# ADMINISTRATIVE REVISIONS TO MOBILITY 2045: THE METROPOLITAN TRANSPORTATION PLAN FOR NORTH CENTRAL TEXAS - 2022 Update 

Revisions based on NCTCOG staff review, transportation partner comments and/or public comments.

February 2023

## Mobility 2045-2022 Update

February 2023 Project Listing Corrections

## Appendix E: Mobility Options, Page 97

IH 20 from FM Spur 312 to Ric Williamson Memorial Highway (FT1-30.10.2)
Change 'Total Project Cost' from 'Included w/ 30.10.5' to '\$675,000,000'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 97
IH 20 from Ric Williamson Memorial Highway to SH 171 (FT1-30.10.3)
Change 'Total Project Cost' from 'Included w/ 30.10.5' to 'Included w/ 30.10.2'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 97
IH 20 from SH 171 to US 180 (FT1-30.10.4)
Change 'Total Project Cost' from 'Included w/ 30.10.5' to 'Included w/ 30.10.2'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 98
IH 20 from West of FM 2642 to FM 513/South Patterson Road (FT1-28.100.1)
Change 'To' limit from 'FM 513/South Patterson Road' to 'SH 34'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

## Appendix E: Mobility Options, Page 98

IH 30 from FM 513/South Patterson Road to Spur 302 (FT1-28.100.2)
Change 'From' limit from 'FM 513/South Patterson Road' to 'SH 34'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 100
IH 30 from Camp Bowie Blvd to Chisholm Trail Parkway (FT1-28.20.2)
Change 2023 Lanes from '2/8 (Frtg-D)' to '2/8 (Frtg-C)'.
Change 2026 Lanes from '2/8 (Frtg-D)' to '2/8 (Frtg-C)'.
Change 2036 Lanes from '4/6 (Frtg-D)' to '4/6 (Frtg-C)'.
Change 2045 Lanes from '4/6 (Frtg-D)' to '4/6 (Frtg-C)'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

## Appendix E: Mobility Options, Page 117

US 75 from CR 375 (Grayson County Line) to CR 370 (FT1-23.10.1)
Change 'Total Project Cost' from '\$186,034,091' to '\$96,500,000'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 124
US 75 at IH 635 Interchange (IN1-23.130.1)
Change 'Total Project Cost' from ' $\$ 1,237,500$ ' to ' $\$ 13,000,000$ '.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 133
FM 1171 from West of FM 156 to East of FM 156 (RSA1-2.270.200)
Change 'Total Project Cost' from '\$1,750,000’ to '\$29,400,000’.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

## Appendix E: Mobility Options, Page 133

FM 1171 from East of FM 156 to West of PR 4720 (RSA1-2.270.225)
Change 'Total Project Cost' from '\$60,000,000' to '\$80,800,000'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 133
FM 1171 from West of PR 4720 to IH 35W (RSA1-2.270.235)
Change 'Total Project Cost' from ' $\$ 950,000$ ' to ' $\$ 33,800,000$ '.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 136
US 377 NB/US 377 SB from East of SH 144 to FM 51 (RSA1-1.540.520)
Change 'Facility' name from 'US 377 NB/US 377 SB' to 'US 377'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Appendix E: Mobility Options, Page 136
US 377 from FM 51 to BU 377 (RSA1-1.540.540)
Change 'To' limit from 'BU 377' to 'BU 377/Holmes Drive'.
Conformity networks coded and modeled correctly, consistent with revised report.
This revision is consistent with air quality conformity determination.

Updated listings will be posted online in accordance with NCTCOG's Public Participation Plan as part of the final public notification process for Mobility 2045-2022 Update.

Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary
February 6, 2023

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R):
 driveways direct access to the facility
$N B, S B, E B, W B$ : 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 | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & 11.70 .1 \end{aligned}$ |
| 5 - DNT Extension | 21.10 .1 | Dallas North Tollway | CR 60 (Grayson County Line) | FM 428 | 2 (Frtg-C) | 2 (Frtg-C) | $\begin{aligned} & 6 \text { (Toll), } \\ & 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Toll), } \\ & 6 \text { (Frtg-C) } \end{aligned}$ |  | \$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 | $\begin{aligned} & 4 \text { (Toll), } \\ & 4 \text { (Frtg-C) } \end{aligned}$ | $4 \text { (Toll), }$ $6 \text { (Frtg-C) }$ | $6 \text { (Toll), }$ $6 \text { (Frtg-C) }$ | $8 \text { (Toll), }$ $6 \text { (Frtg-C) }$ |  | \$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), $6 \text { (Frtg-C) }$ | 8 (Toll), $6 \text { (Frtg-C) }$ | 8 (Toll), $6 \text { (Frtg-C) }$ |  | $\begin{aligned} & \text { Included w/ } \\ & 21.10 .3 \end{aligned}$ |
| 7 - East Branch | 39.10.1 | SH 190 | IH 30/PGBT | IH 20 |  |  | $6 \text { (Toll), }$ $4 \text { (Frtg-D) }$ | $\begin{aligned} & 6 \text { (Toll), } \\ & 4 \text { (Frtg-D) } \end{aligned}$ |  | \$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) | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (ExL-R), } \\ & 2 / 8 \text { (Frtg-C) } \end{aligned}$ |  | \$55,000,000 |
| 9 - IH 20 (Dallas County) | 30.80 .1 | 1H 20 | PGBT WE (SH 161) | Robinson Road | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), <br> 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 | $\begin{aligned} & \text { Included w/ } \\ & 30.80 .1 \end{aligned}$ |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | \$675,000,000 |
| 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/ $30.10 .2$ |
| 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 | $\begin{aligned} & \text { Included w/ } \\ & 30.10 .2 \end{aligned}$ |
| 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 |
| 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 | $\begin{gathered} \text { Included w/ } \\ 30.60 .2 \end{gathered}$ |
| 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/ $30.60 .2$ |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12-IH 20 West Tarrant County | 30.30.1 | IH 20 | IH 820 | SH 183 | $6 \text { (Frwy), }$ 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 | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ |  | \$1,600,000,000 |
| 13-IH 30 (East) | 28.70.1 | IH 30 | Ferguson Road | US 80 | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{aligned} & \text { Included w/ } \\ & 28.60 .3 \end{aligned}$ |
| 13-IH 30 (East) | 28.70.2 | IH 30 | US 80 | Motley Drive | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | Included w/ $28.60 .3$ |
| 13 - IH 30 (East) | 28.70.3 | IH 30 | Motley Drive | IH 635 | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 4 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{aligned} & \text { Included w/ } \\ & 28.60 .3 \end{aligned}$ |
| 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) |  | \$175,404,753 |
| 14 - IH 30 (Hunt County) | 28.100 .1 | IH 30 | West of FM 2642 | SH 34 | 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 |
| 14 - IH 30 (Hunt County) | 28.100.2 | IH 30 | SH 34 | 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), <br> 4 (Frtg-D) | 4 (Frwy), <br> 4 (Frtg-D) | 6 (Frwy), $4 \text { (Frtg-D) }$ | $\begin{aligned} & 6 \text { (Frwy), } \\ & 4 \text { (Frtg-D) } \end{aligned}$ |  | \$100,000,000 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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), $4 \text { (Frtg-C) }$ | 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) | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C) } \end{aligned}$ |  | Included w/ $28.30 .3$ |
| 16 - IH 30 (Tarrant County) | 28.30.3 | IH 30 | Oakland Blvd | Woodhaven Blvd | 6 (Frwy) | 6 (Frwy) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ |  | \$975,000,000 |
| 16 - IH 30 (Tarrant County) | 28.30.4 | IH 30 | Woodhaven Blvd | Barron Lane | 6 (Frwy) | 6 (Frwy) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ |  | Included w/ $28.30 .3$ |
| 16 - IH 30 (Tarrant County) | 28.40 .1 | IH 30 | Barron Lane | Cooks Lane | 6 (Frwy) | 6 (Frwy) | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ | 10 (Frwy) + <br> 2 (ML/T-C) |  | $\begin{aligned} & \text { Included w/ } \\ & 28.30 .3 \end{aligned}$ |
| 16 - IH 30 (Tarrant County) | 28.40 .2 | IH 30 | Cooks Lane | Cooper Street | 6 (Frwy) | 6 (Frwy) | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 2 \text { (ML/T-C) } \end{aligned}$ |  | $\begin{aligned} & \text { Included w/ } \\ & 28.30 .3 \end{aligned}$ |
| 16 - IH 30 (Tarrant County) | 28.40 .3 | IH 30 | Cooper Street | Duncan Perry Road | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 \text { (ML/T-C) }+ \\ 3 \text { WB CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 \text { (ML/T-C) }+ \\ 3 \mathrm{WB} \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ \text { 2/3 (ML/T-C) }+ \\ 3 \mathrm{WB} \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ \text { 2/3 (ML/T-C) }+ \\ 3 \mathrm{WB} \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ |  | \$235,222,000 |
| 16 - IH 30 (Tarrant County) | 28.40.4 | IH 30 | Duncan Perry Road | PGBT WE (SH 161) | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-R) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-R) } \end{aligned}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (ML/T-R), } \\ 4 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (ML/T-R), } \\ 4 \text { (Frtg-C) } \end{gathered}$ |  | \$35,774,018 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 17-IH 30 Canyon | 28.60 .1 | IH 30 | IH 35E (East) | Cesar Chavez Blvd | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 4 \text { WB CD, } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | 12 (Frwy), 2/6 (Frtg-D) | 12 (Frwy), 2/6 (Frtg-D) | 12 (Frwy), 2/6 (Frtg-D) |  | \$619,000,000 |
| 17-IH 30 Canyon | 28.60 .2 | IH 30 | Cesar Chavez Blvd | IH 45 | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (HOV-R) } \end{aligned}$ | $\begin{aligned} & 7 \text { (Frwy) + } \\ & 1 \text { (HOV-R), } \\ & 2 / 4 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 1 \text { (ML/T-R), } \\ & 2 / 4 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 1 \text { (ML/T-R), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ |  | 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), $4 \text { (Frtg-D) }$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements/ Bottleneck Removal | \$223,700,000 |
| 18-IH 30 West Freeway | 28.20 .1 | IH 30 | 1H 820 | Camp Bowie Blvd | 6 (Frwy), 2/8 (Frtg-D) | 6 (Frwy), 2/8 (Frtg-D) | 8 (Frwy), <br> 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-C) | 8 (Frwy), 2/8 (Frtg-C) | $\begin{gathered} 8 \text { (Frwy) }+ \\ 2 \text { EB CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) }+ \\ 2 \text { EB CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | Operational Improvements/ Bottleneck Removal | $\begin{aligned} & \text { Included w/ } \\ & 28.20 .1 \end{aligned}$ |
| 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 | $\begin{aligned} & \text { Included w/ } \\ & 28.30 .3 \end{aligned}$ |
| 19-IH 345 | 25.10.1 | IH 345 | US 75/ Woodall Rodgers <br> 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 |
| 20-1H 35 | 3.10 .1 | IH 35 | Denton County Line <br> (N) FM 156 | FM 156 | 4 (Frwy), $4 \text { (Frtg-D) }$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) |  | \$1,400,000,000 |
| 20-IH 35 | 3.20 .1 | IH 35 | FM 156 | State Loop 288 (North of Denton) | 4 (Frwy), <br> 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 |

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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 | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20 - IH 35 | 3.20 .2 | IH 35 | State Loop 288 (North of Denton) | US 380 | 4 (Frwy), $4 \text { (Frtg-C) }$ | 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 | $\begin{gathered} 10 \text { (Frwy) }+ \\ 4 \text { CD, } \\ 2 / 3 \text { SB (Frtg-D) } \end{gathered}$ | $\begin{gathered} 10 \text { (Frwy) }+ \\ 4 \text { CD, } \\ \text { 2/3 SB (Frtg-D) } \end{gathered}$ | $\begin{gathered} 11 \text { (Frwy) }+ \\ 4 \text { CD, } \\ \text { 4/6 (Frtg-D) } \end{gathered}$ | $\begin{gathered} 11 \text { (Frwy) }+ \\ 4 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ |  | \$142,198,567 |
| 21-IH 35E (Lowest Stemmons) | 7.70 .1 | IH 35E | Woodall Rodgers Freeway/Spur 366 | IH 30 | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 2 / 3 \text { CD, } \\ & \text { 2/6 (Frtg-D) } \end{aligned}$ | $\begin{gathered} 10 \text { (Frwy) }+ \\ 2 / 3 \text { CD, } \\ \text { 2/6 (Frtg-D) } \end{gathered}$ | $\begin{gathered} 10 \text { (Frwy) }+ \\ 2 / 3 \mathrm{CD}, \\ \text { 2/6 (Frtg-D) } \end{gathered}$ | $\begin{gathered} 10 \text { (Frwy) }+ \\ 2 / 4 \text { CD, } \\ 2 / 6 \text { (Frgg-D) } \end{gathered}$ |  | Included w/ 7.60.6 |
| 22-IH 35E (North) | 3.20 .3 | IH 35 | US 380 | IH 35W/IH 35E | 6 (Frwy), <br> 4 (Frtg-C) | 6 (Frwy), 4/8 (Frtg-C) | 10 (Frwy), 4/8 (Frtg-C) | $\begin{aligned} & 10 \text { (Frwy) } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | \$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) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 3.20.3 |
| 22-IH 35E (North) | 7.10.2 | IH 35E | US 377 (South of Denton) | US 77 | 6 (Frwy), <br> 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 3.20.3 |
| 22 - IH 35E (North) | 7.10.3 | IH 35E | US 77 | State Loop 288 | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 3.20 .3 \end{gathered}$ |
| 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) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 3.20.3 |
| 22-IH 35E (North) | 7.10 .5 | IH 35E | Corinth Parkway | FM 407 | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 3.20 .3 \end{gathered}$ |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 22-IH 35E (North) | 7.10.6 | IH 35E | FM 407 | SRT (SH 121) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 2 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 2 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 2 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 2 / 8 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 3.20 .3 \end{gathered}$ |
| 22-IH 35E (North) | 7.20 .1 | IH 35E | SRT (SH 121) | PGBT | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 \text { (ML/T-R) + } \\ 6 \text { CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 \text { (ML/T-R) + } \\ 6 \text { CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 \text { (ML/T-R) }+ \\ 6 \text { CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ 4 \text { (ML/T-C) }+ \\ 8 \text { CD, } \\ 2 / 6 \text { (Frtg-C) } \end{gathered}$ |  | $\begin{gathered} \text { Included w/ } \\ 3.20 .3 \end{gathered}$ |
| 22 - IH 35E (North) | 7.30 .1 | IH 35E | PGBT | IH 635 | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 2 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 2 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 2 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 2 / 8 \text { (Frtg-D) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 3.20 .3 \end{gathered}$ |
| 23-IH 35E <br> Stemmons | 7.40.1 | IH 35E | IH 635 | State Loop 12 | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 12 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 2 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 7.50 .1 \end{gathered}$ |
| $23-\mathrm{IH} 35 \mathrm{E}$ <br> Stemmons | 7.50 .1 | IH 35E | State Loop 12 | Spur 482/Storey Lane | $\begin{gathered} 6 \text { (Frwy) }+ \\ 2 \text { (ML/T-C), } \\ \text { 2/3 NB (Frtg-D) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 \text { (ML/T-C), } \\ 2 / 3 \text { NB (Frtg-D) } \end{gathered}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ |  | \$400,000,000 |
| $23-\mathrm{IH} 35 \mathrm{E}$ <br> Stemmons | 7.50 .2 | IH 35E | Spur 482/Storey Lane | SH 183 | 6 (Frwy), <br> 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 8 (Frwy), <br> 4/6 (Frtg-D) |  | $\begin{gathered} \text { Included w/ } \\ 7.50 .1 \end{gathered}$ |
| 23-IH 35E <br> Stemmons | 7.60 .1 | IH 35E | SH 183 | Inwood Blvd | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 11 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{gathered} 11 \text { (Frwy) + } \\ \text { 4/6 (ML/T-C), } \\ \text { 4/6 (Frtg-C) } \end{gathered}$ |  | \$975,322,754 |
| 23-IH 35E <br> Stemmons | 7.60 .2 | IH 35E | Inwood Blvd | Medical District Drive | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 11 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 11 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 7.60 .1 \end{gathered}$ |
| 23-IH 35E <br> Stemmons | 7.60 .4 | IH 35E | Medical District Drive | Market Center Blvd | 10 (Frwy), 4/6 (Frtg-C) | 10 (Frwy), <br> 4/6 (Frtg-C) | 11 (Frwy), 4/6 (Frtg-C) | 11 (Frwy), <br> 4/6 (Frtg-C) |  | $\begin{gathered} \text { Included w/ } \\ 7.60 .1 \end{gathered}$ |

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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 23-IH 35E <br> 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) |  | $\begin{gathered} \text { Included w/ } \\ 7.60 .1 \end{gathered}$ |
| 23-IH 35E <br> Stemmons | 130.20.2 | IH 635 (West) | West of Luna Road | IH 35E | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 12 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | $\begin{gathered} \text { Included w/ } \\ 7.50 .1 \end{gathered}$ |
| 24-IH 35W (North) | 5.10 .1 | IH 35W | IH 35W/IH 35E | State Loop 288 (South of Denton) | $\begin{gathered} 4 \text { (Frwy), } \\ 2 \text { SB (Frtg-D) } \end{gathered}$ | 4 (Frwy), $2 \text { SB (Frtg-D) }$ | 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 | $4 \text { (Frwy), }$ $4 \text { (Frtg-D) }$ | 4 (Frwy), $4 \text { (Frtg-D) }$ | 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 | $4 \text { (Frwy), }$ 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) |  | \$810,000,000 |
| $25-$ IH 35W (South) | 5.80 .2 | IH 35W | Everman Parkway | SH 174 (Tarrant County Line) | $6 \text { (Frwy), }$ 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 2 \text { NB CD, } \\ & \text { 4/8 (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 2 \text { NB CD, } \\ & \text { 4/8 (Frtg-C) } \end{aligned}$ |  | Included w/ $5.80 .1$ |
| 25-IH 35W (South) | 5.90 .1 | IH 35W | SH 174 (Tarrant County Line) | Hidden Creek Parkway | 4 (Frwy), <br> 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), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) |  | Included w/ 5.90.1 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $25-$ IH 35W (South) | 5.100 .1 | IH 35W | FM 917 | CR 401 | $\begin{aligned} & 4 \text { (Frwy), } \\ & 2 / 4 \text { (Frtg-D) } \end{aligned}$ | $4 \text { (Frwy), }$ 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 | $\begin{aligned} & 6 \text { (Frwy), } \\ & 4 \text { (Frtg-D) } \end{aligned}$ | $8 \text { (Frwy), }$ $4 \text { (Frtg-D) }$ | 8 (Frwy), $4 \text { (Frtg-D) }$ | $8 \text { (Frwy), }$ $4 \text { (Frtg-D) }$ |  | $\begin{aligned} & \text { Included w/ } \\ & 26.20 .1 \end{aligned}$ |
| 26-IH 45/SM Wright | 29.10.1 | SM Wright Parkway | IH 45 | Budd Street | 6 (Frwy), $4 \text { (Frtg-D) }$ |  |  |  |  | $\begin{aligned} & \text { Included w/ } \\ & 26.20 .1 \end{aligned}$ |
| 27 - IH 635 (East) | 131.10.1 | IH 635 (East) | US 75 | Royal Lane/Miller Road | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | \$1,600,000,000 |
| 27 - IH 635 (East) | 131.10.2 | IH 635 (East) | Royal Lane/Miller Road | SH 78 | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (HOV/ExL-C), } \\ \text { 4/6 (Frtg-D) } \end{gathered}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 131.10.1 |
| 27 - IH 635 (East) | 131.10.3 | IH 635 (East) | SH 78 | IH 30 | $\begin{gathered} 8 \text { (Frwy) }+ \\ 2 \text { (HOV/ExL-C), } \\ 4 / 8 \text { (Frtg-D) } \end{gathered}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 10 \text { (Frwy) } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 131.10.1 |
| 28 - IH 820 (East) | 11.100.1 | SH 121 | 1H 820 | Handley-Ederville Road | 6 (Frwy), 2/4 (Frtg-C) | 6 (Frwy), 2/4 (Frtg-C) | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 2 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & \\ & 2 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 151.10.1 |
| $28-\mathrm{IH} 820$ (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) | $\begin{aligned} & 11 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 11 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | \$405,000,000 |
| $28-\mathrm{IH} 820$ (East) | 151.20.1 | IH 820 (East) | IH 820/SH 121 Interchange | Randol Mill Road | 4 (Frwy), $3 \text { NB (Frtg-D) }$ | $\begin{gathered} 6 \text { (Frwy), } \\ 3 \text { NB (Frtg-D) } \end{gathered}$ | 10 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-D) |  | Included w/ 151.10.1 |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility
NB, SB, EB, WB: Directional Lanes; $X / Y$ Lanes: $X$ is the minimum and $Y$ is the maximum number of lanes (for both directions)
*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements
NOTE: Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 29-1H 820 <br> (Northwest) | 150.10.1 | IH 820 (North) | SH 199 | BU 287 | 6 (Frwy), <br> 4 (Frtg-D) | 6 (Frwy), $4 \text { (Frtg-D) }$ | 6 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), 4/6 (Frtg-D) | Operational Improvements/ Bottleneck Removal | \$150,000,000 |
| $29 \text { - IH } 820$ <br> (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 |
| $30-\mathrm{IH} 820$ (West) | 153.10.2 | 1H 820 (West) | Chapin Road | IH 30 | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements/ Bottleneck Removal | Included w/ 28.20.1 |
| $30-\mathrm{IH} 820$ (West) | 153.20.1 | IH 820 (West) | IH 30 | Clifford Street | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), <br> 4 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | 8 (Frwy), 4/6 (Frtg-C) | Operational Improvements/ Bottleneck Removal | Included w/ $28.20 .1$ |
| $30-\mathrm{IH} 820$ (West) | 153.20 .2 | 1H 820 (West) | Clifford Street | SH 199 | 8 (Frwy), <br> 4/6 (Frtg-D) | 8 (Frwy), <br> 4/6 (Frtg-D) | 8 (Frwy), 4/6 (Frtg-D) | 10 (Frwy), <br> 4/6 (Frtg-D) | Operational Improvements/ Bottleneck Removal | $\begin{aligned} & \text { Included w/ } \\ & 28.20 .1 \end{aligned}$ |
| 31 - Midtown Express/SH 183 | 17.10.1 | State Loop 12 | IH 35E | SH 183 | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ $17.20 .1$ |
| 31 - Midtown Express/SH 183 | 22.10.1 | SH 183 | SH 121 | FM 157 | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ |  | Included w/ $22.10 .2$ |
| 31 - Midtown Express/SH 183 | 22.10.2 | SH 183 | FM 157 | SH 360 | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 3 \text { (ML/T-C), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 3 \text { (ML/T-C), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ |  | \$1,100,000,000 |
| 31 - Midtown Express/SH 183 | 22.20.1 | SH 183 | SH 360 | President George Bush Turnpike | $\begin{gathered} 7 \text { (Frwy) }+ \\ 2 \text { (ML/T-C) }+ \\ 4 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 7 \text { (Frwy) }+ \\ 2 \text { (ML/T-C) }+ \\ 4 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) }+ \\ 4 / 6 \text { (ML/T-C) }+ \\ 4 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) }+ \\ 6 \text { (ML/T-C) }+ \\ 4 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ |  | \$881,100,000 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 31 - Midtown Express/SH 183 | 22.30.1 | SH 183 | PGBT WE (SH 161) | SH 356/Belt Line Road | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | 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 | $\begin{gathered} 6 \text { (Frwy) + } \\ 2 / 4 \text { (ML/T-C), } \\ \text { 4/6 (Frtg-D) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ \text { 2/4 (ML/T-C), } \\ \text { 4/6 (Frtg-D) } \end{gathered}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{aligned} & \text { Included w/ } \\ & 22.20 .1 \end{aligned}$ |
| 31 - Midtown Express/SH 183 | 22.40.2 | SH 183 | SH 114 | Empire Central | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) } \\ & 4 \text { (ML/T-C), } \\ & 6 / 8 \text { (Frtg-C) } \end{aligned}$ |  | 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) | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{gathered} \text { Included w/ } \\ 7.60 .1 \end{gathered}$ |
| 32 - North Tarrant Express (1 \& 2) | 11.90.1 | SH 121/SH 183 | IH 820 | SH 183 | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ 6 \text { (ML/T-C), } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | \$93,790,000 |
| 32 - North Tarrant Express (1 \& 2) | 150.20.1 | IH 820 (North) | IH 35W | US 377 | $\begin{gathered} 4 \text { (Frwy) }+ \\ 4 \text { (ML/T-C), } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | \$83,000,000 |
| 32 - North Tarrant Express (1 \& 2) | 150.20.2 | IH 820 (North) | US 377 | SH 121/SH 183 Interchange | $\begin{gathered} 4 \text { (Frwy) }+ \\ 4 \text { (ML/T-C), } \\ 4 / 8 \text { (Frtg-D) } \end{gathered}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-D) } \end{aligned}$ |  | Included w/ $150.20 .1$ |
| 33 - North Tarrant Express (3) | 5.20 .2 | IH 35W | Eagle Parkway | US 81/287 | $\begin{gathered} 4 \text { (Frwy) }+ \\ 4 \text { (ML/T-C), } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 4 \text { (Frwy) }+ \\ 4 \text { (ML/T-C), } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 5.60.1 |
| 33 - North Tarrant Express (3) | 5.40.1 | IH 35W | US 81/287 | Basswood Blvd | $\begin{aligned} & 4 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 4 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) } \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 5.60.1 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 33 - North Tarrant Express (3) | 5.40 .2 | IH 35W | Basswood Blvd | IH 820 | $\begin{aligned} & 4 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 4 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 6 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 6 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 5.60 .1 |
| 33 - North Tarrant Express (3) | 5.50 .1 | IH 35W | IH 820 | SH 183 | $\begin{aligned} & 4 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 4 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ |  | Included w/ 5.60.1 |
| 33 - North Tarrant Express (3) | 5.50 .2 | IH 35W | SH 183 | SH 121 | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 4 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 5.60.1 |
| 33 - North Tarrant Express (3) | 5.60 .1 | IH 35W | SH 121 | IH 30 | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (ML/T-C), } \\ \text { 1/2 NB (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) }+ \\ 2 \text { (ML/T-C), } \\ \text { 1/2 NB (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) }+ \\ 2 \text { (ML/T-C) }+ \\ 8 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (ML/T-C) }+ \\ 8 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ |  | \$1,000,000,000 |
| 34- Outer Loop (East) | 111.10.1 | Collin County Loop | US 380 | CR 637 |  |  | 4 (Frtg-C) | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$2,000,000,000 |
| 34-Outer Loop (East) | 111.10.2 | Collin County Loop | CR 637 | FM 2755/CR 588 Birch Street |  |  | 4 (Frtg-C) | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | Included w/ 111.10.1 |
| 34-Outer Loop (East) | 111.10.3 | Rockwall County Loop | FM 2755/CR 588 Birch Street | IH 30 |  |  | 4 (Frtg-C) | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | Included w/ <br> 111.10.1 |
| 34-Outer Loop (East) | 111.20.1 | Rockwall County Loop | IH 30 | Rockwall/Kaufman County Line |  |  | 4 (Frtg-C) | 4 (Frwy), <br> 4 (Frtg-C) |  | Included w/ 111.10.1 |
| 34-Outer Loop (East) | 111.30.1 | Kaufman County Loop | Rockwall/Kaufman County Line | IH 20 |  |  | 4 (Frtg-C) | 4 (Frwy), <br> 4 (Frtg-C) |  | Included w/ 111.10.1 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 35 - PGBT (North) | 121.10.3 | PGBT (East) | SH 78 | IH 30 | $6 \text { (Toll), }$ 4/6 (Frtg-D) | $\begin{gathered} 6 \text { (Toll), } \\ \text { 4/6 (Frtg-D) } \end{gathered}$ | $6 \text { (Toll), }$ 4/6 (Frtg-D) | 8 (Toll), 4/6 (Frtg-D) |  | \$140,000,000 |
| 36-SH 114 (Dallas County) | 12.50.1 | SH 114 | SH 121 | SH 161 | $\begin{gathered} 7 \text { (Frwy) }+ \\ 1 \text { WB (ML/T-C), } \\ 4 \text { (Frtg-D) } \end{gathered}$ | $\begin{gathered} 7 \text { (Frwy) }+ \\ 1 \text { WB (ML/T-C), } \\ 4 \text { (Frtg-D) } \end{gathered}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-D) } \end{aligned}$ |  | \$900,000,000 |
| 36 - SH 114 (Dallas County) | 12.50.2 | SH 114 | SH 161 | Northwest Highway (Spur 348) | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ 12.50.1 |
| 36-SH 114 (Dallas County) | 12.50.3 | SH 114 | Northwest Highway (Spur 348) | Rochelle Blvd | $\begin{aligned} & 4 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 4 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ $12.50 .1$ |
| 36-SH 114 (Dallas County) | 18.10.1 | Spur 348 | SH 114 | West of Riverside Drive | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | $\begin{gathered} 4 \text { (Frwy) }+ \\ 2 \text { (ML/T-C), } \\ 4 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 4 \text { (Frwy) }+ \\ 2 \text { (ML/T-C), } \\ 4 \text { (Frtg-C) } \end{gathered}$ |  | 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) | $6 \text { (Frwy), }$ 4/8 (Frtg-C) | 6 (Frwy), 4/8 (Frtg-C) |  | $\begin{aligned} & \text { Included w/ } \\ & \text { 12.30.1 } \end{aligned}$ |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & \text { 12.30.1 } \end{aligned}$ |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & \text { 12.30.1 } \end{aligned}$ |

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NB, SB, EB, WB: Directional Lanes; $X / Y$ Lanes: $X$ is the minimum and $Y$ is the maximum number of lanes (for both directions)
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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | $\begin{aligned} & 6 \text { (Frwy), } \\ & \text { 4/6 (Frtg-C) } \end{aligned}$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | \$90,000,000 |
| 39-SH 121/NTE Connection | 11.80.3 | SH 121 | Mid Cities Blvd | SH 183 | $\begin{gathered} 4 \text { (Frwy) }+ \\ 2 \text { (PkHrs-C), } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ | 6 (Frwy), 4/8 (Frtg-C) | 6 (Frwy), 4/8 (Frtg-C) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | Included w/ $11.80 .2$ |
| $\begin{gathered} 40 \text { - SH 161/SH } 360 \\ \text { Toll Connector } \end{gathered}$ | 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 | $4 \text { (Frwy), }$ 4/6 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 4 \text { (Frwy) }+ \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 4 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | \$375,000,000 |
| 41-SH 170 | 10.30.1 | SH 170 | Roanoke Road | SH 114 | $4 \text { (Frwy), }$ 4/6 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 4 \text { (Frwy) + } \\ & 2 \text { (ML/T-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{aligned} & \text { Included w/ } \\ & 10.20 .1 \end{aligned}$ |
| 42-SH 199 | 14.20 .7 | SH 199 | FM 1886 | Azle Avenue | 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), <br> 4/6 (Frtg-D) | 6 (Frwy), 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/ $14.20 .7$ |
| 43 - SH 360 Toll Road | 1.70 .1 | US 287 | Lone Star Road | East of Lone Star Road (Ellis County Line) | 4 (Rural), $2 \text { NB (Frtg-D) }$ | 4 (Rural), $4 \text { (Frtg-D) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ |  | $\begin{gathered} \text { Included w/ } \\ 1.60 .6 \end{gathered}$ |

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NB, SB, EB, WB: Directional Lanes; $X / Y$ Lanes: $X$ is the minimum and $Y$ is the maximum number of lanes (for both directions)
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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 43 - SH 360 Toll Road | 1.80 .1 | US 287 | East of Lone Star Road (Johnson County Line) | St Paul Road | 4 (Rural), $2 \text { SB (Frtg-D) }$ | 4 (Rural), $2 \text { SB (Frtg-D) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ |  | Included w/ 1.60 .6 |
| 43 - SH 360 Toll Road | 9.40 .1 | SH 360 | IH 20 | Sublett Road | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ |  | 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) | $4 \text { (Toll), }$ 4/6 (Frtg-C) | $4 \text { (Toll), }$ 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) | $4 \text { (Toll), }$ 4/6 (Frtg-C) | $4 \text { (Toll), }$ 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 | $\begin{gathered} 4 \text { (Toll), } \\ 4 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 4 \text { (Toll), } \\ 4 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 4 \text { (Toll), } \\ 4 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 6 \text { (Toll), } \\ 4 \text { (Frtg-C) } \end{gathered}$ |  | Included w/ 9.40.2 |
| 44 - SH 360 Toll Road Extension | 9.50 .1 | SH 360 | US 287 | US 67 |  |  | 4 (Frtg-C) | $6 \text { (Toll), }$ 4/6 (Frtg-C) |  | \$218,200,000 |
| $\begin{aligned} & 45 \text { - SH } 360 \\ & \text { Widening } \end{aligned}$ | 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 |
| $\begin{aligned} & 45-\text { SH } 360 \\ & \text { Widening } \end{aligned}$ | 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 |

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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 46 - Southeast Connector | 1.50.3 | US 287 | Berry Street | Village Creek | 6 (Frwy), $4 \text { (Frtg-D) }$ | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), <br> 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), $4 \text { (Frtg-D) }$ | 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) |  | $\begin{gathered} \text { Included w/ } \\ 1.50 .4 \end{gathered}$ |
| 46 - Southeast Connector | 30.40 .2 | IH 20 | Forest Hill Drive | IH 820 | 8 (Frwy), 4/6 (Frtg-D) | $12 \text { (Frwy), }$ 4/8 (Frtg-C) | 12 (Frwy), 4/8 (Frtg-C) | 12 (Frwy), <br> 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) | $\begin{aligned} & 10 \text { (Frwy) }+ \\ & 8 \text { CD, } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{gathered} 10 \text { (Frwy) }+ \\ 8 \text { CD, } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 10 \text { (Frwy) }+ \\ 8 \text { CD, } \\ 4 / 8 \text { (Frtg-C) } \end{gathered}$ |  | $\begin{gathered} \text { Included w/ } \\ 1.50 .4 \end{gathered}$ |
| 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 | $\begin{gathered} 4 \text { (Frwy) }+ \\ 4 \text { CD, } \\ 4 / 6 \text { (Frtg-D) } \end{gathered}$ | 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 | $8 \text { (Frwy), }$ $4 \text { (Frtg-C) }$ | $14 \text { (Frwy), }$ 4/8 (Frtg-C) | 14 (Frwy), 4/8 (Frtg-C) | $14 \text { (Frwy), }$ 4/8 (Frtg-C) |  | Included w/ 1.50.4 |
| 47 - Southern Gateway | 7.90.1 | IH 35E | US 67 | Ann Arbor Avenue | 6 (Frwy), $2 \text { SB (Frtg-D) }$ | 6 (Frwy), $2 \text { SB (Frtg-D) }$ | $\begin{gathered} 6 \text { (Frwy), } \\ 2 \text { SB (Frtg-D) } \end{gathered}$ | $\begin{gathered} 6 \text { (Frwy) }+ \\ 1 \text { (ExL-R), } \\ 2 / 3 \text { SB (Frtg-D) } \end{gathered}$ |  | \$705,500,000 |

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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 47 - Southern Gateway | 7.90 .2 | IH 35E | Ann Arbor Avenue | IH 20 | 6 (Frwy), <br> 4 (Frtg-C) | 6 (Frwy), <br> 4 (Frtg-C) | 6 (Frwy), <br> 4 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) |  | $\begin{gathered} \text { Included w/ } \\ 7.90 .1 \end{gathered}$ |
| 47 - Southern Gateway | 28.50 .6 | IH 30 | IH 35E (West) | IH 35E (East) | $\begin{gathered} 5 \text { (Frwy) }+ \\ 6 / 7 \text { CD } \end{gathered}$ | $\begin{gathered} 5 \text { (Frwy) }+ \\ 4 / 7 C D \end{gathered}$ | $\begin{gathered} 5 \text { (Frwy) }+ \\ 4 / 7 C D \end{gathered}$ | $\begin{gathered} 5 \text { (Frwy) }+ \\ 4 / 7 \text { CD } \end{gathered}$ |  | $\begin{gathered} \text { Included w/ } \\ 7.90 .1 \end{gathered}$ |
| 47 - Southern Gateway | 38.10 .1 | US 67 | IH 35E | IH 20 | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 1 \text { (ExL-R), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) }+ \\ & 1 \text { (ExL-R), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{aligned} & 6 \text { (Frwy) + } \\ & 1 \text { (ExL-R), } \\ & 2 / 6 \text { (Frtg-D) } \end{aligned}$ | $\begin{gathered} 6 \text { (Frwy) + } \\ \text { 1/2 (ExL-R), } \\ \text { 4/6 (Frtg-D) } \end{gathered}$ |  | $\begin{gathered} \text { Included w/ } \\ 7.90 .1 \end{gathered}$ |
| 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) |  | \$15,100,000 |
| 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), $4 \text { (Frtg-D) }$ | 6 (Frwy), 4/6 (Frtg-D) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | \$925,000,000 |
| 49 - State Loop 12 | 17.20.2 | State Loop 12 | SH 356 | IH 30 | 8 (Frwy), $4 \text { (Frtg-D) }$ | $8 \text { (Frwy), }$ $4 \text { (Frtg-D) }$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ |  | Included w/ $17.20 .1$ |
| 49 - State Loop 12 | 17.30.1 | State Loop 12 | IH 30 | Spur 408 | 8 (Frwy), $4 \text { (Frtg-C) }$ | $8 \text { (Frwy), }$ $4 \text { (Frtg-C) }$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy)+ } \\ & 2 \text { (ML/T-R), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ |  | $\begin{aligned} & \text { Included w/ } \\ & \text { 17.20.1 } \end{aligned}$ |
| $\begin{gathered} 50 \text { - State Loop } 288 \\ \text { (East) } \end{gathered}$ | 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 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & 50 \text { - State Loop } 288 \\ & \text { (East) } \end{aligned}$ | 100.20.2 | State Loop 288 | East of FM 428 | Kings Row |  |  | 6 (Frwy), | 6 (Frwy), |  | \$236,029,500 |
|  |  |  |  |  |  |  | 4/6 (Frtg-C) | 4/6 (Frtg-C) |  |  |
| $\begin{aligned} & 50 \text { - State Loop } 288 \\ & \text { (East) } \end{aligned}$ | 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) |  |  |  |  |  | \$110,000,000 |
|  |  |  |  |  |  |  | 2 (Frtg-C) | 4 (Frtg-C) |  |  |
| 51 - State Loop 288 (West) | 103.10.1 | State Loop 288 | John Paine Road | (US 380 West of Denton) |  |  |  |  |  | \$107,369,625 |
|  |  |  |  |  |  |  | 2 (Frtg-C) | 4 (Frtg-C) |  |  |
| 51 - State Loop 288 (West) | 103.10.2 | State Loop 288 | IH 35W (South of Denton) | John Paine Road |  |  |  |  |  | \$24,306,008 |
|  |  |  |  |  | 2 (Frtg-C) | 2 (Frtg-C) | 2 (Frtg-C) | 4 (Frtg-C) |  |  |
| 52 - State Loop 9 | 6.20 .1 | State Loop 9 | US 67 | IH 35E |  |  |  |  |  | \$1,200,000,000 |
|  |  |  |  |  |  |  | 2 (Frtg-C) | 6 (Frtg-C) |  |  |
| 52 - State Loop 9 | 6.30 .1 | State Loop 9 | IH 35E | IH 45 |  |  |  |  |  | Included w/ 6.20 .1 |
|  |  |  |  |  |  | 2 (Frtg-C) | 2 (Frtg-C) | 6 (Frtg-C) |  |  |
| 52 - State Loop 9 | 6.40 .1 | State Loop 9 | IH 45 | US 175 |  |  |  |  |  | Included w/ 6.20.1 |
|  |  |  |  |  |  |  | 2 (Frtg-C) | 6 (Frtg-C) |  |  |
| 52 - State Loop 9 | 6.50 .1 | State Loop 9 | US 175 | IH 20 |  |  |  |  |  | Included w/ 6.20.1 |
|  |  |  |  |  |  |  | 2 (Frtg-C) | 6 (Frtg-C) |  |  |

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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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), <br> 4 (Frtg-C) | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$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), $4 \text { (Frtg-D) }$ | 4 (Frwy), $4 \text { (Frtg-D) }$ |  | \$127,000,000 |
| 54 - US 287 (Ellis County) | 1.100.2 | US 287 | Midlothian Parkway | BU 287 (West of Waxahachie) |  |  | 4 (Frwy), <br> 4 (Frtg-C) | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$158,750,000 |
| 54 - US 287 (Ellis County) | 1.100.3 | US 287 | BU 287 (West of Waxahachie) | IH 35E | 4 (Frwy), <br> 2/4 (Frtg-C) | 4 (Frwy), 2/4 (Frtg-C) | 4 (Frwy), 2/4 (Frtg-C) | 4 (Frwy), 2/4 (Frtg-C) |  | $\begin{gathered} \text { Included w/ } \\ 1.100 .2 \end{gathered}$ |
| 54 - US 287 (Ellis County) | 1.110.2 | US 287 | FM 878/Wyatt Street | BU 287 (East of Waxahachie) |  |  | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$201,576,042 |
| 54 - US 287 (Ellis County) | 1.110.3 | US 287 | BU 287 (East of Waxahachie) | Boyce Road |  |  | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$88,160,605 |
| 54 - US 287 (Ellis County) | 1.110 .4 | US 287 | Boyce Road | Cook Road |  | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$89,268,180 |
| 54 - US 287 (Ellis County) | 1.110 .5 | US 287 | Cook Road | BU 287 (West Ennis) | 4 (Rural) | 4 (Frwy), $4 \text { (Frtg-D) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ |  | \$81,907,248 |

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 driveways direct access to the facility
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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 54 - US 287 (Ellis County) | 1.120.1 | US 287 | BU 287 | Lampasas Road | 4 (Frwy) | 4 (Frwy) | 4 (Frwy), <br> 4 (Frtg-C) | 4 (Frwy), <br> 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), $4 \text { (Frtg-D) }$ | 4 (Rural), $4 \text { (Frtg-D) }$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | Operational Improvements/ Bottleneck Removal and Addition of Frontage Roads | $\begin{gathered} \text { Included w/ } \\ 1.30 .1 \end{gathered}$ |
| 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), $4 \text { (Frtg-C) }$ | 4 (Frwy), <br> 4 (Frtg-C) | 6 (Frwy), <br> 4 (Frtg-C) | 6 (Frwy), <br> 4 (Frtg-C) |  | \$90,000,000 |
| 56 - US 287 (South) | 1.60 .3 | US 287 | Russell Curry Road | FM 157 | 4 (Frwy), <br> 4 (Frtg-C) | 4 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), <br> 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), $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ |  | Included w/ $1.60 .2$ |
| 56 - US 287 (South) | 1.60 .6 | US 287 | Broad Street | Lone Star Road | 4 (Frwy), <br> 4 (Frtg-D) | 4 (Frwy), <br> 4 (Frtg-D) | 6 (Frwy), $4 \text { (Frtg-D) }$ | 6 (Frwy), <br> 4 (Frtg-D) |  | \$123,000,000 |
| 57 - US 380 <br> Farmersville Bypass | 2.140 .1 | US 380 Farmersville Bypass | CR 560 | West of CR 698/CR 699 |  |  | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) |  | Included w/ 2.50.2 |

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| FT Corridor | MTP ID | Facility | From | To | 2023 Lanes | 2026 Lanes | 2036 Lanes | 2045 Lanes | Asset Optimization Description | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 57 - US 380 <br> Farmersville Bypass | 2.140.2 | US 380 Farmersville Bypass | West of CR 698/CR 699 | East of CR 698/CR 699 (Hunt County Line) |  |  | 4 (Frwy), 4/6 (Frtg-C) | 4 (Frwy), 4/6 (Frtg-C) |  | $\begin{aligned} & \text { Included w/ } \\ & 2.50 .2 \end{aligned}$ |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & 2.50 .2 \end{aligned}$ |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & 2.50 .2 \end{aligned}$ |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & 2.50 .2 \end{aligned}$ |
| 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) |  | $\begin{aligned} & \text { Included w/ } \\ & 2.50 .2 \end{aligned}$ |
| $\begin{gathered} 59 \text { - US } 380 \\ \text { McKinney Bypass } \end{gathered}$ | 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 <br> 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) |  | $\begin{gathered} \text { Included w/ } \\ 2.50 .2 \end{gathered}$ |

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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} 60 \text { - US } 380 \\ \text { Princeton Bypass } \end{gathered}$ | 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) |  | $\begin{gathered} \text { Included w/ } \\ 2.50 .2 \end{gathered}$ |
| 61 - US 75 (Collin County) | 23.10.1 | US 75 | CR 375 (Grayson County Line) | CR 370 | 4 (Frwy), $4 \text { (Frtg-C) }$ | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) | 6 (Frwy), 4/6 (Frtg-C) |  | \$96,500,000 |
| 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 |
| $\begin{gathered} 62 \text { - US } 75 \\ \text { Technology Lanes } \end{gathered}$ | 23.40 .1 | US 75 | SRT (SH 121) (S) | Exchange Parkway | 8 (Frwy), 4/6 (Frtg-C) | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (Tech-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{gathered} 8 \text { (Fwy) }+ \\ 2 \text { (Tech-C), } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | 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) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 6 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | Included w/ 23.40 .1 |
| $\begin{gathered} 62 \text { - US } 75 \\ \text { Technology Lanes } \end{gathered}$ | 23.40 .3 | US 75 | Bethany Drive | Spring Creek Parkway | 8 (Frwy), 4/8 (Frtg-C) | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | Included w/ $23.40 .1$ |
| 62 - US 75 Technology Lanes | 23.40 .4 | US 75 | Spring Creek Parkway | 15th Street | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (HOV-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | Included w/ 23.40 .1 |
| $\begin{gathered} 62 \text { - US } 75 \\ \text { Technology Lanes } \end{gathered}$ | 23.40 .5 | US 75 | 15th Street | PGBT/SH 190 | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (HOV-C) }+ \\ 2 \text { NB CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (Tech-C) }+ \\ 2 \text { NB CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (Tech-C) }+ \\ 2 \text { NB CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | $\begin{gathered} 8 \text { (Frwy) + } \\ 2 \text { (Tech-C) }+ \\ 2 \text { NB CD, } \\ 4 / 6 \text { (Frtg-C) } \end{gathered}$ | Operational Improvements/ Bottleneck Removal | Included w/ $23.40 .1$ |
| $\begin{gathered} 62 \text { - US } 75 \\ \text { Technology Lanes } \end{gathered}$ | 23.50 .1 | US 75 | PGBT | IH 635 | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (HOV-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) + } \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | $\begin{aligned} & 8 \text { (Frwy) }+ \\ & 2 \text { (Tech-C), } \\ & 4 / 8 \text { (Frtg-C) } \end{aligned}$ | Operational Improvements/ Bottleneck Removal | \$14,564,315 |

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| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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), $4 \text { (Frtg-C) }$ | 4 (Frwy), <br> 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 | $4 \text { (Frwy), }$ $4 \text { (Frtg-C) }$ | 4 (Frwy), $4 \text { (Frtg-C) }$ | $6 \text { (Frwy), }$ $4 \text { (Frtg-C) }$ | $6 \text { (Frwy), }$ $4 \text { (Frtg-C) }$ |  | 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), $4 \text { (Frtg-C) }$ | 6 (Frwy), $4 \text { (Frtg-C) }$ |  | Included w/ 32.10.1 |
| 63 - US 80 | 34.10 .1 | Spur 557 | US 80 | IH 20 | 4 (Frwy), $2 / 4 \text { (Frtg-D) }$ | 4 (Frwy), 2/4 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | 6 (Frwy), 4/6 (Frtg-D) | Addition of Frontage Roads | $\begin{aligned} & \text { Included w/ } \\ & 32.10 .1 \end{aligned}$ |

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R):
 driveways direct access to the facility
$N B, S B, E B, W B$ : 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.

Interchange Recommendations Summary
February 6, 2023
$\left.\begin{array}{|c|c|c|c|c|c|c|}\hline \text { INT ID } & \text { Agency } & & & \text { Year } \\ \text { Open }\end{array}\right]$
$\left.\begin{array}{|c|c|c|c|c|c|c|}\hline \text { INT ID } & \text { Agency } & & \text { Facility } & \text { Connection } \\ \text { Open }\end{array}\right]$

Regionally Significant Arterials Improvements Summary
February 6, 2023

| RSA ID | Agency | County | Facility | From | To | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $2036$ Lanes | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project 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 |
| 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 |
| 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 |
| 1.645 .200 | TxDOT Dallas | Collin | Shiloh Road/Spring Creek Parkway | Parker Road | 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 |
| 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 |
| 1.660 .400 | TxDOT Dallas | Collin | Merritt Road | Sachse Road | PGBT | 2 | 4 | 4 | 4 | \$30,298,693 |
| 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 |

(Frtg): Frontage Lanes
*Total Project 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 | $2023$ <br> Lanes | $2026$ <br> Lanes | $2036$ <br> Lanes | $2045$ <br> Lanes | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.680.325 | TxDOT Dallas | Collin | SH 5 | SP 399 | Indian Springs Road | 2 | 2 | 4 | 4 | \$60,000,000 |
| 1.680.350 | TxDOT Dallas | Collin | SH 5 | Indian Springs Road | FM 2786 Stacy Road | 2 | 2 | 4 | 6 | \$54,000,000 |
| 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 |
| 1.740.200 | 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 |
| 1.742.150 | 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 |
| 1.745.350 | TxDOT Dallas | Collin | SH 121 | East of SH 5 | SH 5 | 2/2 | 2/2 | 2/2 | 2/2 | \$15,130,778 |
| 2.130.375 | TxDOT Dallas | Collin | FM 455 Anna Weston Road | US 75 | SH 5 | 4 | 4 | 4 | 6 | \$9,750,000 |
| 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 |
| 2.150.675 | TxDOT Dallas | Collin | Outer Loop | SH 289/Preston Road | US 75 | 2 (Frtg) | 2 (Frtg) | 2/2 (Frtg) | 2/2 (Frtg) | Included w/ Freeways/Tollways |
| 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 |
| 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 |
| 2.215 .575 | TxDOT Dallas | Collin | Eldorado Parkway | FM 2478 Custer Road | US 75 | 4 | 4 | 6 | 6 | \$39,777,200 |
| 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** | East 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 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 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 | West of CR 698/CR 699 <br> (Hunt County Line) | 4 | 4 | 4 | 6 | \$12,500,000 |
| 1.515.375 | TxDOT Dallas | Dallas | Belt Line Road | Conflans Road | Rock Island Road | 6 | 6 | 8 | 8 | \$3,015,600 |
| 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 |
| 1.525.500 | TxDOT Dallas | Dallas | Macarthur Blvd | 1H 30 | SH 180 Main Street | 4 | 4 | 6 | 6 | \$5,959,400 |
| 1.527.200 | TxDOT Dallas | Dallas | Mountain Creek Parkway | Kiest Blvd | IH 20 | 4 | 4 | 6 | 6 | \$19,816,800 |
| 1.547.200 | TxDOT Dallas | Dallas | Wildwood Drive | California Crossing Road | Tom Braniff Drive | 2 | 2 | 4 | 4 | \$5,887,600 |
| 1.550.300 | TxDOT Dallas | Dallas | Luna Road | Royal Lane | SP 348 | 2 | 2 | 4 | 6 | \$17,500,000 |
| 1.565.260 | TxDOT Dallas | Dallas | Lemmon Avenue | Bluffiew Blvd | University Blvd | 6 | 6 | 8 | 8 | \$3,518,200 |
| 1.565.275 | TxDOT Dallas | Dallas | Lemmon Avenue | Bluffiview 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 | 4/4 | 4/4 | \$525,000 |
| 1.570.250 | TxDOT Dallas | Dallas | Midway Road | Belt Line Road | North of Spring Valley Road | 6 | 6 | 6 | 8 | \$3,750,000 |
| 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 |
| 1.585.250 | 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 |

(Frtg): Frontage Lanes
*Total Project 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 Ianes (facility serves as either a couplet or facility with wide median); 4 - Total lanes of both directions

| RSA ID | Agency | County | Facility | From | To | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | 1H 30 | Cadiz Street | 6 | 6 | 6 | 6 | \$23,160,000 |
| 1.587.275 | TxDOT Dallas | Dallas | Houston Street | Elm Street | Commerce Street | 3 | 3 | 4 | 4 | \$897,500 |
| 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 |
| 1.590.400 | TxDOT Dallas | Dallas | SM Wright Parkway | IH 45 | US 175 | N/A | 3/3 | 3/3 | 3/3 | Included w/ Freeways/Tollways |
| 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 |
| 1.593.225 | 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 |
| 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 |
| 1.595.225 | TxDOT Dallas | Dallas | Corinth Street Viaduct | Riverfront Blvd | 8th Street | 4 | 4 | 6 | 6 | \$5,672,200 |
| 1.595.375 | TxDOT Dallas | Dallas | SH 342 Dallas Avenue | 8th Street | Reindeer Road | 2 | 2 | 4 | 4 | \$25,848,000 |
| 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 |
| 1.600.260 | 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 |
| 1.605.575 | TxDOT Dallas | Dallas | Preston Road | Northwest Highway | Lovers Lane | 4 | 4 | 6 | 6 | \$6,892,800 |
| 1.625.210 | TxDOT Dallas | Dallas | Skillman Street | Coppertown Lane | Royal Lane | 5 | 5 | 6 | 6 | \$5,026,000 |
| 1.645.250 | TxDOT Dallas | Dallas | Shiloh Road | President George Bush Turnpike | Kingsley Road | 4 | 4 | 6 | 6 | \$68,000,000 |
| 1.645.275 | TxDOT Dallas | Dallas | Shiloh Road | Kingsley Road | 1H 635 | 4 | 6 | 6 | 6 | \$24,000,000 |
| 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 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.655.425 | TxDOT Dallas | Dallas | Belt Line Road | Post Oak Road | IH 45 | 2 | 2 | 4 | 4 | \$17,375,600 |
| 1.670.300 | TxDOT Dallas | Dallas | Rowlett Road | Miller Road | Belt Line Road | 4 | 4 | 6 | 6 | \$27,571,200 |
| 1.740.520 | TxDOT Dallas | Dallas | SH 78 Grand Blvd | Garland Avenue | Miller Road | 0 | 0 | 4 | 4 | \$574,400 |
| 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 |
| 2.330.250 | 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 |
| 2.342.300 | TxDOT Dallas | Dallas | Merritt Road | Chiesa Road | President George Bush Turnpike | 0 | 0 | 4 | 4 | \$25,318,600 |
| 2.365.250 | TxDOT Dallas | Dallas | Valley View Lane | IH 35E | Josey Lane | 6 | 4 | 4 | 4 | \$6,700,000 |
| 2.385.275 | TxDOT Dallas | Dallas | Royal Lane | Riverside Drive | Luna Road | 4 | 4 | 6 | 6 | \$8,113,400 |
| 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 |
| 2.410.395 | TxDOT Dallas | Dallas | Preston Hollow Grade Separation | West of Meadowbrook Drive | East of Preston Road | 0 | 0 | 0 | 2/2 | \$9,000,000 |
| 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 |
| 2.440 .375 | TxDOT Dallas | Dallas | SH 356 Irving Blvd | Nursery Road | Irving Heights Drive | 4 | 4 | 4 | 6 | \$3,000,000 |
| 2.440 .450 | TxDOT Dallas | Dallas | SH 356 | Wildwood Drive | Regal Row | 4 | 4 | 6 | 6 | \$5,528,600 |
| 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 |
| 2.520 .525 | TxDOT Dallas | Dallas | SH 180 Main Street | SH 161 | South Belt Line Road | 4 | 2 | 2 | 2 | \$30,000 |
| 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 |
| 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 |
| 2.625.275 | TxDOT Dallas | Dallas | Danieldale Road | East of Cockrell Hill Road | Westmoreland Road | 2 | 2 | 6 | 6 | \$7,467,200 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $2036$ Lanes | 2045 <br> Lanes | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | 1H35E | 2 | 2 | 4 | 4 | \$6,821,000 |
| 2.650 .300 | TxDOT Dallas | Dallas | Pleasant Run Road | Sunrise Road | IH 45 | 4 | 4 | 4 | 6 | \$2,500,000 |
| 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 |
| 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 .225 | TxDOT Dallas | Dallas | Mansfield Road | Lake Ridge Parkway | Belt Line Road | 4 | 4 | 4 | 6 | \$12,500,000 |
| 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 |
| 2.700.200 | TxDOT Dallas | Dallas | State Loop 9 | US 67 | IH 35E | 0 | 0 | 2 (Frtg) | 3/3 (Frtg) | Included w/ Freeways/Tollways |
| 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 |
| 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 |
| 3.113.283 | TxDOT Dallas | Dallas | Big Town Blvd | Samuell Blvd | Forney Road | 4 | 4 | 6 | 6 | \$7,395,400 |
| 1.350.150 | TxDOT Dallas | Denton | FM 156 | South of SH 114 | Intermodal Parkway | 2 | 2 | 4 | 4 | \$27,571,200 |
| 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 |
| 1.430.200 | 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 |
| 1.430.225 | TxDOT Dallas | Denton | Vintage Blvd | IH 35W | Bonnie Brae Street | 2 | 2 | 4 | 4 | \$11,344,400 |
| 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 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | 2036 <br> Lanes | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 Ln | Prominence Parkway | $2 / 2$ | 2/2 | 3/3 | 3/3 | \$1,077,000 |
| 1.523 .110 | TxDOT Dallas | Denton | US 377 | North of East Northside Drive | South Washington Street | 2 | 2 | 6 | 6 | \$42,500,000 |
| 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 .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 |
| 1.540 .190 | TxDOT Dallas | Denton | US 377 Elm Street | Eagle Drive | Carroll Blvd | 4 | 4 | 6 | 6 | \$1,292,400 |
| 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 |
| 1.560 .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 |
| 2.150 .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 |
| 2.190 .250 | TxDOT Dallas | Denton | State Loop 288 | US 380 | IH 35 | 0 | 0 | 2 (Frtg) | 2/2 (Frtg) | Included w/ Freeways/Tollways |
| 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 |
| 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 |

## (Frtg): Frontage Lanes

*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $2045$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 2.215.350 | TxDOT Dallas | Denton | Eldorado Parkway | West of FM 720 | FM 720 | 4 | 4 | 4 | 6 | \$5,000,000 |
| 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 | East of Legacy Drive | 4 | 4 | 3/3 | 3/3 | \$128,200,000 |
| 2.270.200 | TxDOT Dallas | Denton | FM 1171 | West of FM 156 | East of FM 156 | 0 | 0 | 6 | 6 | \$29,400,000 |
| 2.270.225 | TxDOT Dallas | Denton | FM 1171 | East of FM 156 | West of PR 4720 | 0 | 0 | 4 | 4 | \$80,800,000 |
| 2.270 .235 | TxDOT Dallas | Denton | FM 1171 | West of PR 4720 | IH 35W | 2 | 2 | 6 | 6 | \$33,800,000 |
| 2.270.290 | TxDOT Dallas | Denton | Main Street | 1H35E | Cowan Avenue | 4 | 4 | 6 | 6 | \$2,728,400 |
| 2.286 .325 | TxDOT Dallas | Denton | Corporate Drive | Railroad Street | East of Holford's Prairie Road | 0 | 4 | 4 | 4 | \$15,502,609 |
| 2.286 .350 | TxDOT Dallas | Denton | Corporate Drive | East of Holford's Prairie Road | SH 121 SRT | 4 | 4 | 4 | 4 | $\begin{gathered} \hline \text { Included w/ } \\ 2.286 .360 \end{gathered}$ |
| 2.286 .360 | TxDOT Dallas | Denton | Corporate Drive | SH 121 SRT | FM 2281 Old Denton Road | 3 | 4 | 4 | 4 | \$6,843,921 |
| 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 |

## Frtg): Frontage Lanes

*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.220.850 | TxDOT Dallas | Ellis | US 287** | Cook Road | Nesuda Road | 2/2 | N/A | N/A | N/A | Included w/ Freeways/Tollways |
| 1.563.200 | TxDOT Dallas | Ellis | FM 664 Ovilla Road | Ovilla Main Street | BU 287 | 2 | 2 | 4 | 6 | \$102,687,105 |
| 1.580.300 | TxDOT Dallas | Ellis | US 77 Elm Street | Ferris Avenue | FM 66 | 2 | 2 | 2/2 | $2 / 2$ | \$21,183,600 |
| 1.580.325 | TxDOT Dallas | Ellis | US 77 | FM 66 | FM 877 | 2 | 2 | 4 | 4 | \$502,600 |
| 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 |
| 1.840 .650 | TxDOT Dallas | Ellis | SH 34 | FM 2451 | Sunridge Drive | 2 | 2 | 2 | 4 | \$12,500,000 |
| 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 |
| 2.710.225 | TxDOT Dallas | Ellis | FM 664 Ovilla Road | Westmoreland Road | Ovilla Main Street | 2 | 2 | 4 | 6 | \$16,579,855 |
| 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 | $\begin{gathered} \text { Included w/ } \\ 2.710 .350 \end{gathered}$ |
| 2.787.250 | TxDOT Dallas | Ellis | BU 287 BU 45 | Paris Street | IH 45 | 2 | 2 | 4 | 4 | \$7,610,800 |
| 1.710.275 | TxDOT Dallas | Kaufman | FM 740 | King Road | Ridgecrest Drive | 2 | 4 | 4 | 4 | \$17,714,708 |
| 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 |
| 1.742.350 | TxDOT Dallas | Kaufman | Outer Loop** | Rockwall/Kaufman County Line | US 80 | 0 | 0 | $2 / 2$ (Frtg) | N/A | Included w/ Freeways/Tollways |
| 1.840.425 | TxDOT Dallas | Kaufman | SH 34 | Northeast of CR 2314 <br> (Hunt CL) | 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 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 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 |
| 2.497 .250 | TxDOT Dallas | Kaufman | FM 460 | US 80 | FM 740 | 2 | 4 | 4 | 4 | \$3,547,958 |
| 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 |
| 1.715.225 | TxDOT Dallas | Rockwall | SH 205 | Jct SH 205/John King Blvd (South Goliad) | FM 552 | 2 | 2 | 4 | 4 | \$8,005,332 |
| 1.715.250 | 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 |
| 1.715.325 | 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 |
| 1.715.450 | 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 |
| 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 |
| 1.720.300 | 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 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.720.350 | TxDOT Dallas | Rockwall | SH 205/John King Blvd | 1 H 30 | Jct SH 205/John King Blvd (South Goliad) | 4 | 4 | 6 | 6 | \$12,119,447 |
| 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 |
| 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 |
| 1.205.250 | TxDOT Fort Worth | Hood | SH 144 Morgan Street | BU 377 Pearl Street | West Bluebonnet Drive | 4 | 4 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ 1.540 .500 \end{gathered}$ |
| 1.205.275 | TxDOT Fort Worth | Hood | SH 144 | Pear Orchard Road | North of US 67 | 2 | 2 | 2 | 4 | \$17,500,000 |
| 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 .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 | $\begin{gathered} \text { Included w/ } \\ 1.540 .500 \end{gathered}$ |
| 1.540 .480 | TxDOT Fort Worth | Hood | US 377 | FM 167 North (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 | $\begin{gathered} \text { Included w/ } \\ 1.540 .500 \end{gathered}$ |
| 1.540.500 | TxDOT Fort Worth | Hood | US 377 | Harbor Lakes Drive | Old Cleburne Road | 4 | 4 | 6 | 6 | \$390,000,000 |
| 1.540.510 | TxDOT Fort Worth | Hood | US 377 | Old Cleburne Road | East of SH 144 | 2/2 | $2 / 2$ | 3/3 | 3/3 | $\begin{gathered} \text { Included w/ } \\ 1.540 .500 \end{gathered}$ |
| 1.540.520 | TxDOT Fort Worth | Hood | US 377 | East of SH 144 | FM 51 | 2/2 | $2 / 2$ | 3/2 | 3/2 | Included w/ $1.540 .500$ |
| 1.540.540 | TxDOT Fort Worth | Hood | US 377 | FM 51 | BU 377/Holmes Drive | 2/2 | 2/2 | 2/2 | 2/2 | $\begin{gathered} \text { Included w/ } \\ 1.540 .500 \end{gathered}$ |
| 1.540.550 | TxDOT Fort Worth | Hood | US 377 | BU 377 | Holmes Drive | 1/1 | 1/1 | 2/2 | 2/2 | $\begin{gathered} \text { Included w/ } \\ 1.540 .500 \end{gathered}$ |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 1.540.600 | TxDOT Fort Worth | Hood | US 377 | FM 2870 | West of Campbell Road | 2 | 2 | 4 | 4 | \$22,500,000 |
| 2.745.240 | TxDOT Fort Worth | Hood | FM 4 FM 167 Fall Creek | FM 4 Acton Hwy | 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 |
| 1.200.300 | 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 | SE 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 | 6 | 6 | 6 | $\begin{gathered} \text { Included w/ } \\ 1.385 .260 \end{gathered}$ |
| 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/ $1.465 .400$ |
| 2.740.225 | TxDOT Fort Worth | Johnson | FM 917 | Chisholm Trail Parkway | 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 | $\begin{gathered} \text { Included w/ } \\ 2.740 .250 \end{gathered}$ |

(Frtg): Frontage Lanes
*Total Project Cost based on Year of Expenditure
**Staged facilities reported as " $\mathrm{N} / \mathrm{A}$ " 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 | $\begin{aligned} & 2023 \\ & \text { Lanes } \end{aligned}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2.740 .300 | TxDOT Fort Worth | Johnson | FM 917 | North of CR 515 | Heritage Parkway | 4 | 4 | 6 | 6 | \$47,025,000 |
| 2.745.325 | TxDOT Fort Worth | Johnson | FM 4 Kilpatrick Street | US 67 | Nolan River Road | 2 | 2 | 2 | 4 | \$17,500,000 |
| 2.815.225 | TxDOT Fort Worth | Johnson | US 67 | West of CR 1119 <br> (Somervell County Line) | Park Road 21 | 2 | 2 | 2 | 4 | \$92,500,000 |
| 2.815 .250 | TxDOT Fort Worth | Johnson | US 67 | Park Road 21 | East of CR 1123 | 2 | 2 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ 2.815 .225 \end{gathered}$ |
| 2.815.275 | TxDOT Fort Worth | Johnson | US 67 | East of CR 1123 | Henderson Street (BU 67) | 1/1 | 1/1 | $2 / 2$ | $2 / 2$ | $\begin{gathered} \text { Included w/ } \\ 2.815 .225 \end{gathered}$ |
| 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 | 1H20 | 2 | 2 | 2 | 4 | \$12,500,000 |
| 1.200 .200 | TxDOT Fort Worth | Parker | SH 171 Main Street | US 180 | West Columbia Street | 4 | 4 | 4 | 2 | \$800,000 |
| 1.230 .175 | TxDOT Fort Worth | Parker | Ric Williamson Memorial Highway (Eastern Loop) | FM 730 | US 180 | 0 | 2 | 2 | 4 | \$27,500,000 |
| 1.375.385 | TxDOT Fort Worth | Parker | FM 51 | Bridge Street | US 180 | 4 | 4 | 4 | 2 | \$475,000 |
| 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 |
| 2.480 .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 .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 |
| 2.490.300 | TxDOT Fort Worth | Parker | US 180 Northern Bypass/Waco Street | North Waco Street | East Spring Street | 2 | 4 | 4 | 4 | \$35,000,000 |

(Frtg): Frontage Lanes
*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2.490 .350 | TxDOT Fort Worth | Parker | US 180 Northern Bypass/E Spring Street | North Waco Street | East of Elm Street | 2 | 4 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ 2.480 .290 \end{gathered}$ |
| 2.495 .200 | TxDOT Fort Worth | Parker | Ric Williamson Memorial Highway | FM 920 | FM 51 | 2 | 2 | 2 | 4 | \$8,500,000 |
| 2.495.300 | TxDOT Fort Worth | Parker | Ric Williamson Memorial Highway (Eastern Loop) | FM 51 | FM 730 | 0 | 2 | 2 | 4 | \$55,000,000 |
| 2.545.260 | TxDOT Fort Worth | Parker | FM 1187 | Maverick Street | FM 5 | 2 | 2 | 4 | 6 | $\begin{gathered} \text { Included w/ } \\ 2.545 .275 \end{gathered}$ |
| 2.545.275 | TxDOT Fort Worth | Parker | FM 1187 | FM 5 | North of US 377 | 2 | 2 | 4 | 6 | \$17,564,873 |
| 1.280.275 | TxDOT Fort Worth | Tarrant | FM 730 | Briar Road | FM 1542 Reno Road | 2 | 2 | 2 | 4 | $\begin{gathered} \text { Included w/ } \\ 1.280 .250 \end{gathered}$ |
| 1.280.300 | TxDOT Fort Worth | Tarrant | FM 730 | FM 1542 Reno Road | SH 199 | 4 | 4 | 4 | 6 | $\begin{gathered} \text { Included w/ } \\ 1.280 .250 \end{gathered}$ |
| 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 |
| 1.330.250 | TxDOT Fort Worth | Tarrant | FM 1220 Boat Club Road | Bailey Boswell Road | Azle Avenue | 4 | 4 | 4 | 6 | \$22,500,000 |
| 1.335.210 | TxDOT Fort Worth | Tarrant | Academy Blvd | South of Westpoint Blvd | Amber Ridge Drive | 4 | 4 | 4 | 4 | \$13,211,200 |
| 1.335.230 | TxDOT Fort Worth | Tarrant | Academy Blvd | Old Weatherford Road | IH 30 | 4 | 4 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ 1.335 .210 \end{gathered}$ |
| 1.335.250 | TxDOT Fort Worth | Tarrant | Rm 2871 Academy Blvd | IH 30 | US 377 | 2 | 2 | 4 | 4 | \$60,313,000 |
| 1.350.200 | TxDOT Fort Worth | Tarrant | FM 156 | Intermodal Parkway | Avondale Haslet Road | 2 | 4 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ 1.350 .225 \end{gathered}$ |
| 1.350.225 | TxDOT Fort Worth | Tarrant | FM 156 | Avondale Haslet Road | US 81/US 287 | 2 | 2 | 6 | 6 | \$110,663,000 |
| 1.365.150 | TxDOT Fort Worth | Tarrant | BU 287 | FM 718 | South of FM 718 | 2/2 | 2/2 | 4 | 4 | \$731,104 |

## (Frtg): Frontage Lanes

*Total Project 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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2026 \\ & \text { Lanes } \end{aligned}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 1.370.225 | TxDOT Fort Worth | Tarrant | FM 731 Crowley Road | Sycamore School Road | Main Street | 4 | 4 | 4 | 6 | \$825,000 |
| 1.384.200 | TxDOT Fort Worth | Tarrant | Intermodal Parkway | W of 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 | $\begin{gathered} \text { Included w/ } \\ 1.384 .200 \end{gathered}$ |
| 1.384.225 | TxDOT Fort Worth | Tarrant | Intermodal Parkway | Westport Parkway | SH 170 Extension | 0 | 2/2 | 3/3 | 3/3 | \$21,540,000 |
| 1.390 .300 | TxDOT Fort Worth | Tarrant | BU 287P | Turner Warnell Road | FM 157 | 2 | 2 | 4 | 4 | \$25,000,000 |
| 1.397 .250 | TxDOT Fort Worth | Tarrant | Wichita Street | 1H 20 | Roy C Brooks Blvd | 2 | 2 | 4 | 4 | \$9,405,800 |
| 1.397.275 | TxDOT Fort Worth | Tarrant | Wichita Street | Roy C Brooks Blvd | Shelby Road | 2 | 2 | 4 | 4 | \$9,914,389 |
| 1.400.225 | TxDOT Fort Worth | Tarrant | Beach Street | SH 170 | Alta Vista Road | 0 | 4 | 4 | 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 |
| 1.435.300 | TxDOT Fort Worth | Tarrant | Precinct Line Road | South of Trinity Blvd | Randol Mill Road | 2 | 2 | 2 | 4 | \$5,250,000 |
| 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 |
| 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 |

(Frtg): Frontage Lanes
*Total Project Cost based on Year of Expenditure
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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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.465.325 | TxDOT Fort Worth | Tarrant | Main Street | Dallas Street | Heritage Parkway | 2 | 2 | 2 | 4 | \$2,750,000 |
| 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 |
| 1.470 .425 | TxDOT Fort Worth | Tarrant | Collins Street | 1H 20 | Sublett Road | 4 | 4 | 4 | 6 | \$12,500,000 |
| 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/Blvd 26 | 1H 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 |
| 2.280 .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 |
| 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 .700 | TxDOT Fort Worth | Tarrant | SH 199 | Boat Club Road | 1H 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 | 4 | 4 | 6 | 6 | $\begin{gathered} \text { Included w/ } \\ 2.280 .740 \end{gathered}$ |
| 2.280 .740 | TxDOT Fort Worth | Tarrant | SH 199 Jacksboro Highway | Roberts Cut Off Road | University Blvd/Northside Drive | 4 | 4 | 6 | 6 | \$89,900,000 |
| 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 |

(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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 2.350 .225 | TxDOT Fort Worth | Tarrant | Golden Triangle Blvd | Harmon Road | IH 35W | 4 | 4 | 4 | 6 | \$1,000,000 |
| 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 .250 | TxDOT Fort Worth | Tarrant | Bonds Ranch Road | FM 156 | Harmon Road | 2 | 2 | 4 | 6 | \$5,250,000 |
| 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 |
| 2.390.275 | 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 |
| 2.415 .250 | TxDOT Fort Worth | Tarrant | McLeroy Blvd | BU 287 Saginaw Blvd | Western Center Blvd | 4 | 4 | 6 | 6 | \$10,052,000 |
| 2.415.375 | TxDOT Fort Worth | Tarrant | Cheek Sparger Road | SH 26 Grapevine Highway | Murphy Drive | 2 | 2 | 2 | 4 | \$12,500,000 |
| 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 |

(Frtg): Frontage Lanes
*Total Project Cost based on Year of Expenditure
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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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{aligned} & 2045 \\ & \text { Lanes } \end{aligned}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2.415 .460 | TxDOT Fort Worth | Tarrant | Cheek Sparger Road | SH 121 | Mid Cities Blvd | 4 | 4 | 6 | 6 | \$502,600 |
| 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 |
| 2.450.250 | 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 | $\begin{gathered} \text { Included w/ } \\ 2.450 .250 \end{gathered}$ |
| 2.450.300 | TxDOT Fort Worth | Tarrant | Meacham Blvd | Mark IV Parkway | East of Mark IV Parkway | 2 | 2 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ 2.450 .250 \end{gathered}$ |
| 2.450.325 | TxDOT Fort Worth | Tarrant | Meacham Blvd | East of Mark IV Parkway | IH 35W | 4 | 4 | 4 | 4 | $\begin{gathered} \text { Included w/ } \\ \text { 2.450.250 } \end{gathered}$ |
| 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 |
| 2.505 .490 | TxDOT Fort Worth | Tarrant | Belknap Access Street | SH 121 | IH 35W | 2 | 2 | 1/2 | 1/2 | \$400,000 |
| 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 |
| 2.520.350 | 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 |
| 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 |

## Frtg): Frontage Lanes

*Total Project Cost based on Year of Expenditure
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| RSA ID | Agency | County | Facility | From | To | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 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 | $\begin{gathered} \text { Included w/ } \\ 2.545 .325 \end{gathered}$ |
| 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 |
| 2.545 .350 | TxDOT Fort Worth | Tarrant | FM 1187 | FM 1902 | East of Floyd Hampton Road | 2 | 2 | $2 / 2$ | 3/3 | $\begin{gathered} \text { Included w/ } \\ 2.545 .340 \end{gathered}$ |
| 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 |
| 2.545.390 | TxDOT Fort Worth | Tarrant | FM 1187 | East of BF 1187 | BU 1187 | $2 / 2$ | $2 / 2$ | 2/2 | 3/3 | \$15,000,000 |
| 2.545.400 | TxDOT Fort Worth | Tarrant | FM 1187 EB/FM 1187 WB | BU 1187 | FM 731 | $2 / 2$ | $2 / 2$ | $2 / 2$ | 3/3 | \$825,000 |
| 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 .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 |
| 2.565.275 | TxDOT Fort Worth | Tarrant | SH 183 Southwest Blvd | Overhill Road | US 377 Circle | 6 | 6 | 6 | 6 | \$3,000,000 |
| 2.565.300 | TxDOT Fort Worth | Tarrant | SH 183 Alta Mere Drive | US 377 Circle | IH 30 | 6 | 6 | 6 | 6 | \$5,250,000 |

(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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 2.565.375 | TxDOT Fort Worth | Tarrant | SH 183 | Roaring Springs Road | White Settlement Road | $2 / 2$ | $2 / 2$ | 3/3 | 3/3 | \$26,800,000 |
| 2.565.400 | TxDOT Fort Worth | Tarrant | SH 183 River Oaks Blvd | White Settlement Road | Deen Road | 4 | 4 | 4 | 4 | \$32,500,000 |
| 2.565 .500 | TxDOT Fort Worth | Tarrant | SH 183 Baker Blvd | SH 183/SH 26 | 1H 820 | 4 | 4 | 4 | 4 | \$4,500,000 |
| 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 |
| 1.195.275 | TxDOT Fort Worth | Wise | SH 101 | FM 1810 Maginnis Street | South of CR 1536 | 2 | 2 | 2 | 4 | \$10,000,000 |
| 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 |
| 1.220.275 | TxDOT Fort Worth | Wise | US 287 US 81 | Proposed FM 1810 | US 380 | $2 / 2$ | $2 / 2$ | $2 / 2$ | $2 / 2$ | Included w/ AO Program |
| 1.220.300 | TxDOT Fort Worth | Wise | US 287 | US 380 | BU 81 | 2/2 | $2 / 2$ | $2 / 2$ | $2 / 2$ | Included w/ AO Program |
| 1.220.315 | TxDOT Fort Worth | Wise | US 287 | BU 81 | FM FM 407 Illinois Street | 2/2 | $2 / 2$ | 2/2 | $2 / 2$ | Included w/ AO Program |
| 1.220.325 | TxDOT Fort Worth | Wise | US 287 | FM 407 Illinois Street | Pioneer Road | $2 / 2$ | 2/2 | 2/2 | $2 / 2$ | Included w/ AO Program |
| 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/ AO Program |
| 1.280.200 | TxDOT Fort Worth | Wise | FM 730 College Avenue | US 81 | South College | 2 | 2 | 2 | 4 | \$70,000,000 |
| 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 |

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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 | $\begin{gathered} 2023 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2026 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2036 \\ \text { Lanes } \end{gathered}$ | $\begin{gathered} 2045 \\ \text { Lanes } \end{gathered}$ | Total Project Cost* |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1.375 .290 | TxDOT Fort Worth | Wise | FM 51 | South of Preskitt Road | CR 3170 (Haynes Road) | 2 | 2 | 2 | 4 | \$15,000,000 |
| 2.205 .325 | TxDOT Fort Worth | Wise | SH 114 Rock Island Avenue | FM 730 | US 81 | 2 | 2 | 2 | 4 | \$45,000,000 |
| 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 | $\begin{gathered} \text { Included w/ } \\ 2.225 .100 \end{gathered}$ |
| 1.840.400 | TxDOT Paris | Hunt | SH 34 | Traders Road | South of CR 3703 | 2 | 2 | 2 | 4 | \$1,000,000 |
| 1.875.250 | TxDOT Paris | Hunt | SH 24 | CR 4511 | SL 178/Culver Street | 4 | 4 | 4 | 4 | \$4,900,000 |
| 2.225.725 | TxDOT Paris | Hunt | US 380** | West of CR 698/CR 699 (Collin County Line) | East of CR 698/CR 699 (Collin County Line) | 2/2 | 2/2 | N/A | N/A | Included w/ Freeways/Tollways |
| 2.260 .225 | TxDOT Paris | Hunt | FM 1570 | SH 34 | 1H30 | 2 | 4 | 4 | 4 | \$26,504,000 |
| 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 |
| 2.375.375 | TxDOT Paris | Hunt | SH 276 Quinlan Parkway | Honey Creek Circle | CR 2472 | 2 | 4 | 4 | 6 | \$3,750,000 |

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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

