

FREEWAY, TOLLWAY, EXPRESS/HOV/TOLLED MANAGED LANES RECOMMENDATIONS SUMMARY

| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|-----------------------------|------------|------------------------|---|---------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---|--------------------------|
| 01 - Chisholm Trail Parkway | FT 31.20.3 | Chisholm Trail Parkway | FM 1187 | US 67 | 2 (Toll) | 4 (Toll) | 4 (Toll) | 4 (Toll) | | \$265,000,000 |
| 02 - DNT Extension | FT 21.10.1 | Dallas North Tollway | CR 60 (Grayson County Line) | FM 428 | 2 (Frtg-C) | 2 (Frtg-C) | 6 (Toll), 6 (Frtg-C) | 8 (Toll), 6 (Frtg-C) | | \$1,190,000,000 |
| 02 - DNT Extension | FT 21.10.2 | Dallas North Tollway | FM 428 | US 380 | 4 (Frtg-C) | 6 (Toll), 6/8 (Frtg-C) | 8 (Toll), 6/8 (Frtg-C) | 8 (Toll), 6/8 (Frtg-C) | | \$558,000,000 |
| 02 - DNT Extension | FT 21.10.3 | Dallas North Tollway | US 380 | PGA Parkway | 4 (Toll), 6 (Frtg-C) | 6 (Toll), 6 (Frtg-C) | 8 (Toll), 6 (Frtg-C) | 8 (Toll), 6 (Frtg-C) | | \$121,000,000 |
| 03 - East Branch | FT 39.10.1 | PGBT (East) | IH 30/PGBT | IH 20 | | 6 (Toll), 4 (Frtg-D) | 6 (Toll), 4 (Frtg-D) | 6 (Toll), 4 (Frtg-D) | | \$2,060,000,000 |
| 04 - IH 20 (Parker County) | FT 30.10.1 | IH 20 | East of Gilbert Pit Road (Palo Pinto County Line) | Spur 312 | 4 (Frwy), 2/4 (Frtg-D) | 4 (Frwy), 2/4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$326,000,000 |
| 04 - IH 20 (Parker County) | FT 30.10.2 | IH 20 | Spur 312 | Ric Williamson Memorial Highway | 4 (Frwy), 2/6 (Frtg-D) | 4 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | \$361,000,000 |
| 04 - IH 20 (Parker County) | FT 30.10.3 | IH 20 | Ric Williamson Memorial Highway | SH 171 | 4 (Frwy), 2/6 (Frtg-D) | 4 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 30.10.2 |
| 04 - IH 20 (Parker County) | FT 30.10.4 | IH 20 | SH 171 | US 180 | 4 (Frwy), 4/6 (Frtg-D) | 4 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | \$486,000,000 |

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| 04 - IH 20 (Parker County) | FT 30.10.5 | IH 20 | US 180 | IH 30 | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | Addition of Frontage Lanes | \$494,000,000 |
| 04 - IH 20 (Parker County) | FT 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 | w/ FT 30.10.5 |
| 05 - IH 20 (East Tarrant County) | FT 30.60.2 | IH 20 | Park Springs Blvd. | Matlock Road | 8 (Frwy), 4/8 (Frtg-D) | 8 (Frwy), 4/8 (Frtg-C) | 8 (Frwy), 4/8 (Frtg-C) | 10 (Frwy), 4/8 (Frtg-C) | Operational Improvements, Bottleneck Removal | \$1,020,000,000 |
| 05 - IH 20 (East Tarrant County) | FT 30.60.3 | IH 20 | Matlock Road | SH 360 | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/8 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 30.60.2 |
| 05 - IH 20 (East Tarrant County) | FT 30.70.1 | IH 20 | SH 360 | Great Southwest Parkway | 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 | w/ FT 30.60.2 |
| 06 - IH 20 (Dallas County) | FT 30.70.2 | IH 20 | Great Southwest Parkway | PGBT WE (SH 161) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 11 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 30.60.2 |
| 06 - IH 20 (Dallas County) | FT 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 | \$100,000,000 |
| 06 - IH 20 (Dallas County) | FT 30.80.2 | IH 20 | Robinson Road | FM 1382 | 8 (Frwy), 4/8 (Frtg-C) | 8 (Frwy), 4/8 (Frtg-C) | 10 (Frwy), 4/8 (Frtg-C) | 10 (Frwy), 4/8 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 30.80.1 |
| 06 - IH 20 (Dallas County) | FT 30.80.3 | IH 20 | FM 1382 | Spur 408 | 8 (Frwy) | 8 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 30.80.1 |
| 07 - IH 30 West Freeway | FT 28.10.3 | IH 30 | Spur 580/Camp Bowie West 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 | \$183,000,000 |
| 07 - IH 30 West Freeway | FT 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) | | \$1,650,000,000 |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|----------------------------------|-------------|-------------------|--------------------|--------------------|--|--|--|--|--|--------------------------|
| 08 - IH 30 (East Tarrant County) | FT 28.30.1 | IH 30 | IH 35W | US 287 | 6 (Frwy) | 6 (Frwy) | 8 (Frwy) | 8 (Frwy) | Operational Improvements, Bottleneck Removal | w/ FT 28.30.3 |
| 08 - IH 30 (East Tarrant County) | FT 28.30.2 | IH 30 | US 287 | Oakland Blvd. | 8 (Frwy) | 8 (Frwy) | 10 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-D) | | w/ FT 28.30.3 |
| 08 - IH 30 (East Tarrant County) | FT 28.30.3 | IH 30 | Oakland Blvd. | IH 820 | 6 (Frwy) | 6 (Frwy) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$3,950,000,000 |
| 08 - IH 30 (East Tarrant County) | FT 28.30.5 | IH 30 | IH 820 | Cooks Lane | 6 (Frwy) | 6 (Frwy) | 10 (Frwy) + 4 CD | 10 (Frwy) + 4 CD | | w/FT 28.30.3 |
| 08 - IH 30 (East Tarrant County) | FT 28.40.1 | IH 30 | Cooks Lane | NW Green Oaks Blvd | 6 (Frwy) | 6 (Frwy) | 10 (Frwy) + 4/6 CD | 10 (Frwy) + 4/6 CD | | w/ FT 28.30.3 |
| 08 - IH 30 (East Tarrant County) | FT 28.40.2 | IH 30 | NW Green Oaks Blvd | Cooper Street | 6 (Frwy) | 6 (Frwy) | 10 (Frwy) + 4/6 (Frtg-C) | 10 (Frwy) + 4/6 (Frtg-C) | | w/ FT 28.30.3 |
| 08 - IH 30 (East Tarrant County) | FT 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) | | w/ FT 28.40.4 |
| 08 - IH 30 (East Tarrant County) | FT 28.40.4 | IH 30 | Duncan Perry Road | PGBT WE (SH 161) | 6 (Frwy) + 2 (ML/T-R) | 8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C) | 8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C) | 8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C) | | \$326,000,000 |
| 08 - IH 30 (East Tarrant County) | FT 151.20.2 | IH 820 (Eastside) | Randol Mill Road | IH 30 | 8 (Frwy), 2/6 (Frtg-C) | 8 (Frwy), 2/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | Operational Improvements | w/ FT 28.30.3 |
| 08 - IH 30 (East Tarrant County) | FT 151.30.1 | IH 820 (Eastside) | IH 30 | Meadowbrook Drive | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | Operational Improvements | w/ FT 28.30.3 |
| 09 - IH 30 Canyon | FT 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) | | \$738,000,000 |

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|------------------------------|-------------|----------|------------------------------------|---------------------------------------|---------------------------------------|---|---|---|--|--------------------------|
| 09 - IH 30 Canyon | FT 28.60.2 | IH 30 | Cesar Chavez Blvd. | IH 45 | 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), 2/4 (Frtg-D) | 8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D) | | w/ FT 28.60.1 |
| 10 - IH 30 East Corridor | FT 28.60.3 | IH 30 | IH 45 | Ferguson Road | 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) | 10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D) | | \$1,670,000,000 |
| 10 - IH 30 East Corridor | FT 28.70.1 | IH 30 | Ferguson Road | US 80 | 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) | 10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C) | | w/ FT 28.60.3 |
| 10 - IH 30 East Corridor | FT 28.70.2 | IH 30 | US 80 | Motley Drive | 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) | 6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 28.60.3 |
| 10 - IH 30 East Corridor | FT 28.70.3 | IH 30 | Motley Drive | IH 635 | 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) | 8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C) | | w/ FT 28.60.3 |
| 10 - IH 30 East Corridor | FT 28.70.5 | IH 30 | IH 635 | Bobtown Road | 8 (Frwy), 4/6 (Frtg-C) | 11 (Frwy), 4/6 (Frtg-C) | 11 (Frwy), 4/6 (Frtg-C) | 11 (Frwy), 4/6 (Frtg-C) | | \$478,000,000 |
| 11 - IH 30 (Rockwall County) | FT 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) | | \$399,000,000 |
| 11 - IH 30 (Rockwall County) | FT 28.90.2 | IH 30 | SH 205 | West of 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) | | w/ FT 28.90.1 |
| 12 - IH 30 (Hunt County) | FT 28.100.1 | IH 30 | West of FM 2642 (Hunt County Line) | SH 34 | 4 (Frwy), 2/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$485,000,000 |
| 12 - IH 30 (Hunt County) | FT 28.100.2 | IH 30 | SH 34 | Spur 302 | 4 (Frwy), 2/6 (Frtg-D) | 6 (Frwy), 2/6 (Frtg-D) | 6 (Frwy), 2/6 (Frtg-D) | 6 (Frwy), 2/6 (Frtg-D) | | \$89,400,000 |
| 12 - IH 30 (Hunt County) | FT 28.100.3 | IH 30 | Spur 302 | East of CR 3203 (Hopkins County Line) | 4 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4 (Frtg-D) | | \$100,000,000 |

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|---------------------|------------|----------|---|----------------------------------|---|---|---|---|--------------------------------|--------------------------|
| 13 - IH 345 | FT 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) | | \$2,220,000,000 |
| 14 - IH 35 | FT 3.10.1 | IH 35 | North of Chisam Road (Cooke/Denton County Line) | 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) | | \$1,670,000,000 |
| 14 - IH 35 | FT 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) | | w/ FT 3.10.1 |
| 14 - IH 35 | FT 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) | | w/ FT 3.10.1 |
| 15 - IH 35E (North) | FT 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), 4/8 (Frtg-C) | | \$382,000,000 |
| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |
| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |
| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |
| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |
| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |
| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |

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| 15 - IH 35E (North) | FT 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) | | w/ FT 3.20.3 |
| 15 - IH 35E (North) | FT 7.30.1 | IH 35E | PGBT | IH 635 | 8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D) | 8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D) | 8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D) | 8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-D) | | w/ FT 3.20.3 |
| 16 - IH 35E (Stemmons Freeway) | FT 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) | | w/ FT 7.50.1 |
| 16 - IH 35E (Stemmons Freeway) | FT 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), 2/3 NB (Frtg-D) | 8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D) | | \$594,000,000 |
| 16 - IH 35E (Stemmons Freeway) | FT 7.50.2 | IH 35E | Spur 482/Storey Lane | Mockingbird Lane | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | | w/ FT 7.60.1 |
| 16 - IH 35E (Stemmons Freeway) | FT 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) | | w/ FT 17.20.1 |
| 17 - IH 35E (Lower Stemmons Freeway) | FT 7.50.3 | IH 35E | Mockingbird Lane | SH 183 | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4 (Frtg-D) | Operational Improvements | w/ AO Program |
| 17 - IH 35E (Lower Stemmons Freeway) | FT 7.60.1 | IH 35E | SH 183 | Inwood Blvd. | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 11 (Frwy) + 2 CD, 4/6 (Frtg-C) | 11 (Frwy) + 2 CD, 4/6 (Frtg-C) | | \$1,890,000,000 |
| 17 - IH 35E (Lower Stemmons Freeway) | FT 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 CD, 4/6 (Frtg-C) | 11 (Frwy) + 2 CD, 4/6 (Frtg-C) | | w/ FT 7.60.1 |
| 17 - IH 35E (Lower Stemmons Freeway) | FT 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) + 2 CD, 4/6 (Frtg-C) | 11 (Frwy) + 2 CD, 4/6 (Frtg-C) | | w/ FT 7.60.1 |
| 17 - IH 35E (Lower Stemmons Freeway) | FT 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) | | w/ FT 7.60.1 |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------------------------|-------------|----------------|--|--|---|---|---|---|--------------------------------|--------------------------|
| 18 - IH 35E (Lowest Stemmons Freeway) | FT 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) | | \$173,000,000 |
| 18 - IH 35E (Lowest Stemmons Freeway) | FT 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) | | w/ FT 7.60.6 |
| 19 - IH 35W (North) | FT 5.10.1 | IH 35W | IH 35W/IH 35E | State Loop 288/FM 2499 (South of Denton) | 4 (Frwy), 2 SB (Frtg-D) | 4 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | | w/ FT 5.10.2 |
| 19 - IH 35W (North) | FT 5.10.2 | IH 35W | State Loop 288/FM 2449 (South of Denton) | SH 114 | 4 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$685,000,000 |
| 19 - IH 35W (North) | FT 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) | | w/ FT 5.10.2 |
| 20 - IH 35W (South) | FT 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) | | \$1,210,000,000 |
| 20 - IH 35W (South) | FT 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) | | w/ FT 5.80.1 |
| 20 - IH 35W (South) | FT 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) | | \$1,360,000,000 |
| 20 - IH 35W (South) | FT 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) | | w/ FT 5.90.1 |
| 20 - IH 35W (South) | FT 5.100.1 | IH 35W | FM 917 | CR 401 | 4 (Frwy), 2/4 (Frtg-D) | 4 (Frwy), 2/4 (Frtg-D) | 6 (Frwy), 2/6 (Frtg-C) | 6 (Frwy), 2/6 (Frtg-C) | | w/ FT 5.90.1 |
| 21 - IH 820 (Northwest) | FT 150.10.1 | IH 820 (North) | Marine Creek Parkway | IH 35W | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$989,000,000 |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------------------|-------------|---------------|-----------------|----------------------|--|--|---|---|--------------------------------|--------------------------|
| 21 - IH 820 (Northwest) | FT 153.20.1 | IH 820 (West) | IH 30 | Las Vegas Trail | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$618,000,000 |
| 21 - IH 820 (Northwest) | FT 153.20.2 | IH 820 (West) | Las Vegas Trail | Navajo Trail | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | w/ FT 153.20.1 |
| 21 - IH 820 (Northwest) | FT 153.20.3 | IH 820 (West) | Navajo Trail | Marine Creek Parkway | 6 (Frwy), 4/6 (Frtg-D) | 8 (Frwy) + 4 CD, 4/6 (Frtg-D) | 10 (Frwy) + 4 CD, 4/6 (Frtg-D) | 10 (Frwy) + 4 CD, 4/6 (Frtg-D) | | \$1,610,000,000 |
| 22 - North Tarrant Express (3) | FT 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) | | \$368,000,000 |
| 22 - North Tarrant Express (3) | FT 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) | | \$170,000,000 |
| 22 - North Tarrant Express (3) | FT 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) | | w/ FT 5.40.1 |
| 22 - North Tarrant Express (3) | FT 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) | | w/ FT 5.60.1 |
| 22 - North Tarrant Express (3) | FT 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) | | w/ FT 5.60.1 |
| 22 - North Tarrant Express (3) | FT 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) | | \$1,980,000,000 |
| 23 - North Tarrant Express (2E) | FT 22.10.1 | SH 183 | SH 121 | FM 157 | 6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C) | 8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C) | 8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C) | 8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C) | | w/ FT 22.10.2 |
| 23 - North Tarrant Express (2E) | FT 22.10.2 | SH 183 | FM 157 | SH 360 | 6 (Frwy) + 3 (ML/T-C), 2/6 (Frtg-D) | 8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D) | 8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D) | 8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D) | | \$1,190,000,000 |

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|---------------------------------|-------------|--|-----------------------------|--------------------------------|--|--|--|--|--|--------------------------|
| 23 - North Tarrant Express (2E) | FT 22.20.1 | SH 183 | SH 360 | President George Bush Turnpike | 7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D) | 8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D) | 8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D) | 8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D) | | w/ FT 22.10.2 |
| 24 - Midtown Express | FT 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 | \$729,000,000 |
| 24 - Midtown Express | FT 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) | | \$364,000,000 |
| 24 - Midtown Express | FT 22.40.2 | SH 183 | SH 114 | Empire Central Drive | 8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D) | 8 (Frwy) + 2 (ML/T-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) | | w/ FT 7.60.1 |
| 24 - Midtown Express | FT 22.40.3 | SH 183 | Empire Central | IH 35E | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy) + 4 CD, 4/6 (Frtg-C) | 6 (Frwy) + 4 CD, 4/6 (Frtg-C) | | w/ FT 7.60.1 |
| 25 - Outer Loop (East) | FT 111.10.1 | Collin County Loop | US 380/FM 547 | CR 637 | | | 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | | \$2,690,000,000 |
| 25 - Outer Loop (East) | FT 111.10.2 | Collin County Loop | CR 637 | FM 2755/CR 588 Birch Street | | 4 (Frtg-C) | 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | | w/ FT 111.10.1 |
| 25 - Outer Loop (East) | FT 111.10.3 | Rockwall County Loop | FM 2755/CR 588 Birch Street | IH 30 | | 2 (Frtg-C) | 4 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | | \$1,620,000,000 |
| 25 - Outer Loop (East) | FT 111.20.1 | Rockwall County Loop | IH 30 | SH 205 | | 2 (Frtg-C) | 4 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | | w/ FT 111.10.3 |
| 25 - Outer Loop (East) | FT 111.30.1 | Kaufman County Loop | SH 205 | IH 20 | | 2 (Frtg-C) | 4 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | | \$1,890,000,000 |
| 26 - Outer Loop (North) | FT 110.10.1 | Denton County Loop (Greenbelt Parkway) | IH 35 | Dallas North Tollway | | 2 (Frtg-C) | 4 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$2,250,000,000 |

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|-----------------------------|-------------|----------------------------|----------------------|---------------------|---------------------------|---------------------------|---------------------------|--------------------------------------|--|--------------------------|
| 26 - Outer Loop (North) | FT 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) | 6 (Frwy), | \$2,550,000,000 |
| 26 - Outer Loop (North) | FT 110.25.1 | Collin County Loop (North) | SH 289/Preston Road | US 75 | 2 (Frtg-C) | 2 (Frtg-C) | 4 (Frtg-C) | 4 (Frtg-C) | 6 (Frwy), | w/ FT 110.20.1 |
| 26 - Outer Loop (North) | FT 110.30.1 | Collin County Loop (North) | US 75 | SH 121 | 2 (Frtg-C) | 4 (Frtg-C) | 4 (Frtg-C) | 4 (Frtg-C) | | w/ FT 110.20.1 |
| 27 - PGBT (East) | FT 121.10.3 | PGBT (East) | SH 78 | IH 30 | 6 (Toll), 4/6 (Frtg-D) | 6 (Toll), 4/6 (Frtg-D) | 8 (Toll), 4/6 (Frtg-D) | 8 (Toll), 4/6 (Frtg-D) | | \$170,000,000 |
| 28 - SE Dallas Y-Connector | FT 30.80.12 | IH 20 | St. Augustine Drive | US 175 | 8 (Frwy), 4 (Frtg-C) | 8 (Frwy), 4 (Frtg-C) | 8 (Frwy), 4 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | Operational Improvements | w/ FT 30.90.1 |
| 28 - SE Dallas Y-Connector | FT 30.90.1 | IH 20 | US 175 | IH 635 | 8 (Frwy) | 8 (Frwy) | 8 (Frwy) | 10 (Frwy) + 6 CD, 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | \$3,730,000,000 |
| 28 - SE Dallas Y-Connector | FT 30.90.2 | IH 20 | IH 635 | Seagoville Road | 6 (Frwy) | 6 (Frwy) | 6 (Frwy), 4 (Frtg-C) | 8 (Frwy), 4 (Frtg-C) | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | w/ FT 30.90.1 |
| 28 - SE Dallas Y-Connector | FT 36.10.3 | US 175 | Prairie Creek Road | IH 20 | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 7 (Frwy), 4/6 (Frtg-C) | | w/ FT 30.90.1 |
| 28 - SE Dallas Y-Connector | FT 36.20.1 | US 175 | IH 20 | Belt Line Road | 4 (Frwy), 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | 7 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | w/ FT 30.90.1 |
| 29 - SH 114 (Denton County) | FT 12.20.3 | SH 114 | FM 156 | Double Eagle Blvd. | 4 (Frtg-C) | 4 (Frtg-C) | 4 (Frtg-C) | 4 (Frtg-C) | | \$247,000,000 |
| 29 - SH 114 (Denton County) | FT 12.20.4 | SH 114 | Double Eagle Blvd. | IH 35W | 6 (Frtg-C) | 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | w/ FT 12.20.3 |

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|-----------------------------------|------------|-------------------------|------------------------------|------------------------------|---------------------------|-------------------------------------|---|---|---|--------------------------|
| 30 - SH 114 (Tarrant County) | FT 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) | | w/ FT 12.30.4 |
| 30 - SH 114 (Tarrant County) | FT 12.30.4 | SH 114 | Kirkwood Blvd. | Park Blvd. | 6 (Frwy), 4/8 (Frtg-C) | 6 (Frwy), 4/8 (Frtg-C) | 8 (Frwy), 4/8 (Frtg-C) | 8 (Frwy), 4/8 (Frtg-C) | | \$182,000,000 |
| 31 - SH 161/SH 360 Toll Connector | FT 41.10.1 | SH 360/SH 161 Connector | PGBT WE (SH 161) | SH 360/Sublett Road | | | 4 CD (Toll) | 4 CD (Toll) | | \$449,000,000 |
| 32 - SH 170 | FT 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) | | \$124,000,000 |
| 32 - SH 170 | FT 10.30.1 | SH 170 | Roanoke Road | SH 114 | 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) | | w/ FT 10.20.1 |
| 33 - SH 199 | FT 14.20.8 | SH 199 | Azle Avenue | IH 820 | 4/6 (Frtg-D) | 4 (Frwy), 4/6 (Frtg-D) | 4 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | | w/ FT 150.10.1 |
| 34 - SH 360 (North) | FT 9.10.2 | SH 360 | Stone Myers Parkway/SH 121 | Mid Cities Blvd. | 4 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements, Bottleneck Removal | \$217,000,000 |
| 34 - SH 360 (North) | FT 9.10.3 | SH 360 | Mid Cities Blvd. | SH 183 | 6 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | w/ FT 9.10.2 |
| 34 - SH 360 (North) | FT 9.20.1 | SH 360 | SH 183 | Post N Paddock Road | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy) + 6 CD, 4/6 (Frtg-D) | 6 (Frwy) + 6 CD, 4/6 (Frtg-D) | 6 (Frwy) + 6 CD, 4/6 (Frtg-C) | Addition of Frontage Roads | \$470,000,000 |
| 34 - SH 360 (North) | FT 9.20.2 | SH 360 | Post N Paddock Road | Brown Blvd./Avenue K Parkway | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | w/ FT 9.20.1 |
| 34 - SH 360 (North) | FT 9.20.3 | SH 360 | Brown Blvd./Avenue K Parkway | IH 30 | 6 (Frwy), 6 (Frtg-C) | 6 (Frwy), 6 (Frtg-C) | 6 (Frwy), 6 (Frtg-C) | 8 (Frwy), 6 (Frtg-C) | | w/ FT 9.20.1 |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|---|------------|----------|--------------------|--------------------|---------------------------|----------------------------|----------------------------|----------------------------|--------------------------------|--------------------------|
| 34 - SH 360 (North) | FT 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) | | \$121,000,000 |
| 35 - SH 360 Toll Road | FT 9.40.1 | SH 360 | IH 20 | Sublett Road | 4 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | | w/ FT 9.40.2 |
| 35 - SH 360 Toll Road | FT 9.40.2 | SH 360 | Sublett Road | Debbie Lane | 4 (Toll), 4/6 (Frtg-C) | 4 (Toll), 4/6 (Frtg-C) | 8 (Toll), 4/6 (Frtg-C) | 8 (Toll), 4/6 (Frtg-C) | | \$433,000,000 |
| 35 - SH 360 Toll Road | FT 9.40.3 | SH 360 | Debbie Lane | Broad Street | 4 (Toll), 4/6 (Frtg-C) | 4 (Toll), 4/6 (Frtg-C) | 6 (Toll), 4/6 (Frtg-C) | 6 (Toll), 4/6 (Frtg-C) | | w/ FT 9.40.2 |
| 35 - SH 360 Toll Road | FT 9.40.4 | SH 360 | Broad Street | Heritage Parkway | 4 (Toll), 4/6 (Frtg-C) | 4 (Toll), 4/6 (Frtg-C) | 6 (Toll), 4/6 (Frtg-C) | 6 (Toll), 4/6 (Frtg-C) | | w/ FT 9.40.2 |
| 35 - SH 360 Toll Road | FT 9.40.5 | SH 360 | Heritage Parkway | US 287 | 4 (Toll), 4 (Frtg-C) | 4 (Toll), 4 (Frtg-C) | 6 (Toll), 4 (Frtg-C) | 6 (Toll), 4 (Frtg-C) | | w/ FT 9.40.2 |
| 36 - SH 360 Toll Road Extension | FT 9.50.1 | SH 360 | US 287 | US 67 | | 4 (Frtg-C) | 4 (Frtg-C) | 6 (Toll), 4/6 (Frtg-C) | | \$293,000,000 |
| 37 - Southeast Connector (Tarrant County) | FT 1.50.3 | US 287 | Berry Street | Village Creek Road | 6 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | | w/ FT 1.50.4 |
| 37 - Southeast Connector (Tarrant County) | FT 1.50.4 | US 287 | Village Creek Road | IH 820 (US 287) | 4 (Frwy), 4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$626,000,000 |
| 37 - Southeast Connector (Tarrant County) | FT 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) | | w/ FT 1.50.4 |
| 37 - Southeast Connector (Tarrant County) | FT 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) | | w/ FT 1.50.4 |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|---|-------------|--------------------|-------------------|----------------------|---|---|---|---|--------------------------------|--------------------------|
| 37 - Southeast Connector (Tarrant County) | FT 30.50.1 | IH 20 | IH 820 | US 287 | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy) + 8 CD, 4 (Frtg-C) | 10 (Frwy) + 8 CD, 4 (Frtg-C) | 10 (Frwy) + 8 CD, 4 (Frtg-C) | | w/ FT 1.50.4 |
| 37 - Southeast Connector (Tarrant County) | FT 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) | | \$209,000,000 |
| 37 - Southeast Connector (Tarrant County) | FT 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) | | w/ FT 1.50.4 |
| 37 - Southeast Connector (Tarrant County) | FT 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) | | w/ FT 1.50.4 |
| 38 - Spur 399 | FT 4.10.1 | Spur 399 | US 75 | SH 5 | 4 (Frwy), 4/8 (Frtg-D) | 8 (Frwy), 4/8 (Frtg-C) | 8 (Frwy), 4/8 (Frtg-C) | 8 (Frwy), 4/8 (Frtg-C) | | \$57,800,000 |
| 38 - Spur 399 | FT 4.15.1 | Spur 399 Extension | SH 5 | Stewart Road | 4 (Frwy), 4/8 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | \$105,000,000 |
| 38 - Spur 399 | FT 4.20.1 | Spur 399 Extension | Stewart Road | US 380 | | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | | \$1,300,000,000 |
| 39 - State Loop 12 | FT 17.20.1 | State Loop 12 | SH 183 | SH 356 | 6 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$225,000,000 |
| 39 - State Loop 12 | FT 17.20.2 | State Loop 12 | SH 356 | IH 30 | 8 (Frwy), 4 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$675,000,000 |
| 39 - State Loop 12 | FT 17.30.1 | State Loop 12 | IH 30 | Spur 408 | 8 (Frwy), 4 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$600,000,000 |
| 39 - State Loop 12 | FT 28.50.3 | IH 30 | State Loop 12 | Cockrell Hill Avenue | 8 (Frwy) + 2 (ML/T-R), 6 (Frtg-D) | 8 (Frwy) + 2 (ML/T-R), 6 (Frtg-D) | 8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D) | 8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D) | Operational Improvements | w/ AO Program |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|-----------------------------|-------------|----------------|--------------------------|-------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---|--------------------------|
| 40 - State Loop 288 (East) | FT 100.20.1 | State Loop 288 | IH 35 | East of FM 428 | 4 (Frtg-C) | 4 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$29,200,000 |
| 40 - State Loop 288 (East) | FT 100.20.2 | State Loop 288 | East of FM 428 | Kings Row | | | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$292,000,000 |
| 40 - State Loop 288 (East) | FT 100.20.3 | Spur 288 | Kings Row | US 380 | | | 6 (Frwy) | 6 (Frwy) | | \$263,000,000 |
| 41 - State Loop 288 (West) | FT 100.10.1 | State Loop 288 | IH 35 (North of Denton) | US 380 (West of Denton) | | 2 (Frtg-C) | 2 (Frtg-C) | 4 (Frtg-C) | | \$163,000,000 |
| 41 - State Loop 288 (West) | FT 103.10.1 | State Loop 288 | John Paine Road | (US 380 West of Denton) | | 2 (Frtg-C) | 2 (Frtg-C) | 4 (Frtg-C) | | \$160,000,000 |
| 41 - State Loop 288 (West) | FT 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) | | \$32,600,000 |
| 42 - State Loop 9 | FT 6.20.1 | State Loop 9 | US 67 | IH 35E | | 2 (Frtg-C) | 2 (Frtg-C) | 6 (Frtg-C) | | \$645,000,000 |
| 42 - State Loop 9 | FT 6.30.1 | State Loop 9 | IH 35E | IH 45 | 2 (Frtg-C) | 2 (Frtg-C) | 2 (Frtg-C) | 6 (Frtg-C) | | w/ FT 6.20.1 |
| 42 - State Loop 9 | FT 6.40.1 | State Loop 9 | IH 45 | US 175 | | | 2 (Frtg-C) | 6 (Frtg-C) | | w/ FT 6.20.1 |
| 42 - State Loop 9 | FT 6.50.1 | State Loop 9 | US 175 | IH 20 | | | 2 (Frtg-C) | 6 (Frtg-C) | | w/ FT 6.20.1 |
| 43 - US 175 (Dallas County) | FT 36.10.1 | US 175 | SH 310 | Lake June Road | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | Operational Improvements, Bottleneck Removal | \$303,000,000 |

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| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------------------|------------|----------|---|-------------------------------|--------------|--------------|--------------|--------------|--|--------------------------|
| 44 - US 175 (Kaufman County) | FT 36.30.1 | US 175 | State Loop 9 (Dallas County Line) | FM 148 | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | 6 (Frwy), | Safety Improvements | \$2,970,000,000 |
| | | | | | 4 (Frtg-D) | 4 (Frtg-D) | 4 (Frtg-D) | 4/6 (Frtg-C) | | |
| 44 - US 175 (Kaufman County) | FT 36.30.2 | US 175 | FM 148 | CR 4106 | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | 6 (Frwy), | Addition of Frontage Roads | w/ FT 36.30.1 |
| | | | | | 4 (Frtg-C) | 4 (Frtg-C) | 4 (Frtg-C) | 4/6 (Frtg-C) | | |
| 44 - US 175 (Kaufman County) | FT 36.30.3 | US 175 | CR 4106 | FM 1390 | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | 6 (Frwy), | Operational Improvements | w/ FT 36.30.1 |
| | | | | | 2/4 (Frtg-D) | 2/4 (Frtg-D) | 2/4 (Frtg-D) | 4/6 (Frtg-C) | | |
| 44 - US 175 (Kaufman County) | FT 36.30.4 | US 175 | FM 1390 | SH 34 | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | 6 (Frwy), | Operational Improvements | w/ FT 36.30.1 |
| | | | | | 2/4 (Frtg-C) | 2/4 (Frtg-C) | 2/4 (Frtg-C) | 4/6 (Frtg-C) | | |
| 45 - US 287 (North) | FT 1.40.1 | US 287 | South of Ramhorn Hill Road (Wise County Line) | South of Avondale Haslet Road | 4 (Rural), | 6 (Frwy), | 6 (Frwy), | 6 (Frwy), | Addition of Frontage Roads, Operational Improvements, Bottleneck Removal | \$179,000,000 |
| | | | | | 4 (Frtg-D) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | | |
| 45 - US 287 (North) | FT 1.40.2 | US 287 | South of Avondale Haslet Road | IH 35W | 4 (Frwy), | 4 (Frwy), | 6 (Frwy), | 6 (Frwy), | Operational Improvements, Bottleneck Removal | \$1,280,000,000 |
| | | | | | 4/6 (Frtg-D) | 4/8 (Frtg-C) | 4/8 (Frtg-C) | 4/8 (Frtg-C) | | |
| 46 - US 287 (South) | FT 1.80.2 | US 287 | St. Paul Road | Prairie Ridge Blvd. | | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | | \$239,000,000 |
| | | | | | | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | | |
| 46 - US 287 (South) | FT 1.90.1 | US 287 | Prairie Ridge Blvd. | Old Fort Worth Road | | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | | \$170,000,000 |
| | | | | | | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | | |
| 46 - US 287 (South) | FT 1.100.2 | US 287 | Midlothian Parkway | BU 287 (West of Waxahachie) | | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | | \$451,000,000 |
| | | | | | | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | | |
| 46 - US 287 (South) | FT 1.110.2 | US 287 | FM 878/Wyatt Street | BU 287 (East of Waxahachie) | | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | | \$240,000,000 |
| | | | | | | 4/6 (Frtg-C) | 4/6 (Frtg-C) | 4/6 (Frtg-C) | | |
| 46 - US 287 (South) | FT 1.110.3 | US 287 | BU 287 (East of Waxahachie) | Old Boyce Road | | 4 (Frwy), | 4 (Frwy), | 4 (Frwy), | | \$59,400,000 |
| | | | | | | 4 (Frtg-D) | 4 (Frtg-D) | 4 (Frtg-D) | | |

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|---------------------|------------|-------------------------|--|--|------------|----------------------------|----------------------------|----------------------------|--------------------------------|--------------------------|
| 46 - US 287 (South) | FT 1.110.4 | US 287 | Old Boyce Road | Cooke Road | | 4 (Frwy), 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | | \$139,000,000 |
| 46 - US 287 (South) | FT 1.110.5 | US 287 | Cooke Road | BU 287 (West Ennis) | | 4 (Frwy), 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | 4 (Frwy), 4 (Frtg-C) | | \$88,200,000 |
| 47 - US 380 Freeway | FT 2.40.5 | US 380 Denton | Teel Parkway/ Championship Drive | Legacy Drive | | | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | w/ FT 2.50.1 |
| 47 - US 380 Freeway | FT 2.50.1 | US 380 | Legacy Drive | SH 289 | | | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$1,090,000,000 |
| 47 - US 380 Freeway | FT 2.50.2 | US 380 | SH 289 | Lakewood Drive | | | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$398,000,000 |
| 47 - US 380 Freeway | FT 2.80.1 | US 380 McKinney Bypass | Lakewood Drive | University Drive (West of McKinney) | | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | \$729,000,000 |
| 47 - US 380 Freeway | FT 2.90.1 | US 380 McKinney Bypass | University Drive (West of McKinney) | US 75 | | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | \$1,570,000,000 |
| 47 - US 380 Freeway | FT 2.100.1 | US 380 McKinney Bypass | US 75 | Future SS 399 Extension/University Drive | | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | \$1,800,000,000 |
| 47 - US 380 Freeway | FT 2.110.1 | US 380 | Future SS 399 Extension/University Drive | West of CR 337 | | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | | \$230,000,000 |
| 47 - US 380 Freeway | FT 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) | 10 (Frwy), 4/6 (Frtg-C) | | \$658,000,000 |
| 47 - US 380 Freeway | FT 2.120.1 | US 380 Princeton Bypass | East of CR 406 | Princeton Drive (East of Princeton) | | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | | \$658,000,000 |

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

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

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

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

| FT Corridor | MTP ID | Facility | From | To | 2026 Lanes | 2035 Lanes | 2040 Lanes | 2050 Lanes | Asset Optimization Description | Total Project Cost (YOE) |
|---------------------|------------|----------------------------|-------------------------------------|---|---------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|--------------------------|
| 47 - US 380 Freeway | FT 2.130.1 | US 380 | Princeton Drive (East of Princeton) | CR 560 | | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | \$941,000,000 |
| 47 - US 380 Freeway | FT 2.140.1 | US 380 Farmersville Bypass | CR 560 | West of CR 698/CR 699/Audie Murphy | | | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | w/ FT 2.130.1 |
| 47 - US 380 Freeway | FT 2.140.2 | US 380 Farmersville Bypass | West of CR 698/CR 699/Audie Murphy | East of CR 698/CR 699/Audie Murphy (Hunt County Line) | | | 4 (Frwy), 4/6 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | | w/ FT 2.130.1 |
| 48 - US 75 (North) | FT 23.20.1 | US 75 | Melissa Road | SH 121 (N) | 6 (Frwy), 2/6 (Frtg-C) | 8 (Frwy), 2/6 (Frtg-C) | 8 (Frwy), 2/6 (Frtg-C) | 8 (Frwy), 2/6 (Frtg-C) | | \$202,000,000 |
| 49 - US 80 | FT 32.10.1 | US 80 | IH 30 | IH 635 | 4 (Frwy), 2/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | \$1,670,000,000 |
| 49 - US 80 | FT 32.10.2 | US 80 | IH 635 | Belt Line Road | 4 (Frwy), 4 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | | w/ FT 32.10.1 |
| 49 - US 80 | FT 32.10.3 | US 80 | Belt Line Road | FM 460 | 4 (Frwy), 2/4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | | w/ FT 32.10.1 |
| 49 - US 80 | FT 32.10.4 | US 80 | FM 460 | FM 548 | 4 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | | w/ FT 32.10.1 |
| 49 - US 80 | FT 32.10.5 | US 80 | FM 548 | Spur 557 | 4 (Frwy), 2/6 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | 6 (Frwy), 4 (Frtg-C) | | w/ FT 32.10.1 |
| 49 - US 80 | FT 34.10.1 | Spur 557 | US 80 | IH 20 | 4 (Frwy), 2/4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | Addition of Frontage Roads | w/ FT 32.10.1 |

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