

E. Mobility Options: 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 Unmanned Aircraft Systems around regionally significant aviation facilities.
AV3-006	Safely and efficiently integrate Vertical Mobility Technology (Advanced Air Mobility, Urban Air Mobility, Unmanned Traffic Management, Unmanned Aircraft Systems) into the North Central Texas Council of Governments region.

Programs

Aviation Surface Access Planning	
Reference	AV2-005
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">• Travel times to/from aviation facilities• Roadway signage for aviation facilities• Tracking of freight bottlenecks near air cargo facilities• Roadway pavement conditions
Cost Estimate	N/A – Program costs associated with planning elements only

Data Collection and Performance Tracking	
Reference	AV2-006
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"> • Capacity at current aviation facilities • Enplanements at air carrier airports • Shipments of air cargo to the region • Regional air operations and based aircraft • Regional infrastructure capacity • Aviation air quality impacts
Cost Estimate	N/A – Program costs associated with planning elements only

Continuous Aviation System Planning	
Reference	AV2-007
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"> • The continuation of the Air Transportation Advisory Committee • Coordination with the Federal Aviation Administration • Coordination with the Texas Department of Transportation Aviation Division • Continued involvement and outreach with the aviation community in the region • Updating of regional aviation forecasts • Demand analysis
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"> • Based aircraft and operations forecasts • Demand scenarios • Outreach activities
Cost Estimate	N/A – Program costs associated with planning elements only

Encroachment Prevention and Compatible Land-Use Planning	
Reference	AV2-009
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"> • Model ordinance planning • Airport overlay zoning • Airport height restrictions • Airspace protection through local control • Public awareness and outreach
Policy Position	AV3-003
Implementation	Facilitate and coordinate discussions between aviation facilities and impacted areas.
Performance Dimensions	<ul style="list-style-type: none"> • Compatible land use around regional airports • Federal Aviation Administration Part 150 updates • Noise contour tracking • Overlay zoning tracking
Cost Estimate	N/A – Program costs associated with planning elements only

Integrated Aviation Education System	
Reference	AV2-010
Background	<p>The purpose of the program is to generate interest in aerospace and aviation careers:</p> <ul style="list-style-type: none"> • Review existing national and regional gap analyses • Evaluate national and regional industry needs and supply • Recommend regional aviation curriculum • Develop public outreach plan • Connect students with aviation programs and schools
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"> • Monitor workforce projections • Outreach events and students reached with education materials • Track tool utilization (i.e., websites or other applications)
Cost Estimate	N/A – Program costs associated with planning elements only

Coordination of Uncrewed Aircraft Systems

Reference	AV2-011
Background	<p>The purpose of the program is to coordinate efforts to ensure unmanned aircraft can operate safely in North Texas:</p> <ul style="list-style-type: none"> • Manage the North Texas Uncrewed Aircraft Systems Safety and Integration Initiative • Work with municipalities, first responders, and transportation partners • Develop framework and guidance • Monitor types of uncrewed aircraft systems activities authorized by the Federal Aviation Administration • Explore applications of unmanned aircraft
Policy Position	AV3-004
Implementation	Facilitate and coordinate discussions between aviation partners.
Performance Dimensions	<ul style="list-style-type: none"> • Industry trends • Inventory regional efforts
Cost Estimate	N/A – Program costs associated with planning elements only

Integration of Vertical Mobility Technologies

Air Taxi and Air Cargo Corridor Identification and Demand Determination

Reference	AV2-012
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"> • Work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals • Develop framework and guidance • Explore potential users • Explore applications of air taxis and uncrewed aircraft systems cargo delivery possibilities • Develop a set of possible corridor alternatives • Investigate and report on possible demand forecasts for Advanced Air Mobility in the North Central Texas Council of Governments region • Environmental justice considerations
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	AV2-013
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"> • Work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals • Develop scalable infrastructure • Develop scalable model • Develop specifications and recommendations • Develop preferred layouts
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/\$300,000 each/\$2,400,00 total

Test Multimodal Integration and Proof of Concept for Air Taxis into the Dallas-Fort Worth Metroplex	
Reference	AV2-014
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 eVTOL in the future:</p> <ul style="list-style-type: none"> • Work with municipalities, Bell Textron, regulators, Federal Aviation Administration, and industry professionals • Develop proof of concept • Develop standard operating procedures • Develop location standards • Develop a final report • Develop app
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

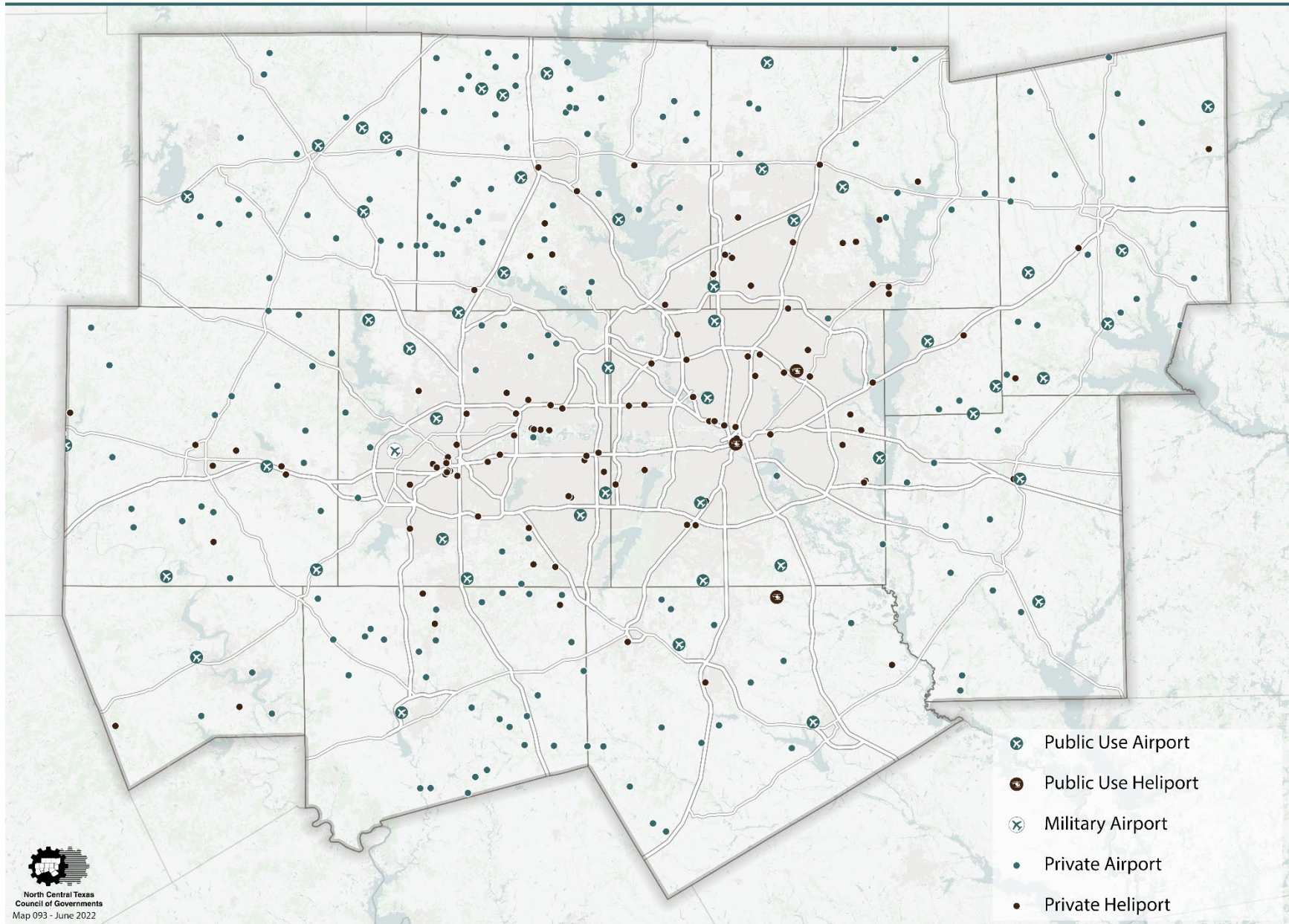
Development of a Scalable Vertical Mobility Public Engagement Program	
Reference	AV2-015
Background	<p>The purpose of this is to establish a public engagement program for uncrewed aircraft systems/advanced air mobility integration that is scalable:</p> <ul style="list-style-type: none"> • Work with public information offices • Develop public engagement program • Partner with communication officers • Develop standards • Develop a final report
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 relieve, 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

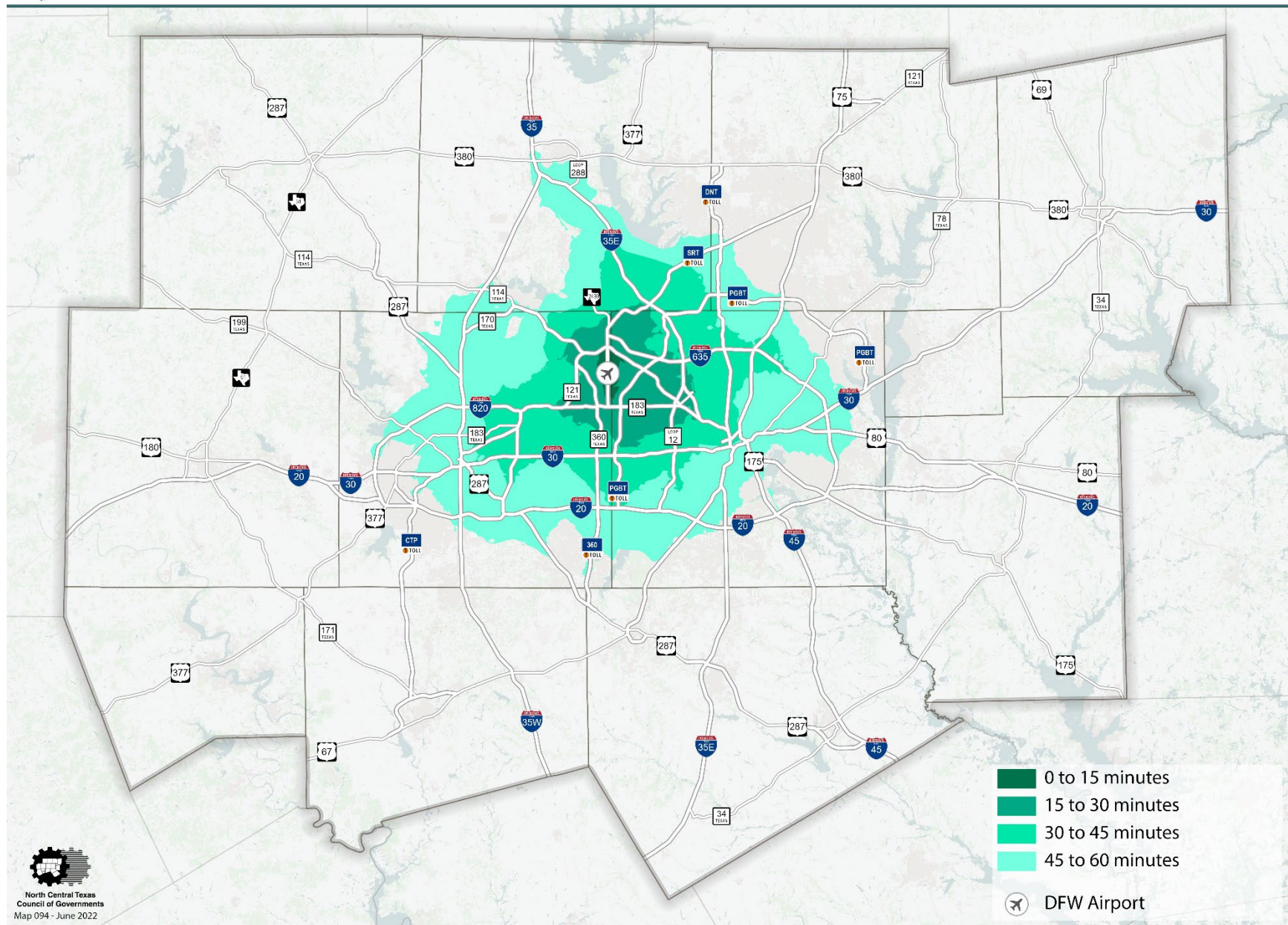


North Central Texas Aviation Facilities



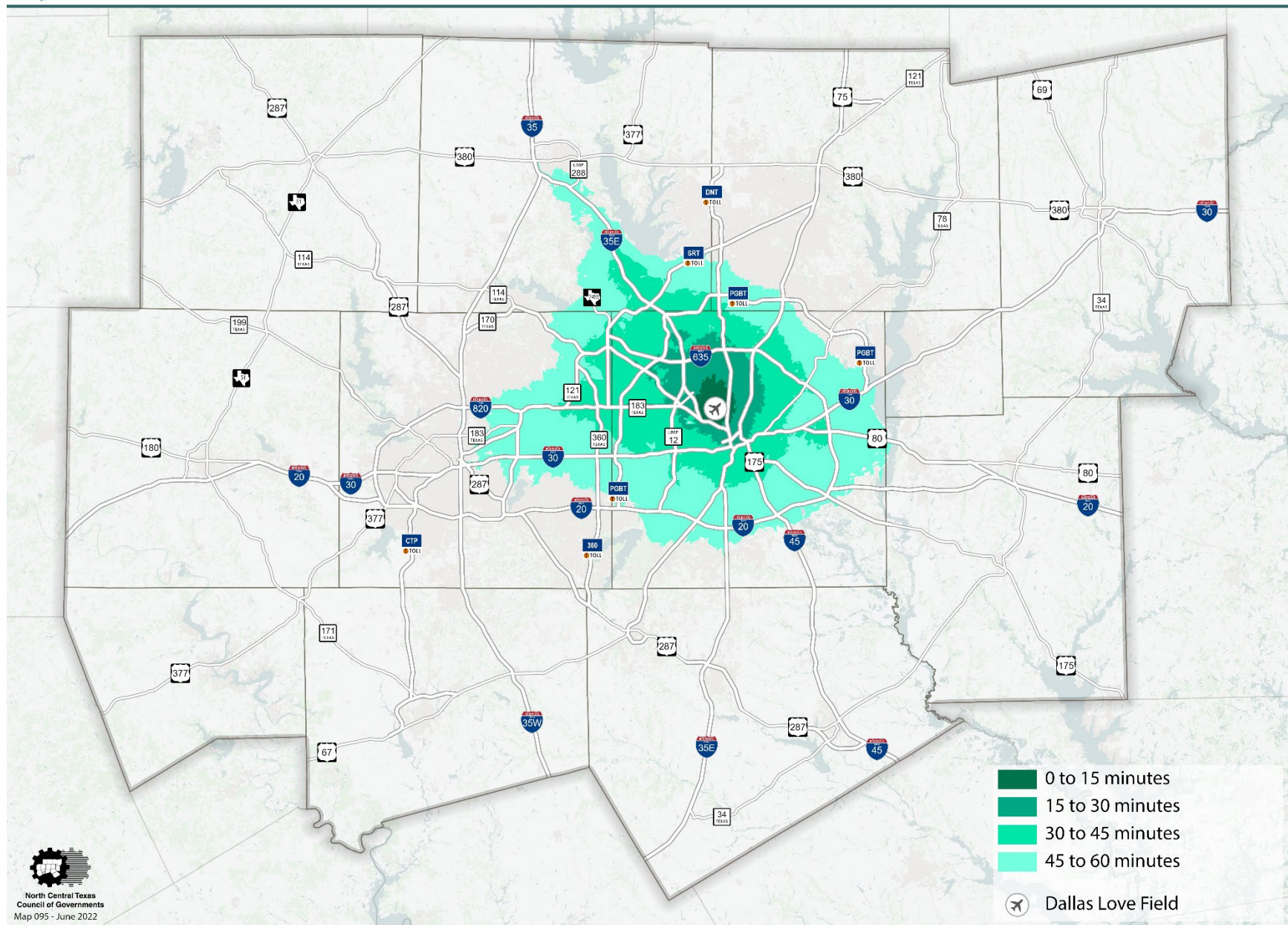


Travel Time Contours - DFW Airport



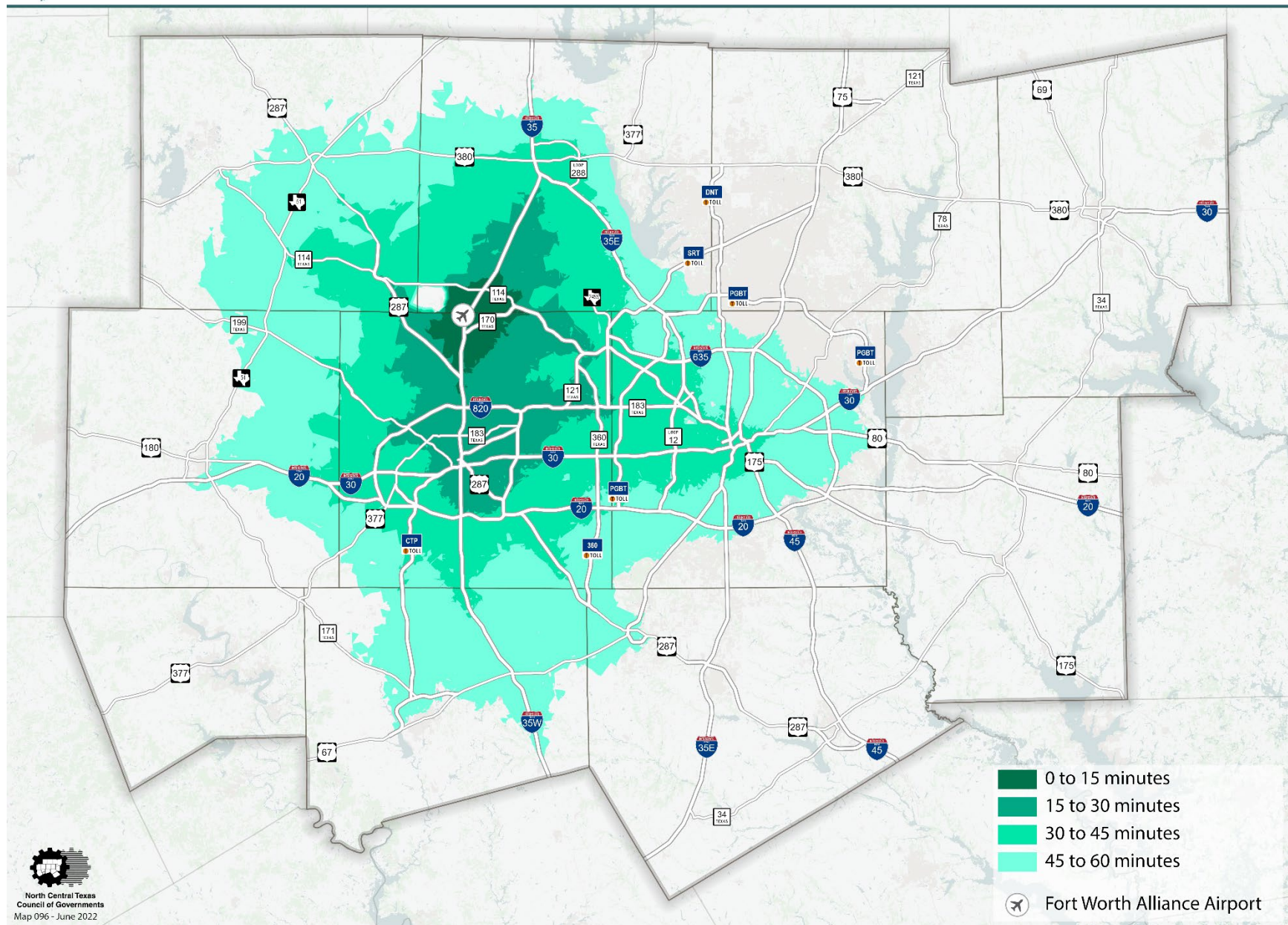


Travel Time Contours - Dallas Love Field





Travel Time Contours - Fort Worth Alliance Airport



North Central Texas
Council of Governments
Map 096 - June 2022

E. Mobility Options: 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 by requiring local governments to create a dedicated and recurring funding source for projects that enhance freight mobility.
FP3-005	Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements and address environmental justice pertaining to freight-oriented development land uses.
FP3-006	Incorporate technological advancements into the freight system.
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 through the creation and maintenance of a regional freight database.
FP3-009	Incorporate freight analysis and involve the freight community in the planning process of all transportation 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	Incorporate technological advancements into the regional freight network.
FP3-013	Encourage regional railroads to participate in rail system planning, identifying issues and developing integrated operations, with local commuter rail agencies.

Programs

Data Collection	
Reference	FP2-110
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. Data 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	<p>This program will be realized by collecting data and monitoring freight traffic in the region, including:</p> <ul style="list-style-type: none"> • Vehicle classification counts and vehicle movements • Freight Travel Demand Forecasting Model • Freight transportation facility inventory • Federal Highway Administration data; state, local, and private data sources • Economic information regarding Impact of freight
Performance Dimensions	<ul style="list-style-type: none"> • Yearly vehicle classification counts • Complete Freight Travel Model • Updated freight transportation facility inventory
Cost Estimate	N/A – Program costs associated with planning elements only

Freight System/Network Planning	
Reference	FP2-120
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"> • Safety • Freight rail • Freight routes • Hazardous materials routing
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Ensure adequate maintenance and enhance safety and reliability of the existing network.
Related Policies	FP3-001; FP3-003; FP3-006; FP3-008

Freight System/Network Planning

Implementation	<p>This program will be realized through taking the following actions:</p> <ul style="list-style-type: none"> • Safety: Increase public and freight operators' safety through education and projects. • Freight Rail: Continue various regional rail planning efforts, including: <ul style="list-style-type: none"> – Complete the Regional Rail Study and implement recommendations – Railroad Crossing Banking Program – Railroad Safety Education Program – Railroad Crossing Quiet Zone Planning – Railroad Crossing Reliability Partnership Program • Freight Routes: Identify, analyze, and improve freight routes, including: <ul style="list-style-type: none"> – Innovative solutions (e.g., truck-only lanes) – Develop and keep Critical Urban Freight Corridors up-to-date – Bottleneck removal projects – New technologies (e.g., automated vehicles) – Improve truck parking availability – Infrastructure improvements on primary and secondary freight networks and local truck routes – First/last mile access improvements – Operations improvement on key freight routes – Implement projects to enhance network connectivity • Hazardous Materials Routing: Analyze/reevaluate hazardous materials routing to ensure safe movement of hazardous materials and reevaluate current routes to account for current population and employment data.
Performance Dimensions	<ul style="list-style-type: none"> • Reduction in annual number of accidents between trucks and non-trucks. • Increased travel speeds for non-truck traffic. • Reduction in accidents/incidents at at-grade railroad crossings. • Reduction in the number of at-grade railroad crossings. • Improved Truck Travel Time Reliability (Federal Performance Measure). • Increased number of truck parking locations. • Reduction of incidents involving hazardous materials.
Cost Estimate	<p>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.</p>

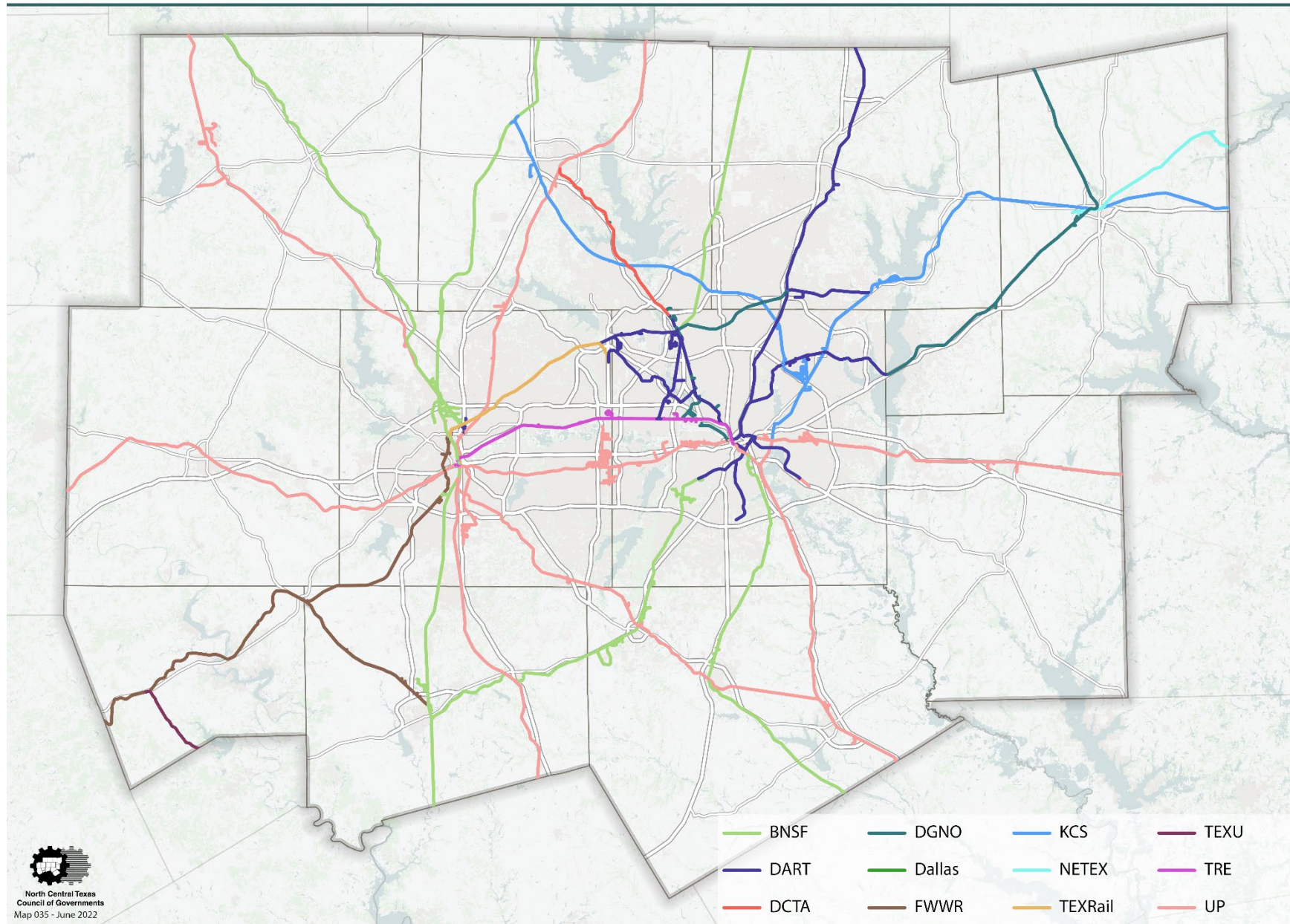
Freight Outreach Activities	
Reference	FP2-130
Background	Outreach activities will increase the understanding of freight's importance to the region and long-term freight planning to the public, industry professionals, and decision makers.
Related Goals	Improve the availability of transportation options for people and goods.
Related Policies	FP3-001; FP3-002
Implementation	<p>This program will be realized by engaging in educational and outreach activities within and outside the freight sector with:</p> <ul style="list-style-type: none"> • Freight industry professionals • Public officials • General public
Performance Dimensions	<ul style="list-style-type: none"> • Improved and increased relationships with the freight community. • Improved attendance at the Regional Freight Advisory Committee.
Cost Estimate	N/A – Program costs associated with planning elements only

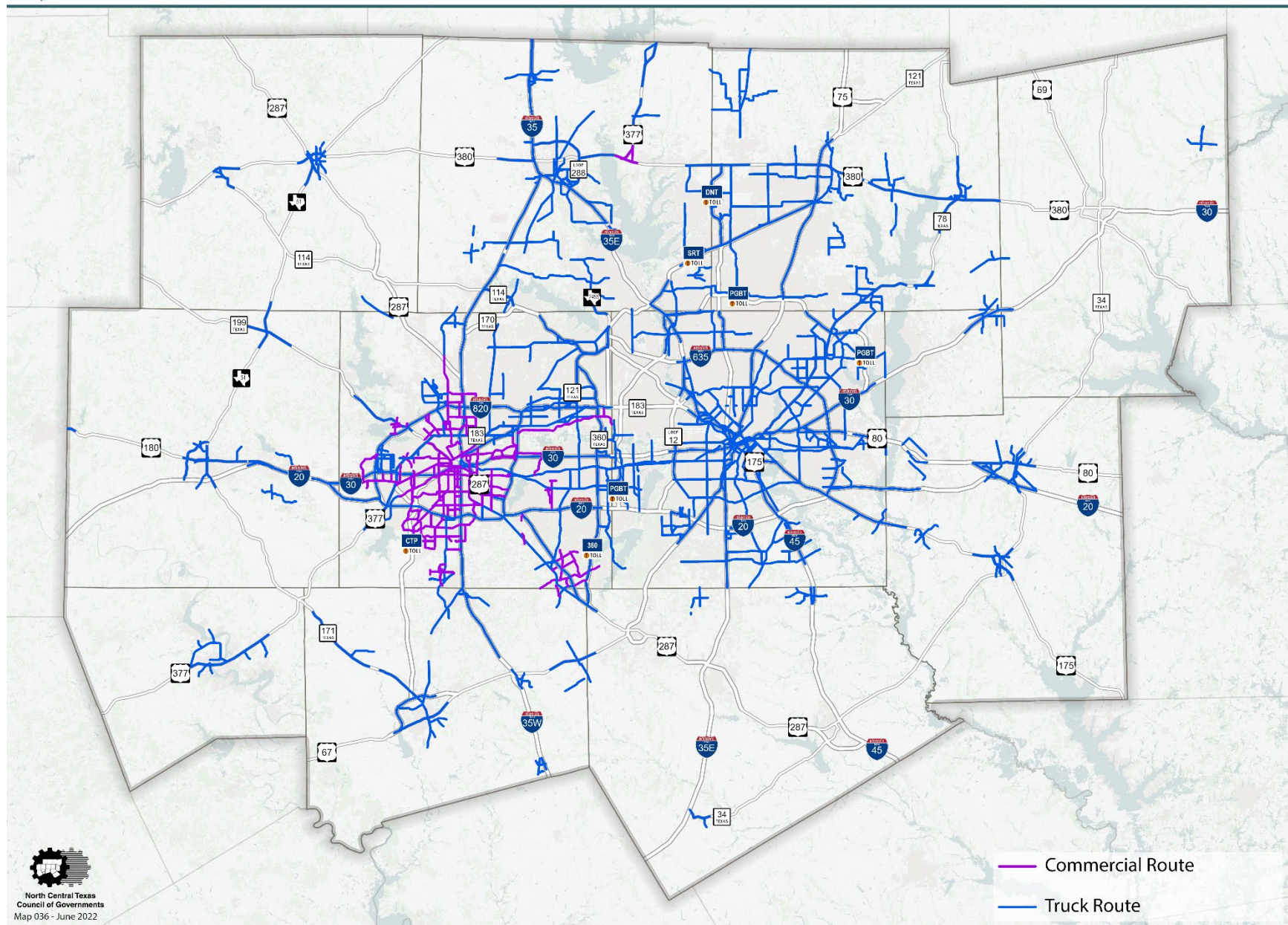
North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (NT MOVES)	
Reference	FP2-140
Background	This program is focused on railroad and road improvements in the North Texas region intended to enhance freight and passenger mobility across all modes.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Ensure adequate maintenance and enhance safety and reliability of the existing network.
Related Policies	FP3-002; FP3-003; FP3-007
Implementation	<p>This program will be realized by engaging in coordination activities within and outside the freight sector with:</p> <ul style="list-style-type: none"> • Freight industry professionals • Public officials
Performance Dimensions	To be developed.
Cost Estimate	N/A – Program costs associated with planning elements only

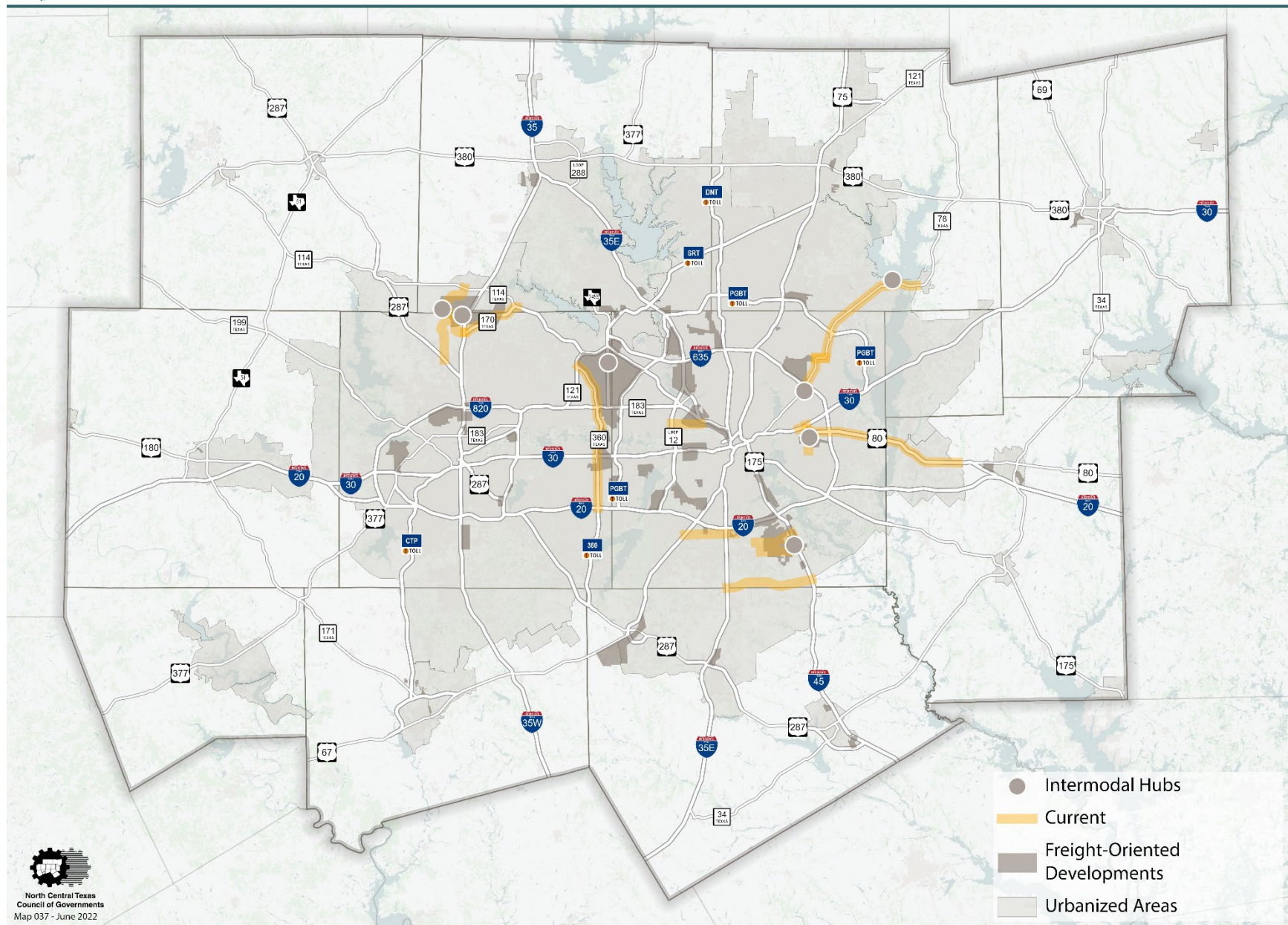
Land Use Planning	
Reference	FP2-330
Background	The purpose of this program is to help create safer and more efficient freight centers.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Encourage livable communities which support economic vitality.
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"> • Railroad tracks • Intermodal facilities • Freight-orientated developments • Truck routes and other major freight carry roadways • Truck parking facilities
Performance Dimensions	Improved compatible land uses near freight development.
Cost Estimate	N/A – Program costs associated with planning elements only



Regional Rail Network Owners

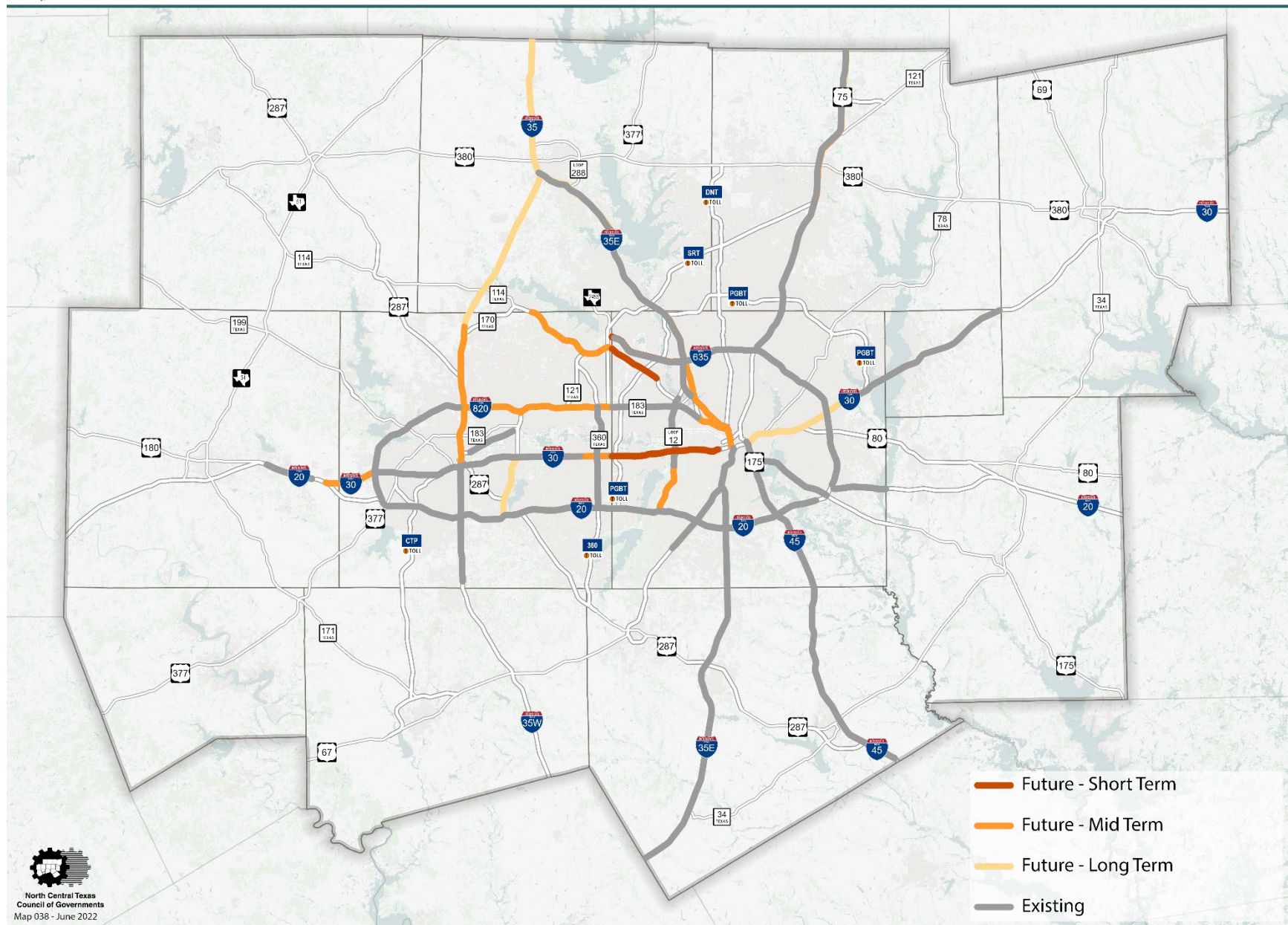


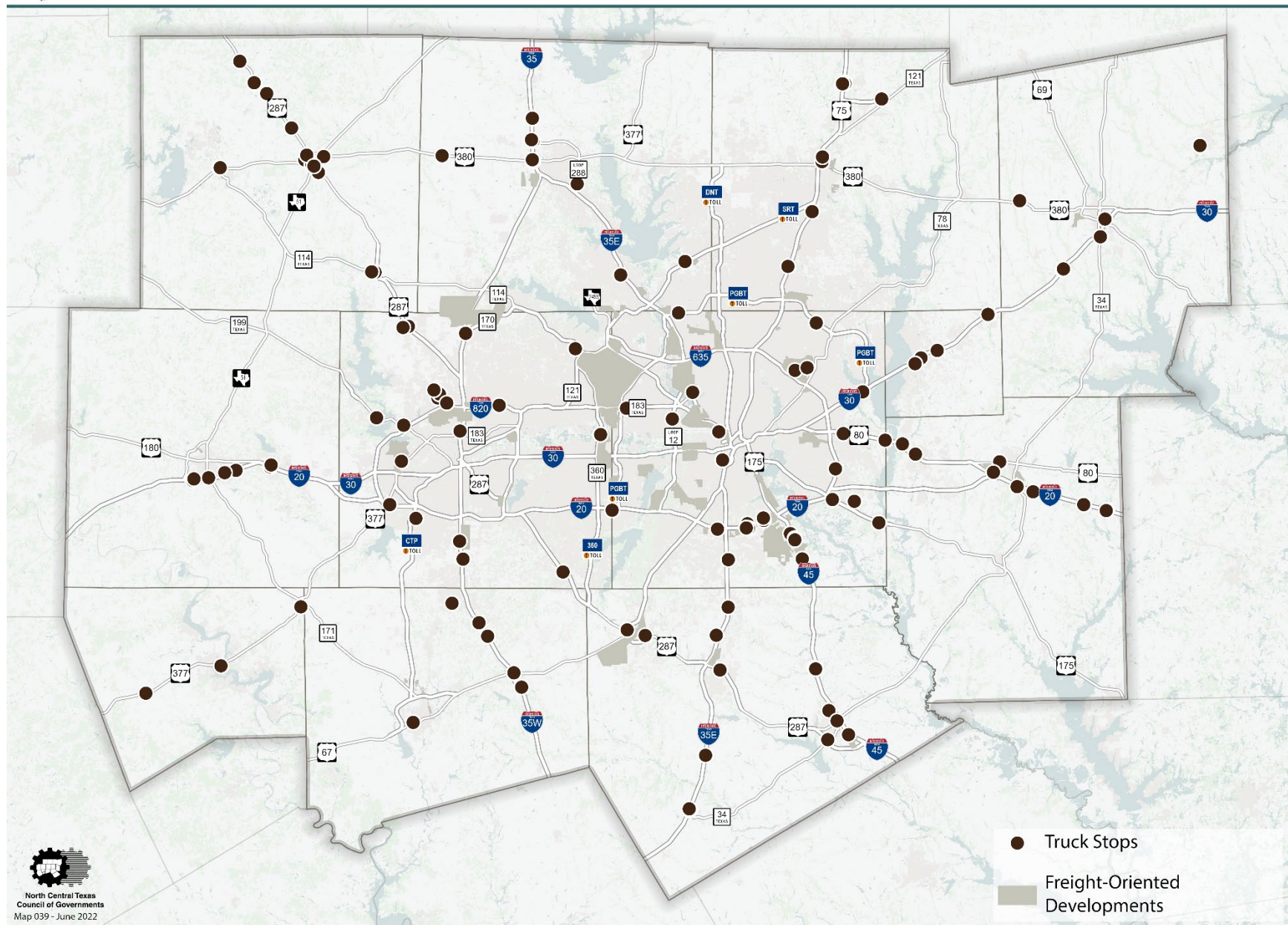






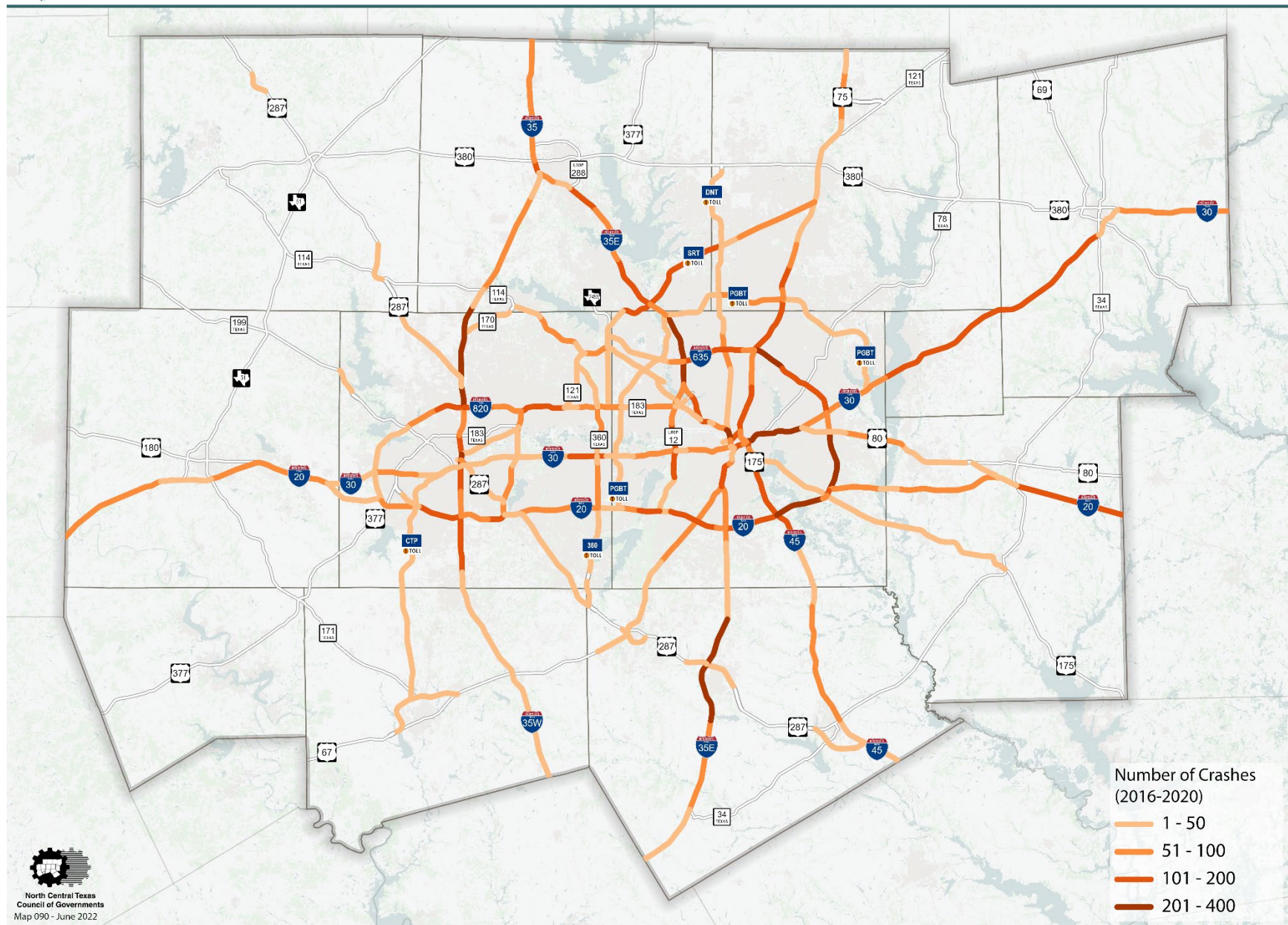
Regional Truck Lane Restrictions





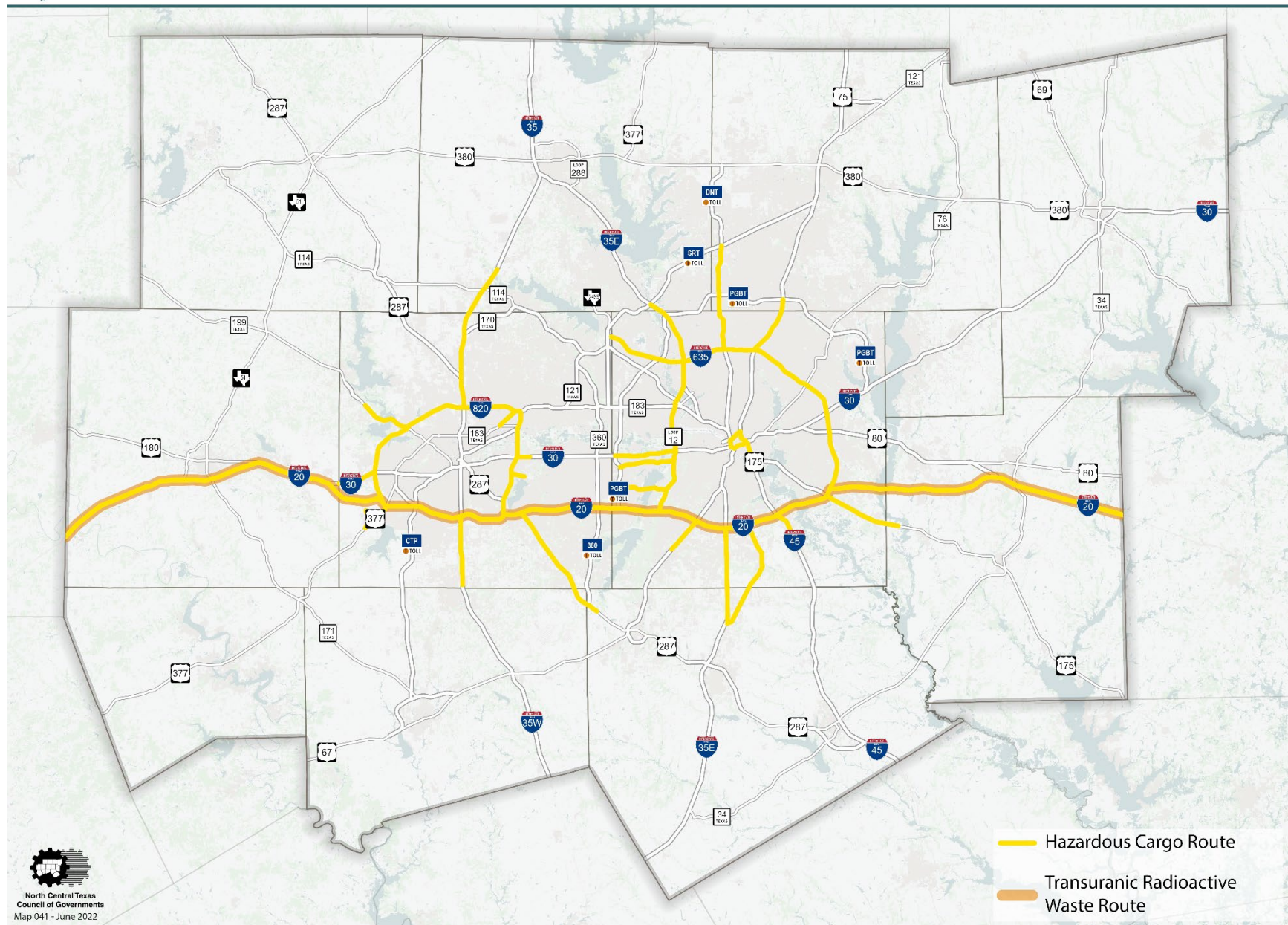


Commercial Vehicle Incident Hotspots





Regional Hazardous Materials (HazMat) Routes



E. Mobility Options: Active Transportation

The Mobility 2045 Update 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, September 2021**

Type of City and County Plans	Number of Adopted Plans
Plans that include trails	71
Plans that include on-street bicycle facilities	37

Source: NCTCOG, September 2021

Policies

MTP Reference #	Active Transportation
BP3-001	Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promotes walking and bicycling as equals with other transportation modes.
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.
BP3-003	Support programs and activities that promote pedestrian and bicycle safety, health, and education.

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">• Improve the availability of transportation options for people and goods.• Support travel efficiency measures and system enhancements targeted at congestion reduction and management.• Ensure all communities are provided access to the regional transportation system and planning process.• Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.• Encourage livable communities which support sustainability and economic vitality.• Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.• Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.
Related Policies	BP3-001

Active Transportation Planning and Design	
Implementation	<ul style="list-style-type: none"> • Multimodal Transportation Plans: 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. • Context-Sensitive Complete Streets: Facilitate and support the adoption of local policies and the implementation of context-sensitive Complete Streets projects with bicycle and pedestrian facilities as routine accommodations for new roadway construction and reconstruction projects. • Context-Sensitive Design: Incorporate bicycle and pedestrian modes in all transportation corridor studies, support the adoption of local policies, and implement context-sensitive Complete Streets projects and roadway projects that are sensitive in design to the context of their surroundings. • Corridor Studies: 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. • Active Transportation Safety Plans: Implement the regional Pedestrian Safety Action Plan and develop a regional Bike Safety Action Plan. • Americans with Disabilities Act Transition Plans: Encourage local agencies to adopt and implement Americans with Disabilities Act transition plans. • Local Regulations: 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 Complete Streets policies, thoroughfare technical specifications, right-of-way and easement preservation, bicycle parking ordinances, bicycle passing ordinances, and end-of-trip facilities. • Data Collection and Analysis: 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. • Technical Support/Resources/Research: Collect relevant research materials regarding bicycle and pedestrian transportation to utilize in regional initiatives and provide as resources to local governments and area stakeholders.
Cost Estimate	N/A – Program costs associated with planning elements only

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 disadvantaged populations.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Ensure all communities are provided access to the regional transportation system and planning process. • Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. • Encourage livable communities which support sustainability and economic vitality. • Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system. • Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

Active Transportation Network Implementation	
Related Policies	BP3-002
Implementation	<ul style="list-style-type: none"> • Complete the Regional Active Transportation Network: 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. • Close Gaps and Improve Connectivity in the Regional Veloweb, On-Street Bikeway Network, and Pedestrian Network: Eliminate major gaps in the regional network and complete connections to address major barriers such as freeways, railroads, and waterways. • Linkages to Transit and Major Destinations and Areas with Highest Demand: 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. • Environmental Justice Areas and Transit-Dependent Populations: Improve accommodations for pedestrians and bicyclists in environmental justice areas and improve connections for transit-dependent populations. • Regional Pedestrian Network: 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 and disadvantaged communities. • Safe Routes to School: 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. • Safety Improvements: 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. • Americans with Disabilities Compliance: Support efforts to identify Americans with Disabilities accessibility needs and incorporate improvements into the overall transportation network.
Cost Estimate	\$4,150,000,000

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"> • Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process. • Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. • Encourage livable communities which support sustainability and economic vitality. • Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
Related Policies	BP3-003
Implementation	<ul style="list-style-type: none"> • Safety Education Programs and Campaigns: 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. • Healthy and Livable Communities: 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. • Enforcement: 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. • Technical Training and Education: Provide pertinent training to transportation-related professionals. • Mapping Facilities and Plans: Maintain a regional database and provide information regarding existing and planned active transportation facilities and related amenities throughout the region.
Cost Estimate	N/A – Program costs associated with planning elements only

Recommended Off-Street Network: The Regional Veloweb 2045

The Regional Veloweb plan was first developed in 1997 based on an extensive study conducted by NCTCOG's (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 (February 2022)

Facility Type	Mobility 2020 (1996)	Mobility 2025 (2000)	Mobility 2030 (2007)	Mobility 2035 (2011)	Mobility 2040 (2016)	Mobility 2045 (2018)	Mobility 2045 Update (2022)
Regional Veloweb Paths¹							
Regional Veloweb Paths, Existing	-	106	108	237	442	455	538
Regional Veloweb Paths, Funded	-	-	-	31	146	143	131
Regional Veloweb Paths, Planned	-	512	512	1,400	1,288	1,285	1,496
Total Regional Veloweb Paths	644	618	620	1,668	1,876	1,883	2,165
Community Shared-Use Paths¹							
Community Shared-Use Paths, Existing	-	-	-	-	333	318	470
Community Shared-Use Paths, Funded	-	-	-	-	42	57	94
Community Shared-Use Paths, Planned	-	-	-	-	1,999	2,584	3,135
Total Community Paths	0	0	0	0	2,374	2,959	3,699
Total Regional Veloweb & Community Paths	644	618	620	1,668	4,250	4,842	5,864
On-Street Bikeways²							
On-Street Bikeways, Existing	-	-	-	-	200	212	276
On-Street Bikeways, Funded	-	-	-	-	71	84	82
On-Street Bikeways, Planned	-	-	-	-	2,161	1,817	2,051
Total On-Street Bikeways (Urbanized Areas)	0	0	0	0	2,432	2,113	2,409
On-Street Bikeways, Existing (rural areas between communities)	-	-	-	-	248	247	247
On-Street Bikeways, Planned (rural areas between communities)	-	-	-	-	100	101	98
Total On-Street Bikeways (Rural Areas)	0	0	0	0	348	348	345
Total On-Street Bikeways	0	0	0	0	2,780	2,461	2,754
Total All Facilities	644	618	620	1,668	7,030	7,303	8,618

¹ 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.

² 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.

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)
Length (miles)	644	1,668	1,728	1,876	1,883	2165
Number of Cities Connected	50	116	117	105	106	105
Number of Counties Connected	4	10	10	10	10	10

The Mobility 2045 Update Regional Veloweb includes adjustments in much of the unincorporated rural areas of the region. In some areas, 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

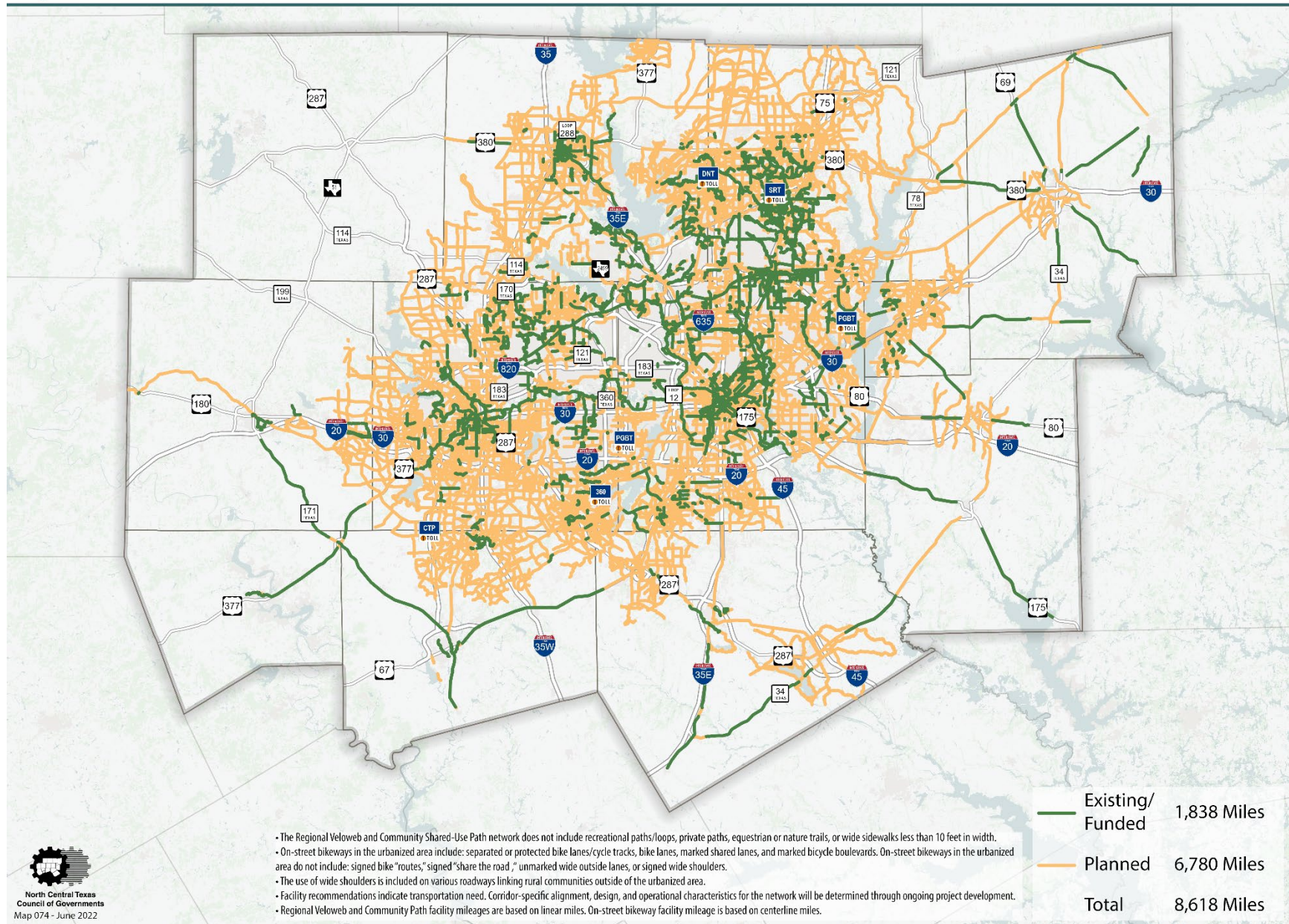
Costs to implement various sections of the Veloweb and Community Paths will vary based on the location and context of the local area. For example, some sections may require extensive grade separation crossings of highways or waterways while other portions of the network can be implemented with fewer barrier crossings. Additional costs for lighting, traffic signal or roadway crossing accommodations, and engineering and design are not calculated into the overall Veloweb construction costs of \$1,400,000 per mile as detailed in following table.

Facility	Estimated Costs Per Mile
12-foot wide concrete shared-use path ¹	\$966,000
Retaining wall, bridges, railings, culverts, or other major structures	\$434,000
Total	\$1,400,000

¹ Based on 12-foot width, includes mobilization, site prep, demolition, earthwork
Source: NCTCOG, 2021

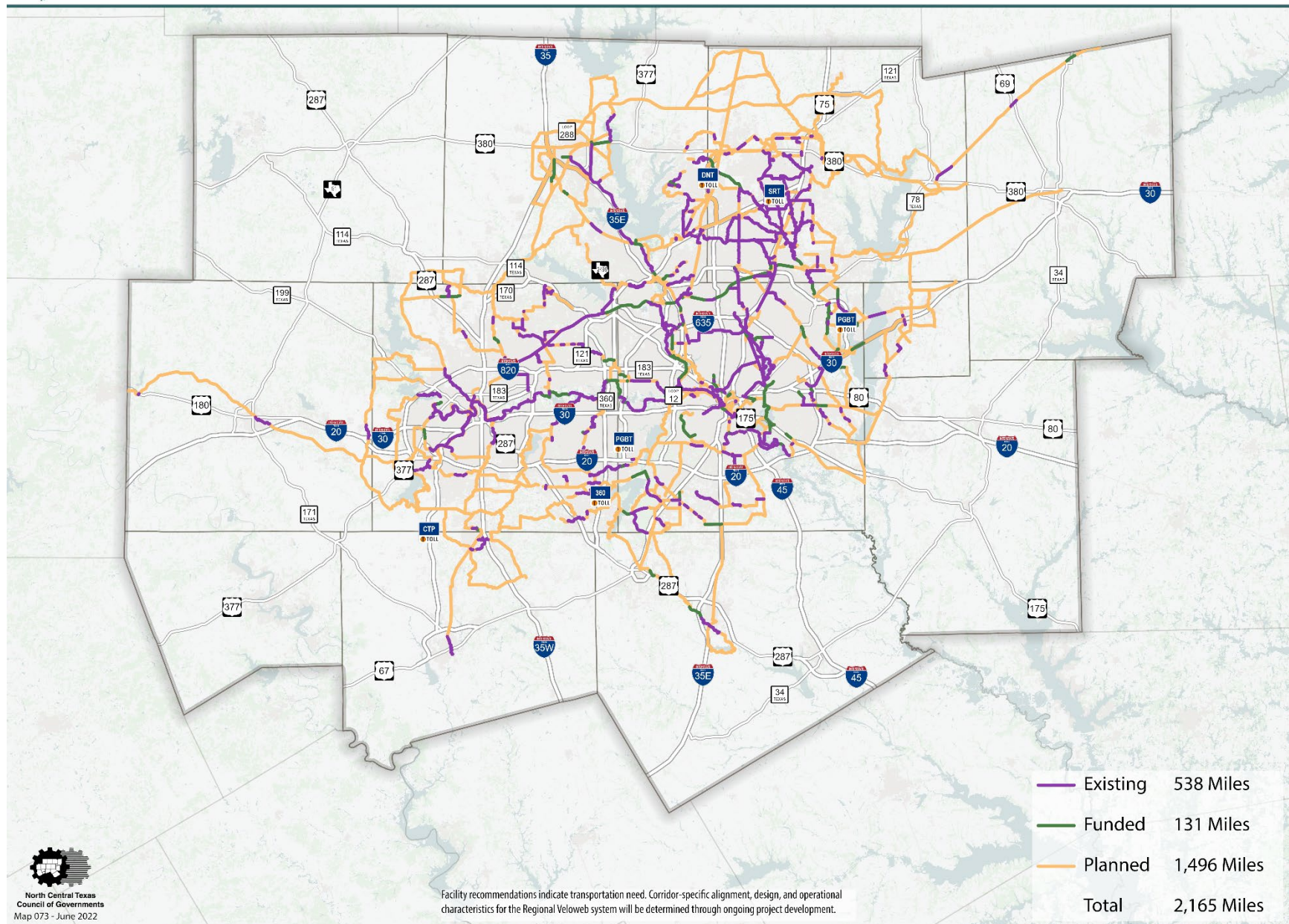


Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network



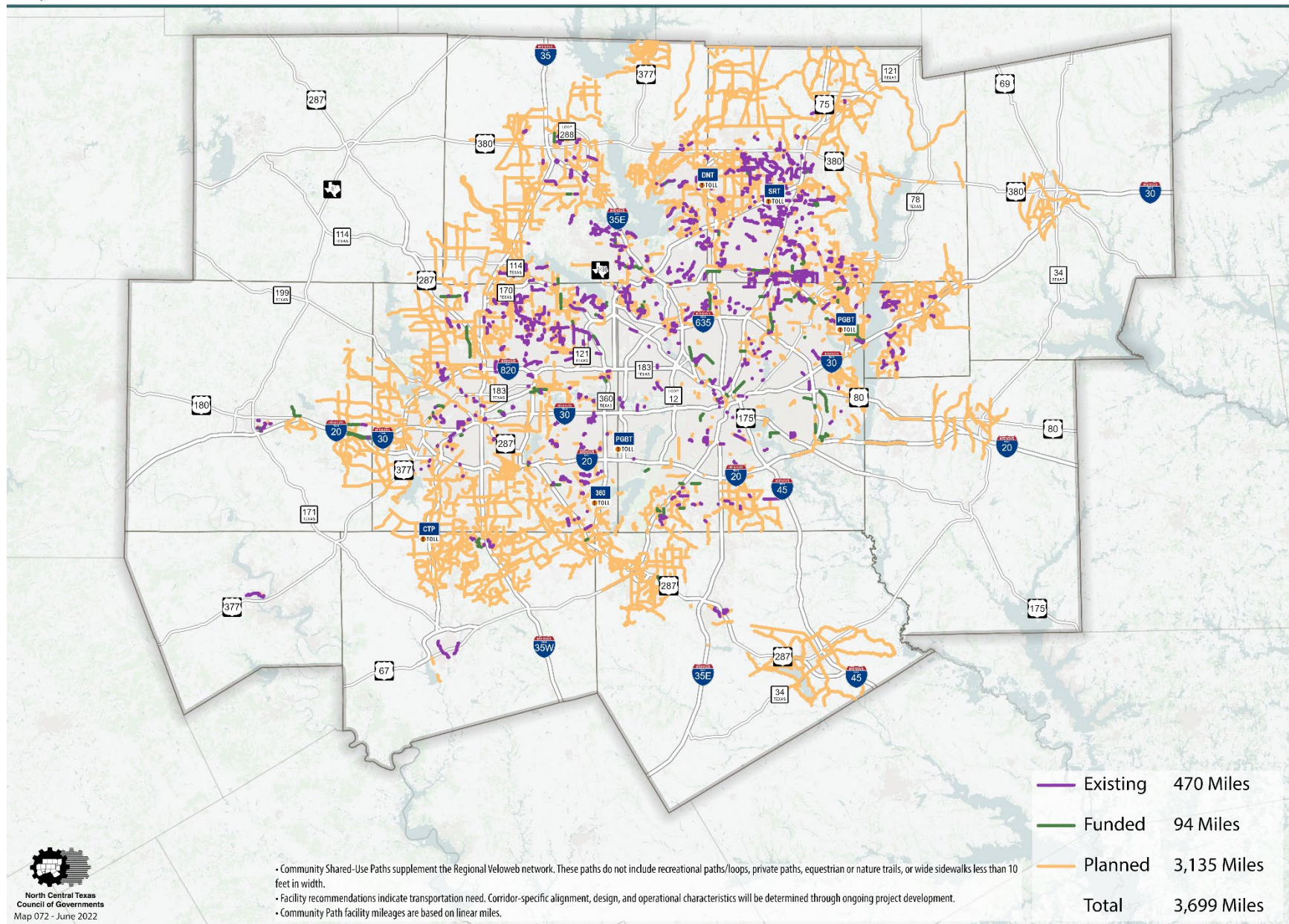


Regional Veloweb

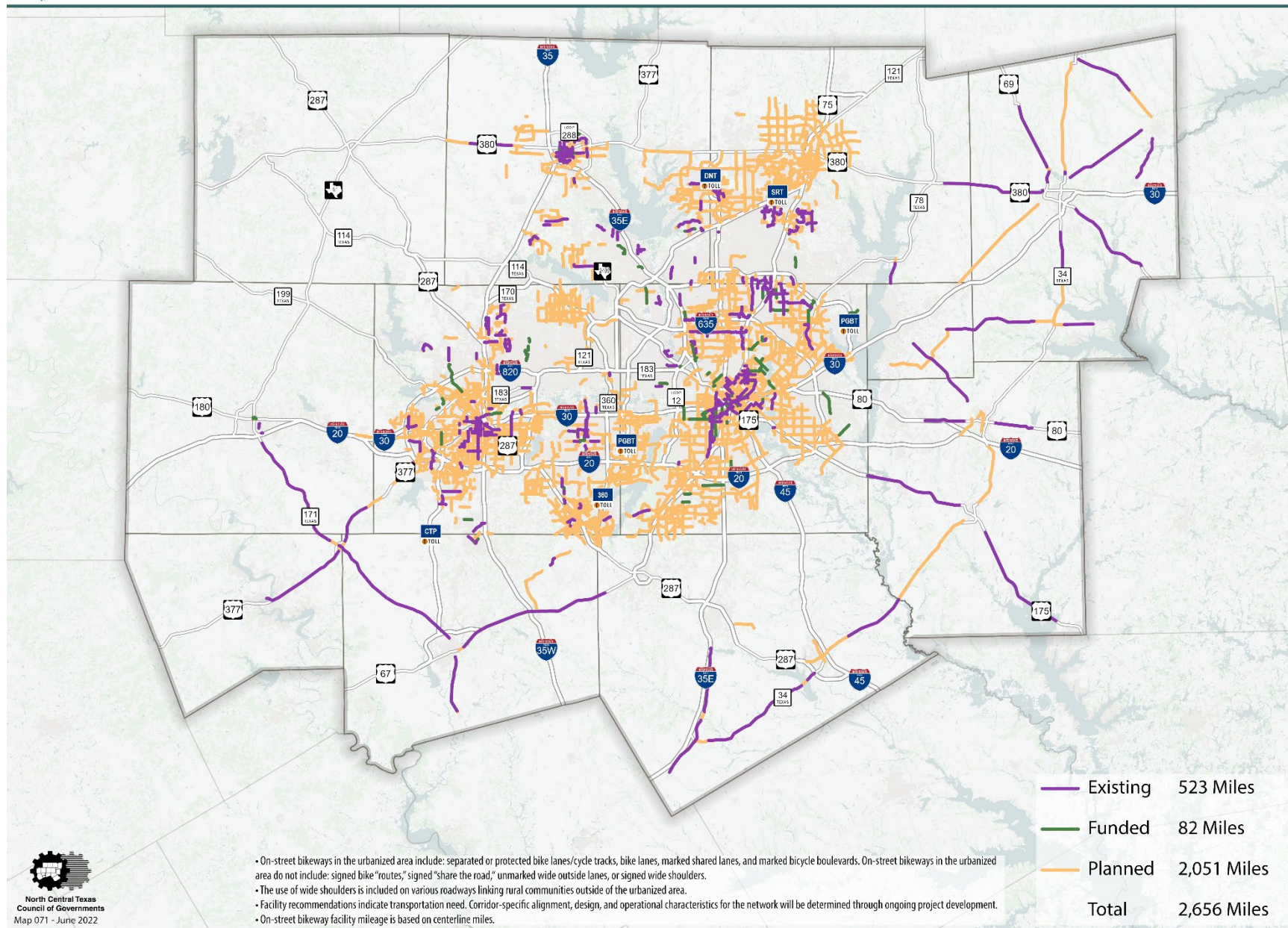




Community Shared-Use Paths

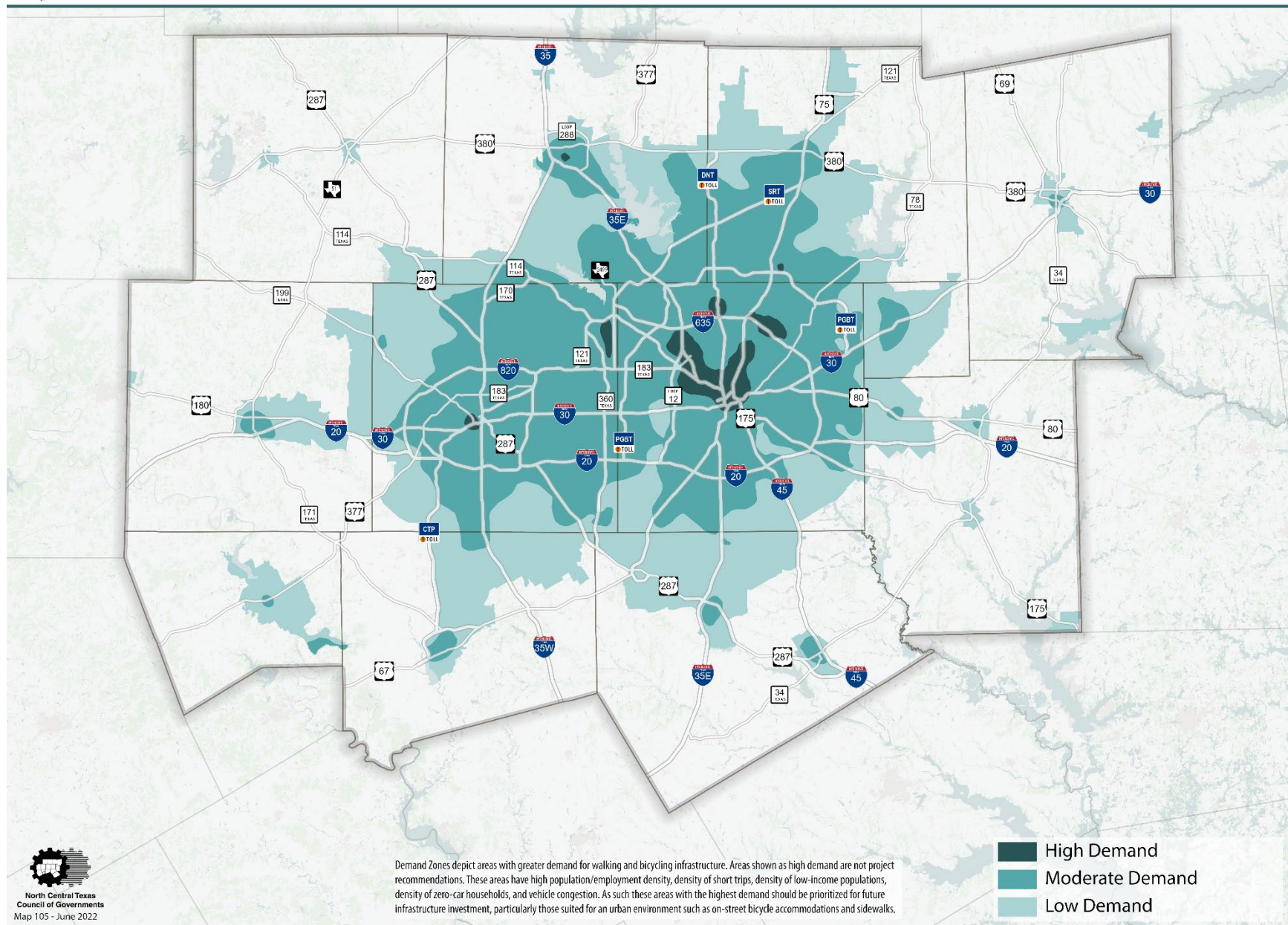


On-Street Bikeway Network





Demand Zones for Walking and Bicycling Travel



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 following table indicates potential eligibility for pedestrian and bicycle projects under the US Department of Transportation Surface Transportation Funding Program. Additional restrictions may apply.

Pedestrian and Bicycle Funding Opportunities: US Department of Transportation Transit, Highway, and Safety Funds

	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	402	405	FLTP
Access Enhancements to Public Transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation/Transition Plan									\$	\$	\$		\$			\$
Bicycle Plans				\$					\$	\$		\$	\$			\$
Bicycle Helmets (project or training related)									\$	\$ ^S		\$		\$*		
Bicycle Helmets (safety promotion)									\$	\$ ^S		\$				
Bicycle Lanes on Road	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle Parking	~\$	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bicycle Racks on Transit	\$	~\$	\$	\$	\$	\$			\$	\$						\$
Bicycle Repair Station (air pump, simple tools)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bicycle Share (capital and equipment; not operations)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle Storage or Service Centers (example: at transit hubs)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges/Overcrossings for Bicyclists and/or Pedestrians	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus Shelters and Benches	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator Positions (state or local)						\$ ^L			\$	\$ ^S		\$				
Crosswalks (new or retrofit)	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb Cuts and Ramps	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting Equipment				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data Collection and Monitoring for Bicyclists and/or Pedestrians				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic Preservation (bicycle and pedestrian and transit facilities)	\$	~\$	\$	\$	\$				\$	\$						\$
Landscaping, Streetscaping (bicycle and/or pedestrian route; transit access); Related Amenities (benches, water fountains); Generally, as Part of a Larger Project	~\$	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for bicyclists and/or pedestrians)				\$	\$	\$			\$	\$		\$	\$*			
Paved Shoulders for Bicyclist and/or Pedestrian Use	\$	~\$	\$			\$*	\$	\$	\$	\$		\$				\$
Pedestrian Plans				\$					\$	\$		\$	\$			\$
Recreational Trails	~\$	~\$	~\$						\$	\$	\$					\$
Road Diets	\$	~\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for Pedestrians and Bicyclists							\$		\$	\$			\$			\$
Safety (education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on pedestrian and bicyclist safety)									\$ ^S	\$ ^S		\$	\$*	\$*	\$*	

	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	402	405	FLTP
Safety Education Positions									\$ ^S	\$ ^S		\$		\$*		
Safety Enforcement (including police patrols)									\$ ^S	\$ ^S		R		\$*	\$*	
Safety Program Technical Assessment (for bicyclists and pedestrians)									\$ ^S	\$ ^S		\$	\$*	\$		
Separated Bicycle Lanes	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared-Use Paths/Transportation Trails	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs/Signals/Signal Improvements (including accessible pedestrian signals)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed Bicycle or Pedestrian Routes	\$	~\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot Improvement Programs	\$	~\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater Impacts Related to Pedestrian and Bicycle Projects	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic Calming	\$	~\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail Bridges	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail Construction and Maintenance Equipment									\$ ^S	\$ ^S	\$					
Trail/Highway Crossings and Intersections	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and Trailhead Facilities (includes restrooms and water but not general park amenities; see Program Guidance)	~\$*	~\$*	~\$*						\$*	\$*	\$*					\$
Training						\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for Law Enforcement on Bicyclist and Pedestrian Safety Laws									\$ ^S	\$ ^S		\$			\$*	
Tunnels/Undercrossings for Bicyclists and/or Pedestrians	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Source: Federal Highway Administration, Revised January 21, 2021

ADA/504	Americans with Disabilities Act of 1990/Section 504 of the Rehabilitation Act of 1973
BUILD	Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
INFRA	Infrastructure for Rebuilding America Discretionary Grant Program
TIFIA	Transportation Infrastructure Finance and Innovation Act (loans)
FTA	Federal Transit Administration Capital Funds
ATI	Associated Transit Improvement (1% set-aside of FTA)
CMAQ	Congestion Mitigation and Air Quality Improvement Program
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
STBG	Surface Transportation Block Grant Program
TA	Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP	Recreational Trails Program
SRTS	Safe Routes to School Program/Activities
PLAN	Statewide Planning and Research (SPR) or Metropolitan Planning Funds
NHTSA 402	State and Community Highway Safety Grant Program
NHTSA 405	National Priority Safety Programs (nonmotorized safety)
FLTP	Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Key:

\$ = Funds may be used for this activity (restrictions may apply)
~\$ = Eligible, but not competitive unless part of a larger project
\$^L = Limit one per state
\$^S = As SRTS
\$* = See program specific notes for restrictions

E. Mobility Options: 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"> • Seamless connections • Coordinated fare structure • One-stop access to services • Standardization of assets, technologies, and service characteristics that promote interoperability • Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03) • Elimination of gaps in service to establish a minimum level-of-service • Service expansion
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	Establish policies and procedures that encourage and reward coordination.
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.

MTP Reference #	Public Transportation
TR3-013	Support the planning and development of sustainable land uses near grade-separated high-speed rail station locations by coordinating with the cities of Fort Worth, Arlington, and Dallas.
TR3-014	Support the planning and development of sustainable land uses near at-grade higher-speed rail station locations by coordinating with the cities' hosting stations.
TR3-015	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.

Programs

Community Access Transit Program	
Reference	TR2-001
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"> • Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process.
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 2045.
Performance Dimensions	<ul style="list-style-type: none"> • An adopted regional public transit-human service transportation coordination plan that meets federal and state requirements. • 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. • Number of persons engaged in planning and education activities for community access transit.
Cost Estimate	\$2,907,600,000

Last-Mile Transit Connections Program	
Reference	TR2-002
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"> • Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-001; TR3-002; TR3-006; TR3-007; 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 2045.
Performance Dimensions	<ul style="list-style-type: none"> • Percent of population within one-half mile of last-mile transit service, including low-income households, persons with disabilities, older adults, and children. • Percent of jobs within one-half mile of last-mile transit service. • Hours of transit service provided daily during peak congestion periods.
Cost Estimate	\$14,243,400,000

Regional Connections: Next Generation Transit Program	
Reference	TR2-003
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"> • Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	TR3-001; TR3-002; TR3-003; TR3-006; TR3-007; 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 2045.
Performance Dimensions	<ul style="list-style-type: none"> • 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. • Percent of jobs within one mile of stops served by regional bus connections or within five miles of regional and community rail stations. • Hours of transit service provided daily during peak congestion periods.
Cost Estimate	\$26,485,900,000

State and National Transit Connections Program	
Reference	TR2-004
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
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 2045.
Performance Dimensions	Average daily number of routes linking the region to outside destinations.
Cost Estimate	\$16,200,000,000

Transit Enhancements and Mobility Improvements Program	
Reference	TR2-005
Background	The diverse projects in the program include improvements to safety and security, 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"> • Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-002; TR3-006; TR3-007; TR3-008; TR3-009; TR3-010
Implementation	Conduct needs assessments, planning, and design activities to determine parameters and funding details for enhancements and improvements. Through public and private agencies, implement enhancements as needed through 2045.
Performance Dimensions	Annual number of transit enhancement and mobility improvement projects.
Cost Estimate	\$540,000,000

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 environmental justice implications of service.
- 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	Mobility and Accessibility Improvements				
		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
	Cost Effectiveness				
		Estimated capital and operating cost per trip		x	x
Implementation Criteria	Other Staged Transit Options				
		Existing transit in the service area		x	x
		Opportunity to implement transit service to build ridership in future high-intensity 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
	Local Resource Support				
		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	Environmental Benefits				
		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	
	Economic Development Effects and Land Use				
		Adopted transit-supportive policies	x		
		Existing transit-oriented development	x		
		Adopted plans and policies for transit-supportive land use, including transit-oriented development	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

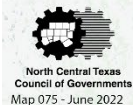
Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year ¹				Recommendation	Project Type	Capital Cost (\$M) (VOE)
										2023	2026	2036	2045			
1	TR2-003	IH 35W Express	Fort Worth Central Station	Fort Worth North Park and Ride	15	West	Trinity Metro	High-Intensity Bus	Programmed	Y	Y	Y	Y	NCTCOG	New Corridor	\$14
2	TR2-003	IH 35W Express	Fort Worth North Park and Ride	Texas Health Presbyterian Park and Ride, Denton	22	West	Trinity Metro /DCTA	High-Intensity Bus	Future	N	Y	Y	Y	NCTCOG	New Corridor	\$7
3	TR2-003	IH 30 Express	Fort Worth Central Station	Downtown Dallas East Transfer Center	34	West/East	Other	High-Intensity Bus	Future	N	N	Y	Y	NCTCOG	New Corridor	\$27
4	TR2-003	IH 635 Express	DFW International Airport	South Garland Transit Center	32	East	DART	High-Intensity Bus	Future	N	Y	Y	Y	NCTCOG	New Corridor	\$9
5	TR2-003	Spring Creek Parkway Express	Sam Rayburn Tollway	Bush Turnpike Station	17	East	DART	High-Capacity Transit	Future	N	Y	Y	Y	NCTCOG	New Corridor	\$12
6	TR2-003	East Lancaster Technology Corridor	Fort Worth Central Station	Dottie Lynn Parkway/Green Oaks Boulevard	9	West	Trinity Metro	High-Capacity Transit	Future	N	N	Y	Y	Trinity Metro	New Corridor	\$185
7	TR1-10351.2	Dallas Streetcar (Central Link)	Urban Circulator/McKinney Avenue Trolley	Lamar Street	2.4	East	DART	Streetcar	Programmed	N	N	Y	Y	City of Dallas	Extension of Line	\$96
7	TR1-10351.2	Dallas Streetcar (Convention Center Loop/Northern Extension)	Union Station	Lamar Street	0.6	East	DART	Streetcar	Future	N	N	Y	Y	City of Dallas	Extension of Line	\$15
8	TR1-10351.3	M-Line Trolley Extension	Blackburn Street	Harvard Avenue	3	East	MATA	Streetcar	Future	N	N	Y	Y	NCTCOG	Extension of Line	\$120
9	TR1-10338.1	Southwest TEXRail	T&P Terminal	Fort Worth Medical District	2	West	Trinity Metro	Regional Rail	Programmed	N	Y	Y	Y	Trinity Metro	New Corridor	\$120
10	TR1-10314.0	Silver Line (formerly Cotton Belt)	DFWIA Terminal A/B	Shiloh	26	East	DART	Regional Rail	Programmed/ Under Construction	N	Y	Y	Y	DART	New Corridor	\$1,899
11	TR1-10306.2	A-train South Extension	Trinity Mills	Belt Line (Carrollton)	2	East	DCTA	Regional Rail	Future	N	Y	Y	Y	DCTA	Extension of Line	\$125
12	TR1-10333.0	Downtown Dallas 2nd Alignment (D2)	Victory Station	Portal at Ross Avenue	2.5	East	DART	Light Rail	Programmed	N	N	Y	Y	DART	New Corridor	\$1,940
13	TR1-10318.0	Frisco Line	Downtown Irving/Heritage Crossing Station	City of Celina	37	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS/NCTCOG	New Corridor	\$2,909
14	TR1-10300.2	McKinney Line	Parker Road Station (Plano)	McKinney North	18	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
15	TR1-10312.0	Silver Line East Extension	Shiloh	Wylie	9	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$908
16	TR1-10345.1	Scyene Line	Lawnview	Masters	4	East	East-Other	Regional Rail ²	Future	N	N	N	Y	NCTCOG	New Corridor	\$404
16	TR1-10345.2	Scyene Line	Masters	Lawson Road	8	East	East-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$807
17	TR1-10302.2	Green Line - Southeast Extension	Buckner Blvd.	South Belt Line Road	6	East	East-Other	Regional Rail ²	Future	N	N	N	Y	NCTCOG	Extension of Line	\$606

Corridor ID	MTP ID	Corridor	From	To	Estimated Length (miles)	Region	Agency	Mode	Status	Conformity Network Year ¹				Recommendation	Project Type	Capital Cost (\$M) (YOE)
										2023	2026	2036	2045			
18	TR1-10335.0	Waxahachie Line	Downtown Dallas	City of Waxahachie	31	East	East-Other	Regional Rail	Future	N	N	N	Y	RRCS	New Corridor	\$2,827
19	TR1-10336.0	Midlothian Line	Westmoreland	Midlothian Central	18	East	East-Other	Regional Rail ²	Future	N	N	N	Y	RRCS	New Corridor	\$1,817
20	TR1-10328.0	Mansfield Line	Midlothian	Fort Worth Central Station	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$2,736
21	TR1-10340.0	Cleburne Line	Fort Worth Central Station ³	Cleburne Intermodal Transportation Depot	30	West	West-Other	Regional Rail	Future	N	N	N	Y	NCTCOG	New Corridor	\$2,371
22	TR1-10338.1	Southwest TEXRail	Fort Worth Medical District	McPherson	9	West	Trinity Metro	Regional Rail	Future	N	N	N	Y	Trinity Metro	New Corridor	\$980
23	TR3-005	High-Speed Transportation Corridor	Downtown Fort Worth	Downtown Dallas	32	West/East	Other	High-Speed Transportation	Future	N	N	Y	Y	FRA	New Corridor	\$4,000

¹ "Y" stands for "Included" and "N" stands for "Not Included" in conformity network year.

² Further study and stakeholder coordination required to determine the rail mode of all or a portion of these corridors. Any other mode than regional rail selected for these corridors would require revisiting the forecasted capital cost value.

³ Further study required for northern terminus of Cleburne Line operation as it's 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.



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 laid out a policy position for transit service in the Cotton Belt corridor. Regional Transportation Council 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 rail service in the eastern part of the corridor from Dallas Fort Worth International

Airport to Plano should be expedited in the four years following Mobility 2040 adoption. Since Mobility 2040 was adopted, Dallas Area Rapid Transit has made significant progress in expediting rail service in this corridor, also known as the Silver Line, which is currently under construction with anticipated completion in 2024. Further coordination is needed to ensure a seamless connection between these two services. All references to Fort Worth Transportation Authority shall be assumed to apply to the transit authority's new name Trinity Metro.

RTC Policy Position on Transit Implementation in the Cotton Belt Corridor

(P16-01)

Background

Mobility 2035 proposes regional rail service in the Cotton Belt corridor from southwest Fort Worth to Plano. The Fort Worth Transportation Authority is constructing rail service from downtown Fort Worth to the A/B station at the Dallas Fort Worth International Airport. In addition, the Fort Worth Transportation Authority has ordered rail vehicles that have been agreed to by Dallas Area Rapid Transit to operate in the eastern portion of the corridor (east of Dallas Fort Worth International Airport). Mobility 2035 calls for a seamless connection of transit service between the two transportation authorities. It is anticipated that rail service will be operating in the western portion of the corridor in 2018. Dallas Area Rapid Transit has approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

Policy Direction/Context

The Regional Transportation Council 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 Regional Transportation Council 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 County. 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 Regional Transportation Council 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.

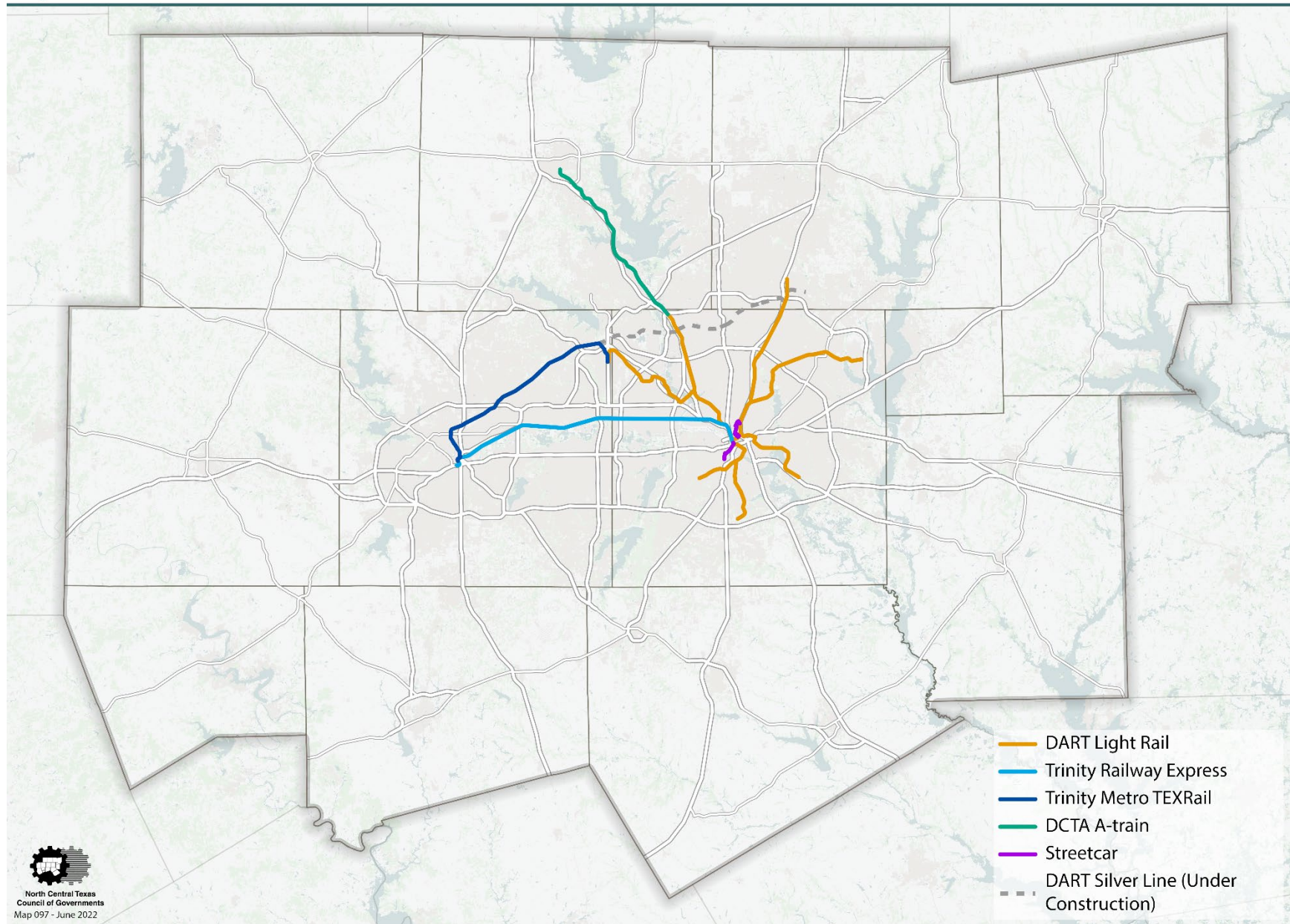
Expediting Bus Transit Improvements

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?

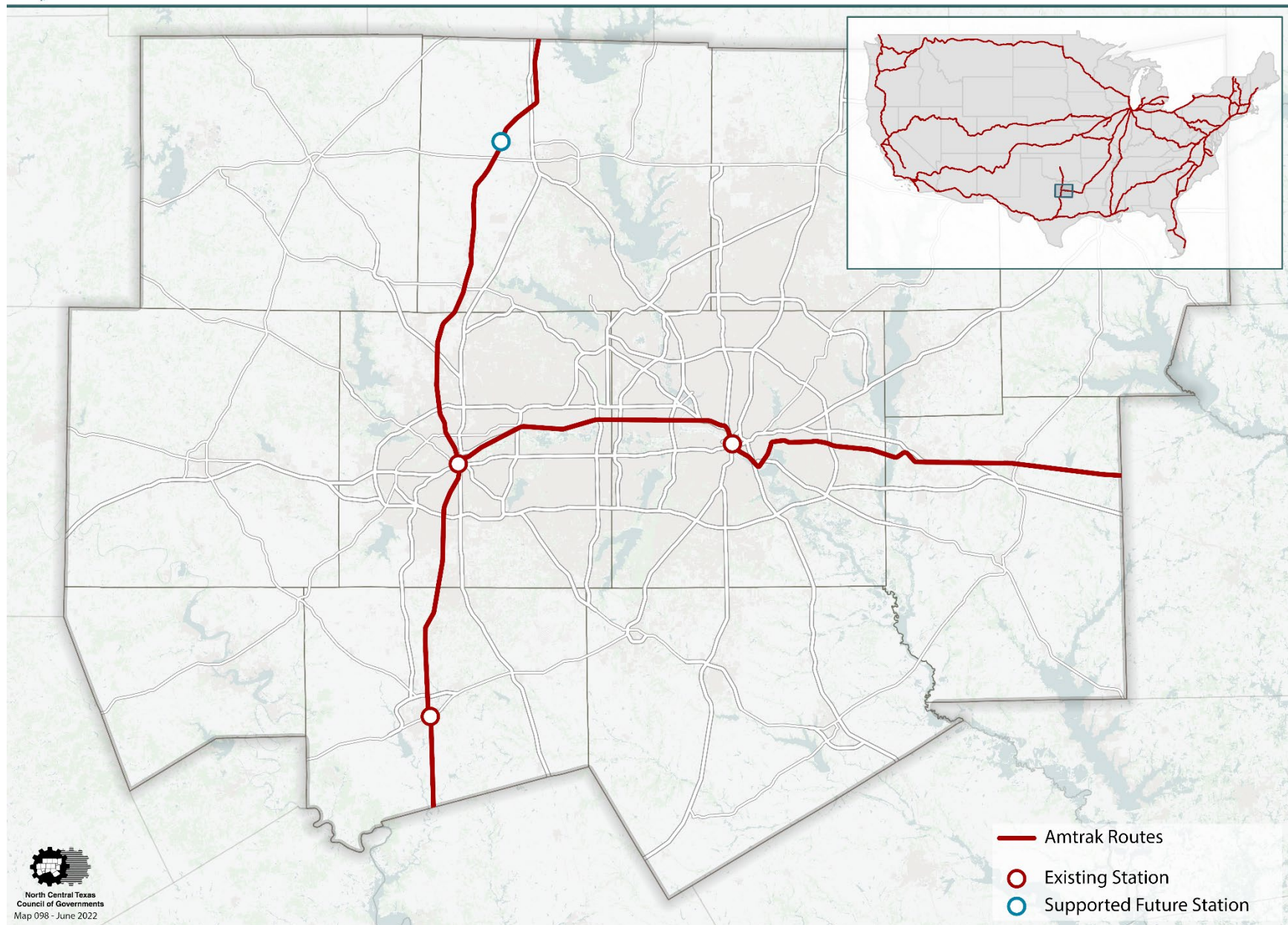


Existing Rail Services





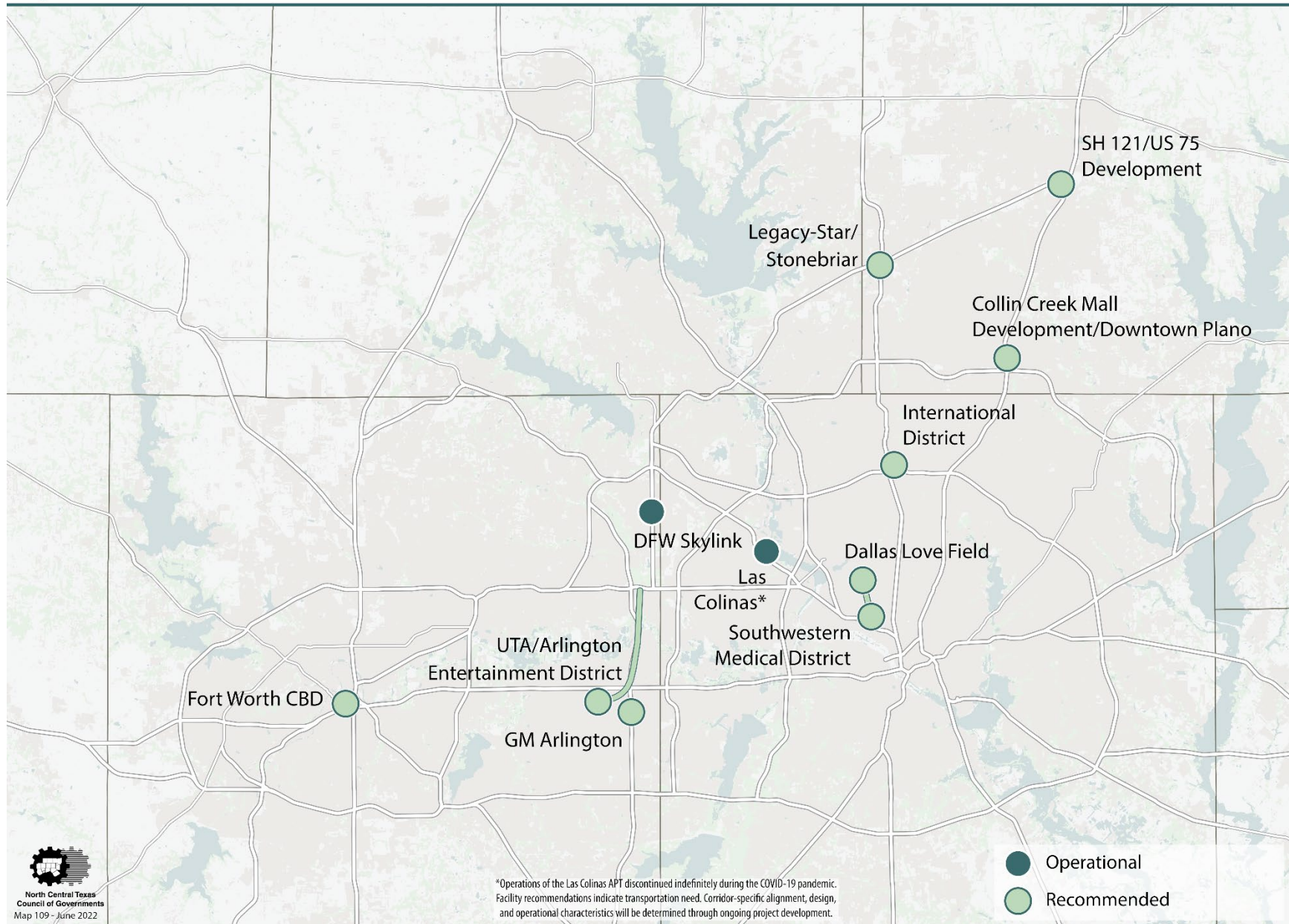
Amtrak Routes and Stations







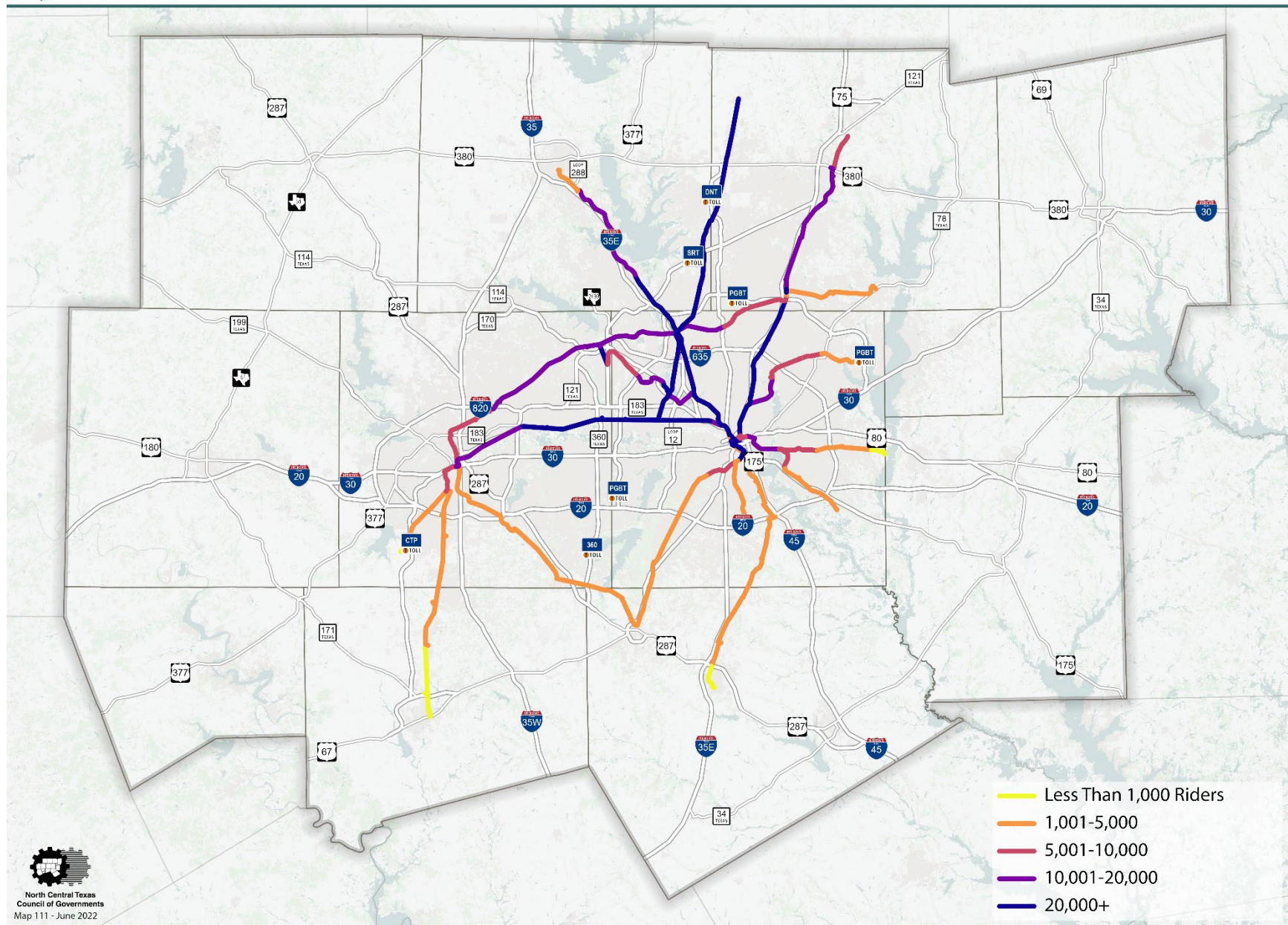
Automated Transportation System Recommendations





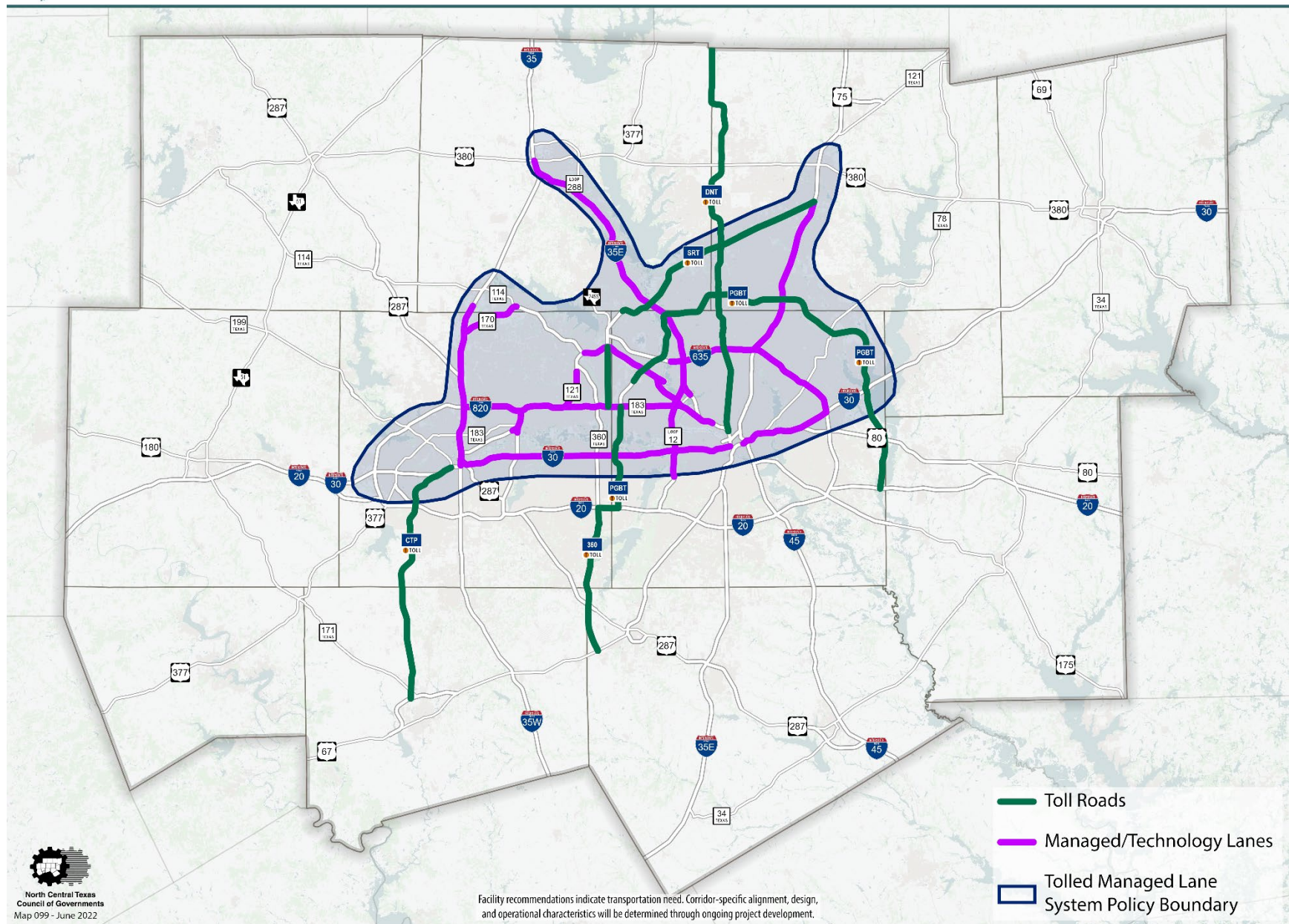


2045 Ridership on Recommended Rail Transit Corridors



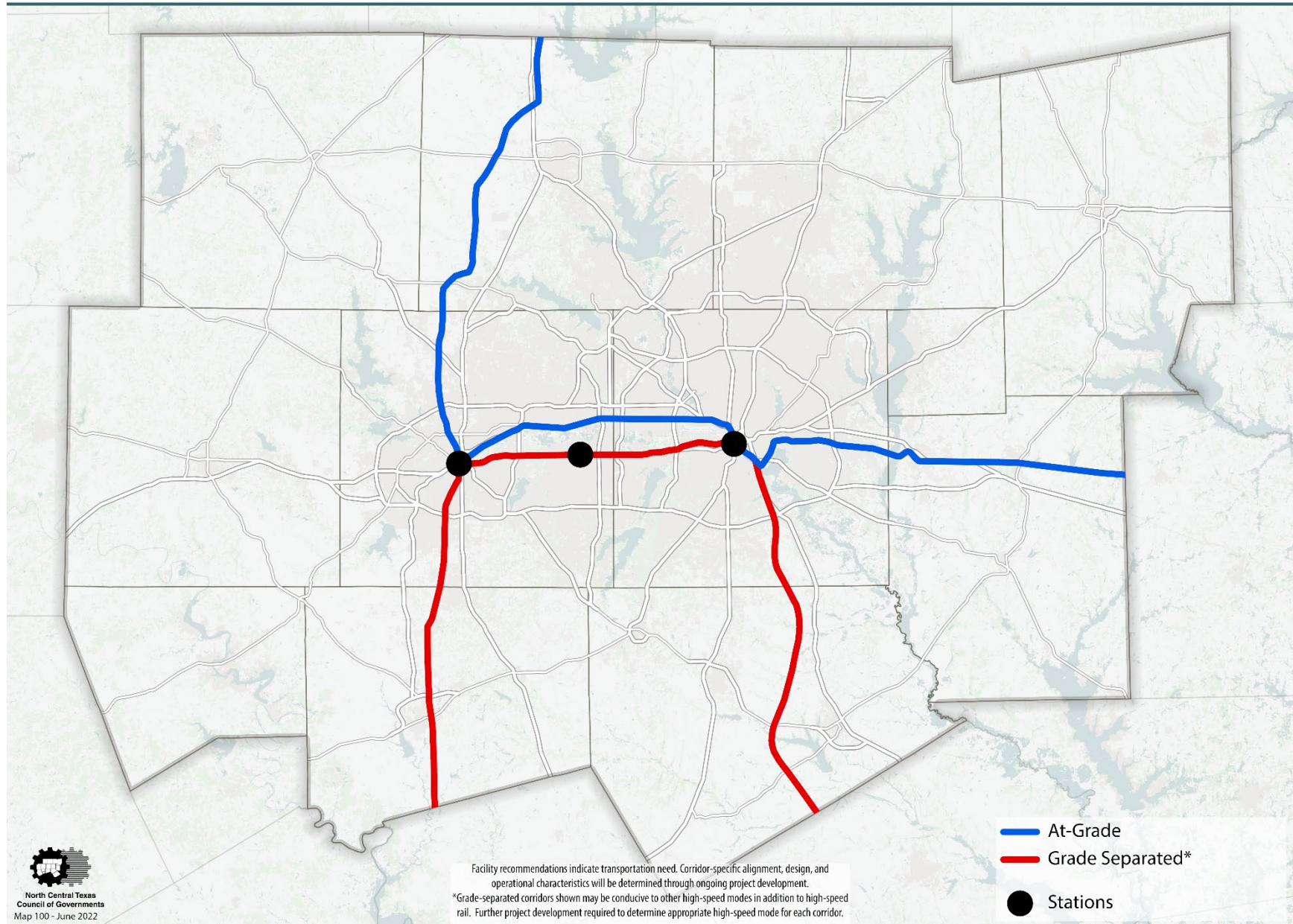


Priced Facilities



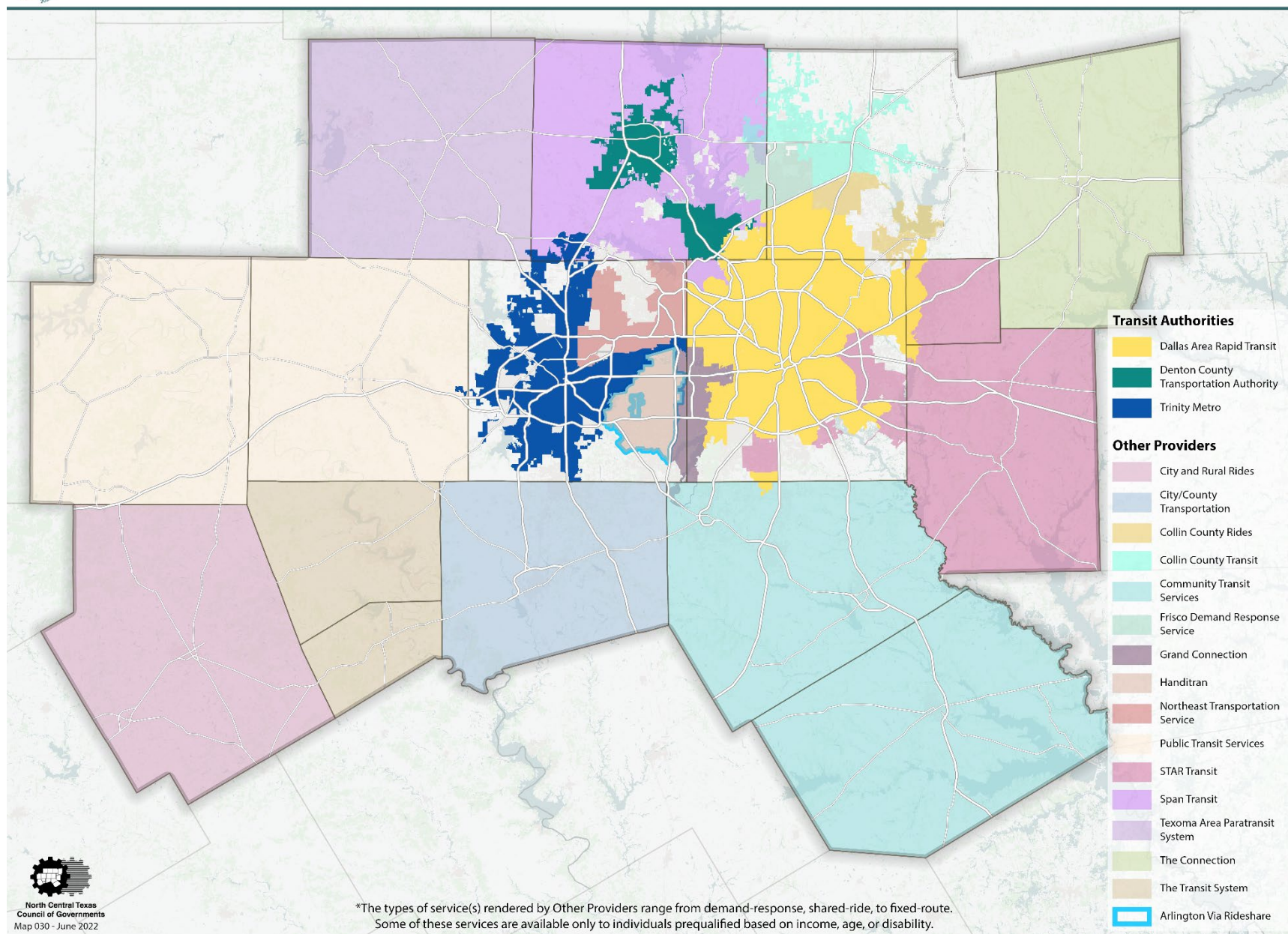


High-Speed Rail



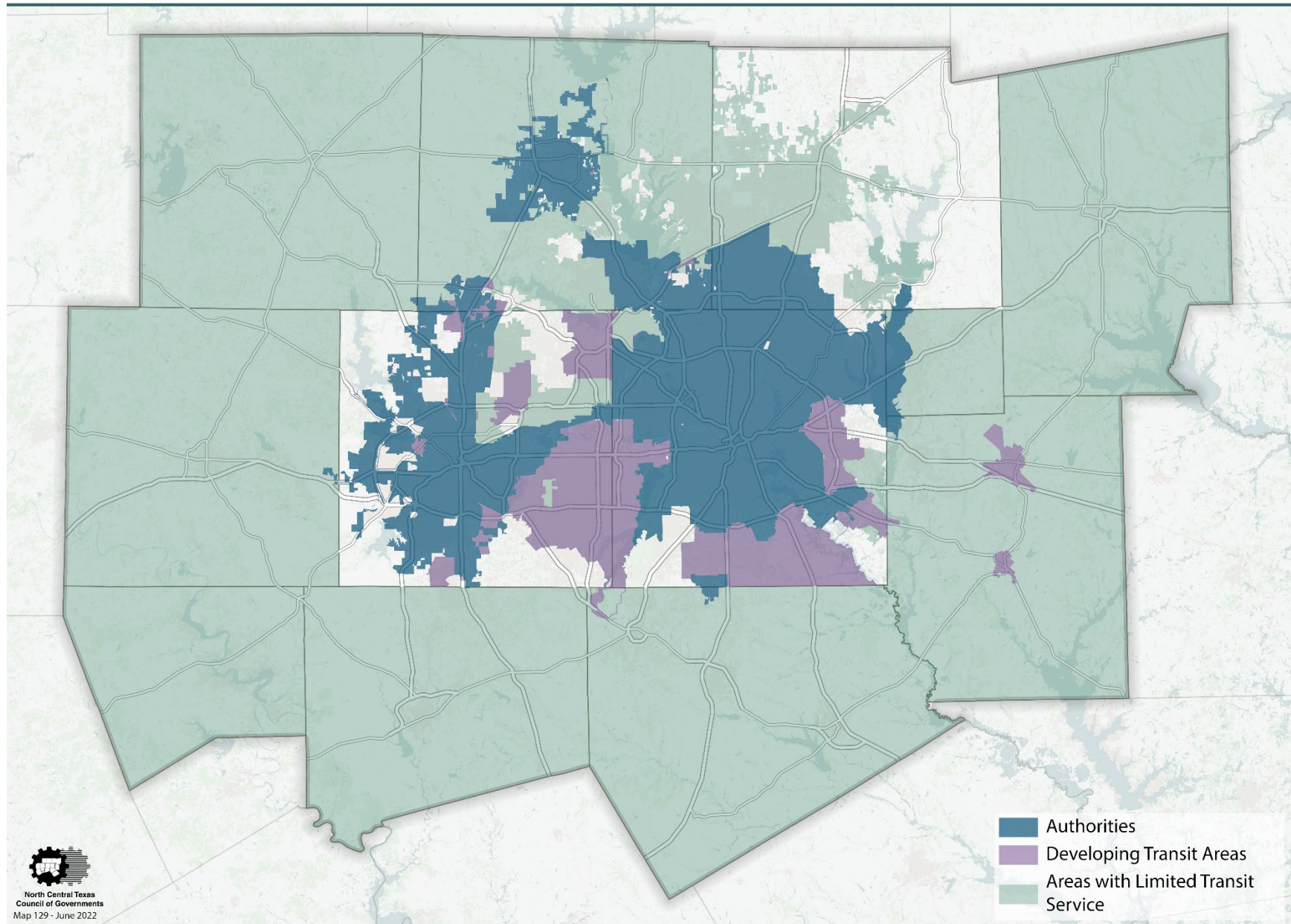


Public Transportation Provider Service Areas





Transit Authorities, Developing Transit Areas, and Areas with Limited Transit Service



E. Mobility Options: Roadway

Policies

MTP Reference #	Roadway
FT3-001	The Regional Transportation Council does not support converting existing free non-high-occupancy vehicle/managed lane corridors to tollways.
FT3-002	Evaluate all new limited-access capacity for priced facility potential.
FT3-003	To maximize the use of available funds, where reasonable, priced facilities should be developed with no or minimal federal and state funding assistance.
FT3-004	Plan and program non-regionally significant arterial improvements cooperatively with local governments.
FT3-005	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.
FT3-006	System-wide high-occupancy vehicle occupancy will be consistent with the latest Regional Transportation Council policy.
FT3-007	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.
FT3-008	Encourage the early preservation of right-of-way in recommended roadway corridors.
FT3-009	Encourage the preservation of right-of-way in all freeway/tollway corridors to accommodate potential future transportation needs.
FT3-010	Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process.
FT3-011	Support advanced planning activities such as thoroughfare planning and subarea studies to aid in strategic decision making regarding Metropolitan Transportation Plan and project development.
FT3-012	Corridor and environmental studies should be conducted with consideration for the region's air quality and financial constraints.
FT3-013	Support federal and state interregional corridor initiatives as appropriate.
FT3-014	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.
FT3-015	Support the asset management objectives in the Texas 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.
FT3-016	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	NRSA2-001
Background	The Mobility 2045 Update 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"> • Non-regionally significant arterials are to be funded with local, state, and federal funds. • Program allows for the planning, engineering, right-of-way acquisition, and construction of non-regionally significant arterials. • Exempt from Air Quality Conformity Determination process.
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:</p> <ul style="list-style-type: none"> • Identification of specific funding sources • Public involvement and Policy Board approval • Inclusion in Metropolitan Transportation Plan modeling network (when appropriate) and Metropolitan Transportation Plan document
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	\$6,400,000,000

Asset Optimization Program	
Reference	NRSA2-002
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, access management; new traffic signals and/or corridor timing controllers; Transportation Demand Management measures; roadway restriping; transportation system management techniques, access ramp and interchange reconfiguration; peak use lanes; intersection turn lanes; frontage roads; auxiliary lanes, collector-distributor lanes, and parallel roadway improvements.
Related Goals	<ul style="list-style-type: none"> • Support Travel Efficiency Strategies • Provide Timely Planning and Implementation • Develop Cost-Effective Projects and Programs
Related Policies	FT3-004; FT3-005; FT3-007; FT3-014

Asset Optimization Program	
Implementation	Asset Optimization projects will be identified through pilot studies, bottleneck removal initiatives, 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 reducing congestion and improving traffic flow 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	\$ 8,800,000,000 (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:

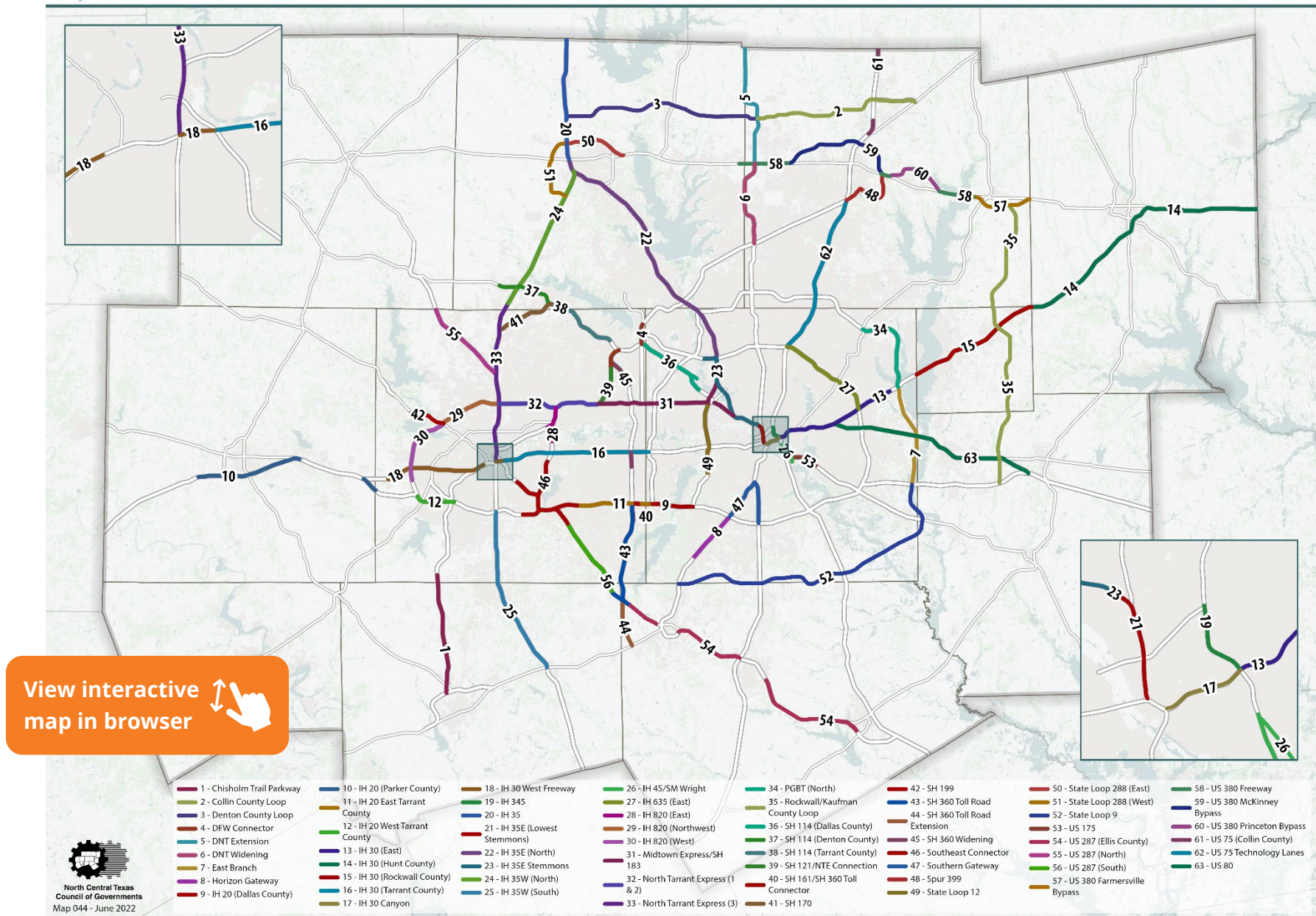
1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instrumented with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods 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.

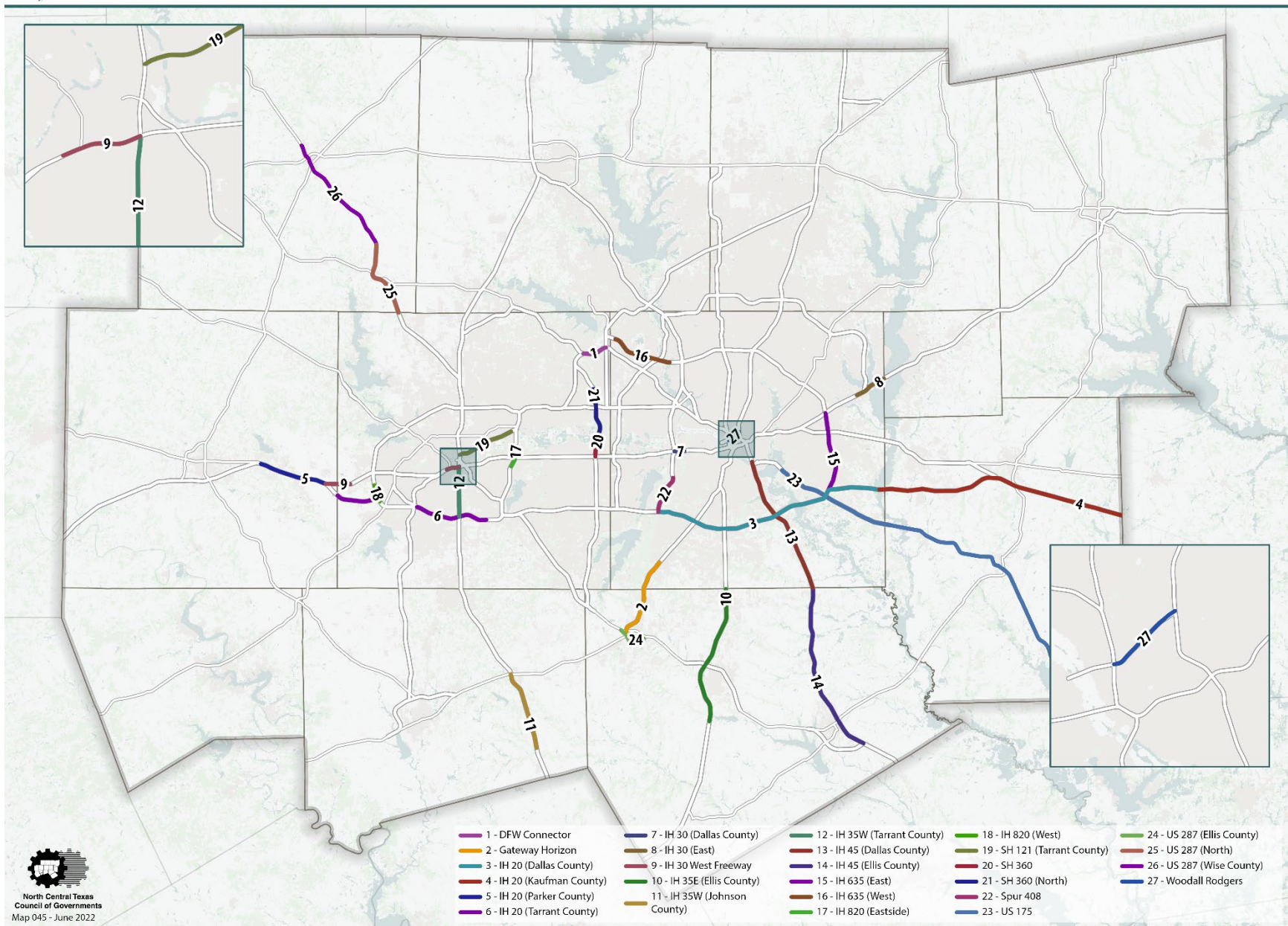


Highway Corridor Projects

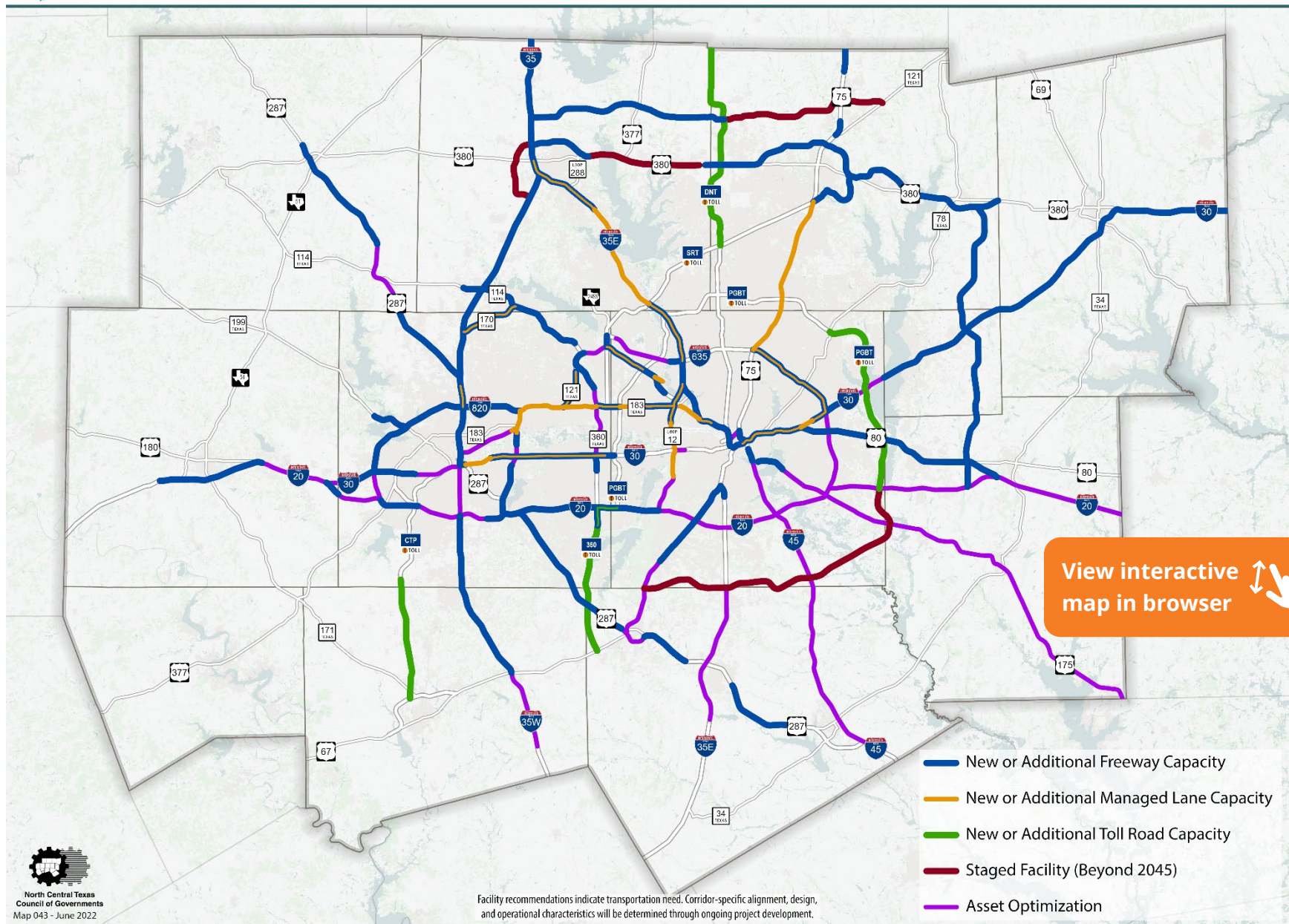




Asset Optimization Corridor Projects



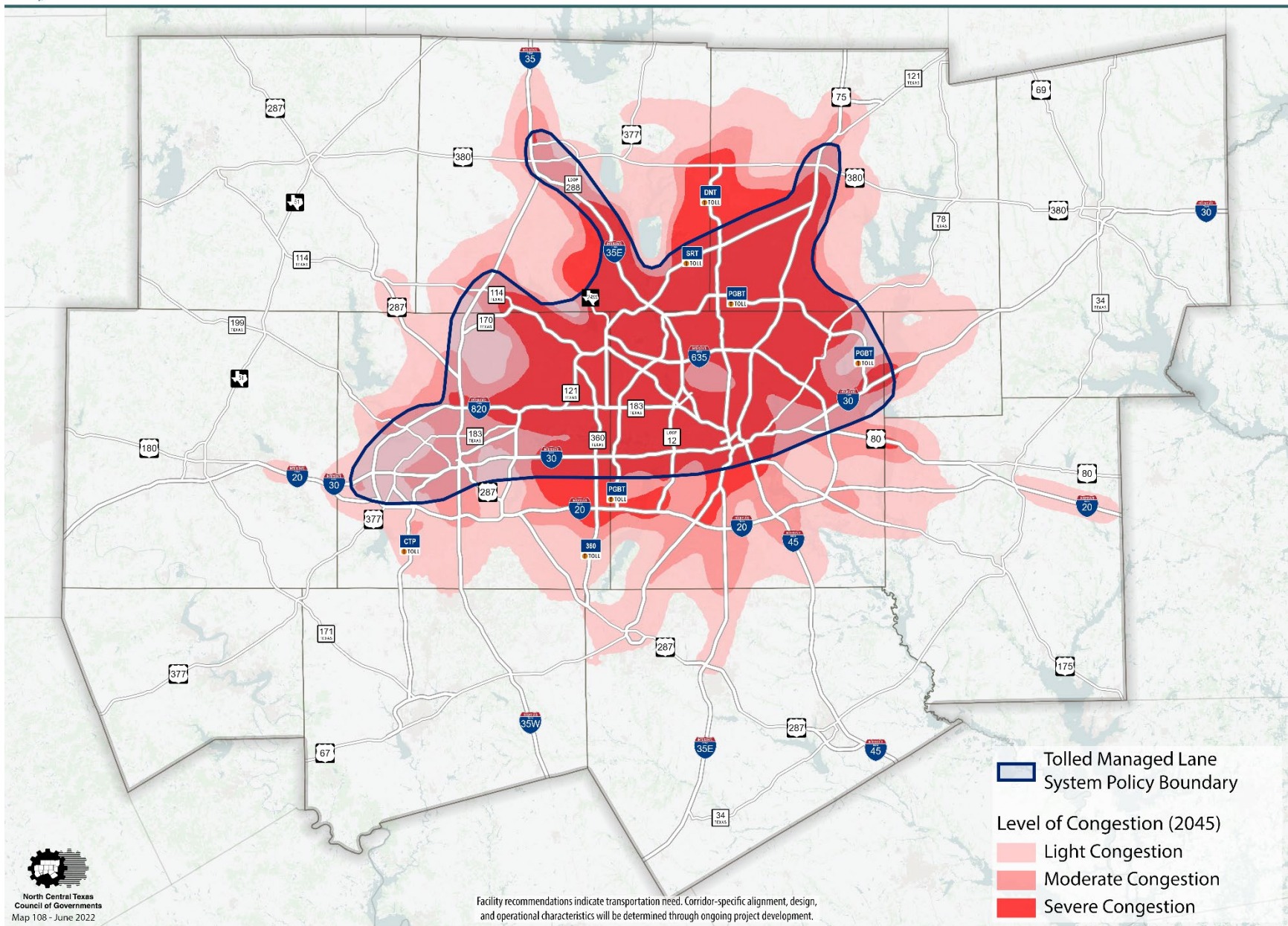
Major Roadway Recommendations

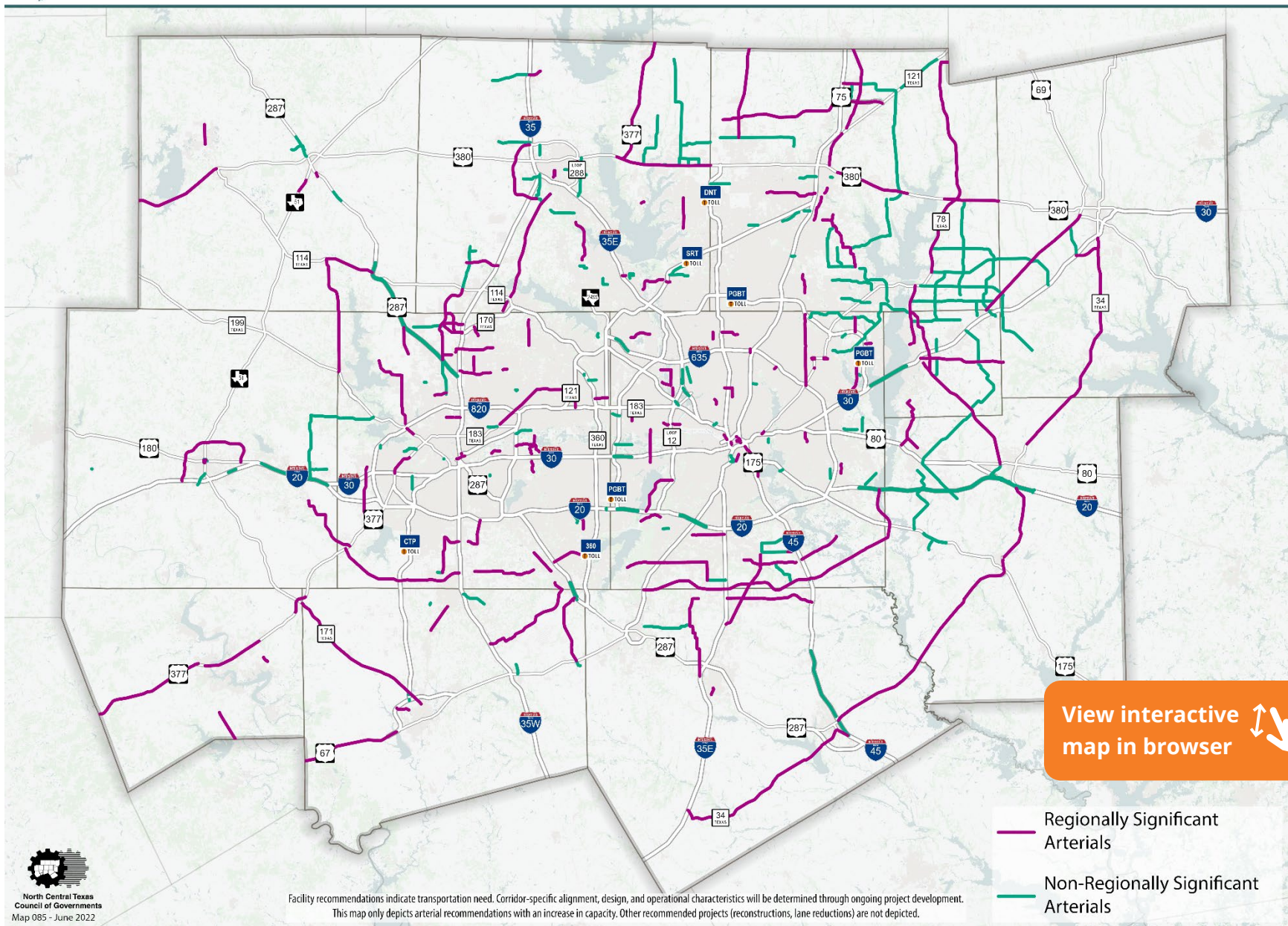






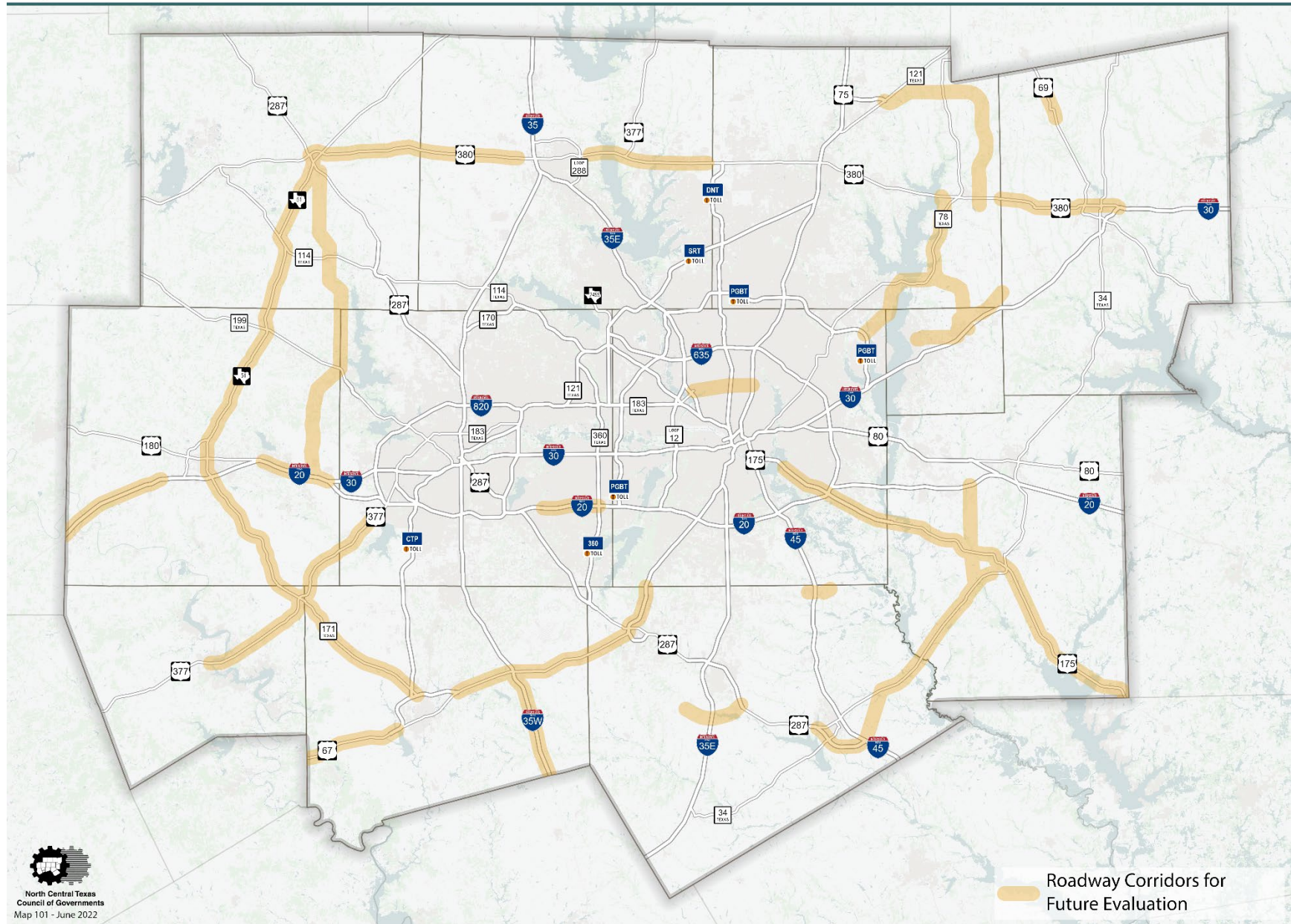
Tolled Managed Lane System Policy Boundary





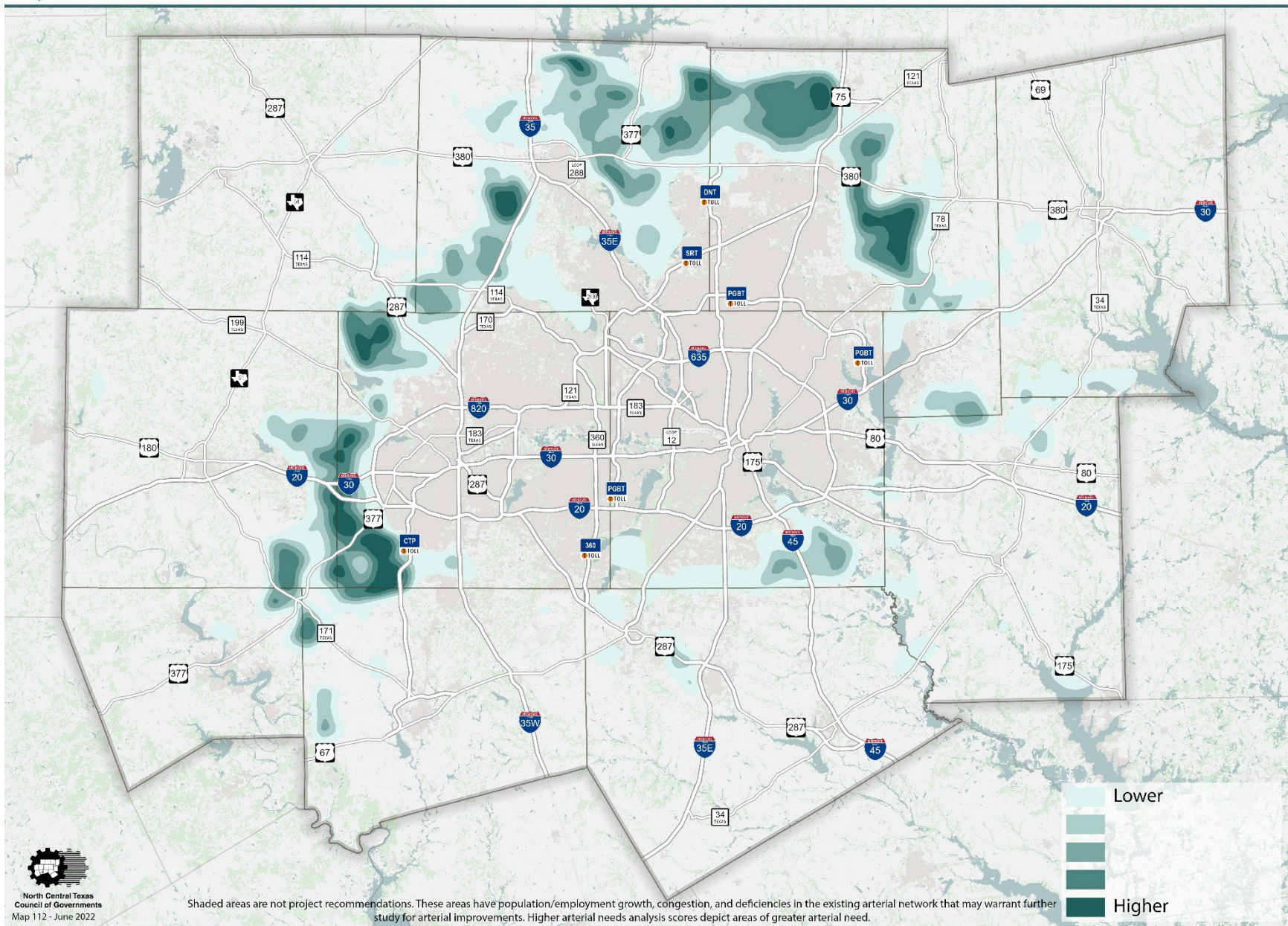


Roadway Corridors for Future Evaluation



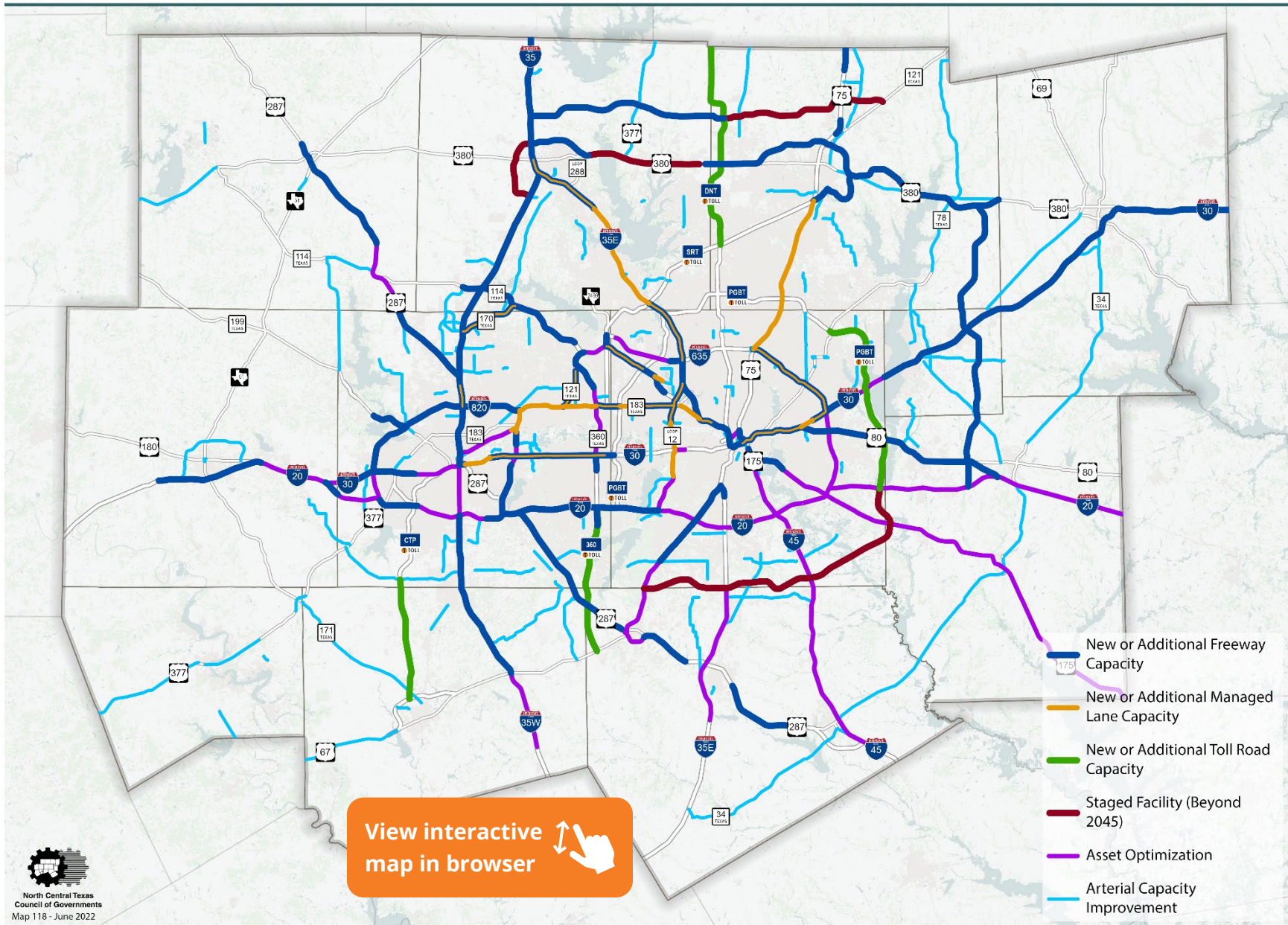


Existing Arterial Network Deficiency Areas



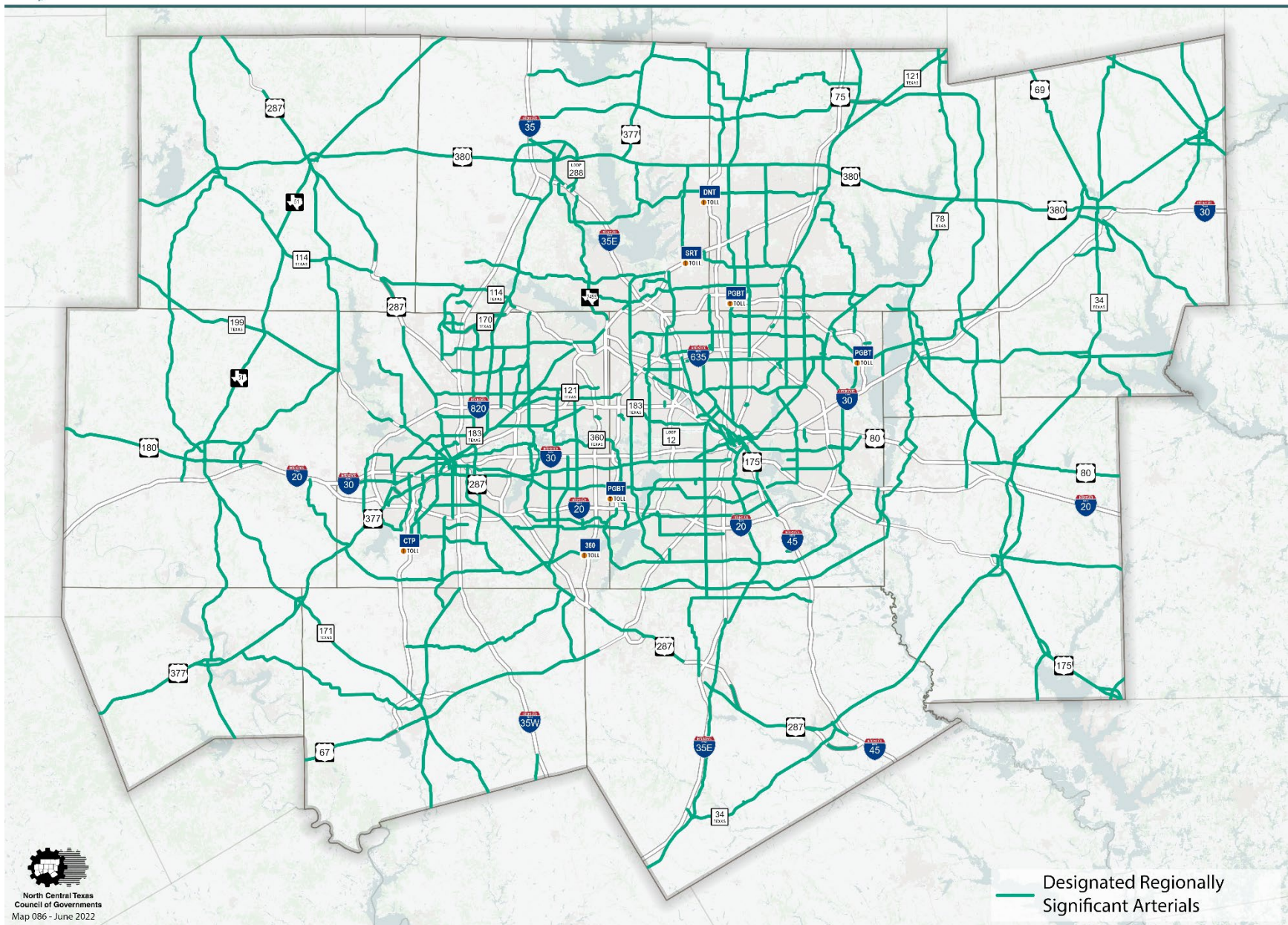


Roadway Recommendations



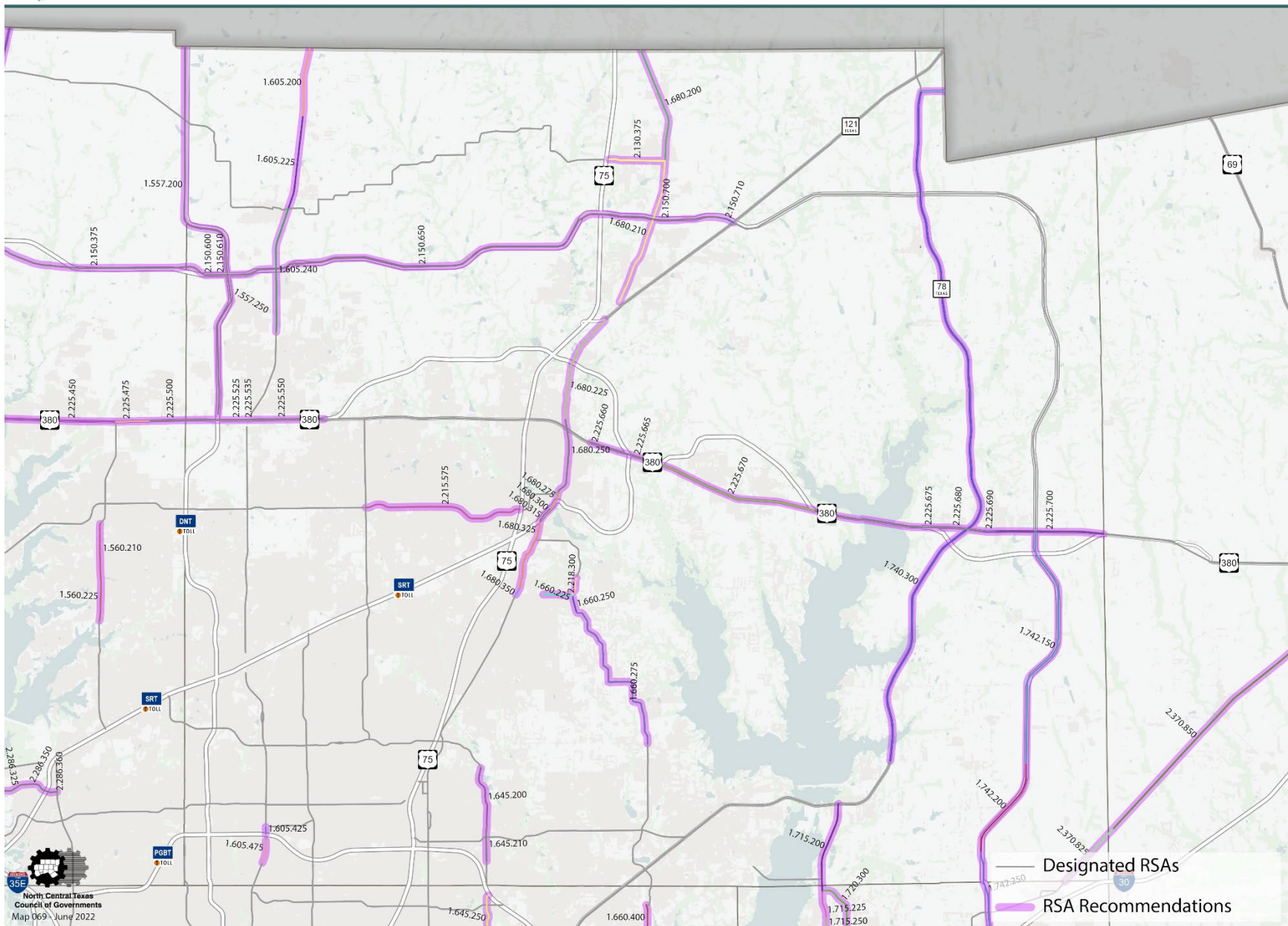


Designated Regionally Significant Arterials



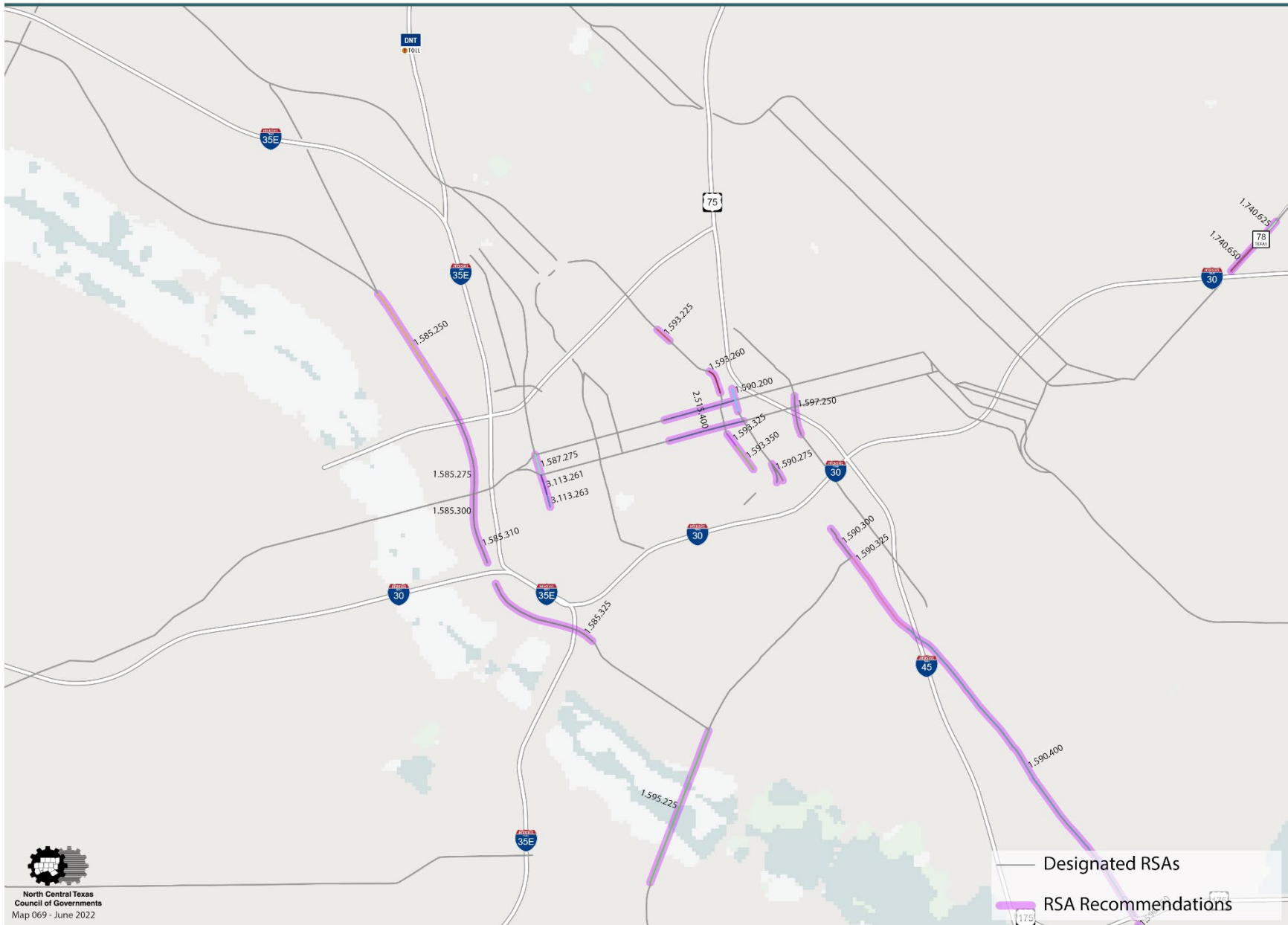


RSAs By County - Collin



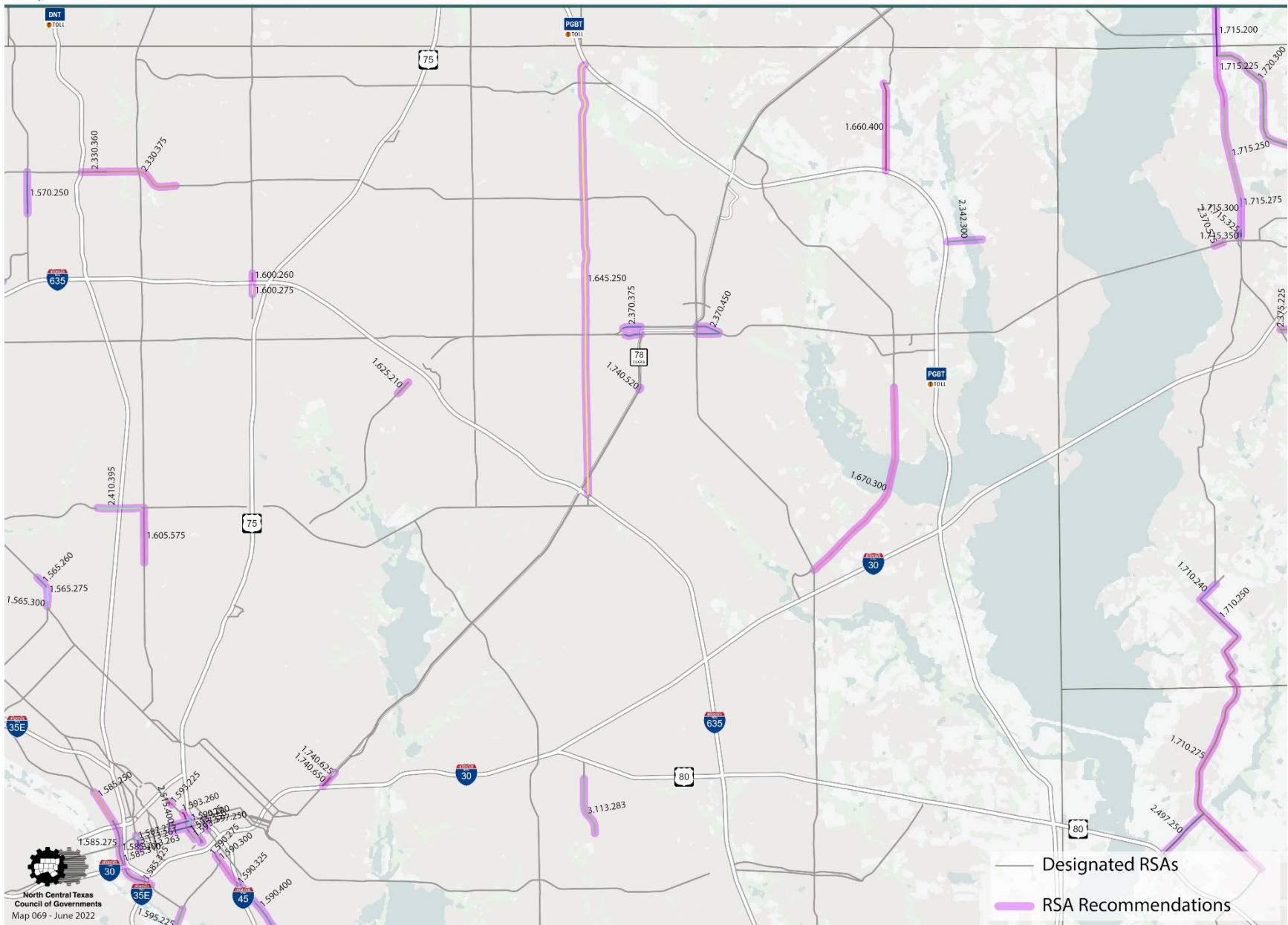


RSAs By County - Downtown Dallas





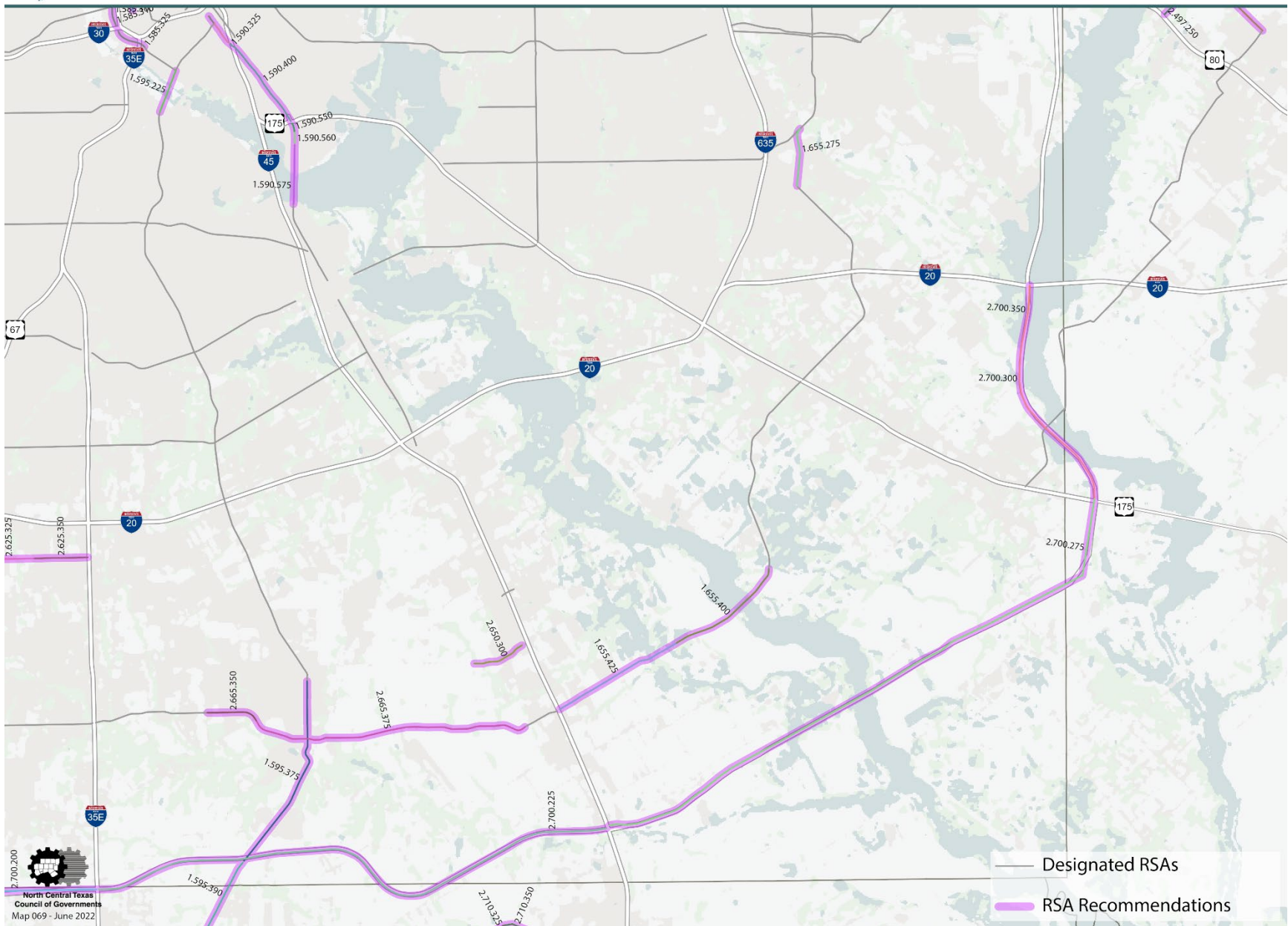
RSAs By County - Dallas (Northeast)





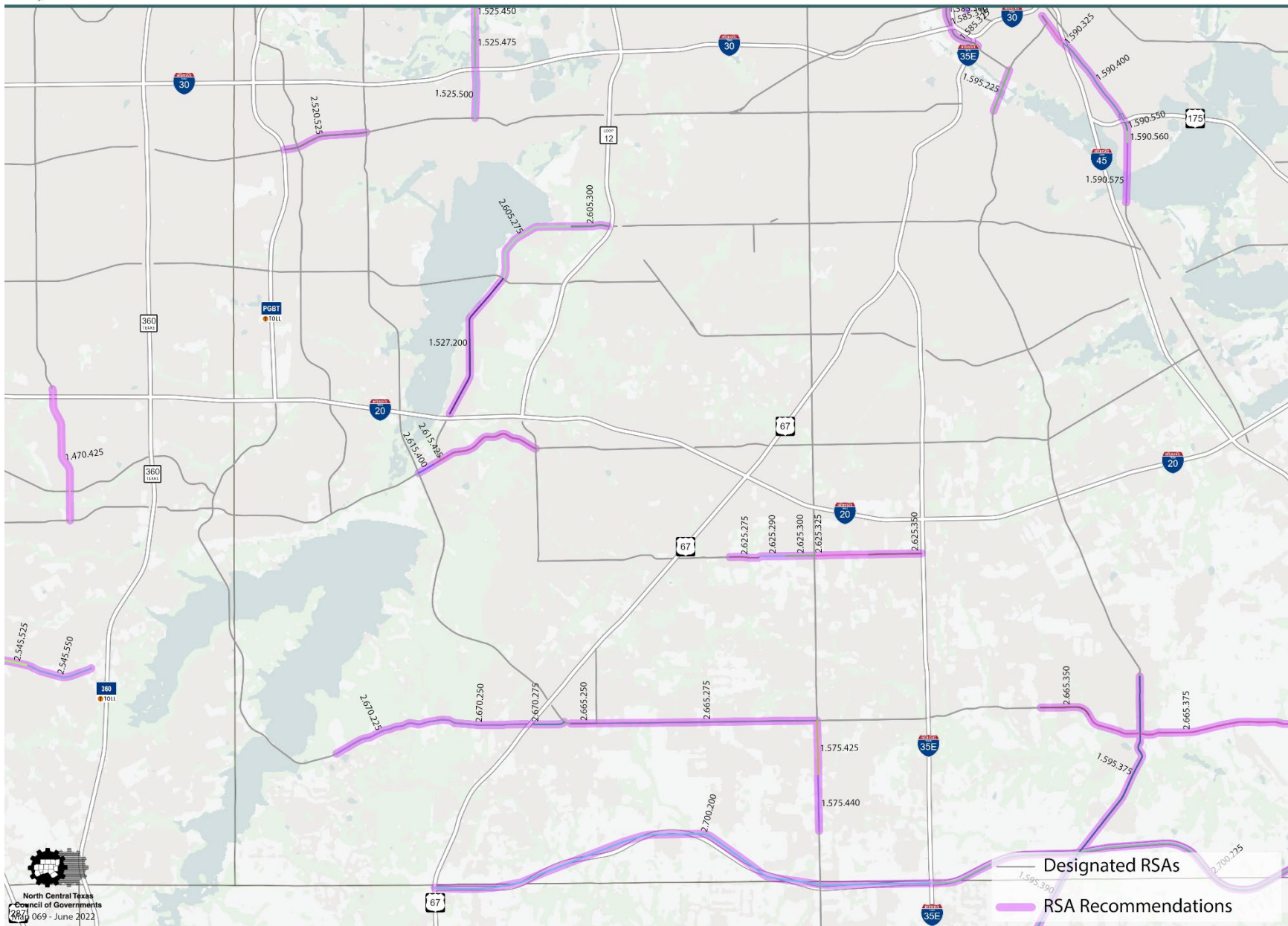


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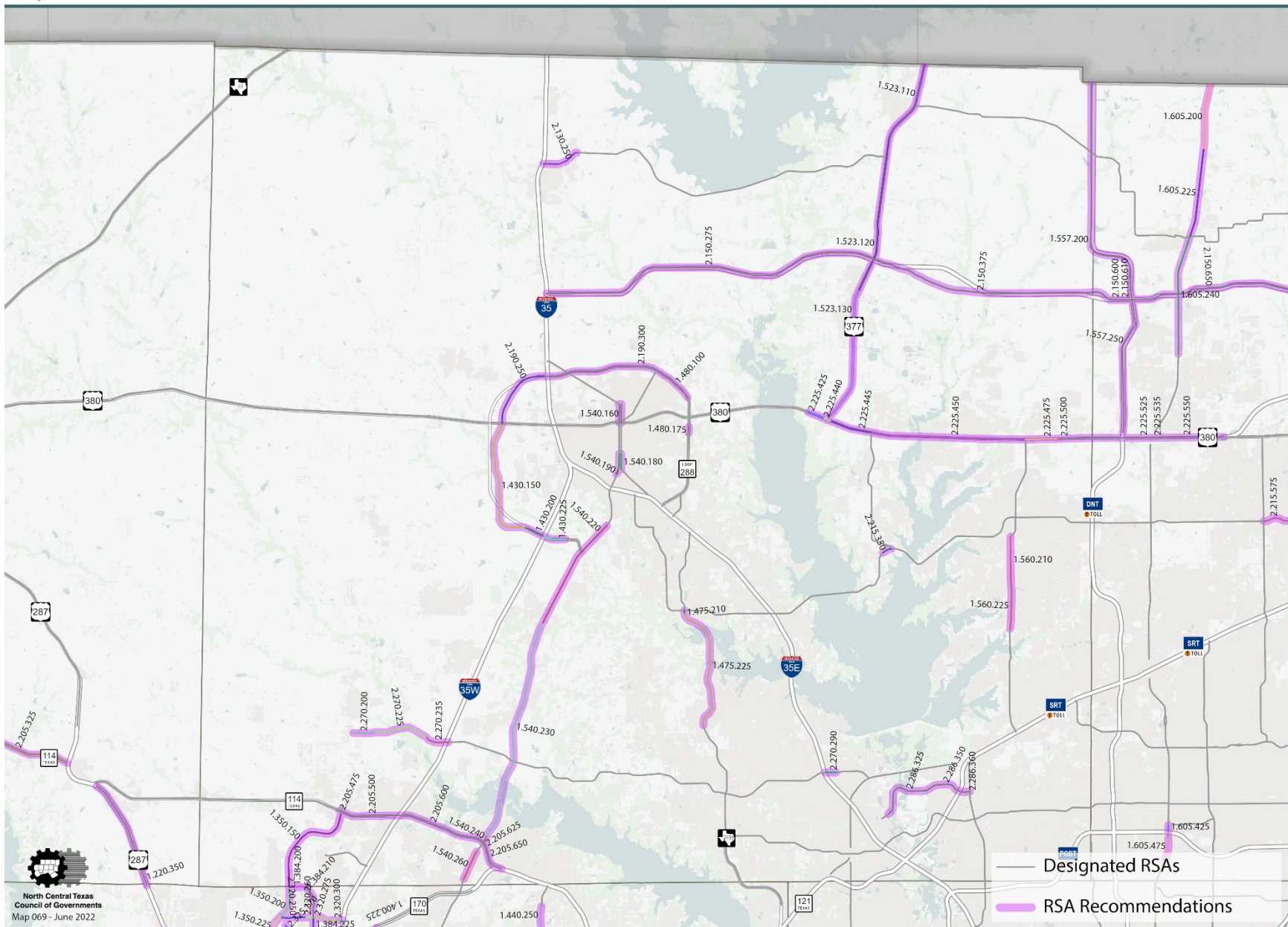


RSAs By County - Dallas (Southwest)



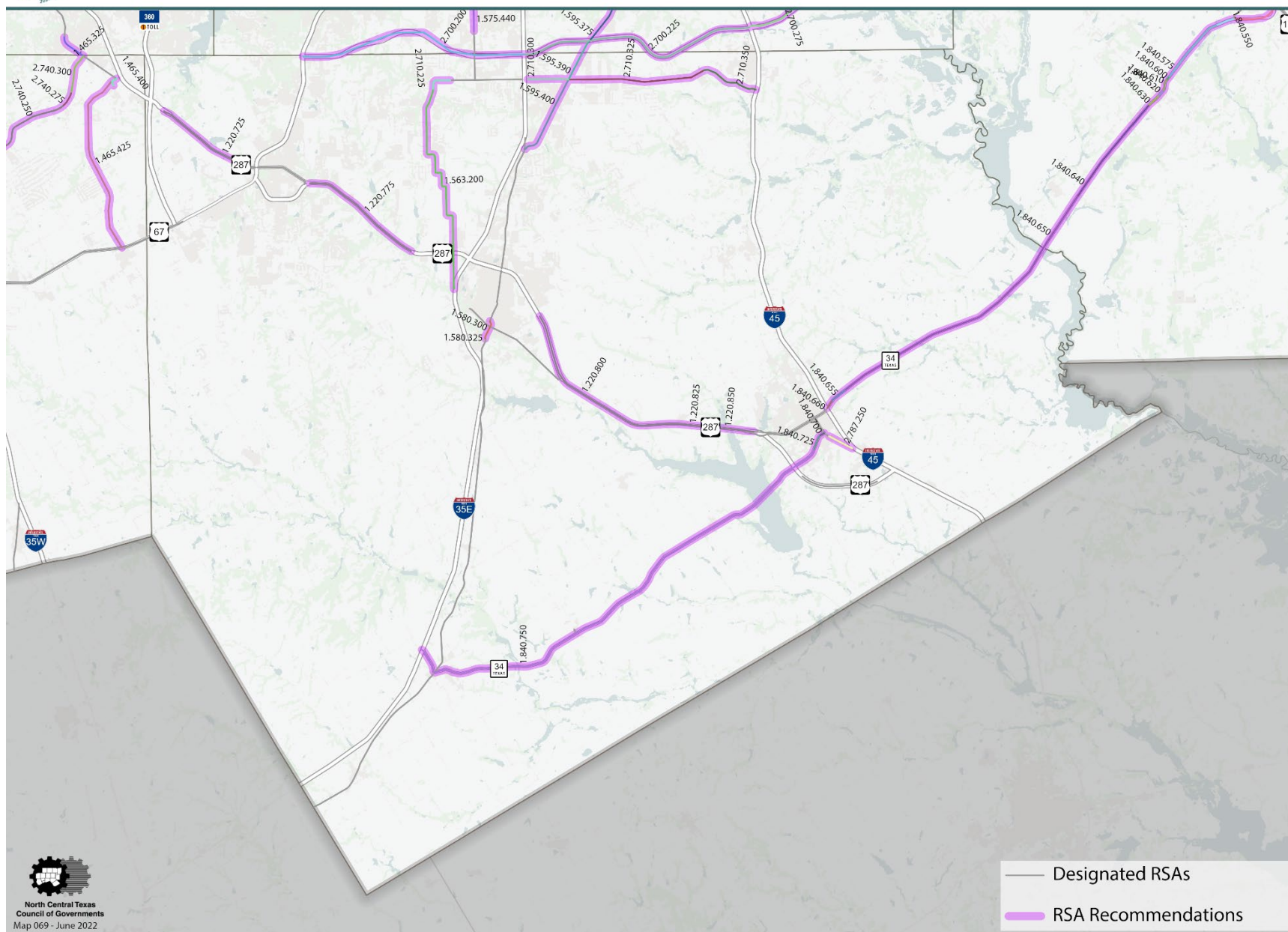


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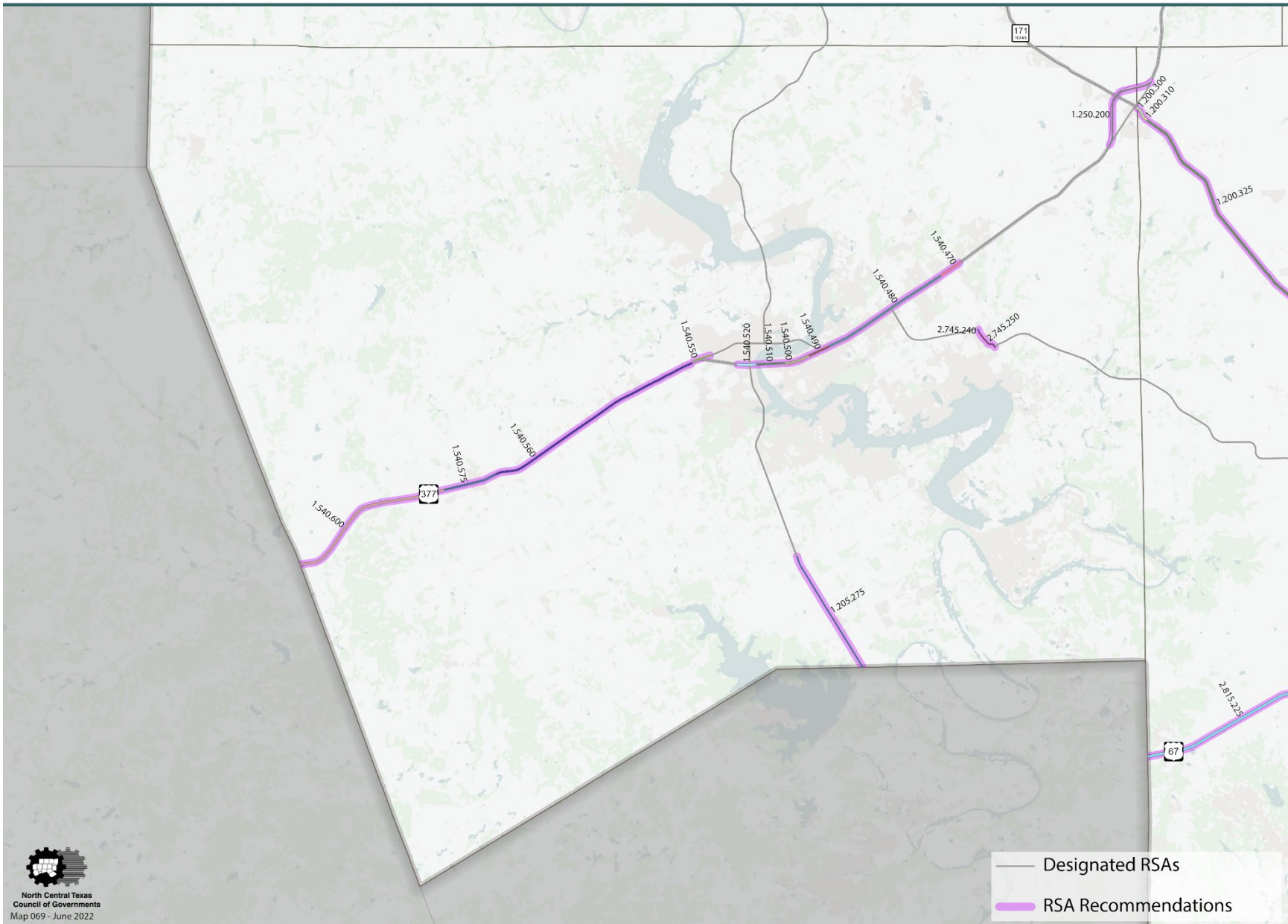


RSAs By County - Ellis



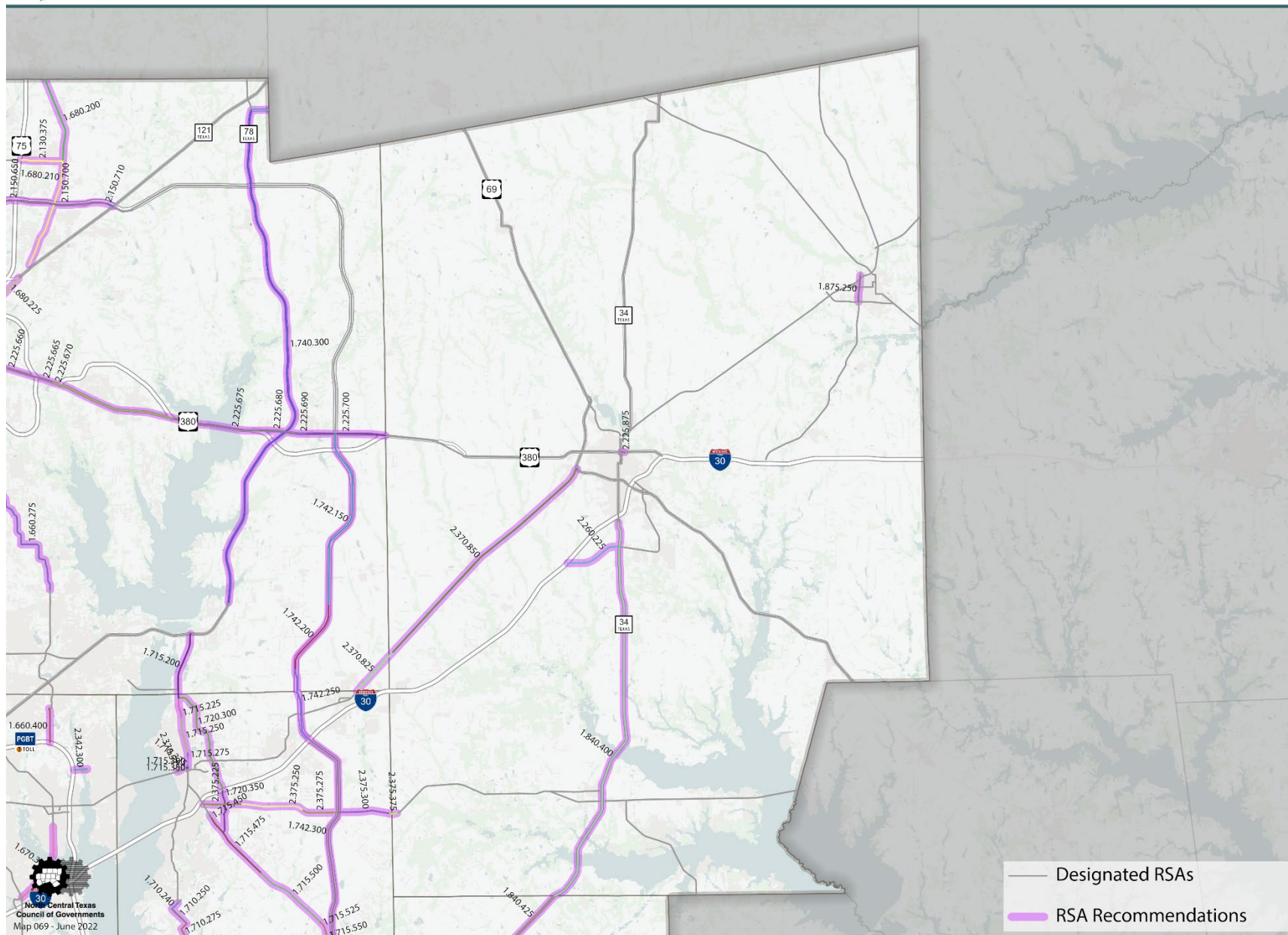


RSAs By County - Hood



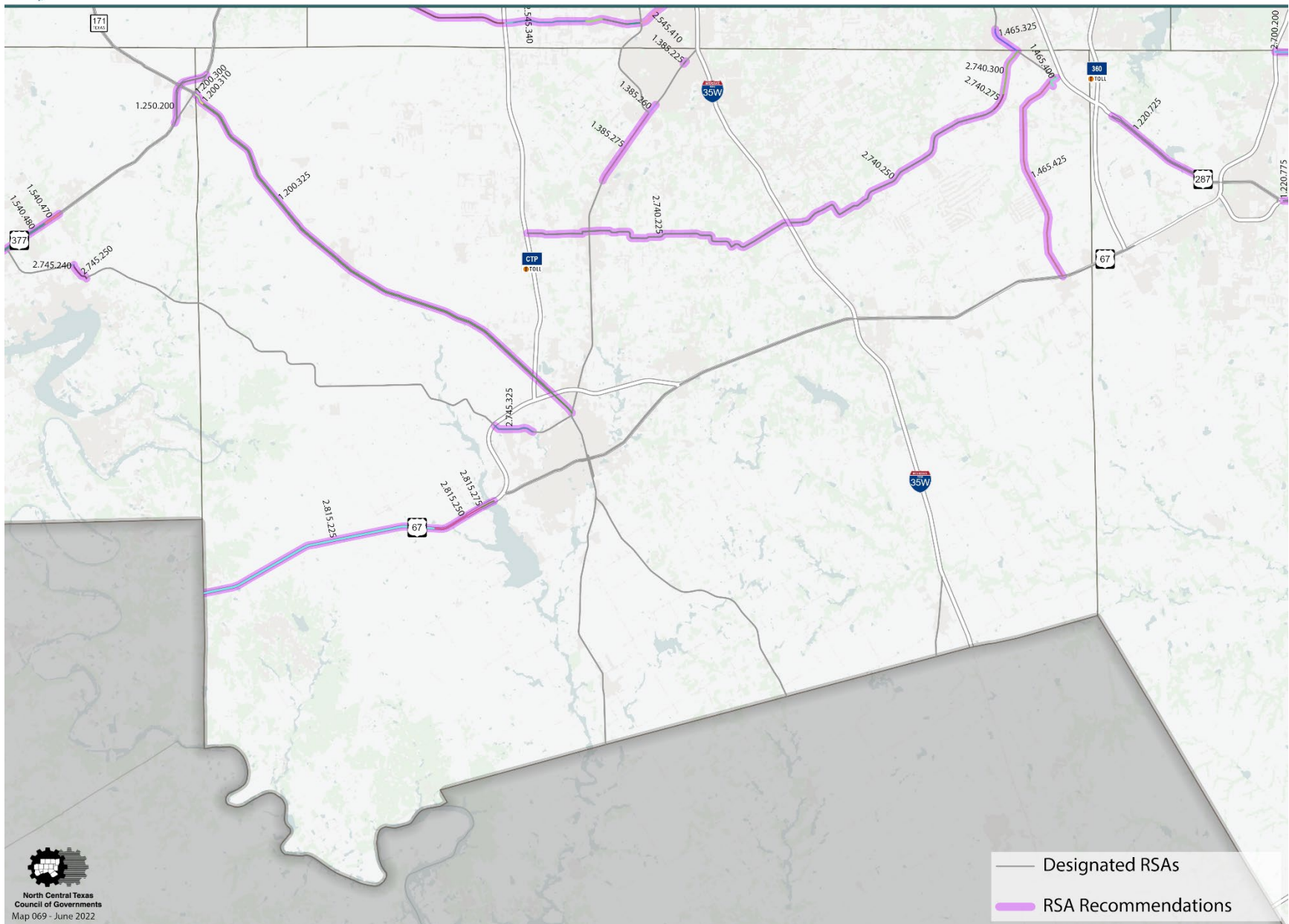


RSAs By County - Hunt



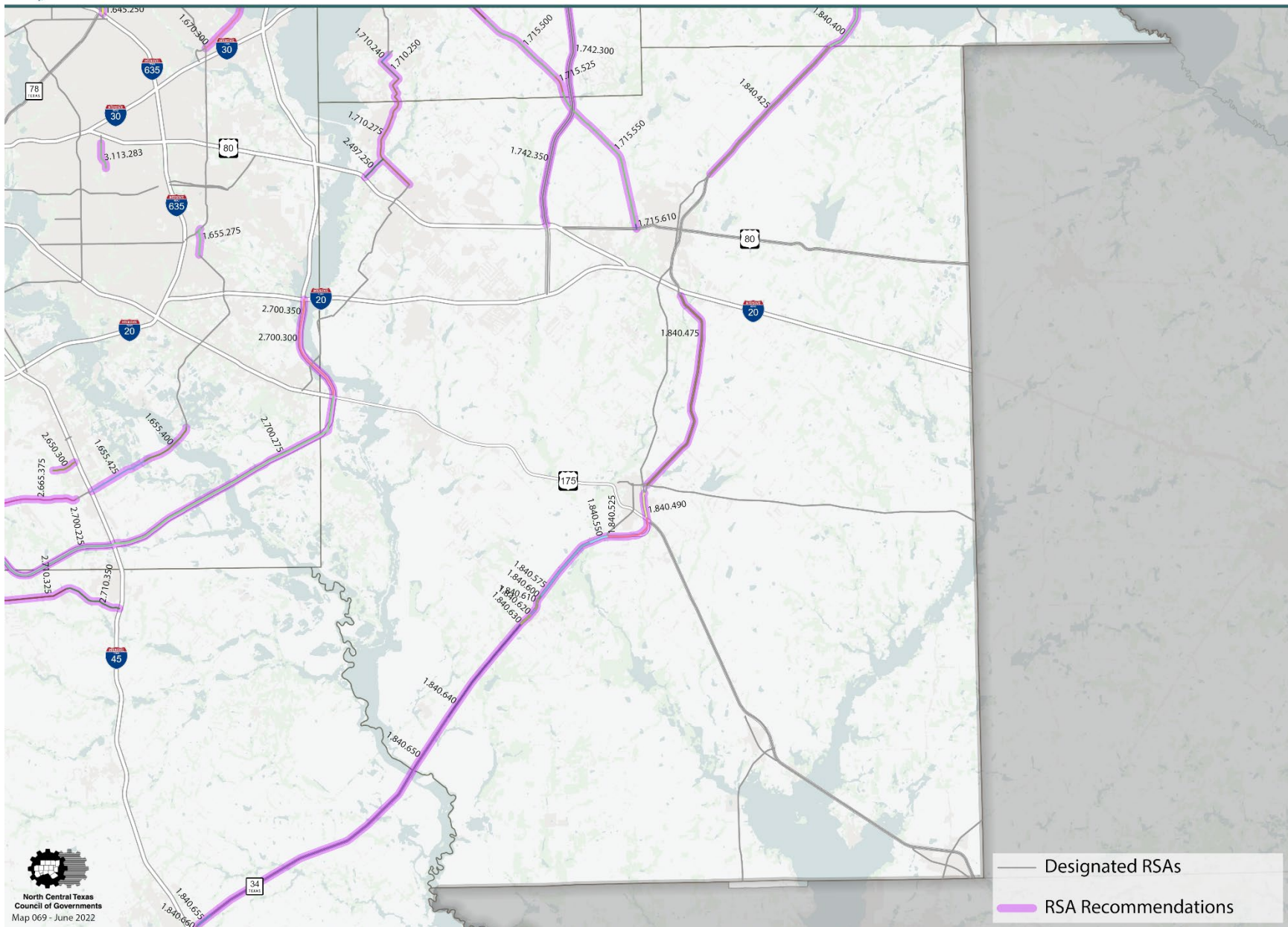


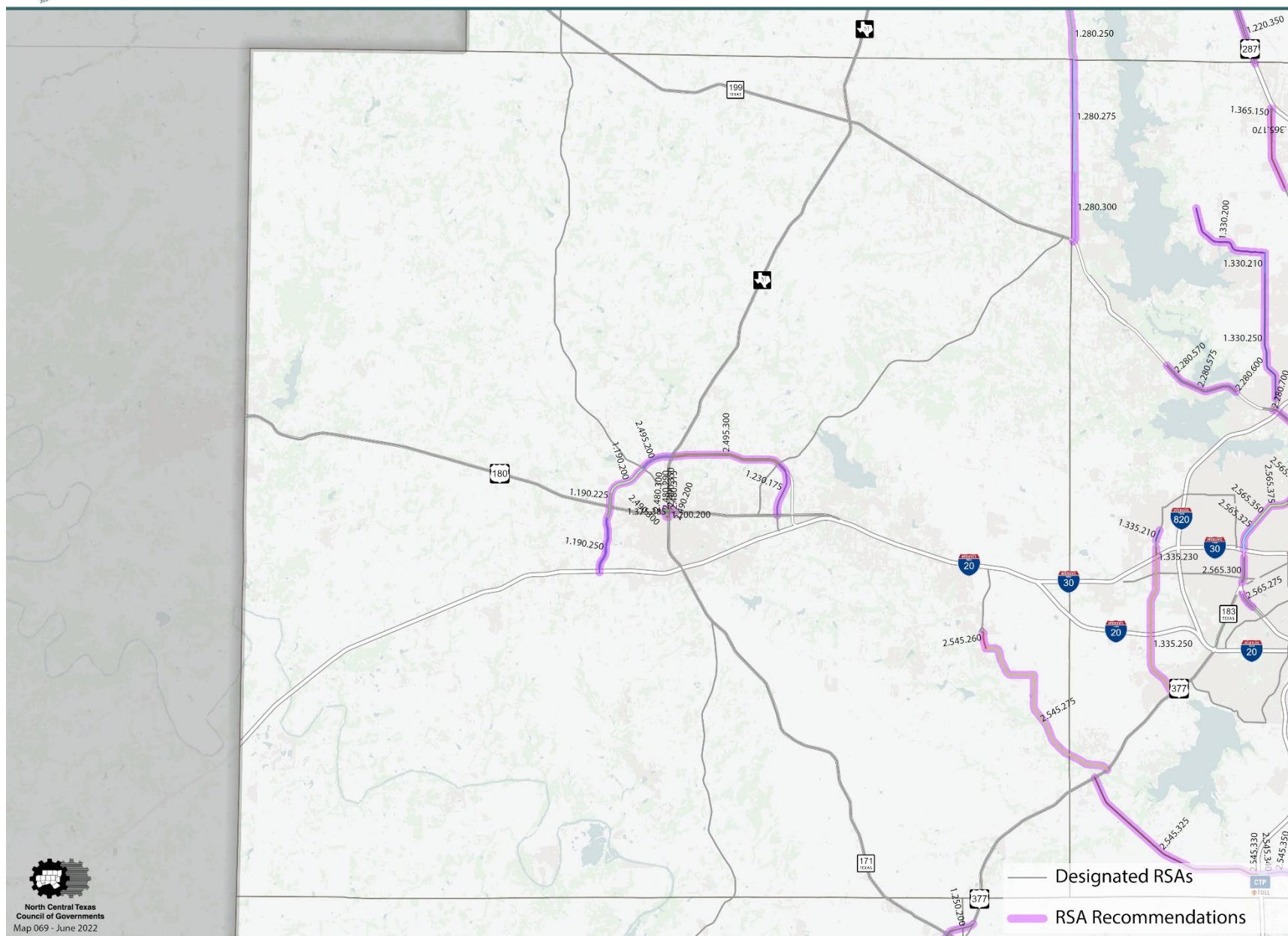
RSAs By County - Johnson





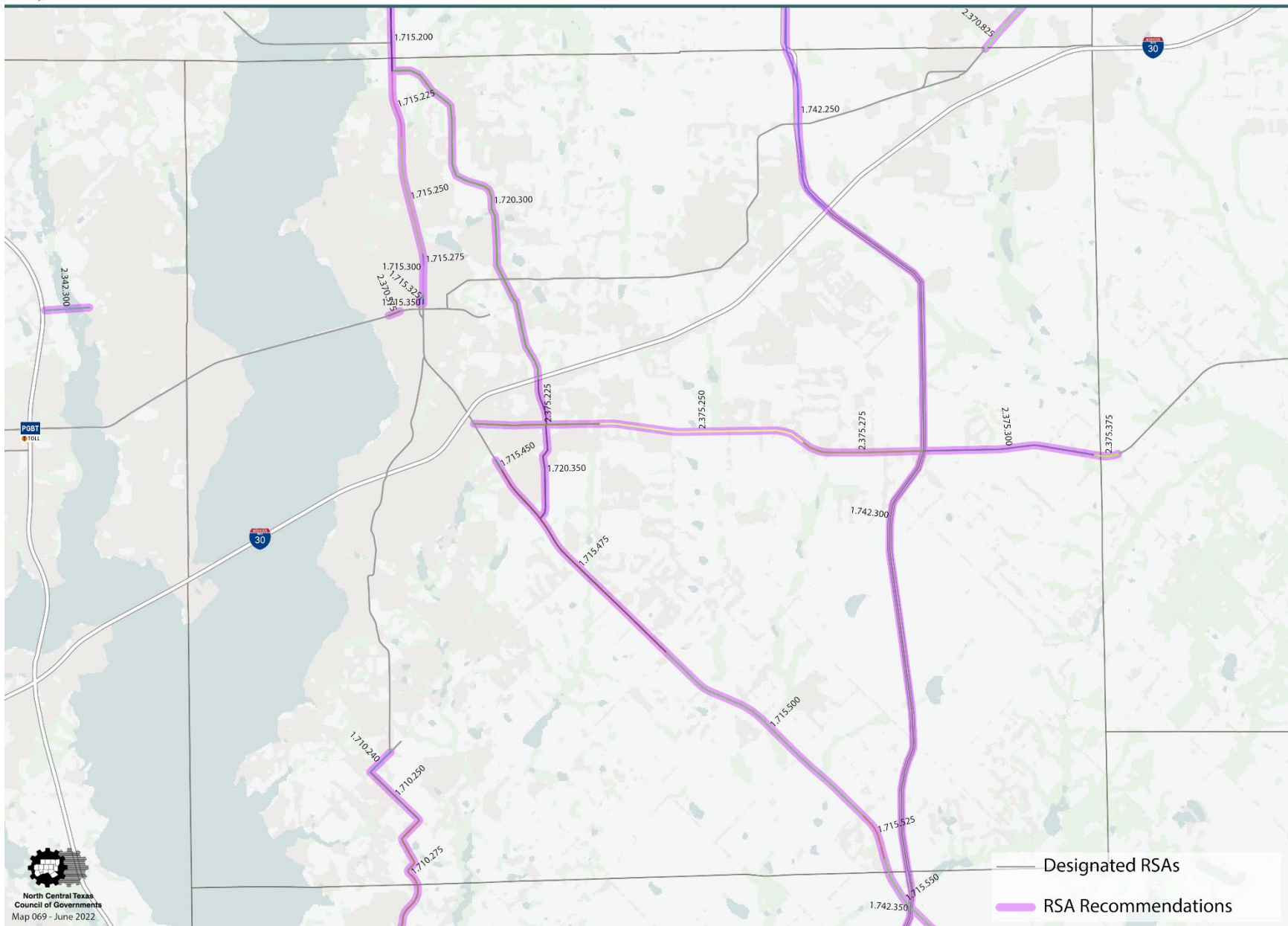
RSAs By County - Kaufman





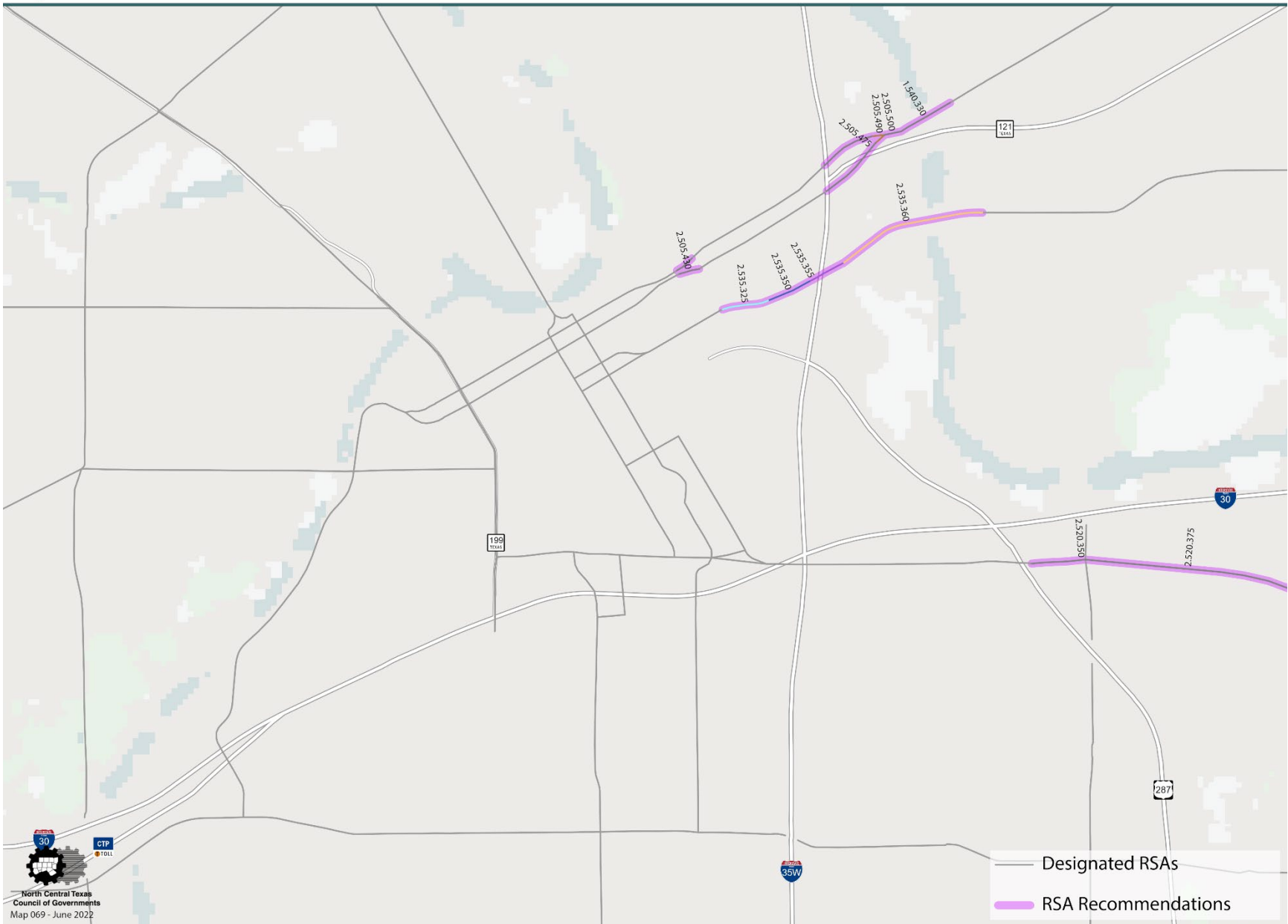


RSAs By County - Rockwall



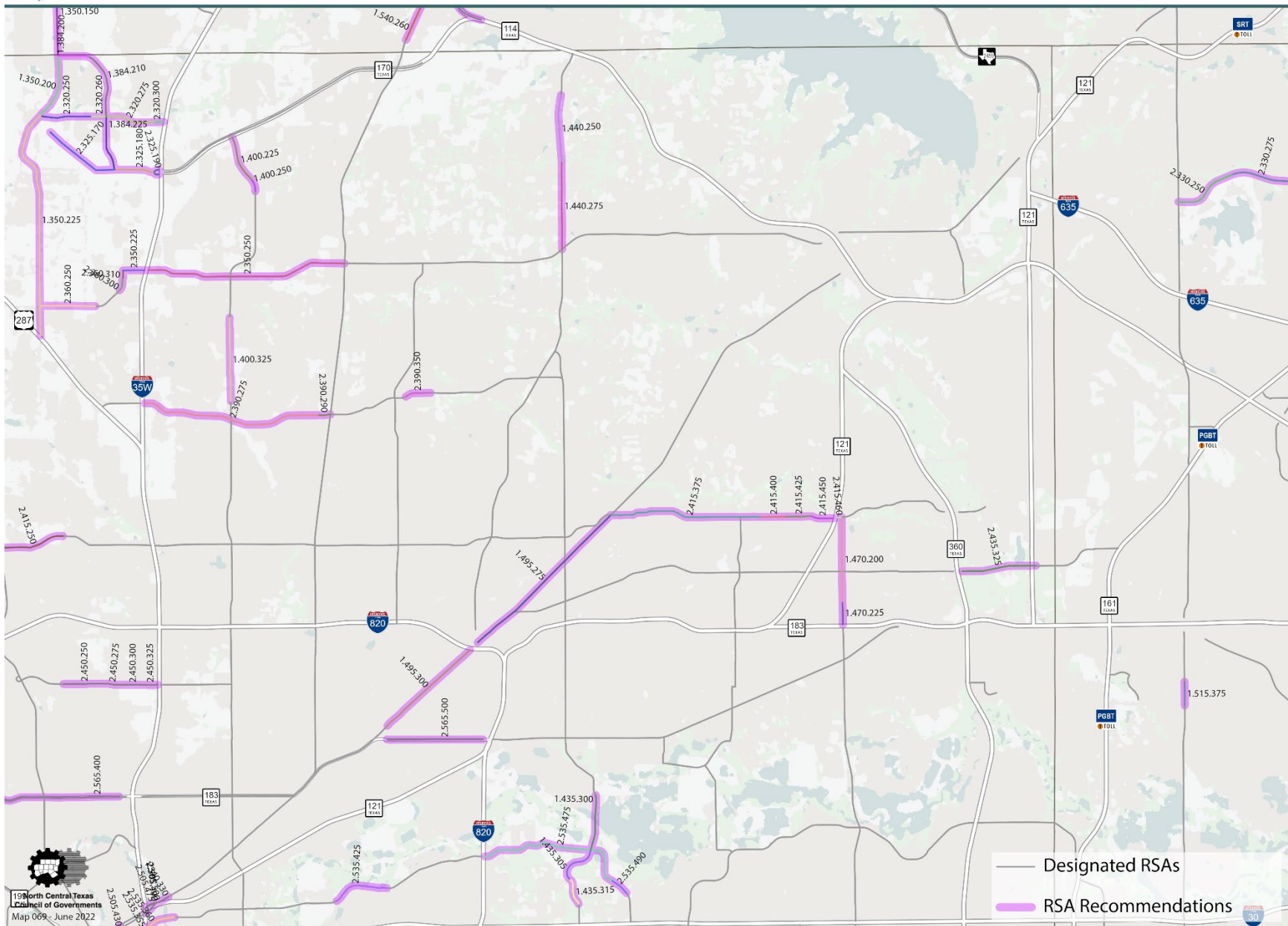


RSAs By County - Downtown Fort Worth

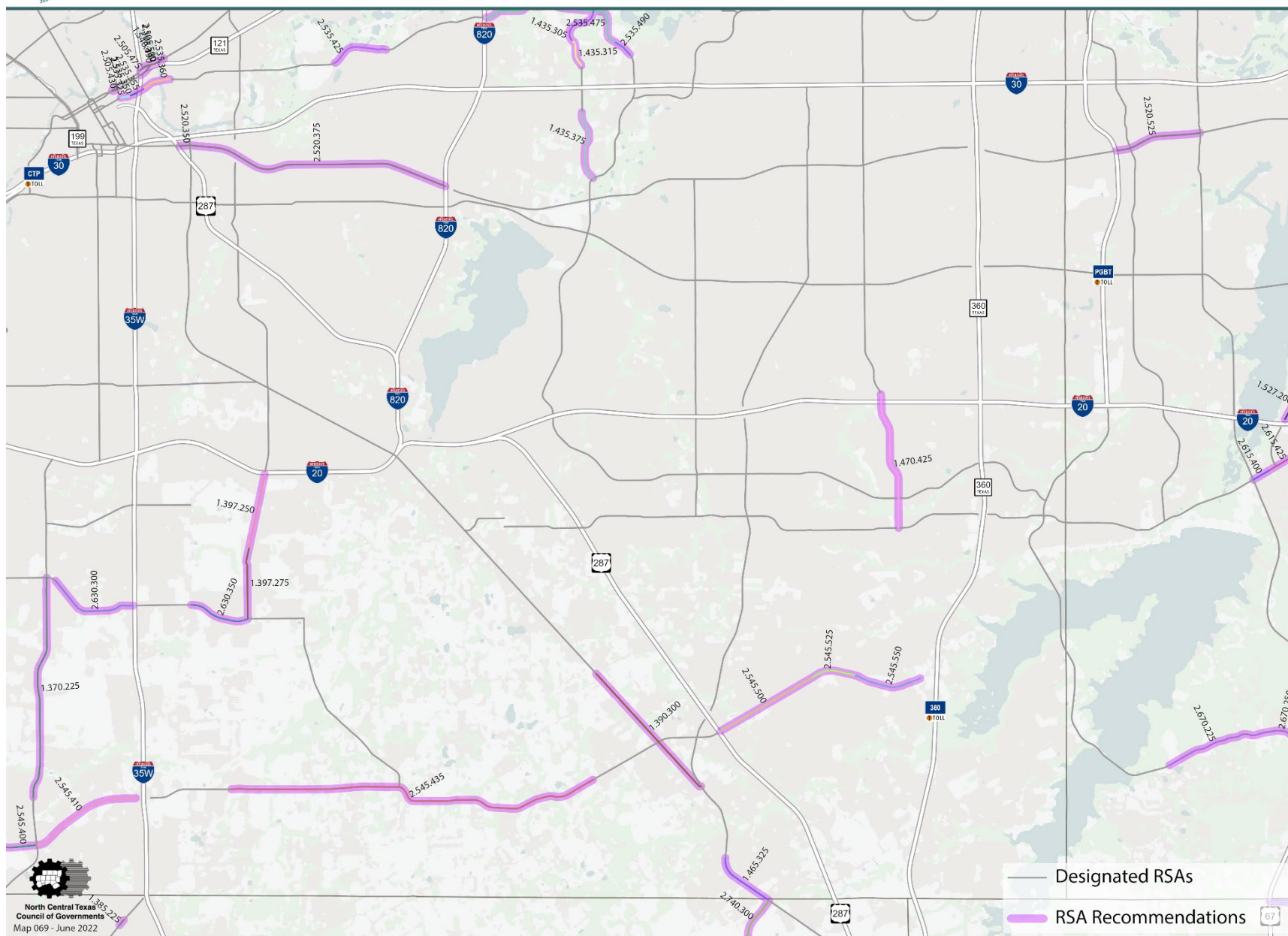




RSAs By County - Tarrant (Northeast)

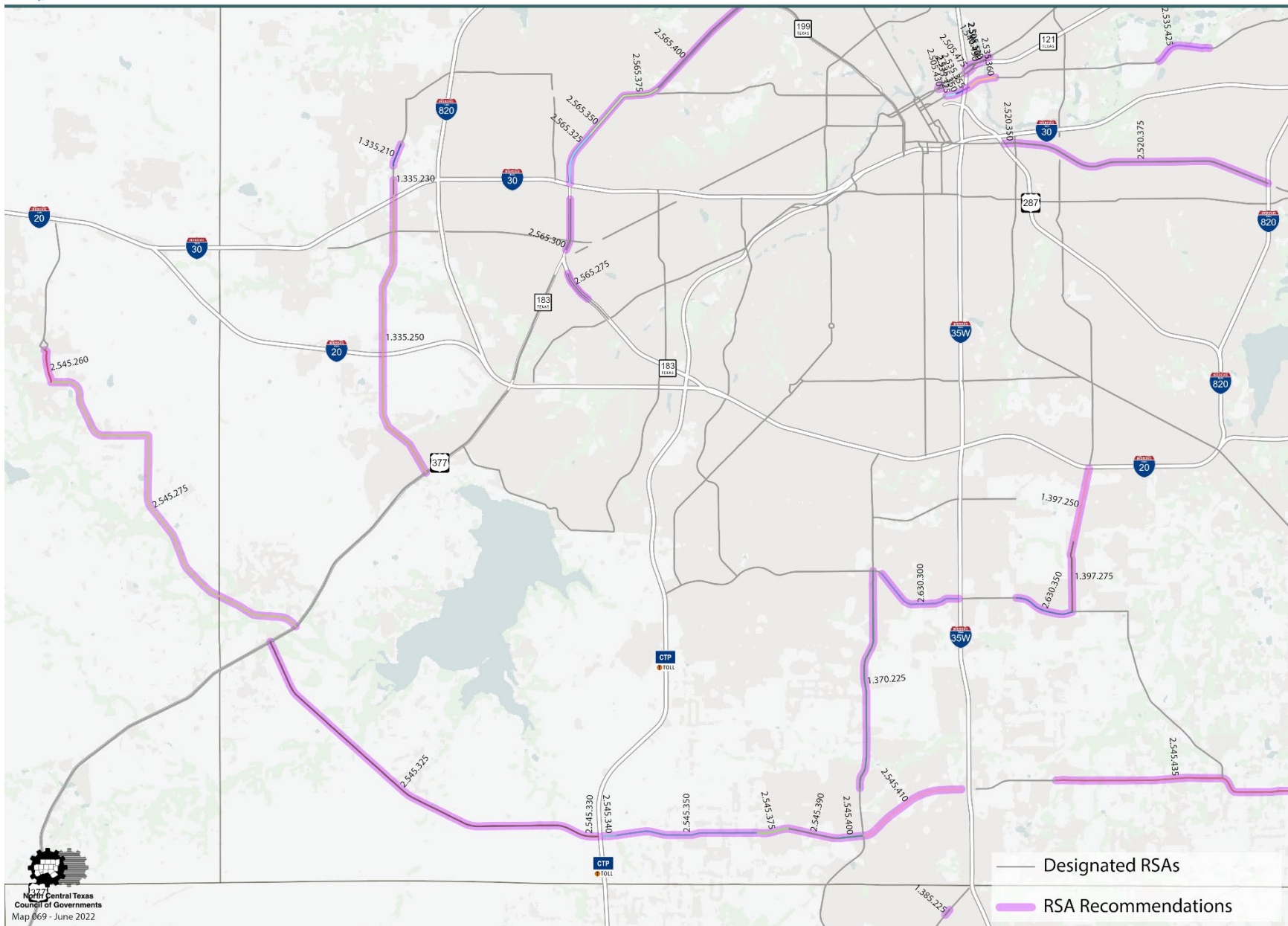






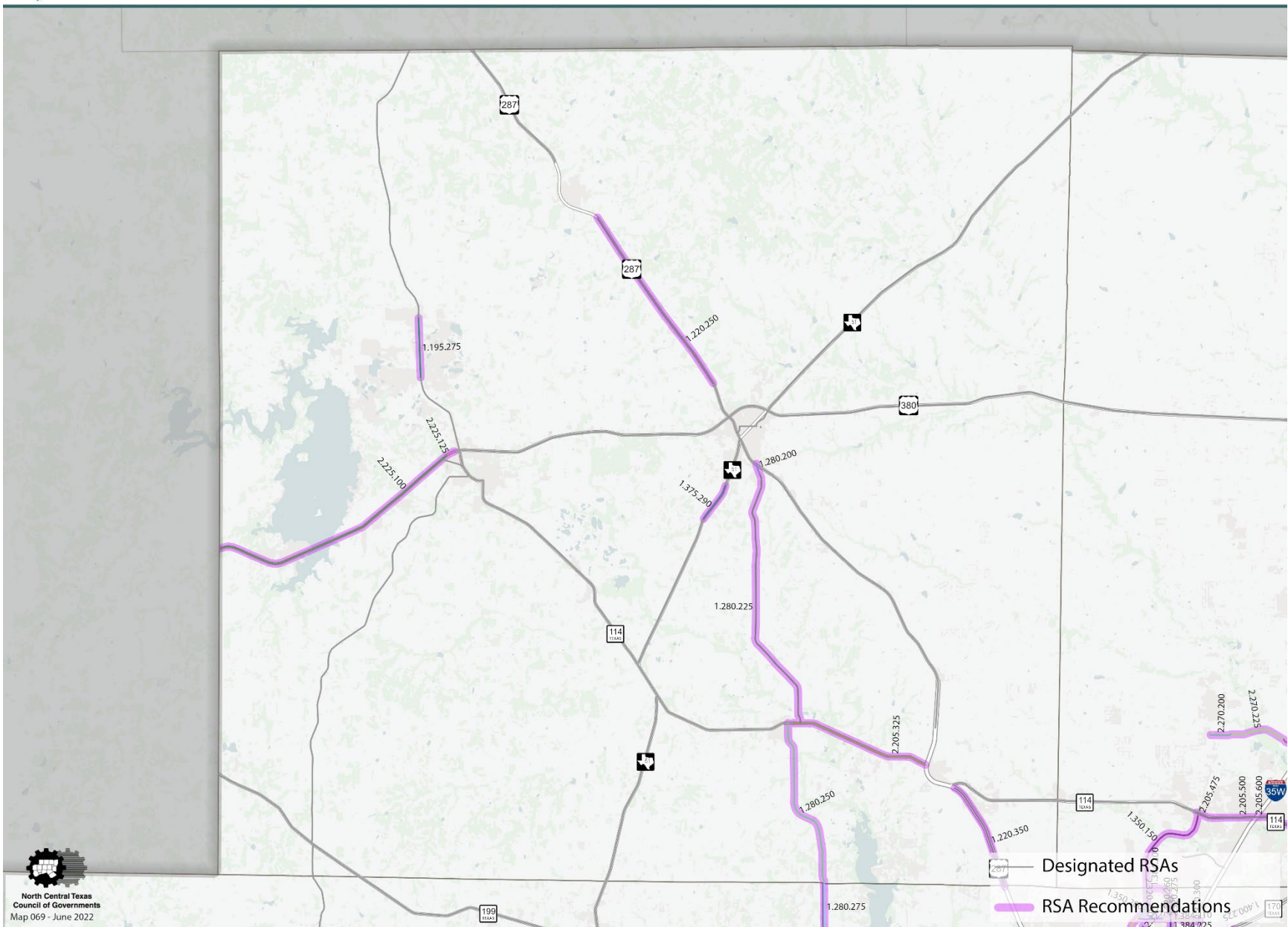


RSAs By County - Tarrant (Southwest)





RSAs By County - Wise



Projects

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

June 1, 2022

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost
1 - Chisholm Trail Parkway	31.20.3	Chisholm Trail Parkway	FM 1187	US 67	2 (Toll)	2 (Toll)	4 (Toll)	4 (Toll)		\$240,000,000
2 - Collin County Loop	110.20.1	Collin County Loop (North)	Dallas North Tollway	SH 289/Preston Road	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		\$1,900,000,000
2 - Collin County Loop	110.25.1	Collin County	SH 289/Preston Road	US 75		2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		Included w/ 110.20.1
2 - Collin County Loop	110.30.1	Collin County Loop (North)	US 75	SH 121	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		Included w/ 110.20.1
2 - Collin County Loop	111.10.2	Collin County Loop (East)	CR 637	FM 2755/CR 588 Birch Street			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.2
3 - Denton County Loop	110.10.1	Denton County Loop (Greenbelt Parkway)	IH 35	Dallas North Tollway			2 (Frtg-C)	6 (Frwy), 6 (Frtg-D)		\$675,000,000
4 - DFW Connector	9.10.1	SH 360	SH 121	Stone Myers Parkway	4 (Frwy)	4 (Frwy)	5 (Frwy)	5 (Frwy)		Included w/ 11.70.1
4 - DFW Connector	11.50.3	SH 121	FM 2499	IH 635	9 (Frwy) + 7 CD, 4/6 (Frtg-C)	9 (Frwy) + 7 CD, 4/6 (Frtg-C)	9 (Frwy) + 7 CD, 4/6 (Frtg-C)	9 (Frwy) + 7 CD, 4/6 (Frtg-C)		Included w/ 11.70.1

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4 - DFW Connector	11.60.1	SH 121	IH 635	SH 114	11 (Frwy) + 8 CD, 2/3 SB (Frtg-D)	11 (Frwy) + 8 CD, 2/3 SB (Frtg-D)	12 (Frwy) + 9 CD, 3 SB (Frtg-D)	12 (Frwy) + 9 CD, 3 SB (Frtg-D)		Included w/ 11.70.1
4 - DFW Connector	11.70.1	SH 121	SH 114	SH 360	6 (Frwy) + 4 CD, 4/6 (Frtg-D)	6 (Frwy) + 4 CD, 4/6 (Frtg-D)	6 (Frwy) + 7 CD, 4/8 (Frtg-D)	6 (Frwy) + 7 CD, 4/8 (Frtg-D)		\$705,866,000
4 - DFW Connector	11.80.1	SH 121	SH 360	Hall-Johnson Road	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 11.70.1
5 - DNT Extension	21.10.1	Dallas North Tollway	CR 60 (Grayson County Line)	FM 428	2 (Frtg-C)	2 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		\$882,500,000
5 - DNT Extension	21.10.2	Dallas North Tollway	FM 428	US 380	4 (Frtg-C)	4 (Frtg-C)	6 (Toll), 6/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)		Included w/ 21.10.1
6 - DNT Widening	21.10.3	Dallas North Tollway	US 380	PGA Parkway	4 (Toll), 4 (Frtg-C)	4 (Toll), 6 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		\$99,999,992
6 - DNT Widening	21.10.4	Dallas North Tollway	PGA Parkway	SRT (SH 121)	6 (Toll), 4/6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		Included w/ 21.10.3
7 - East Branch	39.10.1	SH 190	IH 30/PGBT	IH 20			6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)		\$1,300,000,000
8 - Horizon Gateway	38.20.1	US 67	IH 20	Belt Line Road	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 1 (ExL-R), 2/8 (Frtg-C)		\$55,000,000

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9 - IH 20 (Dallas County)	30.80.1	IH 20	PGBT WE (SH 161)	Robinson Road	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$67,500,000
9 - IH 20 (Dallas County)	30.80.2	IH 20	Robinson Road	FM 1382	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1
9 - IH 20 (Dallas County)	30.80.3	IH 20	FM 1382	Spur 408	8 (Frwy)	8 (Frwy)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.1
10 - IH 20 (Parker County)	30.10.2	IH 20	Spur 312	Ric Williamson Memorial Highway	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
10 - IH 20 (Parker County)	30.10.3	IH 20	Ric Williamson Memorial Highway	SH 171	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
10 - IH 20 (Parker County)	30.10.4	IH 20	SH 171	US 180	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.10.5
10 - IH 20 (Parker County)	30.20.1	IH 20	IH 30	East of IH 30 (Tarrant County Line)	4 (Frwy)	4 (Frwy)	6 (Frwy)	6 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.10.1
11 - IH 20 East Tarrant County	30.60.2	IH 20	Park Springs Blvd	Matlock Road	8 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$375,000,000
11 - IH 20 East Tarrant County	30.60.3	IH 20	Matlock Road	SH 360	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.60.2

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11 - IH 20 East Tarrant County	30.70.1	IH 20	SH 360	Great Southwest Parkway (Dallas County Line)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.60.2
11 - IH 20 East Tarrant County	30.70.2	IH 20	Great Southwest Parkway (Tarrant County Line)	PGBT WE (SH 161)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 30.60.2
12 - IH 20 West Tarrant County	30.30.1	IH 20	IH 820	SH 183	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	\$255,000,000
13 - IH 30 (East)	28.60.3	IH 30	IH 45	Ferguson Road	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)		\$1,600,000,000
13 - IH 30 (East)	28.70.1	IH 30	Ferguson Road	US 80	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		Included w/ 28.60.3
13 - IH 30 (East)	28.70.2	IH 30	US 80	Motley Drive	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.60.3
13 - IH 30 (East)	28.70.3	IH 30	Motley Drive	IH 635	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		Included w/ 28.60.3
13 - IH 30 (East)	28.70.5	IH 30	IH 635	Bobtown Road	8 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)		\$306,476,042
14 - IH 30 (Hunt County)	28.100.1	IH 30	West of FM 2642	FM 513/South Patterson Road	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$485,000,000

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14 - IH 30 (Hunt County)	28.100.2	IH 30	FM 513/South Patterson Road	Spur 302	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$89,377,968
14 - IH 30 (Hunt County)	28.100.3	IH 30	Spur 302	East of CR 3203 (Hopkins County Line)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-C)		\$100,000,000
15 - IH 30 (Rockwall County)	28.90.1	IH 30	Dalrock Road (Dallas County Line)	SH 205	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$399,154,611
15 - IH 30 (Rockwall County)	28.90.2	IH 30	SH 205	FM 2642 (Hunt County Line)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 28.90.1
16 - IH 30 (Tarrant County)	28.30.2	IH 30	US 287	Oakland Blvd	8 (Frwy)	8 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3
16 - IH 30 (Tarrant County)	28.30.3	IH 30	Oakland Blvd	Woodhaven Blvd	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		\$975,000,000
16 - IH 30 (Tarrant County)	28.30.4	IH 30	Woodhaven Blvd	Barron Lane	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3
16 - IH 30 (Tarrant County)	28.40.1	IH 30	Barron Lane	Cooks Lane	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3
16 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Lane	Cooper Street	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3

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16 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper Street	Duncan Perry Road	6 (Frwy) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)		\$235,222,000
16 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Road	PGBT WE (SH 161)	6 (Frwy) + 2 (ML/T-R)	6 (Frwy) + 2 (ML/T-R)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)		\$35,774,018
17 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)		\$469,790,434
17 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy), 1 (HOV-R)	7 (Frwy) + 1 (HOV-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/6 (Frtg-D)		Included w/ 28.60.1
18 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$153,700,000
18 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$1,500,000,000
18 - IH 30 West Freeway	28.20.2	IH 30	Camp Bowie Blvd	Chisholm Trail Parkway	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-D)	8 (Frwy) + 2 EB CD, 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
18 - IH 30 West Freeway	28.30.1	IH 30	IH 35W	US 287	6 (Frwy)	6 (Frwy)	8 (Frwy)	8 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.30.3
19 - IH 345	25.10.1	IH 345	US 75/ Woodall Rodgers Freeway/Spur 366	IH 30/IH 45	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		\$1,650,000,000

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20 - IH 35	3.10.1	IH 35	Denton County Line (N) FM156	FM 156	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,000,000,000
20 - IH 35	3.20.1	IH 35	FM 156	State Loop 288 (North of Denton)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 3.10.1
20 - IH 35	3.20.2	IH 35	State Loop 288 (North of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 3.10.1
21 - IH 35E (Lowest Stemmons)	7.60.6	IH 35E	Oak Lawn Avenue	Woodall Rodgers Freeway/Spur 366	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	11 (Frwy) + 4 CD, 4/6 (Frtg-D)	11 (Frwy) + 4 CD, 4/6 (Frtg-D)		\$142,198,567
21 - IH 35E (Lowest Stemmons)	7.70.1	IH 35E	Woodall Rodgers Freeway/Spur 366	IH 30	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/4 CD, 2/6 (Frtg-D)		Included w/ 7.60.6
22 - IH 35E (North)	3.20.3	IH 35	US 380	IH 35W/IH 35E	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		\$3,113,901,800
22 - IH 35E (North)	7.10.1	IH 35E	IH 35/IH 35W	US 377 (South of Denton)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.2	IH 35E	US 377 (South of Denton)	US 77	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.3	IH 35E	US 77	State Loop 288	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3

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22 - IH 35E (North)	7.10.4	IH 35E	State Loop 288	Corinth Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.5	IH 35E	Corinth Parkway	FM 407	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.10.6	IH 35E	FM 407	SRT (SH 121)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.20.1	IH 35E	SRT (SH 121)	PGBT	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 4 (ML/T-C) + 8 CD, 2/6 (Frtg-C)		Included w/ 3.20.3
22 - IH 35E (North)	7.30.1	IH 35E	PGBT	IH 635	6 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-C)		Included w/ 3.20.3
23 - IH 35E Stemmons	7.40.1	IH 35E	IH 635	State Loop 12	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	12 (Frwy) + 4 (ML/T-C), 2/6 (Frtg-C)		Included w/ 7.50.1
23 - IH 35E Stemmons	7.50.1	IH 35E	State Loop 12	Spur 482/Storey Lane	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)		\$400,000,000
23 - IH 35E Stemmons	7.50.2	IH 35E	Spur 482/Storey Lane	SH 183	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		Included w/ 7.50.1
23 - IH 35E Stemmons	7.60.1	IH 35E	SH 183	Inwood Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	11 (Frwy) + 4/6 (ML/T-C), 4/6 (Frtg-C)		\$975,322,754

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23 - IH 35E Stemmons	7.60.2	IH 35E	Inwood Blvd	Medical District Drive	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		Included w/ 7.60.1
23 - IH 35E Stemmons	7.60.4	IH 35E	Medical District Drive	Market Center Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		Included w/ 7.60.1
23 - IH 35E Stemmons	7.60.5	IH 35E	Market Center Blvd	Oak Lawn Avenue	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)		Included w/ 7.60.1
23 - IH 35E Stemmons	130.20.2	IH 635 (West)	West of Luna Road	IH 35E	10 (Frwy) + 4 (ML/T-C), 4 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4 (Frtg-C)	12 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 7.50.1
24 - IH 35W (North)	5.10.1	IH 35W	IH 35W/IH 35E	State Loop 288 (South of Denton)	4 (Frwy), 2 SB (Frtg-D)	4 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 5.10.2
24 - IH 35W (North)	5.10.2	IH 35W	State Loop 288 (South of Denton)	SH 114	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,000,000,000
24 - IH 35W (North)	5.20.1	IH 35W	SH 114	Eagle Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 3.10.1
25 - IH 35W (South)	5.80.1	IH 35W	IH 20	Everman Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		\$694,000,000
25 - IH 35W (South)	5.80.2	IH 35W	Everman Parkway	SH 174 (Tarrant County Line)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 2 NB CD, 4/8 (Frtg-C)	10 (Frwy) + 2 NB CD, 4/8 (Frtg-C)		Included w/ 5.80.1

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25 - IH 35W (South)	5.90.1	IH 35W	SH 174 (Tarrant County Line)	Hidden Creek Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$475,000,000
25 - IH 35W (South)	5.90.2	IH 35W	Hidden Creek Parkway	FM 917	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 5.90.1
25 - IH 35W (South)	5.100.1	IH 35W	FM 917	CR 401	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C)		Included w/ 5.90.1
26 - IH 45/SM Wright	27.10.2	IH 45	Grand Avenue	US 175	6 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)		Included w/ 26.20.1
26 - IH 45/SM Wright	29.10.1	SM Wright Parkway	IH 45	Budd Street	6 (Frwy), 4 (Frtg-D)					Included w/ 26.20.1
27 - IH 635 (East)	131.10.1	IH 635 (East)	US 75	Royal Lane/Miller Road	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		\$1,600,000,000
27 - IH 635 (East)	131.10.2	IH 635 (East)	Royal Lane/Miller Road	SH 78	8 (Frwy) + 2 (HOV/ExL-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 131.10.1
27 - IH 635 (East)	131.10.3	IH 635 (East)	SH 78	IH 30	8 (Frwy) + 2 (HOV/ExL-C), 4/8 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 131.10.1
28 - IH 820 (East)	11.100.1	SH 121	IH 820	Handley-Ederville Road	6 (Frwy), 2/4 (Frtg-C)	6 (Frwy), 2/4 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 2/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 2/6 (Frtg-C)		Included w/ 151.10.1

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28 - IH 820 (East)	151.10.1	IH 820 (East)	SH 121/SH 183/IH 820 Interchange	IH 820/SH 121 Interchange	11 (Frwy), 4/6 (Frtg-D)	11 (Frwy), 4/6 (Frtg-D)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	11 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$405,000,000
28 - IH 820 (East)	151.20.1	IH 820 (East)	IH 820/SH 121 Interchange	Randol Mill Road	4 (Frwy) 3 NB (Frtg-D)	6 (Frwy), 3 NB (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)		Included w/ 151.10.1
29 - IH 820 (Northwest)	150.10.1	IH 820 (North)	SH 199	BU 287	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	\$150,000,000
29 - IH 820 (Northwest)	150.10.2	IH 820 (North)	BU 287	IH 35W	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	Add Frontage Lanes	Included w/ 150.10.1
30 - IH 820 (West)	153.10.2	IH 820 (West)	Chapin Road	IH 30	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
30 - IH 820 (West)	153.20.1	IH 820 (West)	IH 30	Clifford Street	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
30 - IH 820 (West)	153.20.2	IH 820 (West)	Clifford Street	SH 199	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
31 - Midtown Express/SH 183	17.10.1	State Loop 12	IH 35E	SH 183	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 17.20.1
31 - Midtown Express/SH 183	22.10.1	SH 183	SH 121	FM 157	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-D)		Included w/ 22.10.2

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31 - Midtown Express/SH 183	22.10.2	SH 183	FM 157	SH 360	6 (Frwy) + 3 (ML/T-C), 2/6 (Frtg-D)	6 (Frwy) + 3 (ML/T-C), 2/6 (Frtg-D)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-D)		\$1,100,000,000
31 - Midtown Express/SH 183	22.20.1	SH 183	SH 360	President George Bush Turnpike	7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 4/6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)		\$881,100,000
31 - Midtown Express/SH 183	22.30.1	SH 183	PGBT WE (SH 161)	SH 356/Belt Line Road	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 22.20.1
31 - Midtown Express/SH 183	22.30.2	SH 183	SH 356/Belt Line Road	State Loop 12	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 22.20.1
31 - Midtown Express/SH 183	22.40.2	SH 183	SH 114	Empire Central	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 6/8 (Frtg-C)		Included w/ 7.60.1
31 - Midtown Express/SH 183	22.40.3	SH 183	Empire Central	IH 35E	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		Included w/ 7.60.1
32 - North Tarrant Express (1 & 2)	11.90.1	SH 121/SH 183	IH 820	SH 183	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)		\$93,790,000
32 - North Tarrant Express (1 & 2)	150.20.1	IH 820 (North)	IH 35W	US 377	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		\$83,000,000
32 - North Tarrant Express (1 & 2)	150.20.2	IH 820 (North)	US 377	SH 121/SH 183 Interchange	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)		Included w/ 150.20.1

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33 - North Tarrant Express (3)	5.20.2	IH 35W	Eagle Parkway	US 81/287	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.40.1	IH 35W	US 81/287	Basswood Blvd	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.40.2	IH 35W	Basswood Blvd	IH 820	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.50.1	IH 35W	IH 820	SH 183	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.50.2	IH 35W	SH 183	SH 121	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		Included w/ 5.60.1
33 - North Tarrant Express (3)	5.60.1	IH 35W	SH 121	IH 30	8 (Frwy) + 2 (ML/T-C), 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C) + 8 CD, 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C) + 8 CD, 4/6 (Frtg-D)		\$1,000,000,000
34 - PGBT (North)	121.10.3	PGBT (East)	SH 78	IH 30	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/6 (Frtg-D)		\$140,000,000
35 - Rockwall/ Kaufman County Loop	111.10.1	Collin County Loop (East)	US 380	CR 637				4 (Frwy), 4 (Frtg-C)		\$2,000,000,000
35 - Rockwall/ Kaufman County Loop	111.10.3	Rockwall County Loop	FM 2755/CR 588 Birch Street	IH 30				4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1

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35 - Rockwall/ Kaufman County Loop	111.20.1	Rockwall County Loop	IH 30	Rockwall/Kaufman County Line			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1
35 - Rockwall/ Kaufman County Loop	111.30.1	Kaufman County Loop	Rockwall/Kaufman County Line	IH 20			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		Included w/ 111.10.1
36 - SH 114 (Dallas County)	12.50.1	SH 114	SH 121	SH 161	7 (Frwy) + 1 WB (ML/T-C), 4 (Frtg-D)	7 (Frwy) + 1 WB (ML/T-C), 4 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-D)		\$900,000,000
36 - SH 114 (Dallas County)	12.50.2	SH 114	SH 161	Northwest Highway (Spur 348)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		Included w/ 12.50.1
36 - SH 114 (Dallas County)	12.50.3	SH 114	Northwest Highway (Spur 348)	Rochelle Blvd	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		Included w/ 12.50.1
36 - SH 114 (Dallas County)	18.10.1	Spur 348	SH 114	West of Riverside Drive	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4 (Frtg-C)		Included w/ 12.50.1
37 - SH 114 (Denton County)	12.20.3	SH 114	FM 156	IH 35W	4/6 (Frtg-C)	4/6 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)		Included w/ 12.30.1
37 - SH 114 (Denton County)	12.30.1	SH 114	IH 35W	East of US 377	4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$300,000,000
37 - SH 114 (Denton County)	12.30.2	SH 114	East of US 377	Trophy Lake Drive	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 12.30.1

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38 - SH 114 (Tarrant County)	12.30.3	SH 114	Trophy Lake Drive	Kirkwood Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 12.30.1
38 - SH 114 (Tarrant County)	12.30.4	SH 114	Kirkwood Blvd	Park Blvd	6 (Frwy), 4/8 (Frtg-D)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$369,000,000
39 - SH 121/NTE Connection	11.80.2	SH 121	Hall-Johnson Road	Mid Cities Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$90,000,000
39 - SH 121/NTE Connection	11.80.3	SH 121*	Mid Cities Blvd	SH 183	4 (Frwy) + 2 (PkJr-C), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 11.80.2
40 - SH 161/SH 360 Toll Connector	41.10.1	SH 360/SH 161 Connector	PGBT WE (SH 161)	SH 360/Sublett Road			4 CD (Toll)	4 CD (Toll)		\$363,000,000
41 - SH 170	10.20.1	SH 170	IH 35W	Roanoke Road	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		\$375,000,000
41 - SH 170	10.30.1	SH 170	Roanoke Road	SH 114	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		Included w/ 10.20.1
42 - SH 199	14.20.7	SH 199	FM 1886	Azle Avenue	4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)	4/6 (Frtg-D)		\$282,500,000
42 - SH 199	14.20.8	SH 199	Azle Avenue	IH 820	4/6 (Frtg-D)	4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 14.20.7

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43 - SH 360 Toll Road	1.70.1	US 287	Lone Star Road	East of Lone Star Road (Ellis County Line)	4 (Rural), 2 NB (Frtg-D)	4 (Rural), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.6
43 - SH 360 Toll Road	1.80.1	US 287	East of Lone Star Road (Johnson County line)	St Paul Road	4 (Rural), 2 SB (Frtg-D)	4 (Rural), 2 SB (Frtg-D)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.6
43 - SH 360 Toll Road	9.40.1	SH 360	IH 20	Sublett Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 9.40.2
43 - SH 360 Toll Road	9.40.2	SH 360	Sublett Road	Debbie Lane	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	8 (Toll), 4/6 (Frtg-C)		\$350,000,000
43 - SH 360 Toll Road	9.40.3	SH 360	Debbie Lane	Broad Street	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		Included w/ 9.40.2
43 - SH 360 Toll Road	9.40.4	SH 360	Broad Street	Heritage Parkway	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		Included w/ 9.40.2
43 - SH 360 Toll Road	9.40.5	SH 360	Heritage Parkway	US 287	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)		Included w/ 9.40.2
44 - SH 360 Toll Road Extension	9.50.1	SH 360	US 287	US 67			4 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		\$218,200,000
45 - SH 360 Widening	9.10.2	SH 360	Stone Myers Parkway	Mid Cities Blvd	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$225,000,000

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45 - SH 360 Widening	9.20.4	SH 360	IH 30	Abram Street	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$77,000,000
46 - Southeast Connector	1.50.3	US 287	Berry Street	Village Creek	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 1.50.4
46 - Southeast Connector	1.50.4	US 287	Village Creek	IH 820 (US 287)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,033,000,000
46 - Southeast Connector	1.60.1	US 287	IH 20	Sublett Road	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		Included w/ 1.50.4
46 - Southeast Connector	30.40.2	IH 20	Forest Hill Drive	IH 820	8 (Frwy), 4/6 (Frtg-D)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)		Included w/ 1.50.4
46 - Southeast Connector	30.50.1	IH 20	IH 820	US 287	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)		Included w/ 1.50.4
46 - Southeast Connector	30.60.1	IH 20	US 287	Park Springs Blvd	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)		Included w/ 1.50.4
46 - Southeast Connector	151.30.2	IH 820 (East)	Meadowbrook Drive	US 287	4 (Frwy) + 4 CD, 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 1.50.4
46 - Southeast Connector	151.40.1	IH 820 (East)	US 287	IH 20	8 (Frwy), 4 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)		Included w/ 1.50.4

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47 - Southern Gateway	7.90.1	IH 35E	US 67	Ann Arbor Avenue	6 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 2 SB (Frtg-D)	6 (Frwy), 2 SB (Frtg-D)	6 (Frwy) + 1 (ExL-R), 2/3 SB (Frtg-D)		\$705,500,000
47 - Southern Gateway	7.90.2	IH 35E	Ann Arbor Avenue	IH 20	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 7.90.1
47 - Southern Gateway	28.50.6	IH 30	IH 35E (West)	IH 35E (East)	5 (Frwy) + 6/7 CD	5 (Frwy) + 4/7 CD	5 (Frwy) + 4/7 CD	5 (Frwy) + 4/7 CD		Included w/ 7.90.1
47 - Southern Gateway	38.10.1	US 67	IH 35E	IH 20	6 (Frwy) + 1 (ExL-R), 2/6 (Frtg-D)	6 (Frwy) + 1 (ExL-R), 2/6 (Frtg-D)	6 (Frwy) + 1 (ExL-R), 2/6 (Frtg-D)	6 (Frwy) + 1/2 (ExL-R), 4/6 (Frtg-D)		Included w/ 7.90.1
48 - Spur 399	4.10.1	Spur 399	US 75	SH 5	4 (Frwy), 4/8 (Frtg-D)	4 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		\$11,303,000
48 - Spur 399	4.15.1	Spur 399 Extension	SH 5	Stewart Road			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		\$24,892,000
48 - Spur 399	4.20.1	Spur 399 Extension	Stewart Road	US 380			6/8 (Frwy), 4/6 (Frtg-D)	6/8 (Frwy), 4/6 (Frtg-D)		\$288,290,000
49 - State Loop 12	17.20.1	State Loop 12	SH 183	SH 356	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		\$925,000,000
49 - State Loop 12	17.20.2	State Loop 12	SH 356	IH 30	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		Included w/ 17.20.1

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49 - State Loop 12	17.30.1	State Loop 12	IH 30	Spur 408	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/8 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/8 (Frtg-C)		Included w/ 17.20.1
50 - State Loop 288 (East)	100.20.1	State Loop 288	IH 35	East of FM 428		4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$23,602,950
50 - State Loop 288 (East)	100.20.2	State Loop 288	East of FM 428	Kings Row			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$236,029,500
50 - State Loop 288 (East)	100.20.3	State Loop 288	Kings Row	US 380			6 (Frwy),	6 (Frwy),		\$212,426,550
51 - State Loop 288 (West)	100.10.1	State Loop 288	IH 35 (North of Denton)	US 380 (West of Denton)			2 (Frtg-C)	4 (Frtg-C)		Included w/ RSA 2.190.250
51 - State Loop 288 (West)	103.10.1	State Loop 288	John Paine Road	(US 380 West of Denton)			2 (Frtg-C)	4 (Frtg-C)		\$107,369,625
51 - State Loop 288 (West)	103.10.2	State Loop 288	IH 35W (South of Denton)	John Paine Road	2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)		\$24,306,008
52 - State Loop 9	6.20.1	State Loop 9	US 67	IH 35E			2 (Frtg-C)	6 (Frtg-C)		\$1,200,000,000
52 - State Loop 9	6.30.1	State Loop 9	IH 35E	IH 45		2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		Included w/ 6.20.1

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52 - State Loop 9	6.40.1	State Loop 9	IH 45	US 175			2 (Frtg-C)	6 (Frtg-C)		Included w/ 6.20.1
52 - State Loop 9	6.50.1	State Loop 9	US 175	IH 20			2 (Frtg-C)	6 (Frtg-C)		Included w/ 6.20.1
53 - US 175	36.10.1	US 175	SH 310	Lake June Road	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements/ Bottleneck Removal	\$303,143,666
54 - US 287 (Ellis County)	1.80.2	US 287	St Paul Road	Prairie Ridge Blvd			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$53,975,000
54 - US 287 (Ellis County)	1.90.1	US 287	Prairie Ridge Blvd	Old Fort Worth Road/East of BUS 67			4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)		\$127,000,000
54 - US 287 (Ellis County)	1.100.2	US 287	Midlothian Parkway	BU 287 (West of Waxahachie)			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$158,750,000
54 - US 287 (Ellis County)	1.100.3	US 287	BU 287 (West of Waxahachie)	IH 35E	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)		Included w/ 1.100.2
54 - US 287 (Ellis County)	1.110.2	US 287	FM 878/Wyatt Street	BU 287 (East of Waxahachie)			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$201,576,042
54 - US 287 (Ellis County)	1.110.3	US 287	BU 287 (East of Waxahachie)	Boyce Road			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$88,160,605

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FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost
54 - US 287 (Ellis County)	1.110.4	US 287	Boyce Road	Cook Road		4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$89,268,180
54 - US 287 (Ellis County)	1.110.5	US 287	Cook Road	BU 287 (W Ennis)	4 (Rural)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$81,907,248
54 - US 287 (Ellis County)	1.120.1	US 287	BU 287	Lampasas Road	4 (Frwy)	4 (Frwy)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		\$81,838,668
55 - US 287 (North)	1.40.1	US 287	South of Ramhorn Hill Road (Wise County Line)	South of Avondale Haslet Road	4 (Rural), 4 (Frtg-D)	4 (Rural), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 1.30.1
55 - US 287 (North)	1.40.2	US 287	South of Avondale Haslet Road	IH 35W	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$266,000,000
56 - US 287 (South)	1.60.2	US 287	Sublett Road	Russell Curry Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		\$90,000,000
56 - US 287 (South)	1.60.3	US 287	Russell Curry Road	FM 157	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.2
56 - US 287 (South)	1.60.4	US 287	FM 157	Walnut Creek Drive	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 1.60.2
56 - US 287 (South)	1.60.5	US 287	Walnut Creek Drive	Broad Street	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 1.60.2

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56 - US 287 (South)	1.60.6	US 287	Broad Street	Lone Star Road	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)		\$123,000,000
57 - US 380 Farmersville Bypass	2.140.1	US 380 Farmersville Bypass	CR 560	East of CR 698/CR 699			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
57 - US 380 Farmersville Bypass	2.140.2	US 380 Farmersville Bypass	East of CR 698/CR 699	CR 698/CR 699 (Hunt County Line)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.1	US 380	West of Legacy Drive	SH 289			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.2	US 380	SH 289	Lakewood Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$3,196,700,966
58 - US 380 Freeway	2.110.1	US 380	Spur 399 Extension	West of CR 337			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.130.1	US 380	East of CR 456	CR 560			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.80.1	US 380 McKinney Bypass	Lakewood Drive	CR 1006			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.90.1	US 380 McKinney Bypass	CR 1006	US 75			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2

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59 - US 380 McKinney Bypass	2.100.1	US 380 McKinney Bypass	US 75	US 380			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
60 - US 380 Princeton Bypass	2.110.2	US 380	West of CR 337	East of CR 406			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
60 - US 380 Princeton Bypass	2.120.1	US 380 Princeton Bypass	East of CR 406	East of CR 456			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
61 - US 75 (Collin County)	23.10.1	US 75	CR 375 (Grayson County Line)	CR 370	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$186,034,091
61 - US 75 (Collin County)	23.20.1	US 75	Melissa Road	SRT (SH 121) (N)	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)		\$193,534,091
62 - US 75 Technology Lanes	23.40.1	US 75	SRT (SH 121) (S)	Exchange Parkway	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$57,000,000
62 - US 75 Technology Lanes	23.40.2	US 75	Exchange Parkway	Bethany Drive	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1
62 - US 75 Technology Lanes	23.40.3	US 75	Bethany Drive	Spring Creek Parkway	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1
62 - US 75 Technology Lanes	23.40.4	US 75	Spring Creek Parkway	15th Street	8 (Frwy) + 2 (HOV-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1

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62 - US 75 Technology Lanes	23.40.5	US 75	15th Street	PGBT/SH 190	8 (Frwy) + 2 (HOV-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	8 (Frwy) + 2 (Tech-C) + 2 NB CD, 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	Included w/ 23.40.1
62 - US 75 Technology Lanes	23.50.1	US 75	PGBT	IH 635	8 (Frwy) + 2 (HOV-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	8 (Frwy) + 2 (Tech-C), 4/8 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$14,564,315
63 - US 80	32.10.1	US 80	IH 30	IH 635	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$1,400,000,000
63 - US 80	32.10.2	US 80	IH 635	Belt Line Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 32.10.1
63 - US 80	32.10.3	US 80	Belt Line Road	FM 460	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 32.10.1
63 - US 80	32.10.4	US 80	FM 460	FM 548	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 32.10.1
63 - US 80	32.10.5	US 80	FM 548	Spur 557	4 (Frwy), 2/6 (Frtg-C)	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		Included w/ 32.10.1
63 - US 80	34.10.1	Spur 557	US 80	IH 20	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	Addition of Frontage Roads	Included w/ 32.10.1

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Asset Optimization Summary

June 1, 2022

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description	YOE Cost
1 - DFW Connector	12.40.1	SH 114	SH 121 (W)	SH 121 (E)	Operational Improvements	Included w/ 11.70.1
2 - Gateway Horizon	38.20.3	US 67	Belt Line Road	Lake Ridge Parkway (Ellis County Line)	Operational Improvements/ Bottleneck Removal	\$30,000,000
2 - Gateway Horizon	38.30.1	US 67	Lake Ridge Parkway (Dallas County Line)	US 287	Operational Improvements/ Bottleneck Removal	Included w/ 38.20.3
3 - IH 20 (Dallas County)	30.80.4	IH 20	Spur 408	Cedar Ridge Drive	Operational Improvements/ Bottleneck Removal	\$200,000,000
3 - IH 20 (Dallas County)	30.80.5	IH 20	Cedar Ridge Drive	US 67	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.6	IH 20	US 67	Polk Street	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.7	IH 20	Polk Street	IH 35E	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.8	IH 20	IH 35E	SH 342	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.9	IH 20	SH 342	Bonnie View Road	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.10	IH 20	Bonnie View Road	IH 45	Operational Improvements	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.11	IH 20	IH 45	Haymarket Road	Operational Improvements	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.80.12	IH 20	Haymarket Road	US 175	Operational Improvements	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.90.1	IH 20	US 175	IH 635	Operational Improvements/ Bottleneck Removal	Included w/ 30.80.4
3 - IH 20 (Dallas County)	30.90.2	IH 20	IH 635	SH 190/State Loop 9 (Kaufman County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	\$92,710,000
4 - IH 20 (Kaufman County)	30.100.1	IH 20	SH 190/State Loop 9 (Dallas County Line)	FM 740	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 30.100.2
4 - IH 20 (Kaufman County)	30.100.2	IH 20	FM 740	Spur 557	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	\$656,590,000

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4 - IH 20 (Kaufman County)	30.110.1	IH 20	Spur 557	Wilson Road	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 30.100.2
4 - IH 20 (Kaufman County)	30.110.2	IH 20	Wilson Road	East of FM 2965 (Van Zandt County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 30.100.2
5 - IH 20 (Parker County)	30.10.5	IH 20	US 180	IH 30	Add Frontage Lanes	\$675,000,000
6 - IH 20 (Tarrant County)	30.20.2	IH 20	East of IH 30 (Parker County Line)	IH 820	Operational Improvements/ Bottleneck Removal	\$75,000,000
6 - IH 20 (Tarrant County)	30.30.2	IH 20	SH 183	IH 35W	Operational Improvements/ Bottleneck Removal	Included w/ 30.20.2
6 - IH 20 (Tarrant County)	30.40.1	IH 20	IH 35W	Forest Hill Drive	Operational Improvements/ Bottleneck Removal	Included w/ 30.20.2
7 - IH 30 (Dallas County)	28.50.3	IH 30	State Loop 12	Cockrell Hill Ave	Operational Improvements	\$1,250,000
8 - IH 30 (East)	28.80.2	IH 30	Bobtown Road	Dalrock Road (Rockwall County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 28.80.2
9 - IH 30 West Freeway	28.10.1	IH 30	IH 20	East of IH 20 (Tarrant County Line)	Operational Improvements/ Bottleneck Removal	\$70,000,000
9 - IH 30 West Freeway	28.10.2	IH 30	East of IH 20 (Parker County Line)	Spur 580/Camp Bowie W Blvd	Operational Improvements/ Bottleneck Removal	Included w/ 28.10.3
9 - IH 30 West Freeway	28.20.3	IH 30	Chisholm Trail Parkway	Henderson Street	Safety Improvements	\$15,000,000
9 - IH 30 West Freeway	28.20.4	IH 30	Henderson Street	IH 35W	Safety Improvements	Included w/ 28.20.3
10 - IH 35E (Ellis County)	7.100.4	IH 35E	State Loop 9 (Dallas County Line)	US 77 (North of Waxahachie)	Operational Improvements	Included w/ 7.100.5
10 - IH 35E (Ellis County)	7.100.5	IH 35E	US 77 (North of Waxahachie)	Bigham Road (US 77 South)	Operational Improvements/ Bottleneck Removal	\$325,000,000
11 - IH 35W (Johnson County)	5.100.2	IH 35W	CR 401	FM 2258	Operational Improvements	\$57,500,000
12 - IH 35W (Tarrant County)	5.70.1	IH 35W	IH 30	Berry Street	Safety Improvements	\$25,000,000

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12 - IH 35W (Tarrant County)	5.70.2	IH 35W	Berry Street	IH 20	Safety Improvements	Included w/ 5.70.1
13 - IH 45 (Dallas County)	27.20.1	IH 45	US 175	IH 20	Safety Improvements	\$42,000,000
13 - IH 45 (Dallas County)	27.30.1	IH 45	IH 20	Pleasant Run Road	Operational Improvements/ Bottleneck Removal	Included w/ 27.20.1
13 - IH 45 (Dallas County)	27.30.2	IH 45	Pleasant Run Road	State Loop 9	Operational Improvements/ Bottleneck Removal	Included w/ 27.20.1
13 - IH 45 (Dallas County)	27.40.1	IH 45	State Loop 9	South of Malloy Bridge Road (Ellis County Line)	Operational Improvements/ Bottleneck Removal	Included w/ 27.20.1
14 - IH 45 (Ellis County)	27.40.2	IH 45	South of Malloy Bridge Road (Dallas County Line)	BU 45	Operational Improvements	Included w/ 27.20.1
14 - IH 45 (Ellis County)	27.40.3	IH 45	BU 45	SH 34	Operational Improvements/ Bottleneck Removal	\$12,500,000
14 - IH 45 (Ellis County)	27.40.4	IH 45	SH 34	US 287	Operational Improvements/ Bottleneck Removal	\$3,750,000
15 - IH 635 (East)	131.20.1	IH 635 (East)	IH 30	US 80	Operational Improvements/ Bottleneck Removal	\$275,000,000
15 - IH 635 (East)	131.20.2	IH 635 (East)	US 80	IH 20	Operational Improvements/ Bottleneck Removal	Included w/ 131.20.1
16 - IH 635 (West)	130.10.2	IH 635 (West)	Royal Lane	Belt Line Road	Operational Improvements/ Bottleneck Removal	\$37,500,000
16 - IH 635 (West)	130.10.3	IH 635 (West)	Belt Line Road	PGBT	Operational Improvements/ Bottleneck Removal	Included w/ 130.10.2
16 - IH 635 (West)	130.20.1	IH 635 (West)	PGBT	West of Luna Road	Operational Improvements/ Bottleneck Removal	Included w/ 130.10.2
17 - IH 820 (Eastside)	151.20.2	IH 820 (Eastside)	Randol Mill Road	IH 30	Operational Improvements/ Bottleneck Removal	\$30,000,000
17 - IH 820 (Eastside)	151.30.1	IH 820 (Eastside)	IH 30	Meadowbrook Drive	Operational Improvements/ Bottleneck Removal	Included w/ 1.50.4
18 - IH 820 (West)	153.10.1	IH 820 (West)	IH 20	Chapin Road	Operational Improvements/ Bottleneck Removal	Included w/ 30.20.2

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19 - SH 121 (Tarrant County)	11.100.2	SH 121	Handley-Ederville Road	Beach Street	Operational Improvements/ Bottleneck Removal	\$50,000,000
19 - SH 121 (Tarrant County)	11.100.3	SH 121	Beach Street	IH 35W	Operational Improvements/ Bottleneck Removal	Included w/ 5.60.1
20 - SH 360	9.20.2	SH 360	Post N Paddock Road	Brown Blvd/Avenue K Parkway	Operational Improvements/ Bottleneck Removal	Included w/ 9.10.2
20 - SH 360	9.20.3	SH 360	Brown Blvd/Avenue K Parkway	IH 30	Operational Improvements/ Bottleneck Removal	Included w/ 9.10.2
21 - SH 360 (North)	9.10.3	SH 360	Mid Cities Blvd	SH 183	Operational Improvements/ Bottleneck Removal	Included w/ 9.10.2
21 - SH 360 (North)	9.20.1	SH 360	SH 183	Post N Paddock Road	Operational Improvements/ Bottleneck Removal	Included w/ 9.10.2
22 - Spur 408	19.10.1	Spur 408	State Loop 12	IH 20	Operational Improvements/ Bottleneck Removal	\$30,000,000
23 - US 175	36.10.2	US 175	Lake June Road	IH 20	Operational Improvements/ Bottleneck Removal	\$225,000,000
23 - US 175	36.20.1	US 175	IH 20	Belt Line Road	Operational Improvements/ Bottleneck Removal	Included w/ 36.10.2
23 - US 175	36.20.2	US 175	Belt Line Road	State Loop 9 (Kaufman County Line)	Operational Improvements/ Bottleneck Removal	Included w/ 36.10.2
23 - US 175	36.30.1	US 175	State Loop 9 (Dallas County Line)	FM 148	Safety Improvements	Included w/ 36.10.2
23 - US 175	36.30.2	US 175	FM 148	CR 4106	Addition of Frontage Roads	Included w/ 36.10.2
23 - US 175	36.30.3	US 175	CR 4106	FM 1390	Operational Improvements	Included w/ 36.30.6
23 - US 175	36.30.4	US 175	FM 1390	SH 34	Operational Improvements	Included w/ 36.30.6
23 - US 175	36.30.5	US 175	SH 34	FM 2860	Operational Improvements	\$6,000,000
23 - US 175	36.30.6	US 175	FM 2860	North of Mason Street/ Henderson County Line	Operational Improvements	\$40,000,000
24 - US 287 (Ellis County)	1.100.1	US 287	Old Fort Worth Road/East of BUS 67	Midlothian Parkway	Addition of Frontage Roads	\$9,380,000
25 - US 287 (North)	1.20.3	US 287	FM 407	North of Pioneer Road	Operational Improvements	Included w/ 1.30.2

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.

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description	YOE Cost
25 - US 287 (North)	1.30.1	US 287	North of Pioneer Road	Ramhorn Hill Road (North of Avondale)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	\$275,000,000
25 - US 287 (North)	1.30.2	US 287	Ramhorn Hill Road (North of Avondale)	South of Ramhorn Hill Road (Tarrant County Line)	Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads	Included w/ 1.30.1
26 - US 287 (Wise County)	1.10.4	US 287 US 81	FM 1810	US 380	Operational Improvements	\$27,000,000
26 - US 287 (Wise County)	1.20.1	US 287	US 380	BU 81	Operational Improvements	Included w/ 1.10.4
26 - US 287 (Wise County)	1.20.2	US 287	BU 81	FM 407	Operational Improvements	\$150,000,000
27 - Woodall Rodgers	44.10.1	Spur 366	US 75	IH 35E	Operational Improvements/ Bottleneck Removal	Included w/ 25.10.1

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 1, 2022

INT ID	Agency	Facility	Connection	Year Open	Description	YOE Cost
30.31.1	NTTA	IH 20	Chisholm Trail Parkway	2036	Direct Connectors	\$32,500,000
30.131.1	TxDOT Dallas	IH 20	IH 635/US 175	2036	Reconstruct	\$225,000,000
28.190.1	TxDOT Dallas	IH 30	Bass Pro Drive	2028	Reconstruct	\$146,500,000
28.550.2	TxDOT Dallas	IH 30	Dalrock Road	2028	Reconstruct	\$2,000,000
3.506.1	TxDOT Dallas	IH 35	FM 455	2036	Reconstruct	\$25,400,000
3.120.1	TxDOT Dallas	IH 35	West Windsor Drive	2036	New Interchange	\$22,225,000
7.510.1	TxDOT Dallas	IH 35E	Butcher Road	2026	Reconstruct	\$39,391,866
7.480.1	TxDOT Dallas	IH 35E	Dobbs Road/Lake Sharon Drive	2036	New Interchange	\$19,819,388
7.504.1	TxDOT Dallas	IH 35E	FM 1446	2028	Reconstruct	\$21,852,102
7.503.1	TxDOT Dallas	IH 35E	FM 66	2028	Reconstruct	\$33,208,123
7.515.1	TxDOT Dallas	IH 35E	FM 664	2028	Reconstruct	\$40,000,000
27.560.1	TxDOT Dallas	IH 45	FM 664	2028	New Interchange	\$52,661,328
27.554.1	TxDOT Dallas	IH 45	Fulghum Road	2028	Reconstruct	\$4,000,000
27.550.1	TxDOT Dallas	IH 45	Wintergreen Road	2028	Reconstruct	\$4,000,000
7.130.1	TxDOT Dallas	IH 635	IH 35E	2039	Reconstruct	\$574,000,000
12.525.1	TxDOT Dallas	SH 114	US 377	2028	New Interchange	\$53,389,100
11.540.1	TxDOT Dallas	Spur 399	SH 5	2036	New Interchange	\$43,652,625
17.28.1	TxDOT Dallas	State Loop 12	IH 30	2036	Reconstruct	\$272,610,983
17.12.1	TxDOT Dallas	The Diamond (SL 12)	SH 114	2028	Improvements	\$400,000,000
36.580.1	TxDOT Dallas	US 175	FM 148	2036	New Interchange	\$22,225,000
36.590.1	TxDOT Dallas	US 175	Lake June	2036	Reconstruct	\$31,750,000
1.503.1	TxDOT Dallas	US 287	Walnut Grove Road	2028	Reconstruct	\$23,753,323
38.598.1	TxDOT Dallas	US 67	Lake Ridge Parkway	2036	New Interchange	\$75,000,000
6.38.1	TxDOT Dallas	US 67	State Loop 9	2036	New Interchange	\$25,400,000
23.130.1	TxDOT Dallas	US 75	IH 635	2045	Improvements	\$1,237,500
23.510.1	TxDOT Dallas	US 75	Ridgeview Drive	2026	New Interchange	\$41,400,000
31.586.1	TxDOT Fort Worth	Chisholm Trail Parkway	Worth Creek Parkway	2026	New Interchange	\$20,000,000
31.38.1	TxDOT Fort Worth	Chisholm Trail Parkway (SH 121)	US 67	2026	New Interchange	\$23,400,000
30.568.2	TxDOT Fort Worth	IH 20	Bentley Road	2026	New Interchange	\$21,000,000
30.568.1	TxDOT Fort Worth	IH 20	Walsh Ranch Parkway	2026	New Interchange	\$21,000,000

INT ID	Agency	Facility	Connection	Year Open	Description	YOE Cost
28.30.1	TxDOT Fort Worth	IH 30	IH 20	2025	New Interchange	\$34,194,000
5.160.1	TxDOT Fort Worth	IH 35W	FM 917	2026	Reconstruct	\$28,200,000
5.150.1	TxDOT Fort Worth	IH 35W	IH 820 NE	2036	Reconstruct	\$75,000,000
5.10.1	TxDOT Fort Worth	IH 35W	SH 170	2040	New Interchange	\$60,000,000
14.153.1	TxDOT Fort Worth	IH 820	SH 199	2030	Reconstruct	\$212,000,000
14.160.1	TxDOT Fort Worth	SH 199	Azle Avenue	2030	Reconstruct	\$5,512,357
14.161.1	TxDOT Fort Worth	SH 199	Hodgkins Road	2030	Reconstruct	\$1,684,300
14.200.1	TxDOT Fort Worth	SH 199	Love Circle	2024	Reconstruct	\$76,554,300
14.250.1	TxDOT Fort Worth	SH 199	Rankin Road	2024	Reconstruct	\$4,238,000
14.225.1	TxDOT Fort Worth	SH 199	Surfside Drive	2024	Reconstruct	\$4,464,300
9.539.1	TxDOT Fort Worth	SH 360	Randol Mill Road	2036	Reconstruct	\$50,000,000
1.582.1	TxDOT Fort Worth	US 287	FM 1810	2026	New Interchange	\$21,000,000
1.536.1	TxDOT Fort Worth	US 81/US 287	North Tarrant Parkway/Harmon Road	2026	Reconstruct	\$39,000,000
1.581.4	TxDOT Fort Worth	US 81/US 287	NRS Ranch Road	2033	Grade Separation	\$13,400,000
1.12.2	TxDOT Fort Worth	US 81/US 287	SH 114	2028	Direct Connectors	\$45,280,000

Regionally Significant Arterials Improvements Summary

June 1, 2022

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
1.557.200	NTTA	Collin	Dallas Parkway**	CR 60	FM 428	2 (Frtg)	2 (Frtg)	N/A	N/A	Included w/ Freeways/Tollways
1.557.250	NTTA	Collin	Dallas Parkway**	FM 428	North of US 380	2/2 (Frtg)	2/2 (Frtg)	N/A	N/A	Included w/ Freeways/Tollways
2.215.575	TxDOT Dallas	Collin	Eldorado Parkway	FM 2478 Custer Road	US 75	4	4	6	6	\$39,777,200
1.660.225	TxDOT Dallas	Collin	FM 1378 Country Club Road	North of Stacy Road	FM 2786 Stacy Road	2	2	4	4	\$4,523,400
1.660.250	TxDOT Dallas	Collin	FM 1378 Country Club Road	FM 2786 Stacy Road	Rock Ridge Road	2	2	4	6	\$4,750,000
1.660.275	TxDOT Dallas	Collin	FM 1378 Country Club Road	Rock Ridge Road	FM 2514 Parker Road	2	2	4	4	\$62,500,000
2.130.375	TxDOT Dallas	Collin	FM 455 Anna Weston Road	US 75	SH 5	4	4	4	6	\$9,750,000
1.660.400	TxDOT Dallas	Collin	Merritt Road	Sachse Road	PGBT	2	4	4	4	\$30,298,693
1.742.150	TxDOT Dallas	Collin	Outer Loop	US 380	CR 637	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.742.200	TxDOT Dallas	Collin	Outer Loop	CR 637	FM 2755	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
2.150.675	TxDOT Dallas	Collin	Outer Loop	SH 289/Preston Road	US 75	0	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways
2.150.710	TxDOT Dallas	Collin	Outer Loop	West of SH 121	SH 121	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$8,400,600
2.150.600	TxDOT Dallas	Collin	Outer Loop**	FM 428	West of Dallas North Tollway	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways
2.150.610	TxDOT Dallas	Collin	Outer Loop**	West of Dallas North Tollway	Dallas North Tollway	0	0	1/1 (Frtg)	N/A	Included w/ Freeways/Tollways
2.150.650	TxDOT Dallas	Collin	Outer Loop**	Dallas North Tollway	SH 289/Preston Road	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$804,000,000
2.150.700	TxDOT Dallas	Collin	Outer Loop**	US 75	West of SH 121	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	\$415,090,000
1.715.200	TxDOT Dallas	Collin	SH 205	SH 78	Jct SH 205/John King Blvd (North Goliad)	2	4	4	6	\$81,317,218
1.605.200	TxDOT Dallas	Collin	SH 289 Preston Road	CR 107/CR 60	BU 289	2	2	4	6	\$28,221,787
1.605.225	TxDOT Dallas	Collin	SH 289 Preston Road	BU 289	FM 455	4	4	4	6	\$12,500,000

(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

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
1.605.240	TxDOT Dallas	Collin	SH 289 Preston Road	FM 455	FM 1461	4	4	4	6	\$20,000,000
1.605.425	TxDOT Dallas	Collin	SH 289 Preston Road	Plano Parkway	President George Bush Turnpike	6	6	6	8	\$1,000,000
1.605.475	TxDOT Dallas	Collin	SH 289 Preston Road	Mapleshade Drive	Frankford Road	6	6	8	8	\$5,385,000
1.680.200	TxDOT Dallas	Collin	SH 5	CR 375 (Grayson County)	FM 455	2	2	4	4	\$32,395,657
1.680.210	TxDOT Dallas	Collin	SH 5	FM 455	SH 121	2	4	4	6	\$65,109,690
1.680.225	TxDOT Dallas	Collin	SH 5	SH 121	North of Tennessee Street	2	4	4	6	\$131,659,696
1.680.250	TxDOT Dallas	Collin	SH 5	North of Tennessee Street	North of Industrial Blvd/Eldorado Parkway	4	4	4	4	\$37,135,658
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	\$5,141,840
1.680.300	TxDOT Dallas	Collin	SH 5	Industrial Blvd/Eldorado Parkway	Stewart Road	4	4	6	6	\$38,205,892
1.680.315	TxDOT Dallas	Collin	SH 5	Stewart Road	SP 399	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.680.325	TxDOT Dallas	Collin	SH 5	SP 399	Indian Springs Road	2	2	4	4	\$24,236,638
1.680.350	TxDOT Dallas	Collin	SH 5	Indian Springs Road	FM 2786 Stacy Road	2	2	4	6	\$12,500,000
1.740.200	TxDOT Dallas	Collin	SH 78	East of SH 160	SH 160	2	2	4	4	\$5,815,800
1.740.300	TxDOT Dallas	Collin	SH 78	SH 160	FM 6	4	4	6	6	\$174,904,800
1.645.200	TxDOT Dallas	Collin	Shiloh Road	Spring Creek Parkway	FM 544 14th Street	2	2	4	4	\$14,934,400
1.645.210	TxDOT Dallas	Collin	Shiloh Road	FM 544 14th Street	Renner Road	6	6	6	4	\$6,500,000
2.218.300	TxDOT Dallas	Collin	Stacy Road	Angel Parkway	FM 1378	4	4	4	6	\$10,000,000
2.225.525	TxDOT Dallas	Collin	US 380	West of Legacy Drive	SH 289	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways
2.225.535	TxDOT Dallas	Collin	US 380	SH 289	Lovers Lane	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways
2.225.550	TxDOT Dallas	Collin	US 380	Lovers Lane	Lakewood Drive	3/3	3/3	N/A	N/A	Included w/ Freeways/Tollways
2.225.660	TxDOT Dallas	Collin	US 380	Airport Road	New Hope Road	4	4	6	6	\$33,993,296
2.225.665	TxDOT Dallas	Collin	US 380	New Hope Road	West of Tarvin Road	4	4	N/A	N/A	Included w/ Freeways/Tollways
2.225.670	TxDOT Dallas	Collin	US 380	West of Tarvin Road	CR 490	4	4	6	6	\$76,362,281

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RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
2.225.675	TxDOT Dallas	Collin	US 380	CR 490	East of CR 560	4	4	N/A	N/A	Included w/ Freeways/Tollways
2.225.680	TxDOT Dallas	Collin	US 380	East of CR 560	CR 608 Hamilton Street	4	4	6	6	Included w/ Freeways/Tollways
2.225.690	TxDOT Dallas	Collin	US 380	CR 608 Hamilton Street	South Main Street	4	4	4	6	\$2,250,000
2.225.700	TxDOT Dallas	Collin	US 380	South Main Street	CR 698/CR 699 (Hunt County Line)	4	4	4	6	\$12,500,000
2.370.375	TxDOT Dallas	Dallas	Avenue B/Forest Lane	Marion Drive	Garland Avenue	3/3	3/3	4/3	4/3	\$1,148,800
1.515.375	TxDOT Dallas	Dallas	Belt Line Road	Conflans Road	Rock Island Road	6	6	8	8	\$3,015,600
1.655.275	TxDOT Dallas	Dallas	Belt Line Road	Lake June Road	Pioneer Road	2	2	6	6	\$14,934,400
1.655.400	TxDOT Dallas	Dallas	Belt Line Road	Simonds Road	Post Oak Road	2	2	4	4	\$15,724,200
1.655.425	TxDOT Dallas	Dallas	Belt Line Road	Post Oak Road	IH 45	2	2	4	4	\$17,375,600
2.330.250	TxDOT Dallas	Dallas	Belt Line Road	Southwestern Blvd	Moore Road	4	4	6	6	\$8,257,000
2.330.275	TxDOT Dallas	Dallas	Belt Line Road	Moore Road	Macarthur Blvd	4	4	6	6	\$7,969,800
2.330.360	TxDOT Dallas	Dallas	Belt Line Road	Dallas North Tollway	Prestonwood Blvd	7	7	8	8	\$14,862,600
2.330.375	TxDOT Dallas	Dallas	Belt Line Road	Prestonwood Blvd	Meadowcreek Drive	6	6	8	8	\$9,693,000
2.665.350	TxDOT Dallas	Dallas	Belt Line Road	Bluegrove Road	Main Street	2	2	6	6	\$13,354,800
2.665.375	TxDOT Dallas	Dallas	Belt Line Road	Main Street	Summers Road	2	2	4	4	\$35,684,600
2.670.250	TxDOT Dallas	Dallas	Belt Line Road	Mansfield Road	US 67	4	4	4	6	\$9,500,000
2.670.275	TxDOT Dallas	Dallas	Belt Line Road	US 67	FM 1382	4	4	4	6	\$3,000,000
3.113.283	TxDOT Dallas	Dallas	Big Town Blvd	Samuell Blvd	Forney Road	4	4	6	6	\$7,395,400
2.615.400	TxDOT Dallas	Dallas	Camp Wisdom Road	FM 1382	Camp Wisdom Road	4	4	4	6	\$1,750,000
2.615.425	TxDOT Dallas	Dallas	Camp Wisdom Road	East of FM 1382	Clark Road	2	2	2	6	\$20,000,000
1.590.200	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Commerce Street	Crockett Street	6	6	6	8	\$1,500,000
1.590.275	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Marilla Street	IH 30	4/4	6	6	6	\$1,488,319
1.590.300	TxDOT Dallas	Dallas	Cesar Chavez Blvd	IH 30	Corinth Street	3/3	6	6	6	\$1,997,481
1.590.325	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Corinth Street	Grand Avenue	4	6	6	6	\$3,087,400
1.600.260	TxDOT Dallas	Dallas	Coit Road	Alpha Road	IH 635	7	7	8	8	\$3,266,900
1.600.275	TxDOT Dallas	Dallas	Coit Road	IH 635	Banner Drive	7	7	8	8	\$3,769,500
2.515.400	TxDOT Dallas	Dallas	Commerce Street/Elm Street	Ervay Street	Cesar Chavez Blvd	3/4	3/4	5/5	5/5	\$1,220,600

(Frtg): Frontage Lanes

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

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
1.595.225	TxDOT Dallas	Dallas	Corinth Street Viaduct	Riverfront Blvd	8th Street	4	4	6	6	\$5,672,200
2.625.275	TxDOT Dallas	Dallas	Danieldale Road	East of Cockrell Hill Road	Westmoreland Road	2	2	6	6	\$7,467,200
2.625.290	TxDOT Dallas	Dallas	Danieldale Road	Westmoreland Road	Old Hickory Trail	2	2	6	6	\$7,180,000
2.625.300	TxDOT Dallas	Dallas	Danieldale Road	Old Hickory Trail	Hampton Road	2	2	4	4	\$3,590,000
2.625.325	TxDOT Dallas	Dallas	Danieldale Road	Hampton Road	Polk Street	2	2	4	4	\$7,036,400
2.625.350	TxDOT Dallas	Dallas	Danieldale Road	Polk Street	IH 35E	2	2	4	4	\$6,821,000
1.740.625	TxDOT Dallas	Dallas	East Grand Avenue	East Grand Avenue	Winslow Avenue	5	5	6	6	\$1,077,000
1.740.650	TxDOT Dallas	Dallas	East Grand Avenue	Beacon Street	IH 30	4	4	6	6	\$1,364,200
2.665.250	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	East of Clark Road	Joe Wilson Road	5	5	6	6	\$8,257,000
2.665.275	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	Joe Wilson Road	Hampton Road	4	4	4	6	\$20,000,000
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	Included w/ Freeways/Tollways
1.575.425	TxDOT Dallas	Dallas	Hampton Road	FM 1382 Belt Line Road	Parkerville Road	4	4	6	6	\$7,108,200
1.575.440	TxDOT Dallas	Dallas	Hampton Road	Parkerville Road	Bear Creek Road	2	2	6	6	\$14,216,400
1.587.275	TxDOT Dallas	Dallas	Houston Street	Elm Street	Commerce Street	3	3	4	4	\$897,500
3.113.261	TxDOT Dallas	Dallas	Houston Street	Commerce Street	Wood Street	4	4	6	6	\$798,992
3.113.263	TxDOT Dallas	Dallas	Houston Street	Wood Street	Young Street	5	5	6	6	\$239,698
2.440.275	TxDOT Dallas	Dallas	Irving Blvd/2nd Street	North Sowers Road	O'Connor Road	3/2	3/2	2/2	2/2	\$3,086,300
2.440.300	TxDOT Dallas	Dallas	Irving Blvd/2nd Street	O'Connor Road	Strickland Plaza	2/3	2/3	2/2	2/2	\$17,488,800
1.565.260	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	University Blvd	6	6	8	8	\$3,518,200
1.565.275	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	North of Airdrome Drive	6	6	8	8	\$1,417,000
1.565.300	TxDOT Dallas	Dallas	Lemmon Avenue NB/Lemmon Avenue SB	North of Airdrome Drive	Airdrome Drive	3/3	3/3	4/3	4/4	\$525,000
1.550.300	TxDOT Dallas	Dallas	Luna Road	Royal Lane	SP 348	2	2	4	6	\$17,500,000
1.525.425	TxDOT Dallas	Dallas	Macarthur Blvd	Shady Grove Road	Hunter Ferrell Road	4	4	6	6	\$8,903,200
1.525.450	TxDOT Dallas	Dallas	Macarthur Blvd	Hunter Ferrell Road	South of Hunter Ferrell Road	4	4	4	6	\$2,500,000
1.525.475	TxDOT Dallas	Dallas	Macarthur Blvd	South of Hunter Ferrell Road	IH 30	4	4	4	6	\$10,000,000

(Frtg): Frontage Lanes

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

RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
1.525.500	TxDOT Dallas	Dallas	Macarthur Blvd	IH 30	SH 180 Main Street	4	4	6	6	\$5,959,400
2.670.225	TxDOT Dallas	Dallas	Mansfield Road	Lake Ridge Parkway	Belt Line Road	4	4	4	6	\$12,500,000
2.342.300	TxDOT Dallas	Dallas	Merritt Road	Chiesa Road	President George Bush Turnpike	0	0	4	4	\$25,318,600
1.570.250	TxDOT Dallas	Dallas	Midway Road	Belt Line Road	North of Spring Valley Road	6	6	6	8	\$3,750,000
1.527.200	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	IH 20	4	4	6	6	\$19,816,800
2.605.275	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	Merrifield Road	4	4	4	6	\$17,500,000
2.605.300	TxDOT Dallas	Dallas	Mountain Creek Parkway	Merrifield Road	Illinois Avenue	4	4	4	6	\$3,500,000
1.593.325	TxDOT Dallas	Dallas	Pearl Expressway	Jackson Street	Canton Street	3	3	3	4	\$175,000
1.593.350	TxDOT Dallas	Dallas	Pearl Expressway	Canton Street	Marilla Street	2	2	4	4	\$933,400
1.593.225	TxDOT Dallas	Dallas	Pearl Street	Ross Avenue	San Jacinto Street	5	5	6	6	\$1,436,000
1.593.260	TxDOT Dallas	Dallas	Pearl Street	Live Oak Street	Pacific Avenue	4	4	6	6	\$2,584,800
2.650.300	TxDOT Dallas	Dallas	Pleasant Run Road	Sunrise Road	IH 45	4	4	4	6	\$2,500,000
2.410.395	TxDOT Dallas	Dallas	Preston Hollow Grade Separation	West of Meadowbrook Drive	East of Preston Road	0	0	0	2/2	\$9,000,000
1.605.575	TxDOT Dallas	Dallas	Preston Road	Northwest Highway	Lovers Lane	4	4	6	6	\$6,892,800
1.585.250	TxDOT Dallas	Dallas	Riverfront Blvd	Market Center Blvd	Continental Blvd	6	6	8	8	\$4,236,200
1.585.275	TxDOT Dallas	Dallas	Riverfront Blvd	Continental Blvd	Commerce Street	6	6	6	6	\$20,480,000
1.585.300	TxDOT Dallas	Dallas	Riverfront Blvd	Commerce Street	Reunion Blvd	8	6	6	6	\$6,866,761
1.585.310	TxDOT Dallas	Dallas	Riverfront Blvd	Reunion Blvd	IH 30	8	6	6	6	\$10,105,799
1.585.325	TxDOT Dallas	Dallas	Riverfront Blvd	IH 30	Cadiz Street	6	6	6	6	\$23,160,000
1.670.300	TxDOT Dallas	Dallas	Rowlett Road	Miller Road	Belt Line Road	4	4	6	6	\$27,571,200
2.385.275	TxDOT Dallas	Dallas	Royal Lane	Riverside Drive	Luna Road	4	4	6	6	\$8,113,400
2.520.525	TxDOT Dallas	Dallas	SH 180 Main Street	SH 161	South Belt Line Road	4	2	2	2	\$30,000
1.590.550	TxDOT Dallas	Dallas	SH 310	Starks Avenue	Haven Street	2/2	2/2	2/2	3/3	\$250,000
1.590.560	TxDOT Dallas	Dallas	SH 310	Haven Street	SH 310 Offramp	2/2	2/2	2/2	3/3	\$1,000,000
1.590.575	TxDOT Dallas	Dallas	SH 310	Budd Street	Overton Road	2/2	2/2	2/2	3/3	\$550,000
1.595.375	TxDOT Dallas	Dallas	SH 342 Dallas Avenue	8th Street	Reindeer Road	2	2	4	4	\$25,848,000
2.440.450	TxDOT Dallas	Dallas	SH 356	Wildwood Drive	Regal Row	4	4	6	6	\$5,528,600

(Frtg): Frontage Lanes

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RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
2.440.375	TxDOT Dallas	Dallas	SH 356 Irving Blvd	Nursery Road	Irving Heights Drive	4	4	4	6	\$3,000,000
2.370.450	TxDOT Dallas	Dallas	SH 66 Avenue D EB/SH 66 Avenue B WB	1st Street	Thomas Street	3/4	3/4	4/4	4/4	\$1,436,000
1.740.520	TxDOT Dallas	Dallas	SH 78 Grand Blvd	Garland Avenue	Miller Road	0	0	4	4	\$574,400
1.645.250	TxDOT Dallas	Dallas	Shiloh Road	President George Bush Turnpike	IH 635	4	6	6	6	\$54,371,305
1.625.210	TxDOT Dallas	Dallas	Skillman Street	Coppertown Lane	Royal Lane	5	5	6	6	\$5,026,000
1.590.400	TxDOT Dallas	Dallas	SM Wright Parkway	IH 45	US 175	N/A	3/3	3/3	3/3	Included w/ Freeways/Tollways
2.410.225	TxDOT Dallas	Dallas	SP 348	West of Riverside Drive	Riverside Drive	4	4	6	6	\$7,927,680
2.410.250	TxDOT Dallas	Dallas	SP 348	Riverside Drive	Luna Road	4	4	6	6	\$48,755,178
2.410.200	TxDOT Dallas	Dallas	Spur 348**	SH 114	West of Riverside Drive	4	4	3/3 (Frtg)	N/A	Included w/ Freeways/Tollways
2.700.200	TxDOT Dallas	Dallas	State Loop 9	US 67	IH 35E	0	0	2 (Frtg)	3/3 (Frtg)	\$125,000,000
2.700.225	TxDOT Dallas	Dallas	State Loop 9	IH 35E	IH 45	0	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	\$212,599,800
2.700.275	TxDOT Dallas	Dallas	State Loop 9	IH 45	US 175	0	0	2 (Frtg)	3/3 (Frtg)	\$175,000,000
2.700.300	TxDOT Dallas	Dallas	State Loop 9	US 175	South of IH 20	0	0	2 (Frtg)	3/3 (Frtg)	\$62,500,000
2.700.350	TxDOT Dallas	Dallas	State Loop 9	South of IH 20	IH 20	0	0	1/1 (Frtg)	3/3 (Frtg)	\$5,000,000
2.365.250	TxDOT Dallas	Dallas	Valley View Lane	IH 35E	Josey Lane	6	4	4	4	\$6,700,000
1.547.200	TxDOT Dallas	Dallas	Wildwood Drive	California Crossing Road	Tom Braniff Drive	2	2	4	4	\$5,887,600
2.286.325	TxDOT Dallas	Denton	Corporate Drive	Railroad Street	East of Holford Prairie Road	0	4	4	4	\$15,502,609
2.286.350	TxDOT Dallas	Denton	Corporate Drive	East of Holford Prairie Road	SH 121 SRT	4	4	4	4	Included w/ 2.286.360
2.286.360	TxDOT Dallas	Denton	Corporate Drive	SH 121 SRT	FM 2281 Old Denton Road	3	4	4	4	\$6,843,921
2.215.350	TxDOT Dallas	Denton	Eldorado Parkway	West of FM 720	FM 720	4	4	4	6	\$5,000,000
2.270.200	TxDOT Dallas	Denton	FM 1171	West of FM 156	East of FM 156	0	0	6	6	\$1,750,000
2.270.225	TxDOT Dallas	Denton	FM 1171	East of FM 156	West of PR 4720	0	0	4	4	\$60,000,000
2.270.235	TxDOT Dallas	Denton	FM 1171	West of PR 4720	IH 35W	2	2	6	6	\$950,000
1.350.150	TxDOT Dallas	Denton	FM 156	South of SH 114	Intermodal Parkway	2	2	4	4	\$27,571,200

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1.475.210	TxDOT Dallas	Denton	FM 2499	FM 2181	South of FM 2181	4	4	6	6	\$1,866,800
1.475.225	TxDOT Dallas	Denton	FM 2499	South of FM 2181	FM 407	4	4	6	6	\$32,669,000
1.560.210	TxDOT Dallas	Denton	FM 423	FM 720	Stonebrook Parkway	6	6	6	8	\$8,750,000
1.560.225	TxDOT Dallas	Denton	FM 423	Stonebrook Parkway	Lebanon Road	6	6	6	8	\$22,500,000
2.130.250	TxDOT Dallas	Denton	FM 455	IH 35	Marion Road	2	4	4	4	\$73,561,459
2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	4	6	6	\$2,728,400
2.150.275	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway**	IH 35	US 377	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways
2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway**	US 377	Legacy Drive	0	0	2 (Frtg)	N/A	Included w/ Freeways/Tollways
2.205.475	TxDOT Dallas	Denton	SH 114	FM 156	Double Eagle Blvd	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
2.205.500	TxDOT Dallas	Denton	SH 114	Double Eagle Blvd	IH 35W	3/3 (Frtg)	3/3 (Frtg)	N/A	N/A	Included w/ Freeways/Tollways
2.205.600	TxDOT Dallas	Denton	SH 114	US 377	IH 35W	2/2 (Frtg)	N/A	N/A	N/A	Included w/ Freeways/Tollways
2.205.625	TxDOT Dallas	Denton	SH 114	US 377	East of US 377	2/2 (Frtg)	N/A	N/A	N/A	Included w/ Freeways/Tollways
2.205.650	TxDOT Dallas	Denton	SH 114	East of US 377	SH 170	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
1.430.200	TxDOT Dallas	Denton	SL 288/FM 2449	John Paine Road	Vintage Blvd/IH 35W	2 (Frtg)	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways
1.430.150	TxDOT Dallas	Denton	State Loop 288	US 380	John Paine Road	0	0	2 (Frtg)	2/2 (Frtg)	Included w/ Freeways/Tollways
1.480.100	TxDOT Dallas	Denton	State Loop 288	East of FM 428	Kings Row	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.480.175	TxDOT Dallas	Denton	State Loop 288	Audra Lane	Prominence Parkway	2/2	2/2	3/3	3/3	\$1,077,000
2.190.250	TxDOT Dallas	Denton	State Loop 288	US 380	IH 35	0	0	2 (Frtg)	2/2 (Frtg)	\$15,000,000
2.190.300	TxDOT Dallas	Denton	State Loop 288	IH 35	East of FM 428	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
1.523.110	TxDOT Dallas	Denton	US 377	North of East Northside Drive	South Washington Street	2	2	6	6	\$42,500,000

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1.523.120	TxDOT Dallas	Denton	US 377	US 377 South Washington Street	FM 428	2	2	6	6	\$118,170,122
1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	2	6	6	\$103,658,000
1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	2	6	6	\$93,334,433
1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	2	4	4	\$73,235,382
1.540.240	TxDOT Dallas	Denton	US 377	Marshall Creek Road	SH 114	4	4	4	4	\$7,536,000
1.540.260	TxDOT Dallas	Denton	US 377	North of Byron Nelson Blvd	Parish Lane	2	4	4	4	\$12,050,000
1.540.190	TxDOT Dallas	Denton	US 377 Elm Street	Eagle Drive	Carroll Blvd	4	4	6	6	\$1,292,400
1.540.160	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	FM 2164 US 77	University Drive US 380	3/2	3/2	2/2	2/2	\$2,441,200
1.540.180	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	Hickory Street	Eagle Drive	2/3	2/3	3/3	3/3	\$1,938,600
2.225.425	TxDOT Dallas	Denton	US 380	East of Fish Trap Road	US 377	2/2	2/2	3/3	3/3	\$3,340,000
2.225.440	TxDOT Dallas	Denton	US 380	US 377	Potter Shop Road	4	4	6	6	\$14,935,100
2.225.445	TxDOT Dallas	Denton	US 380	Potter Shop Road	FM 720	4	4	6	6	\$77,798,026
2.225.450	TxDOT Dallas	Denton	US 380	FM 720	FM 423	4	4	6	6	\$39,159,223
2.225.475	TxDOT Dallas	Denton	US 380	FM 423	Teel Parkway/ Championship Drive	4	4	3/3	3/3	\$70,247,012
2.225.500	TxDOT Dallas	Denton	US 380	Teel Parkway/ Championship Drive	West of Legacy Drive	4	4	3/3	3/3	Included w/ Freeways/Tollways
1.430.225	TxDOT Dallas	Denton	Vintage Blvd	IH 35W	Bonnie Brae Street	2	2	4	4	\$11,344,400
2.787.250	TxDOT Dallas	Ellis	BU 287 BU 45	Paris Street	IH 45	2	2	4	4	\$7,610,800
2.710.300	TxDOT Dallas	Ellis	FM 664	IH 35E	SH 342	4	4	6	6	\$51,158,655
2.710.325	TxDOT Dallas	Ellis	FM 664	SH 342	West of Ferris Road	2	2	6	6	\$181,380,463
2.710.350	TxDOT Dallas	Ellis	FM 664	West of Ferris Road	North Central Street	2	2	6	6	\$46,860,236
2.710.375	TxDOT Dallas	Ellis	FM 664	North Central Street	IH 45	0	0	6	6	Included w/ 2.710.350
1.563.200	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Ovilla Main Street	BU 287	2	2	4	6	\$102,687,105
2.710.225	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Westmoreland Road	Ovilla Main Street	2	2	4	6	\$16,579,855
1.840.650	TxDOT Dallas	Ellis	SH 34	FM 2451	Sunridge Drive	2	2	2	4	\$12,500,000

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RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
1.840.655	TxDOT Dallas	Ellis	SH 34	Sunridge Drive	Sonoma Trail	2	2	2	4	\$3,500,000
1.840.660	TxDOT Dallas	Ellis	SH 34	Sonoma Trail	IH 45	2	2	2	4	\$1,750,000
1.840.700	TxDOT Dallas	Ellis	SH 34	FM 1181	Kaufman Street	2	2	4	4	\$1,220,600
1.840.725	TxDOT Dallas	Ellis	SH 34	FM 1183	SP 437 Clay Street	2	2	2	4	\$3,500,000
1.840.750	TxDOT Dallas	Ellis	SH 34 Lake Bardwell Drive	SP 437 Clay Street	IH 35E	2	2	2	4	\$100,000,000
1.595.390	TxDOT Dallas	Ellis	SH 342	State Loop 9	FM 664	2	2	2	4	\$9,250,000
1.595.400	TxDOT Dallas	Ellis	SH 342	FM 664	US 77	2	2	2	4	\$9,000,000
1.220.725	TxDOT Dallas	Ellis	US 287	St Paul Road	Old Fort Worth Road	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.220.775	TxDOT Dallas	Ellis	US 287	Midlothian Parkway	BU 287 Main Street	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.220.800	TxDOT Dallas	Ellis	US 287	FM 878 Wyatt Street	Cook Road	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.220.825	TxDOT Dallas	Ellis	US 287	Boyce Road	Cook Road	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
1.220.850	TxDOT Dallas	Ellis	US 287	Cook Road	Nesuda Road	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
1.580.325	TxDOT Dallas	Ellis	US 77	FM 66	FM 877	2	2	4	4	\$502,600
1.580.300	TxDOT Dallas	Ellis	US 77 Elm Street	Ferris Avenue	FM 66	2	2	2/2	2/2	\$21,183,600
2.497.250	TxDOT Dallas	Kaufman	FM 460	US 80	FM 740	2	4	4	4	\$3,547,958
1.710.275	TxDOT Dallas	Kaufman	FM 740	King Road	Ridgecrest Drive	2	4	4	4	\$17,714,708
1.742.350	TxDOT Dallas	Kaufman	Outer Loop	Rockwall/Kaufman County Line	US 80	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.715.550	TxDOT Dallas	Kaufman	SH 205	Dower Drive/South of FM 548	North of US 80	2	4	4	6	\$97,241,454
1.715.610	TxDOT Dallas	Kaufman	SH 205	North of US 80	US 80	4	4	4	6	\$12,111,450
1.840.425	TxDOT Dallas	Kaufman	SH 34	Northeast of CR 2314 (Hunt County Line)	CR 319 Flowers Lane	2	2	2	4	\$35,000,000
1.840.475	TxDOT Dallas	Kaufman	SH 34	Tanger Drive	SH 243 Mulberry Street	2	2	4	4	\$75,000,000
1.840.490	TxDOT Dallas	Kaufman	SH 34	FM 1836 Rand Road	US 175	4	4	4	6	\$7,250,000
1.840.525	TxDOT Dallas	Kaufman	SH 34	US 175	Washington Street	4	4	4	6	\$10,000,000

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1.840.550	TxDOT Dallas	Kaufman	SH 34	Washington Street	West of Washington Street	2	2	4	6	\$8,750,000
1.840.575	TxDOT Dallas	Kaufman	SH 34	West of Washington Street	CR 4094	2	2	2	4	\$15,000,000
1.840.600	TxDOT Dallas	Kaufman	SH 34	CR 4094	Stewart Street	2	2	2	4	\$32,500,000
1.840.610	TxDOT Dallas	Kaufman	SH 34	Stewart Street	South of Stewart Street	2	2	2	4	\$2,250,000
1.840.620	TxDOT Dallas	Kaufman	SH 34	South of Stewart Street	FM 148	2	2	2	4	\$1,500,000
1.840.630	TxDOT Dallas	Kaufman	SH 34	FM 148	Northeast of CR 4092/CR 4083	2	2	2	4	\$2,500,000
1.840.640	TxDOT Dallas	Kaufman	SH 34	Northeast of CR 4092/CR 4083	FM 2451	2	2	2	4	\$57,500,000
1.710.240	TxDOT Dallas	Rockwall	FM 740	FM 1140	FM 550	2	4	4	4	\$12,500,000
1.710.250	TxDOT Dallas	Rockwall	FM 740	Hubbard Drive	King Road	2	4	4	4	\$4,000,000
1.742.250	TxDOT Dallas	Rockwall	Outer Loop	FM 2755	IH 30	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.742.300	TxDOT Dallas	Rockwall	Outer Loop	IH 30	Rockwall/Kaufman County Line	0	0	2/2 (Frtg)	N/A	Included w/ Freeways/Tollways
1.715.225	TxDOT Dallas	Rockwall	SH 205	Jct SH 205/John King Blvd (South Goliad)	FM 552	2	2	4	4	\$8,005,332
1.715.325	TxDOT Dallas	Rockwall	SH 205	South of Heath Street	Alamo Road	2/2	2/2	2/2	3/3	\$575,000
1.715.350	TxDOT Dallas	Rockwall	SH 205	Alamo Road	Kaufman Street	2/3	2/3	2/3	3/3	\$1,000,000
1.715.500	TxDOT Dallas	Rockwall	SH 205	Pullen Road	FM 548	2	4	4	6	\$62,031,266
1.715.525	TxDOT Dallas	Rockwall	SH 205	FM 548	Dower Drive/South of FM 548	2	4	4	6	\$10,825,400
1.715.250	TxDOT Dallas	Rockwall	SH 205 Goliad Street	FM 552	Los Altos Drive	2	2	4	4	\$13,842,554
1.715.275	TxDOT Dallas	Rockwall	SH 205 Goliad Street	Los Altos Drive	Live Oak Street	2	2	4	4	\$1,250,833
1.715.300	TxDOT Dallas	Rockwall	SH 205 Goliad Street	Live Oak Street	South of Heath Street	2	2	4	4	\$3,585,722
1.715.450	TxDOT Dallas	Rockwall	SH 205 Goliad Street	South of Ralph Hall Parkway	North of Mims Road	2	2	4	6	\$1,000,000
1.715.475	TxDOT Dallas	Rockwall	SH 205 Goliad Street	North of Mims Road	Pullen Road	2	4	4	6	\$44,848,090

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1.720.300	TxDOT Dallas	Rockwall	SH 205/John King Blvd	Jct SH 205/John King Blvd (North Goliad)	IH 30	4	4	6	6	\$33,934,453
1.720.350	TxDOT Dallas	Rockwall	SH 205/John King Blvd	IH 30	Jct SH 205/John King Blvd (South Goliad)	4	4	6	6	\$12,119,447
2.375.225	TxDOT Dallas	Rockwall	SH 276	SH 205 Goliad Street	FM 549	4	4	4	6	\$17,500,000
2.375.250	TxDOT Dallas	Rockwall	SH 276	FM 549	FM 551	2	4	4	6	\$35,672,164
2.375.275	TxDOT Dallas	Rockwall	SH 276	FM 551	FM 548	2	4	4	6	\$19,168,142
2.375.300	TxDOT Dallas	Rockwall	SH 276	FM 548	Honey Creek Circle	2	4	4	6	\$29,764,103
2.370.575	TxDOT Dallas	Rockwall	SH 66 Washington Street/SH 66 Rusk Street	East of Lake Shore Drive	West of Alamo Road	2/2	2/2	3/2	3/2	\$179,500
2.745.240	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	FM 4 Acton Highway	North Gate Road	2	2	2	4	\$100,000
2.745.250	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	North Gate Road	FM 167	2	2	2	4	\$4,500,000
1.205.275	TxDOT Fort Worth	Hood	SH 144	Pear Orchard Road	North of US 67	2	2	2	4	\$17,500,000
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	Included w/ 1.540.500
1.540.480	TxDOT Fort Worth	Hood	US 377	FM 167 N (Temple Hall Highway)	Mustang Trail	4	4	6	6	Included w/ 1.540.500
1.540.490	TxDOT Fort Worth	Hood	US 377	Mustang Trail	Harbor Lakes Drive	2/2	2/2	3/3	3/3	Included w/ 1.540.500
1.540.500	TxDOT Fort Worth	Hood	US 377	Harbor Lakes Drive	Old Cleburne Road	4	4	6	6	\$205,400,000
1.540.510	TxDOT Fort Worth	Hood	US 377	Old Cleburne Road	East of SH 144	2/2	2/2	3/3	3/3	Included w/ 1.540.500
1.540.550	TxDOT Fort Worth	Hood	US 377	BU 377	Holmes Drive	1/2	1/2	2/2	2/2	Included w/ 1.540.500
1.540.560	TxDOT Fort Worth	Hood	US 377	Holmes Drive	Powell Cemetery Road	2	2	4	4	\$30,000,000
1.540.575	TxDOT Fort Worth	Hood	US 377	Powell Cemetery Road	FM 2870	2	2	4	4	\$8,000,000

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RSA ID	Agency	County	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	YOE Cost
1.540.600	TxDOT Fort Worth	Hood	US 377	FM 2870	West of Campbell Road	2	2	4	4	\$22,500,000
1.250.200	TxDOT Fort Worth	Hood	US 377 Bypass	North of SH 171	Old Granbury Road	0	2/2	2/2	2/2	\$30,000,000
1.540.520	TxDOT Fort Worth	Hood	US 377 NB/US 377 SB	East of SH 144	FM 51	2/2	2/2	3/2	3/2	Included w/ 1.540.500
1.465.400	TxDOT Fort Worth	Johnson	FM 157	BU 287 Lone Star Road	Chambers Street	2	2	4	4	\$150,800,000
1.465.425	TxDOT Fort Worth	Johnson	FM 157	Chambers Street	US 67	2	2	4	4	Included w/ 1.465.400
2.745.325	TxDOT Fort Worth	Johnson	FM 4 Kilpatrick Street	US 67	Nolan River Road	2	2	2	4	\$17,500,000
2.740.225	TxDOT Fort Worth	Johnson	FM 917	SH 121	IH 35W	2	2	2	2	\$58,156,670
2.740.250	TxDOT Fort Worth	Johnson	FM 917	IH 35W	CR 617 Jessica Drive	2	2	4	6	\$118,125,000
2.740.275	TxDOT Fort Worth	Johnson	FM 917	CR 617 Jessica Drive	North of CR 515	2	2	4	6	Included w/ 2.740.250
2.740.300	TxDOT Fort Worth	Johnson	FM 917	North of CR 515	Heritage Parkway	4	4	6	6	\$47,025,000
1.200.300	TxDOT Fort Worth	Johnson	SH 171	US 377	Lancaster Street	2	2	2	4	\$2,260,000
1.200.310	TxDOT Fort Worth	Johnson	SH 171	Lancaster Street	Southeast of Lancaster Street	2	2	2	4	\$565,000
1.200.325	TxDOT Fort Worth	Johnson	SH 171	Southeast of Lancaster Street	SH 174 Main Street	2	2	2	4	\$85,000,000
1.385.225	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Hillery Street	Renfro Street	3/3	3/3	2/2	2/2	Included w/ Freeways/Tollways
1.385.260	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Elk Drive	FM 731	4	6	6	6	\$17,200,000
1.385.275	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	FM 731	Main Street Old Highway	4	4	6	6	Included w/ 1.385.260
2.815.225	TxDOT Fort Worth	Johnson	US 67	West of CR 1119 (Somervell County Line)	Park Road 21	2	2	2	4	\$92,500,000

(Frtg): Frontage Lanes

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2.815.250	TxDOT Fort Worth	Johnson	US 67	Park Road 21	East of CR 1123	2	2	4	4	Included w/ 2.815.225
2.815.275	TxDOT Fort Worth	Johnson	US 67	East of CR 1123	Henderson Street (BU 67)	1/1	1/1	2/2	2/2	Included w/ 2.815.225
2.545.260	TxDOT Fort Worth	Parker	FM 1187	Maverick Street	FM 5	2	2	4	6	Included w/ 2.545.275
2.545.275	TxDOT Fort Worth	Parker	FM 1187	FM 5	North of US 377	2	2	4	6	\$17,564,873
1.375.385	TxDOT Fort Worth	Parker	FM 51	Bridge Street	US 180	4	4	4	2	\$475,000
1.190.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	Garner Road	2	2	2	4	\$10,000,000
1.190.225	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Garner Road	Greenwood Road	1/1	1/1	4	4	\$5,500,000
1.190.250	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Greenwood Road	IH 20	2	2	2	4	\$12,500,000
2.495.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	FM 51	2	2	2	4	\$8,500,000
1.230.175	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 730	US 180	0	2	2	4	\$27,500,000
2.495.300	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 51	FM 730	0	2	2	4	\$55,000,000
1.200.200	TxDOT Fort Worth	Parker	SH 171 Main Street	US 180	West Columbia Street	4	4	4	2	\$800,000
2.490.200	TxDOT Fort Worth	Parker	SH 171 Southern Bypass/South Waco/West Columbia	South Waco Street	SH 171 Main Street	0	0	0	4	\$3,750,000
2.480.300	TxDOT Fort Worth	Parker	US 180 EB/US 180 WB	West of Main Street	East of Main Street	2/2	2/2	2/2	1/1	\$2,000,000
2.480.315	TxDOT Fort Worth	Parker	US 180 Fort Worth Highway	East of Main Street	Santa Fe Drive	4	4	2	2	\$22,500,000
2.490.350	TxDOT Fort Worth	Parker	US 180 Northern Bypass/East Spring Street	North Waco Street	East of Elm Street	2	4	4	4	Included w/ 2.480.290

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2.490.300	TxDOT Fort Worth	Parker	US 180 Northern Bypass/Waco Street	North Waco Street	East Spring Street	2	4	4	4	\$35,000,000
2.480.290	TxDOT Fort Worth	Parker	US 180 Palo Pinto Street	Alamo Street	West of Main Street	4	4	4	2	\$4,000,000
2.535.325	TxDOT Fort Worth	Tarrant	3rd 4th Connector Street	Harding Street	4th Street	2	2	4	4	\$1,077,000
2.535.350	TxDOT Fort Worth	Tarrant	4th Street	3rd 4th Connector Street	Gilvin Street	2	2	4	4	\$1,077,000
2.535.355	TxDOT Fort Worth	Tarrant	4th Street	East of Harding Street	West of Sylvania Avenue	2	2	4	4	\$861,600
2.535.360	TxDOT Fort Worth	Tarrant	4th Street	IH 35W	Sylvania Avenue	2	2	4	4	\$4,020,800
1.335.210	TxDOT Fort Worth	Tarrant	Academy Blvd	South of Westpoint Blvd	Amber Ridge Drive	0	0	4	4	\$13,211,200
1.335.230	TxDOT Fort Worth	Tarrant	Academy Blvd	Old Weatherford Road	IH 30	0	0	4	4	Included w/ 1.335.210
1.400.225	TxDOT Fort Worth	Tarrant	Beach Street	SH 170	Alta Vista Road	0	0	0	6	\$22,500,000
1.400.250	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	Timberland Blvd	4	4	6	6	\$3,302,800
1.400.325	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	North Tarrant Parkway	4	4	6	6	\$21,252,800
2.505.490	TxDOT Fort Worth	Tarrant	Belknap Access Street	SH 121	IH 35W	2	2	1/2	1/2	\$400,000
2.360.250	TxDOT Fort Worth	Tarrant	Bonds Ranch Road	FM 156	Harmon Road	2	2	4	6	\$5,250,000
1.365.150	TxDOT Fort Worth	Tarrant	BU 287	FM 718	South of FM 718	2/2	2/2	4	4	\$731,104
1.365.170	TxDOT Fort Worth	Tarrant	BU 287P	South of FM 718	North of West Bonds Road	2	2	2	4	\$12,500,000
1.390.300	TxDOT Fort Worth	Tarrant	BU 287P	Turner Warnell Road	FM 157	2	2	4	4	\$25,000,000
2.415.375	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	SH 26 Grapevine Highway	Murphy Drive	2	2	2	4	\$12,500,000

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2.415.400	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	Murphy Drive	Martin Parkway	2	2	4	4	\$3,087,400
2.415.425	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	Martin Parkway	Heritage Avenue	2	2	6	6	\$6,605,600
2.415.450	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	Heritage Avenue	SH 121	4	4	6	6	\$2,800,200
2.415.460	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	SH 121	Mid Cities Blvd	4	4	6	6	\$502,600
1.470.425	TxDOT Fort Worth	Tarrant	Collins Street	IH 20	Sublett Road	4	4	4	6	\$12,500,000
1.435.305	TxDOT Fort Worth	Tarrant	Cooks Lane	Randol Mill Road	Lowery Lane	0	0	0	4	\$7,500,000
1.435.315	TxDOT Fort Worth	Tarrant	Cooks Lane	Lowery Lane	John T White Road	2	2	2	4	\$2,500,000
1.435.375	TxDOT Fort Worth	Tarrant	Cooks Lane	Brentwood Stair Road	SH 180/Dottie Lynn Parkway	2	2	2	4	\$7,250,000
2.545.500	TxDOT Fort Worth	Tarrant	Debbie Lane	US 287	Matlock Road	4	4	4	6	\$9,750,000
2.545.525	TxDOT Fort Worth	Tarrant	Debbie Lane	Matlock Road	West of Collins Street	4	4	4	6	\$4,500,000
2.545.550	TxDOT Fort Worth	Tarrant	Debbie Lane	West of Collins Street	SH 360	2	4	4	6	\$8,000,000
2.435.325	TxDOT Fort Worth	Tarrant	East-West Connector DFW Airport (Rental Car Drive)	SH 360	International Parkway	0	2	4	4	\$51,016,818
2.630.300	TxDOT Fort Worth	Tarrant	Everman Parkway	Sycamore School Road	IH 35W	0	0	4	4	\$30,700,000
2.630.350	TxDOT Fort Worth	Tarrant	Everman Parkway	Oak Grove Road	Shelby Road	4	4	4	6	\$5,750,000
2.545.325	TxDOT Fort Worth	Tarrant	FM 1187	US 377	West of SH 121/Chisholm Trail Parkway	2	2	4	6	\$95,000,000
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	Included w/ 2.545.325
2.545.340	TxDOT Fort Worth	Tarrant	FM 1187	SH 121/Chisholm Trail Parkway	FM 1902	2	2	2/2	3/3	\$95,130,000

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2.545.350	TxDOT Fort Worth	Tarrant	FM 1187	FM 1902	East of Floyd Hampton Road	2	2	2/2	3/3	Included w/ 2.545.340
2.545.390	TxDOT Fort Worth	Tarrant	FM 1187	East of BF 1187	BU 1187	2/2	2/2	2/2	3/3	\$15,000,000
2.545.410	TxDOT Fort Worth	Tarrant	FM 1187	FM 731	IH 35W	2/2	2/2	2/2	3/3	\$825,000
2.545.435	TxDOT Fort Worth	Tarrant	FM 1187	Oak Grove Road	Newt Patterson Road	2	2	4	4	\$47,500,000
2.545.375	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	East of Floyd Hampton Road	East of BF 1187	1/1	1/1	2/2	3/3	\$3,400,000
2.545.400	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	BU 1187	FM 731	2/2	2/2	2/2	3/3	\$825,000
1.330.250	TxDOT Fort Worth	Tarrant	FM 1220 Boat Club Road	Bailey Boswell Road	Azle Avenue	4	4	4	6	\$22,500,000
1.350.200	TxDOT Fort Worth	Tarrant	FM 156	Intermodal Parkway	Avondale Haslet Road	2	4	4	4	Included w/ 1.350.225
1.350.225	TxDOT Fort Worth	Tarrant	FM 156	Avondale Haslet Road	US 81/US 287	2	2	6	6	\$110,663,000
1.470.200	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Mid Cities Blvd	Midway Drive	4	4	6	6	\$1,100,000
1.470.225	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Midway Drive	SH 183	4	4	6	6	\$1,100,000
1.440.250	TxDOT Fort Worth	Tarrant	FM 1938 Davis Blvd	Dove Road	Randol Mill Avenue	4	4	4	6	\$3,000,000
1.440.275	TxDOT Fort Worth	Tarrant	FM 1938 Davis Blvd	Randol Mill Avenue	FM 1709 Southlake Blvd	4	4	4	6	\$25,000,000
1.280.275	TxDOT Fort Worth	Tarrant	FM 730	Briar Road	FM 1542 Reno Road	2	2	2	4	Included w/ 1.280.250
1.280.300	TxDOT Fort Worth	Tarrant	FM 730	FM 1542 Reno Road	SH 199	4	4	4	6	Included w/ 1.280.250
1.370.225	TxDOT Fort Worth	Tarrant	FM 731 Crowley Road	Sycamore School Road	Main Street	4	4	4	6	\$825,000
2.350.225	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	Harmon Road	IH 35W	4	4	4	6	\$1,000,000

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2.350.250	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	IH 35W	FM 1709 Keller Parkway	4	4	4	6	\$17,500,000
2.360.300	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	South of Golden Heights Road	Golden Heights Road	2	2	2	4	\$1,750,000
2.360.310	TxDOT Fort Worth	Tarrant	Harmon Road	Golden Triangle Blvd	Golden Heights Road	2	2	4	4	\$1,148,800
2.325.170	TxDOT Fort Worth	Tarrant	Haslet Parkway	Avondale Haslet Road	Intermodal Parkway	0	4	4	4	\$11,220,210
2.325.180	TxDOT Fort Worth	Tarrant	Haslet Parkway	Intermodal Parkway	West of IH 35W	0	2/2	2/2	2/2	\$15,293,400
2.325.190	TxDOT Fort Worth	Tarrant	Haslet Parkway	West of IH 35W	IH 35W	0	2/2	2/2	2/2	\$2,584,800
1.384.200	TxDOT Fort Worth	Tarrant	Intermodal Parkway	FM 156	West of Old Blue Mound Road	2	4	4	6	\$17,500,000
1.384.210	TxDOT Fort Worth	Tarrant	Intermodal Parkway	West of Old Blue Mound Road	Westport Parkway	4	4	4	6	Included w/ 1.384.200
1.384.225	TxDOT Fort Worth	Tarrant	Intermodal Parkway	Westport Parkway	SH 170 Extension	0	2/2	3/3	3/3	\$21,540,000
2.520.350	TxDOT Fort Worth	Tarrant	Lancaster Avenue	US 287	Riverside Drive	6	6	6	6	\$6,329,514
2.520.375	TxDOT Fort Worth	Tarrant	Lancaster Avenue	Riverside Drive	East of IH 820	6	6	6	6	Included w/ Transit
1.465.325	TxDOT Fort Worth	Tarrant	Main Street	Dallas Street	Heritage Parkway	2	2	2	4	\$2,750,000
2.415.250	TxDOT Fort Worth	Tarrant	McLeroy Blvd	BU 287 Saginaw Blvd	Western Center Blvd	4	4	6	6	\$10,052,000
2.450.250	TxDOT Fort Worth	Tarrant	Meacham Blvd	FM 156 Blue Mound Road	West of Mark IV Parkway	3	3	4	4	\$34,300,000
2.450.275	TxDOT Fort Worth	Tarrant	Meacham Blvd	West of Mark IV Parkway	Mark IV Parkway	4	4	4	4	Included w/ 2.450.250
2.450.300	TxDOT Fort Worth	Tarrant	Meacham Blvd	Mark IV Parkway	East of Mark IV Parkway	2	2	4	4	Included w/ 2.450.250
2.450.325	TxDOT Fort Worth	Tarrant	Meacham Blvd	East of Mark IV Parkway	IH 35W	4	4	4	4	Included w/ 2.450.250

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1.330.200	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Bonds Ranch Road	Heritage Trace Parkway	2	2	2	6	\$42,500,000
1.330.210	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Heritage Trace Parkway	Bailey Boswell Road	0	0	4	6	\$10,000,000
2.390.275	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	IH 35W	US 377 Denton Highway	4	4	6	6	\$24,699,200
2.390.290	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	Lakewood Hill Drive	US 377 Denton Highway	4	4	4	6	\$1,000,000
2.390.350	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	East of Rufe Snow Drive	West of Keller Smithfield Road	4	4	4	6	\$2,250,000
1.435.300	TxDOT Fort Worth	Tarrant	Precinct Line Road	South of Trinity Blvd	Randol Mill Road	2	2	2	4	\$5,250,000
2.535.425	TxDOT Fort Worth	Tarrant	Randol Mill Road	Oakland Blvd	Woodhaven Blvd	2	2	4	4	\$7,395,400
2.535.475	TxDOT Fort Worth	Tarrant	Randol Mill Road	IH 820	North John T White Road	2	2	2	4	\$1,750,000
2.535.490	TxDOT Fort Worth	Tarrant	Randol Mill Road	North John T White Road	Racquet Club Drive	2	2	4	4	\$1,193,406
1.335.250	TxDOT Fort Worth	Tarrant	Rm 2871 Academy Blvd	IH 30	US 377	2	2	4	4	\$60,313,000
2.565.375	TxDOT Fort Worth	Tarrant	SH 183	Roaring Springs Road	White Settlement Road	2/2	2/2	3/3	3/3	\$26,800,000
2.565.300	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	US 377	IH 30	6	6	6	6	\$5,250,000
2.565.325	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	IH 30	Green Oaks Road	2/2	2/2	3/3	3/3	\$25,000,000
2.565.350	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	Green Oaks Blvd	Roaring Springs Road	4	4	6	6	\$26,000,000
2.565.500	TxDOT Fort Worth	Tarrant	SH 183 Baker Blvd	SH 183/SH 26	IH 820	4	4	4	4	\$4,500,000
2.565.400	TxDOT Fort Worth	Tarrant	SH 183 River Oaks Blvd	White Settlement Road	Deen Road	4	4	4	4	\$32,500,000
2.565.275	TxDOT Fort Worth	Tarrant	SH 183 Southwest Blvd	Overhill Road	US 377	6	6	6	6	\$3,000,000

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2.280.700	TxDOT Fort Worth	Tarrant	SH 199	Boat Club Road	IH 820	3/3	3/3	6	6	Included w/ Freeways/Tollways
2.280.725	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	IH 820	Roberts Cut Off Road	6 4	6 4	6	6	Included w/ 2.280.740
2.280.740	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	Roberts Cut Off Road	University Blvd/Northside Drive	4	4	6	6	\$79,661,515
2.280.600	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway**	East of Rankin Road	Begin Frontage Couplet	4	N/A	N/A	N/A	Included w/ Freeways/Tollways
2.280.570	TxDOT Fort Worth	Tarrant	SH 199**	North of FM 1886	South of FM 1886	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
2.280.575	TxDOT Fort Worth	Tarrant	SH 199**	Rankin Road	East of Rankin Road	2/2	N/A	N/A	N/A	Included w/ Freeways/Tollways
1.495.275	TxDOT Fort Worth	Tarrant	SH 26 Grapevine Highway	Brown Trail	Bedford Euless Road	4	4	6	6	\$76,170,000
1.495.300	TxDOT Fort Worth	Tarrant	SH 26/Boulevard 26	IH 820	SH 26 Grapevine Highway	4	4	6	6	\$45,000,000
1.540.330	TxDOT Fort Worth	Tarrant	US 377 Belknap Street	Oakhurst Scenic Drive	Belknap Street	4	4	3	3	\$575,000
2.505.500	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Belknap Street	2/2	2/2	1/2	1/2	\$375,000
2.505.430	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	West of Harding Street	Harding Street	3/3	3/3	3/2	3/2	\$2,000,000
2.505.475	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Greenway Park Drive	3/1	3/1	3/3	3/3	\$375,000
2.320.250	TxDOT Fort Worth	Tarrant	Westport Parkway	FM 156	West of Intermodal Parkway	3	3	4	6	\$12,500,000
2.320.260	TxDOT Fort Worth	Tarrant	Westport Parkway	West of Intermodal Parkway	Intermodal Parkway	4	4	4	6	\$1,500,000
2.320.275	TxDOT Fort Worth	Tarrant	Westport Parkway	Intermodal Parkway	Heritage Parkway	4	4	4	6	\$4,750,000
2.320.300	TxDOT Fort Worth	Tarrant	Westport Parkway	Heritage Parkway	IH 35W	4	4	6	6	\$1,220,600
1.397.250	TxDOT Fort Worth	Tarrant	Wichita Street	IH 20	Roy C Brooks Blvd	2	2	4	4	\$9,405,800

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1.397.275	TxDOT Fort Worth	Tarrant	Wichita Street	Roy C Brooks Blvd	Shelby Road	2	2	4	4	\$9,914,389
1.375.290	TxDOT Fort Worth	Wise	FM 51	South of Preskitt Road	CR 3170 (Haynes Road)	2	2	2	4	\$15,000,000
1.280.225	TxDOT Fort Worth	Wise	FM 730	South College Avenue	SH 114 Rock Island Avenue	2	2	2	2	\$37,200,000
1.280.250	TxDOT Fort Worth	Wise	FM 730 Allen Street	SH 114 EB Rock Island Avenue	Briar Road	2	2	4	4	\$100,000,000
1.280.200	TxDOT Fort Worth	Wise	FM 730 College Avenue	US 81	South College	2	2	2	4	\$70,000,000
1.195.275	TxDOT Fort Worth	Wise	SH 101	FM 1810 Maginnis Street	South of CR 1536	2	2	2	4	\$10,000,000
2.205.325	TxDOT Fort Worth	Wise	SH 114 Rock Island Avenue	FM 730	US 81	2	2	2	4	\$45,000,000
1.220.350	TxDOT Fort Worth	Wise	US 287	SH 114	North of FM 718	2/2	2/2	N/A	N/A	Included w/ Freeways/Tollways
1.220.250	TxDOT Fort Worth	Wise	US 287 US 81	BU 81	FM 1810	2/2	2/2	2/2	2/2	\$70,000,000
2.225.100	TxDOT Fort Worth	Wise	US 380 SH 114	West of FM 3701	East of FM 1658	2	2	4	4	\$97,500,000
2.225.125	TxDOT Fort Worth	Wise	US 380 SH 114	East of FM 1658	SH 101	2	2	4	4	Included w/ 2.225.100
2.260.225	TxDOT Paris	Hunt	FM 1570	SH 34	IH 30	2	4	4	4	\$26,504,000
1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178/Culver Street	4	4	4	4	\$4,900,000
2.375.375	TxDOT Paris	Hunt	SH 276 Quinlan Parkway	Honey Creek Circle	CR 2472	2	4	4	6	\$3,750,000
1.840.400	TxDOT Paris	Hunt	SH 34	Traders Road	South of CR 3703	2	2	2	4	\$1,000,000
2.370.825	TxDOT Paris	Hunt	SH 66	East County Line Road	FM 2642	2	2	4	4	\$20,534,800
2.370.850	TxDOT Paris	Hunt	SH 66	FM 2642	US 69	2	2	2	4	\$70,000,000
2.225.875	TxDOT Paris	Hunt	SP 302 Lee Street/Washington Street	BU 69 NB Johnson Street	Bois D'Arc Street	1/2	1/2	1/3	1/3	\$718,000

(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 21, 2022

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost
NRSA1- 1.10.3 NRSA1- 1.10.4	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 & US 81D with addition of ramps & 0 to 2 lane frontage roads	\$35,526,221
NRSA1- 1.20.2	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; grade separation at NRS Ranch Road	\$8,000,000
NRSA1- 1.30.1 NRSA1- 1.30.2	Fort Worth	55026	Reconstruction, New Roadway, Grade Separation	0013-08-111	US 81/287	North of Pioneer Road	Wise/Tarrant County Line	Reconstruct 4 to 4 general purpose lanes & add grade separations north of Pioneer Road to SH 114; reconstruct 2 lane 2-way frontage roads to 2 lane 1-way frontage roads; SH 114 to Wise/Tarrant CL; construct new 0 to 2 lane 1-way frontage road NB & reconstruct SB 2 lane 2-way frontage road to 2 lane 1-way frontage road	\$3,000,000
NRSA1- 1.40.2	Fort Worth	53029	Reconstruction	0014-15-033	US 81	North of Harmon Road	North of IH 35W	Reconstruct 2 lane to 2 lane NB frontage road	\$9,334,679
NRSA1- 1.40.2	Fort Worth	53030	Reconstruction	0014-15-034	US 81	North of Harmon Road	North of IH 35W	Reconstruct 2 lane to 2 lane existing SB frontage road	\$11,341,336
NRSA1- 1.40.2	Fort Worth	53031	Reconstruction	0014-15-035	US 81	North of Harmon Road	North of IH 35W	Reconstruct NB & SB exit ramp to Harmon Road/North Tarrant Parkway & SB entrance ramp from Harmon Road	\$2,265,007
NRSA1- 1.40.2	Fort Worth	53032	New Roadway	0014-15-036	US 81/287	North of FM 3479	North of IH 35W Interchange	Construct auxiliary lane for NB exit to North Tarrant Parkway; auxiliary lane for SB entrance from North Tarrant Parkway	\$2,286,006
NRSA1- 1.40.2	Fort Worth	55027	Addition of Lanes	0014-15-037	US 81/287	Avondale-Haslet Road	IH 35W	Convert frontage roads from 2/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes 1-way operation; reconstruct & widen 4 to 6 general purpose lanes; construct new interchanges at Willow Springs, Heritage Trace, & North Tarrant; reconstruct existing interchanges at Blue Mound, Bonds Ranch, FM 156, & Harmon Road	\$241,155,400
NRSA1- 1.70.1	Fort Worth	13060.2	New Roadway, Intersection Improvement	0172-10-017	US 287	Lone Star Road	Entrance Ramp to SB US 287	Construct new 0 to 2 lane SB frontage road; intersection improvements at US 287 & Lone Star Road; sidewalks; drainage structures	\$1,869,868
NRSA1- 9.20.1	Fort Worth	14092	New Roadway	0000-02-062	SH 360	Trinity River	Post & Paddock	Construct 0 to 2 lane SB frontage road; bridge over riverside parkway; new sidewalks	\$15,086,506
NRSA1- 7.40.1	Dallas	83259	Bike/Pedestrian, New Roadway	0196-03-263	IH 35E	Manana Drive	Royal Lane	Construct new 0 to 2 lane frontage roads NB from Manana Drive to Royal Lane & SB from Walnut Hill Lane to Manana Drive; pedestrian improvements along Walnut Hill Lane	\$12,385,756

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost
NRSA1- 7.50.1	Dallas	52201	New Roadway	0196-03-223	IH 35E	Lombardy Lane	Spur 482 (Storey Road)	Construct 0 to 2 SB frontage road & ramp modifications	\$11,879,775
NRSA1- 7.100.3	Dallas	14032.2	Intersection Improvement, Reconstruction, Bike/Pedestrian	0442-02-161	IH 35E	At Bear Creek Road		Construct Intersection Improvements, including reconstructing existing 4 to 4 lane frontage roads with the addition of a Texas u-turn & sidewalks	\$10,163,994
NRSA1- 27.30.2	Dallas	55249	Reconstruction, Ramp Modifications	0092-02-130	IH 45	At State Loop 9		Reconstruct existing 2 to 2 lane SB frontage road; ramp modifications	\$5,510,115
NRSA1- 27.40.3	Dallas	14089.1	Intersection Improvements, Ramp Modifications	0092-04-075	IH 45	BS 45G	North SH 34	Intersection Improvements; ramp modifications	\$8,094,000
NRSA1- 27.40.4	Dallas	14089.3	Reconstruction, Ramp Modifications	0092-05-053	IH 45	SH 34	FM 85	Ramp reversal; reconstruct 2/6 to 2/6 frontage road lanes; reconstruct bridge at FM 1181	\$55,296,983
NRSA1- 28.50.1	Dallas	52527	New Roadway	1068-04-119	IH 30	SH 161	NW 7th Street	Construct 0 to 4 lane frontage roads	\$33,178,923
NRSA1- 28.80.2	Dallas	55169	Addition of Lanes, New Roadway, Bridge, Interchange, Ramp Modifications	0009-11-241	IH 30	Bass Pro Drive	Dalrock Road	Construct 0 to 6 lane frontage roads; Bayside Bridge; ramp modifications; reconstruct Dalrock interchange	\$154,988,031
NRSA1- 28.90.1	Dallas	55195	Interchange; New Roadway; Addition of Lanes; Reconstruction	0009-12-220	IH 30	Dalrock	East of Horizon	Construct 0/4 to 4/6 lane frontage roads; reconstruct Horizon Road interchange; ramp modifications	\$255,068,948
NRSA1- 28.90.1	Dallas	55222	Interchange	0009-12-221	IH 30	Dalrock Road (Rockwall County Line)	East of Dalrock Road	Transition for Dalrock interchange, including reconstruction of existing 4 to 4 lane frontage roads & ramps	\$11,390,092
NRSA1- 28.90.2	Dallas	52229	Interchange	0009-12-072	IH 30	At FM 3549		Reconstruct interchange at FM 3549, including 2/3 lane frontage roads & ramp construction	\$114,228,083
NRSA1- 30.10.4	Fort Worth	11934	Addition of Lanes	0314-07-051	IH 20	West of Bankhead Highway	East of Bankhead Highway	Reconstruct & widen 2 lane bridge to 4 lane bridge at Bankhead over IH 20; ramp modifications & 2 lane frontage roads in each direction with an auxiliary lane between ramps west of Bankhead; construct new u-turn bridge east of Bankhead	\$314,512
NRSA1- 30.10.5	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; reconstruct & widen 4 continuous to 4/6 continuous frontage roads	\$466,315,000
NRSA1- 30.10.5	Fort Worth	13061.1	Reconstruction, Bottleneck Removal, Bike/Pedestrian	0008-03-133	IH 20	FM 1187/FM 3325	IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads; construct continuous shared-use path; construct new ramps on IH 20 between FM 1187/FM 3325 & IH 30; lower IH 20 main lanes at FM 1187/FM 3325 & WB IH 20; lower IH 30 main lanes	\$5,200,000
NRSA1- 30.80.1 NRSA1- 30.80.2	Dallas	55031	New Roadway	2374-04-076	IH 20	SH 161/Lakeridge Parkway	East of Carrier Parkway	Construct 0 to 6 lane frontage roads; ramp modifications	\$46,528,027

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost
NRSA1- 30.80.2	Dallas	20212	New Roadway, Bike/Pedestrian	2374-04-049	IH 20	West of Carrier Parkway	FM 1382 (Belt Line Road)	Construct 0 to 6 lane frontage roads; ramp modifications; sidewalks	\$36,874,263
NRSA1- 30.80.5 NRSA1- 30.80.6	Dallas	55240	New Roadway	2374-04-085	IH 20	West of Cockrell Hill Road	Hampton Road	Construct 0 to 4 lane frontage roads	\$101,510,556
NRSA1- 30.90.2	Dallas	55232	New Roadway	0095-13-038	IH 20	Lawson Road	Kaufman County Line	Add 0 to 4 lanes continuous frontage roads	\$89,207,463
NRSA1- 30.100.1 NRSA1- 30.100.2	Dallas	55219	New Roadway	0095-14-027	IH 20	Dallas County Line	Spur 557	Add 0 to 4 lane continuous frontage roads	\$470,478,805
NRSA1- 30.110.1 NRSA1- 30.110.2	Dallas	55220	New Roadway	0495-01-071	IH 20	SP 557	East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	\$181,865,909
NRSA1- 36.30.2	Dallas	51460	New Roadway	0197-03-054	US 175	FM 148	CR 4106 in Crandall	Construct new 2 lane frontage roads; convert existing frontage road from 2 lane 2-way to 2 lane 1-way frontage road; ramp modifications	\$20,014,502
NRSA1- 130.10.2	Dallas	54047	New Roadway	2374-07-063	IH 635	Royal Lane	West of Belt Line Road	Construct 0 to 2 lane WB frontage road; ramp modifications	\$27,559,039

Non-Regionally Significant Roadways

June 21, 2022

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost	FFCS
NRSA1-DAL- 11	TxDOT Dallas	11237.2	New Roadway, Bike/Pedestrian	0918-45-812	Conflans Road	SH 161	Valley View lane	Construct 0 to 4 lane divided facility with new sidewalks & shared use path	\$26,173,728	Major Collector
NRSA1-DAL- 16	TxDOT Dallas	11217.2	Addition of Lanes	0918-46-298	McKinney Street (Old FM 426)	1.4 miles west of SL 288	1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	\$18,267,303	Minor Arterial
NRSA1-DAL- 39	TxDOT Dallas	11727	Addition of Lanes, Reconstruction	0918-45-884	Medical District Drive	IH 35E	Harry Hines Blvd	Reconstruct & widen from 4 lane to 6 lane divided roadway	\$28,117,109	Major Collector
NRSA1-DAL- 51	TxDOT Dallas	52559	Addition of Lanes	2845-01-014	FM 455	Wildwood Trail	SH 121	Widen facility to 4 lane urban divided (ultimate 6 lane divided)	\$32,785,494	Minor Arterial
NRSA1-DAL- 67	TxDOT Dallas	20113	New Roadway	0918-46-240	Corporate Drive	FM 544	Josey lane	Construct 4 lane divided roadway (Segment 6)	\$20,284,398	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 & Vintage Blvd from Bonnie Brae to US 377 from 2 to 4 lane divided urban arterial	\$65,801,014	Major Collector
NRSA1-DAL- 107	TxDOT Dallas	20213	Addition of Lanes	0918-47-051	Wildlife Parkway	SH 161	Belt Line Road	Construct 0/2 lane rural to 2/4 lane divided, including bridge over Trinity River	\$46,080,339	Major Collector
NRSA1-DAL- 110	TxDOT Dallas	83209	Addition of Lanes, Reconstruction	2056-01-042	FM 2551	FM 2514	FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$73,360,742	Minor Arterial
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	\$66,520,441	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	\$24,619,265	Major Collector
NRSA1-DAL- 133	TxDOT Dallas	83255	Addition of Lanes	0816-02-072	FM 455	West of FM 2450	East of Marion Road	Reconstruct & widen 2 lane rural to 4 lane urban divided	\$79,861,769	Minor Arterial
NRSA1-DAL- 144	TxDOT Dallas	20280 20280.2	New Roadway	0918-24-196 0918-24-256	Frontier Parkway (CR 5)	SH 289 (Preston Road)	DNT	Construct new 2 to 6 lane divided urban arterial with grade separation at BNSF RR	\$31,327,282	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 4/6 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)	\$25,232,906	Major Collector
NRSA1-DAL- 165	TxDOT Dallas	83030	Addition of Lanes	0000-18-071	Hickox Road	Toler Road	Merritt Road	Widen from 2 lanes to 4 lanes (Phase 2)	\$3,150,000	Minor Arterial
NRSA1-DAL- 169	TxDOT Dallas	55111	Reconstruct, Addition of Lanes	2588-01-017	FM 548	Windmill Farms Blvd	South of SH 205 (Rockwall C/L)	Widen & reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	\$66,826,386	Major Collector
NRSA1-DAL- 170	TxDOT Dallas	55111.2	Reconstruct, 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	\$65,604,025	Major Collector
NRSA1-DAL- 171	TxDOT Dallas	83144	Addition of Lanes	0000-18-033	Chaha Road	Rowlett Road	Kirby Road	Widen from 2 lanes to 3 lanes	\$3,950,000	Major Collector
NRSA1-DAL- 173	TxDOT Dallas	83215	Addition of Lanes	N/A	Ridgeview Drive	Alma	Watters Creek	Widen from 2 lanes to 4 lanes	\$12,928,774	Major Collector

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost	FFCS
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- 175	TxDOT Dallas	83284	New Roadway	0751-05-001	FM 148	South of FM 3039	US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	\$16,941,493	Minor Arterial
NRSA1-DAL- 184	TxDOT Dallas	25025	New Roadway, Bike/Pedestrian	0918-47-237	Wheatland Road	Dallas/Lancaster City Limit	University Hills along Dallas/Lancaster city limits	Construct 0 to 4 lane divided roadway and bicycle/pedestrian facilities	\$5,314,939	Major Collector
NRSA1-DAL- 185	TxDOT Dallas	82130	Addition of Lanes	0000-18-018	Hickory Creek Road	FM 2181	Riverpass Drive	Widen from 2 lanes to 4 lanes (ultimate 6 lanes)	\$6,775,000	Major Collector
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	\$4,952,603	Minor Arterial
NRSA1-DAL- 189	TxDOT Dallas	55205	Realignment	1310-01-043	FM 407	Gulf Avenue	West of Sage Drive	Realign existing 2 to 2 lane roadway to address safety issues	\$2,691,039	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 & reconstruct 2 lane rural to 4 lane divided urban roadway (ultimate 6)	\$16,338,702	Minor Arterial
NRSA1-DAL- 191	TxDOT Dallas	14002	Addition of Lanes, Reconstruction	0918-47-208	Wintergreen Road	Jefferson Street	West of Carpenter Road	Reconstruct & widen 2 lane undivided rural to 4 lane divided urban	\$22,894,760	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 & reconstruct 2 lane undivided rural to 4 lane divided urban	\$13,903,961	Major Collector
NRSA1-DAL- 193	TxDOT Dallas	13020	Reconstruction, Addition of Lanes	1394-02-027	FM 1387	Midlothian Parkway	FM 664	Reconstruct & widen from 2 lane undivided rural to 4 lane urban divided (ultimate 6 lane)	\$120,728,841	Major Collector
NRSA1-DAL- 197	TxDOT Dallas	82386	Intersection Improvement	0000-18-020	Waketon Road	FM 2499	Chinn Chapel Road	Realignment of roadway (2 to 2 lanes)	\$5,934,800	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)	\$8,587,037	Not on FFCS
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)	\$12,318,304	Not on FFCS
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)	\$4,897,286	Not on FFCS
NRSA1-DAL- 203	TxDOT Dallas		Realignment		New Collin County N/S Road #1	CR 463 (North)	US 380	Realign 4 lane road (PA)	\$8,981,690	Not on FFCS
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)	\$8,730,034	Not on FFCS
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)	\$8,839,204	Not on FFCS
NRSA1-DAL- 206	TxDOT Dallas		Realignment		FM 982/Collin County N/S Road #1	FM 982/CR 444	FM 3286	Realign 4 lane road (MA)	\$1,396,662	Minor Arterial

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost	FFCS
NRSA1-DAL- 207	TxDOT Dallas		Addition of Lanes		FM 3286 Lucas Road/Collin County N/S Road #1	FM 982	FM 1378	Widen 2 to 4 lanes (MA)	\$30,486,697	Major Collector
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)	\$5,571,272	Major Collector
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)	\$13,266,495	Not on FFCS
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)	\$3,934,743	Not on FFCS
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)	\$3,620,045	Not on FFCS
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)	\$2,794,349	Not on FFCS
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	\$7,199,601	Not on FFCS
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)	\$41,314,032	Minor Arterial
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)	\$5,017,220	Minor Arterial
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)	\$2,822,539	Major Collector
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)	\$7,185,250	Major Collector
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)	\$5,758,348	Major Collector
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)	\$7,812,594	Not on FFCS
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	\$17,470,833	Major Collector
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)	\$2,252,085	Minor Arterial
NRSA1-DAL- 226	TxDOT Dallas		New Roadway		Hickox Road/Collin County N/S Road #5	Castle Drive	Centerville Road	New 4 lane road (MA)	\$4,535,436	Major Collector
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)	\$3,022,428	Not on FFCS
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	\$6,599,933	Major Collector
NRSA1-DAL- 230	TxDOT Dallas		Addition of Lanes	0619-01-027	FM 6/Collin County E/W Road #8	SH 78	SH 66	Widen 2 to 4 lanes (MA) ultimate 6	\$62,621,144	Major Collector

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost	FFCS
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)	\$3,620,045	Major Collector
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)	\$7,926,890	Major Collector
NRSA1-DAL- 233	TxDOT Dallas		Addition of Lanes		FM 2755/Collin County E/W Road #9	SH 78	FM 2755/Watkins Road	Widen 2 to 4 lanes (PA)	\$11,571,025	Major Collector
NRSA1-DAL- 234	TxDOT Dallas		Addition of Lanes		Watkins Road/Collin County E/W Road #9	FM 2755/Watkins Road	FM 1777/CR 590	Widen 2 to 4 lanes (PA)	\$8,411,237	Not on FFCS
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)	\$6,884,391	Major Collector
NRSA1-DAL- 237	TxDOT Dallas		Addition of Lanes		FM 35/Collin County E/W Road #9	FM 35/FM 2642	SH 276	Widen 2 to 4 lanes (PA)	\$15,711,295	Not on FFCS
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)	\$3,136,724	Not on FFCS
NRSA1-DAL- 239	TxDOT Dallas		New Roadway		Collin County E/W Road #10	CR 483 (East)	FM 2755 (West)	New 4 lane road (MA)	\$5,855,730	Major Collector
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)	\$12,290,113	Not on FFCS
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)	\$7,909,464	Not on FFCS
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)	\$7,771,019	Major Collector
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)	\$4,562,970	Not on FFCS
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)	\$9,030,894	Major Collector
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)	\$6,386,718	Not on FFCS
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)	\$3,868,113	Major Collector
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)	\$7,527,111	Minor Collector
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)	\$11,975,416	Not on FFCS
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)	\$5,827,540	Minor Collector
NRSA1-DAL- 250	TxDOT Dallas		Addition of Lanes		Main Street/Collin County N/S Road #12	Main Street/ Josephine Road	US 380/Main Street	Widen 2 to 4 lanes (MA)	\$1,281,854	Not on FFCS
NRSA1-DAL- 251	TxDOT Dallas		Realignment		Erby Campbell/Collin County N/S Road #13	Collin County E/W Road #10	SH 66	Realign 2 to 4 lanes (C)	\$5,673,779	Minor Collector

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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)	\$19,018,180	Not on FFCS
NRSA1-DAL- 254	TxDOT Dallas		Realignment		FM 1778/Collin County E/W Road #14	CR 695	FM 6/FM 1777	Realign 2 to 4 lanes (MA)	\$4,258,153	Not on FFCS
NRSA1-DAL- 255	TxDOT Dallas		Realignment	1014-04-016	FM 1777/Collin County N/S Road #14	FM 6/FM 1777	SH 66	Widen 2 to 4 lanes (MA) ultimate 6	\$99,161,598	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	\$7,292,370	Not on FFCS
NRSA1-DAL- 259	TxDOT Dallas		Addition of Lanes		Rock Ridge Road	FM 1378 (Country Club Road)	Exchange Parkway	Widen 2 to 4 lanes (C)	\$1,853,342	Not on FFCS
NRSA1-DAL- 260	TxDOT Dallas		Addition of Lanes		Rock Ridge Road	Exchange Parkway	FM 2170 (Estates Parkway)	Widen 2 to 4 lanes (C)	\$2,936,834	Not on FFCS
NRSA1-DAL- 261	TxDOT Dallas		New Roadway		McCreary Road	Lucas Road/Lewis Lane	FM 2514 (Parker Road)/McCreary Road	New 4 lane road (C)	\$7,913,051	Minor Collector
NRSA1-DAL- 264	TxDOT Dallas		New Roadway		Outer Loop/FM 548 Connector	IH 30	FM 548	New 4 lane divided	\$9,100,000	Major Collector
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 & reconstruct 2 lane to 4 lane urban divided	\$12,458,843	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 & reconstruct 2 lane rural to 4 lane urban (ultimate 6 lanes)	\$9,538,846	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 & reconstruct 2 lane rural to 4 lane urban (ultimate 6 lanes)	\$21,293,121	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	\$48,736,504	Minor/Major Collector
NRSA1-DAL- 304	TxDOT Dallas	14030	Reconstruct, Bike/Pedestrian	0918-46-311	College Street	Mill Street	Railroad Street	Reconstruct from 2 to 2 lanes, add bicycle lanes, widen/expand sidewalks, add on-street parking	\$5,228,404	Major Collector
NRSA1-DAL- 306	TxDOT Dallas	55238	Reconstruct, Widen	2845-01-020	FM 455	SH 5	East of Wildwood Trail	Reconstruct & widen 2 to 4 lane urban divided (ultimate 6 lanes)	\$18,758,139	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 & widen from 2 lanes rural undivided to 4 lanes urban divided with bicycle/pedestrian accommodations & intersection improvements	\$31,726,282	Minor Arterial
NRSA1-DAL- 309	TxDOT Dallas	14077	Addition of Lanes, New Roadway	0918-24-249	Ferguson Parkway	Elm Street	Collin County Outer Loop	Construct 0/2 to 4 lane urban divided (6 lane ultimate), including new sidewalks & 0 to 6 lane bridge over Slayter Creek	\$16,207,095	Major Collector

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NRSA1-DAL- 310	TxDOT Dallas	14060	Bike/Pedestrian, Reconstruction, Intersection Improvements	0918-24-258	East Louisiana Street	SH 5	Throckmorton Street	Reconstruct from 2 to 2 lanes, including on-street parking, roundabout at the intersection of East Louisiana & Greenville Street, sidewalk improvements	\$6,189,635	Major/Minor Collector
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 & shared-use path (Segment 6B)	\$21,450,633	Minor Arterial
NRSA1-DAL- 313	TxDOT Dallas	14079	Reconstruction, Bike/Pedestrian, Intersection Improvement	0918-47-295	Park Lane	Greenville Avenue	Hemlock Avenue	Reconstruct roadway to accommodate bicycle lane & sidewalks from Greenville Avenue to Hemlock Avenue; intersection improvements at Shady Brook & 5-point intersections; restripe pavement to accommodate 4 through lanes with left turn lanes & bicycle lanes	\$9,951,881	Major Collector
NRSA1-DAL- 314	TxDOT Dallas	55256	Addition of Lanes, Reconstruction	1217-01-019	FM 1641	FM 548	FM 148	Reconstruct & widen 2 lane to 4 lane urban divided	\$85,765,707	Minor Arterial/Major Collector
NRSA1-DAL- 318	TxDOT Dallas	55267	Addition of Lanes, Reconstruction	1059-01-047	FM 1173	FM 156	Masch Branch Road	Widen & reconstruct from 2 lane rural to 4/6 lane urban divided roadway	\$70,279,797	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	\$28,040,835	Minor Arterial
NRSA1-DAL- 320	TxDOT Dallas	55272	Addition of Lanes, Reconstruction	1092-01-021	FM 741	US 175	FM 548	Widen & reconstruct from 2 lane rural undivided to 4/6 lane urban divided (ultimate 6)	\$135,246,015	Minor Arterial
NRSA1-DAL- 322	TxDOT Dallas	25076	Addition of Lanes, Reconstruction	0918-47-315	Collins Road	Tripp Road	Town East Blvd	Reconstruct & widen 2 to 4 lane urban divided	\$9,393,750	Major Collector
NRSA1-DAL- 323	TxDOT Dallas	25077	Reconstruction	0918-47-314	Tripp Road	The Falls Drive	Belt Line Road	Reconstruct 2 to 2 lane rural roadway	\$800,000	Major Collector
NRSA1-DAL- 324	TxDOT Dallas	25078	Addition of Lanes, Reconstruction, Bike/Pedestrian	0918-47-313	Hickory Tree Road	Elam Road	Lake June Road	Reconstruct from 2 to 3 lanes with pedestrian improvements, including sidewalks & shared-use path	\$15,078,862	Major Collector
NRSA1-DAL- 326	TxDOT Dallas	55273	Addition of Lanes, Reconstruction, Intersection Improvements	1315-01-030	FM 1385	US 380	FM 455	Widen & reconstruct from 2 lane urban undivided to 4/6 lane urban divided (ultimate 6 lanes); realignment of intersections at Mustang Road & Gee Road	\$250,077,274	Major Collector
NRSA1-DAL- 327	TxDOT Dallas	55274	Addition of Lanes, Reconstruction	2979-01-011	FM 2931	US 380	FM 428	Widen & reconstruct from 2 lane rural to 4 lane urban divided (ultimate 6 lanes)	\$132,539,501	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	\$38,922,838	Proposed Minor Arterial

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NRSA1-DAL- 329	TxDOT Dallas	21083	Intersection Improvements, Reconstruction, Bridge, Traffic Signal Improvements	0918-47-390	Lake June	at US 175		Reconstruct structure & approach roadways; signal reconstruction; convert partial clover leaf to a conventional diamond intersection	\$3,000,000	Major Collector
NRSA1-DAL- 330	TxDOT Dallas	84161	Addition of Lanes, Reconstruction	0000-08-122	Sunrise/Ferris Road	Loop 9 Interchange	South of Belt Line Road	Reconstruct & widen 2 lane to 4 lane divided concrete section with drainage, replace bridge over Ten Mile Creek	\$41,000,000	Not on FFCS (Locally Funded)
NRSA1-DAL- 331	TxDOT Dallas	21032	Intersection Improvements	0918-47-367	Sunrise Road	Belt Line Road	Van Road	Realign offset intersection at Belt Line & Sunrise	\$10,000,000	Pending FFCS Amendment (Submitted March 2022)
NRSA1-DAL- 332	TxDOT Dallas	21034	Addition of Lanes, Bike/Pedestrian, Intersection Improvements	0918-46-332	Hickory Creek Road	FM 1830 (Country Club Road)	Riverpass Drive	Reconstruct & widen from 2 to 4 lanes with shared-use path; intersection improvements at Riverpass Drive	\$12,500,000	Major Collector
NRSA1-DAL- 333	TxDOT Dallas	21082	New Roadway	0918-47-352	Copenhagen Avenue	Olympus Blvd	Beltline Road	Construct 0 to 4 lane roadway	\$1,986,274	Pending FFCS Amendment (Submitted March 2022)
NRSA1-DAL- 334	TxDOT Dallas		Reconstruct, New Roadway, Traffic Signal Improvements, Bike/Pedestrian		Parvin Road	FM 1385	Legacy Drive	Construct 0/2 to 4 lane divided roadway, including bridge improvements, traffic signal improvements, new sidewalks	\$46,606,342	Pending FFCS Amendment
NRSA1-DAL- 336	TxDOT Dallas	11600	Bike/Pedestrian, Reconstruction	0918-47-420	10th Street	IH 35E	Clarendon Drive	Reconstruct 2 lane to 2 lane roadway with drainage & associated pedestrian crosswalks	\$3,000,000	Not on FFCS (RTR Funded)
NRSA1-DAL- 337	TxDOT Dallas	11620	Bike/Pedestrian, Intersection Improvement, Reconstruction	0918-47-421	Eads/Hutchins Avenue	Eads Avenue and East Colorado Blvd	Hutchins Avenue and 8th Street	Reconstruct 2 lane to 2 lane roadway, including sidewalks, crosswalks, drainage, intersection improvements, streetlights & potential traffic signals if warranted	\$7,000,000	Not on FFCS (RTR Funded)
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
NRSA1-DAL- 339	TxDOT Dallas	21026	Other	0918-47-375	Martin Luther King Blvd/TREC Project	SH 352	Botham Jean Blvd (previously Lamar Avenue)	Engineering to reroute truck traffic & create context sensitive design/road diet	\$500,000	Minor Arterial
NRSA1-FTW- 4	TxDOT Fort Worth	11244.1	Addition of Lanes, Reconstruction	0718-02-045	FM 156	US 81/287	Watauga Road (McElroy)	Reconstruct & widen 2 lane to 4 lane divided	\$65,345,228	Minor Arterial
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 & 2 lanes to 4 lanes from Hurst Avenue to CR 602	\$50,818,774	Major Collector

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	YOE Total Cost	FFCS
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	Widen from 2 lane to 4 lane with raised median & bicycle/pedestrian improvements	\$53,493,834	Major Collector
NRSA1-FTW- 60	TxDOT Fort Worth	25013	Bike/Pedestrian, Reconstruction, Intersection Improvement	0902-90-046, 0902-90-172	CS	Meandering Road from SH 183 to Anahuac Avenue	LTJG Barnett from Meandering Road to NAS JRB East Gate	Reconstruct Meandering Road from 4 to 3 lanes, realign intersection at Roberts Cut Off, construct intersection improvements at Yale Street & LTJG Barnett, sidewalks and sidepaths within project limits, bike lanes on LTJG Barnett	\$20,625,183	Major Collector
NRSA1-FTW- 61	TxDOT Fort Worth	14016	Reconstruction	0902-90-089	Main Street (FM 1187 BUS)	Crowley Road (FM 731)	Beverly Street	Reconstruct from 3 to 2 lanes, add bicycle lanes, new sidewalks, add on-street parking, construct 2 roundabouts	\$12,149,051	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 Road over US 81	\$17,513,144	Major Collector/ Principal
NRSA1-FTW- 65	TxDOT Fort Worth	13004.1	Realignment, Grade Separation, Intersection Improvement	2418-01-013	FM 1810	West of CR 1170	Intersection of US 81/287 at FM 1810	Realignment of FM 1810; grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	\$26,485,451	Major Collector
NRSA1-FTW- 67	TxDOT Fort Worth	13040	Realignment, Reconstruction, 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 & turn lanes	\$8,374,795	Major Collector
NRSA1-FTW- 68	TxDOT Fort Worth	13041	Reconstruction, Bike/Pedestrian	0747-05-042	FM 157	US 67	8th Street	Reconstruct roadway from 2 lane rural to urban 2 lane with sidewalks & turn lanes	\$12,276,873	Major Collector
NRSA1-FTW- 69	TxDOT Fort Worth	14039	Reconstruction	0902-90-117	Glade Road	Northbound SH 360 Frontage Road	West Airfield Drive	Reconstruct from 2 to 2 lanes (add shoulders)	\$8,941,635	Major Collector
NRSA1-FTW- 71	TxDOT Fort Worth	11898.1 11898.3	New Roadway; Reconstruction	0902-90-020 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, new sidewalks	\$8,000,000	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	\$75,561,622	Minor Arterial/Major Collector
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)	\$48,414,461	Major Collector
NRSA1-FTW- 74	TxDOT Fort Worth	13004.3	Intersection Improvement, Realignment	0013-09-012	BU 81-D	CR 1160 - realigned FM 1810 Intersection	North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 & FM 1810/BU 81-D	\$4,417,461	Major Collector
NRSA1-FTW- 75	TxDOT Fort Worth	14050	Bike/Pedestrian, Addition of Lanes, Traffic Signal Improvement	0902-90-145	Euless-Grapevine Road	SH 360	Hughes Road	Widen from 2 to 4 lanes with new sidewalk, install new traffic signal at intersection of SH 360 frontage road & Euless-Grapevine Road	\$2,191,500	Major Collector

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NRSA1-FTW- 76	TxDOT Fort Worth	14054	Bike/Pedestrian, Addition of Lanes, Traffic Signal Improvement	0902-90-148	Horne Street	Vickery Blvd	Camp Bowie Blvd	Widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, traffic signal improvements	\$10,429,831	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 & 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 & minimum 12' wide shared-use path	\$5,355,608	Minor Arterial
NRSA1-FTW- 79	TxDOT Fort Worth	14042	Realignment	0717-01-025	FM 113	Old Millsap Road	North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	\$2,857,041	Major Collector
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	\$3,605,234	Minor Arterial
NRSA1-FTW- 81	TxDOT Fort Worth	14088	Addition of Lanes, Intersection Improvement, Bike/Pedestrian, Traffic Signal	0902-90-176	Las Vegas Trail	Quebec Drive	IH 820	Widen from 2 lanes to 4 lanes with sidewalks, intersection improvements, & traffic signals	\$8,538,563	Minor Arterial
NRSA1-FTW- 85	TxDOT Fort Worth	21006	Rehabilitation, Bike/Pedestrian	0902-38-140	Old Weatherford Road	FM 3325	East of Coder Drive	Realign 2 lane to 2 lane (ultimate 4 lanes), including turn lanes at intersections & pedestrian sidepath	\$14,282,613	Major Collector
NRSA1-FTW- 87	TxDOT Fort Worth	14075	Reconstruction, Addition of Lanes, Traffic Signal Improvement, Bike/Pedestrian	0902-90-154	Center Street, Snider Street, Main Street, and FM 1938	On Center Street from Main Street to RR tracks & on Snider Street from Main Street to RR tracks	Construct 2 lane roadway with on-street parking and sidewalks; on Main Street from Smithfield to FM 1938; reconstruct from 2 to 2 lanes	withon-street parking & sidewalks; on FM 1938 from Main to Odell: construct sidewalk on west side of Davis Blvd	\$3,151,292	Not on FFCS (RTR Funded)
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	\$123,128,869	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 & widen from 2 to 4 lanes, including bridge at US 67	\$16,893,482	Minor Arterial
NRSA1-FTW- 91	TxDOT Fort Worth	21090	Bike/Pedestrian, Enhancement, Reconstruction	0902-90-222	Miller Avenue	East Rosedale Street	Windowmere Street	Stop Six improvements; reconstruct 2 to 2 lanes as context-sensitive roadway, including sidewalks & lighting	\$767,972	Minor Arterial
NRSA1-FTW- 92	TxDOT Fort Worth	21095	Intersection improvement, Reconstruction	0902-50-140	CR 900/Industrial Blvd/CR 1125	Chisholm Trail Parkway	East of Chisholm Trail Pkwy	Reconstruct roadway from 2 lanes to 2 lanes with intersection improvements	\$1,650,000	Minor Collector
NRSA1-FTW- 93	TxDOT Fort Worth	14048	Bike/Pedestrian, Addition of Lanes	0902-90-144	Fairway Drive	SH 26	Marina Drive	Widen from 2 to 3 lanes with new minimum 10' shared-use path	\$3,388,253	Major Collector

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NRSA1-FTW- 95	TxDOT Fort Worth	21062	Reconstruction, Traffic Signal Improvements, Addition of Lanes, Bike/Pedestrian, Intersection Improvement	0902-50-142	Cummings Drive	US 67	North of CR 508	Reconstruct 2 to 3 lane roadway with new sidewalks & intersection improvements, including turn lanes & signalization at US 67 and Cummings	\$10,699,096	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	\$13,077,996	Pending FFCS Amendment (Submitted April 2022)
NRSA1-FTW- 97	TxDOT Fort Worth	14082	Bike/Pedestrian, Addition of Lanes, Reconstruction, Traffic Signal Improvement, Intersection Improvement	0902-90-164	Broadway Avenue	US 377	SH 26	Reconstruct & widen from 2 to 3 lanes with intersection, sidewalk & signal improvements	\$6,598,212	Minor Arterial
NRSA1-FTW- 100	TxDOT Fort Worth	54018	Addition of Lanes	0080-03-049	FM 51	SH 44 Morgan Street	US 377	Widen from 2 lane undivided to 4 lane undivided	\$60,013,025	Major Collector
NRSA1-FTW- 101	TxDOT Fort Worth	21091	Reconstruction, Bike/Pedestrian	0902-90-221	Ramey Avenue	South Hughes	South Edgewood Terrace	Reconstruct 2 to 2 lanes as a context-sensitive roadway, including sidewalks & lighting	\$902,822	Major Collector
NRSA1-PAR- 6	TxDOT Paris	13039	Addition of Lanes	2658-01-013	FM 2642	FM 35	SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	\$27,369,382	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 & RR crossing) North Project	\$20,030,544	Major Collector