.10.3 | PGBT                 | SH 78                       | IH 30                       | 6 (Toll),<br>4/6 (Frtg-D) | 6 (Toll),<br>4/6 (Frtg-D) | 8 (Toll),<br>4/6 (Frtg-D) | 8 (Toll),<br>4/6 (Frtg-D)            |  | \$170,000,000            |
| 27 - PGBT (East Branch)    | FT 39.10.1  | PGBT                 | IH 30/PGBT                  | IH 20                       |                           | 6 (Toll),<br>4 (Frtg-D)   | 6 (Toll),<br>4 (Frtg-D)   | 6 (Toll),<br>4 (Frtg-D)              |  | \$2,060,000,000          |
| 28 - SE Dallas Y-Connector | FT 30.80.12 | IH 20                | St Augustine Drive          | US 175                      | 8 (Frwy),<br>4 (Frtg-C)   | 8 (Frwy),<br>4 (Frtg-C)   | 8 (Frwy),<br>4 (Frtg-C)   | 10 (Frwy),<br>4/6 (Frtg-C)           | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 30.90.1            |
| 28 - SE Dallas Y-Connector | FT 30.90.1  | IH 20                | US 175                      | IH 635                      | 8 (Frwy)                  | 8 (Frwy)                  | 8 (Frwy)                  | 10 (Frwy) +<br>6 CD,<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | \$3,730,000,000          |
| 28 - SE Dallas Y-Connector | FT 30.90.2  | IH 20                | IH 635                      | Seagoville Road             | 6 (Frwy)                  | 6 (Frwy)                  | 6 (Frwy),<br>4 (Frtg-C)   | 8 (Frwy),<br>4 (Frtg-C)              | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 30.90.1            |
| 28 - SE Dallas Y-Connector | FT 36.10.3  | US 175               | Prairie Creek Road          | IH 20                       | 6 (Frwy),<br>4 (Frtg-C)   | 6 (Frwy),<br>4 (Frtg-C)   | 6 (Frwy),<br>4 (Frtg-C)   | 7 (Frwy),<br>4/6 (Frtg-C)            | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 30.90.1            |
| 28 - SE Dallas Y-Connector | FT 36.20.1  | US 175               | IH 20                       | Belt Line Road              | 4 (Frwy),<br>4 (Frtg-C)   | 4 (Frwy),<br>4 (Frtg-C)   | 4 (Frwy),<br>4 (Frtg-C)   | 7 (Frwy),<br>4/6 (Frtg-C)            | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 30.90.1            |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                       | MTP ID      | Facility                | From                       | To                  | 2026 Lanes   | 2035 Lanes   | 2040 Lanes             | 2050 Lanes             | Asset Optimization Description               | Total Project Cost (YOE) |
|-----------------------------------|-------------|-------------------------|----------------------------|---------------------|--------------|--------------|------------------------|------------------------|--|--------------------------|
| 28 - SE Dallas Y-Connector        | FT 131.20.2 | IH 635                  | US 80                      | IH 20               | 8 (Frwy),    | 8 (Frwy),    | 8 (Frwy),              | 8 (Frwy),              | Operational Improvements                     | w/ FT 30.90.1            |
|                                   |             |                         |                            |                     | 4 (Frtg-D)   | 4 (Frtg-D)   | 4 (Frtg-D)             | 4/6 (Frtg-D)           |  |                          |
| 29 - SH 114 (Denton County)       | FT 12.20.3  | SH 114                  | FM 156                     | Double Eagle Blvd   | 4 (Frtg-C)   | 4 (Frtg-C)   | 4 (Frtg-C)             | 4 (Frtg-C)             |  | \$247,000,000            |
|                                   |             |                         |                            |                     |              |              | 6 (Frwy),              | 6 (Frwy),              |  |                          |
| 29 - SH 114 (Denton County)       | FT 12.20.4  | SH 114                  | Double Eagle Blvd          | IH 35W              | 6 (Frtg-C)   | 6 (Frtg-C)   | 4/6 (Frtg-C)           | 4/6 (Frtg-C)           |  | w/ FT 12.20.3            |
|                                   |             |                         |                            |                     | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),              | 6 (Frwy),              |  |                          |
| 29 - SH 114 (Denton County)       | FT 12.30.2  | SH 114                  | East of US 377             | Trophy Lake Drive   | 4/6 (Frtg-D) | 4/6 (Frtg-D) | 4/6 (Frtg-D)           | 4/6 (Frtg-D)           |  | \$30,000,000             |
|                                   |             |                         |                            |                     | 6 (Frwy),    | 6 (Frwy),    | 8 (Frwy),              | 8 (Frwy),              |  |                          |
| 30 - SH 114 (Tarrant County)      | FT 12.30.3  | SH 114                  | Trophy Lake Drive          | Kirkwood Blvd       | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C)           | 4/6 (Frtg-C)           |  | w/ FT 12.30.4            |
|                                   |             |                         |                            |                     | 6 (Frwy),    | 6 (Frwy),    | 8 (Frwy),              | 8 (Frwy),              |  |                          |
| 30 - SH 114 (Tarrant County)      | FT 12.30.4  | SH 114                  | Kirkwood Blvd              | Park Blvd           | 4/8 (Frtg-C) | 4/8 (Frtg-C) | 4/8 (Frtg-C)           | 4/8 (Frtg-C)           |  | \$182,000,000            |
|                                   |             |                         |                            |                     | 6 (Frwy),    | 6 (Frwy),    | 8 (Frwy),              | 8 (Frwy),              |  |                          |
| 31 - SH 161/SH 360 Toll Connector | FT 41.10.1  | SH 360/SH 161 Connector | PGBT WE (SH 161)           | SH 360/Sublett Road |              | 4 CD (Toll)  | 4 CD (Toll)            | 4 CD (Toll)            |  | \$417,000,000            |
| 32 - SH 170                       | FT 10.10.5  | SS 170                  | South of Transport Drive   | SH 170              |              | 2 CD         | 2 CD                   | 2 CD                   |  | \$143,000,000            |
| 32 - SH 170                       | FT 10.20.1  | SH 170                  | IH 35W                     | Roanoke Road        | 4 (Frwy),    | 4 (Frwy),    | 4 (Frwy) + 2 (ML/T-C), | 4 (Frwy) + 2 (ML/T-C), |  | \$124,000,000            |
|                                   |             |                         |                            |                     | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C)           | 4/6 (Frtg-C)           |  |                          |
| 32 - SH 170                       | FT 10.30.1  | SH 170                  | Roanoke Road               | SH 114              | 4 (Frwy),    | 4 (Frwy),    | 4 (Frwy) + 2 (ML/T-C), | 4 (Frwy) + 2 (ML/T-C), |  | w/ FT 10.20.1            |
|                                   |             |                         |                            |                     | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C)           | 4/6 (Frtg-C)           |  |                          |
| 33 - SH 360 (North)               | FT 9.10.2   | SH 360                  | Stone Myers Parkway/SH 121 | Mid Cities Blvd     | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),              | 6 (Frwy),              | Operational Improvements, Bottleneck Removal | \$217,000,000            |
|                                   |             |                         |                            |                     | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C)           | 4/6 (Frtg-C)           |  |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                        | MTP ID    | Facility | From                        | To                          | 2026 Lanes                | 2035 Lanes                          | 2040 Lanes                          | 2050 Lanes                          | Asset Optimization Description   | Total Project Cost (YOE) |
|------------------------------------|-----------|----------|-----------------------------|-----------------------------|---------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|--------------------------|
| 33 - SH 360 (North)                | FT 9.10.3 | SH 360   | Mid Cities Blvd             | SH 183                      | 6 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C)           | 8 (Frwy),<br>4/6 (Frtg-C)           | 8 (Frwy),<br>4/6 (Frtg-C)           |  | w/ FT 9.10.2             |
| 33 - SH 360 (North)                | FT 9.20.1 | SH 360   | SH 183                      | Trinity Blvd                | 6 (Frwy),<br>4/6 (Frtg-C) | 6 (Frwy) +<br>6 CD,<br>4/6 (Frtg-C) | 6 (Frwy) +<br>6 CD,<br>4/6 (Frtg-C) | 6 (Frwy) +<br>6 CD,<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | \$470,000,000            |
| 33 - SH 360 (North)                | FT 9.20.2 | SH 360   | Trinity Blvd                | Brown Blvd/Avenue K Parkway | 6 (Frwy),<br>4/6 (Frtg-D) | 6 (Frwy),<br>4/6 (Frtg-D)           | 6 (Frwy),<br>4/6 (Frtg-D)           | 8 (Frwy),<br>4/6 (Frtg-C)           | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 9.20.1             |
| 33 - SH 360 (North)                | FT 9.20.3 | SH 360   | Brown Blvd/Avenue K Parkway | IH 30                       | 6 (Frwy),<br>6 (Frtg-C)   | 6 (Frwy),<br>6 (Frtg-C)             | 6 (Frwy),<br>6 (Frtg-C)             | 8 (Frwy),<br>6 (Frtg-C)             | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 9.20.1             |
| 33 - SH 360 (North)                | FT 9.20.4 | SH 360   | IH 30                       | Abram Street                | 6 (Frwy),<br>4/8 (Frtg-C) | 6 (Frwy),<br>4/8 (Frtg-C)           | 8 (Frwy),<br>4/8 (Frtg-C)           | 8 (Frwy),<br>4/8 (Frtg-C)           |  | \$121,000,000            |
| 34 - SH 360 Toll Road              | FT 9.40.2 | SH 360   | Sublett Road                | Debbie Lane                 | 4 (Toll),<br>4/6 (Frtg-C) | 4 (Toll),<br>4/6 (Frtg-C)           | 6 (Toll),<br>4/6 (Frtg-C)           | 6 (Toll),<br>4/6 (Frtg-C)           |  | \$433,000,000            |
| 34 - SH 360 Toll Road              | FT 9.40.3 | SH 360   | Debbie Lane                 | Broad Street                | 4 (Toll),<br>4/6 (Frtg-C) | 4 (Toll),<br>4/6 (Frtg-C)           | 6 (Toll),<br>4/6 (Frtg-C)           | 6 (Toll),<br>4/6 (Frtg-C)           |  | w/ FT 9.40.2             |
| 34 - SH 360 Toll Road              | FT 9.40.4 | SH 360   | Broad Street                | Heritage Parkway            | 4 (Toll),<br>4/6 (Frtg-C) | 4 (Toll),<br>4/6 (Frtg-C)           | 6 (Toll),<br>4/6 (Frtg-C)           | 6 (Toll),<br>4/6 (Frtg-C)           |  | w/ FT 9.40.2             |
| 34 - SH 360 Toll Road              | FT 9.40.5 | SH 360   | Heritage Parkway            | US 287                      | 4 (Toll),<br>4 (Frtg-C)   | 4 (Toll),<br>4 (Frtg-C)             | 6 (Toll),<br>4 (Frtg-C)             | 6 (Toll),<br>4 (Frtg-C)             |  | w/ FT 9.40.2             |
| 35 - SH 360 Toll Road Extension    | FT 9.50.1 | SH 360   | US 287                      | US 67                       |                           | 4 (Frtg-C)                          | 4 (Frtg-C)                          | 6 (Toll),<br>4/6 (Frtg-C)           |  | \$293,000,000            |
| 36 - Southeast Connector (Tarrant) | FT 1.50.3 | US 287   | Berry Street                | Village Creek               | 6 (Frwy),<br>4 (Frtg-D)   | 6 (Frwy),<br>4/6 (Frtg-D)           | 6 (Frwy),<br>4/6 (Frtg-D)           | 6 (Frwy),<br>4/6 (Frtg-D)           | Operational Improvements   | w/ FT 1.50.4             |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                        | MTP ID      | Facility           | From              | To                | 2026 Lanes         | 2035 Lanes       | 2040 Lanes       | 2050 Lanes       | Asset Optimization Description | Total Project Cost (YOE) |
|------------------------------------|-------------|--------------------|-------------------|-------------------|--------------------|------------------|------------------|------------------|--------------------------------|--------------------------|
| 36 - Southeast Connector (Tarrant) | FT 1.50.4   | US 287             | Village Creek     | IH 820 (US 287)   | 4 (Frwy),          | 6 (Frwy),        | 6 (Frwy),        | 6 (Frwy),        |                                | \$626,000,000            |
|                                    |             |                    |                   |                   | 4 (Frtg-D)         | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     |                                |                          |
| 36 - Southeast Connector (Tarrant) | FT 1.60.1   | US 287             | IH 20             | Sublett Road      | 4 (Frwy),          | 6 (Frwy),        | 6 (Frwy),        | 6 (Frwy),        |                                | w/ FT 1.50.4             |
|                                    |             |                    |                   |                   | 4/6 (Frtg-D)       | 4/6 (Frtg-D)     | 4/6 (Frtg-D)     | 4/6 (Frtg-D)     |                                |                          |
| 36 - Southeast Connector (Tarrant) | FT 30.40.2  | IH 20              | Forest Hill Drive | IH 820            | 8 (Frwy),          | 12 (Frwy),       | 12 (Frwy),       | 12 (Frwy),       |                                | w/ FT 1.50.4             |
|                                    |             |                    |                   |                   | 4/6 (Frtg-D)       | 4/8 (Frtg-C)     | 4/8 (Frtg-C)     | 4/8 (Frtg-C)     |                                |                          |
| 36 - Southeast Connector (Tarrant) | FT 30.50.1  | IH 20              | IH 820            | US 287            | 10 (Frwy),         | 10 (Frwy) +      | 10 (Frwy) +      | 10 (Frwy) +      |                                | w/ FT 1.50.4             |
|                                    |             |                    |                   |                   | 4/6 (Frtg-C)       | 8 CD, 4 (Frtg-C) | 8 CD, 4 (Frtg-C) | 8 CD, 4 (Frtg-C) |                                |                          |
| 36 - Southeast Connector (Tarrant) | FT 30.60.1  | IH 20              | US 287            | Park Springs Blvd | 8 (Frwy),          | 10 (Frwy),       | 10 (Frwy),       | 10 (Frwy),       |                                | \$209,000,000            |
|                                    |             |                    |                   |                   | 4/6 (Frtg-D)       | 4/8 (Frtg-D)     | 4/8 (Frtg-D)     | 4/8 (Frtg-D)     |                                |                          |
| 36 - Southeast Connector (Tarrant) | FT 151.30.2 | IH 820             | Meadowbrook Drive | US 287            | 4 (Frwy) +         | 8 (Frwy),        | 8 (Frwy),        | 8 (Frwy),        |                                | w/ FT 1.50.4             |
|                                    |             |                    |                   |                   | 4 CD, 4/6 (Frtg-D) | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     |                                |                          |
| 36 - Southeast Connector (Tarrant) | FT 151.40.1 | IH 820             | US 287            | IH 20             | 8 (Frwy),          | 14 (Frwy),       | 14 (Frwy),       | 14 (Frwy),       |                                | w/ FT 1.50.4             |
|                                    |             |                    |                   |                   | 4 (Frtg-C)         | 4/8 (Frtg-C)     | 4/8 (Frtg-C)     | 4/8 (Frtg-C)     |                                |                          |
| 37 - Spur 399                      | FT 4.10.1   | Spur 399           | US 75             | SH 5              | 4 (Frwy),          | 8 (Frwy),        | 8 (Frwy),        | 8 (Frwy),        |                                | \$57,800,000             |
|                                    |             |                    |                   |                   | 4/8 (Frtg-D)       | 4/8 (Frtg-C)     | 4/8 (Frtg-C)     | 4/8 (Frtg-C)     |                                |                          |
| 37 - Spur 399                      | FT 4.15.1   | Spur 399 Extension | SH 5              | Stewart Road      | 4 (Frwy),          | 8 (Frwy),        | 8 (Frwy),        | 8 (Frwy),        |                                | \$105,000,000            |
|                                    |             |                    |                   |                   | 4/6 (Frtg-C)       | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     |                                |                          |
| 37 - Spur 399                      | FT 4.20.1   | Spur 399 Extension | Stewart Road      | US 380            |                    | 8 (Frwy),        | 8 (Frwy),        | 8 (Frwy),        |                                | \$1,300,000,000          |
|                                    |             |                    |                   |                   |                    | 4/6 (Frtg-D)     | 4/6 (Frtg-D)     | 4/6 (Frtg-D)     |                                |                          |
| 38 - State Loop 12                 | FT 17.20.1  | State Loop 12      | SH 183            | SH 356            | 6 (Frwy),          | 10 (Frwy),       | 10 (Frwy),       | 10 (Frwy),       |                                | \$1,500,000,000          |
|                                    |             |                    |                   |                   | 4/6 (Frtg-D)       | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     | 4/6 (Frtg-C)     |                                |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                | MTP ID      | Facility       | From                     | To                      | 2026 Lanes                | 2035 Lanes                | 2040 Lanes                | 2050 Lanes                | Asset Optimization Description | Total Project Cost (YOE) |
|----------------------------|-------------|----------------|--------------------------|-------------------------|---------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|--------------------------|
| 38 - State Loop 12         | FT 17.20.2  | State Loop 12  | SH 356                   | IH 30                   | 8 (Frwy),                 | 10 (Frwy),                | 10 (Frwy),                | 10 (Frwy),                |                                | w/ FT 17.20.1            |
|                            |             |                |                          |                         | 4 (Frtg-D)                | 4/6 (Frtg-C)              | 4/6 (Frtg-C)              | 4/6 (Frtg-C)              |                                |                          |
| 38 - State Loop 12         | FT 17.30.1  | State Loop 12  | IH 30                    | Spur 408                | 8 (Frwy),                 | 10 (Frwy),                | 10 (Frwy),                | 10 (Frwy),                |                                | w/ FT 17.20.1            |
|                            |             |                |                          |                         | 4 (Frtg-C)                | 4/6 (Frtg-C)              | 4/6 (Frtg-C)              | 4/6 (Frtg-C)              |                                |                          |
| 38 - State Loop 12         | FT 28.50.3  | IH 30          | State Loop 12            | Cockrell Hill Avenue    | 8 (Frwy) +<br>2 (ML/T-R), | 8 (Frwy) +<br>2 (ML/T-R), | 8 (Frwy) +<br>2 (ML/T-R), | 8 (Frwy) +<br>2 (ML/T-R), |                                | w/ FT 17.20.1            |
|                            |             |                |                          |                         | 6 (Frtg-D)                | 6 (Frtg-D)                | 4/6 (Frtg-D)              | 4/6 (Frtg-D)              |                                |                          |
| 39 - State Loop 288 (East) | FT 100.20.1 | State Loop 288 | IH 35                    | East of FM 428          |                           |                           | 6 (Frwy),                 | 6 (Frwy),                 |                                | \$378,000,000            |
|                            |             |                |                          |                         | 4 (Frtg-C)                | 4 (Frtg-C)                | 4/6 (Frtg-C)              | 4/6 (Frtg-C)              |                                |                          |
| 39 - State Loop 288 (East) | FT 100.20.2 | State Loop 288 | East of FM 428           | Kings Row               |                           |                           | 6 (Frwy),                 | 6 (Frwy),                 |                                | \$171,000,000            |
|                            |             |                |                          |                         |                           |                           | 4/6 (Frtg-C)              | 4/6 (Frtg-C)              |                                |                          |
| 39 - State Loop 288 (East) | FT 100.20.3 | Spur 288       | Kings Row                | US 380                  |                           |                           | 6 (Frwy)                  | 6 (Frwy)                  |                                | \$271,000,000            |
| 40 - State Loop 288 (West) | FT 100.10.1 | State Loop 288 | IH 35 (North of Denton)  | US 380 (West of Denton) |                           | 4 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frtg-C)                |                                | \$163,000,000            |
| 40 - State Loop 288 (West) | FT 103.10.1 | State Loop 288 | John Paine Road          | US 380 (West of Denton) |                           | 4 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frtg-C)                |                                | \$160,000,000            |
| 40 - State Loop 288 (West) | FT 103.10.2 | State Loop 288 | IH 35W (South of Denton) | John Paine Road         | 2 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frtg-C)                | 4 (Frtg-C)                |                                | \$32,600,000             |
| 41 - State Loop 9          | FT 6.20.1   | State Loop 9   | US 67                    | IH 35E                  |                           | 2 (Frtg-C)                | 2 (Frtg-C)                | 6 (Frtg-C)                |                                | \$1,290,000,000          |
| 41 - State Loop 9          | FT 6.30.1   | State Loop 9   | IH 35E                   | IH 45                   | 2 (Frtg-C)                | 2 (Frtg-C)                | 2 (Frtg-C)                | 6 (Frtg-C)                |                                | w/ FT 6.20.1             |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor                  | MTP ID     | Facility     | From  | To                            | 2026 Lanes                | 2035 Lanes                | 2040 Lanes                | 2050 Lanes                | Asset Optimization Description   | Total Project Cost (YOE) |
|------------------------------|------------|--------------|---|-------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|--|--------------------------|
| 41 - State Loop 9            | FT 6.40.1  | State Loop 9 | IH 45   | US 175                        |                           |                           | 2 (Frtg-C)                | 6 (Frtg-C)                |  | w/ FT 6.20.1             |
| 41 - State Loop 9            | FT 6.50.1  | State Loop 9 | US 175  | IH 20                         |                           |                           | 2 (Frtg-C)                | 6 (Frtg-C)                |  | w/ FT 6.20.1             |
| 42 - US 175 (Dallas County)  | FT 36.10.1 | US 175       | SH 310  | Lake June Road                | 6 (Frwy),<br>4/6 (Frtg-D) | 6 (Frwy),<br>4/6 (Frtg-D) | 8 (Frwy),<br>4/6 (Frtg-D) | 8 (Frwy),<br>4/6 (Frtg-D) | Operational Improvements   | \$303,000,000            |
| 43 - US 175 (Kaufman County) | FT 36.30.1 | US 175       | State Loop 9 (Dallas County Line)             | FM 148                        | 4 (Frwy),<br>4 (Frtg-D)   | 4 (Frwy),<br>4 (Frtg-D)   | 4 (Frwy),<br>4 (Frtg-D)   | 6 (Frwy),<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements                     | \$2,970,000,000          |
| 43 - US 175 (Kaufman County) | FT 36.30.2 | US 175       | FM 148  | CR 4106                       | 4 (Frwy),<br>4 (Frtg-C)   | 4 (Frwy),<br>4 (Frtg-C)   | 4 (Frwy),<br>4 (Frtg-C)   | 6 (Frwy),<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements                     | w/ FT 36.30.1            |
| 43 - US 175 (Kaufman County) | FT 36.30.3 | US 175       | CR 4106                                       | FM 1390                       | 4 (Frwy),<br>/4 (Frtg-D)  | 4 (Frwy),<br>2/4 (Frtg-D) | 4 (Frwy),<br>2/4 (Frtg-D) | 6 (Frwy),<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements                     | w/ FT 36.30.1            |
| 43 - US 175 (Kaufman County) | FT 36.30.4 | US 175       | FM 1390                                       | SH 34                         | 4 (Frwy),<br>2/4 (Frtg-C) | 4 (Frwy),<br>2/4 (Frtg-C) | 4 (Frwy),<br>2/4 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements                     | w/ FT 36.30.1            |
| 44 - US 287 (North)          | FT 1.40.1  | US 287       | South of Ramhorn Hill Road (Wise County Line) | South of Avondale Haslet Road | 4 (Rural),<br>4 (Frtg-D)  | 6 (Frwy),<br>4/6 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C) | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | \$179,000,000            |
| 44 - US 287 (North)          | FT 1.40.2  | US 287       | South of Avondale Haslet Road                 | IH 35W                        | 4 (Frwy),<br>4/6 (Frtg-D) | 4 (Frwy),<br>4/8 (Frtg-C) | 6 (Frwy),<br>4/8 (Frtg-C) | 6 (Frwy),<br>4/8 (Frtg-C) | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | \$1,280,000,000          |
| 45 - US 287 (South)          | FT 1.80.2  | US 287       | St Paul Road                                  | Prairie Ridge Blvd            |                           | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) |  | \$239,000,000            |
| 45 - US 287 (South)          | FT 1.90.1  | US 287       | Prairie Ridge Blvd                            | West of US 67                 |                           | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) |  | \$170,000,000            |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (Ex-L-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor         | MTP ID     | Facility                  | From                                   | To   | 2026 Lanes | 2035 Lanes                | 2040 Lanes                | 2050 Lanes                | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------|------------|---------------------------|--|--|------------|---------------------------|---------------------------|---------------------------|--------------------------------|--------------------------|
| 45 - US 287 (South) | FT 1.100.2 | US 287                    | Midlothian Parkway                     | BU 287 (West of Waxahachie)                    |            | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) |                                | \$451,000,000            |
| 45 - US 287 (South) | FT 1.110.2 | US 287                    | FM 878/Wyatt Street                    | BU 287 (East of Waxahachie)                    |            |                           | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) |                                | \$245,000,000            |
| 45 - US 287 (South) | FT 1.110.3 | US 287                    | BU 287 (East of Waxahachie)            | 0.3 Miles West of Old Boyce Road               |            |                           | 4 (Frwy),<br>4 (Frtg-C)   | 4 (Frwy),<br>4 (Frtg-C)   |                                | \$66,500,000             |
| 45 - US 287 (South) | FT 1.110.4 | US 287                    | 0.3 Miles West of Old Boyce Road       | 0.3 Miles East of Cooke Road                   |            | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) | 4 (Frwy),<br>4/6 (Frtg-C) |                                | \$139,000,000            |
| 45 - US 287 (South) | FT 1.110.5 | US 287                    | 0.3 Miles East of Cooke Road           | BU 287 (West Ennis)                            |            |                           |                           | 4 (Frwy),<br>4 (Frtg-C)   |                                | \$88,200,000             |
| 46 - US 380 Freeway | FT 2.40.5  | US 380                    | Teel Parkway/<br>Championship Drive    | Legacy Drive                                   |            |                           | 6 (Frwy),<br>4/6 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C) |                                | w/ FT 2.50.1             |
| 46 - US 380 Freeway | FT 2.50.1  | US 380                    | Legacy Drive                           | SH 289   |            |                           | 6 (Frwy),<br>4/6 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C) |                                | \$1,090,000,000          |
| 46 - US 380 Freeway | FT 2.50.2  | US 380                    | SH 289                                 | Lakewood Drive                                 |            |                           | 6 (Frwy),<br>4/6 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C) |                                | \$398,000,000            |
| 46 - US 380 Freeway | FT 2.80.1  | US 380<br>McKinney Bypass | Lakewood Drive                         | University Drive<br>(West of McKinney)         |            | 8 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C) |                                | \$729,000,000            |
| 46 - US 380 Freeway | FT 2.90.1  | US 380<br>McKinney Bypass | University Drive<br>(West of McKinney) | US 75  |            | 8 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C) |                                | \$1,570,000,000          |
| 46 - US 380 Freeway | FT 2.100.1 | US 380<br>McKinney Bypass | US 75                                  | Future SS 399<br>Extension/University<br>Drive |            | 8 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C) | 8 (Frwy),<br>4/6 (Frtg-C) |                                | \$1,800,000,000          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor         | MTP ID     | Facility                   | From                                     | To  | 2026 Lanes                | 2035 Lanes                 | 2040 Lanes                 | 2050 Lanes                 | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------|------------|----------------------------|--|---|---------------------------|----------------------------|----------------------------|----------------------------|--------------------------------|--------------------------|
| 46 - US 380 Freeway | FT 2.110.1 | US 380                     | Future SS 399 Extension/University Drive | CR 330  |                           | 10 (Frwy),<br>4/6 (Frtg-C) | 10 (Frwy),<br>4/6 (Frtg-C) | 10 (Frwy),<br>4/6 (Frtg-C) |                                | \$230,000,000            |
| 46 - US 380 Freeway | FT 2.110.2 | US 380                     | CR 330                                   | East of CR 406  |                           | 10 (Frwy),<br>4/6 (Frtg-C) | 10 (Frwy),<br>4/6 (Frtg-C) | 10 (Frwy),<br>4/6 (Frtg-C) |                                | \$658,000,000            |
| 46 - US 380 Freeway | FT 2.120.1 | US 380 Princeton Bypass    | East of CR 406                           | Princeton Drive (East of Princeton)                   |                           | 8 (Frwy),<br>4/6 (Frtg-D)  | 8 (Frwy),<br>4/6 (Frtg-D)  | 8 (Frwy),<br>4/6 (Frtg-D)  |                                | \$658,000,000            |
| 46 - US 380 Freeway | FT 2.130.1 | US 380                     | Princeton Drive (East of Princeton)      | CR 560  |                           | 8 (Frwy),<br>4/6 (Frtg-C)  | 8 (Frwy),<br>4/6 (Frtg-C)  | 8 (Frwy),<br>4/6 (Frtg-C)  |                                | \$941,000,000            |
| 46 - US 380 Freeway | FT 2.140.1 | US 380 Farmersville Bypass | CR 560                                   | West of CR 698/CR 699/Audie Murphy                    |                           |                            | 6 (Frwy),<br>4/6 (Frtg-C)  | 6 (Frwy),<br>4/6 (Frtg-C)  |                                | w/ FT 2.130.1            |
| 46 - US 380 Freeway | FT 2.140.2 | US 380 Farmersville Bypass | West of CR 698/CR 699/Audie Murphy       | East of CR 698/CR 699/Audie Murphy (Hunt County Line) |                           |                            | 4 (Frwy),<br>4/6 (Frtg-C)  | 4 (Frwy),<br>4/6 (Frtg-C)  |                                | w/ FT 2.130.1            |
| 47 - US 75 (North)  | FT 23.20.1 | US 75                      | Melissa Road                             | SH 121 (N)  | 6 (Frwy),<br>2/6 (Frtg-C) | 8 (Frwy),<br>2/6 (Frtg-C)  | 8 (Frwy),<br>2/6 (Frtg-C)  | 8 (Frwy),<br>2/6 (Frtg-C)  |                                | \$202,000,000            |
| 48 - US 80          | FT 32.10.1 | US 80                      | IH 30                                    | IH 635  | 4 (Frwy),<br>2/6 (Frtg-C) | 6 (Frwy),<br>4/6 (Frtg-C)  | 6 (Frwy),<br>4/6 (Frtg-C)  | 6 (Frwy),<br>4/6 (Frtg-C)  |                                | \$1,670,000,000          |
| 48 - US 80          | FT 32.10.2 | US 80                      | IH 635                                   | Belt Line Road  | 4 (Frwy),<br>4 (Frtg-C)   | 8 (Frwy),<br>4/6 (Frtg-C)  | 8 (Frwy),<br>4/6 (Frtg-C)  | 8 (Frwy),<br>4/6 (Frtg-C)  |                                | w/ FT 32.10.1            |
| 48 - US 80          | FT 32.10.3 | US 80                      | Belt Line Road                           | FM 460  | 4 (Frwy),<br>2/4 (Frtg-D) | 6 (Frwy),<br>4/6 (Frtg-C)  | 6 (Frwy),<br>4/6 (Frtg-C)  | 6 (Frwy),<br>4/6 (Frtg-C)  |                                | w/ FT 32.10.1            |
| 48 - US 80          | FT 32.10.4 | US 80                      | FM 460                                   | FM 548  | 4 (Frwy),<br>4 (Frtg-C)   | 6 (Frwy),<br>4 (Frtg-C)    | 6 (Frwy),<br>4 (Frtg-C)    | 6 (Frwy),<br>4 (Frtg-C)    |                                | w/ FT 32.10.1            |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

June 2, 2025

| FT Corridor | MTP ID     | Facility | From   | To       | 2026 Lanes   | 2035 Lanes   | 2040 Lanes   | 2050 Lanes   | Asset Optimization Description | Total Project Cost (YOE) |
|-------------|------------|----------|--------|----------|--------------|--------------|--------------|--------------|--------------------------------|--------------------------|
| 48 - US 80  | FT 32.10.5 | US 80    | FM 548 | Spur 557 | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    |                                | w/ FT 32.10.1            |
|             |            |          |        |          | 2/6 (Frtg-C) | 4 (Frtg-C)   | 4 (Frtg-C)   | 4 (Frtg-C)   |                                |                          |
| 48 - US 80  | FT 34.10.1 | Spur 557 | US 80  | IH 20    | 4 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    | 6 (Frwy),    |                                | w/ FT 32.10.1            |
|             |            |          |        |          | 2/4 (Frtg-D) | 4/6 (Frtg-D) | 4/6 (Frtg-D) | 4/6 (Frtg-D) |                                |                          |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

\*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Asset Optimization Summary

June 2, 2025

| AO Corridor                  | MTP ID      | Facility | From                                       | To  | Asset Optimization Description   |
|------------------------------|-------------|----------|--|---|--|
| 01 - DFW Connector           | FT 11.50.1  | SH 121   | BU 121 (Denton County Line)                | Stars and Stripes Way (Tarrant County Line) | Operational Improvements   |
| 01 - DFW Connector           | FT 11.50.2  | SH 121   | Stars and Stripes Way (Dallas County Line) | FM 2499                                     | Operational Improvements   |
| 01 - DFW Connector           | FT 11.50.3  | SH 121   | FM 2499                                    | IH 635                                      | Operational Improvements   |
| 01 - DFW Connector           | FT 11.60.1  | SH 121   | IH 635                                     | SH 114                                      | Operational Improvements   |
| 01 - DFW Connector           | FT 12.40.1  | SH 114   | SH 121 (W)                                 | SH 121 (E)                                  | Operational Improvements   |
| 02 - Gateway Horizon         | FT 38.20.3  | US 67    | Belt Line Road                             | Lake Ridge Parkway (Ellis County Line)      | Operational Improvements, Bottleneck Removal                             |
| 02 - Gateway Horizon         | FT 38.30.1  | US 67    | Lake Ridge Pkwy (Dallas County Line)       | US 287                                      | Operational Improvements, Bottleneck Removal                             |
| 03 - IH 20 (Tarrant County)  | FT 30.20.2  | IH 20    | East of IH 30 (Parker County Line)         | IH 820                                      | Operational Improvements   |
| 03 - IH 20 (Tarrant County)  | FT 30.30.2  | IH 20    | SH 183                                     | IH 35W                                      | Operational Improvements, Bottleneck Removal                             |
| 03 - IH 20 (Tarrant County)  | FT 30.40.1  | IH 20    | IH 35W                                     | Forest Hill Drive                           | Operational Improvements, Bottleneck Removal                             |
| 04 - IH 20 (Dallas County)   | FT 30.80.4  | IH 20    | Spur 408                                   | Cedar Ridge Drive                           | Operational Improvements, Bottleneck Removal                             |
| 04 - IH 20 (Dallas County)   | FT 30.80.5  | IH 20    | Cedar Ridge Drive                          | US 67                                       | Operational Improvements, Bottleneck Removal                             |
| 04 - IH 20 (Dallas County)   | FT 30.80.7  | IH 20    | Polk Street                                | IH 35E                                      | Operational Improvements, Bottleneck Removal                             |
| 04 - IH 20 (Dallas County)   | FT 30.80.8  | IH 20    | IH 35E                                     | SH 342                                      | Operational Improvements, Bottleneck Removal                             |
| 04 - IH 20 (Dallas County)   | FT 30.80.9  | IH 20    | SH 342                                     | Bonnie View Road                            | Operational Improvements   |
| 04 - IH 20 (Dallas County)   | FT 30.80.10 | IH 20    | Bonnie View Road                           | IH 45                                       | Operational Improvements   |
| 04 - IH 20 (Dallas County)   | FT 30.80.11 | IH 20    | IH 45                                      | St Augustine Drive                          | Addition of Frontage Roads, Operational Improvements                     |
| 04 - IH 20 (Dallas County)   | FT 30.90.3  | IH 20    | Seagoville Road                            | SH 190/State Loop 9 (Kaufman County Line)   | Addition of Frontage Lanes   |
| 05 - IH 20 (Kaufman County)  | FT 30.100.1 | IH 20    | SH 190/State Loop 9 (Dallas County Line)   | FM 740                                      | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal |
| 05 - IH 20 (Kaufman County)  | FT 30.100.2 | IH 20    | FM 740                                     | Spur 557                                    | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal |
| 05 - IH 20 (Kaufman County)  | FT 30.110.1 | IH 20    | Spur 557                                   | Wilson Road                                 | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal |
| 06 - IH 30 West Freeway      | FT 28.10.1  | IH 30    | IH 20                                      | East of IH 20 (Tarrant County Line)         | Operational Improvements   |
| 06 - IH 30 West Freeway      | FT 28.10.2  | IH 30    | East of IH 20 (Parker County Line)         | Spur 580/Camp Bowie West Blvd               | Operational Improvements   |
| 06 - IH 30 West Freeway      | FT 28.20.3  | IH 30    | Chisholm Trail Parkway                     | Henderson Street                            | Safety Improvements  |
| 06 - IH 30 West Freeway      | FT 28.20.4  | IH 30    | Henderson Street                           | IH 35W                                      | Safety Improvements  |
| 07 - IH 35E (Ellis County)   | FT 7.100.4  | IH 35E   | State Loop 9 (Dallas County Line)          | US 77 (North of Waxahachie)                 | Operational Improvements   |
| 07 - IH 35E (Ellis County)   | FT 7.100.5  | IH 35E   | US 77 (North of Waxahachie)                | Bigham Road (US 77 South)                   | Operational Improvements, Bottleneck Removal                             |
| 08 - IH 35W (Tarrant County) | FT 5.70.1   | IH 35W   | IH 30                                      | Berry Street                                | Safety Improvements  |
| 08 - IH 35W (Tarrant County) | FT 5.70.2   | IH 35W   | Berry Street                               | IH 20                                       | Safety Improvements  |
| 09 - IH 35W (South)          | FT 5.100.2  | IH 35W   | CR 401                                     | FM 2258                                     | Operational Improvements   |
| 10 - IH 45 (Dallas County)   | FT 27.20.1  | IH 45    | US 175                                     | IH 20                                       | Safety Improvements  |

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Asset Optimization Summary

June 2, 2025

| AO Corridor                  | MTP ID      | Facility | From   | To   | Asset Optimization Description   |
|------------------------------|-------------|----------|--|--|--|
| 10 - IH 45 (Dallas County)   | FT 27.30.1  | IH 45    | IH 20  | Pleasant Run Road                                | Operational Improvements, Bottleneck Removal                             |
| 10 - IH 45 (Dallas County)   | FT 27.30.2  | IH 45    | Pleasant Run Road                                | State Loop 9                                     | Operational Improvements, Bottleneck Removal                             |
| 10 - IH 45 (Dallas County)   | FT 27.40.1  | IH 45    | State Loop 9                                     | South of Malloy Bridge Road (Ellis County Line)  | Operational Improvements, Bottleneck Removal                             |
| 11 - IH 45 (Ellis County)    | FT 27.40.2  | IH 45    | South of Malloy Bridge Road (Dallas County Line) | BU 45  | Operational Improvements   |
| 11 - IH 45 (Ellis County)    | FT 27.40.3  | IH 45    | BU 45  | SH 34  | Operational Improvements   |
| 11 - IH 45 (Ellis County)    | FT 27.40.4  | IH 45    | SH 34  | US 287   | Operational Improvements, Bottleneck Removal                             |
| 12 - IH 635 (West)           | FT 130.10.2 | IH 635   | Royal Lane                                       | Belt Line Road                                   | Operational Improvements   |
| 12 - IH 635 (West)           | FT 130.10.3 | IH 635   | Belt Line Road                                   | PGBT   | Operational Improvements, Bottleneck Removal                             |
| 12 - IH 635 (West)           | FT 130.20.1 | IH 635   | PGBT   | West of Luna Road                                | Operational Improvements, Bottleneck Removal                             |
| 12 - IH 635 (West)           | FT 130.20.2 | IH 635   | West of Luna Road                                | IH 35E   | Operational Improvements, Bottleneck Removal                             |
| 12 - IH 635 (West)           | FT 130.30.1 | IH 635   | IH 35E   | Webb Chapel Road                                 | Operational Improvements, Bottleneck Removal                             |
| 13 - IH 820 (West)           | FT 153.10.1 | IH 820   | IH 20  | Chapin Road                                      | Operational Improvements   |
| 13 - IH 820 (West)           | FT 153.10.2 | IH 820   | Chapin Road                                      | IH 30  | Operational Improvements   |
| 14 - SH 121 (Tarrant County) | FT 11.100.2 | SH 121   | Handley-Ederville Road                           | Beach Street                                     | Operational Improvements   |
| 14 - SH 121 (Tarrant County) | FT 11.100.3 | SH 121   | Beach Street                                     | IH 35W   | Operational Improvements, Bottleneck Removal                             |
| 15 - Southern Gateway        | FT 7.90.2   | IH 35E   | Ann Arbor Avenue                                 | IH 20  | Operational Improvements   |
| 16 - Spur 408                | FT 19.10.1  | Spur 408 | State Loop 12                                    | IH 20  | Operational Improvements, Bottleneck Removal                             |
| 17 - US 175 (Dallas County)  | FT 36.10.2  | US 175   | Lake June Road                                   | Prairie Creek Road                               | Operational Improvements   |
| 17 - US 175 (Dallas County)  | FT 36.20.2  | US 175   | Belt Line Road                                   | State Loop 9 (Kaufman County Line)               | Operational Improvements, Bottleneck Removal                             |
| 18 - US 175 (Kaufman County) | FT 36.30.5  | US 175   | SH 34  | FM 2860  | Operational Improvements   |
| 18 - US 175 (Kaufman County) | FT 36.30.6  | US 175   | FM 2860  | North of Mason Street/Henderson County Line      | Operational Improvements   |
| 19 - US 287 (North)          | FT 1.10.4   | US 287   | BU 81/Future FM 1810                             | US 380   | Operational Improvements   |
| 19 - US 287 (North)          | FT 1.20.1   | US 287   | US 380   | BU 81  | Operational Improvements   |
| 19 - US 287 (North)          | FT 1.20.2   | US 287   | BU 81  | FM 407   | Addition of Frontage Roads, Operational Improvements                     |
| 19 - US 287 (North)          | FT 1.20.3   | US 287   | FM 407   | North of Pioneer Road                            | Operational Improvements   |
| 19 - US 287 (North)          | FT 1.30.1   | US 287   | N of Pioneer Road                                | Ramhorn Hill Road (North of Avondale)            | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal |
| 19 - US 287 (North)          | FT 1.30.2   | US 287   | Ramhorn Hill Road (North of Avondale)            | South of Ramhorn Hill Road (Tarrant County Line) | Addition of Frontage Roads, Operational Improvements                     |
| 20 - US 287 (South)          | FT 1.60.2   | US 287   | Sublett Road                                     | Russell Curry Road                               | Operational Improvements   |
| 20 - US 287 (South)          | FT 1.60.3   | US 287   | Russell Curry Road                               | FM 157   | Operational Improvements   |
| 20 - US 287 (South)          | FT 1.60.4   | US 287   | FM 157   | Walnut Creek Drive                               | Operational Improvements   |
| 20 - US 287 (South)          | FT 1.70.1   | US 287   | Lone Star Road                                   | East of Lone Star Road (Ellis County Line)       | Operational Improvements, Addition of Frontage Roads                     |

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Asset Optimization Summary

June 2, 2025

| AO Corridor                 | MTP ID     | Facility | From   | To                 | Asset Optimization Description                       |
|-----------------------------|------------|----------|--|--------------------|--|
| 20 - US 287 (South)         | FT 1.80.1  | US 287   | East of Lone Star Road (Johnson County Line) | St Paul Road       | Operational Improvements, Addition of Frontage Roads |
| 20 - US 287 (South)         | FT 1.100.1 | US 287   | US 67  | Midlothian Parkway | Addition of Frontage Roads, Operational Improvements |
| 20 - US 287 (South)         | FT 1.100.3 | US 287   | BU 287 (West of Waxahachie)                  | IH 35E             | Operational Improvements                             |
| 20 - US 287 (South)         | FT 1.120.1 | US 287   | BU 287 (West Ennis)                          | Lampasas Road      | Addition of Frontage Roads                           |
| 21 - US 67 (Johnson County) | FT 38.60.2 | US 67    | BU 67/SS 102                                 | SH 174             | Addition of Frontage Roads                           |
| 22 - Woodall Rodgers        | FT 44.10.1 | Spur 366 | US 75  | IH 35E             | Operational Improvements, Bottleneck Removal         |

**NOTE:** Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

# Interchange Recommendations Summary

June 2, 2025

| MTP ID       | Agency           | County  | Facility                        | Connection                 | Open By | Project*   | Total Project Cost (YOE) |
|--------------|------------------|---------|---------------------------------|----------------------------|---------|--|--------------------------|
| INT 31.586.1 | NTTA             | Johnson | Chisholm Trail Parkway          | Worth Creek Parkway        | 2035    | New Interchange  | \$24,900,000             |
| INT 11.512.1 | TxDOT Dallas     | Collin  | SH 121                          | SH 5                       | 2035    | New Interchange  | \$108,000,000            |
| INT 11.540.1 | TxDOT Dallas     | Collin  | Spur 399                        | SH 5                       | 2035    | New Interchange  | \$47,400,000             |
| INT 7.521.1  | TxDOT Dallas     | Dallas  | IH 35E/Harry Hines              | Raceway                    | 2050    | Grade Separation   | \$48,700,000             |
| INT 28.190.1 | TxDOT Dallas     | Dallas  | IH 30                           | Bass Pro Drive             | 2035    | Reconstruct  | \$95,800,000             |
| INT 17.28.1  | TxDOT Dallas     | Dallas  | State Loop 12                   | IH 30                      | 2035    | Reconstruct  | \$234,000,000            |
| INT 17.12.1  | TxDOT Dallas     | Dallas  | The Diamond (State Loop 12)     | SH 114                     | 2035    | Improvements   | \$417,000,000            |
| INT 7.480.1  | TxDOT Dallas     | Denton  | IH 35E                          | Dobbs Rd/Lake Sharon Drive | 2035    | New Interchange  | \$113,000,000            |
| INT 5.12.1   | TxDOT Dallas     | Denton  | IH 35W                          | SH 114                     | 2040    | Direct Connectors<br>(all movements)   | \$560,000,000            |
| INT 7.503.1  | TxDOT Dallas     | Ellis   | IH 35E                          | FM 66                      | 2035    | Reconstruct  | \$41,600,000             |
| INT 7.504.1  | TxDOT Dallas     | Ellis   | IH 35E                          | FM 1446                    | 2035    | Reconstruct  | \$39,400,000             |
| INT 27.560.1 | TxDOT Dallas     | Ellis   | IH 45                           | FM 664                     | 2035    | New Interchange  | \$123,000,000            |
| INT 38.598.1 | TxDOT Dallas     | Ellis   | US 67                           | Lake Ridge Parkway         | 2035    | New Interchange  | \$117,000,000            |
| INT 36.595.1 | TxDOT Dallas     | Kaufman | US 175                          | Bus 175/FM 1895            | 2035    | New Interchange  | \$106,000,000            |
| INT 31.38.1  | TxDOT Fort Worth | Johnson | Chisholm Trail Parkway (SH 121) | US 67                      | 2035    | Direct Connectors<br>(freeway to freeway movements)  | \$27,900,000             |
| INT 5.160.1  | TxDOT Fort Worth | Johnson | IH 35W                          | FM 917                     | 2035    | Reconstruct  | \$95,400,000             |
| INT 30.599.1 | TxDOT Fort Worth | Parker  | IH 20                           | Dennis Road                | 2035    | New Interchange  | \$11,900,000             |
| INT 30.31.1  | TxDOT Fort Worth | Tarrant | IH 20/SH 183                    | Chisholm Trail Parkway     | 2035    | Direct Connectors<br>(EB IH 20 to SB CTP,<br>NB CTP to WB IH 20,<br>EB SH 183 to SB CTP,<br>NB CTP to WB SH 183) | \$107,000,000            |
| INT 1.582.1  | TxDOT Fort Worth | Wise    | US 287                          | FM 1810                    | 2035    | New Interchange  | \$41,800,000             |

\* Direct Connectors are 1 lane only unless specified otherwise.

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency       | County | Facility                         | From                                      | To   | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|--------------|--------|----------------------------------|---|--|------------|------------|------------|------------|--------------------------|--------------|
| RSA 1.557.200 | NTTA         | Collin | Dallas Parkway**                 | CR 60                                     | FM 428   | 2 (Frtg)   | 2 (Frtg)   | N/A        | N/A        | w/ FT 21.10.1            | Capacity     |
| RSA 1.557.250 | NTTA         | Collin | Dallas Parkway**                 | FM 428                                    | North of US 380                                | 2/2 (Frtg) | N/A        | N/A        | N/A        | w/ FT 21.10.2            | Capacity     |
| RSA 1.605.200 | TxDOT Dallas | Collin | SH 289 Preston Road              | CR 107/CR 60                              | BU 289   | 2          | 4          | 6          | 6          | \$33,100,000             | Capacity     |
| RSA 1.605.475 | TxDOT Dallas | Collin | SH 289 Preston Road              | Mapleshade Drive                          | Frankford Road                                 | 6          | 8          | 8          | 8          | \$5,500,000              | Capacity     |
| RSA 1.645.200 | TxDOT Dallas | Collin | Shiloh Road/Spring Creek Parkway | Parker Road                               | FM 544 14th Street                             | 2          | 4          | 4          | 4          | \$15,300,000             | Capacity     |
| RSA 1.645.210 | TxDOT Dallas | Collin | Shiloh Road                      | FM 544 14th Street                        | Renner Road                                    | 6          | 6          | 6          | 4          | \$8,730,000              | Capacity     |
| RSA 1.660.225 | TxDOT Dallas | Collin | FM 1378 Country Club Road        | North of Stacy Road                       | FM 2786 Stacy Road                             | 2          | 4          | 4          | 4          | \$4,620,000              | Capacity     |
| RSA 1.660.250 | TxDOT Dallas | Collin | FM 1378 Country Club Road        | FM 2786 Stacy Road                        | Rock Ridge Road                                | 2          | 2          | 4          | 6          | \$6,380,000              | Capacity     |
| RSA 1.660.275 | TxDOT Dallas | Collin | FM 1378 Country Club Road        | Rock Ridge Road                           | FM 2514 Parker Road                            | 2          | 4          | 4          | 4          | \$39,900,000             | Capacity     |
| RSA 1.660.400 | TxDOT Dallas | Collin | Merritt Road                     | Sachse Road                               | PGBT   | 2          | 4          | 4          | 4          | \$32,200,000             | Capacity     |
| RSA 1.680.200 | TxDOT Dallas | Collin | SH 5                             | CR 375 (Grayson County)                   | FM 455   | 2          | 4          | 4          | 4          | \$38,600,000             | Capacity     |
| RSA 1.680.210 | TxDOT Dallas | Collin | SH 5                             | FM 455                                    | North of Collin County Outer Loop              | 2          | 4          | 4          | 4          | \$98,000,000             | Capacity     |
| RSA 1.680.215 | TxDOT Dallas | Collin | SH 5                             | North of Collin County Outer Loop         | SH 121   | 2          | 4          | 4          | 4          | w/ RSA 1.680.210         | Capacity     |
| RSA 1.680.240 | TxDOT Dallas | Collin | SH 5                             | CR 338/Fannin Road                        | Power House Street                             | 2          | 4          | 4          | 4          | \$157,000,000            | Capacity     |
| RSA 1.680.250 | TxDOT Dallas | Collin | SH 5                             | Power House Street                        | North of Industrial Blvd/Eldorado Parkway      | 4          | 4          | 4          | 4          | \$59,900,000             | Non-Capacity |
| RSA 1.680.275 | TxDOT Dallas | Collin | SH 5                             | North of Industrial Blvd/Eldorado Parkway | Industrial Blvd/Eldorado Parkway               | 2/2        | 2/2        | 2/2        | 2/2        | \$10,500,000             | Non-Capacity |
| RSA 1.680.300 | TxDOT Dallas | Collin | SH 5                             | Industrial Blvd/Eldorado Parkway          | Stewart Road                                   | 4          | 6          | 6          | 6          | \$111,000,000            | Capacity     |
| RSA 1.680.315 | TxDOT Dallas | Collin | SH 5**                           | Stewart Road                              | SP 399   | 2/2        | N/A        | N/A        | N/A        | w/ FT 4.15.1             | Capacity     |
| RSA 1.680.325 | TxDOT Dallas | Collin | SH 5                             | SP 399                                    | Indian Springs Road                            | 2          | 4          | 4          | 4          | \$65,100,000             | Capacity     |
| RSA 1.680.350 | TxDOT Dallas | Collin | SH 5                             | Indian Springs Road                       | FM 2786 Stacy Road                             | 2          | 4          | 4          | 4          | \$64,400,000             | Capacity     |
| RSA 1.715.200 | TxDOT Dallas | Collin | SH 205                           | SH 78                                     | North of John King Blvd (Rockwall County Line) | 4          | 4          | 6          | 6          | \$95,300,000             | Capacity     |
| RSA 1.740.200 | TxDOT Dallas | Collin | SH 78                            | East of SH 160                            | SH 160   | 2          | 2          | 4          | 4          | \$5,820,000              | Capacity     |
| RSA 1.740.300 | TxDOT Dallas | Collin | SH 78                            | SH 160                                    | FM 6   | 2          | 2          | 6          | 6          | \$175,000,000            | Capacity     |
| RSA 1.742.125 | TxDOT Dallas | Collin | Outer Loop**                     | CR 655                                    | US 380/FM 547                                  | 0          | 2 (Frtg)   | 2 (Frtg)   | 2 (Frtg)   | w/ FT 111.10.1           | Capacity     |
| RSA 1.742.150 | TxDOT Dallas | Collin | Outer Loop**                     | US 380/FM 547                             | CR 637   | 0          | 0          | 2/2 (Frtg) | N/A        | w/ FT 111.10.1           | Capacity     |
| RSA 1.742.200 | TxDOT Dallas | Collin | Outer Loop**                     | CR 637                                    | FM 2755  | 0          | 2/2 (Frtg) | 2/2 (Frtg) | N/A        | w/ FT 111.10.1           | Capacity     |
| RSA 1.745.350 | TxDOT Dallas | Collin | SH 121**                         | East of SH 5                              | SH 5   | 2/2        | N/A        | N/A        | N/A        | \$41,400,000             | Capacity     |
| RSA 1.745.375 | TxDOT Dallas | Collin | SH 121                           | SH 5                                      | Fannin Road                                    | 3/2        | 2/2        | 2/2        | 2/2        | w/ RSA 1.745.350         | Capacity     |
| RSA 2.130.350 | TxDOT Dallas | Collin | FM 455                           | County Line Road                          | CR 286   | 2          | 2          | 2          | 6          | \$576,000,000            | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency       | County | Facility                              | From                                  | To  | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|--------------|--------|---------------------------------------|---------------------------------------|---|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.130.375 | TxDOT Dallas | Collin | FM 455 Anna Weston Road               | US 75                                 | SH 5  | 4          | 4          | 6          | 6          | \$12,000,000             | Capacity     |
| RSA 2.150.600 | TxDOT Dallas | Collin | Outer Loop**                          | FM 428                                | West of Dallas North Tollway                                  | 0          | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 110.10.1           | Capacity     |
| RSA 2.150.610 | TxDOT Dallas | Collin | Outer Loop**                          | West of Dallas North Tollway          | Dallas North Tollway  | 0          | 1/1 (Frtg) | 2/2 (Frtg) | N/A        | w/ FT 110.10.1           | Capacity     |
| RSA 2.150.650 | TxDOT Dallas | Collin | Outer Loop**                          | Dallas North Tollway                  | SH 289/Preston Road   | 2 (Frtg)   | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 110.20.1           | Capacity     |
| RSA 2.150.675 | TxDOT Dallas | Collin | Outer Loop**                          | SH 289/Preston Road                   | US 75   | 2 (Frtg)   | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 110.20.1           | Capacity     |
| RSA 2.150.700 | TxDOT Dallas | Collin | Outer Loop**                          | US 75                                 | West of SH 121  | 2 (Frtg)   | 2/2 (Frtg) | 2/2 (Frtg) | 2/2 (Frtg) | \$424,000,000            | Capacity     |
| RSA 2.150.710 | TxDOT Dallas | Collin | Outer Loop                            | West of SH 121                        | SH 121  | 2 (Frtg)   | 2/2 (Frtg) | 2/2 (Frtg) | 2/2 (Frtg) | \$8,580,000              | Capacity     |
| RSA 2.215.575 | TxDOT Dallas | Collin | Eldorado Parkway                      | FM 2478 Custer Road                   | US 75   | 4          | 6          | 6          | 6          | \$40,600,000             | Capacity     |
| RSA 2.218.300 | TxDOT Dallas | Collin | Stacy Road                            | Angel Parkway                         | FM 1378   | 4          | 4          | 6          | 6          | \$12,400,000             | Capacity     |
| RSA 2.225.525 | TxDOT Dallas | Collin | US 380**                              | Legacy Drive                          | SH 289  | 3/3        | 3/3        | N/A        | N/A        | w/ FT 2.50.1             | Capacity     |
| RSA 2.225.535 | TxDOT Dallas | Collin | US 380**                              | SH 289                                | Lovers Lane   | 3/3        | 3/3        | N/A        | N/A        | w/ FT 2.50.2             | Capacity     |
| RSA 2.225.550 | TxDOT Dallas | Collin | US 380**                              | Lovers Lane                           | Lakewood Drive  | 3/3        | 3/3        | N/A        | N/A        | w/ FT 2.50.2             | Capacity     |
| RSA 2.225.600 | TxDOT Dallas | Collin | US 380**                              | Lakewood Drive                        | Grassmere Lane/Future US 380 Bypass                           | 6          | N/A        | N/A        | N/A        | w/ FT 2.80.1             | Capacity     |
| RSA 2.225.660 | TxDOT Dallas | Collin | US 380 University Drive               | Airport Road                          | New Hope Road/Future SS 399 Extension                         | 4          | 6          | 6          | 6          | \$35,500,000             | Capacity     |
| RSA 2.225.665 | TxDOT Dallas | Collin | US 380**                              | New Hope Road/Future SS 399 Extension | West of Tarvin Road   | 4          | N/A        | N/A        | N/A        | w/ FT 2.110.1            | Capacity     |
| RSA 2.225.670 | TxDOT Dallas | Collin | US 380 Princeton Drive                | West of Tarvin Road                   | CR 490/Future US 380 Bypass                                   | 4          | 6          | 6          | 6          | \$79,600,000             | Capacity     |
| RSA 2.225.675 | TxDOT Dallas | Collin | US 380**                              | CR 490/Future US 380 Bypass           | CR 560  | 4          | N/A        | N/A        | N/A        | w/ FT 2.130.1            | Capacity     |
| RSA 2.225.680 | TxDOT Dallas | Collin | US 380                                | CR 560                                | CR 608 Hamilton Street  | 4          | N/A        | N/A        | N/A        | w/ FT 2.50.2             | Capacity     |
| RSA 2.225.700 | TxDOT Dallas | Collin | US 380 Audie Murphy                   | S Main Street                         | West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line) | 4          | 4          | 6          | 6          | w/ FT 2.50.2             | Capacity     |
| RSA 1.515.375 | TxDOT Dallas | Dallas | Belt Line Road                        | Conflans Road                         | Rock Island Road  | 6          | 8          | 8          | 8          | \$3,080,000              | Capacity     |
| RSA 1.525.425 | TxDOT Dallas | Dallas | Macarthur Blvd                        | Shady Grove Road                      | Hunter Ferrell Road   | 4          | 6          | 6          | 6          | \$9,090,000              | Capacity     |
| RSA 1.525.450 | TxDOT Dallas | Dallas | Macarthur Blvd                        | Hunter Ferrell Road                   | South of Hunter Ferrell Road                                  | 4          | 4          | 6          | 6          | \$2,930,000              | Capacity     |
| RSA 1.525.475 | TxDOT Dallas | Dallas | Macarthur Blvd                        | South of Hunter Ferrell Road          | IH 30   | 4          | 4          | 6          | 6          | \$11,700,000             | Capacity     |
| RSA 1.525.500 | TxDOT Dallas | Dallas | Macarthur Blvd                        | IH 30                                 | SH 180 Main Street  | 4          | 6          | 6          | 6          | \$6,090,000              | Capacity     |
| RSA 1.527.200 | TxDOT Dallas | Dallas | Mountain Creek Parkway                | Kiest Blvd                            | IH 20   | 4          | 6          | 6          | 6          | \$20,200,000             | Capacity     |
| RSA 1.547.200 | TxDOT Dallas | Dallas | Wildwood Drive                        | California Crossing Road              | Tom Braniff Drive   | 2          | 4          | 4          | 4          | \$6,010,000              | Capacity     |
| RSA 1.550.300 | TxDOT Dallas | Dallas | Luna Road                             | Royal Lane                            | SP 348  | 2          | 4          | 6          | 6          | \$20,500,000             | Capacity     |
| RSA 1.565.260 | TxDOT Dallas | Dallas | Lemmon Avenue                         | Bluffview Blvd                        | University Blvd   | 6          | 8          | 8          | 8          | \$3,590,000              | Capacity     |
| RSA 1.565.275 | TxDOT Dallas | Dallas | Lemmon Avenue                         | Bluffview Blvd                        | North of Airdrome Drive                                       | 6          | 8          | 8          | 8          | \$1,450,000              | Capacity     |
| RSA 1.565.300 | TxDOT Dallas | Dallas | Lemmon Avenue NB/<br>Lemmon Avenue SB | North of Airdrome Drive               | Airdrome Drive  | 3/3        | 4/3        | 4/4        | 4/4        | \$638,000                | Capacity     |
| RSA 1.565.475 | TxDOT Dallas | Dallas | Haskell Avenue                        | Stonewall Street                      | East Grand Avenue   | 6          | 6          | 6          | 0          | \$15,000,000             | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency       | County | Facility   | From                           | To                          | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|--------------|--------|--|--------------------------------|-----------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 1.570.250 | TxDOT Dallas | Dallas | Midway Road  | Belt Line Road                 | North Of Spring Valley Road | 6          | 6          | 8          | 8          | \$4,390,000              | Capacity     |
| RSA 1.575.425 | TxDOT Dallas | Dallas | Hampton Road                                       | FM 1382 Belt Line Road         | Parkerville Road            | 4          | 6          | 6          | 6          | \$7,260,000              | Capacity     |
| RSA 1.575.440 | TxDOT Dallas | Dallas | Hampton Road                                       | Parkerville Road               | Bear Creek Road             | 2          | 6          | 6          | 6          | \$14,500,000             | Capacity     |
| RSA 1.585.250 | TxDOT Dallas | Dallas | Riverfront Blvd                                    | Market Center Blvd             | Continental Blvd            | 6          | 8          | 8          | 8          | \$4,330,000              | Capacity     |
| RSA 1.585.275 | TxDOT Dallas | Dallas | Riverfront Blvd                                    | Continental Blvd               | Commerce Street             | 6          | 6          | 6          | 6          | \$20,900,000             | Non-Capacity |
| RSA 1.585.325 | TxDOT Dallas | Dallas | Riverfront Blvd                                    | IH 30                          | Cadiz Street                | 6          | 6          | 6          | 6          | \$23,700,000             | Non-Capacity |
| RSA 1.587.275 | TxDOT Dallas | Dallas | Houston Street                                     | Elm Street                     | Commerce Street             | 3          | 4          | 4          | 4          | \$936,000                | Capacity     |
| RSA 1.590.200 | TxDOT Dallas | Dallas | Cesar Chavez Blvd                                  | Commerce Street                | Crockett Street             | 6          | 6          | 8          | 8          | \$1,760,000              | Capacity     |
| RSA 1.590.275 | TxDOT Dallas | Dallas | Cesar Chavez Blvd                                  | Marilla Street                 | IH 30                       | 4/4        | 6          | 6          | 6          | \$1,520,000              | Capacity     |
| RSA 1.590.550 | TxDOT Dallas | Dallas | SH 310   | Starks Avenue                  | Haven Street                | 2/2        | 2/2        | 3/3        | 3/3        | \$293,000                | Capacity     |
| RSA 1.590.560 | TxDOT Dallas | Dallas | SH 310   | Haven Street                   | SH 310 Offramp              | 2/2        | 2/2        | 3/3        | 3/3        | \$1,170,000              | Capacity     |
| RSA 1.590.575 | TxDOT Dallas | Dallas | SH 310   | Budd Street                    | Overton Road                | 2/2        | 2/2        | 3/3        | 3/3        | \$644,000                | Capacity     |
| RSA 1.593.225 | TxDOT Dallas | Dallas | Pearl Street                                       | Ross Avenue                    | San Jacinto Street          | 5          | 6          | 6          | 6          | \$1,470,000              | Capacity     |
| RSA 1.593.260 | TxDOT Dallas | Dallas | Pearl Street                                       | Live Oak Street                | Pacific Avenue              | 4          | 6          | 6          | 6          | \$2,700,000              | Capacity     |
| RSA 1.593.325 | TxDOT Dallas | Dallas | Pearl Expressway                                   | Jackson Street                 | Canton Street               | 3          | 3          | 4          | 4          | \$205,000                | Capacity     |
| RSA 1.593.350 | TxDOT Dallas | Dallas | Pearl Expressway                                   | Canton Street                  | Marilla Street              | 2          | 4          | 4          | 4          | \$953,000                | Capacity     |
| RSA 1.595.225 | TxDOT Dallas | Dallas | Corinth Street Viaduct                             | Riverfront Blvd                | 8th Street                  | 4          | 6          | 6          | 6          | \$5,790,000              | Capacity     |
| RSA 1.595.375 | TxDOT Dallas | Dallas | SH 342 Dallas Avenue                               | 8th Street                     | Reindeer Road               | 2          | 4          | 4          | 4          | \$26,400,000             | Capacity     |
| RSA 1.597.250 | TxDOT Dallas | Dallas | Good Latimer Expressway NB/Good Latimer Expressway | Main Street                    | North of Taylor Street      | 3/3        | 3/3        | 3/3        | 6          | w/ FT 25.10.1            | Capacity     |
| RSA 1.600.260 | TxDOT Dallas | Dallas | Coit Road  | Alpha Road                     | IH 635                      | 7          | 8          | 8          | 8          | \$3,340,000              | Capacity     |
| RSA 1.600.275 | TxDOT Dallas | Dallas | Coit Road  | IH 635                         | Banner Drive                | 7          | 8          | 8          | 8          | \$3,850,000              | Capacity     |
| RSA 1.605.575 | TxDOT Dallas | Dallas | Preston Road                                       | Northwest Highway              | Lovers Lane                 | 4          | 6          | 6          | 6          | \$7,040,000              | Capacity     |
| RSA 1.607.350 | TxDOT Dallas | Dallas | Parry Avenue                                       | 1st Avenue                     | 2nd Avenue                  | 5          | 5          | 5          | 6          | \$35,000,000             | Capacity     |
| RSA 1.607.400 | TxDOT Dallas | Dallas | Parry Avenue                                       | 1st Avenue                     | Cullem Blvd                 | 1          | 1          | 1          | 0          | w/ RSA 1.607.400         | Capacity     |
| RSA 1.625.210 | TxDOT Dallas | Dallas | Skillman Street                                    | Coppertown Lane                | Royal Lane                  | 5          | 6          | 6          | 6          | \$5,130,000              | Capacity     |
| RSA 1.645.250 | TxDOT Dallas | Dallas | Shiloh Road  | President George Bush Turnpike | Kingsley Road               | 4          | 6          | 6          | 6          | \$61,300,000             | Capacity     |
| RSA 1.655.275 | TxDOT Dallas | Dallas | Belt Line Road                                     | Lake June Road                 | Pioneer Road                | 2          | 6          | 6          | 6          | \$15,300,000             | Capacity     |
| RSA 1.655.400 | TxDOT Dallas | Dallas | Belt Line Road                                     | Simonds Road                   | Post Oak Road               | 2          | 4          | 4          | 4          | \$16,100,000             | Capacity     |
| RSA 1.655.425 | TxDOT Dallas | Dallas | Belt Line Road                                     | Post Oak Road                  | IH 45                       | 2          | 4          | 4          | 4          | \$17,700,000             | Capacity     |
| RSA 1.670.300 | TxDOT Dallas | Dallas | Rowlett Road                                       | Miller Road                    | Belt Line Road              | 4          | 6          | 6          | 6          | \$28,200,000             | Capacity     |
| RSA 1.740.520 | TxDOT Dallas | Dallas | SH 78 Grand Blvd                                   | Garland Avenue                 | Miller Road                 | 0          | 4          | 4          | 4          | \$587,000                | Capacity     |
| RSA 1.740.585 | TxDOT Dallas | Dallas | SH 78 Grand Avenue                                 | Tenison Memorial Drive         | Tenison Parkway             | 3/3        | 3/3        | 4          | 4          | \$24,700,000             | Capacity     |
| RSA 2.330.250 | TxDOT Dallas | Dallas | Belt Line Road                                     | Southwestern Blvd              | Moore Road                  | 4          | 6          | 6          | 6          | \$8,430,000              | Capacity     |
| RSA 2.330.275 | TxDOT Dallas | Dallas | Belt Line Road                                     | Moore Road                     | Macarthur Blvd              | 4          | 6          | 6          | 6          | \$8,140,000              | Capacity     |
| RSA 2.330.360 | TxDOT Dallas | Dallas | Belt Line Road                                     | Dallas North Tollway           | Prestonwood Blvd            | 7          | 8          | 8          | 8          | \$15,200,000             | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency       | County | Facility                        | From                       | To                             | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|--------------|--------|---------------------------------|----------------------------|--------------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.330.375 | TxDOT Dallas | Dallas | Belt Line Road                  | Prestonwood Blvd           | Meadowcreek Drive              | 6          | 8          | 8          | 8          | \$9,900,000              | Capacity     |
| RSA 2.342.300 | TxDOT Dallas | Dallas | Merritt Road                    | Chiesa Road                | President George Bush Turnpike | 0          | 4          | 4          | 4          | \$27,500,000             | Capacity     |
| RSA 2.365.250 | TxDOT Dallas | Dallas | Valley View Lane                | IH 35E                     | Josey Lane                     | 6          | 4          | 4          | 4          | \$7,990,000              | Capacity     |
| RSA 2.385.275 | TxDOT Dallas | Dallas | Royal Lane                      | Riverside Drive            | Luna Road                      | 4          | 6          | 6          | 6          | \$8,290,000              | Capacity     |
| RSA 2.410.395 | TxDOT Dallas | Dallas | Preston Hollow Grade Separation | West of Meadowbrook Drive  | East of Preston Road           | 0          | 0          | 0          | 2/2        | \$12,100,000             | Capacity     |
| RSA 2.440.375 | TxDOT Dallas | Dallas | SH 356 Irving Blvd              | Nursery Road               | Irving Heights Drive           | 4          | 4          | 6          | 6          | \$3,710,000              | Capacity     |
| RSA 2.440.450 | TxDOT Dallas | Dallas | SH 356                          | Wildwood Drive             | Regal Row                      | 4          | 6          | 6          | 6          | \$5,650,000              | Capacity     |
| RSA 2.478.325 | TxDOT Dallas | Dallas | SH 352 2nd Avenue               | IH 30 Offramp EB           | 2nd Avenue Ramp to SH 352 EB   | 3          | 3          | 3          | 0          | w/ RSA 1.607.400         | Capacity     |
| RSA 2.500.200 | TxDOT Dallas | Dallas | SH 352 2nd Avenue               | West of Parry Avenue       | Grand Avenue                   | 3/2        | 3/2        | 3/2        | 0          | w/ RSA 1.607.400         | Capacity     |
| RSA 2.500.210 | TxDOT Dallas | Dallas | SH 352 Robert Cullem Blvd       | Parry Avenue               | Al Lipscomb Way                | 3/3        | 3/3        | 3/3        | 6          | w/ RSA 1.607.400         | Capacity     |
| RSA 2.515.400 | TxDOT Dallas | Dallas | Commerce Street/Elm Street      | Ervay Street               | Cesar Chavez Blvd              | 3/4        | 5/5        | 5/5        | 5/5        | \$1,250,000              | Capacity     |
| RSA 2.520.525 | TxDOT Dallas | Dallas | SH 180 Main Street              | SH 161                     | South Belt Line Road           | 4          | 2          | 2          | 2          | \$34,100,000             | Capacity     |
| RSA 2.530.225 | TxDOT Dallas | Dallas | Lake June Road                  | US 175                     | Gillette Street                | 6          | 4          | 4          | 4          | \$2,540,000              | Capacity     |
| RSA 2.605.275 | TxDOT Dallas | Dallas | Mountain Creek Parkway          | Kiest Blvd                 | Merrifield Road                | 4          | 4          | 6          | 6          | \$20,500,000             | Capacity     |
| RSA 2.605.300 | TxDOT Dallas | Dallas | Mountain Creek Parkway          | Merrifield Road            | Illinois Avenue                | 4          | 4          | 6          | 6          | \$4,330,000              | Capacity     |
| RSA 2.615.400 | TxDOT Dallas | Dallas | Camp Wisdom Road                | FM 1382                    | Camp Wisdom Road               | 4          | 4          | 6          | 6          | \$2,050,000              | Capacity     |
| RSA 2.615.425 | TxDOT Dallas | Dallas | Camp Wisdom Road                | East of FM 1382            | Clark Road                     | 2          | 2          | 6          | 6          | \$23,400,000             | Capacity     |
| RSA 2.625.275 | TxDOT Dallas | Dallas | Danieldale Road                 | East of Cockrell Hill Road | Westmoreland Road              | 2          | 4          | 4          | 4          | \$24,600,000             | Capacity     |
| RSA 2.625.290 | TxDOT Dallas | Dallas | Danieldale Road                 | Westmoreland Road          | Old Hickory Trail              | 2          | 4          | 4          | 4          | \$23,700,000             | Capacity     |
| RSA 2.625.300 | TxDOT Dallas | Dallas | Danieldale Road                 | Old Hickory Trail          | Hampton Road                   | 2          | 4          | 4          | 4          | \$11,900,000             | Capacity     |
| RSA 2.625.325 | TxDOT Dallas | Dallas | Danieldale Road                 | Hampton Road               | Polk Street                    | 2          | 4          | 4          | 4          | \$23,200,000             | Capacity     |
| RSA 2.625.350 | TxDOT Dallas | Dallas | Danieldale Road                 | Polk Street                | IH 35E                         | 2          | 4          | 4          | 4          | \$22,500,000             | Capacity     |
| RSA 2.650.300 | TxDOT Dallas | Dallas | Pleasant Run Road               | Sunrise Road               | IH 45                          | 4          | 4          | 6          | 6          | \$3,090,000              | Capacity     |
| RSA 2.665.250 | TxDOT Dallas | Dallas | FM 1382 Belt Line Road          | East of Clark Road         | Joe Wilson Road                | 5          | 6          | 6          | 6          | \$8,430,000              | Capacity     |
| RSA 2.665.275 | TxDOT Dallas | Dallas | FM 1382 Belt Line Road          | Joe Wilson Road            | Hampton Road                   | 4          | 4          | 6          | 6          | \$23,400,000             | Capacity     |
| RSA 2.665.350 | TxDOT Dallas | Dallas | Belt Line Road                  | Bluegrove Road             | Main Street                    | 2          | 6          | 6          | 6          | \$13,600,000             | Capacity     |
| RSA 2.665.375 | TxDOT Dallas | Dallas | Belt Line Road                  | Main Street                | Summers Road                   | 2          | 4          | 4          | 4          | \$36,400,000             | Capacity     |
| RSA 2.670.225 | TxDOT Dallas | Dallas | Mansfield Road                  | Lake Ridge Parkway         | Belt Line Road                 | 4          | 4          | 6          | 6          | \$14,600,000             | Capacity     |
| RSA 2.670.250 | TxDOT Dallas | Dallas | Belt Line Road                  | Mansfield Road             | US 67                          | 4          | 4          | 6          | 6          | \$11,700,000             | Capacity     |
| RSA 2.670.275 | TxDOT Dallas | Dallas | Belt Line Road                  | US 67                      | FM 1382                        | 4          | 4          | 6          | 6          | \$3,710,000              | Capacity     |
| RSA 2.700.200 | TxDOT Dallas | Dallas | State Loop 9                    | US 67                      | IH 35E                         | 0          | 2 (Frtg)   | 2 (Frtg)   | 3/3 (Frtg) | w/ FT 6.20.1             | Capacity     |
| RSA 2.700.225 | TxDOT Dallas | Dallas | State Loop 9                    | IH 35E                     | IH 45                          | 2 (Frtg)   | 2 (Frtg)   | 2 (Frtg)   | 3/3 (Frtg) | w/ FT 6.20.1             | Capacity     |
| RSA 2.700.275 | TxDOT Dallas | Dallas | State Loop 9                    | IH 45                      | US 175                         | 0          | 0          | 2 (Frtg)   | 3/3 (Frtg) | w/ FT 6.20.1             | Capacity     |
| RSA 2.700.300 | TxDOT Dallas | Dallas | State Loop 9                    | US 175                     | South of IH 20                 | 0          | 0          | 2 (Frtg)   | 3/3 (Frtg) | w/ FT 6.20.1             | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency       | County | Facility                        | From                            | To                             | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|--------------|--------|---------------------------------|---------------------------------|--------------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.700.350 | TxDOT Dallas | Dallas | State Loop 9                    | South of IH 20                  | IH 20                          | 0          | 0          | 1/1 (Frtg) | 3/3 (Frtg) | w/ FT 6.20.1             | Capacity     |
| RSA 3.113.261 | TxDOT Dallas | Dallas | Houston Street                  | Commerce Street                 | Wood Street                    | 4          | 6          | 6          | 6          | \$833,000                | Capacity     |
| RSA 3.113.263 | TxDOT Dallas | Dallas | Houston Street                  | Wood Street                     | Young Street                   | 5          | 6          | 6          | 6          | \$250,000                | Capacity     |
| RSA 3.113.283 | TxDOT Dallas | Dallas | Big Town Blvd                   | Samuell Blvd                    | Forney Road                    | 4          | 6          | 6          | 6          | \$7,550,000              | Capacity     |
| RSA 1.350.150 | TxDOT Dallas | Denton | FM 156                          | 0.3 Miles South of SH 114       | Intermodal Parkway             | 2          | 4          | 6          | 6          | \$126,000,000            | Capacity     |
| RSA 1.430.150 | TxDOT Dallas | Denton | State Loop 288                  | US 380                          | John Paine Road                | 0          | 2/2 (Frtg) | 2/2 (Frtg) | 2/2 (Frtg) | w/ FT 103.10.1           | Capacity     |
| RSA 1.430.200 | TxDOT Dallas | Denton | SL 288/ FM 2449                 | John Paine Road                 | Vintage Blvd/IH 35W            | 2 (Frtg)   | 2/2 (Frtg) | 2/2 (Frtg) | 2/2 (Frtg) | w/ FT 103.10.2           | Capacity     |
| RSA 1.430.225 | TxDOT Dallas | Denton | Vintage Boulevard               | IH 35W                          | Bonnie Brae Street             | 2          | 4          | 4          | 4          | \$11,600,000             | Capacity     |
| RSA 1.480.100 | TxDOT Dallas | Denton | State Loop 288**                | E of FM 428                     | Kings Row                      | 2/2        | 2/2        | N/A        | N/A        | w/ FT 100.20.2           | Capacity     |
| RSA 1.523.110 | TxDOT Dallas | Denton | US 377                          | North of East Northside Drive   | South Washington Street        | 2          | 6          | 6          | 6          | \$114,000,000            | Capacity     |
| RSA 1.523.120 | TxDOT Dallas | Denton | US 377                          | US 377 South Washington Street  | FM 428                         | 2          | 6          | 6          | 6          | \$217,000,000            | Capacity     |
| RSA 1.523.130 | TxDOT Dallas | Denton | US 377                          | FM 428                          | US 380                         | 2          | 6          | 6          | 6          | \$186,000,000            | Capacity     |
| RSA 1.540.160 | TxDOT Dallas | Denton | US 377 Locust Street/Elm Street | FM 2164 US 77                   | University Drive US 380        | 3/2        | 2/2        | 2/2        | 2/2        | \$2,490,000              | Capacity     |
| RSA 1.540.180 | TxDOT Dallas | Denton | US 377 Locust Street/Elm Street | Hickory Street                  | Eagle Drive                    | 2/3        | 3/3        | 3/3        | 3/3        | \$1,980,000              | Capacity     |
| RSA 1.540.190 | TxDOT Dallas | Denton | US 377 Elm Street               | Eagle Drive                     | Carroll Blvd                   | 4          | 6          | 6          | 6          | \$1,320,000              | Capacity     |
| RSA 1.540.220 | TxDOT Dallas | Denton | US 377                          | South of FM 1830                | Crawford Road                  | 2          | 6          | 6          | 6          | \$111,000,000            | Capacity     |
| RSA 1.540.230 | TxDOT Dallas | Denton | US 377                          | Crawford Road                   | Marshall Creek Road            | 2          | 4          | 4          | 4          | \$329,000,000            | Capacity     |
| RSA 2.150.275 | TxDOT Dallas | Denton | Outer Loop Greenbelt Parkway**  | IH 35                           | US 377                         | 0          | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 110.10.1           | Capacity     |
| RSA 2.150.375 | TxDOT Dallas | Denton | Outer Loop Greenbelt Parkway**  | US 377                          | FM 428                         | 0          | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 110.10.1           | Capacity     |
| RSA 2.190.250 | TxDOT Dallas | Denton | State Loop 288                  | US 380                          | IH 35                          | 0          | 2/2 (Frtg) | 2/2 (Frtg) | 2/2 (Frtg) | w/ FT 100.10.1           | Capacity     |
| RSA 2.190.300 | TxDOT Dallas | Denton | State Loop 288**                | IH 35                           | East of FM 428                 | 2/2 (Frtg) | 2/2 (Frtg) | N/A        | N/A        | w/ FT 100.20.1           | Capacity     |
| RSA 2.205.475 | TxDOT Dallas | Denton | SH 114**                        | FM 156                          | Double Eagle Blvd              | 2/2 (Frtg) | 2/2 (Frtg) | N/A        | N/A        | w/ FT 12.20.3            | Capacity     |
| RSA 2.205.500 | TxDOT Dallas | Denton | SH 114**                        | Double Eagle Blvd               | IH 35W                         | 3/3        | 3/3        | N/A        | N/A        | w/ FT 12.20.3            | Capacity     |
| RSA 2.215.350 | TxDOT Dallas | Denton | Eldorado Parkway                | West of FM 720                  | FM 720                         | 4          | 4          | 6          | 6          | \$5,860,000              | Capacity     |
| RSA 2.225.425 | TxDOT Dallas | Denton | US 380                          | East of Fish Trap Road          | US 377                         | 2/2        | 3/3        | 3/3        | 3/3        | \$3,410,000              | Capacity     |
| RSA 2.225.500 | TxDOT Dallas | Denton | US 380                          | Teel Parkway/Championship Drive | Legacy Drive                   | 3/3        | 3/3        | N/A        | N/A        | w/ FT 2.50.1             | Capacity     |
| RSA 2.270.200 | TxDOT Dallas | Denton | FM 1171                         | West of FM 156                  | East of FM 156                 | 0          | 6          | 6          | 6          | \$35,100,000             | Capacity     |
| RSA 2.270.225 | TxDOT Dallas | Denton | FM 1171                         | East of FM 156                  | West of PR 4720                | 0          | 4          | 4          | 4          | \$96,400,000             | Capacity     |
| RSA 2.270.235 | TxDOT Dallas | Denton | FM 1171                         | West of PR 4720                 | IH 35W                         | 2          | 6          | 6          | 6          | \$40,300,000             | Capacity     |
| RSA 2.270.290 | TxDOT Dallas | Denton | Main Street                     | IH 35E                          | Cowan Avenue                   | 4          | 6          | 6          | 6          | \$2,790,000              | Capacity     |
| RSA 2.286.325 | TxDOT Dallas | Denton | Corporate Drive                 | Railroad Street                 | East of Holford's Prairie Road | 0          | 4          | 4          | 4          | \$15,500,000             | Capacity     |
| RSA 2.286.350 | TxDOT Dallas | Denton | Corporate Drive                 | East of Holford's Prairie Road  | SH 121 SRT                     | 0          | 4          | 4          | 4          | w/ RSA 2.286.350         | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency       | County   | Facility              | From   | To                                       | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE)   | Project Type |
|---------------|--------------|----------|-----------------------|--|--|------------|------------|------------|------------|----------------------------|--------------|
| RSA 1.220.725 | TxDOT Dallas | Ellis    | US 287**              | St Paul Road                                 | West of US 67                            | 2/2        | N/A        | N/A        | N/A        | w/ FT 1.80.2 & FT 1.90.1   | Capacity     |
| RSA 1.220.775 | TxDOT Dallas | Ellis    | US 287**              | Midlothian Parkway                           | BU 287 Main Street                       | 2/2        | N/A        | N/A        | N/A        | w/ FT 1.100.2              | Capacity     |
| RSA 1.220.800 | TxDOT Dallas | Ellis    | US 287**              | FM 878 Wyatt Street                          | 0.3 Miles West of Old Boyce Road         | 2/2        | 2/2        | N/A        | N/A        | w/ FT 1.110.3              | Capacity     |
| RSA 1.220.825 | TxDOT Dallas | Ellis    | US 287**              | 0.3 Miles West of Old Boyce Road             | 0.3 Miles East of Cooke Road             | 2/2        | N/A        | N/A        | N/A        | w/ FT 1.110.3 & FT 1.110.4 | Capacity     |
| RSA 1.220.850 | TxDOT Dallas | Ellis    | US 287**              | 0.3 Miles East of Cooke Road                 | BU 287/Ennis Avenue                      | 2/2        | 2/2        | 2/2        | N/A        | w/ FT 1.110.5              | Capacity     |
| RSA 1.563.200 | TxDOT Dallas | Ellis    | FM 664 Ovilla Road    | Ovilla Main Street                           | BU 287                                   | 2          | 4          | 4          | 6          | \$153,000,000              | Capacity     |
| RSA 1.580.300 | TxDOT Dallas | Ellis    | US 77 Elm Street      | Ferris Avenue                                | FM 66                                    | 2          | 2/2        | 2/2        | 2/2        | \$21,600,000               | Capacity     |
| RSA 1.580.325 | TxDOT Dallas | Ellis    | US 77                 | FM 66  | FM 877                                   | 2          | 4          | 4          | 4          | \$513,000                  | Capacity     |
| RSA 1.595.390 | TxDOT Dallas | Ellis    | SH 342                | State Loop 9                                 | FM 664                                   | 2          | 2          | 4          | 4          | \$10,800,000               | Capacity     |
| RSA 1.595.400 | TxDOT Dallas | Ellis    | SH 342                | FM 664                                       | US 77                                    | 2          | 2          | 4          | 4          | \$10,500,000               | Capacity     |
| RSA 2.710.225 | TxDOT Dallas | Ellis    | FM 664 Ovilla Road    | Westmoreland Road                            | Ovilla Main Street                       | 2          | 4          | 4          | 6          | \$24,600,000               | Capacity     |
| RSA 2.710.300 | TxDOT Dallas | Ellis    | FM 664                | IH 35E                                       | SH 342                                   | 4          | 6          | 6          | 6          | \$52,300,000               | Capacity     |
| RSA 2.710.325 | TxDOT Dallas | Ellis    | FM 664                | SH 342                                       | West of Ferris Road                      | 2          | 4          | 6          | 6          | \$185,000,000              | Capacity     |
| RSA 2.710.350 | TxDOT Dallas | Ellis    | FM 664                | West of Ferris Road                          | North Central Street                     | 2          | 4          | 6          | 6          | \$113,000,000              | Capacity     |
| RSA 2.710.375 | TxDOT Dallas | Ellis    | FM 664                | North Central Street                         | IH 45                                    | 0          | 4          | 6          | 6          | w/ RSA 2.710.350           | Capacity     |
| RSA 1.710.275 | TxDOT Dallas | Kaufman  | FM 740                | King Road                                    | Ridgecrest Drive                         | 2          | 4          | 4          | 6          | \$151,000,000              | Capacity     |
| RSA 1.710.325 | TxDOT Dallas | Kaufman  | FM 740                | Southerncross Trail                          | IH 20                                    | 2          | 4          | 4          | 4          | \$25,000,000               | Capacity     |
| RSA 1.715.550 | TxDOT Dallas | Kaufman  | SH 205                | Dower Drive/South of FM 548                  | North of US 80                           | 2          | 4          | 4          | 6          | \$114,000,000              | Capacity     |
| RSA 1.715.610 | TxDOT Dallas | Kaufman  | SH 205                | North of US 80                               | US 80                                    | 4          | 4          | 4          | 6          | \$16,300,000               | Capacity     |
| RSA 1.742.350 | TxDOT Dallas | Kaufman  | Outer Loop**          | SH 205                                       | FM 148                                   | 0          | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 111.30.1             | Capacity     |
| RSA 2.497.250 | TxDOT Dallas | Kaufman  | FM 460                | US 80  | FM 740                                   | 2          | 4          | 4          | 6          | \$26,500,000               | Capacity     |
| RSA 1.715.215 | TxDOT Dallas | Rockwall | SH 205                | North of John King Blvd (Collin County Line) | John King Blvd/Goliad Street             | 2          | 4          | 6          | 6          | w/ RSA 1.715.200           | Capacity     |
| RSA 1.715.325 | TxDOT Dallas | Rockwall | SH 205                | South of Heath Street                        | Alamo Road                               | 2/2        | 2/2        | 3/3        | 3/3        | \$674,000                  | Capacity     |
| RSA 1.715.350 | TxDOT Dallas | Rockwall | SH 205                | Alamo Road                                   | Kaufman Street                           | 2/3        | 2/3        | 3/3        | 3/3        | \$1,170,000                | Capacity     |
| RSA 1.715.475 | TxDOT Dallas | Rockwall | SH 205 Goliad Street  | SH 276                                       | Pullen Road                              | 2          | 4          | 4          | 4          | \$119,000,000              | Capacity     |
| RSA 1.715.500 | TxDOT Dallas | Rockwall | SH 205                | Pullen Road                                  | FM 548                                   | 2          | 4          | 4          | 6          | w/ RSA 1.715.475           | Capacity     |
| RSA 1.715.525 | TxDOT Dallas | Rockwall | SH 205                | FM 548                                       | Dower Drive/South of FM 548              | 2          | 4          | 4          | 6          | w/ RSA 1.715.475           | Capacity     |
| RSA 1.720.300 | TxDOT Dallas | Rockwall | SH 205/John King Blvd | Jct SH 205/John King Blvd (North Goliad)     | IH 30                                    | 4          | 4          | 4          | 6          | \$45,600,000               | Capacity     |
| RSA 1.720.350 | TxDOT Dallas | Rockwall | SH 205/John King Blvd | IH 30  | Jct SH 205/John King Blvd (South Goliad) | 4          | 4          | 4          | 6          | \$16,300,000               | Capacity     |
| RSA 1.742.250 | TxDOT Dallas | Rockwall | Outer Loop**          | FM 2755                                      | IH 30                                    | 0          | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 111.10.3             | Capacity     |
| RSA 1.742.300 | TxDOT Dallas | Rockwall | Outer Loop**          | IH 30  | SH 205                                   | 0          | 2 (Frtg)   | 2/2 (Frtg) | N/A        | w/ FT 111.10.3             | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County   | Facility               | From                               | To                                 | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|----------|------------------------|------------------------------------|------------------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.375.250 | TxDOT Dallas     | Rockwall | SH 276                 | FM 549                             | FM 551                             | 2          | 4          | 4          | 4          | \$55,500,000             | Capacity     |
| RSA 2.375.275 | TxDOT Dallas     | Rockwall | SH 276                 | FM 551                             | FM 548                             | 2          | 4          | 4          | 4          | \$39,000,000             | Capacity     |
| RSA 2.375.300 | TxDOT Dallas     | Rockwall | SH 276                 | FM 548                             | CR 2472                            | 2          | 4          | 4          | 4          | \$30,200,000             | Capacity     |
| RSA 1.205.250 | TxDOT Fort Worth | Hood     | SH 144 Morgan Street   | BU 377 Pearl Street                | West Bluebonnet Drive              | 4          | 4          | 4          | 4          | w/ RSA 1.540.500         | Non-Capacity |
| RSA 1.205.275 | TxDOT Fort Worth | Hood     | SH 144                 | Pear Orchard Road                  | North of US 67                     | 2          | 2          | 2          | 4          | \$33,600,000             | Capacity     |
| RSA 1.240.550 | TxDOT Fort Worth | Hood     | FM 167 Fall Creek      | FM 4                               | Monticello Drive                   | 2          | 2          | 4          | 4          | w/ RSA 2.745.240         | Capacity     |
| RSA 1.540.470 | TxDOT Fort Worth | Hood     | US 377                 | FM 167 South (Fall Creek Highway)  | FM 167 North (Temple Hall Highway) | 2/2        | 2/2        | 3/3        | 3/3        | w/ RSA 1.540.500         | Capacity     |
| RSA 1.540.480 | TxDOT Fort Worth | Hood     | US 377                 | FM 167 North (Temple Hall Highway) | Mustang Trail                      | 4          | 4          | 6          | 6          | w/ RSA 1.540.500         | Capacity     |
| RSA 1.540.490 | TxDOT Fort Worth | Hood     | US 377                 | Mustang Trail                      | Harbor Lakes Drive                 | 2/2        | 2/2        | 3/3        | 3/3        | w/ RSA 1.540.500         | Capacity     |
| RSA 1.540.500 | TxDOT Fort Worth | Hood     | US 377                 | Harbor Lakes Drive                 | Old Cleburne Road                  | 4          | 4          | 6          | 6          | \$515,000,000            | Capacity     |
| RSA 1.540.510 | TxDOT Fort Worth | Hood     | US 377                 | Old Cleburne Road                  | East of SH 144                     | 2/2        | 2/2        | 3/3        | 3/3        | w/ RSA 1.540.500         | Capacity     |
| RSA 1.540.520 | TxDOT Fort Worth | Hood     | US 377                 | East of SH 144                     | FM 51                              | 2/2        | 3/2        | 3/2        | 3/2        | \$154,000,000            | Capacity     |
| RSA 1.540.540 | TxDOT Fort Worth | Hood     | US 377                 | FM 51                              | BU 377/Holmes Drive                | 2/2        | 2/2        | 2/2        | 2/2        | w/ RSA 1.540.500         | Non-Capacity |
| RSA 1.540.550 | TxDOT Fort Worth | Hood     | US 377                 | BU 377                             | Holmes Drive                       | 1/1        | 1/1        | 2/2        | 2/2        | w/ RSA 1.540.500         | Capacity     |
| RSA 2.745.240 | TxDOT Fort Worth | Hood     | FM 4 FM 167 Fall Creek | FM 4 Acton Highway                 | North Gate Road                    | 2          | 2          | 4          | 4          | \$70,300,000             | Capacity     |
| RSA 2.745.250 | TxDOT Fort Worth | Hood     | FM 4 FM 167 Fall Creek | North Gate Road                    | FM 167                             | 2          | 2          | 4          | 4          | w/ RSA 2.745.240         | Capacity     |
| RSA 1.200.300 | TxDOT Fort Worth | Johnson  | SH 171                 | US 377                             | Lancaster Street                   | 2          | 2          | 4          | 4          | \$46,900,000             | Capacity     |
| RSA 1.200.310 | TxDOT Fort Worth | Johnson  | SH 171                 | Lancaster Street                   | Southeast of Lancaster Street      | 2          | 2          | 4          | 4          | w/ RSA 1.200.300         | Capacity     |
| RSA 1.200.325 | TxDOT Fort Worth | Johnson  | SH 171                 | SE of Lancaster Street             | SH 174 Main Street                 | 2          | 2          | 2          | 4          | w/ RSA 1.200.300         | Capacity     |
| RSA 1.385.200 | TxDOT Fort Worth | Johnson  | SH 174 Wilshire Blvd   | IH 35W                             | Hillery Street                     | 3/3        | 3/3        | 2/2        | 2/2        | \$119,000,000            | Capacity     |
| RSA 1.385.225 | TxDOT Fort Worth | Johnson  | SH 174 Wilshire Blvd   | Hillery Street                     | Renfro Street                      | 3/3        | 3/3        | 2/2        | 2/2        | w/ RSA 1.385.200         | Capacity     |
| RSA 1.385.260 | TxDOT Fort Worth | Johnson  | SH 174 Wilshire Blvd   | Elk Drive                          | FM 731                             | 4          | 6          | 6          | 6          | \$47,700,000             | Capacity     |
| RSA 1.385.275 | TxDOT Fort Worth | Johnson  | SH 174 Wilshire Blvd   | FM 731                             | Joshua Main Street                 | 4          | 6          | 6          | 6          | w/ RSA 1.385.260         | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County  | Facility                                       | From                                    | To                              | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|---------|--|---|---------------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 1.465.400 | TxDOT Fort Worth | Johnson | FM 157   | BU 287 Lone Star Road                   | Chambers Street                 | 2          | 4          | 4          | 4          | \$246,000,000            | Capacity     |
| RSA 1.465.425 | TxDOT Fort Worth | Johnson | FM 157   | Chambers Street                         | US 67                           | 2          | 4          | 4          | 4          | w/ RSA 1.465.400         | Capacity     |
| RSA 2.740.225 | TxDOT Fort Worth | Johnson | FM 917   | Chisholm Trail Parkway                  | IH 35W                          | 2          | 2          | 2          | 2          | \$55,000,000             | Non-Capacity |
| RSA 2.740.250 | TxDOT Fort Worth | Johnson | FM 917   | IH 35W                                  | CR 617 Jessica Drive            | 2          | 2          | 4          | 6          | \$188,000,000            | Capacity     |
| RSA 2.740.275 | TxDOT Fort Worth | Johnson | FM 917   | CR 617 Jessica Drive                    | North of CR 515                 | 2          | 2          | 4          | 6          | w/ RSA 2.740.250         | Capacity     |
| RSA 2.740.300 | TxDOT Fort Worth | Johnson | FM 917   | North of CR 515                         | Heritage Parkway                | 4          | 4          | 6          | 6          | \$58,100,000             | Capacity     |
| RSA 2.745.325 | TxDOT Fort Worth | Johnson | FM 4 Kilpatrick Street                         | US 67                                   | Nolan River Road                | 2          | 2          | 4          | 4          | \$23,400,000             | Capacity     |
| RSA 2.815.225 | TxDOT Fort Worth | Johnson | US 67  | West of CR 1119 (Somervell County Line) | Park Road 21                    | 2          | 4          | 4          | 4          | \$316,000,000            | Capacity     |
| RSA 2.815.250 | TxDOT Fort Worth | Johnson | US 67  | Park Road 21                            | East of CR 1123                 | 2          | 4          | 4          | 4          | \$26,200,000             | Capacity     |
| RSA 2.815.275 | TxDOT Fort Worth | Johnson | US 67  | East of CR 1123                         | Henderson Street (BU 67)        | 1/1        | 2/2        | 2/2        | 2/2        | \$29,800,000             | Capacity     |
| RSA 1.190.200 | TxDOT Fort Worth | Parker  | Ric Williamson Memorial Highway                | FM 920                                  | Garner Road                     | 2          | 2          | 4          | 4          | \$11,700,000             | Capacity     |
| RSA 1.190.225 | TxDOT Fort Worth | Parker  | Ric Williamson Memorial Highway                | Garner Road                             | Greenwood Road                  | 1/1        | 4          | 4          | 4          | \$5,740,000              | Capacity     |
| RSA 1.190.250 | TxDOT Fort Worth | Parker  | Ric Williamson Memorial Highway                | Greenwood Road                          | IH 20                           | 2          | 4          | 4          | 4          | \$14,900,000             | Capacity     |
| RSA 1.210.250 | TxDOT Fort Worth | Parker  | FM 920   | South of SH 199                         | FM 51 Main Street               | 2          | 2          | 4          | 6          | \$476,000,000            | Capacity     |
| RSA 1.230.175 | TxDOT Fort Worth | Parker  | Ric Williamson Memorial Highway (Eastern Loop) | FM 730                                  | US 180                          | 2          | 2          | 2          | 4          | \$36,900,000             | Capacity     |
| RSA 1.280.325 | TxDOT Fort Worth | Parker  | FM 730   | Commerce Street                         | US 180 Fort Worth Highway       | 2          | 2          | 4          | 6          | \$404,000,000            | Capacity     |
| RSA 1.280.350 | TxDOT Fort Worth | Parker  | FM 730   | US 180 Fort Worth Highway               | IH 20                           | 0          | 4          | 4          | 6          | \$18,600,000             | Capacity     |
| RSA 1.375.350 | TxDOT Fort Worth | Parker  | FM 51  | Thomas Road                             | Ric Williamson Memorial Highway | 2          | 2          | 4          | 6          | \$458,000,000            | Capacity     |
| RSA 1.375.375 | TxDOT Fort Worth | Parker  | FM 51  | Ric Williamson Memorial Highway         | Bridge Street                   | 4          | 4          | 4          | 6          | w/ RSA 1.375.350         | Capacity     |
| RSA 1.375.385 | TxDOT Fort Worth | Parker  | FM 51  | Bridge Street                           | US 180                          | 4          | 4          | 4          | 6          | w/ RSA 1.375.350         | Capacity     |
| RSA 2.495.200 | TxDOT Fort Worth | Parker  | Ric Williamson Memorial Highway                | FM 920                                  | FM 51                           | 2          | 2          | 4          | 4          | \$9,960,000              | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County  | Facility                                       | From                        | To                          | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|---------|--|-----------------------------|-----------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.495.300 | TxDOT Fort Worth | Parker  | Ric Williamson Memorial Highway (Eastern Loop) | FM 51                       | FM 730                      | 2          | 2          | 2          | 4          | \$73,900,000             | Capacity     |
| RSA 2.545.260 | TxDOT Fort Worth | Parker  | FM 1187  | Maverick Street             | FM 5                        | 2          | 4          | 4          | 6          | \$24,200,000             | Capacity     |
| RSA 2.545.275 | TxDOT Fort Worth | Parker  | FM 1187  | FM 5                        | Aledo Iona Road             | 2          | 4          | 4          | 6          | \$67,200,000             | Capacity     |
| RSA 2.545.300 | TxDOT Fort Worth | Parker  | FM 1187  | Aledo Iona Road             | US 377                      | 2          | 2          | 4          | 6          | w/ RSA 2.545.275         | Capacity     |
| RSA 1.280.275 | TxDOT Fort Worth | Tarrant | FM 730   | Briar Road                  | FM 1542 Reno Road           | 2          | 2          | 2          | 4          | \$177,000,000            | Capacity     |
| RSA 1.280.300 | TxDOT Fort Worth | Tarrant | FM 730   | FM 1542 Reno Road           | SH 199                      | 4          | 4          | 4          | 6          | w/ RSA 1.280.250         | Capacity     |
| RSA 1.330.200 | TxDOT Fort Worth | Tarrant | Morris Dido Newark Road                        | Bonds Ranch Road            | Heritage Trace Parkway      | 2          | 2          | 6          | 6          | \$49,800,000             | Capacity     |
| RSA 1.330.210 | TxDOT Fort Worth | Tarrant | Morris Dido Newark Road                        | Heritage Trace Parkway      | Bailey Boswell Road         | 0          | 4          | 6          | 6          | \$11,700,000             | Capacity     |
| RSA 1.330.250 | TxDOT Fort Worth | Tarrant | FM 1220 Boat Club Road                         | Bailey Boswell Road         | Azle Avenue                 | 4          | 4          | 6          | 6          | \$293,000,000            | Capacity     |
| RSA 1.335.210 | TxDOT Fort Worth | Tarrant | Academy Blvd                                   | South of Westpoint Blvd     | Amber Ridge Drive           | 4          | 4          | 4          | 4          | \$15,800,000             | Non-Capacity |
| RSA 1.335.250 | TxDOT Fort Worth | Tarrant | RM 2871 Academy Blvd                           | IH 30                       | US 377                      | 2          | 4          | 4          | 4          | \$361,000,000            | Capacity     |
| RSA 1.340.260 | TxDOT Fort Worth | Tarrant | SP 341 Lockheed Blvd                           | SH 183 Access               | IH 30                       | 2/2        | 2/2        | 0          | 0          | w/ FT 28.20.1            | Capacity     |
| RSA 1.350.200 | TxDOT Fort Worth | Tarrant | FM 156   | Intermodal Parkway          | Avondale Haslet Road        | 2          | 4          | 4          | 4          | w/ RSA 1.350.225         | Capacity     |
| RSA 1.350.225 | TxDOT Fort Worth | Tarrant | FM 156   | Avondale Haslet Road        | US 81/US 287                | 2          | 6          | 6          | 6          | \$191,000,000            | Capacity     |
| RSA 1.365.150 | TxDOT Fort Worth | Tarrant | BU 287   | FM 718                      | South of FM 718             | 2/2        | 4          | 4          | 4          | \$762,000                | Capacity     |
| RSA 1.365.170 | TxDOT Fort Worth | Tarrant | BU 287P  | South of FM 718             | North of West Bonds Road    | 2          | 2          | 4          | 4          | \$14,600,000             | Capacity     |
| RSA 1.384.200 | TxDOT Fort Worth | Tarrant | Intermodal Parkway                             | West of FM 156              | West of Old Blue Mound Road | 4          | 6          | 6          | 6          | \$23,500,000             | Capacity     |
| RSA 1.384.210 | TxDOT Fort Worth | Tarrant | Intermodal Parkway                             | West of Old Blue Mound Road | Westport Parkway            | 4          | 6          | 6          | 6          | w/ RSA 1.384.200         | Capacity     |
| RSA 1.384.225 | TxDOT Fort Worth | Tarrant | Intermodal Parkway                             | Westport Parkway            | South of Transport Drive    | 2/2        | 3/3        | 3/3        | 3/3        | \$29,800,000             | Capacity     |
| RSA 1.390.300 | TxDOT Fort Worth | Tarrant | BU 287P  | Turner Warnell Road         | FM 157                      | 2          | 2          | 4          | 4          | \$30,400,000             | Capacity     |
| RSA 1.397.250 | TxDOT Fort Worth | Tarrant | Wichita Street                                 | IH 20                       | Roy C Brooks Blvd           | 2          | 4          | 4          | 4          | \$9,810,000              | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County  | Facility                 | From                    | To                         | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|---------|--------------------------|-------------------------|----------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 1.397.275 | TxDOT Fort Worth | Tarrant | Wichita Street           | Roy C Brooks Blvd       | Bell Avenue                | 2          | 4          | 4          | 4          | \$10,300,000             | Capacity     |
| RSA 1.398.325 | TxDOT Fort Worth | Tarrant | Race Street              | Enon Avenue             | Shelby Road                | 2          | 4          | 4          | 4          | w/ RSA 1.397.275         | Capacity     |
| RSA 1.400.225 | TxDOT Fort Worth | Tarrant | Beach Street             | SH 170                  | Alta Vista Road            | 4          | 4          | 4          | 6          | \$30,200,000             | Capacity     |
| RSA 1.400.250 | TxDOT Fort Worth | Tarrant | Beach Street             | Alta Vista Road         | Timberland Blvd            | 4          | 6          | 6          | 6          | \$3,370,000              | Capacity     |
| RSA 1.400.325 | TxDOT Fort Worth | Tarrant | Beach Street             | Alta Vista Road         | North Tarrant Parkway      | 4          | 6          | 6          | 6          | \$21,700,000             | Capacity     |
| RSA 1.435.300 | TxDOT Fort Worth | Tarrant | Precinct Line Road       | South of Trinity Blvd   | Randol Mill Road           | 2          | 2          | 4          | 4          | \$6,150,000              | Capacity     |
| RSA 1.435.305 | TxDOT Fort Worth | Tarrant | Cooks Lane               | Randol Mill Road        | Lowery Lane                | 0          | 0          | 4          | 4          | \$8,790,000              | Capacity     |
| RSA 1.435.315 | TxDOT Fort Worth | Tarrant | Cooks Lane               | Lowery Lane             | John T White Road          | 2          | 2          | 4          | 4          | \$2,930,000              | Capacity     |
| RSA 1.435.375 | TxDOT Fort Worth | Tarrant | Cooks Lane               | Brentwood Stair Road    | SH 180/Dottie Lynn Parkway | 2          | 2          | 4          | 4          | \$8,490,000              | Capacity     |
| RSA 1.465.325 | TxDOT Fort Worth | Tarrant | Main Street              | Dallas Street           | Heritage Parkway           | 2          | 2          | 4          | 4          | \$3,220,000              | Capacity     |
| RSA 1.470.200 | TxDOT Fort Worth | Tarrant | FM 157 Industrial Blvd   | Mid Cities Blvd         | Midway Drive               | 4          | 4          | 6          | 6          | \$24,700,000             | Capacity     |
| RSA 1.470.225 | TxDOT Fort Worth | Tarrant | FM 157 Industrial Blvd   | Midway Drive            | SH 183                     | 4          | 4          | 6          | 6          | w/ RSA 1.470.200         | Capacity     |
| RSA 1.470.425 | TxDOT Fort Worth | Tarrant | Collins Street           | IH 20                   | Sublett Road               | 4          | 4          | 4          | 6          | \$16,800,000             | Capacity     |
| RSA 1.495.275 | TxDOT Fort Worth | Tarrant | SH 26 Grapevine Highway  | Brown Trail             | Bedford Eules Road         | 4          | 4          | 6          | 6          | \$148,000,000            | Capacity     |
| RSA 1.495.300 | TxDOT Fort Worth | Tarrant | SH 26/Boulevard 26       | IH 820                  | SH 26 Grapevine Highway    | 4          | 4          | 6          | 6          | w/ RSA 1.495.275         | Capacity     |
| RSA 1.540.330 | TxDOT Fort Worth | Tarrant | US 377 Belknap Street    | Oakhurst Scenic Drive   | Belknap Street             | 4          | 4          | 3          | 3          | \$698,000                | Capacity     |
| RSA 1.540.420 | TxDOT Fort Worth | Tarrant | US 377                   | Winscott Road           | Stephens Road              | 4          | 6          | 6          | 6          | \$71,600,000             | Capacity     |
| RSA 2.280.625 | TxDOT Fort Worth | Tarrant | SH 199**                 | Begin Frontage Couplet  | North of Hodgkins Drive    | 2/2 (Frtg) | N/A        | N/A        | N/A        | w/ FT 150.10.1           | Capacity     |
| RSA 2.280.650 | TxDOT Fort Worth | Tarrant | SH 199**                 | North of Hodgkins Drive | Northwest Centre Drive     | 3/3 (Frtg) | N/A        | N/A        | N/A        | w/ FT 150.10.1           | Capacity     |
| RSA 2.280.700 | TxDOT Fort Worth | Tarrant | SH 199                   | Boat Club Road          | IH 820                     | 3/3        | 3/3        | 6          | 6          | w/ FT 150.10.1           | Capacity     |
| RSA 2.280.725 | TxDOT Fort Worth | Tarrant | SH 199 Jacksboro Highway | IH 820                  | Roberts Cut Off Road       | 4          | 4          | 6          | 6          | w/ RSA 2.280.740         | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County  | Facility   | From                            | To                              | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|---------|--|---------------------------------|---------------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.280.740 | TxDOT Fort Worth | Tarrant | SH 199 Jacksboro Highway                           | Roberts Cut Off Road            | University Blvd/Northside Drive | 4          | 4          | 6          | 6          | \$151,000,000            | Capacity     |
| RSA 2.280.750 | TxDOT Fort Worth | Tarrant | SH 199 Jacksboro Highway                           | University Blvd/Northside Drive | Belknap Street                  | 4          | 6          | 6          | 6          | w/ RSA 2.280.740         | Capacity     |
| RSA 2.320.250 | TxDOT Fort Worth | Tarrant | Westport Parkway                                   | FM 156                          | West of Intermodal Parkway      | 3          | 4          | 6          | 6          | \$14,600,000             | Capacity     |
| RSA 2.320.260 | TxDOT Fort Worth | Tarrant | Westport Parkway                                   | West of Intermodal Parkway      | Intermodal Parkway              | 4          | 4          | 6          | 6          | \$1,760,000              | Capacity     |
| RSA 2.320.275 | TxDOT Fort Worth | Tarrant | Westport Parkway                                   | Intermodal Parkway              | Heritage Parkway                | 4          | 4          | 6          | 6          | \$5,560,000              | Capacity     |
| RSA 2.320.300 | TxDOT Fort Worth | Tarrant | Westport Parkway                                   | Heritage Parkway                | IH 35W                          | 4          | 6          | 6          | 6          | \$1,250,000              | Capacity     |
| RSA 2.325.160 | TxDOT Fort Worth | Tarrant | Haslet Parkway                                     | Avondale Haslet Road            | East of BNSF Rail Line          | 0          | 4          | 4          | 4          | \$26,700,000             | Capacity     |
| RSA 2.350.225 | TxDOT Fort Worth | Tarrant | Golden Triangle Blvd                               | Harmon Road                     | IH 35W                          | 4          | 4          | 4          | 6          | \$1,340,000              | Capacity     |
| RSA 2.350.250 | TxDOT Fort Worth | Tarrant | Golden Triangle Blvd                               | IH 35W                          | FM 1709 Keller Parkway          | 4          | 4          | 6          | 6          | \$20,500,000             | Capacity     |
| RSA 2.360.250 | TxDOT Fort Worth | Tarrant | Bonds Ranch Road                                   | FM 156                          | Harmon Road                     | 2          | 4          | 4          | 6          | \$7,050,000              | Capacity     |
| RSA 2.360.300 | TxDOT Fort Worth | Tarrant | Golden Triangle Blvd                               | South of Golden Heights Road    | Golden Heights Road             | 2          | 2          | 4          | 4          | \$2,050,000              | Capacity     |
| RSA 2.360.310 | TxDOT Fort Worth | Tarrant | Harmon Road  | Golden Triangle Blvd            | Golden Heights Road             | 2          | 4          | 4          | 4          | \$1,170,000              | Capacity     |
| RSA 2.390.275 | TxDOT Fort Worth | Tarrant | North Tarrant Parkway                              | IH 35W                          | US 377 Denton Highway           | 4          | 6          | 6          | 6          | \$25,200,000             | Capacity     |
| RSA 2.390.290 | TxDOT Fort Worth | Tarrant | North Tarrant Parkway                              | Lakewood Hill Drive             | US 377 Denton Highway           | 4          | 4          | 6          | 6          | \$1,170,000              | Capacity     |
| RSA 2.390.350 | TxDOT Fort Worth | Tarrant | North Tarrant Parkway                              | East of Rufe Snow Drive         | West of Keller Smithfield Road  | 4          | 4          | 6          | 6          | \$2,640,000              | Capacity     |
| RSA 2.415.250 | TxDOT Fort Worth | Tarrant | McLeroy Blvd                                       | BU 287 Saginaw Blvd             | Western Center Blvd             | 4          | 6          | 6          | 6          | \$10,300,000             | Capacity     |
| RSA 2.415.460 | TxDOT Fort Worth | Tarrant | Cheek Sparger Road                                 | SH 121                          | Mid Cities Blvd                 | 4          | 6          | 6          | 6          | \$513,000                | Capacity     |
| RSA 2.435.325 | TxDOT Fort Worth | Tarrant | East-West Connector DFW Airport (Rental Car Drive) | SH 360                          | International Parkway           | 2          | 2          | 4          | 4          | \$36,400,000             | Capacity     |
| RSA 2.450.250 | TxDOT Fort Worth | Tarrant | Meacham Blvd                                       | FM 156 Blue Mound Road          | West of Mark IV Parkway         | 3          | 3          | 4          | 4          | \$41,700,000             | Capacity     |
| RSA 2.450.275 | TxDOT Fort Worth | Tarrant | Meacham Blvd                                       | West of Mark IV Parkway         | Mark IV Parkway                 | 4          | 4          | 4          | 4          | w/ RSA 2.450.250         | Non-Capacity |
| RSA 2.450.300 | TxDOT Fort Worth | Tarrant | Meacham Blvd                                       | Mark IV Parkway                 | East of Mark IV Parkway         | 2          | 2          | 4          | 4          | w/ RSA 2.450.250         | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County  | Facility                              | From                                  | To                                    | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|---------|---------------------------------------|---------------------------------------|---------------------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.450.325 | TxDOT Fort Worth | Tarrant | Meacham Blvd                          | East of Mark IV Parkway               | IH 35W                                | 4          | 4          | 4          | 4          | w/ RSA 2.450.250         | Non-Capacity |
| RSA 2.453.200 | TxDOT Fort Worth | Tarrant | FM 1220                               | Boat Club Road                        | IH 820                                | 4          | 6          | 6          | 6          | \$11,900,000             | Capacity     |
| RSA 2.505.430 | TxDOT Fort Worth | Tarrant | Weatherford Street/<br>Belknap Street | West of Harding Street                | Harding Street                        | 3/3        | 3/3        | 3/2        | 3/2        | \$2,430,000              | Capacity     |
| RSA 2.505.475 | TxDOT Fort Worth | Tarrant | Weatherford Street/<br>Belknap Street | IH 35W                                | Greenway Park Drive                   | 3/1        | 3/1        | 3/3        | 3/3        | \$455,000                | Capacity     |
| RSA 2.505.490 | TxDOT Fort Worth | Tarrant | Belknap Access Street                 | SH 121                                | IH 35W                                | 2          | 2          | 1/2        | 1/2        | \$486,000                | Capacity     |
| RSA 2.505.500 | TxDOT Fort Worth | Tarrant | Weatherford Street/<br>Belknap Street | IH 35W                                | Belknap Street                        | 2/2        | 2/2        | 1/2        | 1/2        | \$455,000                | Capacity     |
| RSA 2.520.350 | TxDOT Fort Worth | Tarrant | Lancaster Avenue                      | US 287                                | Riverside Drive                       | 6          | 6          | 6          | 6          | w/ RSA 2.520.375         | Non-Capacity |
| RSA 2.520.375 | TxDOT Fort Worth | Tarrant | Lancaster Avenue                      | Riverside Drive                       | East of IH 820                        | 6          | 6          | 6          | 6          | \$239,000,000            | Non-Capacity |
| RSA 2.535.325 | TxDOT Fort Worth | Tarrant | 3rd 4th Connector Street              | Harding Street                        | 4th Street                            | 2          | 4          | 4          | 4          | \$1,100,000              | Capacity     |
| RSA 2.535.350 | TxDOT Fort Worth | Tarrant | 4th Street                            | 3rd 4th Connector Street              | Gilvin Street                         | 2          | 4          | 4          | 4          | \$1,100,000              | Capacity     |
| RSA 2.535.355 | TxDOT Fort Worth | Tarrant | 4th Street                            | East of Harding Street                | West of Sylvania Avenue               | 2          | 4          | 4          | 4          | \$880,000                | Capacity     |
| RSA 2.535.360 | TxDOT Fort Worth | Tarrant | 4th Street                            | IH 35W                                | Sylvania Avenue                       | 2          | 4          | 4          | 4          | \$4,110,000              | Capacity     |
| RSA 2.535.425 | TxDOT Fort Worth | Tarrant | Randol Mill Road                      | Oakland Blvd                          | Woodhaven Blvd                        | 2          | 4          | 4          | 4          | \$7,550,000              | Capacity     |
| RSA 2.535.475 | TxDOT Fort Worth | Tarrant | Randol Mill Road                      | IH 820                                | North John T White Road               | 2          | 2          | 4          | 4          | \$2,050,000              | Capacity     |
| RSA 2.535.490 | TxDOT Fort Worth | Tarrant | Randol Mill Road                      | North John T White Road               | Racquet Club Drive                    | 2          | 4          | 4          | 4          | \$1,220,000              | Capacity     |
| RSA 2.545.325 | TxDOT Fort Worth | Tarrant | FM 1187                               | US 377                                | West of SH 121/Chisholm Trail Parkway | 2          | 2          | 4          | 6          | \$215,000,000            | Capacity     |
| RSA 2.545.330 | TxDOT Fort Worth | Tarrant | FM 1187                               | West of SH 121/Chisholm Trail Parkway | SH 121/Chisholm Trail Parkway         | 2          | 2          | 2/2        | 3/3        | w/ RSA 2.545.325         | Capacity     |
| RSA 2.545.340 | TxDOT Fort Worth | Tarrant | FM 1187                               | SH 121/Chisholm Trail Parkway         | FM 1902                               | 2          | 2          | 2/2        | 3/3        | \$134,000,000            | Capacity     |
| RSA 2.545.350 | TxDOT Fort Worth | Tarrant | FM 1187                               | FM 1902                               | East of Floyd Hampton Road            | 2          | 2          | 2/2        | 3/3        | w/ RSA 2.545.340         | Capacity     |
| RSA 2.545.375 | TxDOT Fort Worth | Tarrant | FM 1187 EB/FM 1187 WB                 | East of Floyd Hampton Road            | East of BF 1187                       | 1/1        | 2/2        | 2/2        | 3/3        | \$4,570,000              | Capacity     |
| RSA 2.545.390 | TxDOT Fort Worth | Tarrant | FM 1187                               | East of BF 1187                       | BU 1187                               | 2/2        | 2/2        | 2/2        | 3/3        | \$20,100,000             | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County  | Facility               | From                    | To                     | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|---------|------------------------|-------------------------|------------------------|------------|------------|------------|------------|--------------------------|--------------|
| RSA 2.545.400 | TxDOT Fort Worth | Tarrant | FM 1187 EB/FM 1187 WB  | BU 1187                 | FM 731                 | 2/2        | 2/2        | 3/3        | 3/3        | \$967,000                | Capacity     |
| RSA 2.545.410 | TxDOT Fort Worth | Tarrant | FM 1187                | FM 731                  | IH 35W                 | 2/2        | 2/2        | 3/3        | 3/3        | \$967,000                | Capacity     |
| RSA 2.545.435 | TxDOT Fort Worth | Tarrant | FM 1187                | Oak Grove Road          | Newt Patterson Road    | 2          | 2          | 4          | 4          | w/ RSA 2.545.425         | Capacity     |
| RSA 2.545.500 | TxDOT Fort Worth | Tarrant | Debbie Lane            | US 287                  | Matlock Road           | 4          | 4          | 6          | 6          | \$11,400,000             | Capacity     |
| RSA 2.545.525 | TxDOT Fort Worth | Tarrant | Debbie Lane            | Matlock Road            | West of Collins Street | 4          | 4          | 4          | 6          | \$6,040,000              | Capacity     |
| RSA 2.545.550 | TxDOT Fort Worth | Tarrant | Debbie Lane            | West of Collins Street  | SH 360                 | 4          | 4          | 4          | 6          | \$10,700,000             | Capacity     |
| RSA 2.565.275 | TxDOT Fort Worth | Tarrant | SH 183 Southwest Blvd  | Overhill Road           | US 377 Circle          | 6          | 6          | 6          | 6          | \$3,580,000              | Non-Capacity |
| RSA 2.565.300 | TxDOT Fort Worth | Tarrant | SH 183 Alta Mere Drive | US 377 Circle           | IH 30                  | 6          | 6          | 6          | 6          | \$6,260,000              | Non-Capacity |
| RSA 2.565.325 | TxDOT Fort Worth | Tarrant | SH 183 Alta Mere Drive | IH 30                   | Green Oaks Road        | 2/2        | 6          | 6          | 6          | \$26,100,000             | Capacity     |
| RSA 2.565.350 | TxDOT Fort Worth | Tarrant | SH 183 Alta Mere Drive | Green Oaks Blvd         | Roaring Springs Road   | 4          | 6          | 6          | 6          | \$253,000,000            | Capacity     |
| RSA 2.565.375 | TxDOT Fort Worth | Tarrant | SH 183                 | Roaring Springs Road    | White Settlement Road  | 2/2        | 2/2        | 6          | 6          | w/ RSA 2.565.350         | Capacity     |
| RSA 2.565.400 | TxDOT Fort Worth | Tarrant | SH 183 River Oaks Blvd | White Settlement Road   | Deen Road              | 4          | 4          | 4          | 4          | w/ RSA 2.565.350         | Non-Capacity |
| RSA 2.565.500 | TxDOT Fort Worth | Tarrant | SH 183 Baker Blvd      | SH 183/SH 26            | IH 820                 | 4          | 4          | 4          | 4          | \$5,460,000              | Non-Capacity |
| RSA 2.630.300 | TxDOT Fort Worth | Tarrant | Everman Parkway        | Sycamore School Road    | IH 35W                 | 0          | 0          | 4          | 4          | \$37,300,000             | Capacity     |
| RSA 2.630.350 | TxDOT Fort Worth | Tarrant | Everman Parkway        | Oak Grove Road          | Shelby Road            | 4          | 4          | 6          | 6          | \$6,740,000              | Capacity     |
| RSA 2.630.375 | TxDOT Fort Worth | Tarrant | Shelby Road            | Race Street             | Forest Hill Drive      | 2          | 4          | 4          | 4          | \$46,700,000             | Capacity     |
| RSA 1.195.275 | TxDOT Fort Worth | Wise    | SH 101                 | FM 1810 Maginnis Street | South of CR 1536       | 2          | 2          | 4          | 4          | \$29,300,000             | Capacity     |
| RSA 1.210.225 | TxDOT Fort Worth | Wise    | FM 920                 | SH 199                  | South of SH 199        | 2          | 2          | 4          | 4          | \$24,700,000             | Capacity     |
| RSA 1.220.250 | TxDOT Fort Worth | Wise    | US 287 US 81**         | BU 81/Future FM 1810    | FM 1810 (Current)      | 2/2        | 2/2        | N/A        | N/A        | w/ AO Program            | Non-Capacity |
| RSA 1.220.275 | TxDOT Fort Worth | Wise    | US 287 US 81**         | FM 1810 (Current)       | US 380                 | 2/2        | 2/2        | N/A        | N/A        | w/ AO Program            | Non-Capacity |
| RSA 1.220.300 | TxDOT Fort Worth | Wise    | US 287**               | US 380                  | BU 81                  | 2/2        | 2/2        | N/A        | N/A        | w/ AO Program            | Non-Capacity |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 – Directional lanes (facility serves as either a couplet or facility with wide median); 4 – Total lanes of both directions

# Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | Agency           | County | Facility                  | From  | To  | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Total Project Cost (YOE) | Project Type |
|---------------|------------------|--------|---------------------------|---|---|------------|------------|------------|------------|--------------------------|--------------|
| RSA 1.220.315 | TxDOT Fort Worth | Wise   | US 287**                  | BU 81   | FM FM 407 Illinois Street                                       | 2/2        | 2/2        | N/A        | N/A        | w/ AO Program            | Non-Capacity |
| RSA 1.280.250 | TxDOT Fort Worth | Wise   | FM 730 Allen Street       | SH 114 EB Rock Island Avenue                                  | Briar Road  | 2          | 2          | 4          | 4          | \$170,000,000            | Capacity     |
| RSA 2.205.325 | TxDOT Fort Worth | Wise   | SH 114 Rock Island Avenue | FM 730  | US 81   | 2          | 2          | 4          | 4          | \$52,700,000             | Capacity     |
| RSA 2.225.100 | TxDOT Fort Worth | Wise   | US 380 SH 114             | West Of FM 3701   | East of FM 1658   | 2          | 2          | 4          | 4          | \$170,000,000            | Capacity     |
| RSA 2.225.125 | TxDOT Fort Worth | Wise   | US 380 SH 114             | East of FM 1658   | SH 101  | 2          | 2          | 4          | 4          | w/ RSA 2.225.100         | Capacity     |
| RSA 1.840.400 | TxDOT Paris      | Hunt   | SH 34                     | Traders Road  | South of CR 3703  | 2          | 2          | 4          | 4          | \$1,170,000              | Capacity     |
| RSA 1.875.250 | TxDOT Paris      | Hunt   | SH 24                     | CR 4511   | SL 178 /Culver Street   | 4          | 4          | 4          | 4          | \$5,320,000              | Non-Capacity |
| RSA 2.225.725 | TxDOT Paris      | Hunt   | US 380**                  | West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line) | East of CR 698/CR 699/Future US 380 Bypass (Collin County Line) | 2/2        | 2/2        | N/A        | N/A        | w/ FT 2.50.2             | Capacity     |
| RSA 2.260.225 | TxDOT Paris      | Hunt   | FM 1570                   | SH 34   | IH 30   | 2          | 4          | 4          | 4          | \$26,500,000             | Capacity     |
| RSA 2.370.825 | TxDOT Paris      | Hunt   | SH 66                     | East County Line Road   | FM 2642   | 2          | 4          | 4          | 4          | \$21,000,000             | Capacity     |
| RSA 2.370.850 | TxDOT Paris      | Hunt   | SH 66                     | FM 2642   | US 69   | 2          | 2          | 2          | 4          | \$94,000,000             | Capacity     |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials – Frontage Roads

June 2, 2025

| MTP ID                                       | District         | TIP Code | Project Type   | CSJ                         | Facility  | From                       | To                         | Description   | Total Project Cost | FFCS Status*                                 |
|--|------------------|----------|--|-----------------------------|-----------|----------------------------|----------------------------|---|--------------------|--|
| NRSA1-1.10.3<br>NRSA1-1.10.4                 | TxDOT Fort Worth | 13004.2  | Intersection Improvement, New Roadway, Grade Separation            | 0013-07-083                 | US 81     | North of CR 2195           | North of US 380            | Construct main lane grade separation at relocated FM 1810 and US 81D with addition of ramps and 0 to 2 lane access roads  | \$79,734,000       | FFCS Amendment Request is Pending Approval   |
| NRSA1-1.20.2                                 | TxDOT Fort Worth | 55010    | New Roadway, Grade Separation                                      | 0013-08-130                 | US 81     | North of CR 4228           | South of NRS Ranch Road    | Construct new 0 to 2 lane discontinuous frontage roads along US 81/287; crossover improvements; and a grade separation at NRS Ranch Road  | \$125,480,000      | FFCS Amendment Request is Pending Approval   |
| NRSA1-1.20.3<br>NRSA1-1.30.1<br>NRSA1-1.30.2 | TxDOT Fort Worth | 55026    | Reconstruction, New Roadway, Grade Separation                      | 0013-08-111                 | US 81/287 | North of Pioneer Road      | Wise/Tarrant County Line   | Recnst 4 to 4 gp lns & add grade separations N of Pioneer Rd to SH 114: Recnst 2 In two-way frtg rds to 2 In one-way frtg rds; SH 114 to Wise/Tarrant CL: Const new 0 to 2 In one-way frtg rd NB & Recnst SB 2 In two-way frtg rd to 2 In one-way frtg rd | \$416,910,000      | FFCS Amendment Request is Pending Approval   |
| NRSA1-1.30.2                                 | TxDOT Fort Worth | 55302    | Reconstruction, Grade Separation                                   | 0013-08-147                 | US 81     | Northstar Parkway          | Wise/Tarrant County Line   | Reconstruct 4 to 4 lane freeway and grade separation; construct/reconstruct/restripe 4 lane 2 way discontinuous frontage roads to 4 lane 1 way continuous frontage roads  | \$95,090,000       | FFCS Amendment Request is Pending Approval   |
| NRSA1-1.30.1<br>NRSA1-1.30.2                 | TxDOT Fort Worth | 53069    | Reconstruction, Grade Separation                                   | 0013-08-131                 | US 81     | North of Ramhorn Hill Road | South of Ramhorn Hill Road | Reconstruct 4 to 4 lane freeway and grade separation; construct/reconstruct/restripe 4 lane 2 way discontinuous frontage road to 4 lane 1 way continuous frontage road  | \$130,320,000      | Principal Arterial                           |
| NRSA1-5.100.2                                | TxDOT Fort Worth | 25070    | Realignment, Ramp Modifications                                    | 0014-03-087                 | IH 35W    | IH 35W NB                  | Over BI 35V                | Realignment of IH 35 NB mainlanes, ramp modifications, convert two-way frontage road to NB 2 lane one-way frontage road from US 67 to CR 604/707; Realignment of existing BUS 35W to a 'T' intersection to proposed frontage road                         | \$13,490,000       | FFCS Amendment Revision is Pending Approval. |
| NRSA1-7.100.5                                | TxDOT Dallas     | 55228    | Interchange, Ramp Modifications, Addition of Lanes, Reconstruction | 0048-04-093                 | IH 35E    | at FM 66                   |                            | Reconstruct interchange including 4 to 4/6 lane frontage roads and ramp modifications   | \$52,100,000       | Major Collector                              |
| NRSA1-7.100.5                                | TxDOT Dallas     | 55227    | Interchange, Ramp Modifications, Addition of Lanes, Reconstruction | 0048-04-092                 | IH 35E    | at FM 1446                 |                            | Reconstruct interchange including 4 lane continuous to 4/6 lane continuous frontage roads and ramp modifications  | \$41,280,000       | Major Collector                              |
| NRSA1-7.100.5                                | TxDOT Dallas     | 55092    | Interchange, Ramp Modifications, Addition of Lanes, Reconstruction | 0048-04-090,<br>0048-04-096 | IH 35E    | US 77 South                | US 77 North                | Reconstruct 4 interchanges (BUS 287/US 287 Bypass/Lofland/Sterret Rd), 4 In discon to 4/6 In continuous frtg rd & ramp modifications  | \$32,890,000       | Major Collector                              |
| NRSA1-9.20.1                                 | TxDOT Fort Worth | 14092    | New Roadway, Bridge, Bike/Pedestrian                               | 2266-02-159                 | SH 360    | Trinity River              | Post And Paddock           | Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks  | \$18,990,000       | FFCS Amendment Request is Pending Approval   |
| NRSA1-28.10.2                                | TxDOT Fort Worth | 13061.4  | Addition of Lanes, Reconstruction, Ramp Modifications              | 1068-01-220                 | IH 30     | Tarrant/Parker County Line | Linkcrest Drive            | Construct ramps, Reconstruct existing 6 to 6 main lanes and 4 continuous to 4/6 continuous frontage road lanes  | \$106,910,000      | Major Collector                              |

\* Roads expected to be constructed within 4 years will be added to FFCS according to FHWA guidance.

# Non-Regionally Significant Arterials – Frontage Roads

June 2, 2025

| MTP ID                           | District         | TIP Code | Project Type                      | CSJ         | Facility | From               | To                     | Description   | Total Project Cost | FFCS Status*  |
|----------------------------------|------------------|----------|-----------------------------------|-------------|----------|--------------------|------------------------|---|--------------------|---|
| NRSA1-30.10.5                    | TxDOT Fort Worth | 21093.1  | Reconstruction, Addition of Lanes | 0008-03-131 | IH 20    | FM 1187            | US 180                 | Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 continuous frontage roads | \$514,315,000      | Major Collector   |
| NRSA1-30.90.2                    | TxDOT Dallas     | 55232    | New Roadway                       | 0095-13-038 | IH 20    | Lawson Road        | Kaufman County Line    | Add 0 to 4 lanes continuous frontage roads  | \$148,840,000      | FFCS Amendment Request is Pending Approval                  |
| NRSA1-30.100.1<br>NRSA1-30.100.2 | TxDOT Dallas     | 55219    | New Roadway                       | 0095-14-027 | IH 20    | Dallas County Line | West of FM 741         | Construct 0 to 4 lane continuous frontage roads   | \$303,800,000      | FFCS Amendment Request is Pending Approval                  |
| NRSA1-30.110.1                   | TxDOT Dallas     | 55220    | New Roadway                       | 0495-01-071 | IH 20    | Spur 557           | SH 34                  | Construct 0 to 4 lane continuous frontage roads   | \$150,000,000      | FFCS Amendment Request is Pending Approval                  |
| NRSA1-30.110.2                   | TxDOT Dallas     | 13081    | New Roadway                       | 0495-01-083 | IH 20    | SH 34              | Wilson Road            | Construct 0 to 4 lane continuous frontage roads   | \$144,830,000      | FFCS Amendment Request is Pending Approval                  |
| NRSA1-130.10.2                   | TxDOT Dallas     | 54047    | New Roadway                       | 2374-07-063 | IH 635   | Royal Lane         | West of Belt Line Road | Construct 0 to 2 lane WB frontage road and ramp modifications   | \$51,530,000       | A FFCS amendment request will be submitted when appropriate |

\* Roads expected to be constructed within 4 years will be added to FFCS according to FHWA guidance.

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type                             | CSJ                      | Facility  | From                                  | To  | Description   | Total Project Cost | FFCS Status*   |
|---------------|--------------|----------|--|--------------------------|---|---------------------------------------|---|---|--------------------|--|
| NRSA1-DAL-51  | TxDOT Dallas | 52559    | Addition of Lanes                        | 2845-01-014              | FM 455  | Wildwood Trail                        | SH 121  | Reconstruct and widen 2 lane facility to 4 lane roadway (ultimate 6 lane divided)   | \$8,290,000        | Minor Arterial   |
| NRSA1-DAL-91  | TxDOT Dallas | 20146    | Addition of Lanes                        | 0918-46-245              | Bonnie Brae Road  | IH 35E                                | US 377  | Widen Bonnie Brae from IH 35E to Vintage Blvd and Vintage Blvd from Bonnie Brae to US 377 from 2 to 4 lane divided urban arterial | \$65,801,014       | Major Collector  |
| NRSA1-DAL-126 | TxDOT Dallas | 55006    | Addition of Lanes                        | 1017-01-015              | FM 552  | SH 205                                | SH 66   | Widen from 2 lane rural to 4 lane urban section   | \$93,190,000       | Major Collector  |
| NRSA1-DAL-127 | TxDOT Dallas | 83221    | Addition of Lanes                        | 1015-01-024              | FM 549  | SH 205                                | SH 276  | Widen from 2 lane rural to 4 lane urban   | \$50,550,000       | Major Collector  |
| NRSA1-DAL-154 | TxDOT Dallas | 55037    | Addition of Lanes                        | 2679-03-016              | FM 2514   | North of Drain Drive                  | Brown Street  | Widen facility from 2 lane to 4 lane urban divided  | \$46,944,049       | Major Collector  |
| NRSA1-DAL-155 | TxDOT Dallas | 55038    | Addition of Lanes                        | 2679-03-015              | FM 2514   | East of Lavon Parkway                 | North of Drain Drive                                    | Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)  | \$25,308,306       | Major Collector  |
| NRSA1-DAL-169 | TxDOT Dallas | 55111    | Reconstruction, Addition of Lanes        | 2588-01-017              | FM 548  | Windmill Farms Blvd                   | South of SH 205 (Rockwall County Line)                  | Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)  | \$108,360,000      | Major Collector  |
| NRSA1-DAL-170 | TxDOT Dallas | 55111.2  | Reconstruction, Addition of Lanes        | 2588-01-022              | FM 548  | North of US 80                        | Windmill Farms Blvd                                     | Widen from 2 lane rural to 6 lane divided urban   | \$141,950,000      | Major Collector  |
| NRSA1-DAL-174 | TxDOT Dallas | 83215.2  | New Roadway                              | N/A                      | Ridgeview Drive   | Chelsea Road                          | US 75   | Construct 0 to 4 lane roadway   | \$7,350,000        | Major Collector  |
| NRSA1-DAL-184 | TxDOT Dallas | 25025    | New Roadway, Bike/Pedestrian             | 0918-47-237              | Wheatland Road  | Dallas/Lancaster City Limit           | University Hills along the Dallas/Lancaster City Limits | Construct 0 to 4 lane divided roadway and bicycle/pedestrian facilities   | \$14,700,000       | Major Collector,** a FFCS amendment request will be submitted when appropriate |
| NRSA1-DAL-188 | TxDOT Dallas | 633      | Intersection Improvement/ Reconstruction | 0918-46-826, 0918-45-372 | Dolphin Road  | Spring Avenue                         | North of Haskell Avenue/Military Parkway                | Reconstruct existing roadway from 4 lane undivided to 4 lane divided with intersection improvements at Haskell                    | \$4,960,000        | Minor Arterial   |
| NRSA1-DAL-190 | TxDOT Dallas | 13017    | Reconstruction, Addition of Lanes        | 2588-02-008              | FM 548  | South of SH 205 (Kaufman County Line) | SH 205  | Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (ultimate 6)   | \$26,380,000       | Minor Arterial   |
| NRSA1-DAL-191 | TxDOT Dallas | 14002    | Addition of Lanes, Reconstruction        | 0918-47-208              | Wintergreen Road  | Jefferson Street                      | West of Carpenter Road                                  | Reconstruct and widen 2 lane undivided rural to 4 lane divided urban  | \$39,650,000       | Minor Arterial   |
| NRSA1-DAL-192 | TxDOT Dallas | 14003    | Reconstruction, Addition of Lanes        | 0918-47-239              | Jefferson Street from Wintergreen Road to Pleasant Run Road and Pleasant Run Road | Jefferson Street                      | Lancaster-Hutchins Road                                 | Widen and reconstruct 2 lane undivided rural to 4 lane divided urban  | \$13,910,000       | Major Collector  |
| NRSA1-DAL-193 | TxDOT Dallas | 13020    | Reconstruction, Addition of Lanes        | 1394-02-027              | FM 1387   | Midlothian Parkway                    | Long Branch Road/Bryson Lane                            | Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (ultimate 6 lane)                                       | \$128,880,000      | Major Collector  |
| NRSA1-DAL-200 | TxDOT Dallas |          | New Roadway                              |                          | New Collin County N/S Road #1   | SH 121/FM 455                         | FM 545/FM 1827  | New 4 lane road (PA)  | \$8,590,000        | Locally Funded   |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type      | CSJ          | Facility                                   | From                        | To                                  | Description  | Total Project Cost | FFCS Status*   |
|---------------|--------------|----------|-------------------|--------------|--|-----------------------------|-------------------------------------|--|--------------------|----------------|
| NRSA1-DAL-201 | TxDOT Dallas |          | Realignment       |              | FM 1827/New Collin County N/S Road #1      | FM 545/FM 1827              | FM 1827/CR 470                      | Realign 4 lane road (PA)                               | \$12,320,000       | Locally Funded |
| NRSA1-DAL-202 | TxDOT Dallas |          | New Roadway       |              | New Collin County N/S Road #1              | FM 1827/CR 470              | CR 463 (North)                      | New 4 lane road (PA)                                   | \$4,900,000        | Locally Funded |
| NRSA1-DAL-203 | TxDOT Dallas |          | Realignment       |              | New Collin County N/S Road #1              | CR 463 (North)              | US 380                              | Realign 4 lane road (PA)                               | \$8,990,000        | Locally Funded |
| NRSA1-DAL-204 | TxDOT Dallas |          | New Roadway       |              | New Collin County N/S Road #1              | US 380                      | FM 546/CR 447                       | New 4 lane road (PA)                                   | \$8,740,000        | Locally Funded |
| NRSA1-DAL-205 | TxDOT Dallas |          | Realignment       |              | New Collin County N/S Road #1              | FM 546/CR 447               | FM 982/CR 444                       | Realign 4 lane road (MA)                               | \$8,840,000        | Locally Funded |
| NRSA1-DAL-206 | TxDOT Dallas |          | Addition of Lanes | 0387-05-027  | FM 982                                     | US 380/BS 380               | FM 546                              | Reconstruct and widen from 2 lanes to 4 lanes          | \$280,000,000      | Locally Funded |
| NRSA1-DAL-207 | TxDOT Dallas |          | Addition of Lanes | 1013-01-042  | FM 546                                     | FM 3286                     | FM 982/CR 444                       | Reconstruct and widen 2 to 4 lane roadway (ultimate 6) | \$31,470,000       | Locally Funded |
| NRSA1-DAL-208 | TxDOT Dallas |          | Addition of Lanes | 3476-02-0140 | FM 3286                                    | FM 1378 (Country Club Road) | FM 546                              | Reconstruct and widen 2 to 4 lane roadway (ultimate 6) | \$185,770,000      | Locally Funded |
| NRSA1-DAL-210 | TxDOT Dallas |          | Addition of Lanes |              | McMillen Drive/Collin County E/W Road #2   | McCreary Road               | Country Club Road                   | Widen 2 to 6 lanes (MA)                                | \$5,580,000        | Locally Funded |
| NRSA1-DAL-211 | TxDOT Dallas |          | Addition of Lanes |              | Park Blvd/Collin County E/W Road #2        | Country Club Road           | SH 78/Kreymer Lane                  | Widen 2 to 6 lanes (MA)                                | \$13,270,000       | Locally Funded |
| NRSA1-DAL-212 | TxDOT Dallas |          | Addition of Lanes |              | Kreymer Lane/Collin County E/W Road #2     | SH 78/Kreymer Lane          | Collin County E/W Road #3/Troy Road | Widen 2 to 4 lanes (MA)                                | \$3,940,000        | Locally Funded |
| NRSA1-DAL-213 | TxDOT Dallas |          | New Roadway       |              | Hensley Lane/New Collin County E/W Road #3 | McCreary Road               | Woodbridge Parkway                  | New 4 lane road (MA)                                   | \$3,630,000        | Locally Funded |
| NRSA1-DAL-214 | TxDOT Dallas |          | Addition of Lanes |              | Hensley Lane/New Collin County E/W Road #3 | Woodbridge Parkway          | Sanden Blvd                         | Widen 2 to 4 lanes (MA)                                | \$2,800,000        | Locally Funded |
| NRSA1-DAL-215 | TxDOT Dallas |          | Realignment       |              | Alanis Drive/New Collin County E/W Road #3 | Sanden Blvd                 | Ballard Street                      | Realign 4 lane road (MA) w/ SH 78 grade separation     | \$7,200,000        | Locally Funded |
| NRSA1-DAL-217 | TxDOT Dallas |          | New Roadway       |              | New Collin County E/W Road #3              | FM 544 (Vinson Road)        | SH 205                              | New 4 lane road (MA)                                   | \$41,320,000       | Locally Funded |
| NRSA1-DAL-218 | TxDOT Dallas |          | Addition of Lanes |              | Campbell Road/Collin County E/W Road #4    | PGBT                        | Murphy Road                         | Widen 2/4 to 6 lanes (PA)                              | \$5,020,000        | Locally Funded |
| NRSA1-DAL-219 | TxDOT Dallas |          | Addition of Lanes |              | Blackburn Road/Collin County E/W Road #4   | Murphy Road                 | Dewitt Road                         | Widen 2 to 4 lanes (MA)                                | \$2,830,000        | Locally Funded |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type                      | CSJ         | Facility                                       | From                                    | To                              | Description  | Total Project Cost | FFCS Status*    |
|---------------|--------------|----------|-----------------------------------|-------------|--|---|---------------------------------|--|--------------------|-----------------|
| NRSA1-DAL-221 | TxDOT Dallas |          | Addition of Lanes                 |             | Sachse Road/Collin County E/W Road #4          | SH 78/Sachse Road                       | Sachse Road/Elm Grove Road      | Widen 2 to 4 lanes (MA)  | \$7,190,000        | Locally Funded  |
| NRSA1-DAL-222 | TxDOT Dallas |          | Addition of Lanes                 |             | Elm Grove Road/Collin County E/W Road #4       | Sachse Road/Elm Grove Road              | Vinson Road                     | Widen 2 to 4 lanes (MA)  | \$5,760,000        | Locally Funded  |
| NRSA1-DAL-223 | TxDOT Dallas |          | Addition of Lanes                 |             | FM 544 (Vinson Road)/Collin County N/S Road #5 | Alanis Drive/Collin County E/W Road #3  | Elm Grove Road                  | Widen 2 to 4 lanes (MA)  | \$7,820,000        | Locally Funded  |
| NRSA1-DAL-224 | TxDOT Dallas |          | New Roadway                       |             | FM 544 (Vinson Road)/Collin County N/S Road #5 | Elm Grove Road                          | Merritt Road/Hickox Road        | New 4 lane road (MA) w/ diamond interchange @ PGBT   | \$17,480,000       | Locally Funded  |
| NRSA1-DAL-225 | TxDOT Dallas |          | Addition of Lanes                 |             | Hickox Road/Collin County N/S Road #5          | Toler Road                              | Castle Drive                    | Widen 2 to 4 lanes (MA)  | \$2,260,000        | Locally Funded  |
| NRSA1-DAL-226 | TxDOT Dallas |          | New Roadway                       |             | Hickox Road/Collin County N/S Road #5          | Castle Drive                            | Centerville Road                | New 4 lane road (MA)   | \$4,540,000        | Locally Funded  |
| NRSA1-DAL-227 | TxDOT Dallas |          | Addition of Lanes                 |             | Castle Drive/Collin County N/S Road #5         | Centerville Road                        | Country Club Road               | Widen 2 to 4 lanes (MA)  | \$3,030,000        | Locally Funded  |
| NRSA1-DAL-229 | TxDOT Dallas |          | New Roadway                       |             | Collin County E/W Road #7                      | SH 5 (Greenville Avenue)/Chaparral Road | Chase Oaks Blvd (West of US 75) | New 4 lane road (C) w/ grade separation over US 75 main lanes & frontage roads   | \$6,600,000        | Locally Funded  |
| NRSA1-DAL-230 | TxDOT Dallas | 55300    | Reconstruction, Addition of Lanes | 0619-01-027 | FM 6   | SH 78                                   | East of FM 1777                 | Reconstruct and widen existing rural 2 lane to 4 lane urban divided (ultimate 6)   | \$207,180,000      | Major Collector |
| NRSA1-DAL-231 | TxDOT Dallas |          | New Roadway                       |             | FM 6/Collin County E/W Road #8                 | SH 66                                   | FM 36 (South of SH 66)          | New 4 lane road (MA)   | \$3,630,000        | Locally Funded  |
| NRSA1-DAL-232 | TxDOT Dallas |          | Addition of Lanes                 |             | FM 36/Collin County E/W Road #8                | FM 36 (South of SH 66)                  | IH 30                           | Widen 2 to 4 lanes (MA)  | \$7,930,000        | Locally Funded  |
| NRSA1-DAL-233 | TxDOT Dallas |          | Addition of Lanes                 | 2745-01-011 | FM 2755  | BS-78G                                  | CR 541                          | Reconstruct and widen from 2 lanes to 4 lanes (ultimate 6 lanes)   | \$68,400,000       | Locally Funded  |
| NRSA1-DAL-234 | TxDOT Dallas |          | Addition of Lanes                 |             | Watkins Rd                                     | FM 2755/Watkins Road                    | FM 1777/CR 590                  | Widen 2 to 4 lanes (PA)  | \$8,420,000        | Locally Funded  |
| NRSA1-DAL-235 | TxDOT Dallas |          | New Roadway                       |             | FM 2642/Collin County E/W Road #9              | FM 1777/CR 590                          | SH 66/FM 2642                   | New 4 lane road (PA)   | \$689,000          | Locally Funded  |
| NRSA1-DAL-237 | TxDOT Dallas |          | Addition of Lanes                 | 1017-02-015 | FM 35  | IH 30                                   | Chestnut Court                  | IH 30 to FM 2453: reconstruct and widen from 2 to 4/6 lanes ultimate; FM 2453 to Chestnut Court: reconstruct and widen from 2 lanes to 4 lanes | \$93,300,000       | Locally Funded  |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type                   | CSJ | Facility                                 | From  | To  | Description                         | Total Project Cost | FFCS Status*   |
|---------------|--------------|----------|--------------------------------|-----|--|---|---|-------------------------------------|--------------------|----------------|
| NRSA1-DAL-238 | TxDOT Dallas |          | Addition of Lanes              |     | CR 482/Collin County E/W Road #10        | SH 78   | CR 483 (East)                                 | Widen 2 to 4 lanes (MA)             | \$3,140,000        | Locally Funded |
| NRSA1-DAL-239 | TxDOT Dallas |          | New Roadway                    |     | Collin County E/W Road #10               | CR 483 (East)                                 | FM 2755 (West)                                | New 4 lane road (MA)                | \$5,860,000        | Locally Funded |
| NRSA1-DAL-240 | TxDOT Dallas |          | Addition of Lanes              |     | FM 2755/Collin County E/W Road #10       | FM 2755 (West)                                | Erby Campbell Road/Collin County N/S Road #13 | Widen 2 to 4 lanes (MA)             | \$12,300,000       | Locally Funded |
| NRSA1-DAL-241 | TxDOT Dallas |          | New Roadway                    |     | Collin County E/W Road #10               | Erby Campbell Road/Collin County N/S Road #13 | SH 66   | New 4 lane road (MA)                | \$7,910,000        | Locally Funded |
| NRSA1-DAL-242 | TxDOT Dallas |          | New Roadway                    |     | FM 3549/Collin County N/S Road #11       | FM 552/FM 3549                                | FM 2755 (West)                                | New 4 lane road (MA)                | \$7,780,000        | Locally Funded |
| NRSA1-DAL-243 | TxDOT Dallas |          | Addition of Lanes              |     | FM 2755/Collin County N/S Road #11       | FM 2755 (West)                                | FM 2755/Watkins Road                          | Widen 2 to 4 lanes (MA)             | \$4,570,000        | Locally Funded |
| NRSA1-DAL-244 | TxDOT Dallas |          | New Roadway                    |     | FM 3549/Collin County N/S Road #11       | FM 2755/Watkins Road                          | FM 6  | New 4 lane road (MA)                | \$9,040,000        | Locally Funded |
| NRSA1-DAL-245 | TxDOT Dallas |          | Addition of Lanes              |     | FM 1138/Collin County N/S Road #12       | FM 1138/Outer Loop                            | FM 1138 (South of Nevada/NETEX)               | Widen 2 to 4 lanes (MA)             | \$6,390,000        | Locally Funded |
| NRSA1-DAL-246 | TxDOT Dallas |          | New Roadway                    |     | Collin County N/S Road #12               | FM 1138 (South of Nevada/NETEX)               | FM 6/FM 1138                                  | New 4 lane road (MA)                | \$3,870,000        | Locally Funded |
| NRSA1-DAL-247 | TxDOT Dallas |          | Addition of Lanes              |     | FM 1138/Collin County N/S Road #12       | FM 6/FM 1138                                  | FM 1778/CR 643                                | Widen 2 to 4 lanes (MA)             | \$7,530,000        | Locally Funded |
| NRSA1-DAL-248 | TxDOT Dallas |          | Addition of Lanes              |     | Collin County N/S Road #12               | FM 1778/CR 643                                | CR 609 (North)                                | Widen 2 to 4 lanes (MA)             | \$11,980,000       | Locally Funded |
| NRSA1-DAL-249 | TxDOT Dallas |          | New Roadway                    |     | Collin County N/S Road #12               | CR 609 (North)                                | Main Street/Josephine Road                    | New 4 lane road (MA)                | \$5,830,000        | Locally Funded |
| NRSA1-DAL-250 | TxDOT Dallas |          | Addition of Lanes              |     | Main St/Collin County N/S Road #12       | Main Street/Josephine Road                    | US 380/Main Street                            | Widen 2 to 4 lanes (MA)             | \$1,290,000        | Locally Funded |
| NRSA1-DAL-251 | TxDOT Dallas |          | Realignment, Addition of Lanes |     | Erby Campbell/Collin County N/S Road #13 | Collin County E/W Road #10                    | SH 66   | Realign and widen 2 to 4 lanes (C)  | \$5,680,000        | Locally Funded |
| NRSA1-DAL-253 | TxDOT Dallas |          | Addition of Lanes              |     | FM 1778/Collin County E/W Road #14       | SH 78   | CR 695  | Widen 2 to 4 lanes (MA)             | \$19,020,000       | Locally Funded |
| NRSA1-DAL-254 | TxDOT Dallas |          | Realignment, Addition of Lanes |     | FM 1778/Collin County E/W Road #14       | CR 695  | FM 6/FM 1777                                  | Realign and widen 2 to 4 lanes (MA) | \$4,260,000        | Locally Funded |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type   | CSJ         | Facility                           | From                        | To                                  | Description  | Total Project Cost | FFCS Status*   |
|---------------|--------------|----------|--|-------------|------------------------------------|-----------------------------|-------------------------------------|--|--------------------|--|
| NRSA1-DAL-255 | TxDOT Dallas | 55303    | Reconstruction, Addition of Lanes  | 1014-04-016 | FM 1777                            | SH 66                       | FM 6                                | Reconstruct and widen existing rural 2 lane to 4 lane urban divided (ultimate 6)   | \$208,470,000      | Major Collector  |
| NRSA1-DAL-256 | TxDOT Dallas |          | New Roadway  |             | FM 1777/Collin County N/S Road #14 | SH 66                       | FM 35/FM 2453                       | New 4 lane road (MA) w/ IH 30 interchange  | \$7,300,000        | Locally Funded   |
| NRSA1-DAL-259 | TxDOT Dallas |          | Addition of Lanes  |             | Rock Ridge Road                    | FM 1378 (Country Club Road) | Exchange Parkway                    | Widen 2 to 4 lanes (C)   | \$1,860,000        | Locally Funded   |
| NRSA1-DAL-260 | TxDOT Dallas |          | Addition of Lanes  |             | Rock Ridge Road                    | Exchange Parkway            | FM 2170 (Estates Parkway)           | Widen 2 to 4 lanes (C)   | \$2,940,000        | Locally Funded   |
| NRSA1-DAL-261 | TxDOT Dallas |          | New Roadway  |             | McCreary Road                      | Lucas Road/Lewis Lane       | FM 2514 (Parker Road)/McCreary Road | New 4 lane road (C)  | \$7,920,000        | Locally Funded   |
| NRSA1-DAL-265 | TxDOT Dallas |          | Addition of Lanes  |             | FM 548                             | Outer Loop/FM 548 Connector | SH 276                              | Widen 2 to 4 lane divided  | \$8,400,000        | Major Collector  |
| NRSA1-DAL-266 | TxDOT Dallas |          | Addition of Lanes  |             | FM 548                             | SH 276                      | SH 205                              | Widen 2 to 4 lane divided  | \$27,000,000       | Major Collector  |
| NRSA1-DAL-267 | TxDOT Dallas | 55265    | Addition of Lanes, Reconstruction  | 2588-01-020 | FM 548                             | US 80                       | FM 1641                             | Widen and reconstruct 2 lane to 4 lane urban divided   | \$16,430,000       | Major Collector  |
| NRSA1-DAL-300 | TxDOT Dallas | 55236    | Addition of Lanes, Reconstruction  | 1392-03-012 | FM 1461                            | West of County Road 166     | CR 123                              | Widen and reconstruct 2 lane rural to 4 lane urban (ultimate 6 lanes)  | \$32,040,000       | Major Collector  |
| NRSA1-DAL-301 | TxDOT Dallas | 55237    | Addition of Lanes, Reconstruction  | 1973-01-015 | FM 1461                            | SH 289                      | West of County Road 166             | Widen and reconstruct 2 lane rural to 4 lane urban (ultimate 6 lanes)  | \$126,950,000      | Minor Arterial   |
| NRSA1-DAL-302 | TxDOT Dallas | 55239    | Addition of Lanes  | 1951-01-011 | FM 1515                            | Bonnie Brae Street          | Masch Branch Road                   | Widen 2 lane rural section to 4/6 lane divided urban   | \$84,200,000       | Major Collector/Minor Collector                                      |
| NRSA1-DAL-306 | TxDOT Dallas | 55238    | Reconstruction, Addition of Lanes  | 2845-01-020 | FM 455                             | SH 5                        | East of Wildwood Trail              | Reconstruct and widen 2 to 4 lane roadway (ultimate 6 lanes)   | \$5,830,000        | Minor Arterial   |
| NRSA1-DAL-307 | TxDOT Dallas | 14032    | Intersection Improvement, Bike/Pedestrian, Addition of Lanes, Reconstruction | 0918-47-246 | East Bear Creek Road               | Hampton Road                | IH 35E                              | Reconstruct and widen from 2 lanes rural undivided to 4 lanes urban divided with bicycle/pedestrian accommodations and intersection improvements | \$33,250,000       | Minor Arterial   |
| NRSA1-DAL-309 | TxDOT Dallas | 14077    | Addition of Lanes, New Roadway, Bike/Pedestrian, Bridge                      | 0918-24-249 | Ferguson Parkway                   | Elm Street                  | The Collin County Outer Loop        | Construct 0/2 to 4 lane urban divided (6 lane ultimate), including new sidewalks and 0 to 6 lane bridge over Slayter Creek                       | \$21,110,000       | Partial Major Collector - FFCS Amendment Request is Pending Approval |
| NRSA1-DAL-311 | TxDOT Dallas | 14074    | Addition of Lanes, Bike/Pedestrian   | 0918-46-319 | Bonnie Brae Street                 | Windsor Drive               | US 77                               | Widen from 2/4 lanes to 4 lanes divided with sidewalks and shared-use path (Segment 6B)  | \$21,460,000       | Minor Arterial   |
| NRSA1-DAL-314 | TxDOT Dallas | 55256    | Addition of Lanes, Reconstruction  | 1217-01-019 | FM 1641                            | FM 548                      | FM 148                              | Reconstruct and widen 2 lane to 4 lane urban divided   | \$143,810,000      | Minor Arterial/Major Collector                                       |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code                      | Project Type   | CSJ                      | Facility              | From                    | To                   | Description   | Total Project Cost | FFCS Status*                      |
|---------------|--------------|-------------------------------|--|--------------------------|-----------------------|-------------------------|----------------------|---|--------------------|-----------------------------------|
| NRSA1-DAL-318 | TxDOT Dallas | 55267                         | Addition of Lanes, Reconstruction  | 1059-01-047              | FM 1173               | FM 156                  | Masch Branch Road    | Widen and reconstruct from 2 lane rural to 4/6 lane urban divided roadway   | \$106,750,000      | Minor Arterial                    |
| NRSA1-DAL-319 | TxDOT Dallas | 55268                         | Addition of Lanes, Realignment, Reconstruction                           | 1059-02-002              | FM 1173               | Masch Branch Road       | IH 35                | Realign from 2 lane rural to 6 lane urban divided roadway   | \$61,670,000       | Minor Arterial                    |
| NRSA1-DAL-320 | TxDOT Dallas | 55272                         | Addition of Lanes, Reconstruction  | 1092-01-021              | FM 741                | US 175                  | FM 548               | Widen and reconstruct from 2 lane rural undivided to 4/6 lane urban divided roadway   | \$174,110,000      | Minor Arterial                    |
| NRSA1-DAL-322 | TxDOT Dallas | 25076                         | Addition of Lanes, Reconstruction  | 0918-47-315              | Collins Road          | Tripp Road              | Town East Blvd       | Reconstruct and widen 2 to 4 lane urban divided   | \$9,400,000        | Major Collector                   |
| NRSA1-DAL-324 | TxDOT Dallas | 25078                         | Addition of Lanes, Reconstruction, Bike/Pedestrian                       | 0918-47-313, 0918-47-436 | Hickory Tree Road     | Elam Road               | Lake June Road       | Reconstruct and widen from 2 to 3 lanes with pedestrian improvements, including sidewalks and shared-use path   | \$13,780,000       | Major Collector                   |
| NRSA1-DAL-326 | TxDOT Dallas | 55273                         | Addition of Lanes, Reconstruction, Intersection Improvement              | 1315-01-030              | FM 1385               | US 380                  | FM 455               | Widen and reconstruct from 2 lane urban undivided to 4/6 lane urban divided (ultimate 6 lanes); realignment of intersections at Mustang Road and Gee Road | \$447,880,000      | Major Collector                   |
| NRSA1-DAL-327 | TxDOT Dallas | 55274                         | Addition of Lanes, Reconstruction  | 2979-01-011              | FM 2931               | US 380                  | FM 428               | Widen and reconstruct from 2 lane rural to 4 lane urban divided (ultimate 6 lanes)  | \$217,540,000      | Major Collector                   |
| NRSA1-DAL-328 | TxDOT Dallas | 21037                         | New Roadway, Grade Separation  | 0918-24-265              | Panther Creek Parkway | Preston Road            | Dallas North Tollway | Construct 0 to 6 lane roadway, including grade separation over BNSF rail line   | \$38,270,000       | Proposed Minor Arterial           |
| NRSA1-DAL-330 | TxDOT Dallas | 84161<br>21032.3              | Addition of Lanes, Reconstruction, Bridge                                | 0918-00-471              | Sunrise/Ferris Road   | South of Van Road       | Loop 9 Frontage Road | Reconstruct and widen 2 to 4 lane road and replace bridge over 10 Mile Creek; Phase 3   | \$37,500,000       | Major Collector, approved 04/2023 |
| NRSA1-DAL-331 | TxDOT Dallas | <del>21032.1</del><br>21032.2 | Addition of Lanes, Reconstruction  | 0918-47-525              | Sunrise Road          | South of Belt Line Road | Ferris Road          | Reconstruct 2 to 2 lane (ultimate 4 lane) for realignment of Sunrise Rd; Phase 2  | \$11,700,000       | Major Collector                   |
| NRSA1-DAL-333 | TxDOT Dallas | 21082                         | New Roadway  | 0918-47-352              | Copenhagen Avenue     | East Belt Line Road     | South of DART ROW    | Construct 0 to 4 lane roadway   | \$1,880,000        | Proposed Major Collector          |
| NRSA1-DAL-334 | TxDOT Dallas |                               | Reconstruction, New Roadway, Traffic Signal Improvement, Bike/Pedestrian |                          | Parvin Road           | FM 1385                 | Legacy Drive         | Construct 0/2 to 4 lane divided roadway, including bridge improvements, traffic signal improvements, and new sidewalks                                    | \$31,000,000       | FFCS Request is Pending Approval  |
| NRSA1-DAL-338 | TxDOT Dallas | 20144.1                       | New Roadway, Addition of Lanes   | 0918-46-325              | Mayhill Road          | South of Spencer Road   | IH 35E               | Expand 2 lane rural road to a 4 lane divided urban arterial, extension of FM 2499   | \$5,000,000        | Minor Arterial                    |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 – Directional lanes (facility serves as either a couplet or facility with wide median); 4 – Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type   | CSJ         | Facility                               | From                         | To                      | Description  | Total Project Cost | FFCS Status*  |
|---------------|--------------|----------|--|-------------|--|------------------------------|-------------------------|--|--------------------|---|
| NRSA1-DAL-339 | TxDOT Dallas | 25110    | Reconstruction, Bridge, Bike/ Pedestrian, Bus Transit, Signal Improvements | 0000-18-159 | Martin Luther King Jr/Cedar Crest Blvd | 11th Street                  | Robert B Cullum Blvd    | Reconstruct roadway from 5/6 to 4 lanes, including retrofit of bridge over the Trinity River; construct bicycle lanes, bus shelter improvements, traffic signal improvements, and pedestrian improvements including crosswalks | \$27,250,000       | Minor Arterial  |
| NRSA1-DAL-340 | TxDOT Dallas | 55297    | Reconstruction, Addition of Lanes  | 1310-01-050 | FM 407                                 | East of IH 35W               | West of IH 35W          | Widen and reconstruct from 2 lane urban undivided to 6 lane urban divided  | \$52,330,000       | Minor Arterial  |
| NRSA1-DAL-341 | TxDOT Dallas | 55299    | Addition of Lanes, Reconstruction  | 2678-01-011 | FM 428                                 | Dallas Parkway               | CR 55                   | Reconstruct and widen from 2 lane to 4 lane (ultimate 6 lane)  | \$28,680,000       | Major Collector   |
| NRSA1-DAL-342 | TxDOT Dallas | 13074.1  | Realignment, Reconstruction  | 0697-07-002 | FM 429                                 | US 80                        | South of US 80          | Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane)  | \$59,540,000       | Major Collector   |
| NRSA1-DAL-343 | TxDOT Dallas | 13074.2  | Realignment, Reconstruction  | 1089-04-002 | FM 429                                 | US 80                        | North of US 80          | Realign and reconstruct 2 lane to 2 lane (ultimate 4 lane)   | \$10,980,000       | Major Collector   |
| NRSA1-DAL-344 | TxDOT Dallas | 25028    | Reconstruction, Bridge, Bike/ Pedestrian, Addition of Lanes                | 0918-47-469 | Cadiz Street                           | West of Hotel Street         | Botham Jean Blvd        | Reconstruct the Cadiz railroad bridge including reconstruct and widen Cadiz St from 3 In divided to 4 In divided with bike/pedestrian improvements   | \$57,190,000       | Major Collector   |
| NRSA1-DAL-345 | TxDOT Dallas | 55299.1  | Reconstruction, Addition of Lanes, Realignment                             | 2678-03-002 | FM 428                                 | CR 55                        | SH 289                  | Realign, reconstruct, and widen 2 lane to 4 lane (ultimate 6)  | \$67,720,000       | Major Collector   |
| NRSA1-DAL-346 | TxDOT Dallas | 55309    | Reconstruction, Addition of Lanes  | 1013-01-040 | FM 546                                 | JCT 546                      | County Road 393         | Reconstruct and widen 2 lane to 4 lane (ultimate 6 lane)   | \$97,420,000       | Minor Arterial  |
| NRSA1-DAL-347 | TxDOT Dallas | 13020.1  | Realignment, Reconstruction, Addition of Lanes                             | 1394-01-002 | FM 1387                                | Long Branch Road/Bryson Lane | FM 664                  | Realign, reconstruct, and widen 2 lane to 4 lane (ultimate 6)  | \$60,450,000       | Major Collector   |
| NRSA1-DAL-348 | TxDOT Dallas | 20080    | Reconstruction, Addition of Lanes  | 0918-24-303 | West Lucas Road                        | County Club (FM 1378)        | Angel Parkway (FM 2551) | Reconstruct and widen 2 lane undivided to 4 lane divided   | \$22,680,000       | Minor Arterial  |
| NRSA1-DAL-349 | TxDOT Dallas | 13076    | New Roadway  | 2921-01-010 | SS 394                                 | IH 35E                       | FM 877                  | Construct 0 to 4 lane roadway on new location  | \$48,650,000       | FFCS Amendment Pending Approval   |
| NRSA1-DAL-350 | TxDOT Dallas | 13084    | Addition of Lanes, Reconstruction  | 3148-01-013 | FM 3097                                | Tubbs Road                   | FM 549                  | Reconstruct and widen from 2 lanes to 4 lanes  | \$69,510,000       | Major Collector - a FFCS Amendment Request will be submitted when appropriate |
| NRSA1-DAL-351 | TxDOT Dallas | 50002    | Addition of Lanes, Reconstruction  | 1014-02-048 | FM 548                                 | SH 66                        | South of Crenshaw Road  | SH 66 to IH 30: Reconstruct and widen 2 lanes to 3 lanes; IH 30 to south of Crenshaw Road: Reconstruct and widen 2 lanes to 4 lanes  | \$79,400,000       | Major Collector - a FFCS Amendment Request will be submitted when appropriate |
| NRSA1-DAL-352 | TxDOT Dallas | 53051.1  | Reconstruction, Addition of Lanes  | 1016-01-032 | FM 551                                 | SH 66                        | SH 276                  | SH 66 to IH 30: Reconstruct and widen 2 lanes to 3 lanes; IH 30 to SH 276: Reconstruct and widen 2 lanes to 4 lanes  | \$77,410,000       | Major Collector   |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District     | TIP Code | Project Type                                   | CSJ         | Facility                                       | From                      | To                 | Description  | Total Project Cost | FFCS Status*  |
|---------------|--------------|----------|--|-------------|--|---------------------------|--------------------|--|--------------------|---|
| NRSA1-DAL-353 | TxDOT Dallas | 25108    | Reconstruction, Addition of Lanes              | 0000-18-051 | Sage Hill/Las Lomas Parkway                    | Independence Way          | American Way       | Reconstruct and widen 2 to 4 lanes roadway (6 lanes ultimate)  | \$650,000          | FFCS Amendment Request is Pending Approval                    |
| NRSA1-DAL-354 | TxDOT Dallas | 55297.1  | Reconstruction, Addition of Lanes              | 1310-01-048 | FM 407   | Junction FM 407           | West of IH 35W     | Reconstruct and widen 2 to 4 lane roadway (6 lane ultimate)  | \$66,000,000       | Minor Arterial, FFCS amendment required for realigned section |
| NRSA1-DAL-355 | TxDOT Dallas | 55297.2  | Reconstruction, Addition of Lanes              | 1310-01-049 | FM 407   | East of IH 35W            | FM 1830            | Reconstruct and widen 2 to 4 lane roadway (6 lane ultimate)  | \$114,450,000      | Minor Arterial  |
| NRSA1-DAL-356 | TxDOT Dallas | 55297.3  | Reconstruction, Addition of Lanes              | 1568-02-016 | FM 407   | Bill Cook Road            | West of FM 156     | Reconstruct and widen 2 to 4 lane roadway (6 lane ultimate)  | \$61,000,000       | FFCS Amendment Required                                       |
| NRSA1-DAL-357 | TxDOT Dallas | 55309.1  | Realignment, Reconstruction, Addition of Lanes | 1013-03-002 | FM 546   | East of Airport Drive     | Jct FM 546         | Realign, reconstruct, and widen 2 lane to 4 lane (ultimate 6 lane)   | \$74,760,000       | FFCS Amendment Required                                       |
| NRSA1-DAL-358 | TxDOT Dallas | 24012    | Reconstruction, Addition of Lanes, Bridge      | 0918-00-468 | Miller Road                                    | PGBT/SH 190 Frontage Road | Glen Hill Drive    | Reconstruct and widen 2 lane to 4 lane divided roadway (including replacing bridge over Lake Ray Hubbard)            | \$60,120,000       | Major Collector   |
| NRSA1-DAL-359 | TxDOT Dallas | 24006    | New Roadway, Grade Separation, Bike/Pedestrian | 0918-47-520 | West Dallas Gateway Project; on Herbert Street | Broadway Avenue           | Commerce Street    | Construct 0 to 4 lane grade separated roadway with sidewalks and bicycle lanes under the Union Pacific Railroad Line | \$62,000,000       | RTR Funded  |
| NRSA1-DAL-360 | TxDOT Dallas | 24011    | Reconstruction, Addition of Lanes, Bridge      | 0918-25-029 | Village Drive                                  | Laguna Drive              | Marina Drive       | Reconstruct and widen 2 lane to 4 lane bridge over DNGO Railroad   | \$16,500,000       | RTR Funded  |
| NRSA1-DAL-361 | TxDOT Dallas | 20151    | New Roadway                                    | 0918-46-326 | Corporate Drive                                | Railroad Street           | Josey Lane         | Construct 0 to 4 lane divided urban roadway  | \$34,230,000       | Major Collector   |
| NRSA1-DAL-362 | TxDOT Dallas | 55297.4  | New Roadway, Realignment                       | 1310-05-002 | FM 407   | West of FM 156            | Junction FM 407    | Realign and construct 0 to 4 lane roadway (6 lane ultimate)  | \$228,000,000      | FFCS Amendment Pending Approval                               |
| NRSA1-DAL-363 | TxDOT Dallas |          | Addition of Lanes                              | 2351-02-019 | FM 2478  | FM 1461                   | FM 455             | Reconstruct and widen 2 to 4 lane roadway (ultimate 6)   | \$223,620,000      | FFCS Amendment Required                                       |
| NRSA1-DAL-364 | TxDOT Dallas |          | Addition of Lanes                              | 1012-01-021 | FM 543   | FM 1461                   | Trinity Falls Pkwy | Reconstruct and widen 2 to 4 lane roadway (ultimate 6)   | \$102,800,000      | FFCS Amendment Required                                       |
| NRSA1-DAL-365 | TxDOT Dallas |          | Addition of Lanes                              | 0815-08-040 | FM 663   | FM 875                    | US 287             | Reconstruct and widen 2 to 4 lane roadway (ultimate 6)   | \$164,190,000      | Minor Arterial  |
| NRSA1-DAL-366 | TxDOT Dallas |          | Addition of Lanes                              | 1012-02-044 | FM 545   | SH 121                    | CR 416             | Reconstruct and widen 2 to 4 lane roadway (ultimate 6)   | \$120,000,000      | Major Collector   |
| NRSA1-DAL-367 | TxDOT Dallas |          | Addition of Lanes                              |             | Jim Christal Road                              | IH 35                     | Western Blvd       | Reconstruct and widen from 2 lane undivided to 4 lane divided roadway including bike/ped improvements                | \$25,750,000       | Major Collector   |
| NRSA1-DAL-368 | TxDOT Dallas |          | Addition of Lanes                              |             | Jim Christal Road                              | Western Blvd              | Loop 288 West      | Reconstruct and widen from 2 lane undivided to 4 lane divided roadway including bike/ped improvements                | \$23,315,000       | Major Collector   |
| NRSA1-DAL-369 | TxDOT Dallas |          | Addition of Lanes                              |             | Western Blvd                                   | Jim Christal Road         | US 380             | Reconstruct and widen from 3 lane divided to 4 lane divided roadway included bike/ped improvements                   | \$5,960,000        | Major Collector   |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District         | TIP Code           | Project Type   | CSJ                         | Facility                       | From   | To  | Description   | Total Project Cost | FFCS Status*   |
|---------------|------------------|--------------------|--|-----------------------------|--------------------------------|--|---|---|--------------------|--|
| NRSA1-DAL-370 | TxDOT Dallas     |                    | Addition of Lanes  | 0281-06-007                 | BS 78-G                        | SH 78  | FM 2755   | Reconstruct and widen from 2 lanes to 4 lanes (ultimate 6 lanes)  | \$228,000,000      | Minor Collector<br>FFCS Amendment Needed                                       |
| NRSA1-DAL-371 | TxDOT Dallas     |                    | Addition of Lanes  | 2588-01-025                 | FM 548                         | Southerncross Trail                            | FM 1641   | Reconstruct and widen from 2 lane rural to 4 lane divided urban   | \$72,400,000       | Minor Arterial   |
| NRSA1-DAL-372 | TxDOT Dallas     |                    | Addition of Lanes  |                             | FM 546                         | FM 546/CR 393                                  | US 380  | Realign, reconstruct, and widen from 2 lanes to 4 lanes (ultimate 6 lanes)  | \$116,400,000      | A FFCS Amendment Request will be submitted with appropriate                    |
| NRSA1-DAL-373 | TxDOT Dallas     |                    | Addition of Lanes  |                             | FM 875                         | FM 157   | BS 287  | Reconstruct and widen from 2 lanes to 6 lanes   | \$130,000,000      | Major Collector  |
| NRSA1-FTW-8   | TxDOT Fort Worth | 52501              | Addition of Lanes  | 3372-01-010                 | FM 3391                        | IH 35W   | East of CR 602  | Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602  | \$82,130,000       | Major Collector  |
| NRSA1-FTW-43  | TxDOT Fort Worth | 54004              | Addition of Lanes, Bike/Pedestrian, Reconstruction                     | 1601-02-028                 | FM 1884                        | SH 171   | South of BB Fielder Road                              | Reconstruct and widen 2 lane rural to 4 lane urban roadway with raised median and bicycle/pedestrian improvements   | \$68,920,000       | Major Collector  |
| NRSA1-FTW-60  | TxDOT Fort Worth | 25013<br>25013.2   | Bike/Pedestrian, Reconstruction, Intersection Improvement, Realignment | 0902-90-046,<br>0902-90-172 | Meandering Road & LTJG Barnett | Meandering Road from SH 183 to Anahuac Avenue  | LTJG Barnett from Meandering Road to NASJRB East Gate | Reconstruct Meandering Road from 4 to 3 lanes, realign intersection at Roberts Cut Off, construct intersection improvements at Yale St and LTJG Barnett, add sidewalks and sidepaths within project limits and bike lanes on LTJG Barnett | \$24,700,000       | Major Collector  |
| NRSA1-FTW-63  | TxDOT Fort Worth | 11572              | New Roadway, Intersection Improvement                                  | 0902-48-579                 | US 81/US 287                   | At FM 3479/ Harmon Road/ North Tarrant Parkway |   | Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81  | \$29,700,000       | Harmon Rd - Major Collector/<br>North Tarrant Pkwy - Principal                 |
| NRSA1-FTW-65  | TxDOT Fort Worth | 13004.1            | Realignment, New Roadway   | 2418-01-013                 | FM 1810                        | West of CR 1170                                | Intersection of US 81/287 at FM 1810                  | Construct 0 to 4 lane roadway on new alignment of FM 1810   | \$27,000,000       | Major Collector,** a FFCS amendment request will be submitted when appropriate |
| NRSA1-FTW-67  | TxDOT Fort Worth | 13040              | Realignment, Bike/Pedestrian   | 0747-05-043                 | FM 157 Main Street             | 8th Street                                     | North of CR 108B                                      | Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes  | \$13,480,000       | Major Collector,** FFCS Amendment Request is Pending Approval                  |
| NRSA1-FTW-68  | TxDOT Fort Worth | 13041              | Reconstruction, Bike/Pedestrian  | 0747-05-042                 | FM 157                         | US 67  | 8th Street  | Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes  | \$15,358,419       | Major Collector  |
| NRSA1-FTW-71  | TxDOT Fort Worth | 11898.1<br>11898.3 | New Roadway; Reconstruction  | 0902-90-020<br>0902-90-141  | Avondale-Haslet                | West of Haslet County Line Road                | FM 156  | Reconstruct existing 2 lane to 4 lane divided urban roadway; Includes intersection improvements and new sidewalks   | \$83,220,000       | Major Collector  |
| NRSA1-FTW-72  | TxDOT Fort Worth | 55246              | Addition of Lanes  | 1605-02-024                 | FM 1886                        | SH 199   | Parker County Line                                    | Widen 2 lane rural to 6 lane urban divided  | \$88,220,000       | Minor Arterial/<br>Major Collector   |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID       | District         | TIP Code | Project Type   | CSJ                      | Facility                  | From                          | To                            | Description   | Total Project Cost | FFCS Status*             |
|--------------|------------------|----------|--|--------------------------|---------------------------|-------------------------------|-------------------------------|---|--------------------|--------------------------|
| NRSA1-FTW-73 | TxDOT Fort Worth | 55247    | Addition of Lanes  | 1605-01-015              | FM 1886                   | FM 730                        | Tarrant County Line           | Widen 2 lane rural to 4 lane urban divided (Ultimate 6 lanes)   | \$88,610,000       | Major Collector          |
| NRSA1-FTW-76 | TxDOT Fort Worth | 14054    | Bike/Pedestrian, Addition of Lanes, Traffic Signal Improvement   | 0902-90-148, 0902-90-343 | Horne Street              | Vickery Blvd                  | Camp Bowie Blvd               | Reconstruct and widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, and traffic signal improvements                       | \$21,150,000       | Major Collector          |
| NRSA1-FTW-77 | TxDOT Fort Worth | 14057    | Bike/Pedestrian, Reconstruction  | 0902-90-151              | Trinity Blvd              | IH 820                        | Salado Trail                  | Reconstruct 4 lane undivided to 4 lane divided context sensitive roadway, including minimum 10' wide sidewalks and minimum 12' wide shared-use path | \$14,600,000       | Minor Arterial           |
| NRSA1-FTW-78 | TxDOT Fort Worth | 14049    | Bike/Pedestrian, Reconstruction  | 0902-90-152              | Trinity Blvd              | Salado Trail                  | Precinct Line Road            | Reconstruct 4 lane undivided to 4 lane divided, including minimum 10' wide sidewalks and minimum 12' wide shared-use path                           | \$5,360,000        | Minor Arterial           |
| NRSA1-FTW-80 | TxDOT Fort Worth | 14081    | Bike/Pedestrian, Addition of Lanes   | 2374-05-092              | Great Southwest Parkway   | Eastbound IH 20 Frontage Road | Westbound IH 20 Frontage Road | Widen roadway from 4 to 6 lanes with sidewalks  | \$3,520,000        | Minor Arterial           |
| NRSA1-FTW-81 | TxDOT Fort Worth | 14088    | Addition of Lanes, Intersection Improvement, Bike/Pedestrian, Reconstruction                             | 0902-90-176              | Las Vegas Trail           | Quebec Drive                  | IH 820                        | Reconstruct and widen from 2 lanes to 4 lanes with sidewalks, stormwater, and intersection improvements   | \$15,110,000       | Minor Arterial           |
| NRSA1-FTW-85 | TxDOT Fort Worth | 21006    | Realignment, Bike/Pedestrian, Addition of Lanes, Intersection Improvement                                | 0902-38-140              | Old Weatherford Road      | FM 3325                       | East of Coder Drive           | Realign 2 lane to 2/4 lane (Ultimate 4 lanes) including turn lanes at intersections and pedestrian side path  | \$19,200,000       | Major Collector          |
| NRSA1-FTW-88 | TxDOT Fort Worth | 55279    | Addition of Lanes  | 3516-01-017              | FM 3325                   | FM 1886                       | IH 20                         | Widen 2 lane rural to 4/6 lane urban divided  | \$344,660,000      | Major Collector          |
| NRSA1-FTW-90 | TxDOT Fort Worth | 21092    | Reconstruction, Addition of Lanes, Bridge  | 0422-05-011              | Nolan River Road          | Westbound US 67 frontage road | Eastbound US 67 Frontage Road | Reconstruct and widen from 2 to 4 lanes including bridge at US 67   | \$20,960,000       | Minor Arterial           |
| NRSA1-FTW-95 | TxDOT Fort Worth | 21062    | Reconstruction, Traffic Signal Improvement, Addition of Lanes, Bike/Pedestrian, Intersection Improvement | 0902-50-142              | Cummings Drive            | US 67                         | CR 604                        | Reconstruct 2 to 3 lane roadway with new sidewalks and intersection improvements including turn lanes and signalization at US 67 and Cummings       | \$23,050,000       | Major Collector          |
| NRSA1-FTW-96 | TxDOT Fort Worth | 21064    | New Roadway, Bike/Pedestrian   | 0902-90-228              | Center Street/MLK Jr Blvd | Bardin Road                   | SE Green Oaks Blvd            | Construct 0 to 4 lane divided roadway with shared use path  | \$17,600,000       | Proposed Major Collector |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 - Directional lanes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

# Non-Regionally Significant Arterials Improvements Summary

June 2, 2025

| MTP ID        | District         | TIP Code | Project Type                                       | CSJ         | Facility          | From   | To                    | Description  | Total Project Cost | FFCS Status*                   |
|---------------|------------------|----------|--|-------------|-------------------|--|-----------------------|--|--------------------|--------------------------------|
| NRSA1-FTW-103 | TxDOT Fort Worth | 24035    | Reconstruction, Addition of Lanes, Bike/Pedestrian | 0902-90-338 | Forest Hill Drive | Lon Stephenson Road  | Shelby Road           | Reconstruct and widen 2 lane rural to 4 lane divided roadway with sidewalks  | \$22,500,000       | Minor Arterial                 |
| NRSA1-FTW-104 | TxDOT Fort Worth | 14022    | Reconstruction, Addition of Lanes, Bike/Pedestrian | 0902-90-325 | Randol Mill Road  | Cooper Street  | Cedarland Plaza Drive | N Cooper St to Collins St: reconstruct and widen from 4 to 6 lanes including sidewalks, streetlights, and landscaping; Collins St to Cedarland Plaza Dr: construct drainage improvements | \$44,820,000       | Minor Arterial                 |
| NRSA1-FTW-105 | TxDOT Fort Worth | 24022    | Bridge   | 0902-90-335 | On LTJG Barnett   | at Naval Air Station Joint Reserve Base Fort Worth East Gate |                       | Construct second bridge at east entrance to NASJRB Fort Worth  | \$22,320,000       | Major Collector                |
| NRSA1-FTW-106 | TxDOT Fort Worth | 24018    | New Roadway, Bike/Pedestrian                       | 0902-00-390 | Altamesa/Sublet   | Anglin Drive   | Dick Price Road       | Construct 0 to 4 lane roadway with sidewalks   | \$31,210,000       | FFCS Amending Pending Approval |
| NRSA1-FTW-107 | TxDOT Fort Worth | 24020    | New Roadway, Bike/Pedestrian                       | 0902-90-333 | Westport Parkway  | High Mesa  | SH 170 Frontage Road  | Construct 0 to 4 lane roadway with sidewalks   | \$15,230,000       | FFCS Amendment Required        |
| NRSA1-FTW-108 | TxDOT Fort Worth | 24023    | New Roadway, Bike/Pedestrian                       | 0902-90-336 | Meandering Road   | Roberts Cutoff   | SH 183                | Construct 0 to 2 lane roadway with sidewalks   | \$3,970,000        | RTR Funded                     |
| NRSA-FTW-109  | TxDOT Fort Worth | 50007    | Reconstruction, Addition of Lanes                  | 2079-01-039 | FM 1220           | IH 820   | Boat Club Road        | Reconstruct and widen from 4 lane rural to 6 lane urban  | \$7,010,000        | Minor Arterial                 |
| NRSA1-PAR-6   | TxDOT Paris      | 13039    | Addition of Lanes, Bike/Pedestrian                 | 2658-01-013 | FM 2642           | FM 35  | SH 66                 | Widen 2 lane to 4 lane divided urban with sidewalks  | \$38,730,000       | Major Collector                |
| NRSA1-PAR-7   | TxDOT Paris      | 13052    | Addition of Lanes                                  | 2659-01-010 | FM 1570           | IH 30  | SH 66                 | Construct 2 lane to 4 lane divided with shoulders (HMAC Pavement and RR crossing) North Project  | \$47,580,000       | Major Collector                |

(Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

\*\* Staged facilities reported as "N/A" indicate project is no longer classified as an arterial, and future lanes will be reported in the Freeway/Tollway Recommendations listing instead

**NOTE:** 2/2 – Directional lanes (facility serves as either a couplet or facility with wide median); 4 – Total lanes of both directions

## Illustrative Projects – Recommendation Identified, Awaiting Funding

| Illustrative Corridor  | Facility       | Limits From                       | Limits To                          | Related MTP IDs                                  | Financially Constrained Recommendation               | Ultimate Recommendation        |
|------------------------|----------------|-----------------------------------|------------------------------------|--|--|--------------------------------|
| IH 35W (South)         | IH 35W         | CR 401                            | South of CR 102 (Hill County Line) | FT 5.100.2<br>FT 5.100.3                         | Asset Optimization                                   | Expand Freeway Capacity        |
| State Loop 9           | State Loop 9   | US 67                             | IH 20                              | FT 6.20.1<br>FT 6.30.1<br>FT 6.40.1<br>FT 6.50.1 | Staged Facility - 6 Lane Frontage (3 lanes each way) | New Freeway                    |
| IH 35E (Stemmons)      | IH 35E         | IH 635                            | State Loop 12                      | FT 7.40.1  | No Recommendation                                    | Expand Freeway Capacity        |
| IH 20 (Tarrant County) | IH 20          | IH 820                            | CTP/SH 183                         | FT 30.30.1                                       | No Recommendation                                    | Expand Freeway Capacity        |
| State Loop 288 (West)  | State Loop 288 | IH 35 (North of Denton)           | IH 35W (South of Denton)           | FT 100.10.1<br>FT 103.10.1<br>FT 103.10.2        | Staged Facility - 4 Lane Frontage (3 lanes each way) | New Freeway                    |
| IH 635 (West)          | IH 635         | PGBT                              | IH 35E                             | FT 130.20.1<br>FT 130.20.2                       | Asset Optimization (PGBT to Luna Road)               | Expand Freeway Capacity        |
| IH 820 (East)          | IH 820         | SH 121/SH 183/ IH 820 Interchange | Randol Mill Road                   | FT 151.10.1<br>FT 151.20.1                       | No Recommendation                                    | Expand Freeway Capacity        |
| IH 35                  | IH 35          | at West Windsor Drive             | N/A                                | INT 3.120.1                                      | No Recommendation                                    | Grade Separation               |
| Gateway Horizon        | US 67          | at State Loop 9                   | N/A                                | INT 6.38.1                                       | No Recommendation                                    | Freeway to Freeway Interchange |
| IH 635 (West)          | IH 635         | at IH 35E                         | N/A                                | INT 7.130.1                                      | No Recommendation                                    | Reconstructed Interchange      |

\* Financially Constrained Recommendation - Mobility 2050 financially constrained recommendations include either a portion of the ultimate project be built or an interim project is recommended.

\*\* Ultimate Recommendation - Project scope that would be built if additional funding is allocated to project and/or the type of project that may ultimately be recommended once analysis is complete.

# Illustrative Projects – Refinement Needed Before Recommending

April 4, 2025

| Illustrative Corridor     | Facility | Limits From                              | Limits To                                       | Related MTP IDs   | Financially Constrained Recommendation* | Ultimate Recommendation**   |
|---------------------------|----------|--|---|---|---|-----------------------------|
| US 287 (South)            | US 287   | Sublett Road                             | Lone Star Road                                  | FT 1.60.2<br>FT 1.60.3<br>FT 1.60.4<br>FT 1.60.5<br>FT 1.60.6 | Asset Optimization                      | Expand Freeway Capacity     |
| US 380 Freeway            | US 380   | Geesling Road                            | Legacy Drive                                    | FT 2.40.3<br>FT 2.40.4<br>FT 2.40.5                           | Grade Separations/6 Lane Arterial       | New Freeway                 |
| IH 35W (North)            | IH 35W   | State Loop 288/FM 2449 (South of Denton) | Eagle Parkway                                   | FT 5.10.2<br>FT 5.20.1  | 6 Lane Freeway                          | Expand Freeway Capacity     |
| IH 35E (Ellis County)     | IH 35E   | State Loop 9 (Dallas County Line)        | Bigham Road (US 77 South)                       | FT 7.100.4<br>FT 7.100.5                                      | Asset Optimization                      | Expand Freeway Capacity     |
| SH 360 (North)            | SH 360   | SH 183                                   | IH 30   | FT 9.20.1<br>FT 9.20.2<br>FT 9.20.3                           | 8 Lane Freeway                          | Expand Freeway Capacity     |
| DFW Connector             | SH 114   | SH 121 (W)                               | SH 121 (E)                                      | FT 12.40.1  | No Recommendations                      | Re-Evaluate Deferrals       |
| IH 30 West Freeway        | IH 30    | Camp Bowie Blvd                          | IH 35W  | FT 28.20.2<br>FT 28.20.3<br>FT 28.20.4                        | Asset Optimization                      | Corridor Evaluation Ongoing |
| IH 20 East Tarrant County | IH 20    | Park Springs Blvd                        | SH 360  | FT 30.60.2<br>FT 30.60.3                                      | 10 Lane Freeway                         | Corridor Evaluation Ongoing |
| IH 20 (Kaufman County)    | IH 20    | FM 740                                   | East of FM 2965 (Van Zandt County Line)         | FT 30.100.2<br>FT 30.110.1<br>FT 30.110.2                     | Asset Optimization                      | Expand Freeway Capacity     |
| US 175 (Kaufman County)   | US 175   | SH 34                                    | North of Mason Street/<br>Henderson County Line | FT 36.30.5<br>FT 36.30.6                                      | Asset Optimization                      | Expand Freeway Capacity     |
| Gateway Horizon           | US 67    | Lake Ridge Parkway (Dallas County Line)  | FM 157  | FT 38.30.1<br>FT 38.40.1<br>FT 38.40.2<br>FT 38.50.1          | No Recommendations                      | Expand Freeway Capacity     |
| Woodall Rodgers           | Spur 366 | US 75                                    | IH 35E  | FT 44.10.1  | Asset Optimization                      | Corridor Evaluation Ongoing |

\* Financially Constrained Recommendation - Mobility 2050 financially constrained recommendations include either a portion of the ultimate project be built or an interim project is recommended.

\*\* Ultimate Recommendation - Project scope that would be built if additional funding is allocated to project and/or the type of project that may ultimately be recommended once analysis is complete.

# Illustrative Projects – Refinement Needed Before Recommending

April 4, 2025

| Illustrative Corridor  | Facility                 | Limits From  | Limits To               | Related MTP IDs  | Financially Constrained Recommendation*                       | Ultimate Recommendation**   |
|------------------------|--------------------------|--------------|-------------------------|--|---|-----------------------------|
| Outer Loop (North)     | Collin County Outer Loop | US 75        | SH 121                  | FT 110.30.1  | Staged Facility - 4 Lane Frontage (2 lanes in each direction) | New Freeway                 |
| Outer Loop (Northeast) | Collin County Outer Loop | SH 121       | US 380                  | FT 110.30.2  | No Recommendations  | New Freeway                 |
| IH 635 (West)          | IH 635                   | Royal Lane   | PGBT                    | FT 130.10.2<br>FT 130.10.3   | Asset Optimization  | Corridor Evaluation Ongoing |
| US 75                  | US 75                    | at IH 635    | N/A                     | INT 23.130.1   | No Recommendations  | Corridor Evaluation Ongoing |
| SH 34 (Kaufman)        | SH 34                    | US 175       | South Washington Street | RSA 1.840.690  | No Recommendations  | Corridor Evaluation Ongoing |
| SH 66 (Rockwall)       | SH 66                    | Clark Street | County Line Road        | RSA 2.370.700<br>RSA 2.370.750<br>RSA 2.370.760<br>RSA 2.370.765<br>RSA 2.370.770<br>RSA 2.370.772<br>RSA 2.370.800<br>RSA 2.370.820 | No Recommendations  | Corridor Evaluation Ongoing |

\* Financially Constrained Recommendation - Mobility 2050 financially constrained recommendations include either a portion of the ultimate project be built or an interim project is recommended.

\*\* Ultimate Recommendation - Project scope that would be built if additional funding is allocated to project and/or the type of project that may ultimately be recommended once analysis is complete.