E-1. AVIATION

POLICIES

MTP Reference #	Aviation
AV3-001	Improve efficiency, safety, air quality, and access related to aviation.
AV3-002	Provide input to the National Plan of Integrated Airport Systems and the Texas Airport System Plan.
AV3-003	Encourage compatible land-use planning surrounding airports in the region.
AV3-004	Establish a comprehensive and integrated Aviation Education System in North Central Texas.
AV3-005	Implement operational restrictions and other requirements of Uncrewed Aircraft Systems around regionally significant aviation facilities.
AV3-006	Safely and efficiently integrate Vertical Mobility Technology (Advanced Air Mobility, Urban Air Mobility, Uncrewed Traffic Management, Uncrewed Aircraft Systems) into the North Central Texas Council of Governments region.

PROGRAMS

Aviation Surface Access Planning	
Reference	AV2-001
Background	The purpose of the program is to identify, analyze, and improve surface access to regional aviation facilities, including analyzing future aviation scenarios to assess impacts on surface transportation in the region.
Policy Position	AV3-001
Implementation	Regularly review surface access to regional aviation facilities, identify surface access needs, and draft solutions.
Performance Dimensions	• Travel times to/from aviation facilities • Roadway signage for aviation facilities • Tracking of freight bottlenecks near air cargo facilities • Roadway pavement conditions
Cost Estimate	N/A – Program costs associated with planning elements only

Data Collection and Performance Tracking	
Reference	AV2-002
Background	The purpose of the program is to collect data and monitor aviation trends in the region related to air passenger volumes, air cargo activity, average daily operation, accident history, airspace capacity, and travel times to major commercial airports. This will be done regionally and may also be done at points of interest throughout the region.
Policy Position	AV3-001
Implementation	Regularly collect and review data.
Performance Dimensions	• Capacity at current aviation facilities • Enplanements at air carrier airports • Shipments of air cargo to the region • Regional air operations and based aircraft • Regional infrastructure capacity • Aviation air quality impacts
Cost Estimate	N/A – Program costs associated with planning elements only

Continuous Aviation System Planning	
Reference	AV2-003
Background	The purpose of the program is to continuously monitor and implement recommendations from past system planning efforts, including items such as: • The continuation of the Air Transportation Advisory Committee • Coordination with the Federal Aviation Administration • Coordination with the Texas Department of Transportation Aviation Division • Continued involvement and outreach with the aviation community in the region • Updating of regional aviation forecasts • Demand analysis
Policy Position	AV3-001; AV3-002
Implementation	Regularly review and monitor elements of the region's aviation system and continue to execute recommendations from previous planning efforts.
Performance Dimensions	• Based aircraft and operations forecasts • Demand scenarios • Outreach activities
Cost Estimate	N/A – Program costs associated with planning elements only

Encroachment Prevention and Compatible Land-Use Planning	
Reference	AV2-004
Background	The purpose of the program is to promote compatible land use around regional aviation facilities through coordination and planning efforts such as: • Model ordinance planning • Airport overlay zoning • Airport height restrictions • Airspace protection through local control • Public awareness and outreach
Policy Position	AV3-003
Implementation	Facilitate and coordinate discussions between aviation facilities and impacted areas.
Performance Dimensions	• Compatible land use around regional airports • Federal Aviation Administration Part 150 updates • Noise contour tracking • Overlay zoning tracking
Cost Estimate	N/A – Program costs associated with planning elements only

Integrated Aviation Education System	
Reference	AV2-005
Background	The purpose of the program is to generate interest in aerospace and aviation careers: • Review existing national and regional gap analyses • Evaluate national and regional industry needs and supply • Recommend regional aviation curriculum • Develop public outreach plan • Connect students with aviation programs and schools
Policy Position	AV3-004
Implementation	Facilitate and coordinate discussions between aviation employers and students, parents, teachers, and counselors.
Performance Dimensions	• Monitor workforce projections • Outreach events and students reached with education materials • Track tool utilization (i.e., websites or other applications)
Cost Estimate	N/A – Program costs associated with planning elements only

Coordination of Uncrewed Aircraft Systems	
Reference	AV2-006
Background	The purpose of the program is to coordinate efforts to ensure uncrewed aircraft can operate safely in North Texas: • Manage the North Texas Uncrewed Aircraft Systems Safety and Integration Initiative • Work with municipalities, first responders, and transportation partners • Develop framework and guidance • Monitor types of uncrewed aircraft systems activities authorized by the Federal Aviation Administration • Explore applications of uncrewed aircraft
Policy Position	AV3-004
Implementation	Facilitate and coordinate discussions between aviation partners.
Performance Dimensions	• Industry trends • Inventory regional efforts
Cost Estimate	N/A – Program costs associated with planning elements only

Air Taxi and Air Cargo Corridor Identification and Demand Determination	
Reference	AV2-007
Background	The purpose of this project is to investigate and report on viable air taxi and uncrewed aircraft systems operational corridors: • Work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals • Develop framework and guidance • Explore potential users • Explore applications of air taxis and uncrewed aircraft systems cargo delivery possibilities • Develop a set of possible corridor alternatives • Investigate and report on possible demand forecasts for Advanced Air Mobility in the North Central Texas Council of Governments region
Policy Position	AV3-006
Implementation	Work with our local, state, and federal partners to pursue final implementation
Performance Dimensions	To be developed
Cost Estimate	N/A – Program costs associated with planning elements only

Scaling Advanced Air Mobility Pilot Ecosystems to Other Metroplex Locations	
Reference	AV2-008
Background	The purpose of this program is to ensure the Uncrewed Aircraft Systems Pilot Program ecosystem is in a scalable form to allow easier growth and integration for surrounding communities: • Work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals • Develop scalable infrastructure • Develop scalable model • Develop specifications and recommendations • Develop preferred layouts
Policy Position	AV3-006
Implementation	Develop and grow uncrewed aircraft systems/advanced air mobility ecosystem throughout the North Central Texas Council of Governments region.
Performance Dimensions	To be developed
Cost Estimate	Up to 8 locations/approximately $325,000 each/approximately $2.6 million total

Test Multimodal Integration and Proof of Concept for Air Taxis into the Dallas-Fort Worth Metroplex	
Reference	AV2-009
Background	The purpose of this program is to use current helicopter technology to conduct air taxi operations throughout the Dallas-Fort Worth metroplex in order to prove the concept of using electric vertical take-off and landing (eVTOL) in the future: • Work with municipalities, Bell Textron, regulators, Federal Aviation Administration, and industry professionals • Develop proof of concept • Develop standard operating procedures • Develop location standards • Develop a final report • Develop app
Policy Position	AV3-006
Implementation	Once locations are established, implementation can occur quickly with Bell support.
Performance Dimensions	To be developed
Cost Estimate	N/A – Program costs associated with planning elements only

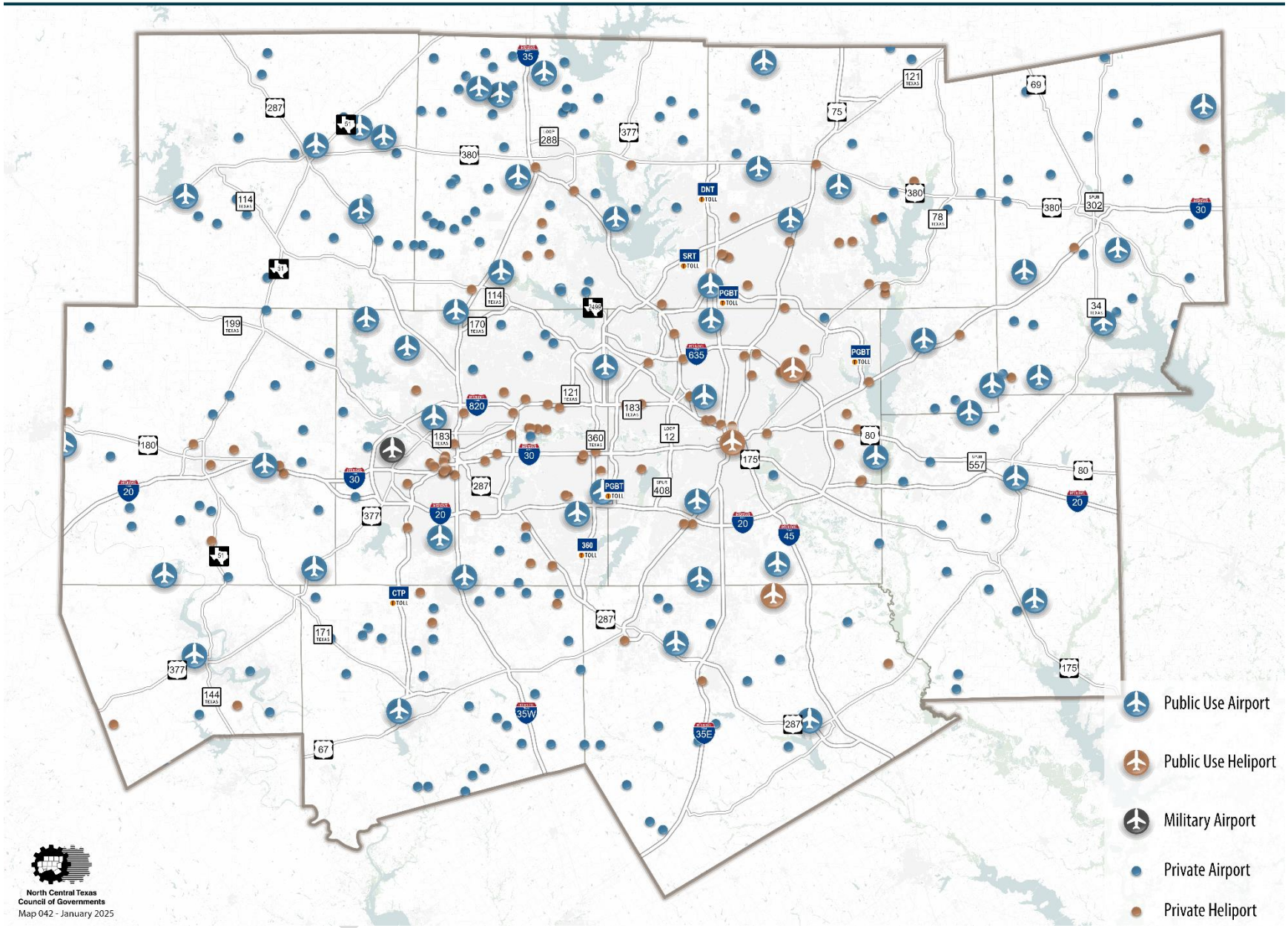
Development of a Scalable Vertical Mobility Public Engagement Program	
Reference	AV2-010
Background	The purpose of this is to establish a public engagement program for uncrewed aircraft systems/advanced air mobility integration that is scalable: • Work with public information offices • Develop public engagement program • Partner with communication officers • Develop standards • Develop a final report
Policy Position	AV3-006
Implementation	Develop an initial engagement program, then partner with other municipalities to adopt and scale the program.
Performance Dimensions	To be developed
Cost Estimate	N/A – Program costs associated with planning elements only

PROJECTS

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

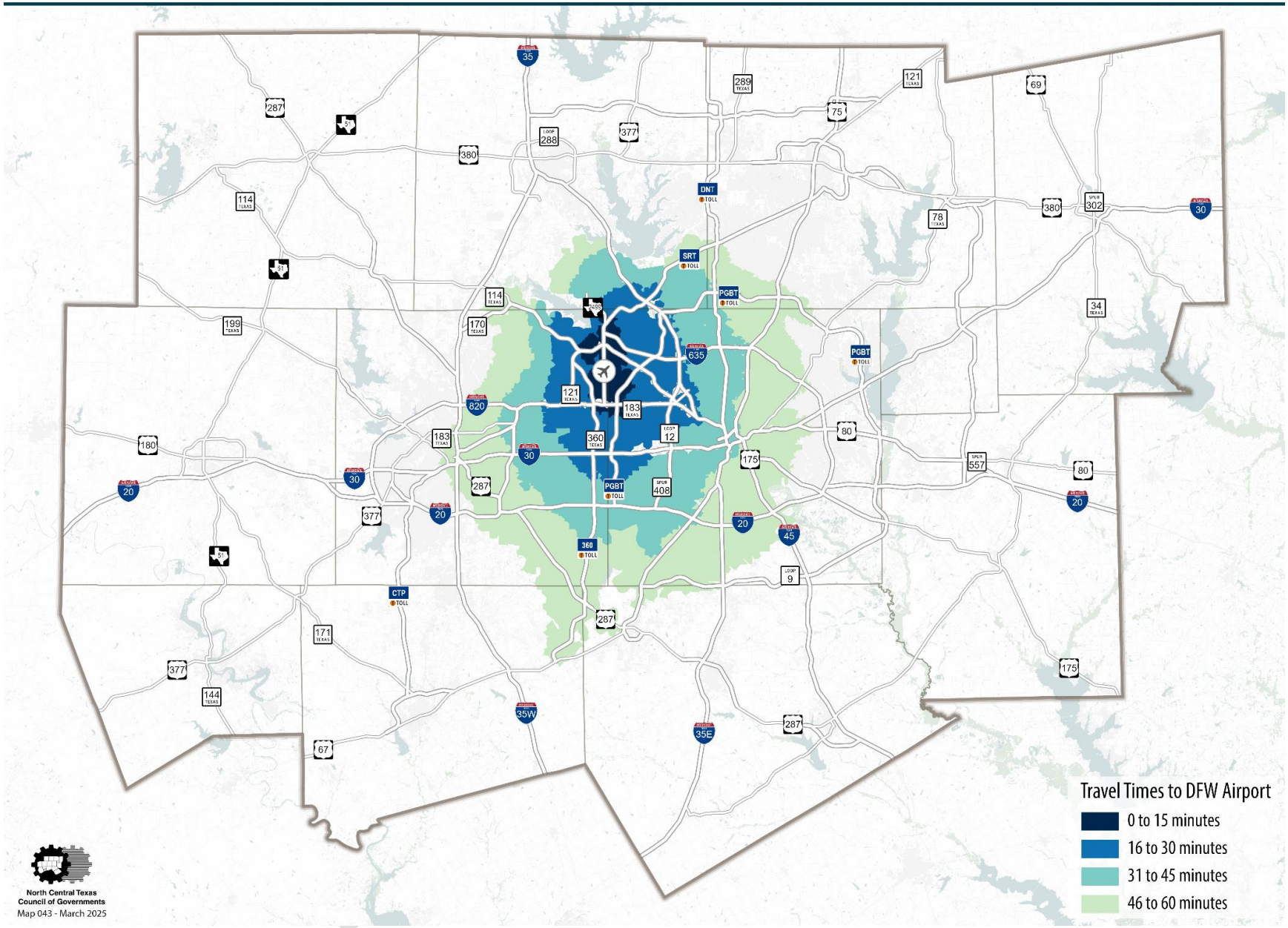
North Central Texas Aviation Facilities

MOBILITY 2050



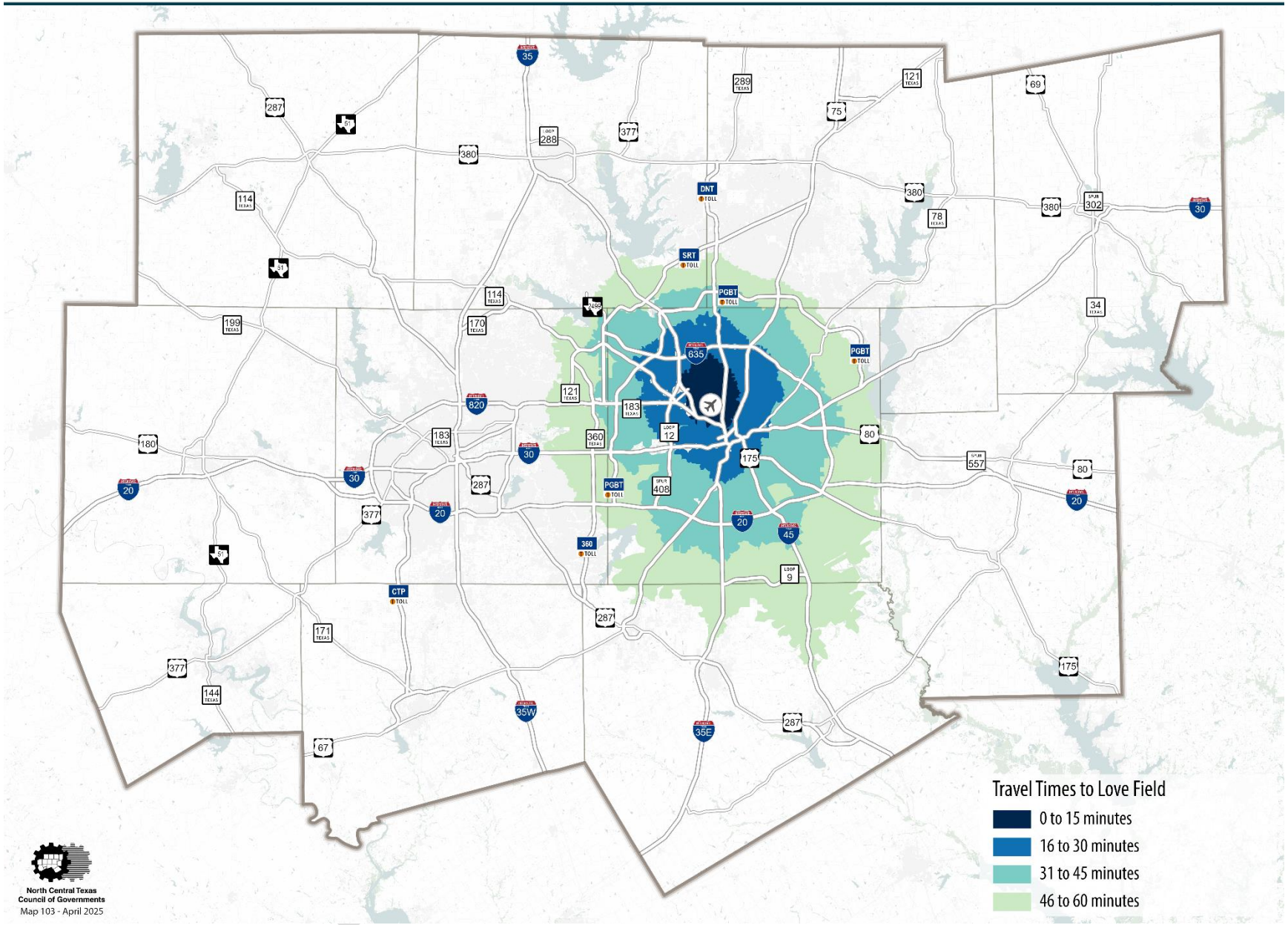
Travel Time Contours - DFW Airport

MOBILITY 2050



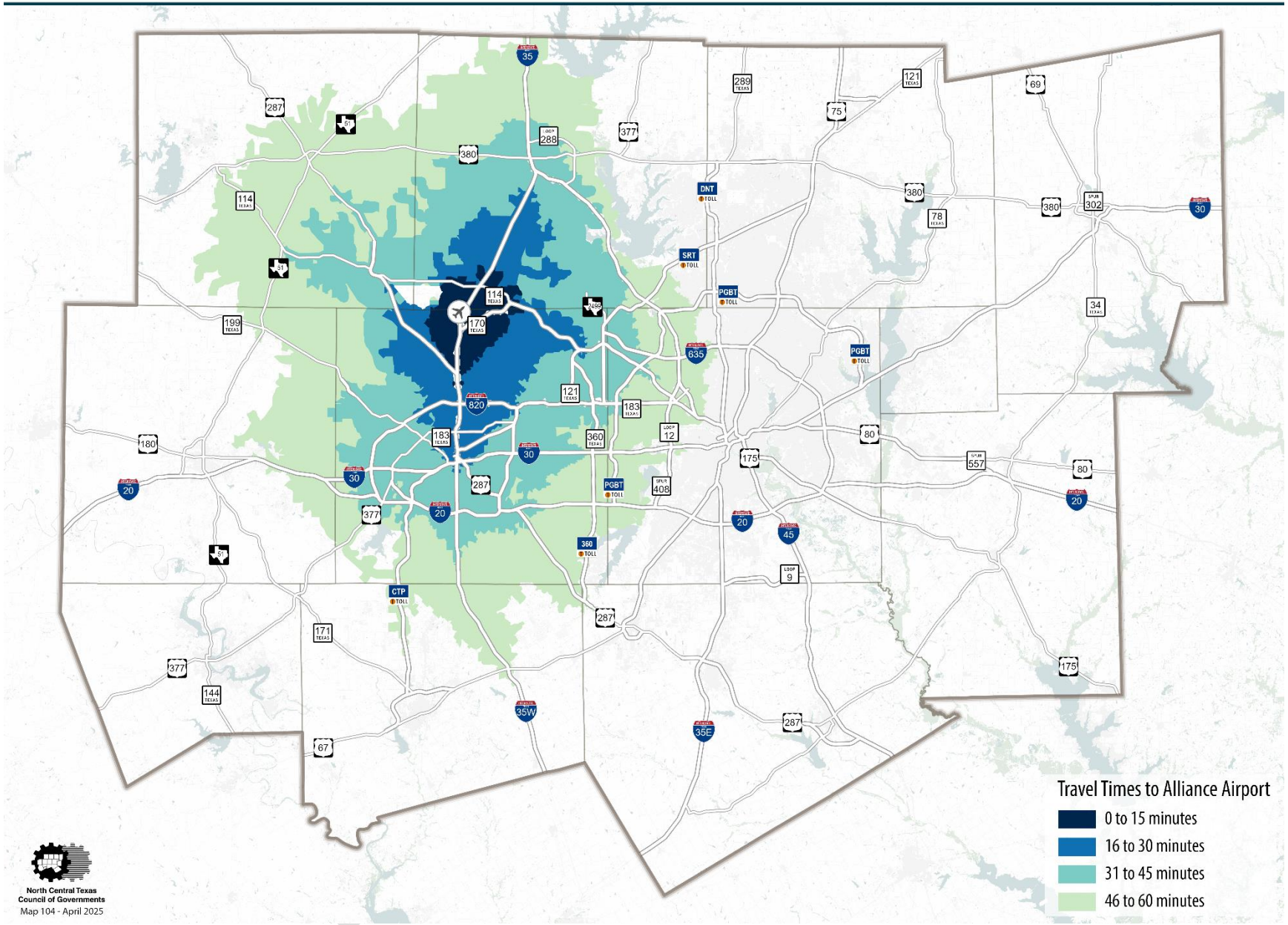
Travel Time Contours - Dallas Love Field

MOBILITY 2050



Travel Time Contours - Forth Worth Alliance Airport

MOBILITY 2050



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E-2. FREIGHT

POLICIES

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

PROGRAMS

Data Collection	
Reference	FP2-001
Background	Data will be collected for the region and particularly for areas with high freight traffic and freight facilities. Capital improvement needs will be documented as well. The data will also be used to help determine where potential freight system issues may arise and help to create projects addressing these issues. It will also be used in outreach to elected officials and policy-makers to portray freight's importance to the region.
Related Goals	Improve the availability of transportation options for people and goods.
Related Policies	FP3-003; FP3-007
Implementation	This program will be realized by collecting data and monitoring freight traffic in the region, including: • Vehicle classification counts and vehicle movements • Freight Travel Demand Forecasting Model • Freight transportation facility inventory • Federal Highway Administration data; state, local, and private data sources • Economic information regarding Impact of freight
Performance Dimensions	• Yearly vehicle classification counts • Complete Freight Travel Model • Updated freight transportation facility inventory
Cost Estimate	N/A – Program costs associated with planning elements only

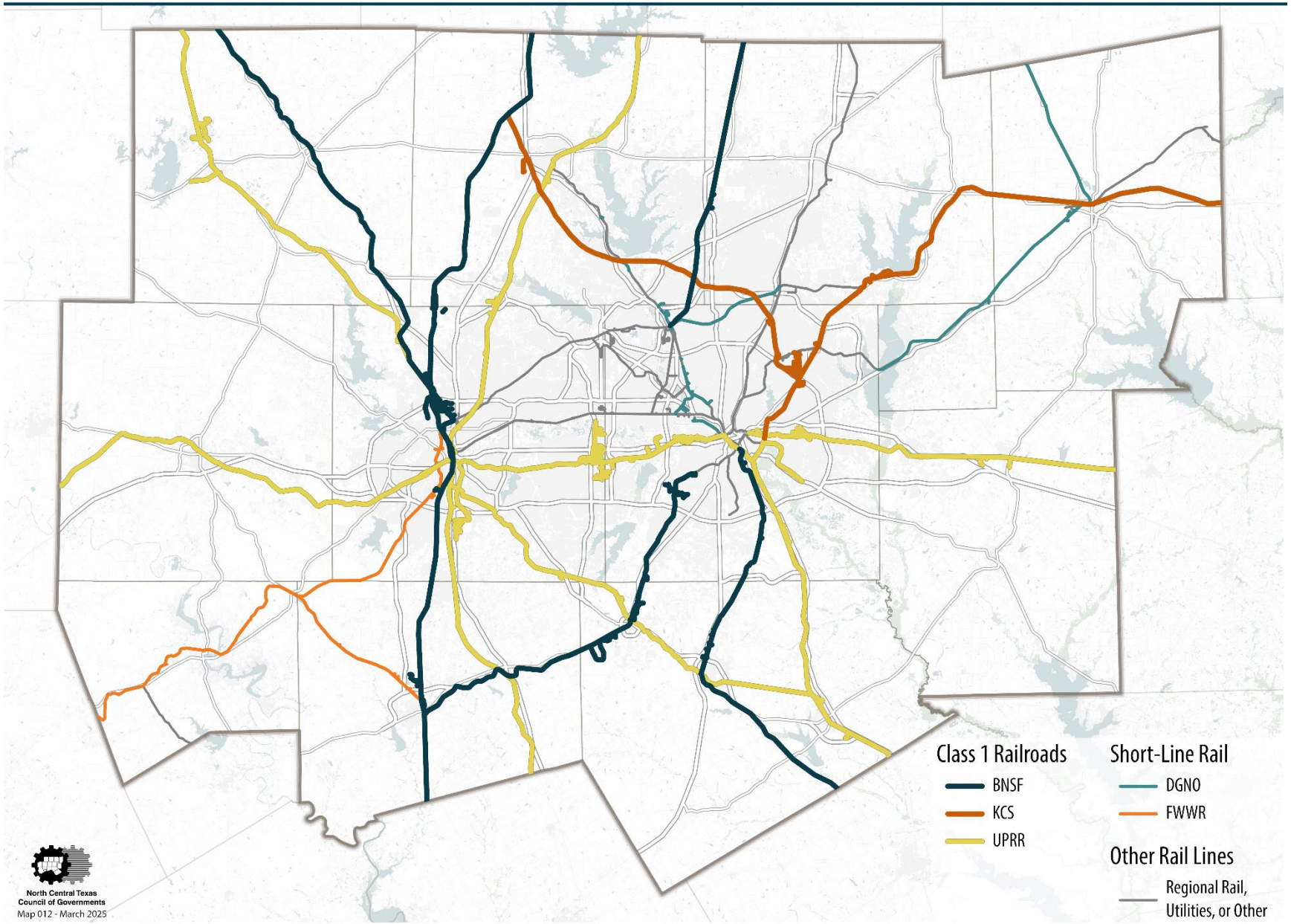
Freight System/Network Planning	
Reference	FP2-002
Background	This program includes various regional freight planning efforts and studies related to the regional freight system, including: • Safety • Freight rail • Freight routes • Hazardous materials routing
Related Goals	• Improve the availability of transportation options for people and goods. • Ensure adequate maintenance and enhance safety and reliability of the existing network.
Related Policies	FP3-001; FP3-003; FP3-006; FP3-008
Implementation	This program will be realized through taking the following actions: • **Safety:** Increase public and freight operators' safety through education and projects. • **Freight Rail:** Continue various regional rail planning efforts, including: – Complete the Regional Rail Study and implement recommendations – Railroad Crossing Banking Program – Railroad Safety Education Program – Railroad Crossing Quiet Zone Planning – Railroad Crossing Reliability Partnership Program • **Freight Routes: Identify, analyze, and improve freight routes, including:** – Innovative solutions (e.g., truck-only lanes) – Develop and keep Critical Urban Freight Corridors up-to-date – Bottleneck removal projects – New technologies (e.g., automated vehicles) – Improve truck parking availability – Infrastructure improvements on primary and secondary freight networks and local truck routes – First/last mile access improvements – Operations improvement on key freight routes – Implement projects to enhance network connectivity – Hazardous Materials Routing
Performance Dimensions	• Reduction in annual number of accidents between trucks and non-trucks. • Increased travel speeds for non-truck traffic. • Reduction in accidents/incidents at at-grade railroad crossings. • Reduction in the number of at-grade railroad crossings. • Improved Truck Travel Time Reliability (Federal Performance Measure). • Increased number of truck parking locations. • Reduction of incidents involving hazardous materials.
Cost Estimate	The funding-related elements of this program are accounted for through regional safety programs, in conjunction with rail improvements or program costs associated with planning elements only.

Freight Outreach Activities	
Reference	FP2-003
Background	Outreach activities will increase the understanding of freight's importance to the region and long-term freight planning to the public, industry professionals, and decision-makers.
Related Goals	Improve the availability of transportation options for people and goods.
Related Policies	FP3-001; FP3-002
Implementation	This program will be realized by engaging in educational and outreach activities within and outside the freight sector with: • Freight industry professionals • Public officials • General public
Performance Dimensions	• Improved and increased relationships with the freight community. • Improved attendance at the Regional Freight Advisory Committee.
Cost Estimate	N/A – Program costs associated with planning elements only

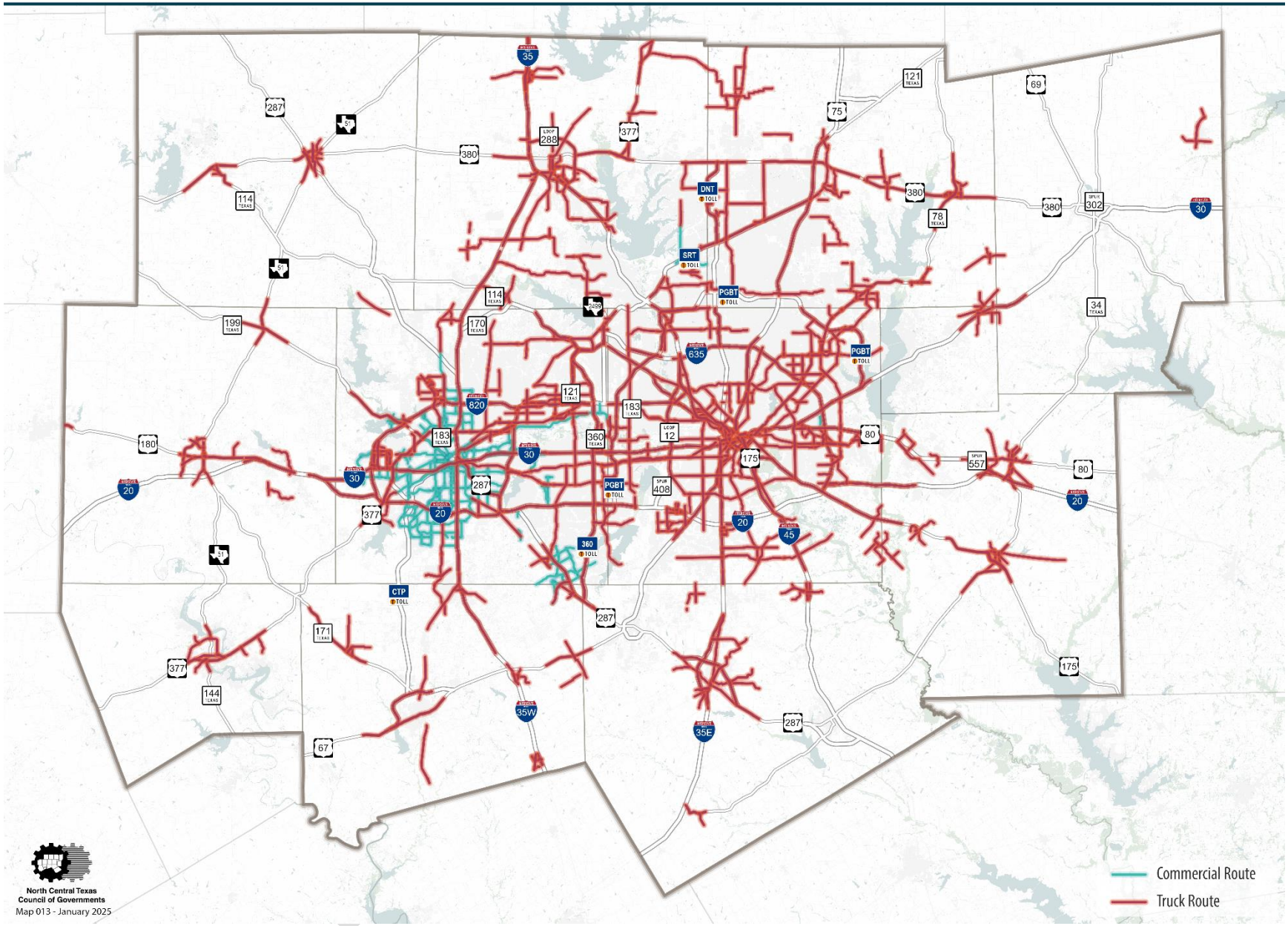
North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (NT MOVES)	
Reference	FP2-004
Background	The program resolves long-standing congestion issues by working with both public and private rail sectors to help identify and resolve rail bottlenecks and operations issues within the North Central Texas region.
Related Goals	• Improve the availability of transportation options for people and goods. • Ensure adequate maintenance and enhance safety and reliability of the existing network.
Related Policies	FP3-002; FP3-003; FP3-007
Implementation	There are several elements and projects to this program, including: • Better Utilizing Investments to Leverage Development Grant • Regional Railroad Information System • Professional Engineering Agreements • Transit Rail Insurance
Performance Dimensions	To be developed.
Cost Estimate	N/A – Program costs associated with planning elements only

Land Use Planning	
Reference	FP2-005
Background	The purpose of this program is to help create safer and more efficient freight centers.
Related Goals	• Improve the availability of transportation options for people and goods. • Encourage livable communities which support economic vitality.
Related Policies	FP3-004; FP3-008
Implementation	The program's purpose is to help ensure compatible land uses are considered near freight development, including: • Railroad tracks • Intermodal facilities • Freight-orientated developments • Truck routes and other major freight carry roadways • Truck parking facilities
Performance Dimensions	Improved compatible land uses near freight development.
Cost Estimate	N/A – Program costs associated with planning elements only

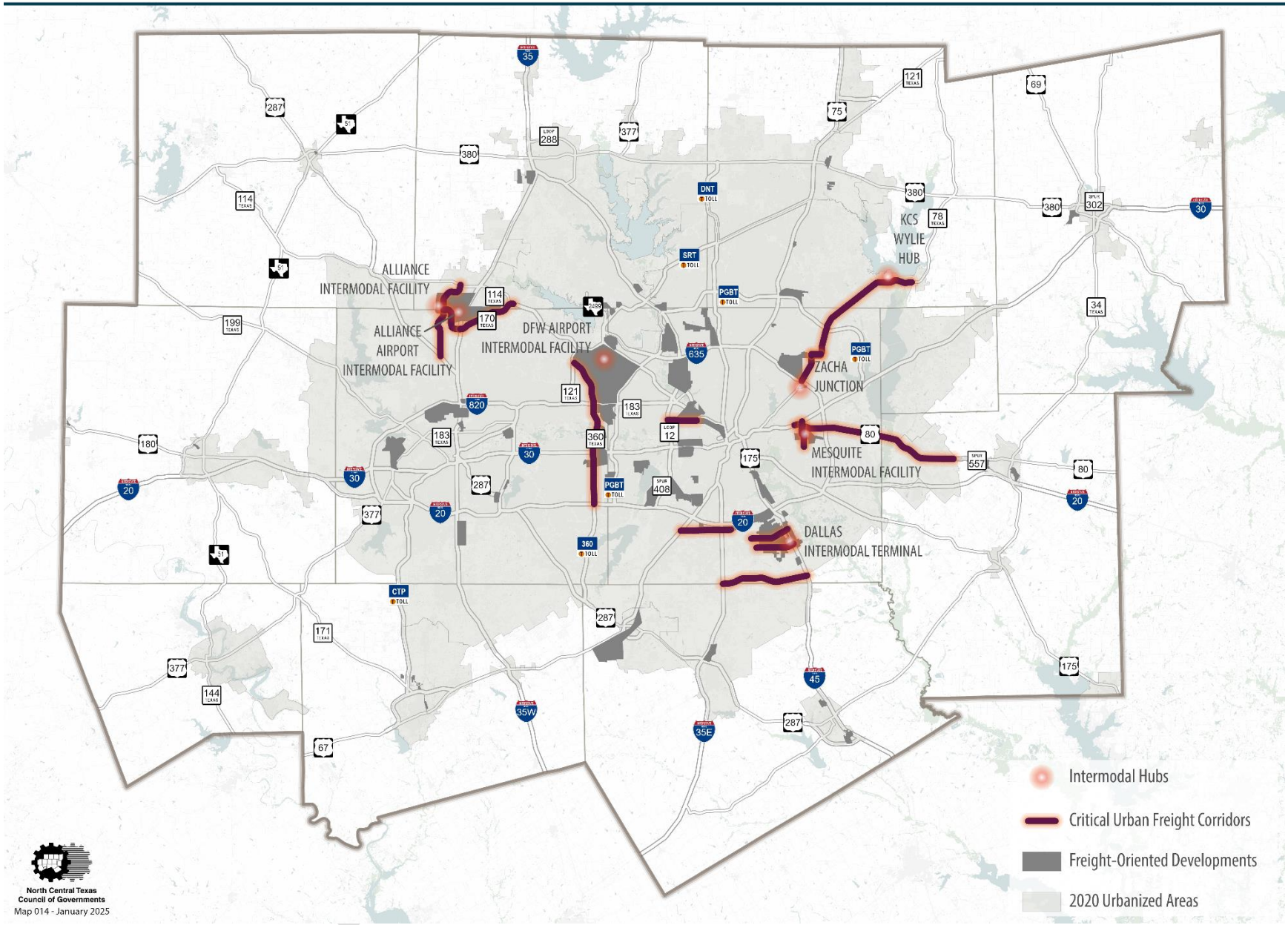
Regional Rail Network Owners



Regional Truck Routes

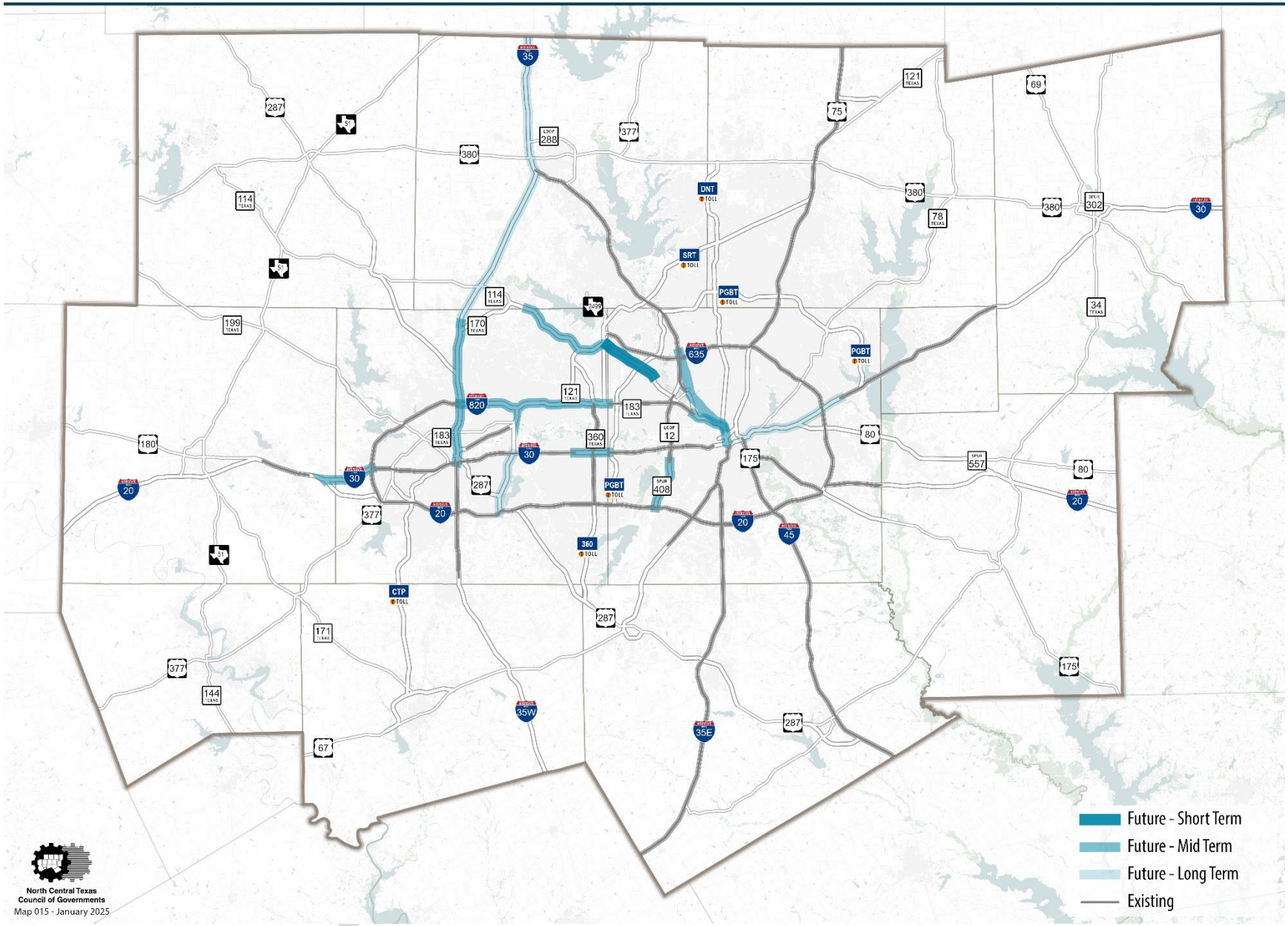


Critical Urban Freight Corridors

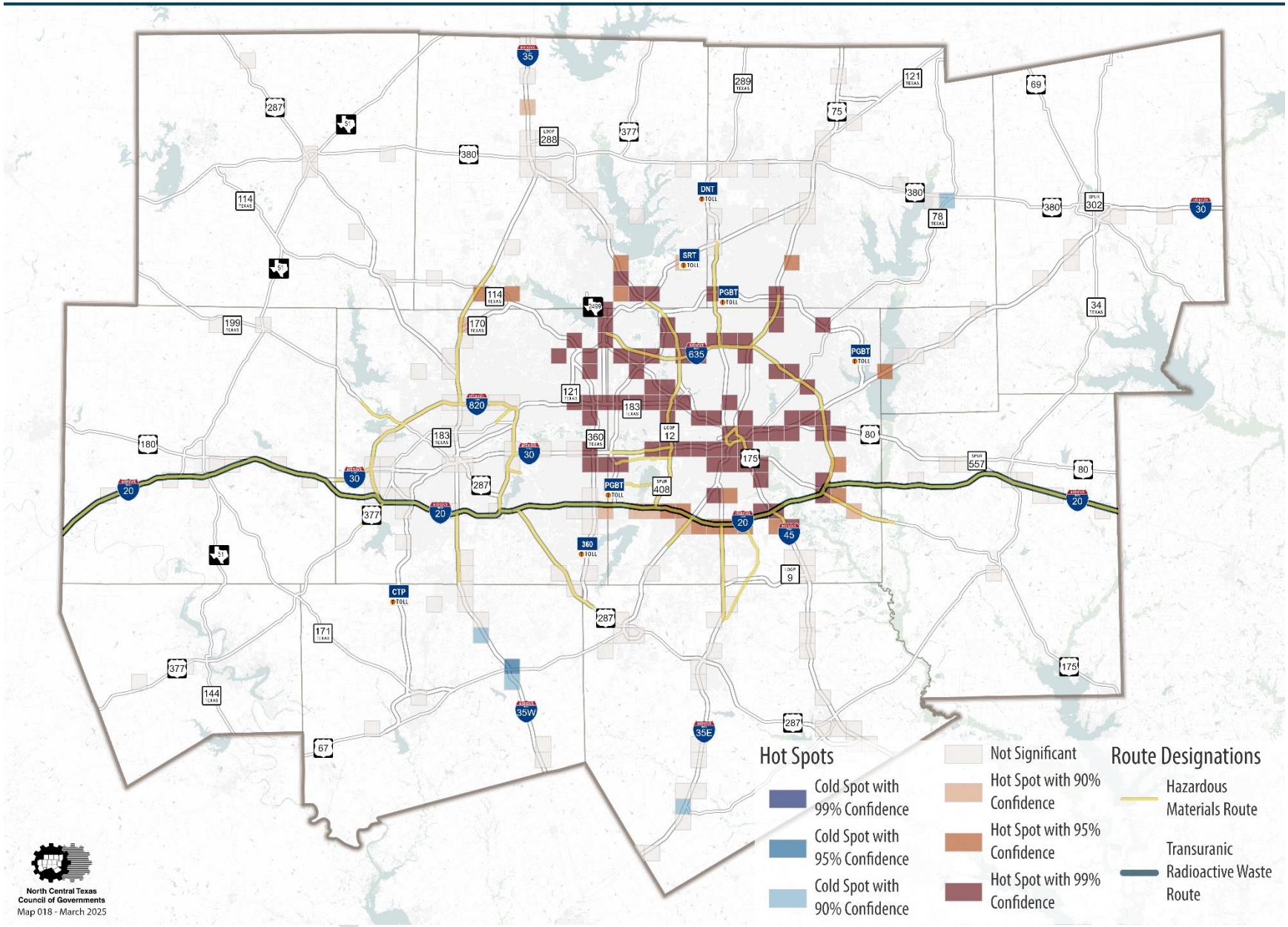


Regional Truck Lane Restrictions

MOBILITY 2050

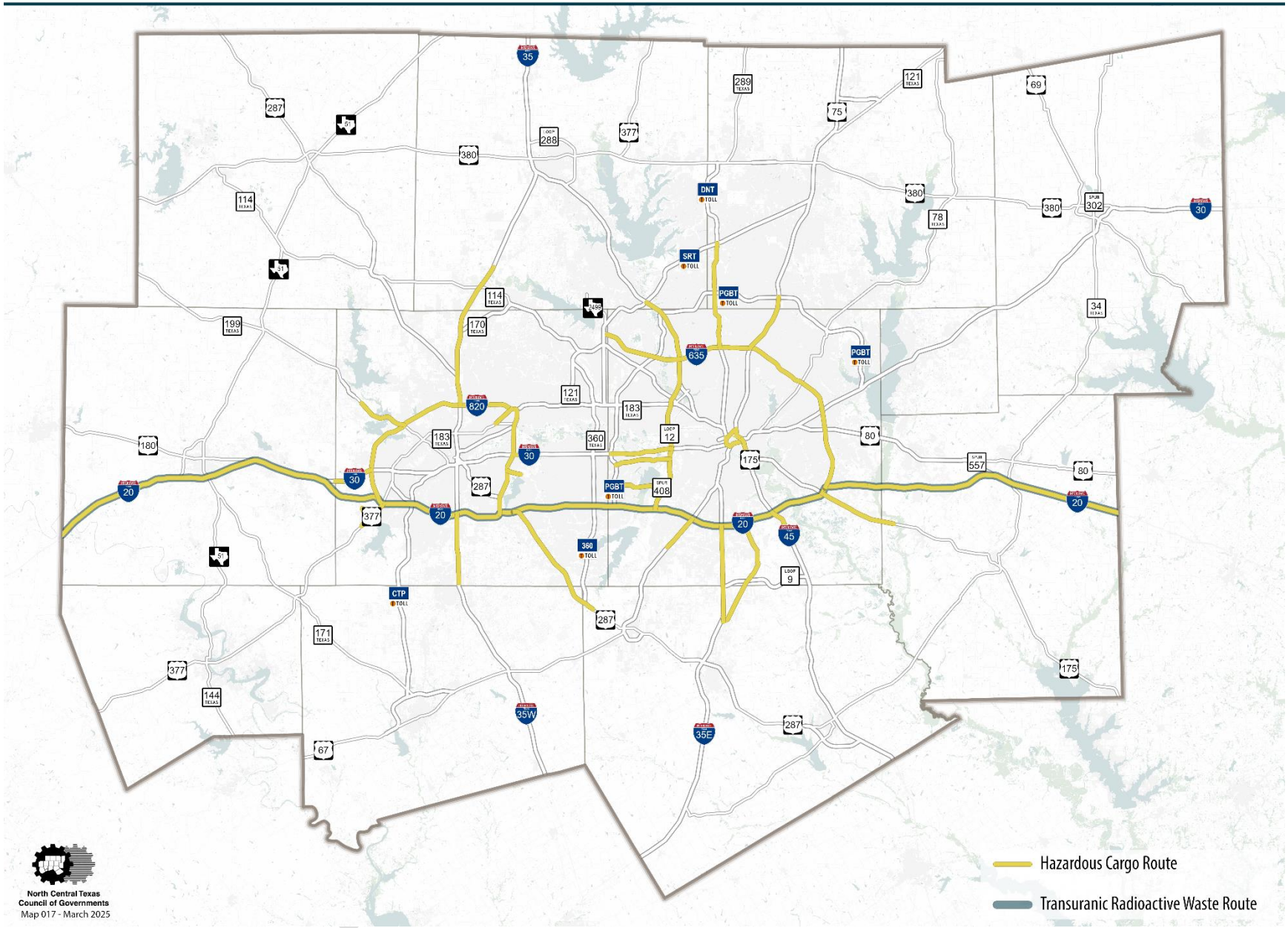


Commercial Vehicle Incident Hotspots



Regional Hazardous Materials (HazMat) Routes

MOBILITY 2050



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E-3. ACTIVE TRANSPORTATION

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

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

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

Source: NCTCOG

POLICIES

MTP Reference #	Active Transportation
BP3-001	Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promote walking and bicycling as equals with other transportation modes. The active transportation network must be interconnected with transit services and integrated as part of Complete Streets to connect key destinations, including employment centers; education, medical, retail, and entertainment centers; and other destinations for daily activities. Mobility 2050 promotes roadways in the urbanized area that are designed and constructed to accommodate at least three or more modes of transportation.
BP3-002	Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities. Mobility 2050 promotes bicycle and pedestrian projects that connect multiple jurisdictions and expand the regional network by improving coordination, connectivity, and continuity between counties and communities. To realize the potential of active transportation, special attention must be paid to the current barriers and safety issues the region is experiencing, including: • An incomplete network of bicycle and pedestrian facilities, including facilities that serve transit-dependent populations. • High rates of pedestrian and bicycle crashes and fatalities involving motor vehicles. • Limited funding for safe routes to school projects. • Infrastructure that is not compliant with Americans with Disabilities Act. • Significant barriers to safe active transportation travel; these barriers include freeways, major streets with high traffic volumes and speeds, and waterways. • Improving safety is a top priority for the US Department of Transportation and Mobility 2050 is committed to reducing fatalities and serious injuries on the transportation network throughout North Central Texas.
BP3-003	Support programs and activities that promote pedestrian and bicycle safety, health, and education. Walking and bicycling are legitimate forms of transportation that have the potential to positively impact the region by shifting travel modes, resulting in reduced congestion and improved air quality and public health. Mobility 2050 promotes enhanced safety for active travel by increasing education and training opportunities for cyclists, pedestrians, motorists, and professionals who are designing and implementing roadway facilities, implementing safety infrastructure projects, and promoting enforcement of traffic laws to reduce bicycle and pedestrian-related conflicts.

PROGRAMS

Active Transportation Planning and Design	
Reference	BP2-001
Background	The Active Transportation Planning and Design Program consists of plans, studies, policies, laws/legislation, and data collection/analysis to support multimodal transportation networks and context-sensitive facilities.
Related Goals	• Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Ensure all communities are provided access to the regional transportation system and planning process. • Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. • Encourage livable communities which support sustainability and economic vitality. • Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system. • Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.
Related Policies	BP3-001
Implementation	• **Multimodal Transportation Plans:** Encourage development of local pedestrian and bicycle plans, as well as modifications to local transportation plans and standards that provide for pedestrian accommodations, on-street bikeways, and the network of off-street trails. • **Context-Sensitive Complete Streets:** Facilitate and support the adoption of local policies and the implementation of context-sensitive Complete Streets projects with bicycle and pedestrian facilities as routine accommodations for new roadway construction and reconstruction projects. • **Context-Sensitive Design:** Incorporate bicycle and pedestrian modes in all transportation corridor studies, support the adoption of local policies, and implement context-sensitive Complete Streets projects and roadway projects that are sensitive in design to the context of their surroundings. • **Corridor Studies:** Integrate bicycle and pedestrian mobility in all transportation corridor studies, incorporate bicycle and pedestrian modes in corridor studies, and support the funding and construction of bicycle and pedestrian elements of final corridor studies. • **Active Transportation Safety Plans:** Implement the regional Pedestrian Safety Action Plan and develop a regional Bike Safety Action Plan. • **Americans with Disabilities Act Transition Plans:** Encourage local agencies to adopt and implement Americans with Disabilities Act transition plans. • **Local Regulations:** Encourage local jurisdictions to adopt ordinances, zoning standards, engineering standards, and guidelines that accommodate bicycle and pedestrian modes of travel through such means as context-sensitive Complete Streets policies, thoroughfare technical specifications, right-of-way and easement preservation, bicycle parking ordinances, bicycle passing ordinances, and end-of-trip facilities. • **Data Collection and Analysis:** Monitor and evaluate the North Central Texas region's bicycling and walking efforts by collecting bicycle and pedestrian count data, analyzing bicycle and pedestrian crash data, conducting regional nonmotorized travel surveys, and publishing findings. • **Technical Support/Resources/Research:** Collect relevant research materials regarding bicycle and pedestrian transportation to utilize in regional initiatives and provide as resources to local governments and area stakeholders.
Cost Estimate	• N/A – Program costs associated with planning elements only

Active Transportation Network Implementation	
Reference	BP2-002
Background	The Active Transportation Accessibility and Safety Program consists of funding and implementing bicycle and pedestrian projects, completing linkages with other modes of transportation, enhancing safety, and improving accessibility for disadvantaged populations
Related Goals	• Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Ensure all communities are provided access to the regional transportation system and planning process. • Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. • Encourage livable communities which support sustainability and economic vitality. • Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system. • Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.
Related Policies	BP3-002
Implementation	• **Complete the Regional Active Transportation Network:** Improve, expand, and complete the region's bicycle and pedestrian facilities network, end of trip facilities, signage and wayfinding, and related programs throughout the region with continued use of the Regional Transportation Council's Local Funding Program Initiatives, Local Air Quality and Sustainable Development Funding programs, the Congestion Mitigation and Air Quality Program, the Transportation Alternatives Program, and other available funding sources. • **Close Gaps and Improve Connectivity in the Regional Veloweb, On-Street Bikeway Network, and Pedestrian Network:** Eliminate major gaps in the regional network and complete connections to address major barriers such as freeways, railroads, and waterways. • **Linkages to Transit and Major Destinations and Areas with Highest Demand:** Support and complete the development of pedestrian and bicycle facilities that provide access from neighborhoods to public transportation services, education facilities, employment centers, medical, retail, and other destinations. • **Transit-Dependent Populations:** Improve pedestrian and bicyclist accommodations for transit-dependent populations. • **Regional Pedestrian Network:** Develop a Regional Pedestrian Network and Safety Plan. Implement projects that improve accommodations and safety for pedestrians, with special attention given to vulnerable road users and disadvantaged communities. • **Safe Routes to School:** Coordinate with independent school districts, municipalities, public safety officials, and other agencies throughout the region to ensure safe and accessible walking and bicycling corridors to education facilities. • **Safety Improvements:** Support efforts to reduce crashes and fatalities between motor vehicles and pedestrians and bicyclists, including the implementation of Proven Safety Countermeasures outlined by the Federal Highway Administration Office of Safety. Prioritize infrastructure design techniques and safety countermeasures projects in areas with high rates of pedestrian and bicycle crashes and fatalities. • **Americans with Disabilities Compliance:** Support efforts to identify Americans with Disabilities accessibility needs and incorporate improvements into the overall transportation network.
Cost Estimate	Approximately $4.5 billion

Active Transportation Education and Outreach	
Reference	BP2-003
Background	The Education and Outreach Program includes activities to improve safety, reduce crashes and fatalities, raise awareness, and promote healthier communities.
Related Goals	• Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process. • Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. • Encourage livable communities which support sustainability and economic vitality. • Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
Related Policies	BP3-003
Implementation	• **Safety Education Programs and Campaigns:** Support and create programs and campaigns that educate bicyclists, pedestrians, and the general public about bicycle operation, bicyclists' and pedestrians' rights and responsibilities, and lawful interactions between motorists, bicyclists, and pedestrians to increase safety for all road users. Support programs aimed at increasing bicycle and walking trips by providing incentives, recognition, or services that make bicycling and walking more convenient transportation modes. • **Healthy and Livable Communities:** Create healthier and more livable communities by encouraging the use of bicycle and pedestrian facilities for work and non-work trips, and for daily physical activity. • **Enforcement:** Encourage enforcement efforts of traffic laws and target unsafe bicyclist, pedestrian, and motorist behaviors to improve safety and reduce collisions and conflicts between motorists, bicyclists, and pedestrians. • **Technical Training and Education:** Provide pertinent training to transportation-related professionals. • **Mapping Facilities and Plans:** Maintain a regional database and provide information regarding existing and planned active transportation facilities and related amenities throughout the region.
Cost Estimate	N/A – Program costs associated with planning elements only

RECOMMENDED OFF-STREET NETWORK: THE REGIONAL VELOWEB 2050

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

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

Facility Type	Mobility 2020 (1996)	Mobility 2025 (2000)	Mobility 2030 (2007)	Mobility 2035 (2011)	Mobility 2040 (2016)	Mobility 2045 (2018)	Mobility 2045 Update (2022)	Mobility 2050 (2025)
Regional Veloweb Paths[1]								
Regional Veloweb Paths, Existing	-	106	108	237	442	455	538	576
Regional Veloweb Paths, Funded	-	-	-	31	146	143	131	124
Regional Veloweb Paths, Planned	-	512	512	1,400	1,288	1,285	1,496	1,571
Total Regional Veloweb Paths	**644**	**618**	**620**	**1,668**	**1,876**	**1,883**	**2,165**	**2,271**
Community Shared-Use Paths[1]								
Community Shared-Use Paths, Existing	-	-	-	-	333	318	470	520
Community Shared-Use Paths, Funded	-	-	-	-	42	57	94	113
Community Shared-Use Paths, Planned	-	-	-	-	1,999	2,584	3,135	3,861
Total Community Paths	**0**	**0**	**0**	**0**	**2,374**	**2,959**	**3,699**	**4,494**
Total Regional Veloweb & Community Paths	**644**	**618**	**620**	**1,668**	**4,250**	**4,842**	**5,864**	**6,765**
On-Street Bikeways[2]								
On-Street Bikeways, Existing	-	-	-	-	200	212	276	328
On-Street Bikeways, Funded	-	-	-	-	71	84	82	62
On-Street Bikeways, Planned	-	-	-	-	2,161	1,817	2,051	2,093
Total On-Street Bikeways (Urbanized Areas)	**0**	**0**	**0**	**0**	**2,432**	**2,113**	**2,409**	**2,483**
On-Street Bikeways, Existing (rural areas between communities)	-	-	-	-	248	247	247	199
On-Street Bikeways, Planned (rural areas between communities)	-	-	-	-	100	101	98	92
Total On-Street Bikeways (Rural Areas)	**0**	**0**	**0**	**0**	**348**	**348**	**345**	**291**
Total On-Street Bikeways	**0**	**0**	**0**	**0**	**2,780**	**2,461**	**2,754**	**2,774**
Total All Facilities	**644**	**618**	**620**	**1,668**	**7,030**	**7,303**	**8,618**	**9,539**

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

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

Historical Mileage of Regional Veloweb Network

	1997 Regional Veloweb	Mobility 2035 Regional Veloweb (2011)	Mobility 2035–2013 Update (2013)	Mobility 2040 Regional Veloweb (2016)	Mobility 2045 Regional Veloweb (2018)	Mobility 2045 Update Regional Veloweb (2022)	Mobility 2050 Regional Veloweb (2025)
Length (miles)	644	1,668	1,728	1,876	1,883	2,165	2,271
Number of Cities Connected	50	116	117	105	106	105	119
Number of Counties Connected	4	10	10	10	10	10	12

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

Costs

Costs to implement various sections of the Regional Veloweb and Community Paths will vary based on the location and context of the local area. For example, some sections may require extensive grade separation crossings of highways or waterways while other portions of the network can be implemented with fewer barrier crossings. Additional costs for lighting, traffic signal or roadway crossing accommodations, and engineering and design are not calculated into the overall Regional Veloweb construction average costs of $1,745,000 per mile as detailed in following table. These unit costs were used to calculate a needs-based cost for the entire planned active transportation network of approximately $9.5 billion.

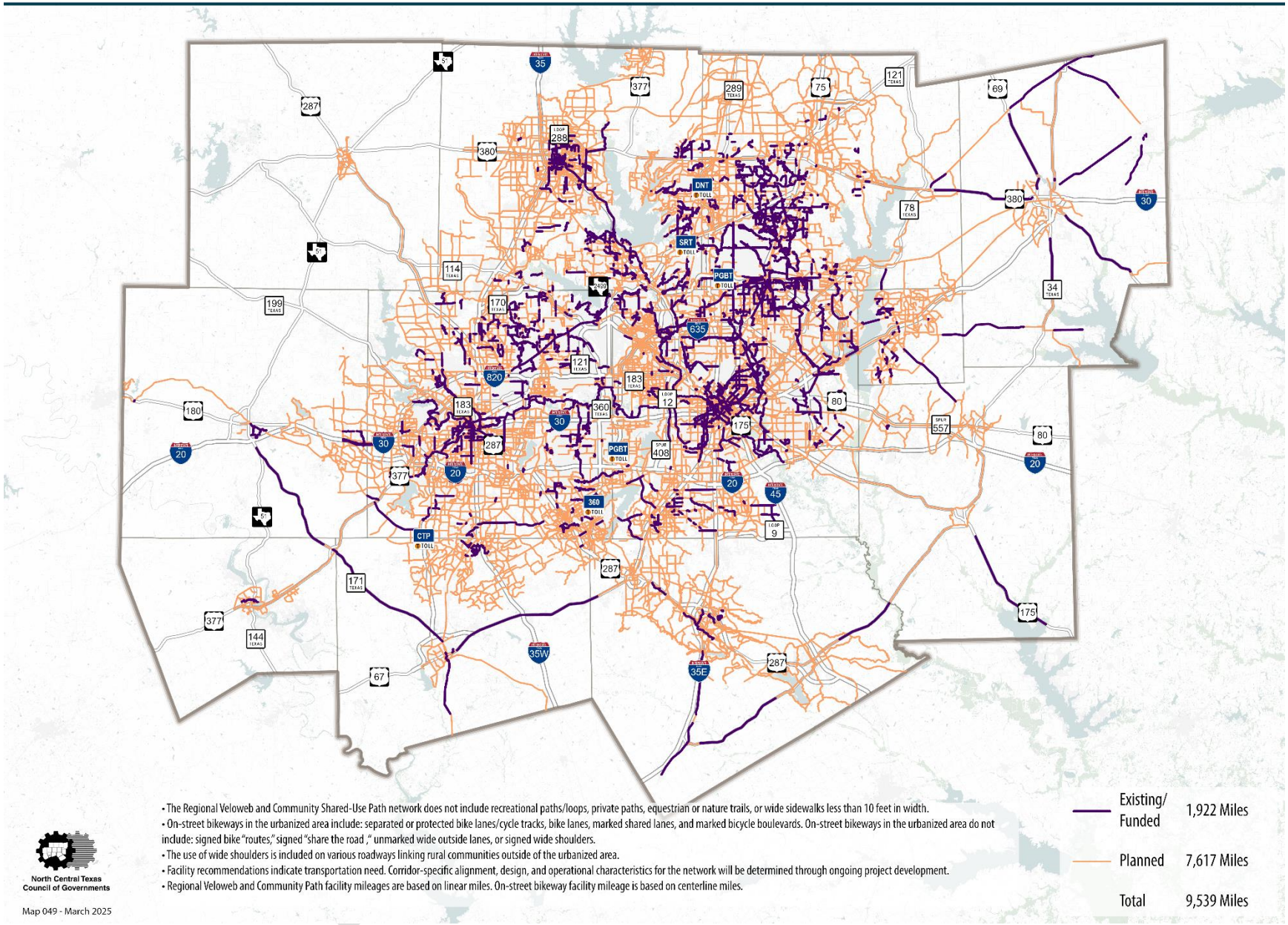
Facility	Estimated Average Costs Per Mile
12-foot wide concrete shared-use path[1]	$1,200,000
Retaining wall, bridges, railings, culverts, or other major structures	$545,000
Total	**$1,745,000**

[1] Based on 12-foot width, includes mobilization, site prep, demolition, earthwork

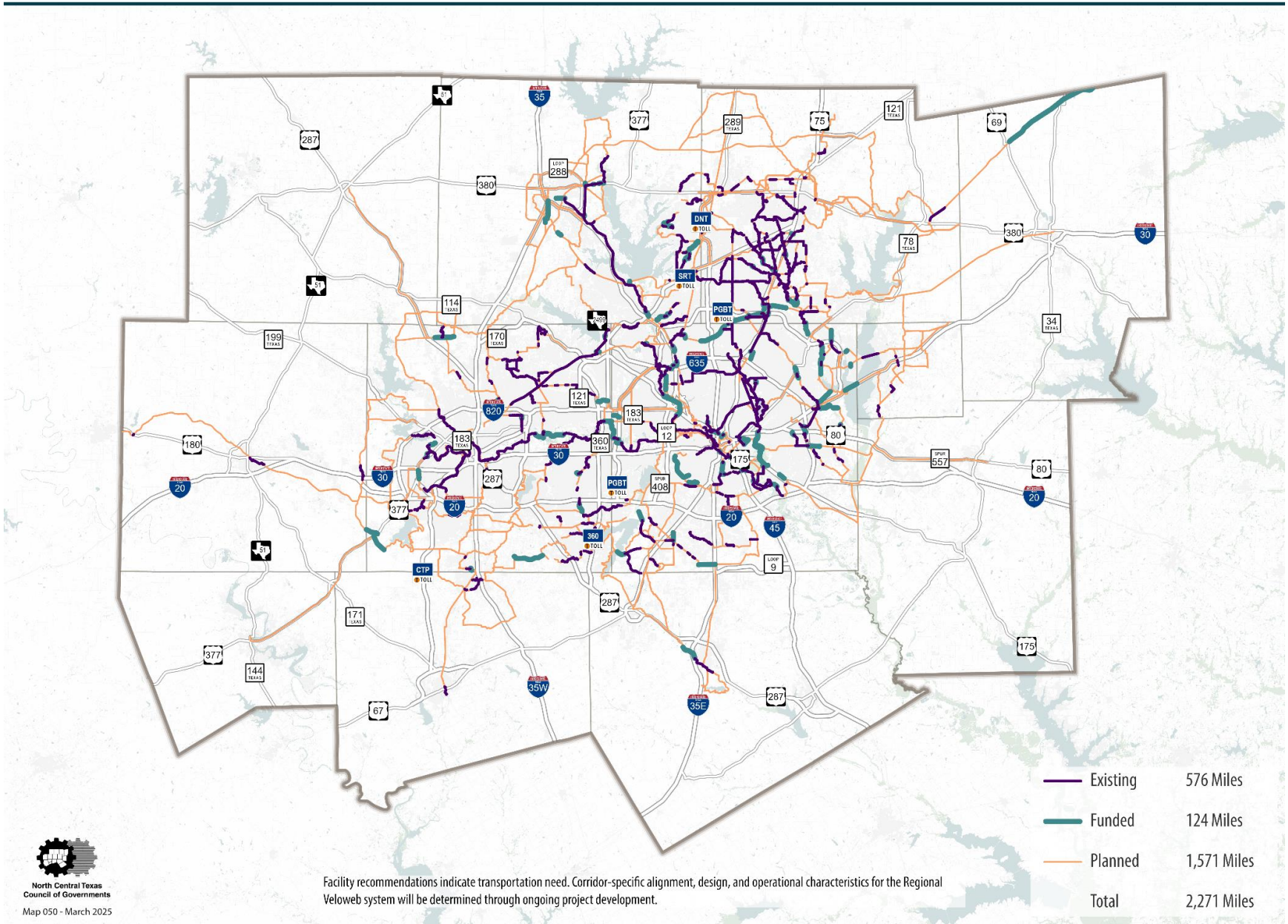
Source: NCTCOG, 2024

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

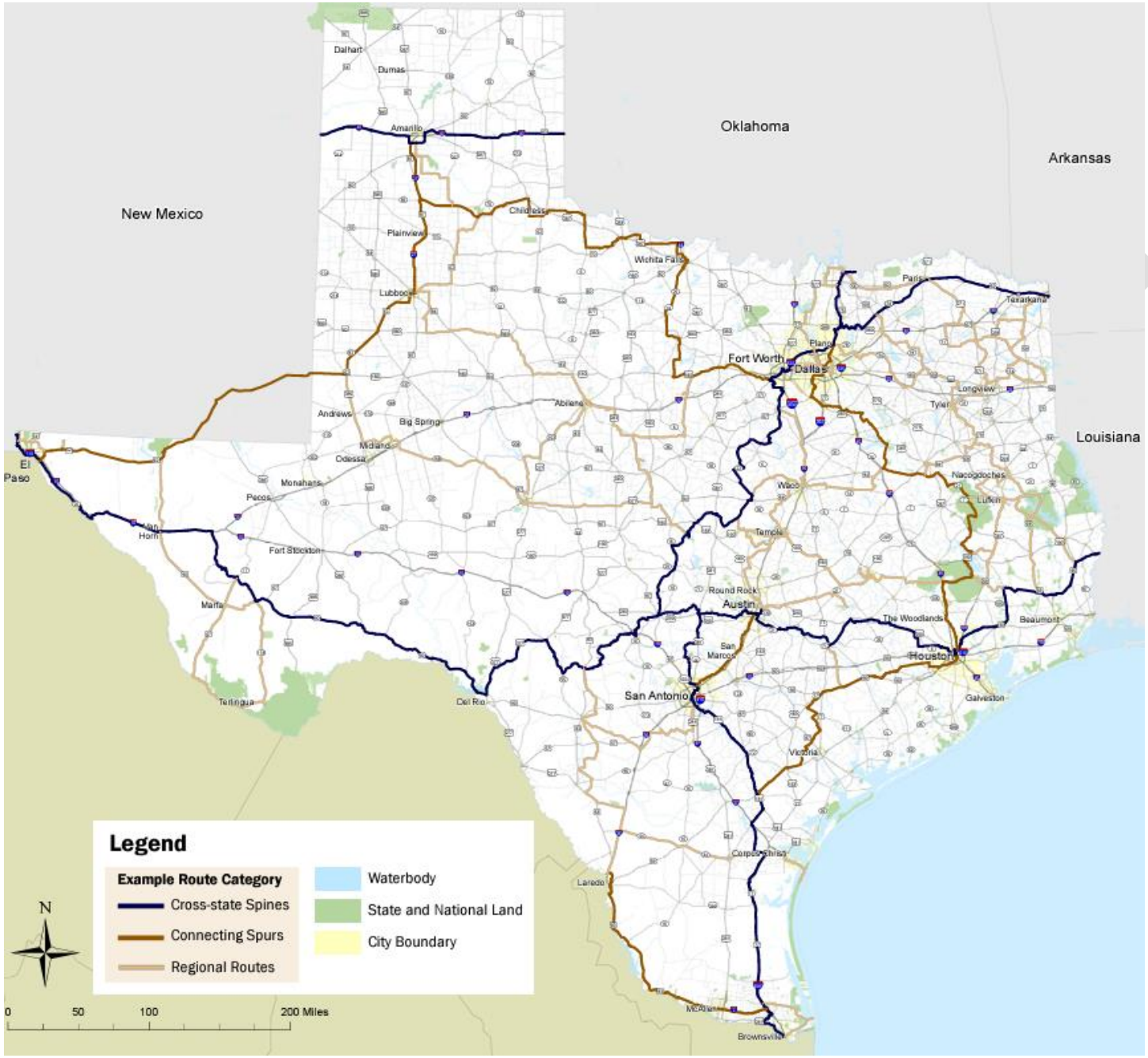
MOBILITY 2050



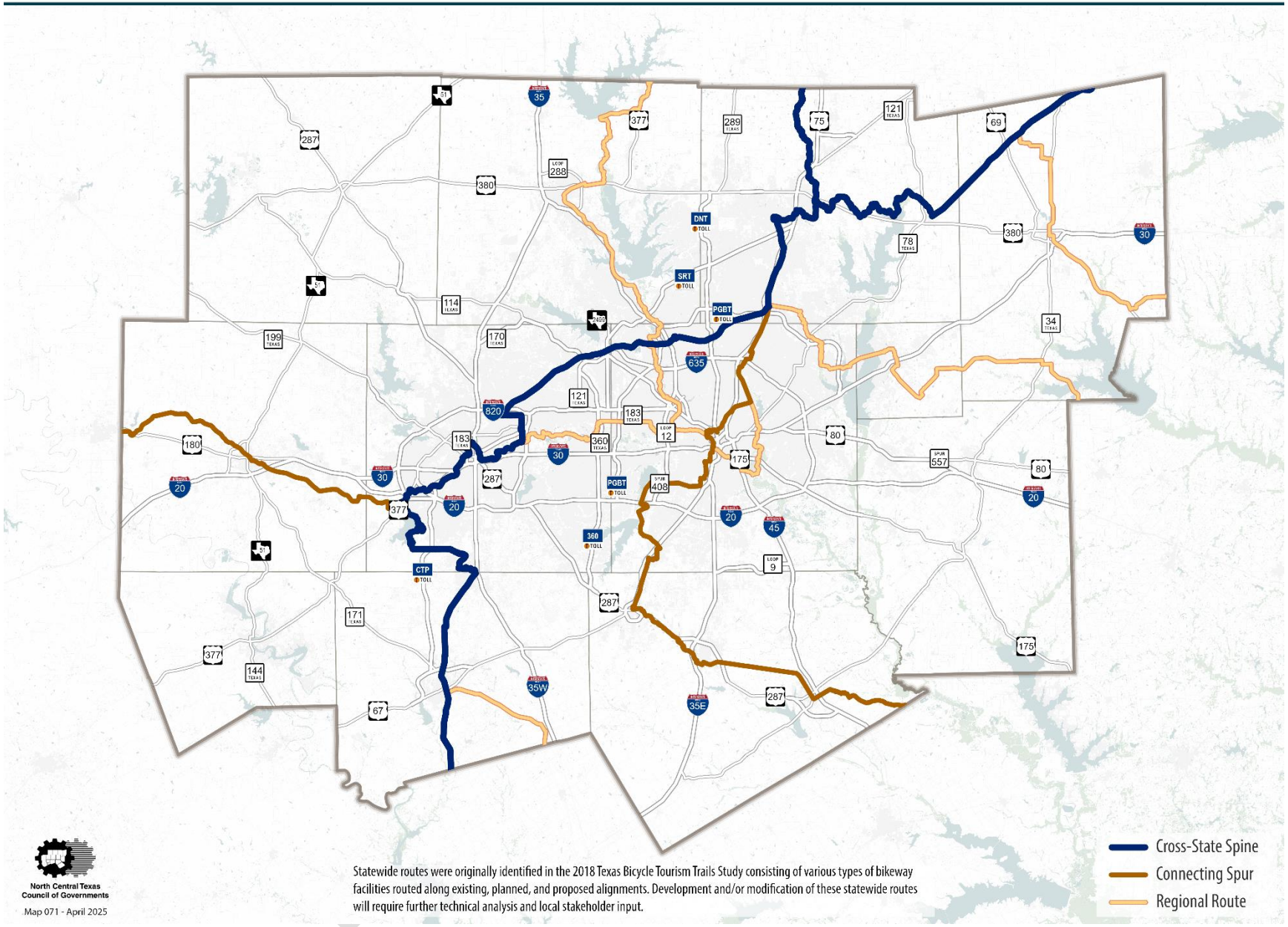
Regional Veloweb



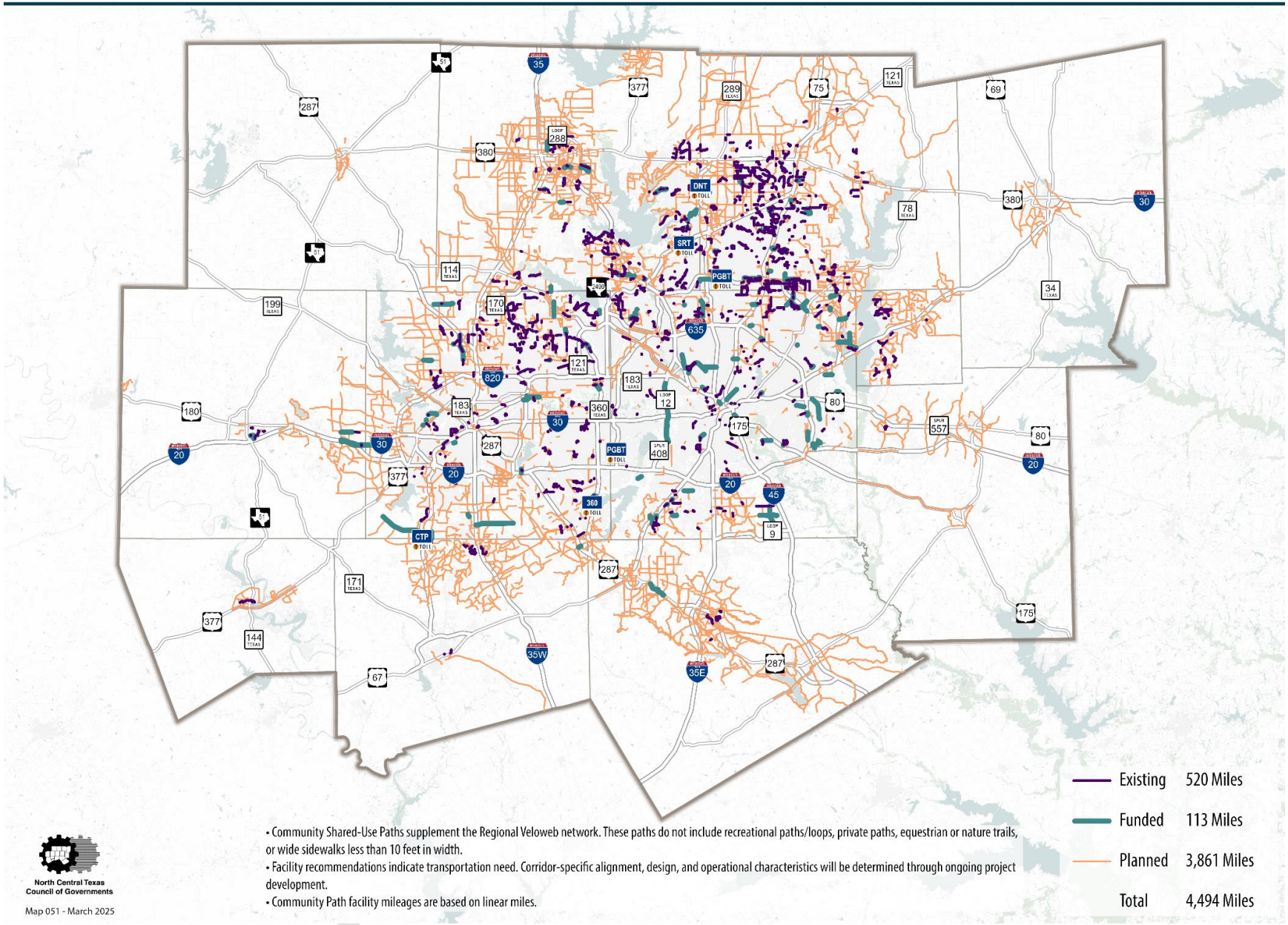
TxDOT Bicycle Tourism Trails Network Map



State Bikeway Network Alignments



Community Shared-Use Paths



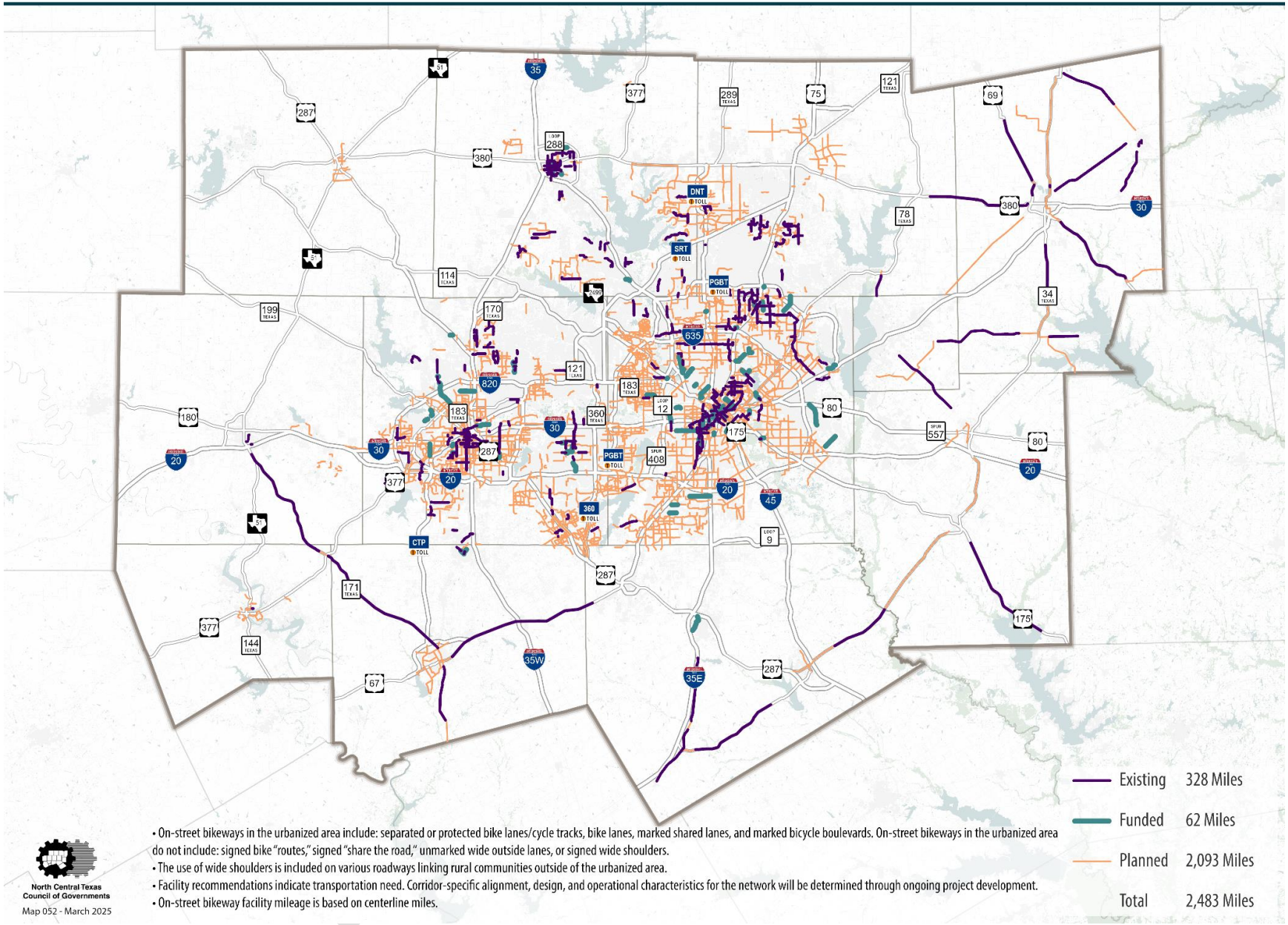
- Community Shared-Use Paths supplement the Regional Veloweb network. These paths do not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
- Facility recommendations indicate transportation need. Corridor-specific alignment, design,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

North Central Texas Council of Governments

Map 051 - March 2025

On-Street Bikeway Network

MOBILITY 2050



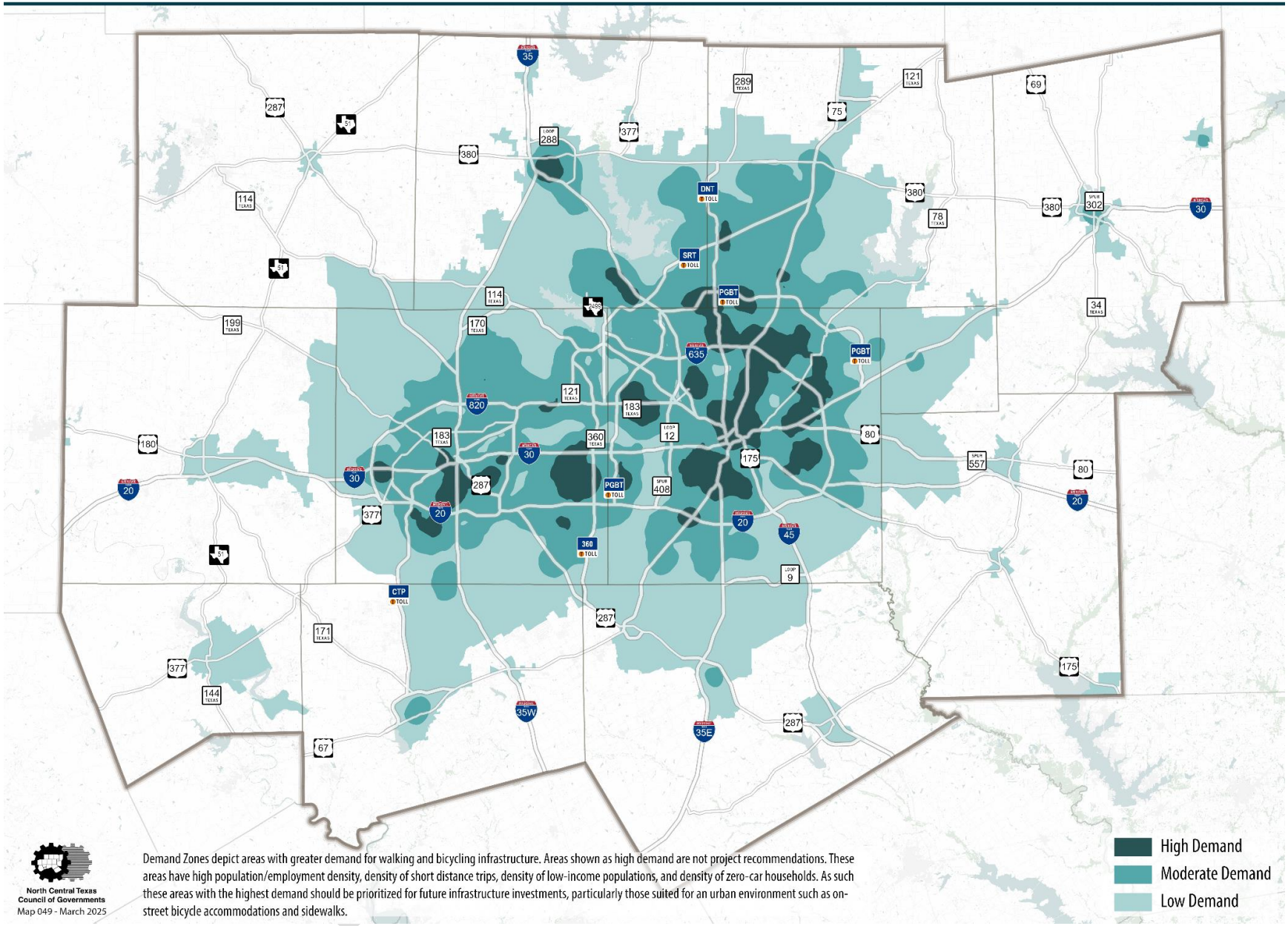
North Central Texas Council of Governments

Map 052 - March 2025

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

Demand Zones for Walking and Bicycling Travel

MOBILITY 2050



North Central Texas Council of Governments
Map 049 - March 2025

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

FUNDING THE ACTIVE TRANSPORTATION NETWORK PLAN

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

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

E-4. PUBLIC TRANSPORTATION

POLICIES

MTP Reference #	Public Transportation
TR3-001	Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with Regional Transportation Council Policy P09-03).
TR3-002	Work with the region's existing public transit providers to ensure a seamless multimodal transit system through: • Seamless connections • Coordinated fare structure • One-stop access to services • Standardization of assets, technologies, and service characteristics that promote interoperability • Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03) • Elimination of gaps in service to establish a minimum level-of-service • Service expansion
TR3-003	Existing and future public use rights-of-way should be monitored for appropriate public transportation service.
TR3-004	Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority.
TR3-005	Support the planning and development of high-speed rail to, through, and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate.
TR3-006	Maximize the efficient use of public transportation resources in North Central Texas, including public, private-nonprofit, and private-for-profit providers of services.
TR3-007	Implement safety, management and operations, and multimodal system integration projects and programs as appropriate.
TR3-008	Ensure the efficient operation of the existing public transportation system by evaluating, procuring, and/or implementing maintenance, rehabilitation, enhancement, replacement, and/or operational projects to maintain safe, cost-effective, and reliable public transportation.
TR3-009	Support efforts to make accommodations for rail and other public transportation services to major events centers during special events.
TR3-010	Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration's Capital Investment Grant Program.
TR3-011	Establish policies fostering high-speed rail system interoperability resulting in a "one seat" ride system operation to, through, and within the North Central Texas region.
TR3-012	Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in downtown Fort Worth, Arlington, and downtown Dallas.
TR3-013	Support the planning and development of sustainable land uses near high-speed rail station locations by coordinating with the cities hosting stations.
TR3-014	Support investment of general access public transportation service that addresses existing and forecasted transit needs/demand in communities. Support and promote the integration of transportation services through shared technology, transit policy, or other means.
TR3-015	Support the development and operation of transit as part of a balanced intermodal transportation network through the identification and pursuit of expanded and modified funding from both public and private sources.

PROGRAMS

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

Regional Connections: Next Generation Transit Program	
Reference	TR2-002
Background	This program includes a broad range of innovative bus and rail services and concepts as part of the region's robust transit network. The program includes, but is not limited to, high-intensity bus/guaranteed transit, stacked commuter rail and special event rail, intercity bus and rail, and magnetic levitation.
Related Goals	• Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
Related Policies	TR3-001; TR3-002; TR3-003; TR3-006; TR3-007; TR3-008; TR3-010; TR3-014
Implementation	Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2050.
Performance Dimensions	• Percent of population within one mile of stops served by regional bus connections or within five miles of regional and community rail stations, including low-income households, persons with disabilities, older adults, and children. • Percent of jobs within one mile of stops served by regional bus connections or within five miles of regional and community rail stations. • Hours of transit service provided daily during peak congestion periods.
Cost Estimate	Approximately $36.78 billion

Transit Enhancements and Mobility Improvements Program	
Reference	TR2-003
Background	The diverse projects in the program include improvements to safety and security, rolling stock, capacity, operations, technology, and accessibility that increase the efficiency of the region's transit system and support transit as a mode of choice for the region's residents and visitors.
Related Goals	• Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-002; TR3-006; TR3-007; TR3-008; TR3-009; TR3-010; TR3-014
Implementation	Conduct needs assessments, planning, and design activities to determine parameters and funding details for enhancements and improvements. Facilitate regional partnerships, collaboration, and agreements at the board or leadership, staff, and operations level of transit agencies and local governments. Through public and private agencies, implement enhancements as needed through 2050.
Performance Dimensions	Annual number of transit enhancement and mobility improvement projects.
Cost Estimate	Approximately $1.76 billion

Local Technology Corridors Program	
Reference	TR2-004
Background	The projects in the program include utilizing innovative transit technology to establish or enhance high-capacity transit corridors through infrastructure, service, and vehicle improvements. This is in an effort to strengthen transit ridership and transit supportive development along key local corridors.
Related Goals	• Improve the availability of transportation options for people and goods. • Support travel efficiency measures and system enhancements targeted at congestion reduction and management. • Encourage livable communities which support sustainability and economic vitality.
Related Policies	TR3-002; TR3-003; TR3-006; TR3-007; TR3-008; TR3-009; TR3-010; TR3-014; TR3-015; SD3-002
Implementation	Conduct needs assessments, corridor planning, and design activities to determine parameters and funding details for local technology corridor construction and enhancements. Through public and private agencies, plan and implement projects on regional corridors as needed through 2050.
Performance Dimensions	Annual number of technology corridor projects and enhancements, transit ridership, and on-time performance on local technology corridors.
Cost Estimate	Approximately $300 million

Community Access Transit Program	
Reference	TR2-005
Background	This program includes demand-response public transportation services that link people to employment and job training, community services, life-saving medical care, and life-enriching activities. It also incorporates federal programs that support community access transit, including job access and reverse commute, under the Urbanized Area Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program.
Related Goals	• Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-001; TR3-002; TR3-006; TR3-008; TR3-010
Implementation	Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2050.
Performance Dimensions	• An adopted regional public transit-human service transportation coordination plan that meets federal and state requirements. • Percent of population, including low-income households, persons with disabilities, older adults, and children with access to transit service to commerce, jobs, healthcare, and other services. • Number of persons engaged in planning and education activities for community access transit.
Cost Estimate	Approximately $5.13 billion

Last-Mile Transit Connections Program	
Reference	TR2-006
Background	This program includes transit services that provide local access and circulation to connect travelers to their destinations, including local bus, circulators, streetcar, and people movers.
Related Goals	• Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process.
Related Policies	TR3-001; TR3-002; TR3-006; TR3-007; TR3-008; TR3-010; TR3-014
Implementation	Conduct needs assessments, planning, and service design activities to determine capital and operational characteristics and funding details for service. Through public and private agencies, implement service as needed in communities throughout the region through 2050.
Performance Dimensions	• Percent of population within one-half mile of last-mile transit service, including low-income households, persons with disabilities, older adults, and children. • Percent of jobs within one-half mile of last-mile transit service. • Hours of transit service provided daily during peak congestion periods.
Cost Estimate	Approximately $23.08 billion

RIGHTSIZING PUBLIC TRANSPORTATION SERVICES

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

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

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

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

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

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

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

TRANSIT EVALUATION CRITERIA

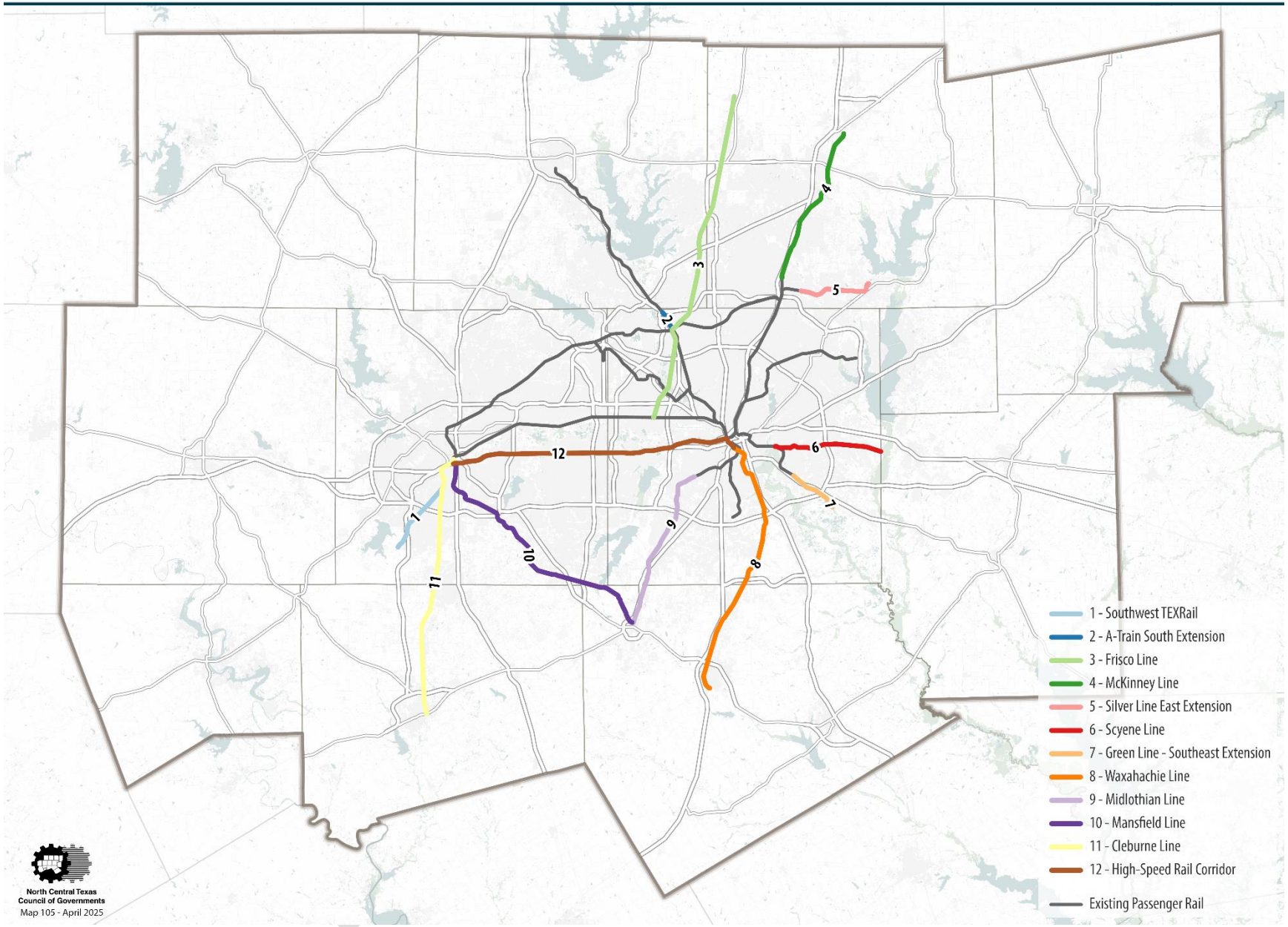
	Category	Criteria	Who can Provide?		
			Local Government	Transit Agency	Metropolitan Planning Organization
Performance Criteria	**Mobility and Accessibility Improvements**				
		Annual ridership estimate		x	x
		Transit-dependent population in the service area		x	x
		Estimate of new transit trips in the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

TRANSIT PROJECTS LISTING

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

[1] "Y" stands for "included," "P" stands for "Partially Included," and "N" stands for "Not Included" in conformity network year.
[2] The mode of these corridors is still to be fully determined by pending feasibility and conceptual design studies. They are currently budgeted as Regional Rail but may be updated following recommendations from those future planning efforts.
[3] Extension expected to be partially complete by 2035, with opening of section from Fort Worth T&P to Medical District.
[4] Further study required for northern terminus of Cleburne operation as it is projected to share track and stations with TEXRail between Fort Worth Central and Berry/TCU Stations; capital cost reflected for Cleburne line assumes TEXRail project covers improvements needed on shared track sections.

Transit Corridor Projects



UPDATE ON TRANSIT IMPLEMENTATION IN THE COTTON BELT CORRIDOR

With the adoption of a previous long-range transportation plan, Mobility 2040, the Regional Transportation Council (RTC) adopted a policy position for transit service in the Cotton Belt corridor. RTC Policy P16-01, adopted in 2016 and included on the next page, recommended rail service along the entire Cotton Belt corridor. The western part of the corridor, between Fort Worth and Dallas Fort Worth International Airport is known as TEXRail and began operations in early 2019. The policy emphasized expedited rail service in the eastern part of the corridor from Dallas Fort Worth International Airport to Plano. Since Mobility 2040 was adopted, Dallas Area Rapid Transit has made significant progress in advancing rail service in this corridor, also known as the Silver Line, which is currently under construction with anticipated completion in early 2026.

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

Background

A previous Metropolitan Transportation Plan adopted by the RTC, Mobility 2035, proposed regional rail service in the Cotton Belt corridor from southwest Fort Worth to Plano. Since then, Trinity Metro constructed TEXrail service from downtown Fort Worth to the A/B station at the Dallas Fort Worth International Airport. In addition, Trinity Metro, in agreement with Dallas Area Rapid Transit, ordered rail vehicles to operate in the eastern portion of the corridor (east of Dallas Fort Worth International Airport). Mobility 2035 called for a seamless connection of transit service between the two transportation authorities. Dallas Area Rapid Transit approved rail funding in their 2035 financial plan. This would provide full funding for rail by 2035.

Policy Direction/Context

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

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

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

Definitions

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

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

implemented, sensitivity to the customer resulting in efficient transfers will need to be addressed.

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

Mobility 2040 Recommendation

Rail service along the entire corridor. The western sub-region will explore bus service on the Chisholm Trail as an interim measure south of Fort Worth. In the eastern sub-region, rail should be in place by 2035. Rail service may be possible before this timeframe. If rail service cannot be expedited within the next four years, Dallas Area Rapid Transit should explore the introduction of premium transit service in the corridor.

"Ten Year Plan" (Consistency with HB 20)

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

Quarterly Monitoring/Expedited Service

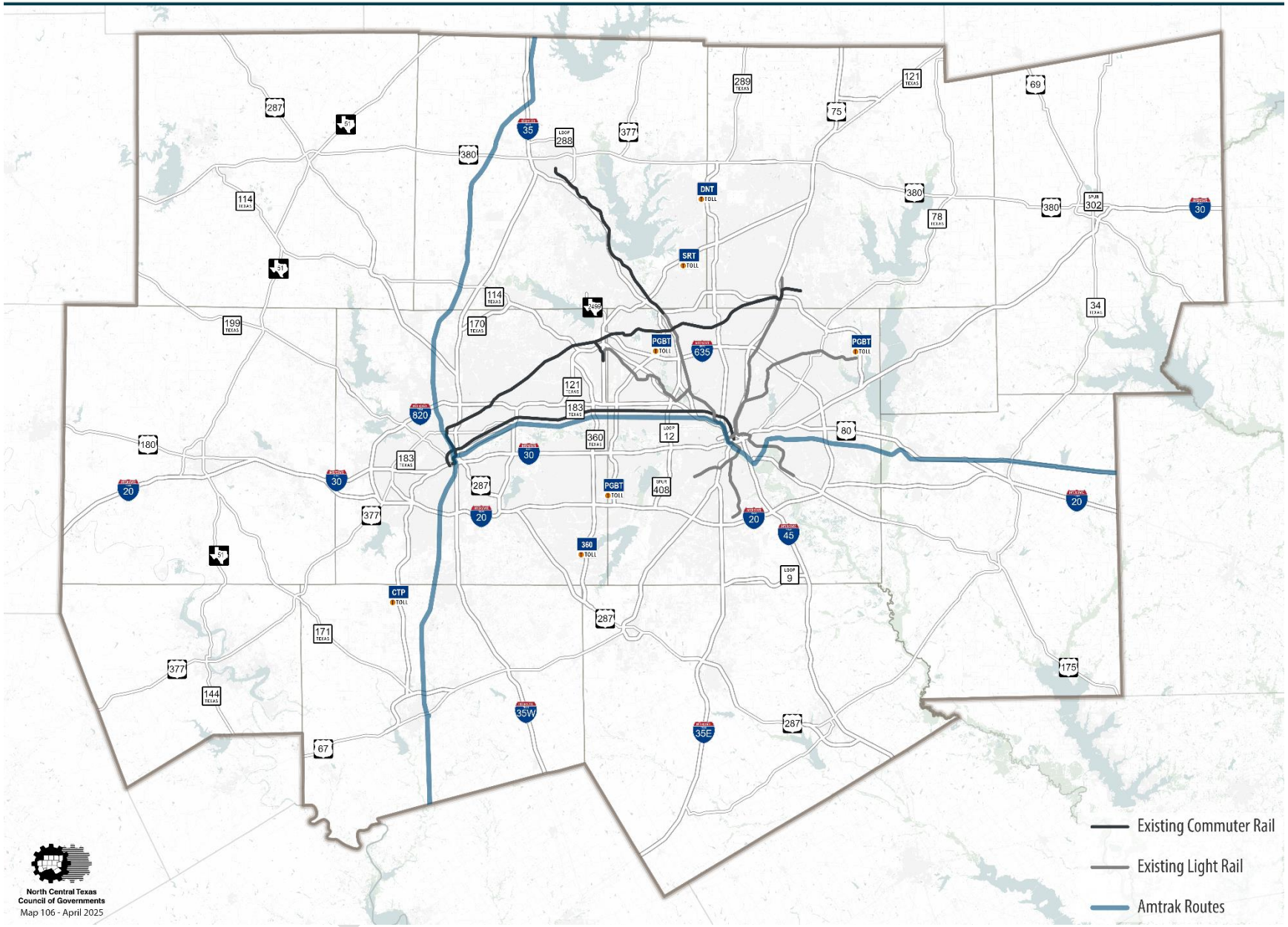
Dallas Area Rapid Transit and RTC staff will present quarterly updates on the status of expediting rail service in the eastern corridor. If rail service cannot be expedited within four years, efforts will transition to premium transit service.

Expediting Bus Transit Improvements

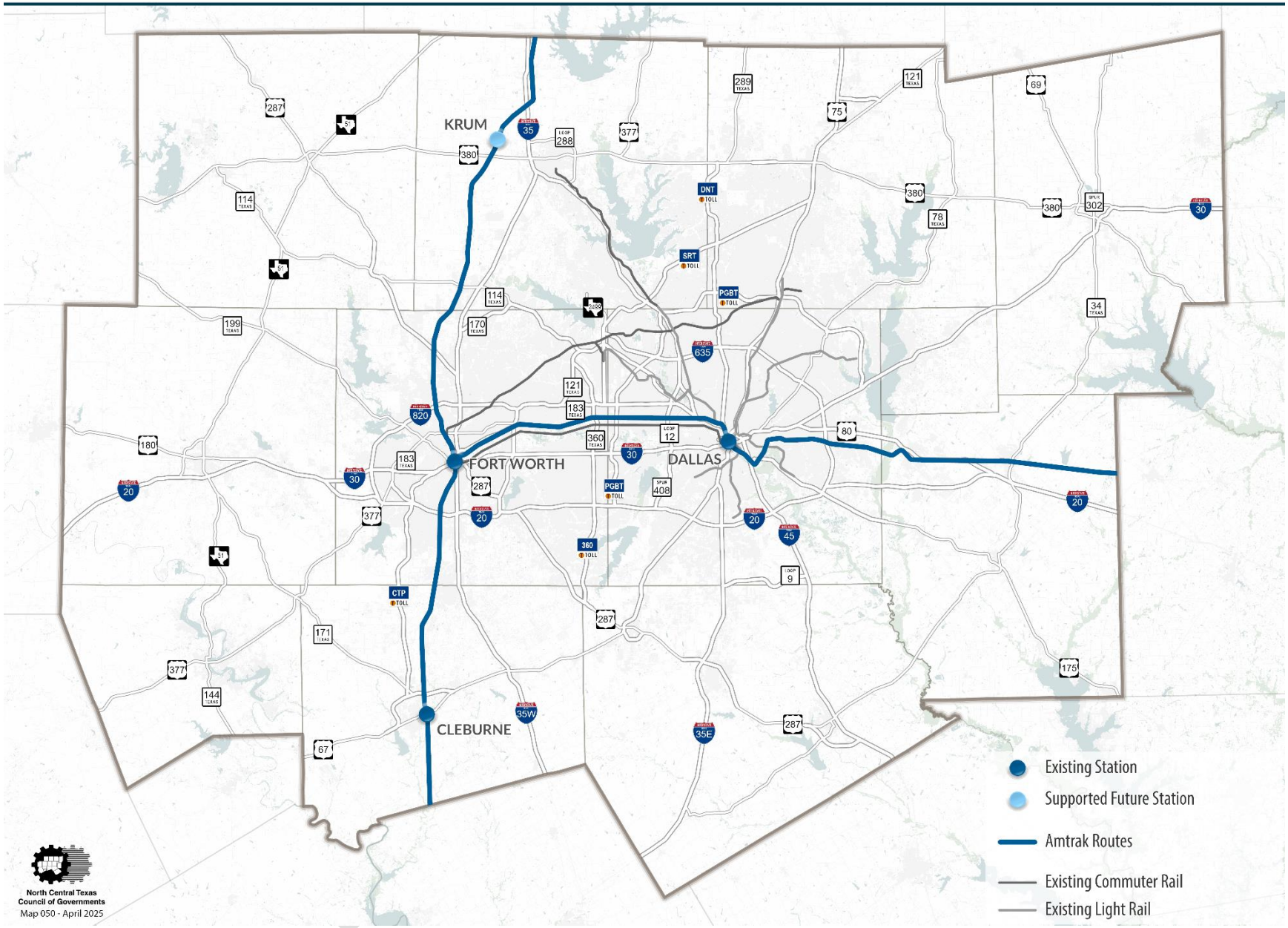
If premium bus transit service in the form of bus rapid transit is advanced, Dallas Area Rapid Transit will provide additional information on the following questions.

- How will bus rapid transit access Dallas Fort Worth International Airport?
- Where will bus rapid transit meet the western side regional rail line?
- How will Dallas Area Rapid Transit and the Fort Worth Transportation Authority minimize the impact of passenger transfers?
- How will bus rapid transit be built in the Cotton Belt corridor that has active freight service?
- Will bus rapid transit cross conflicting north/south thoroughfare streets at-grade? If so, what traffic controls will be used?
- How will bus rapid transit be built in the Cotton Belt corridor that has no freight service?
- Will bus rapid transit cross conflicting north/south thoroughfares at-grade in this section? If so, what traffic controls will be used?
- If there are going to be arterial grade separations, would those structures be built for bus transit or regional rail?
- Would Dallas Area Rapid Transit place all of the bus transit within the Cotton Belt right-of-way, or other parallel facilities?

Existing Rail Services

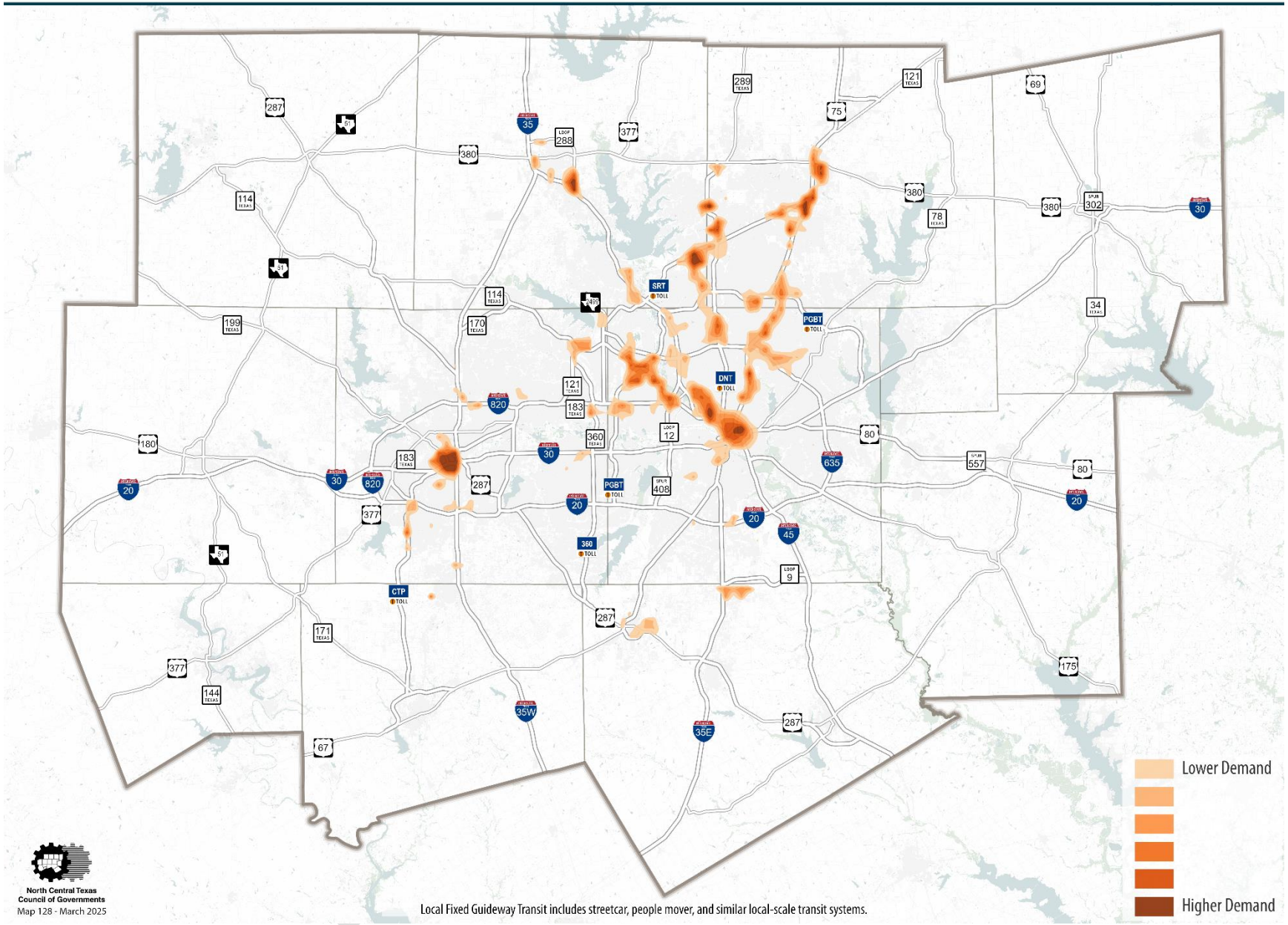


Amtrak Routes and Stations



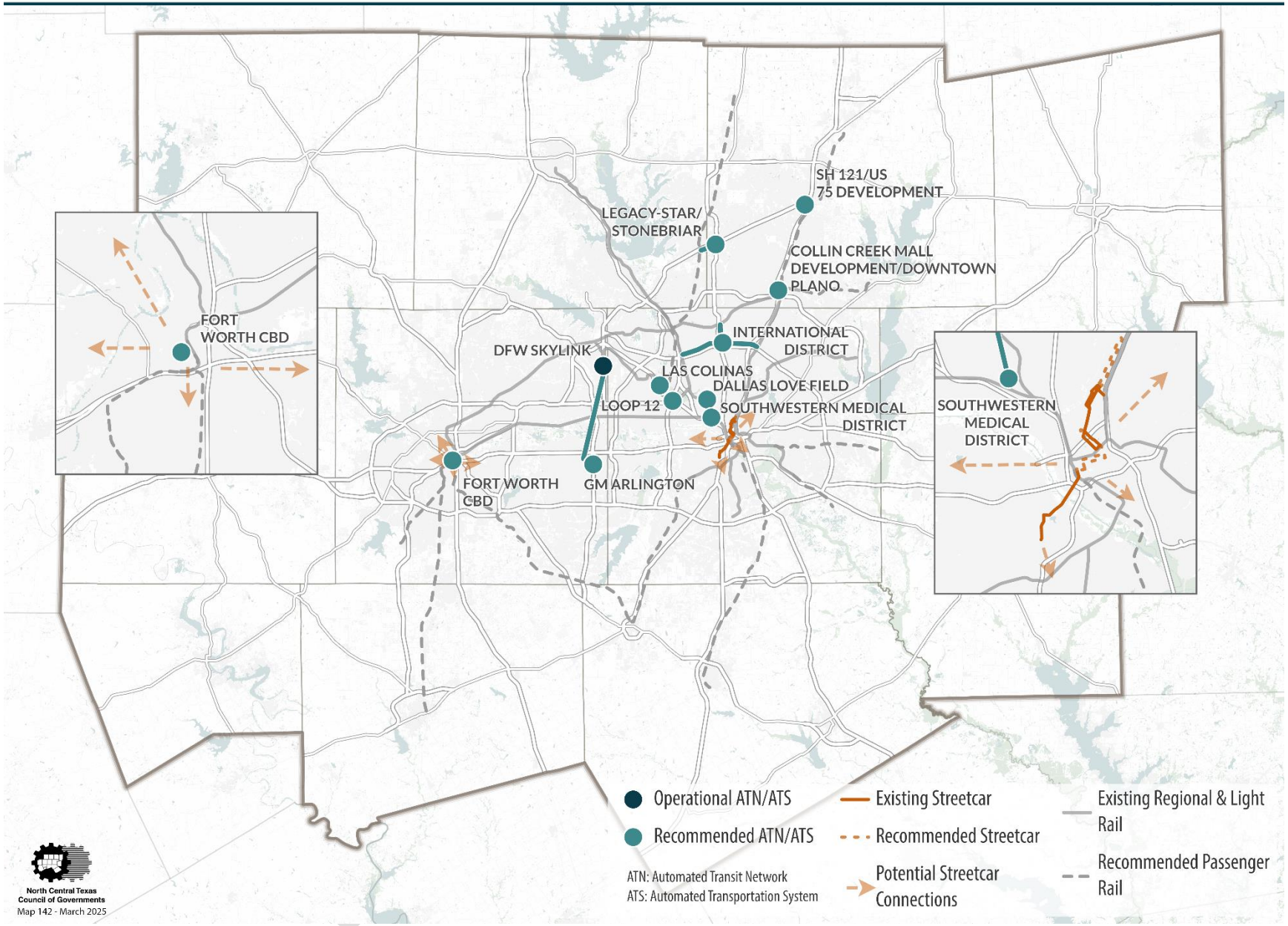
Areas of Potential Demand for Local Fixed Guideway Transit

MOBILITY 2050

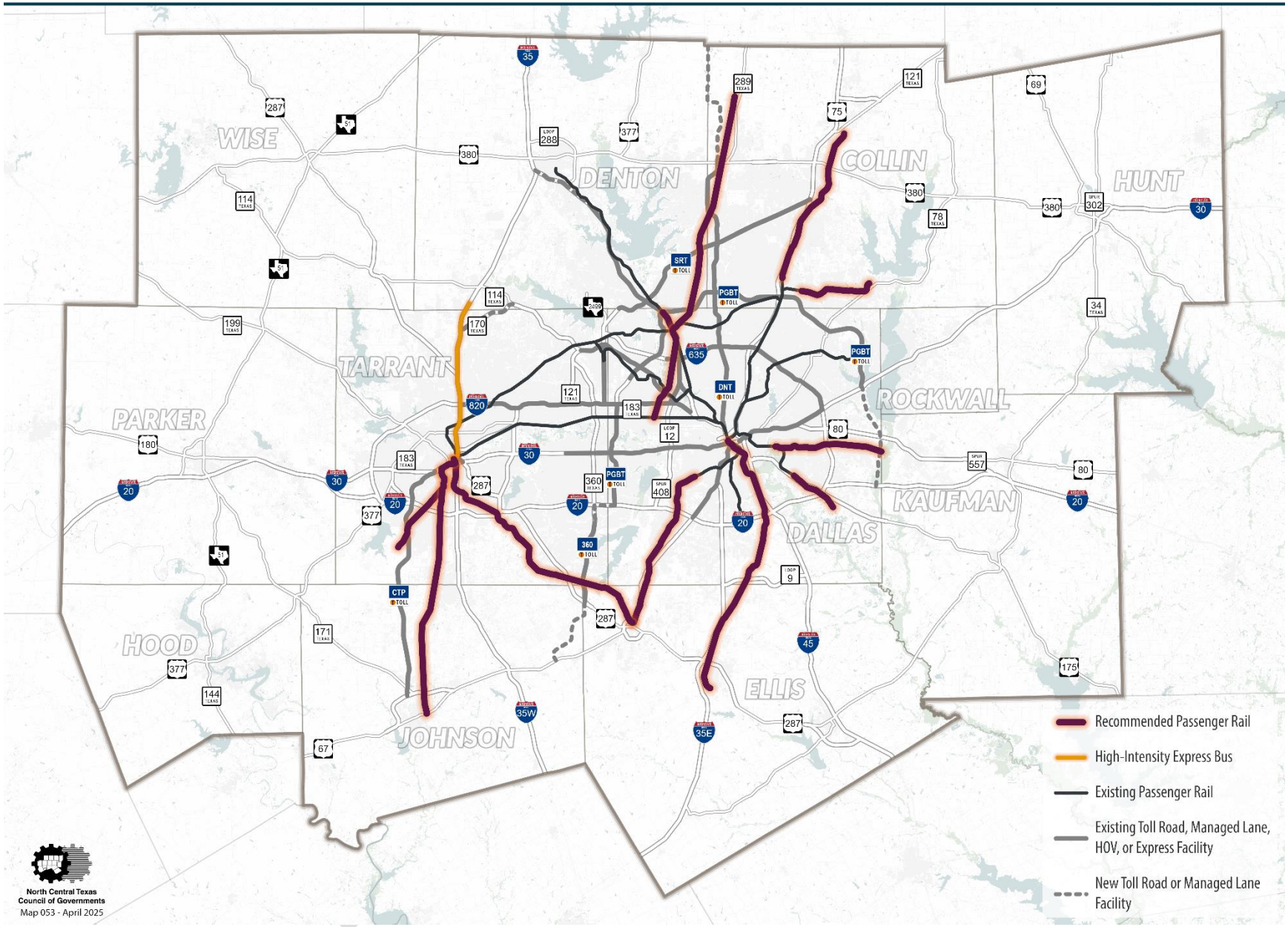


Local Fixed Guideway Transit Recommendations

MOBILITY 2050

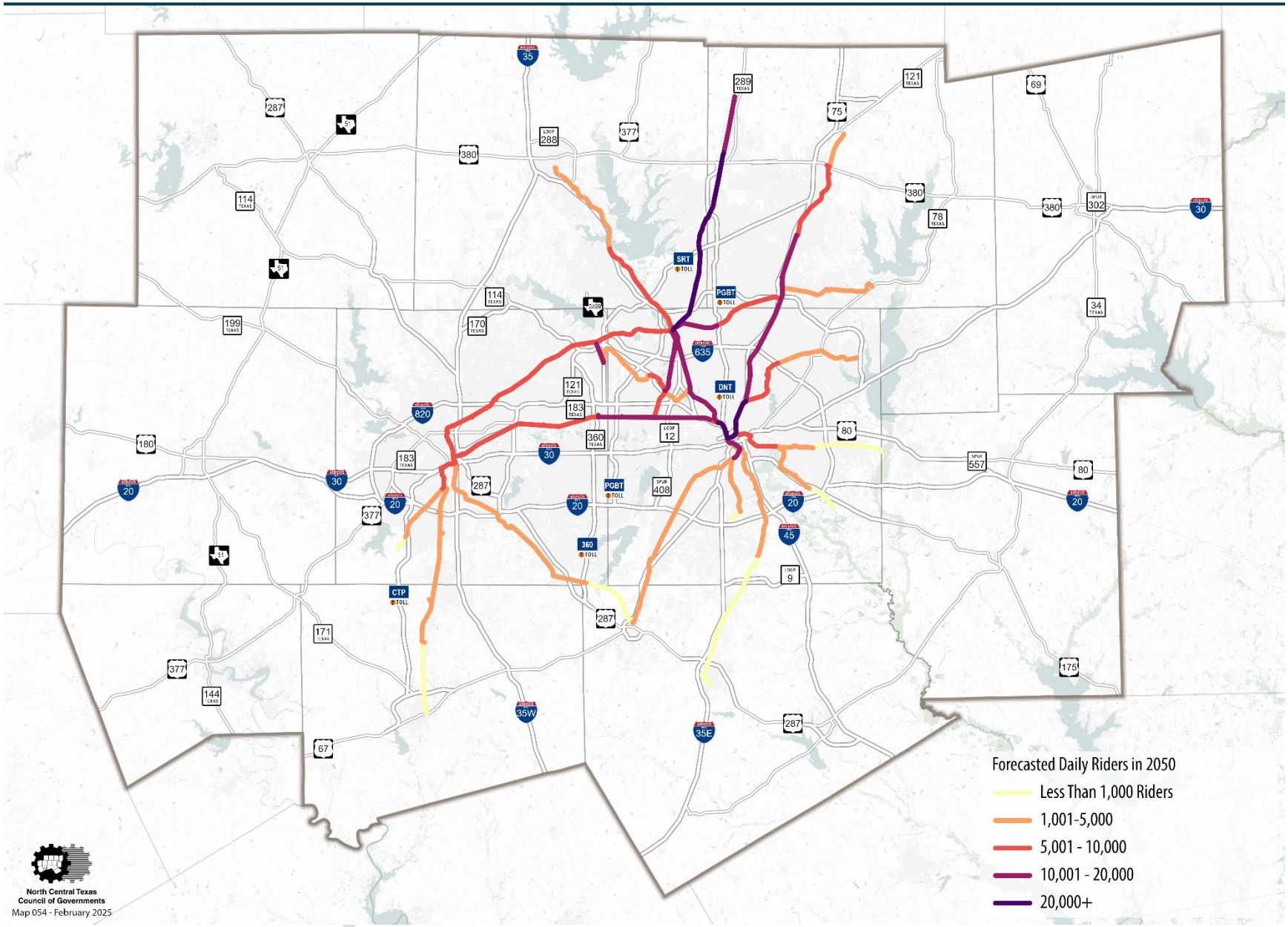


Major Transit Corridor Recommendations



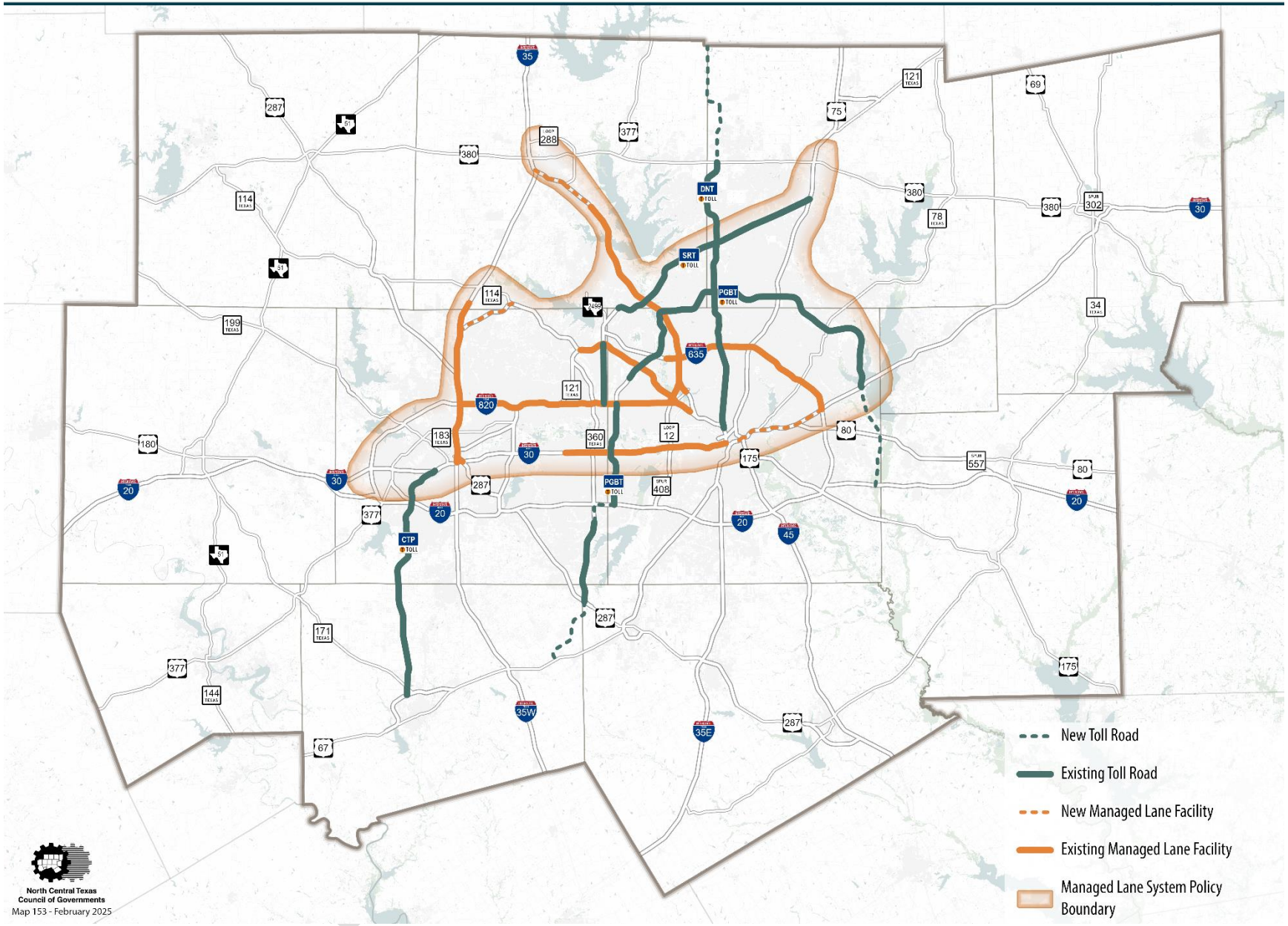
Ridership on Recommended Rail Transit Corridors

MOBILITY 2050



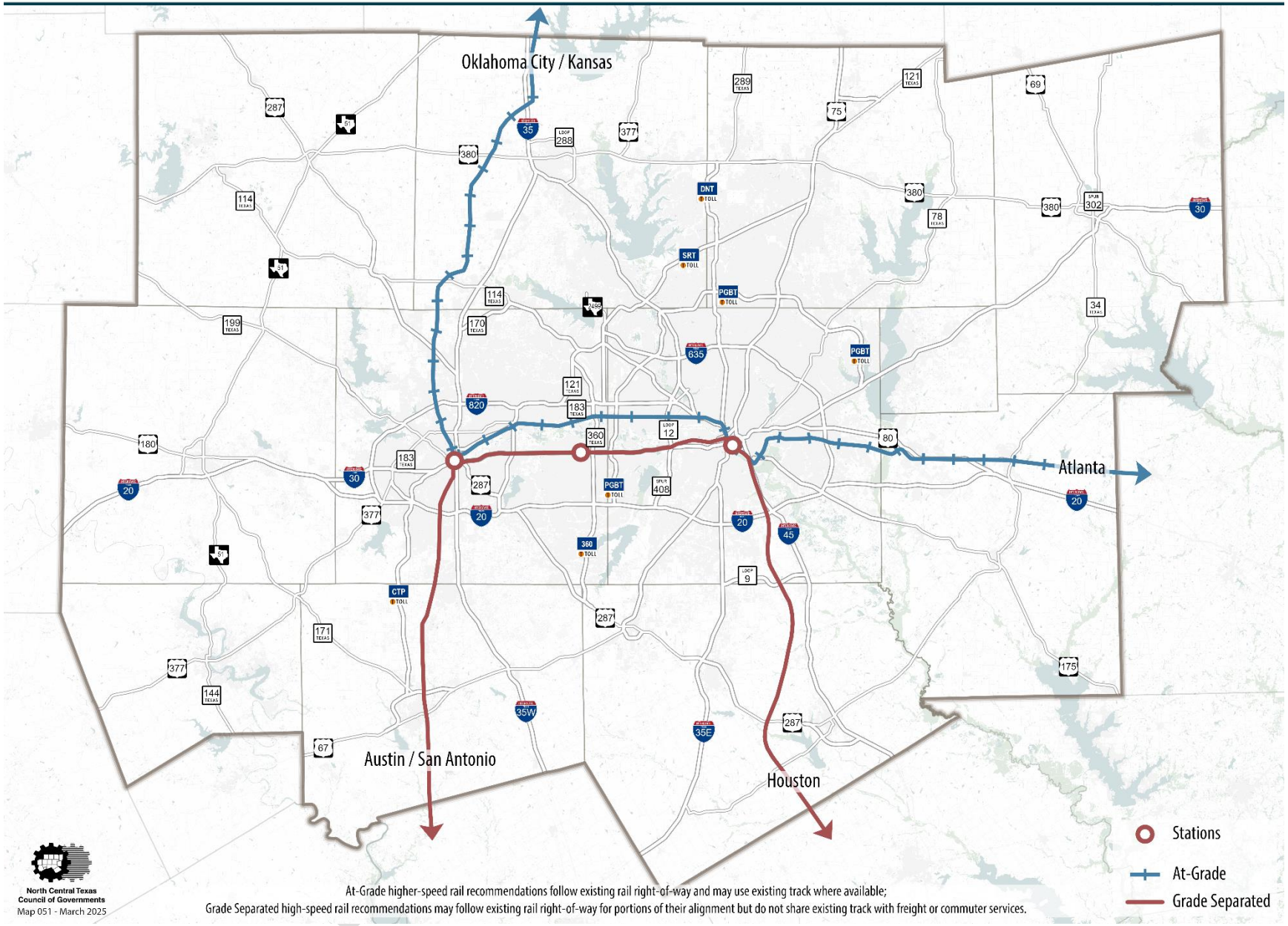
Tolled Facilities with Managed Lane Policy Boundary

MOBILITY2050



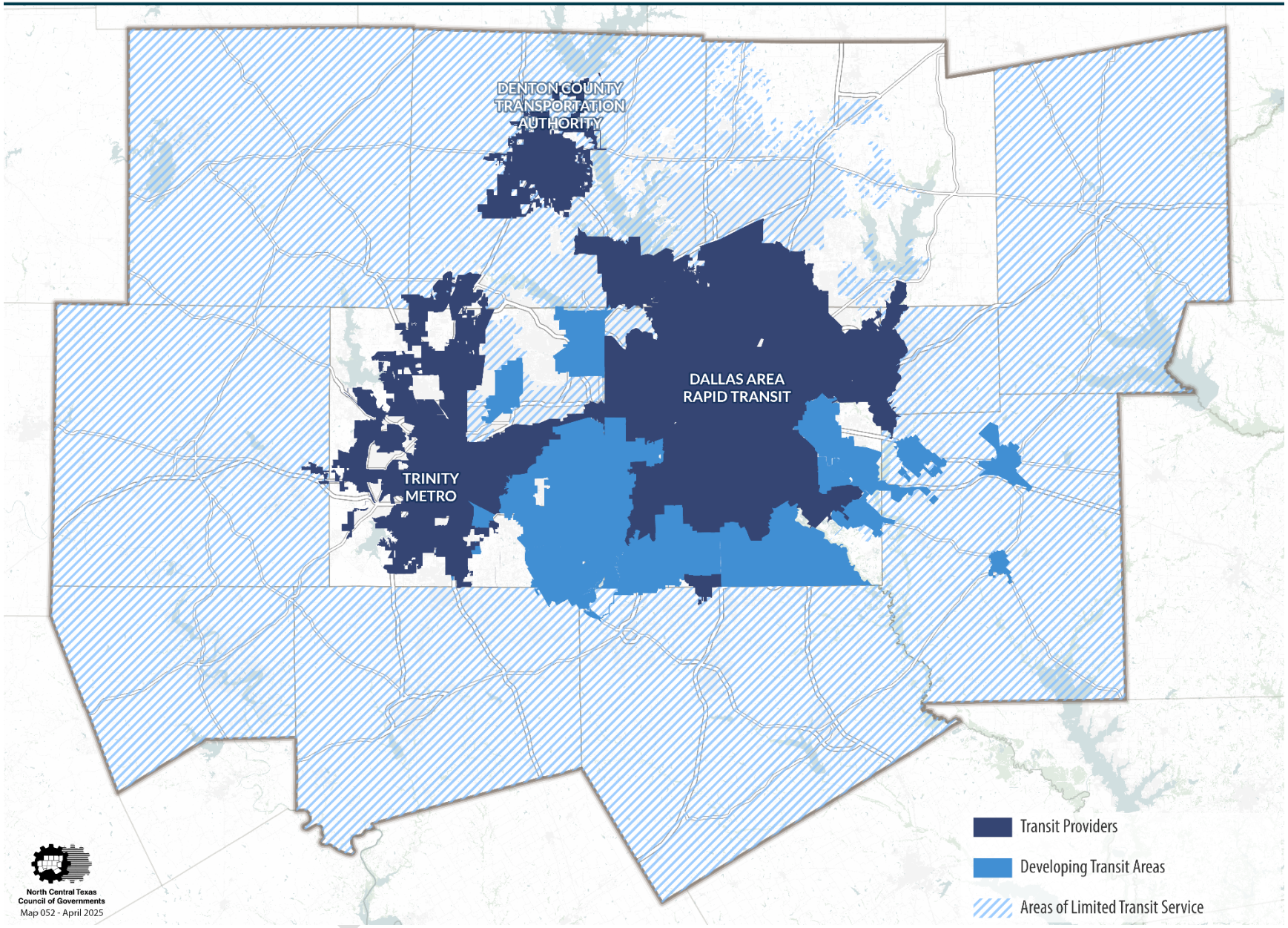
High-Speed Rail

MOBILITY2050



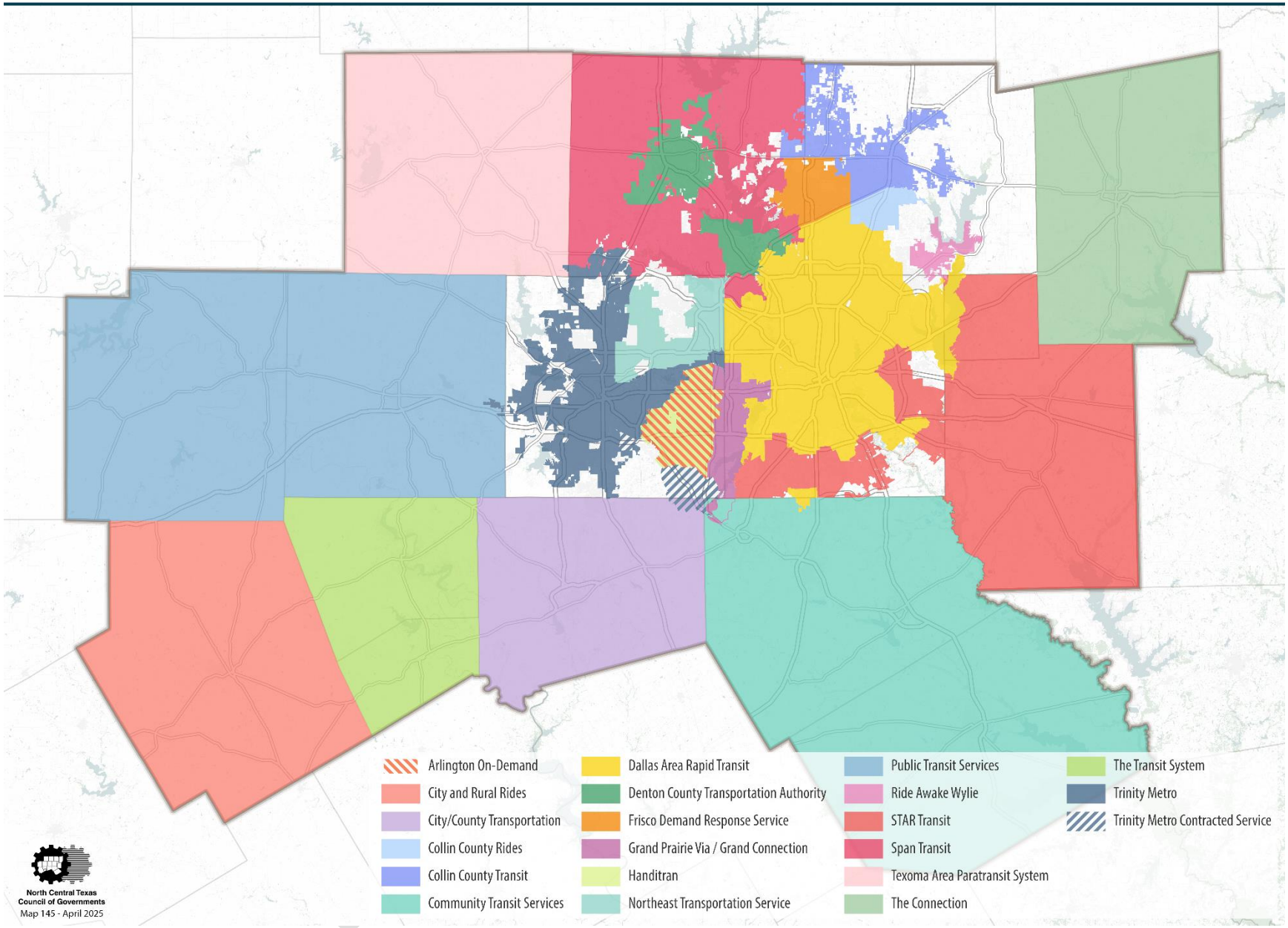
Transit Authorities, Developing Transit Areas, and Areas with Limited Transit Service

MOBILITY 2050



Public Transportation Provider Service Areas

MOBILITY 2050



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E-5. ROADWAY

POLICIES

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

PROGRAMS

Non-Regionally Significant Arterial Program	
Reference	RD2-001
Background	Mobility 2050 identifies funding for arterial improvements to be committed to the Non-Regionally Significant Arterial Program as reflected in the financial component of the plan. The timing for construction and identification of specific funding sources for each facility is on a quarterly basis in conjunction with development of the Transportation Improvement Program project programming process.
Policy Position	• Non-regionally significant arterials are to be funded with local, state, and federal funds. • Program allows for the planning, engineering, right-of-way acquisition, and construction of non-regionally significant arterials. • Exempt from Air Quality Conformity Determination process.
Implementation	Non-regionally significant arterials will be amended to the Metropolitan Transportation Plan in conjunction with Regional Transportation Council approval of the quarterly Transportation Improvement Program modification cycle: • Identification of specific funding sources • Public involvement and Policy Board approval • Inclusion in Metropolitan Transportation Plan modeling network (when appropriate) and Metropolitan Transportation Plan document
Performance Dimensions	Non-regionally significant arterials must demonstrate level-of-service warrants based on a single-occupancy vehicle analysis before federal funds can be applied.
Cost Estimate	Approximately $15 billion

Asset Optimization Program	
Reference	RD2-002
Background	Projects identified as Asset Optimization are those where corridor deficiencies and performance gaps can be addressed using lower-cost operational and bottleneck-based capacity strategies that are quicker to implement than higher-cost general capacity expansion projects. These strategies may include, but are not limited to, transportation system management techniques, access ramp and interchange reconfiguration; frontage roads; auxiliary lanes, collector-distributor lanes, bridge rehabilitation/replacement, freeway caps or lids, and projects to increase the durability and adaptability of corridor foundational infrastructure (including retaining walls, drainage, etc.) to changes in environmental conditions.
Related Goals	• Support Travel Efficiency Strategies • Provide Timely Planning and Implementation • Develop Cost-Effective Projects and Programs
Related Policies	RD3-007; RD3-010; RD3-014; RD3-015
Implementation	Asset Optimization projects will be identified through pilot studies, asset lifecycle performance analyses, bottleneck removal proposals, reconnecting community opportunities, and value engineering efforts in partnership with the Texas Department of Transportation , other transportation providers, local governments, and local stakeholders. The timing for construction and identification of other funding sources for each project will be identified in conjunction with updates to the Metropolitan Transportation Plan and modifications to the Transportation Improvement Program.
Performance Measures	The performance of this program will be evaluated based on upgrading asset conditions, reducing congestion, improving traffic flow, and enhancing quality of life as measured by average vehicle speed, vehicle hours spent in delay, travel time, peak hour level-of-service, infrastructure condition and life-cycle benefit/cost values, and related indicators.
Cost Estimate	Approximately $7.38 billion (categorized as capacity expansion and maintenance expenditures)

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

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

Regional Transportation Council Tolled Managed Lane Policy:

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

Express Lane/HOV Lanes Policy:

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

FORECASTED SYSTEM PERFORMANCE

The North Central Texas Council of Governments (NCTCOG) models travel demand to forecast regional congestion considering both planned projects and forecasted demographic changes using the Transportation Analysis and Forecasting Tool (TAFT). In 2026, travel in the region is estimated to take approximately 41 percent longer in the congested conditions that occur during peak travel times than in uncongested conditions. Forecasts indicate that by 2050, trips in congested conditions will take nearly 57 percent longer to complete than in uncongested conditions, assuming Mobility 2050 recommendations are implemented. This indicates the transportation system's performance will decline even if the plan's recommendations are implemented. However, if no improvements are made by 2050, the average trip would take 97 percent longer to complete in congested conditions than in uncongested conditions.

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

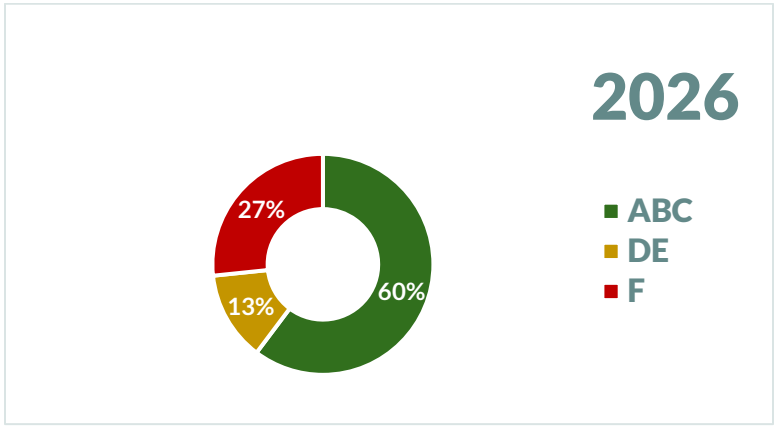
Table E-1: Regional System Performance

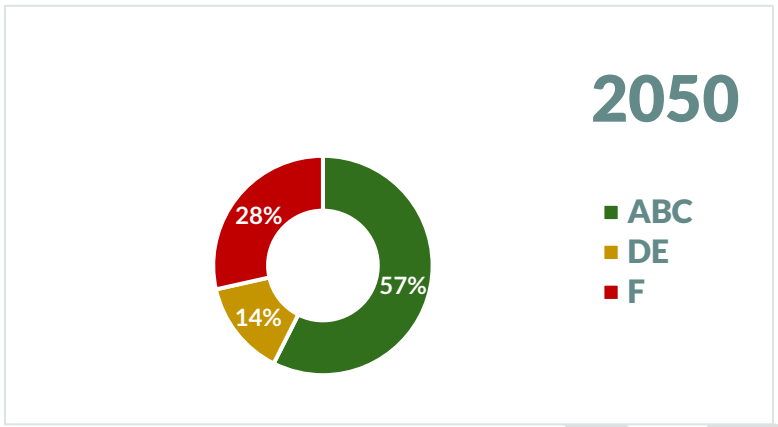
Regional System Performance	2026	2050	No-Build
Population (In millions)	8.6	12.3	12.3
Employment (In millions)	6.0	8.7	8.7
Vehicle Miles of Travel (Daily, in millions)	244.3	378.8	358.1
Hourly Capacity (Miles, in millions)	45.6	56.2	45.2
Vehicle Hours Spent in Delay (Daily, in millions)	2.2	4.5	7.5
Increase in Travel Time Due to Congestion	41%	57%	97%
Annual Cost of Congestion (Billions)	**$17.8**	**$37.2**	**$61.5**

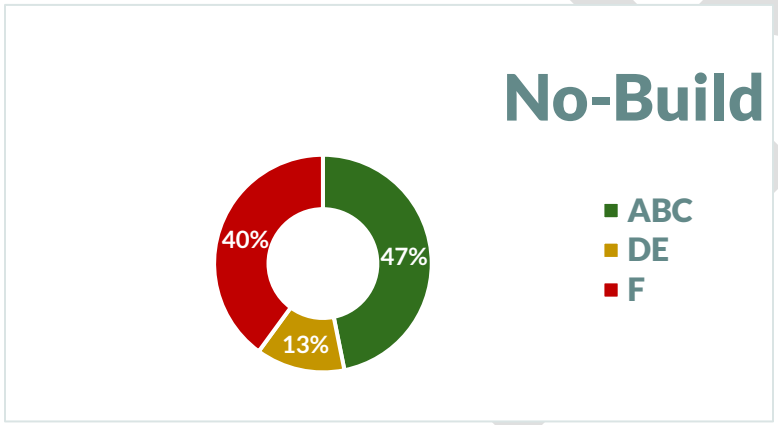
In addition to regional performance measures, the Travel Demand Model generates congestion indicators for individual roadway facilities. These indicators include, but are not limited to, level-of-service (LOS). An LOS analysis measures the operational performance of a roadway during the most congested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

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

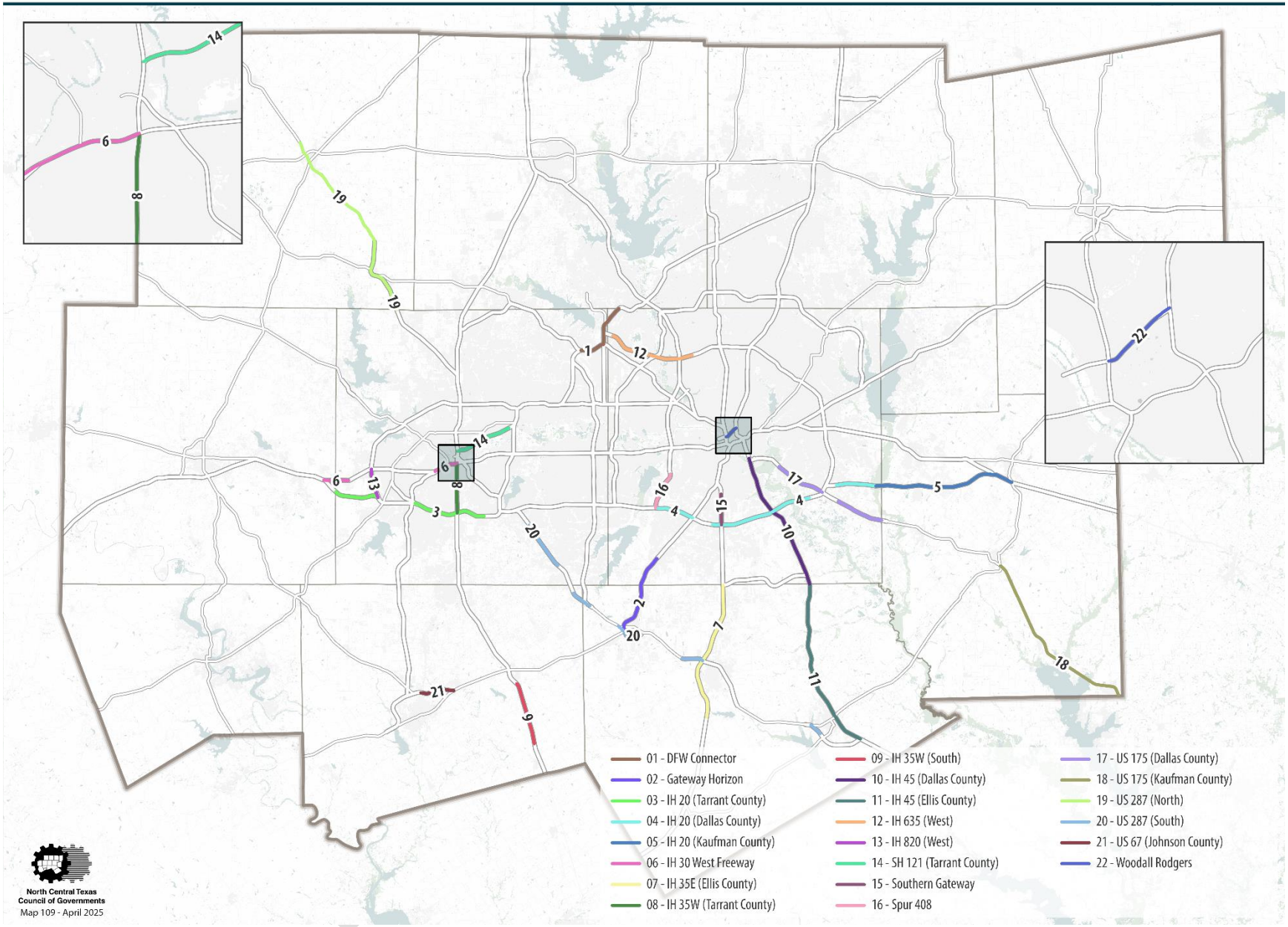
Figure E-1: Level of Service Analysis



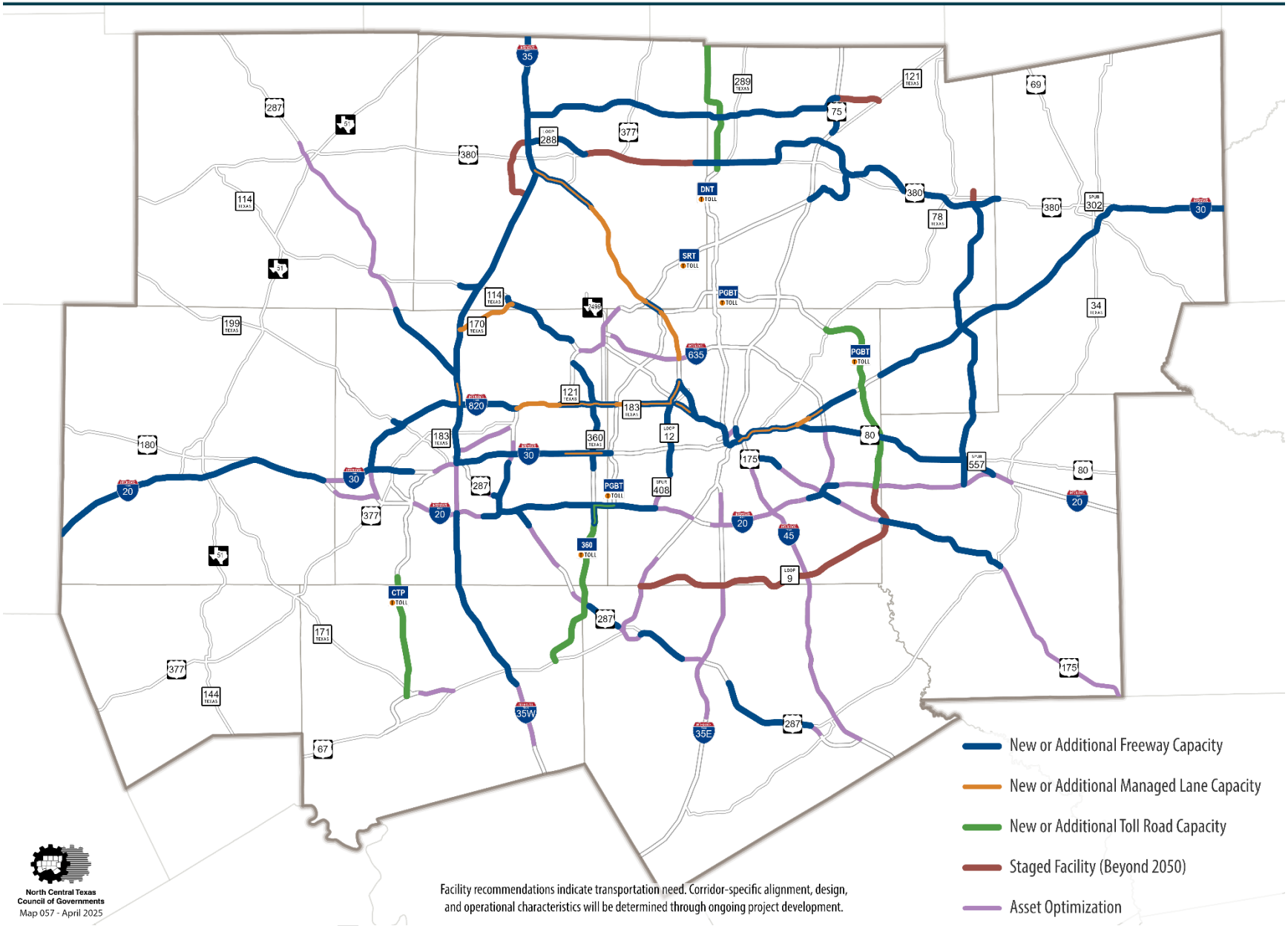




Asset Optimization Corridors

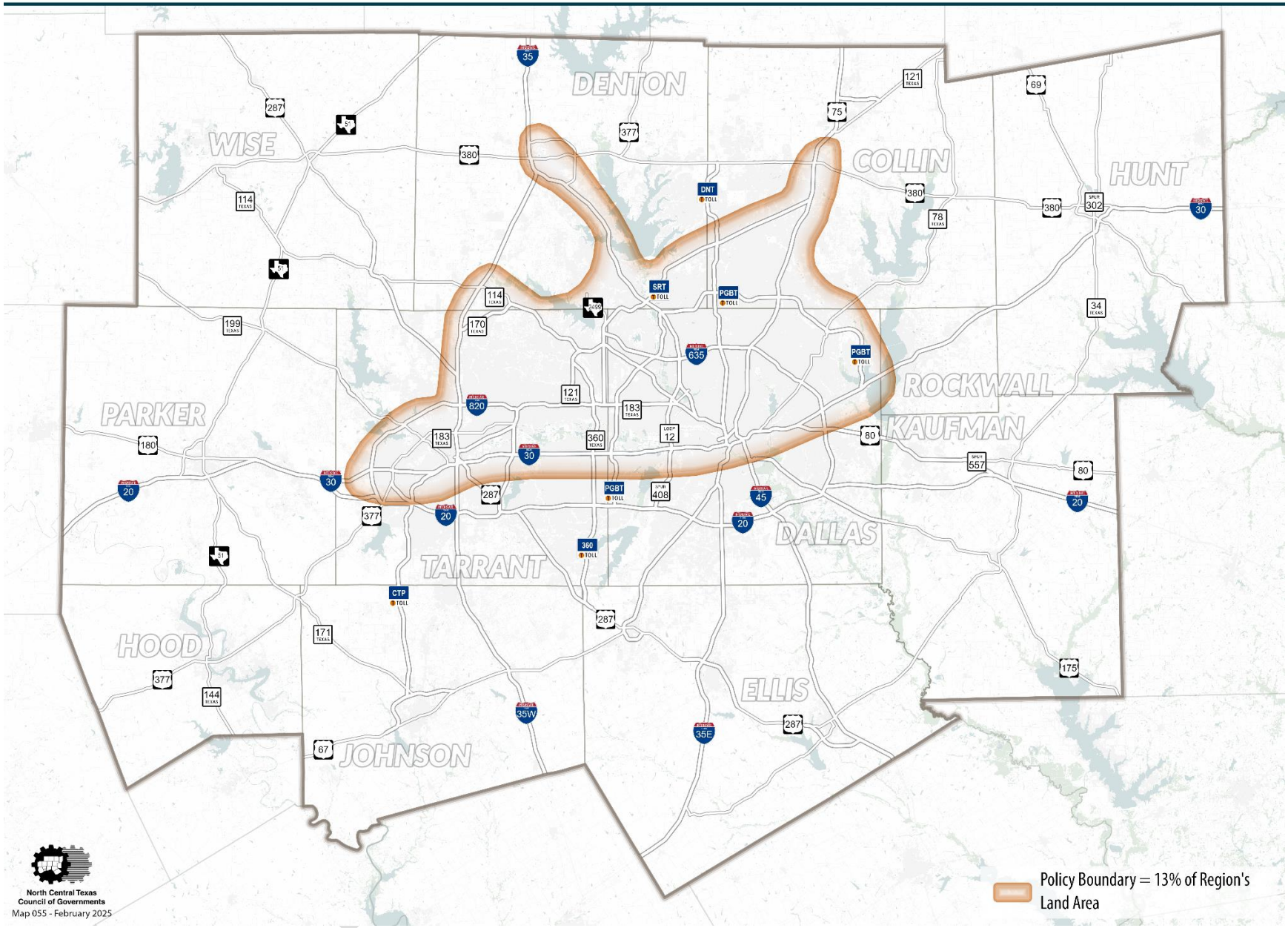


Major Roadway Recommendations



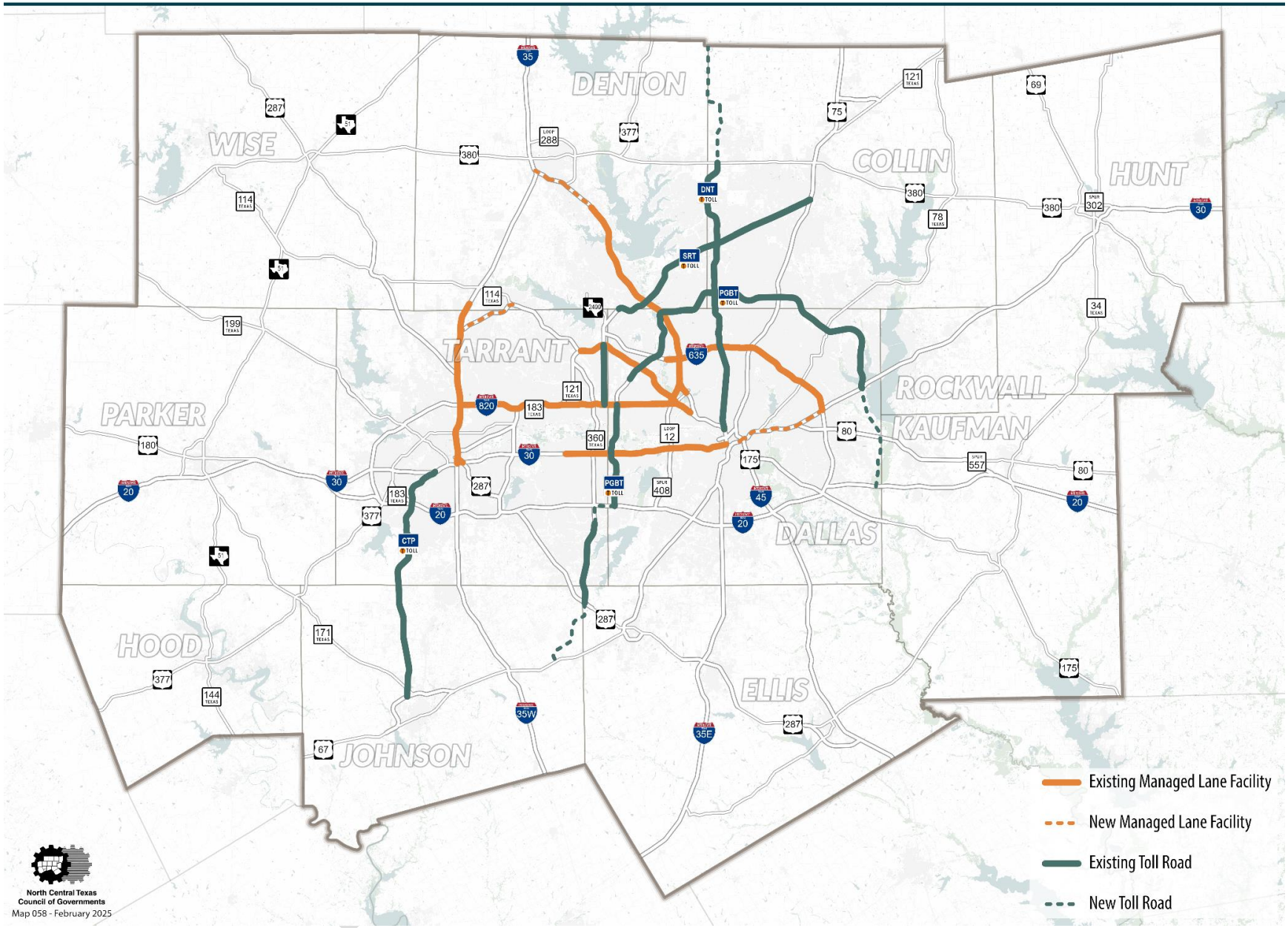
Tolled Managed Lane System Policy Boundary

MOBILITY 2050



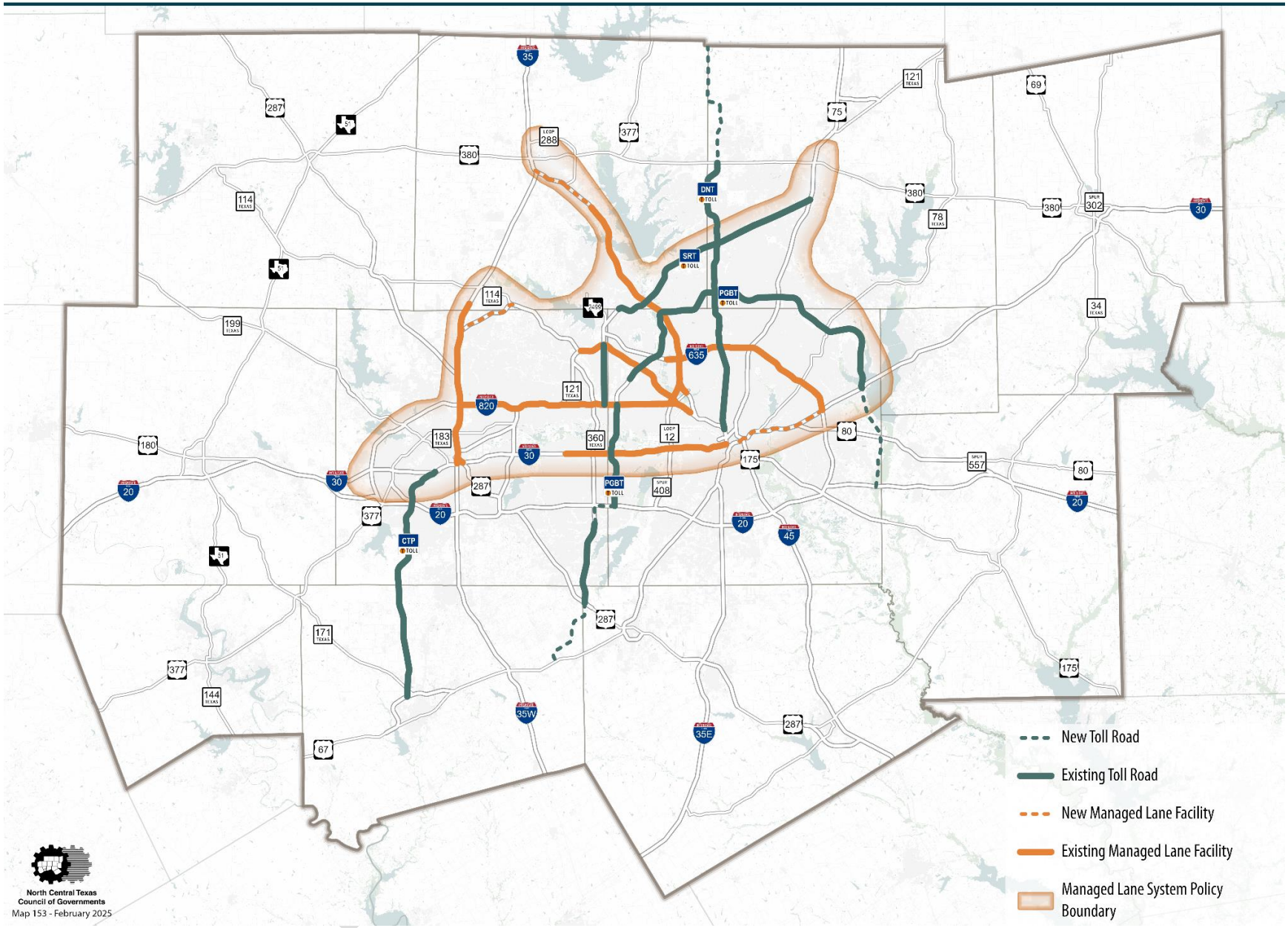
Tolled Facillities

MOBILITY 2050



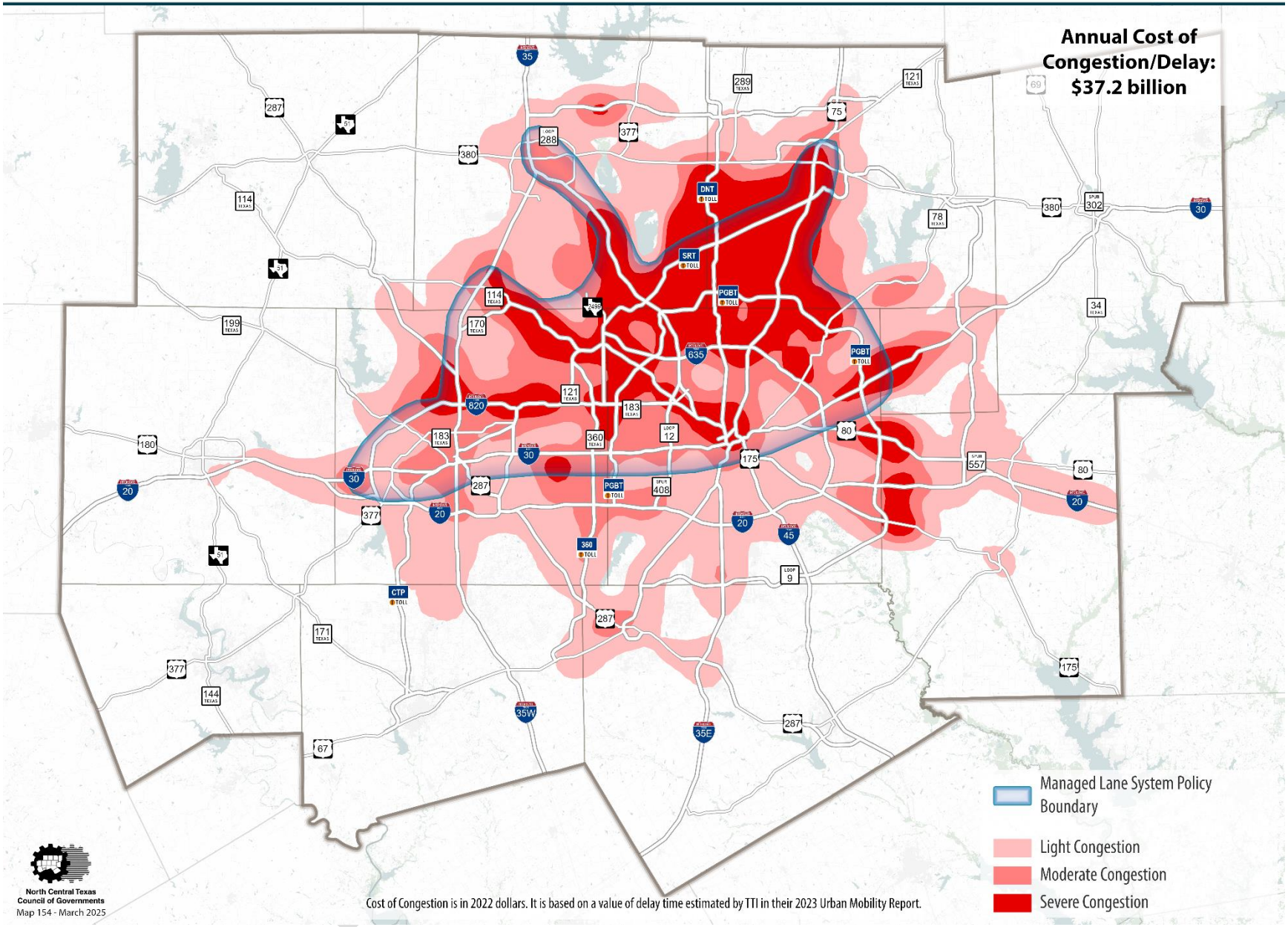
Tolled Facilities with Managed Lane Policy Boundary

MOBILITY 2050



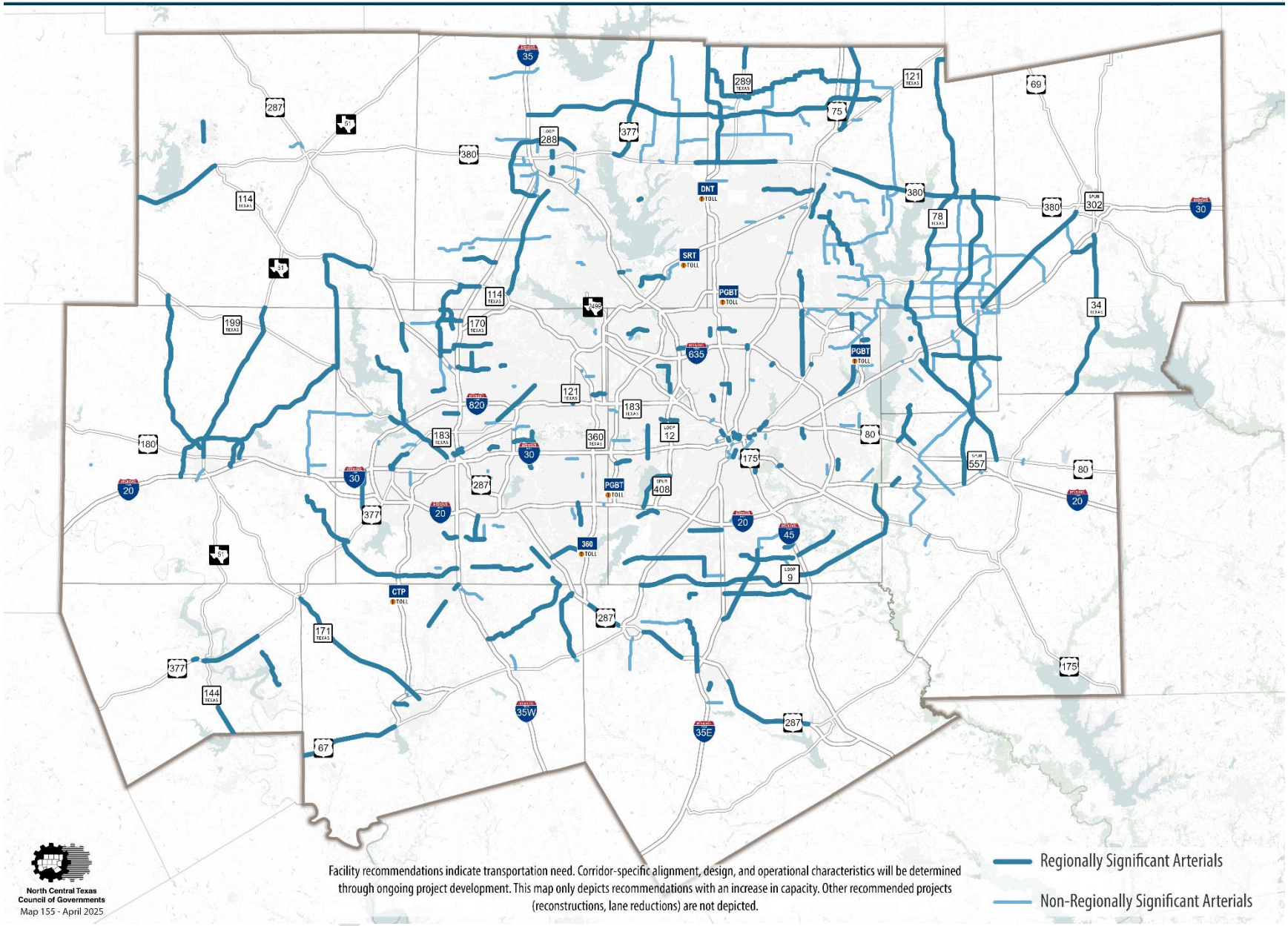
2050 Congestion with Managed Lane Policy Boundary

MOBILITY 2050



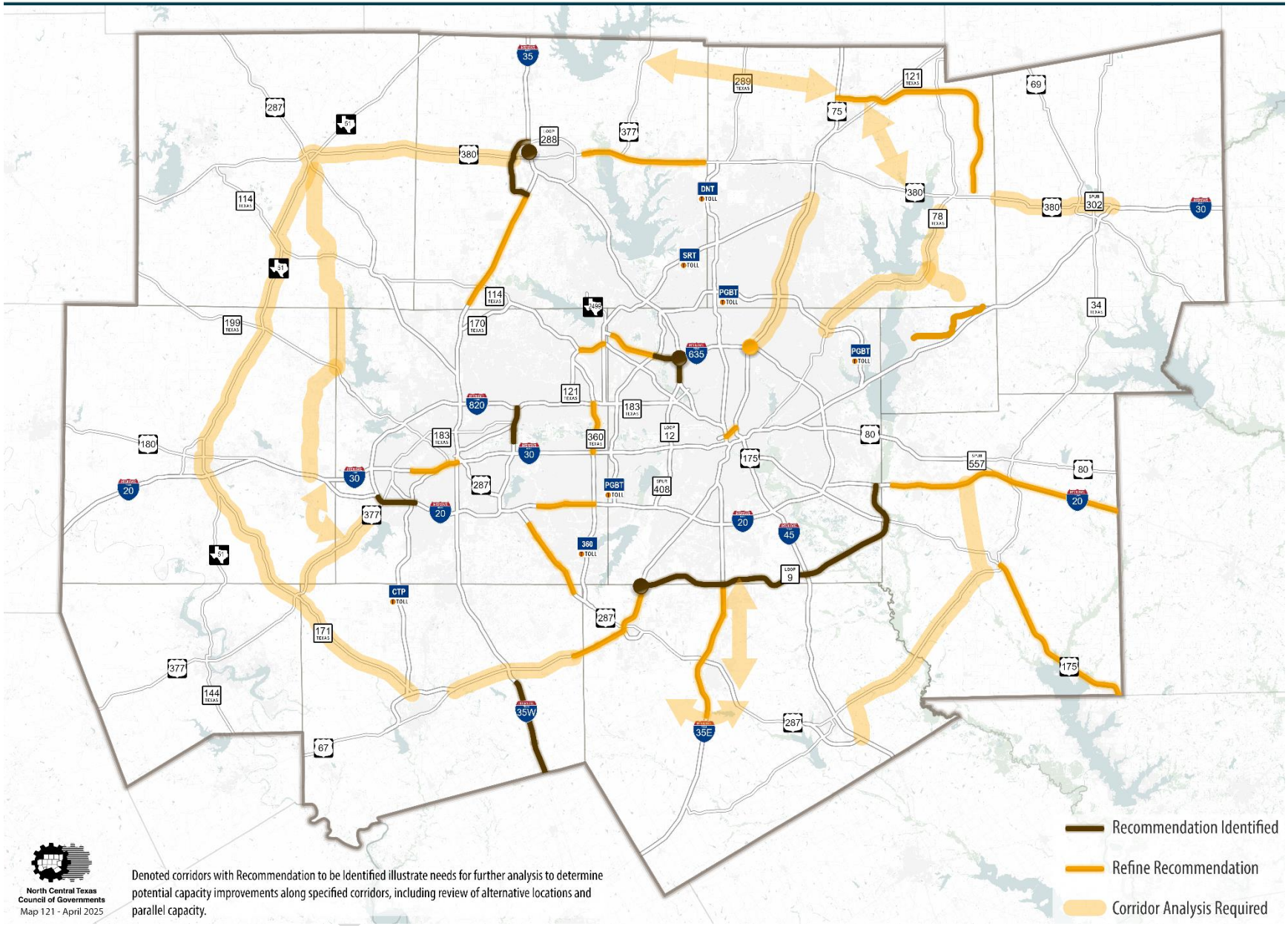
Arterial Capacity Improvements

MOBILITY 2050



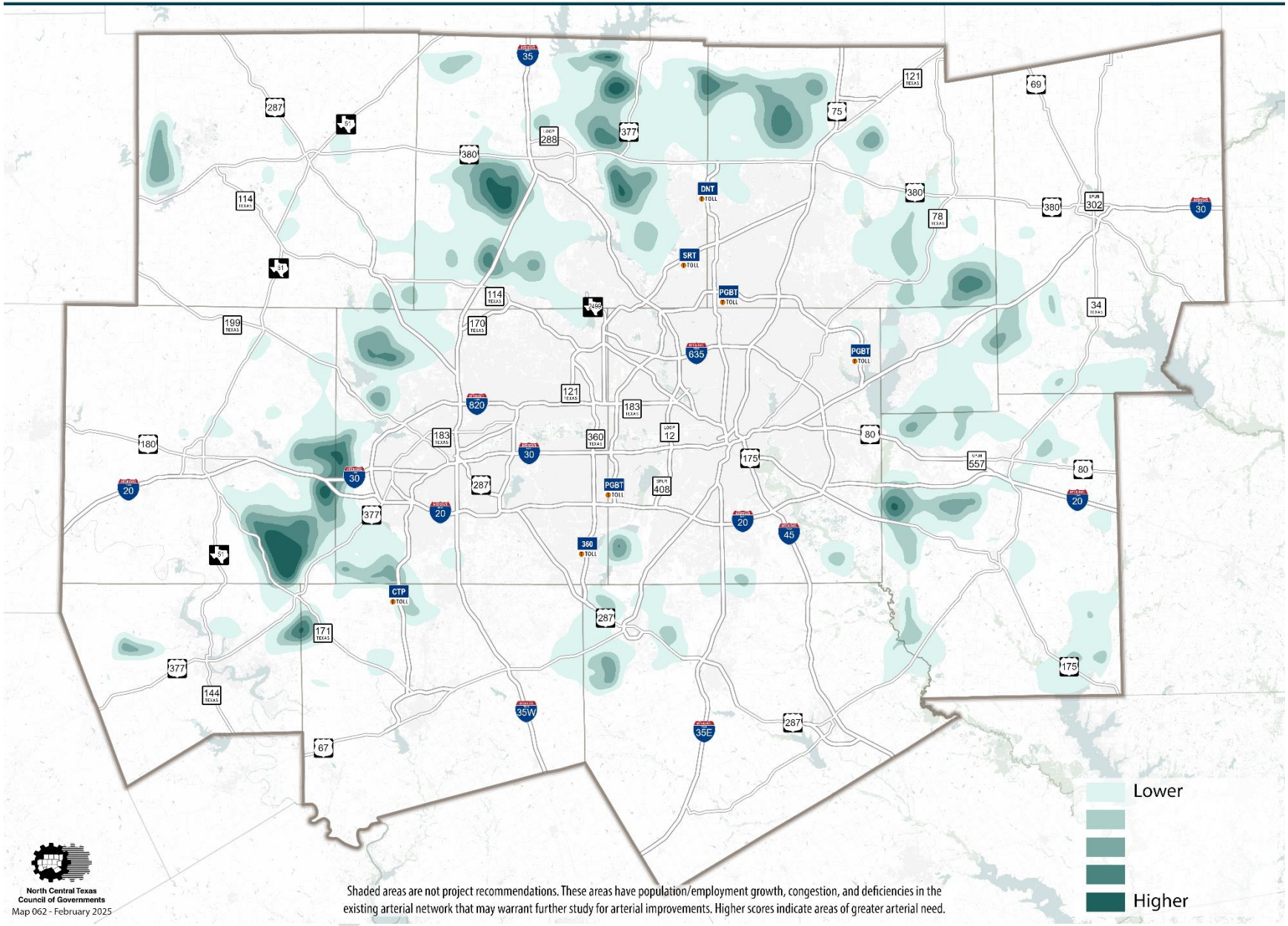
Illustrative Projects and Corridors for Future Evaluation

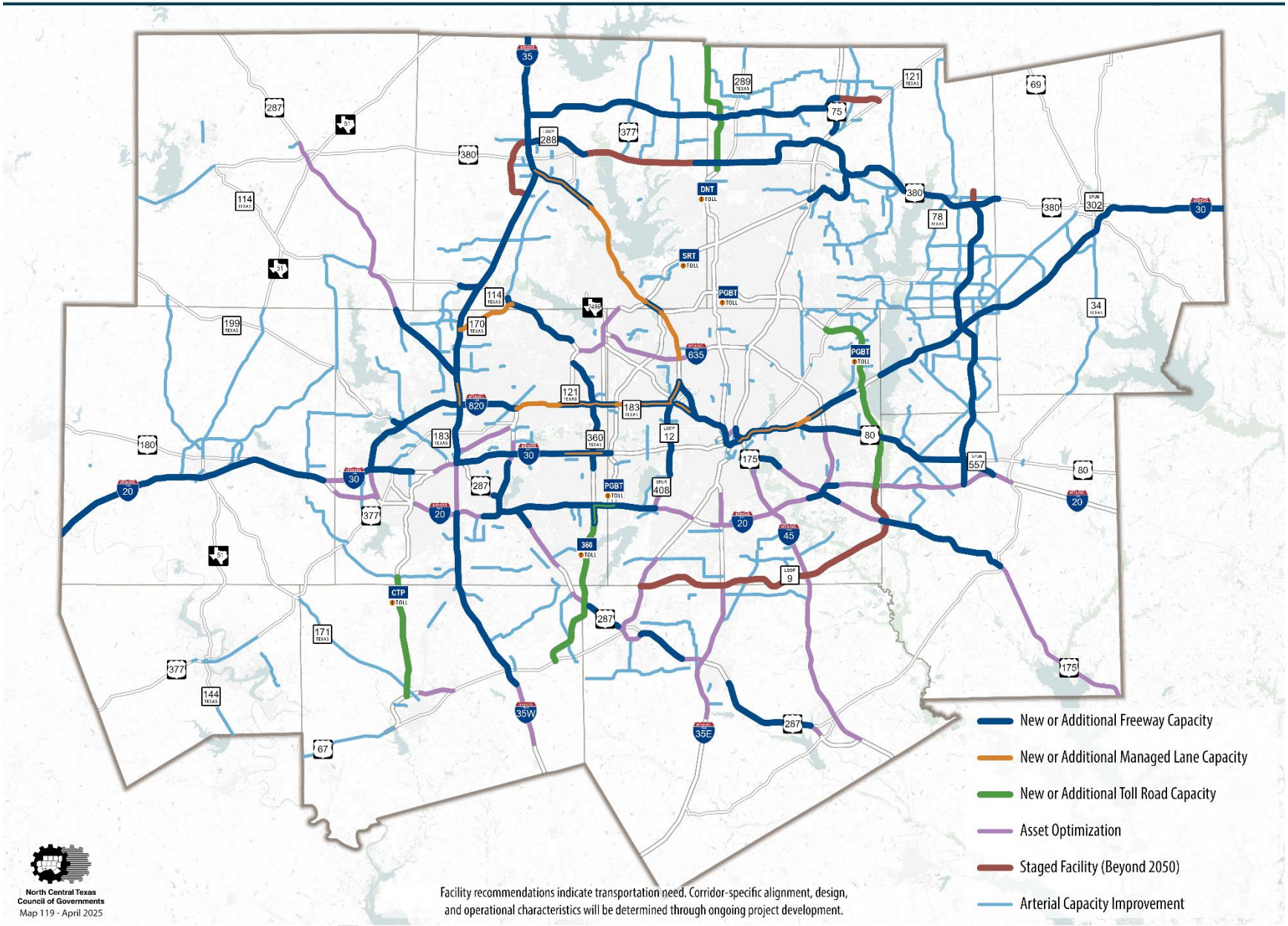
MOBILITY 2050



Arterial Network Deficiency Areas

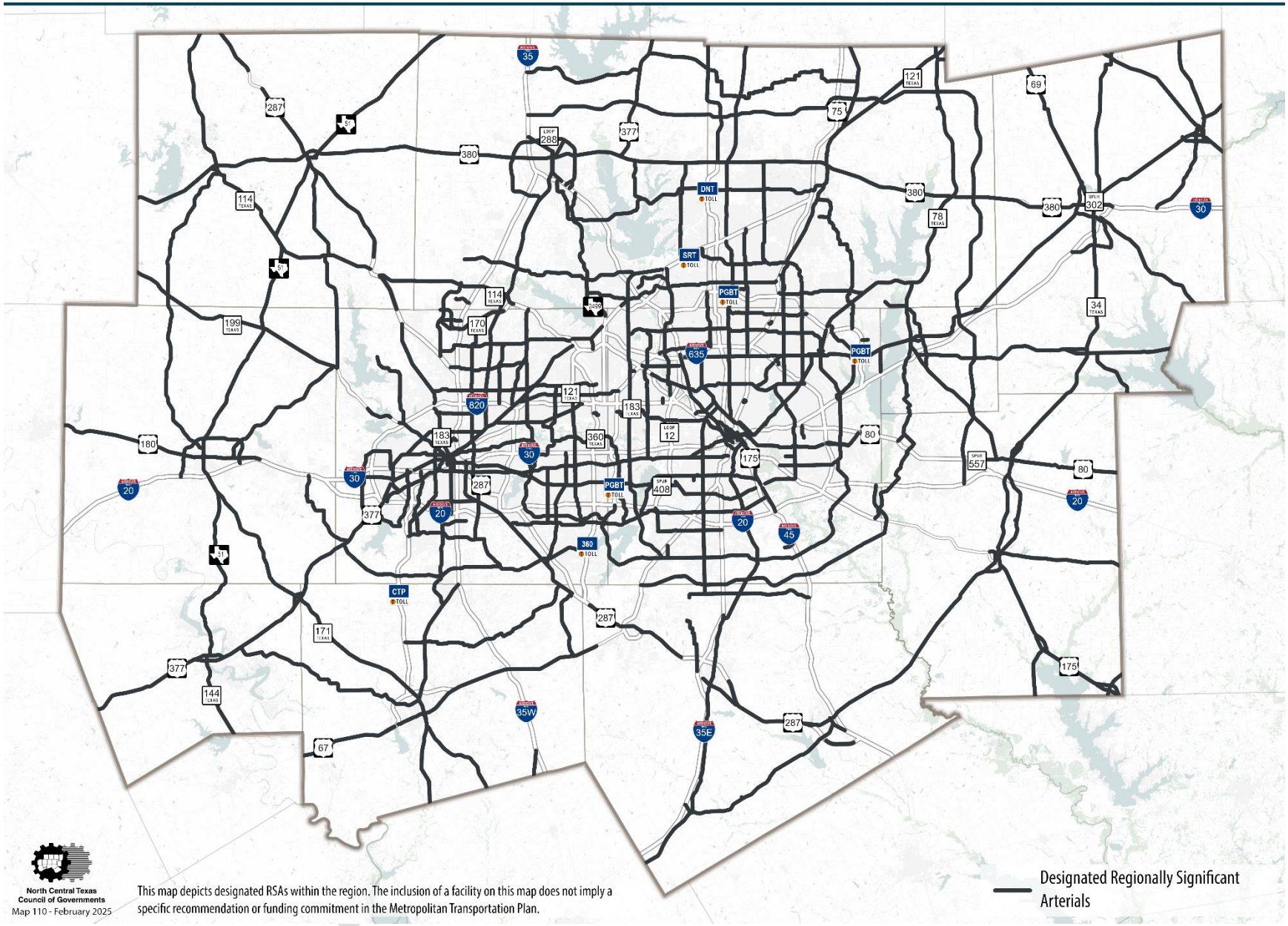
MOBILITY 2050




New or Additional Freeway Capacity
New or Additional Managed Lane Capacity
New or Additional Toll Road Capacity
Asset Optimization
Staged Facility (Beyond 2050)
Arterial Capacity Improvement
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
North Central Texas Council of Governments
Map 119 - April 2025

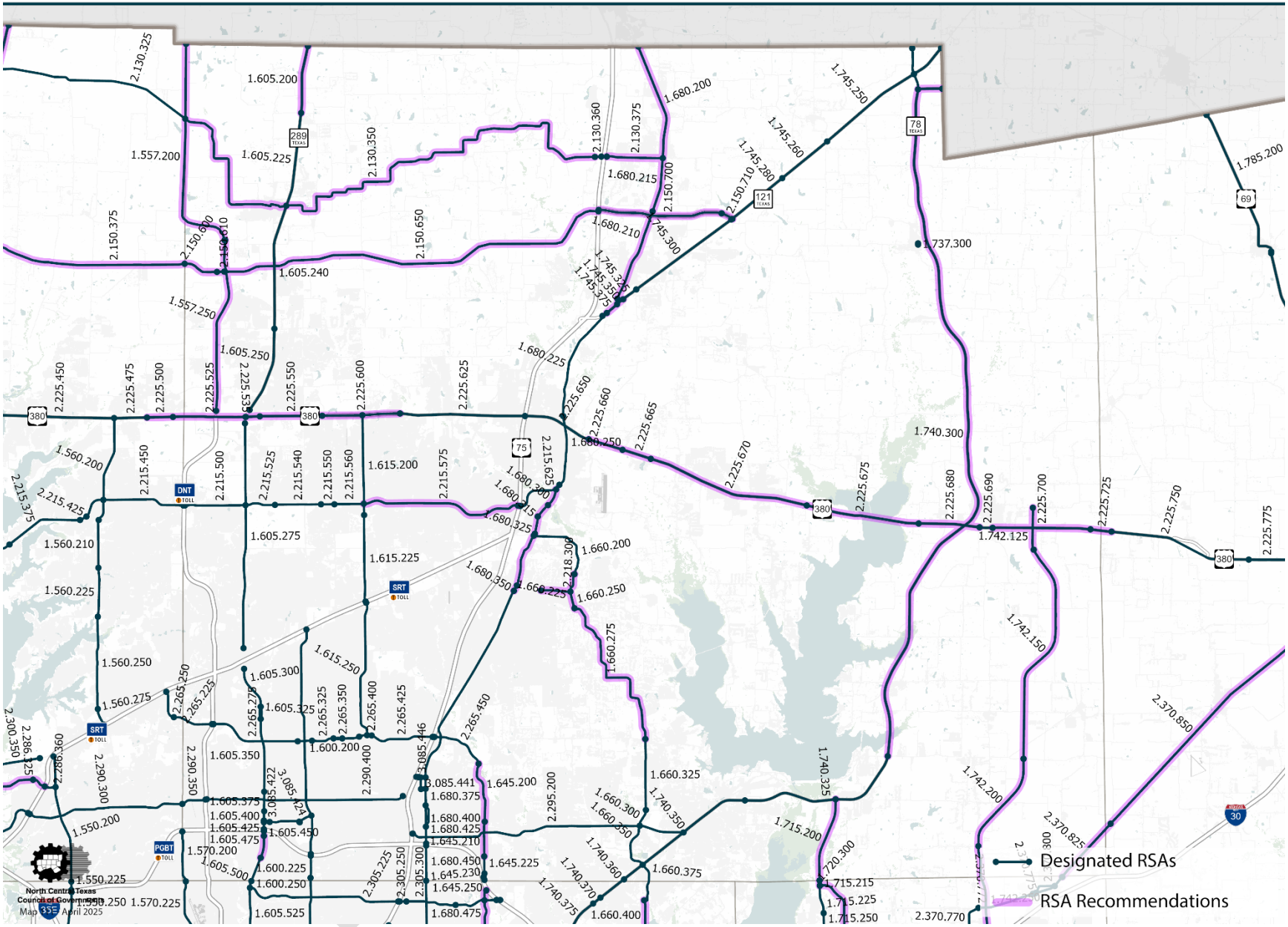
Designated Regionally Significant Arterials

MOBILITY 2050



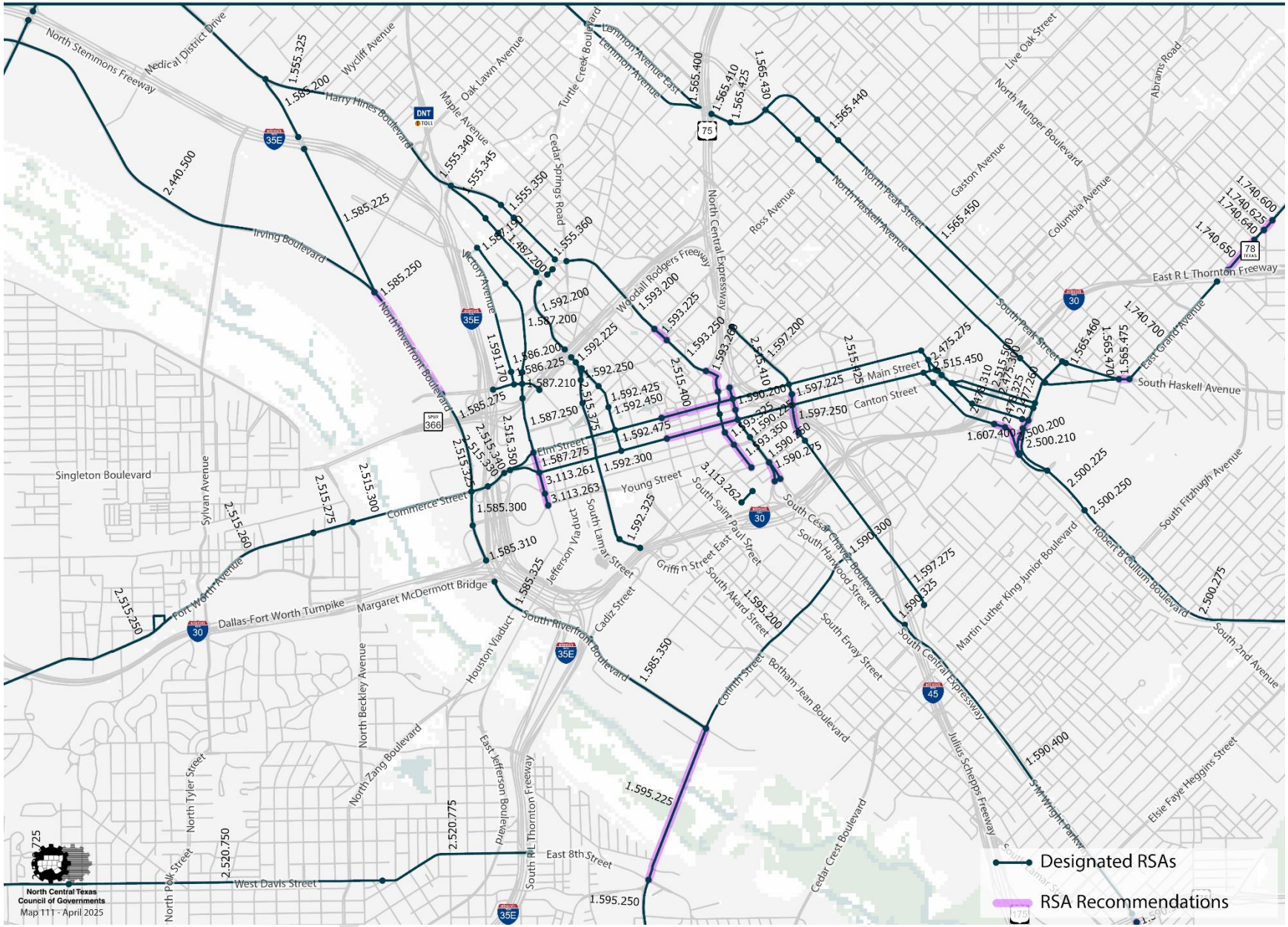
RSAs by County - Collin

MOBILITY 2050



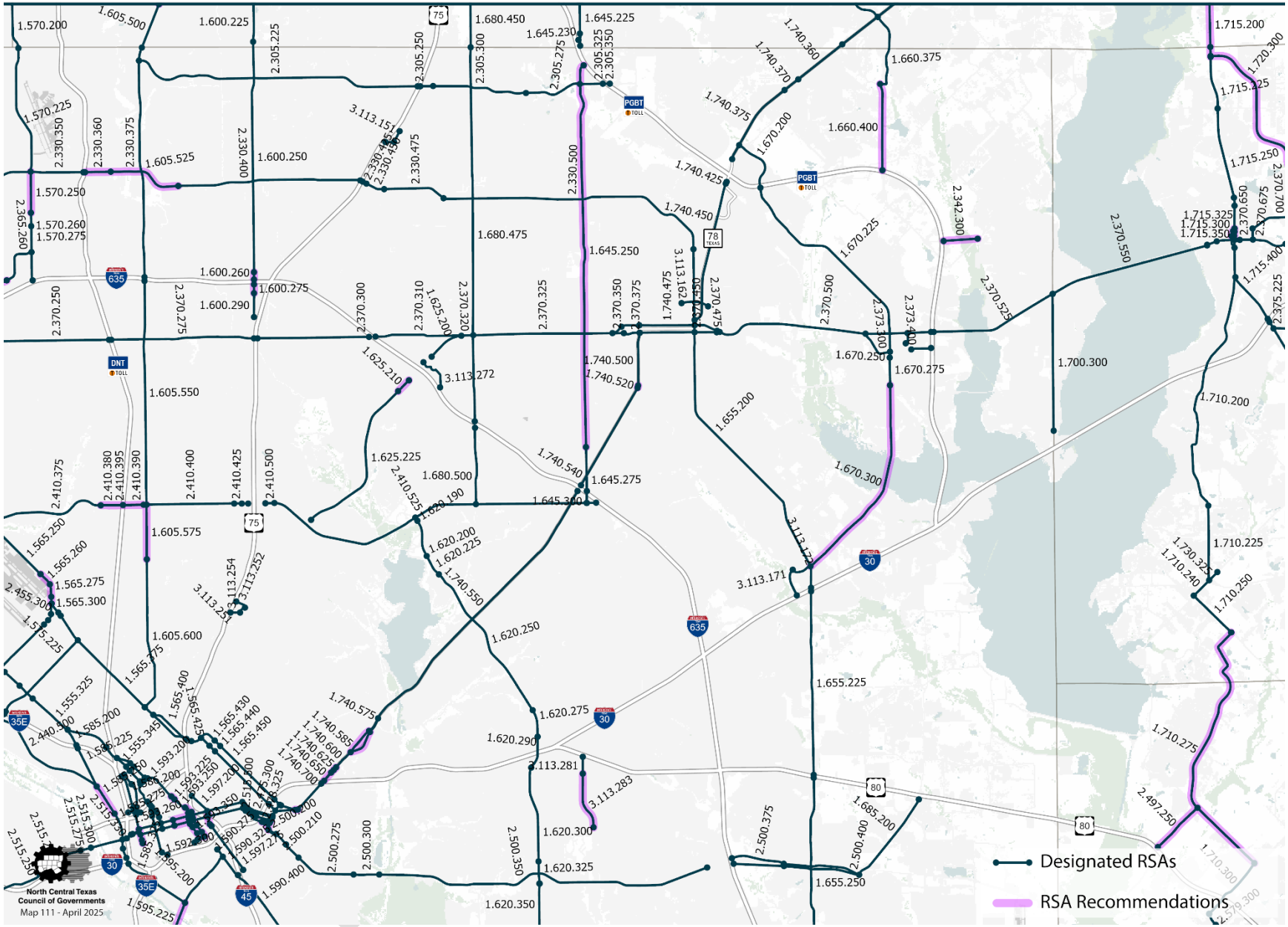
RSAs by County - Downtown Dallas

MOBILITY 2050



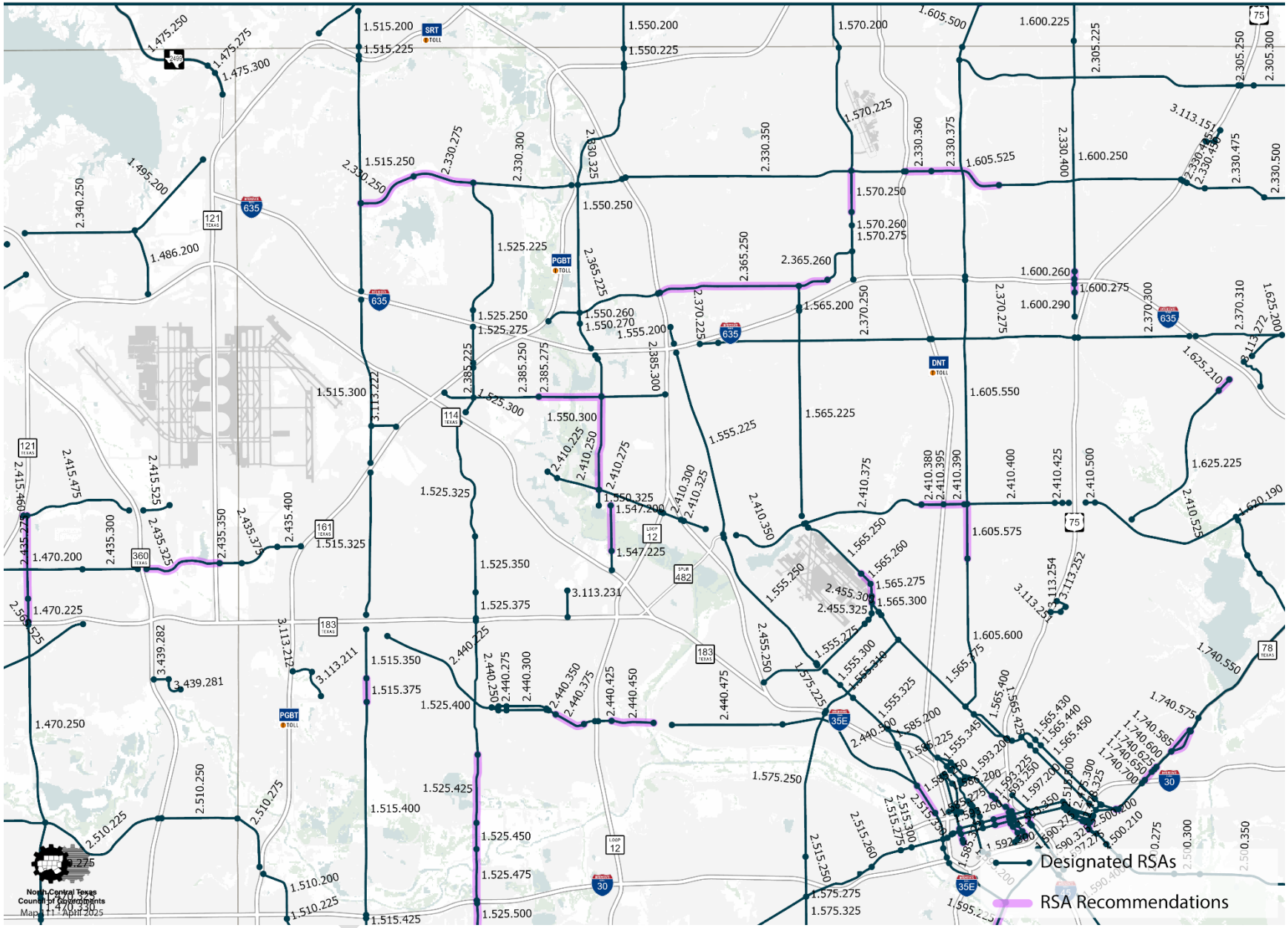
RSAs by County - Dallas (Northeast)

MOBILITY 2050



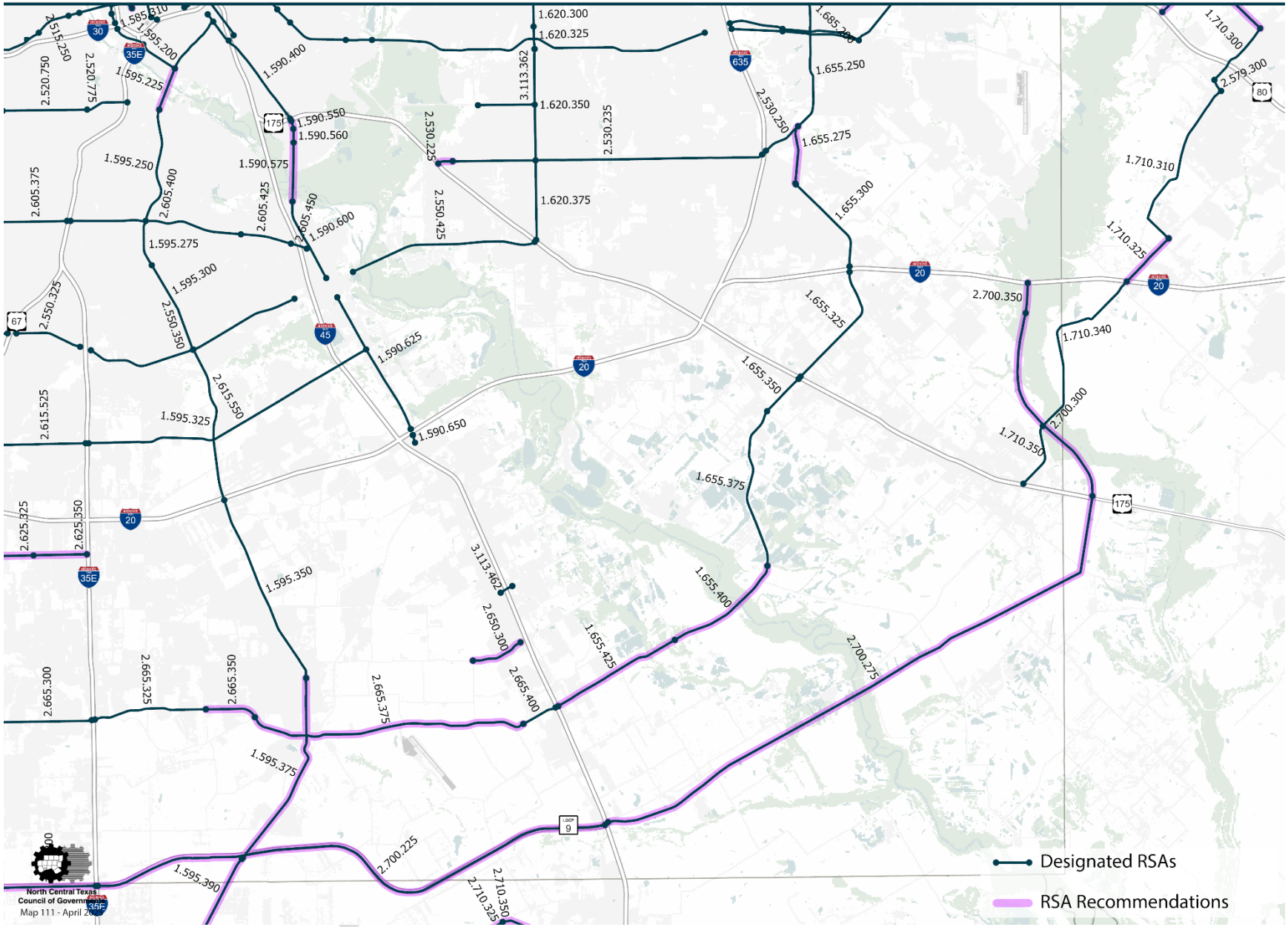
RSAs by County - Dallas (Northwest)

MOBILITY 2050



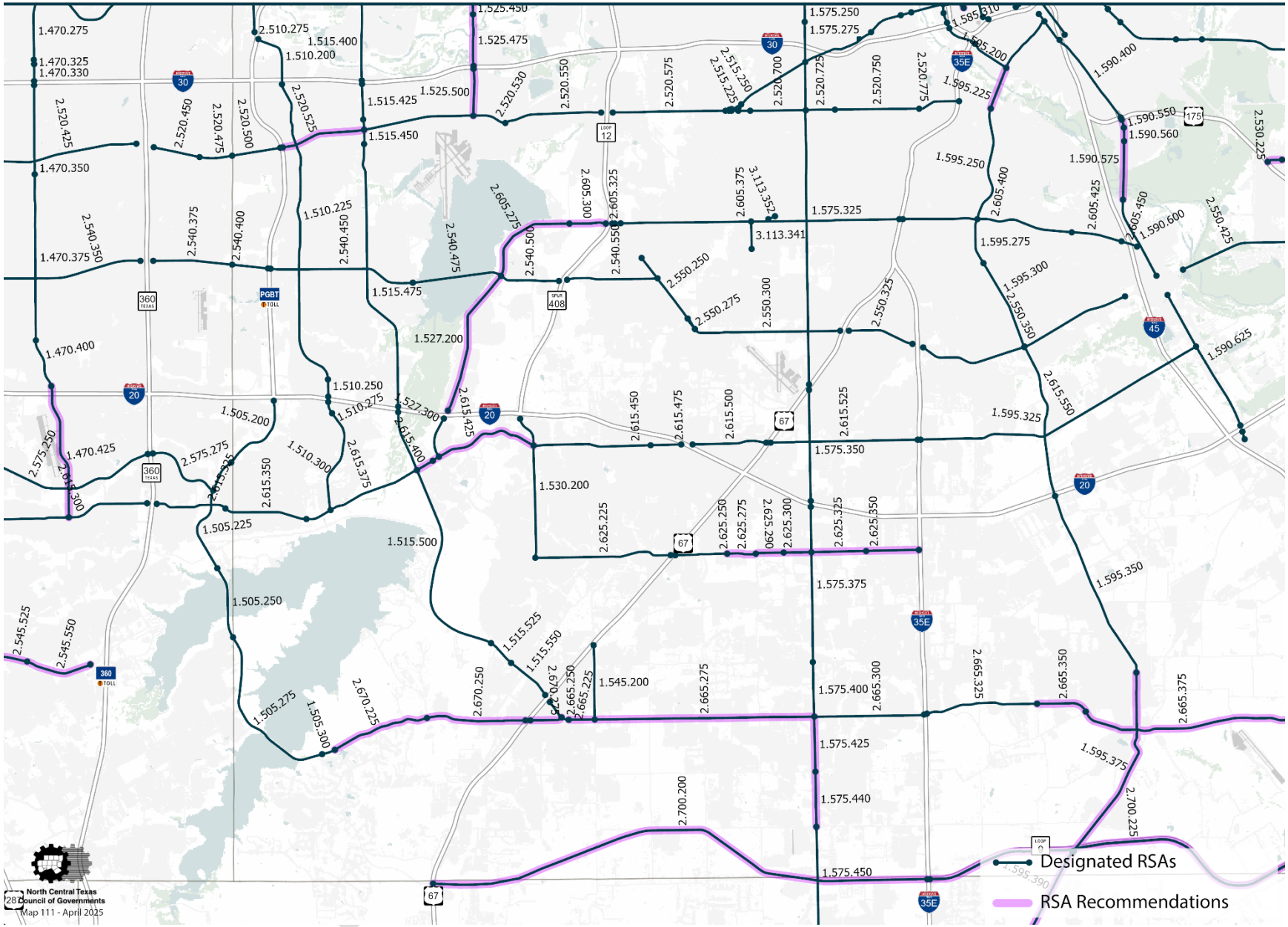
RSAs by County - Dallas (Southeast)

MOBILITY 2050



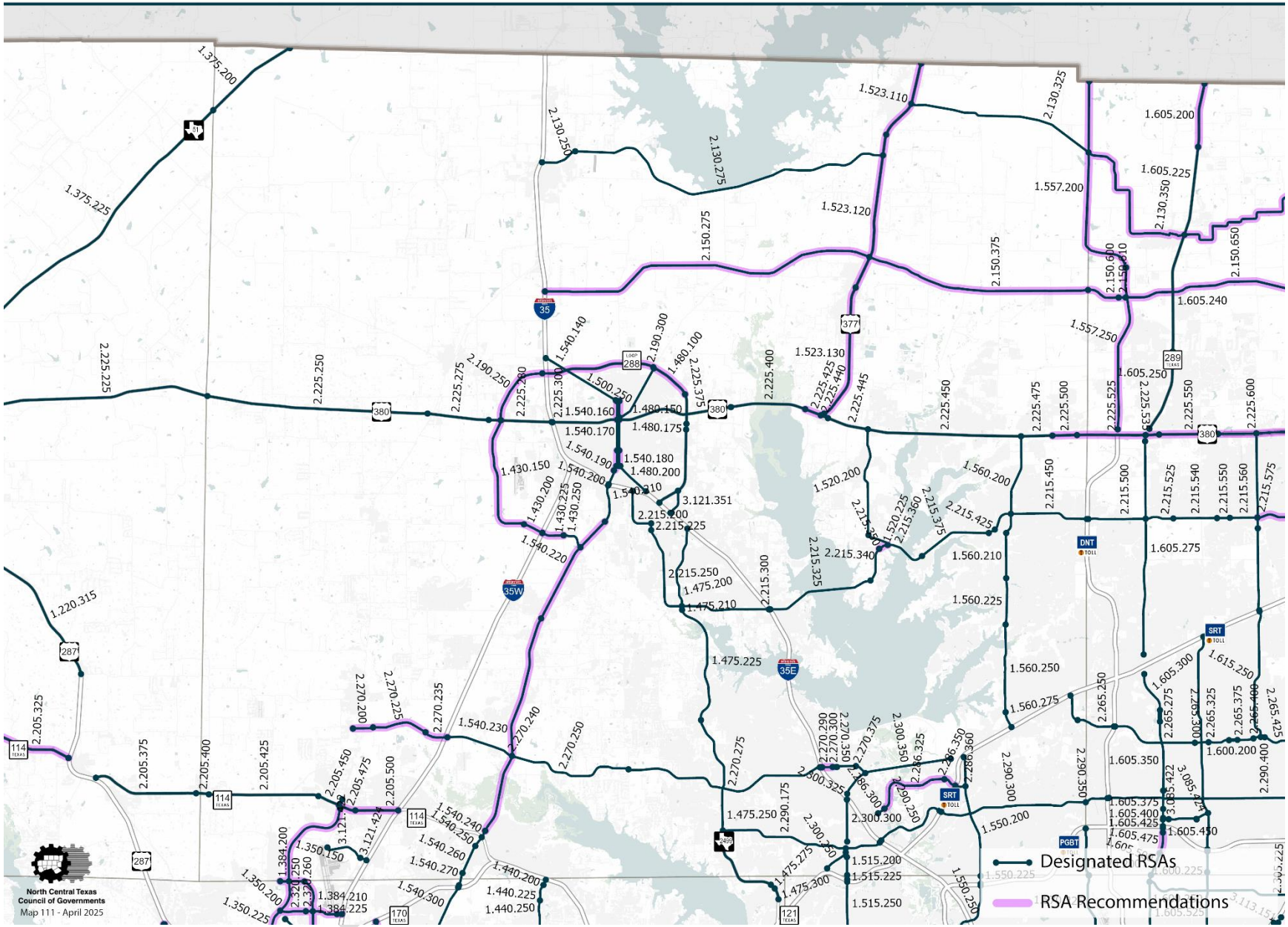
RSAs by County - Dallas (Southwest)

MOBILITY 2050



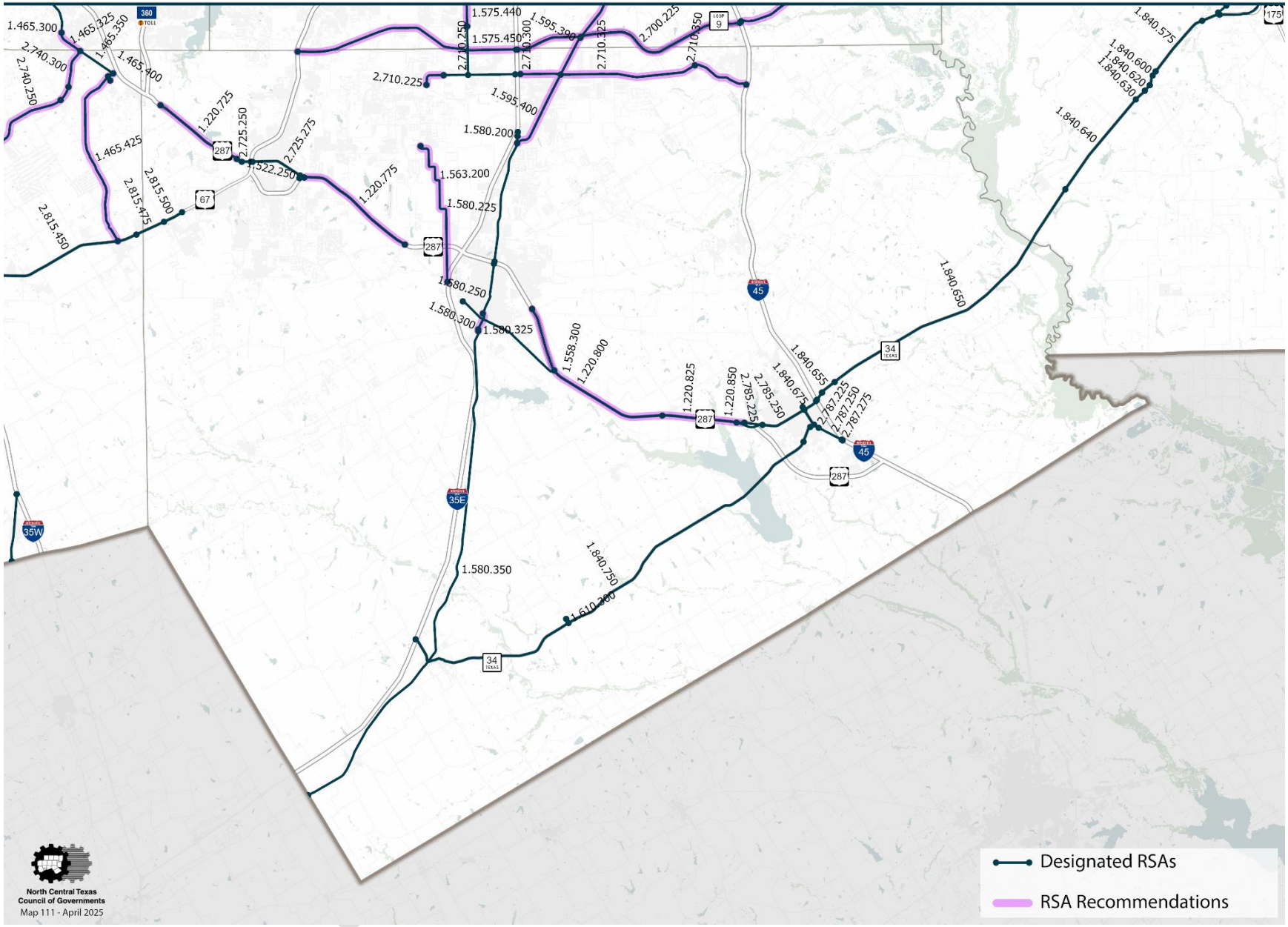
RSAs by County - Denton

MOBILITY 2050



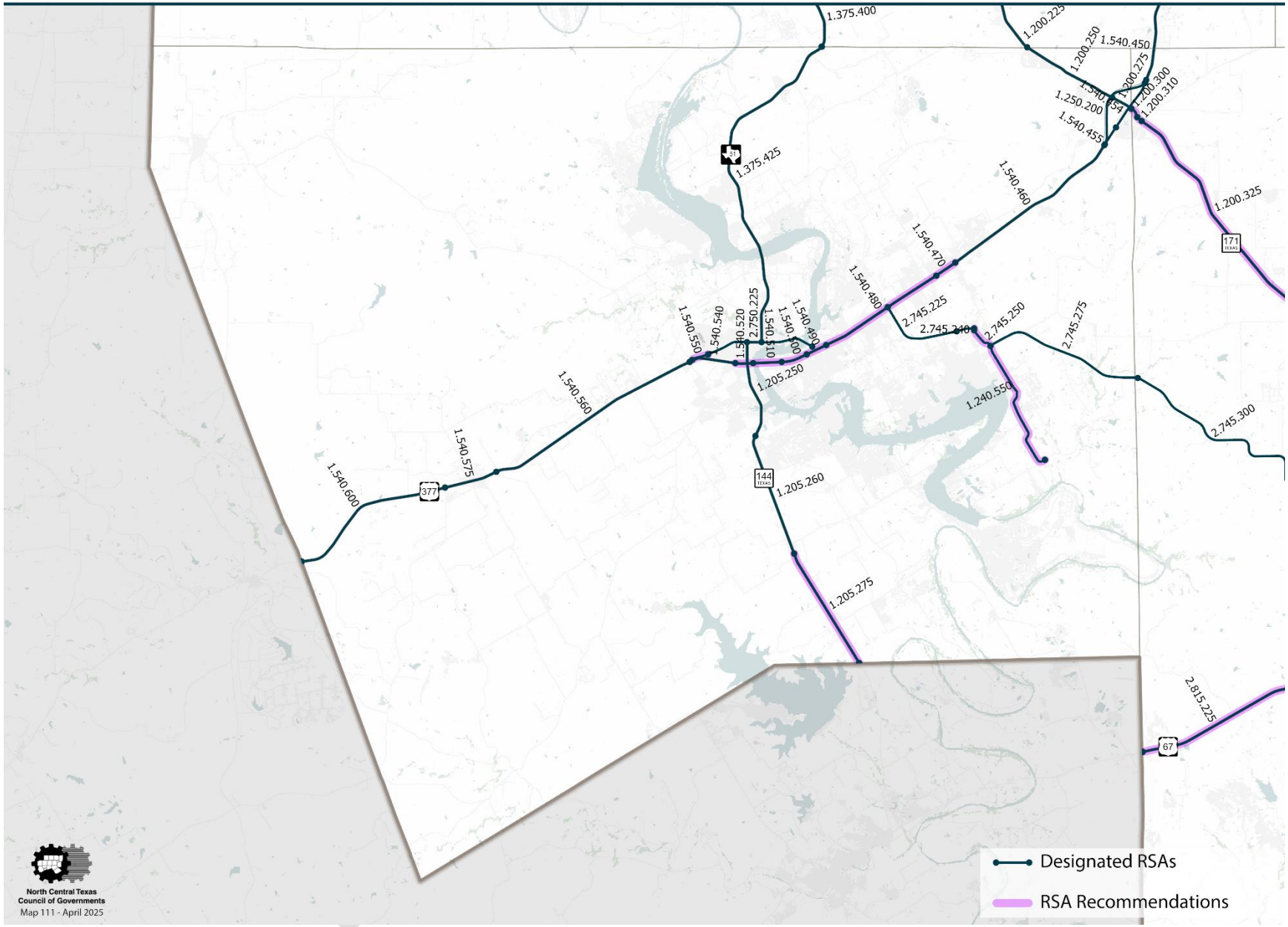
RSAs by County - Ellis

MOBILITY 2050

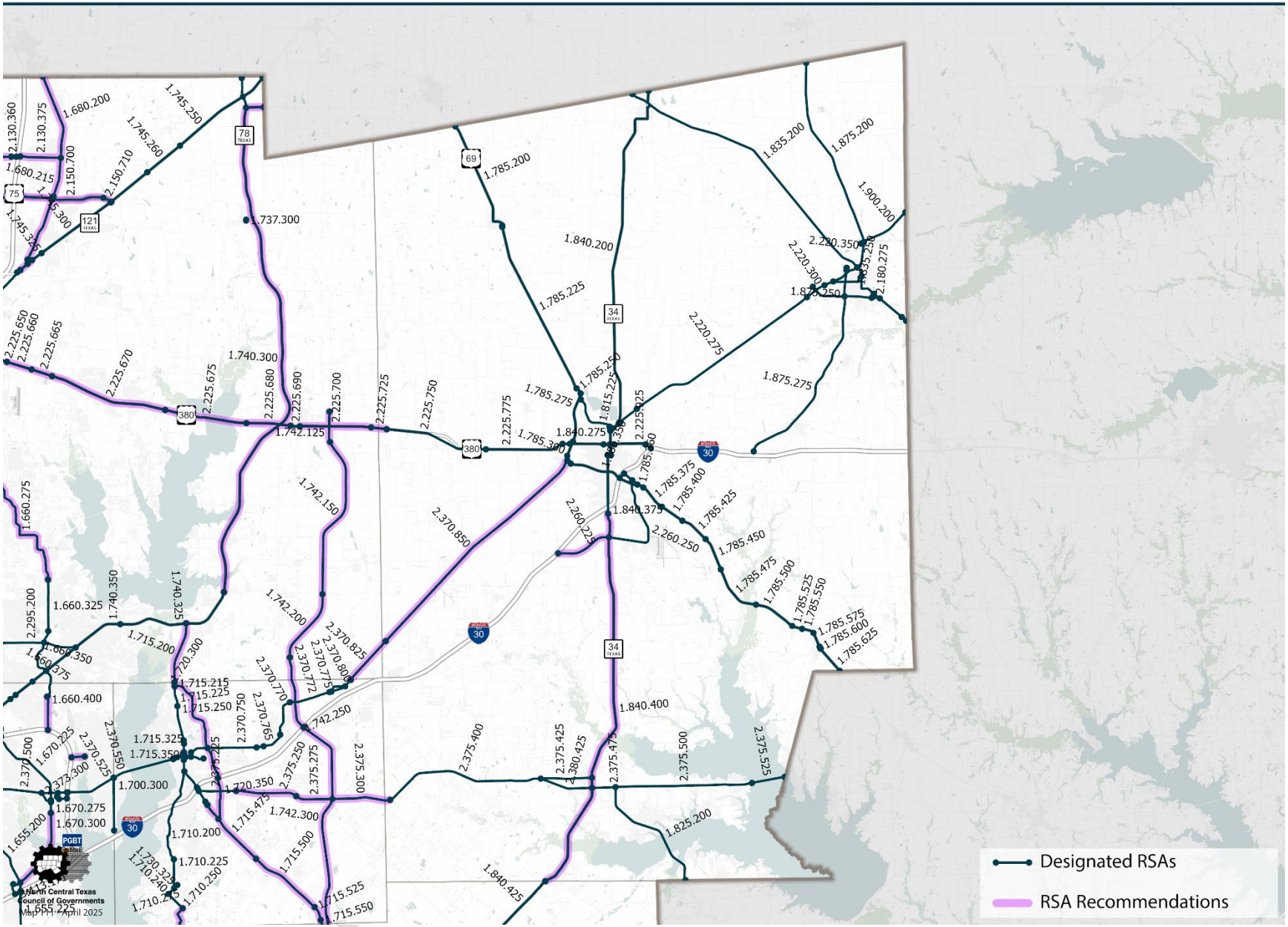


RSAs by County - Hood

MOBILITY 2050

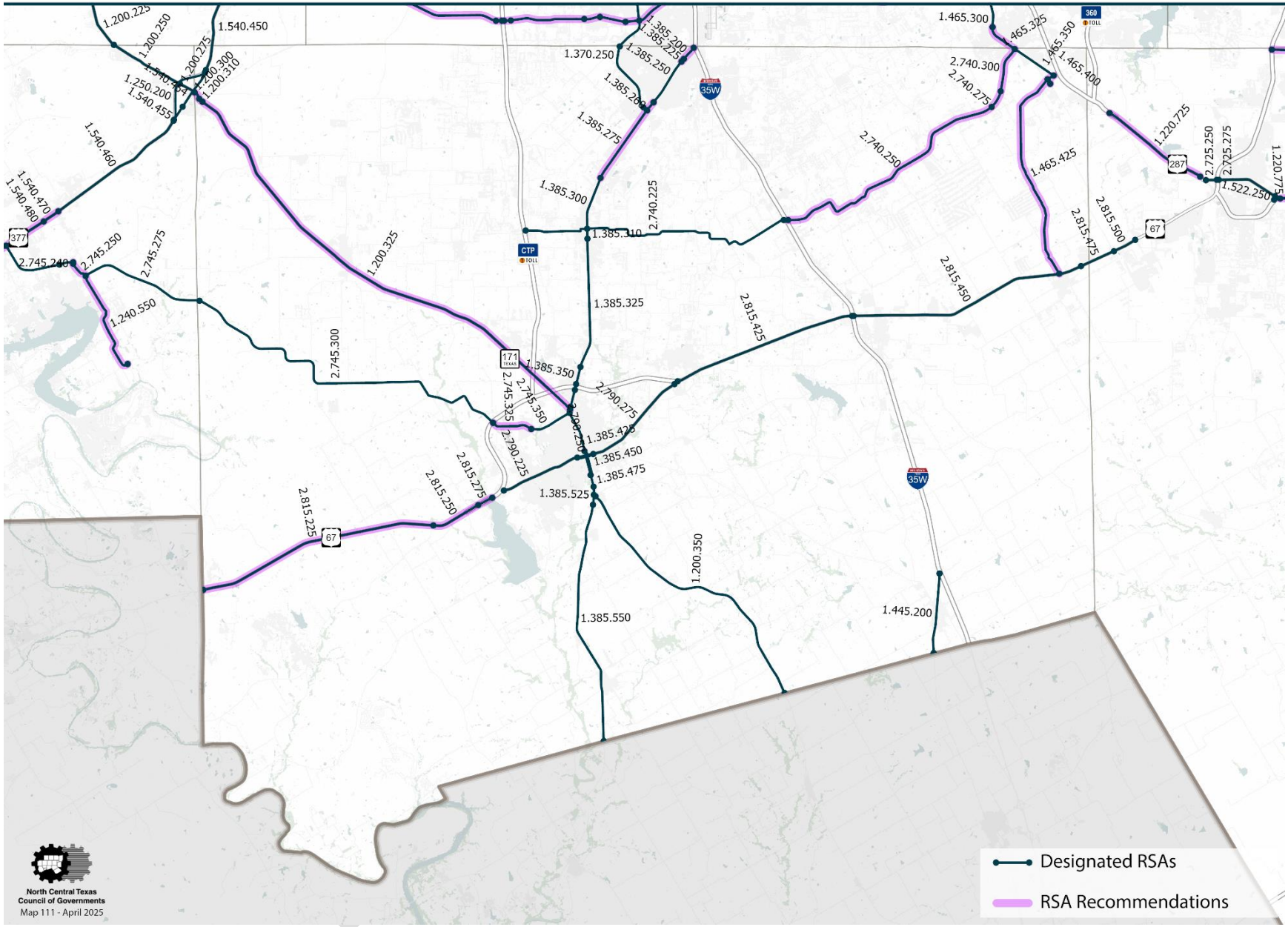


RSAs by County - Hunt



RSAs by County - Johnson

MOBILITY 2050



RSAs by County - Kaufman

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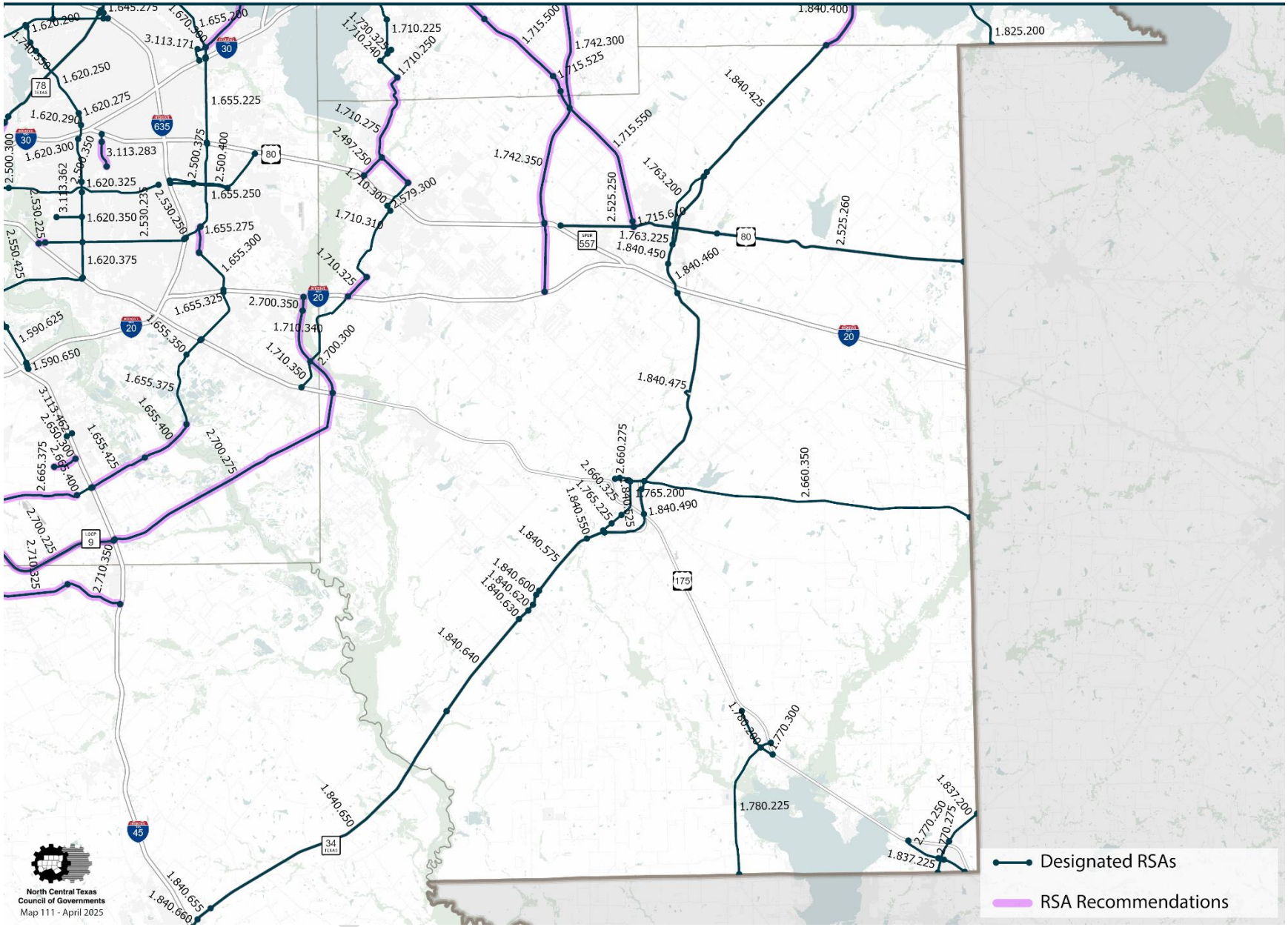

RSAs by County - Parker

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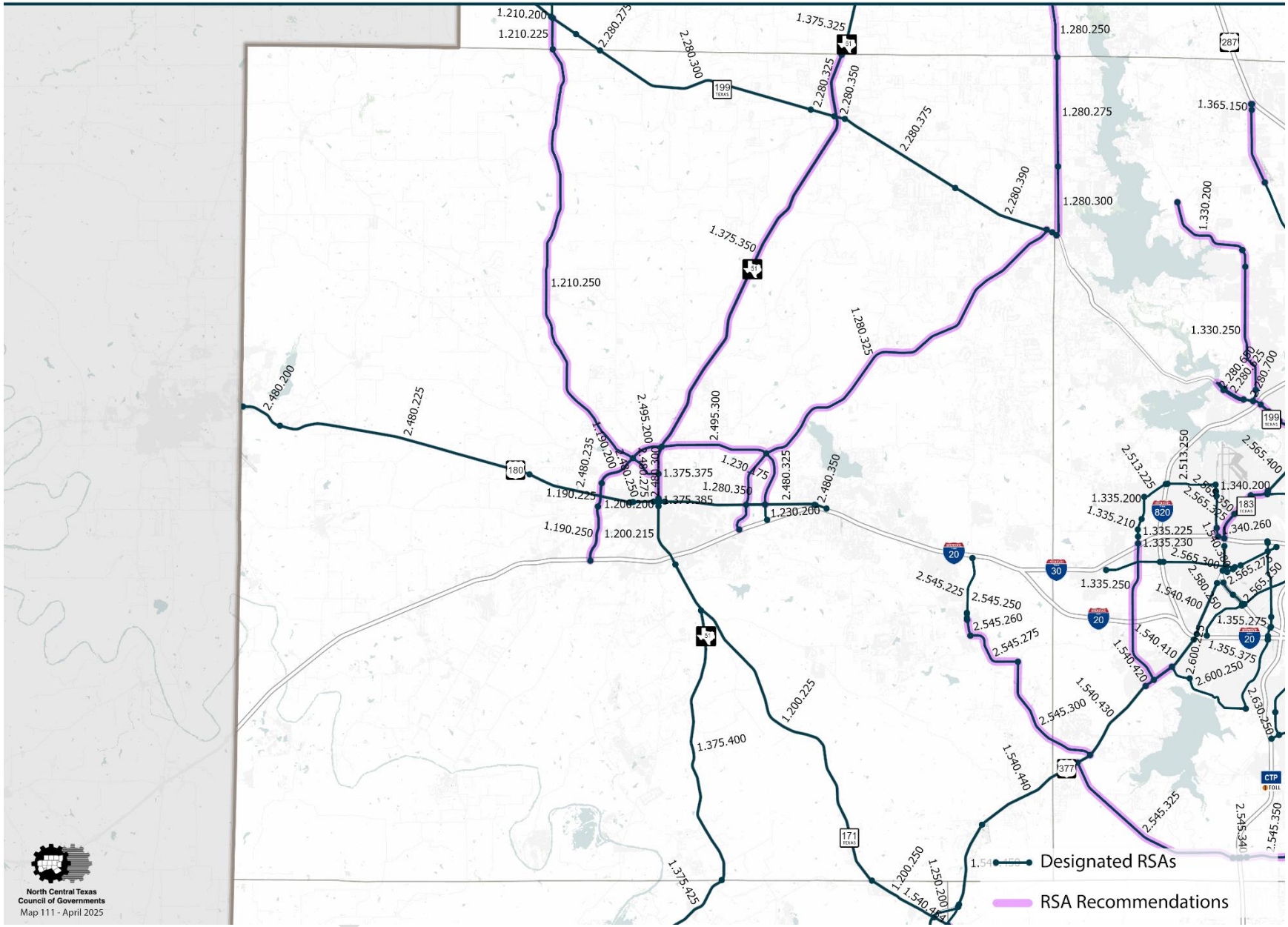

RSAs by County - Rockwall

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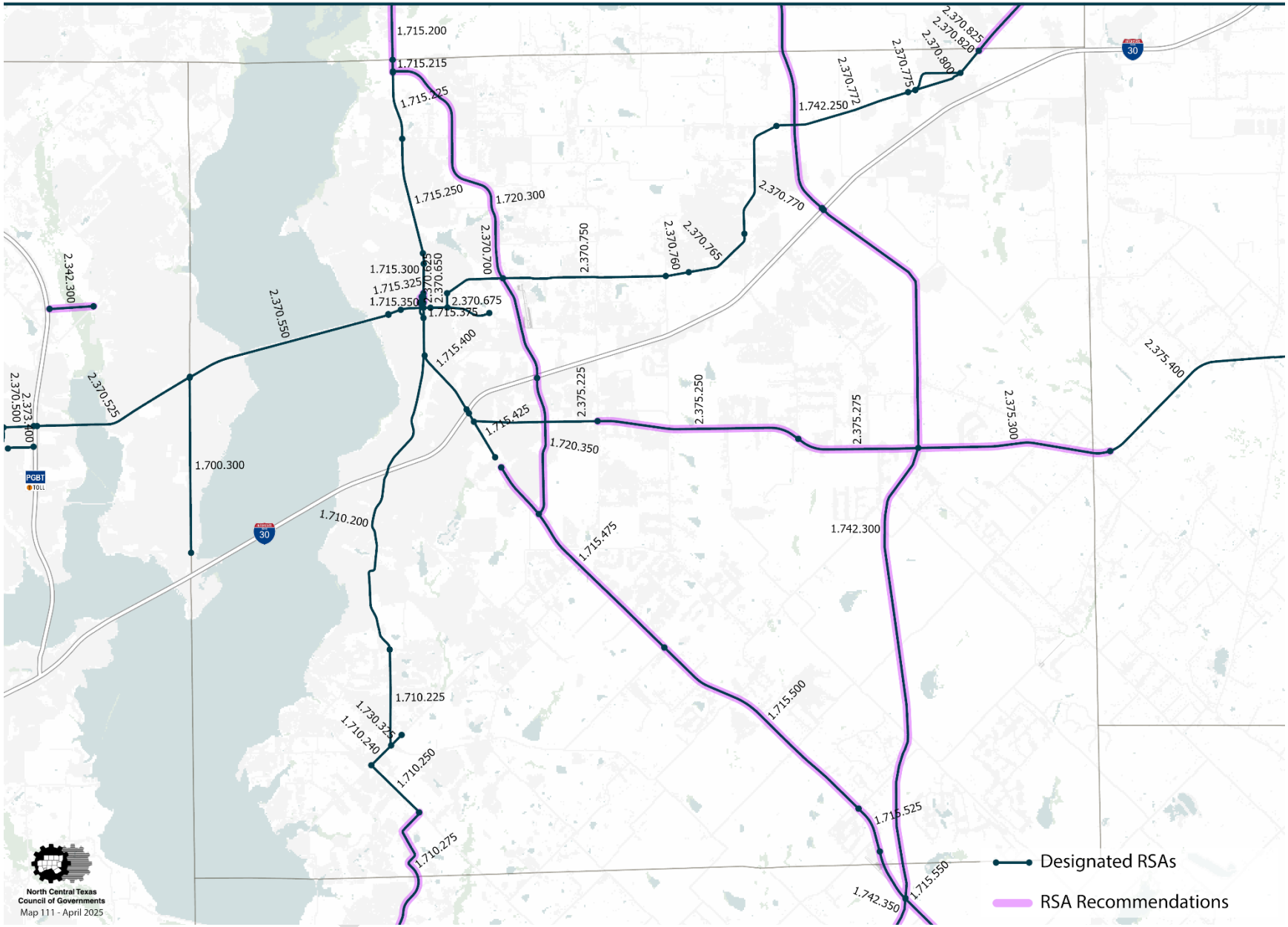

RSAs by County - Downtown Fort Worth

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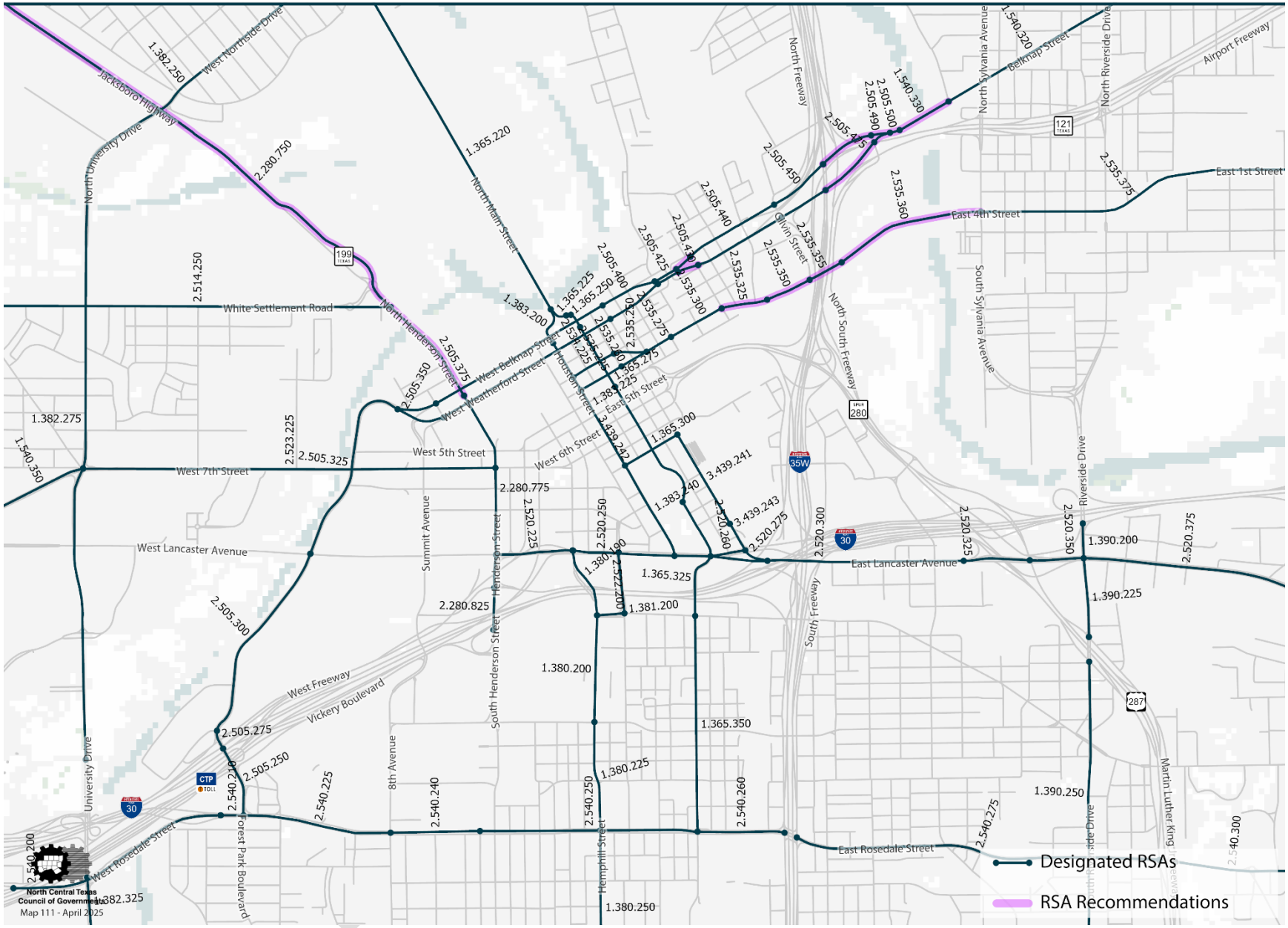

RSAs by County - Tarrant (Northeast)

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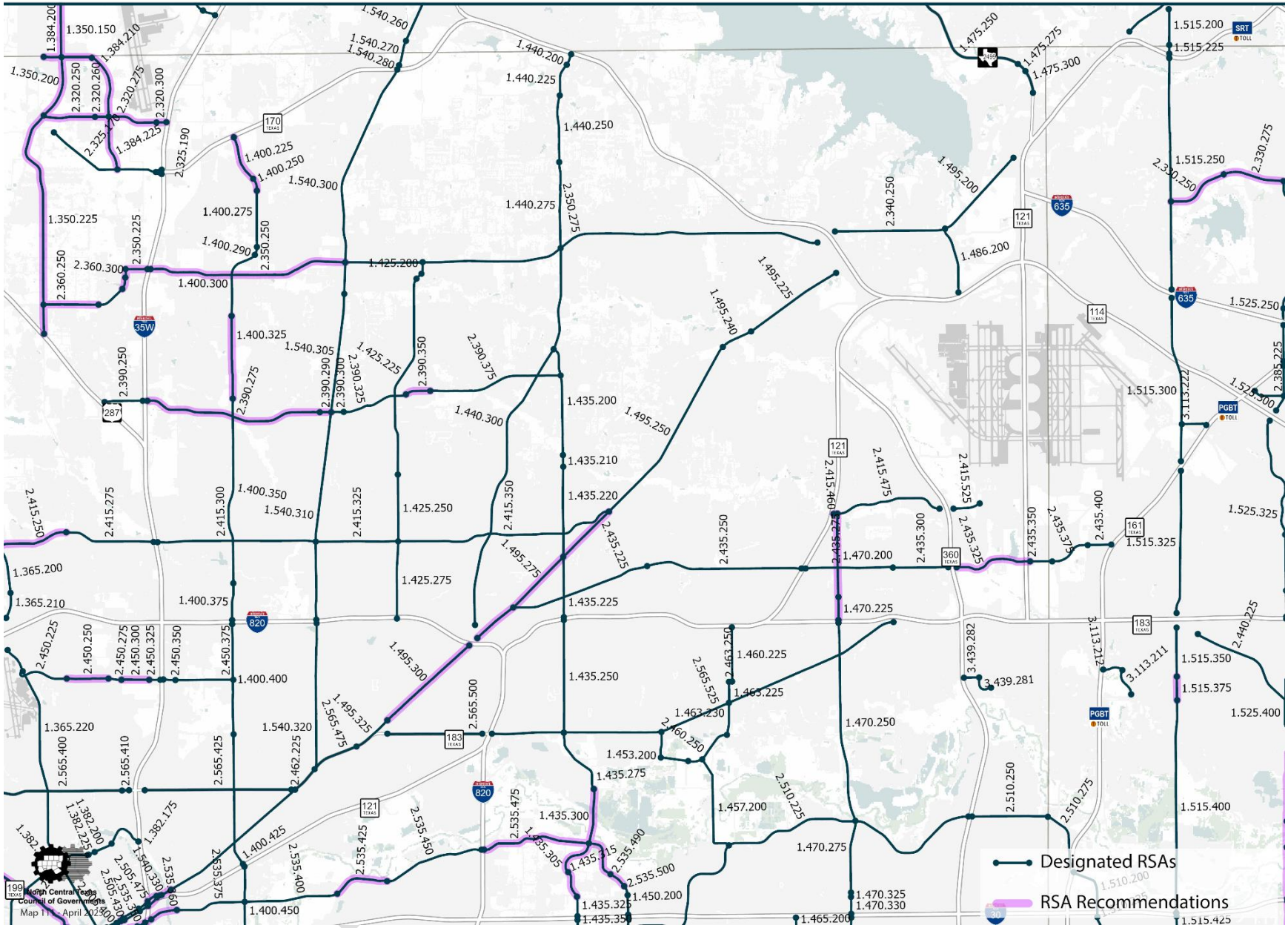

RSAs by County - Tarrant (Northwest)

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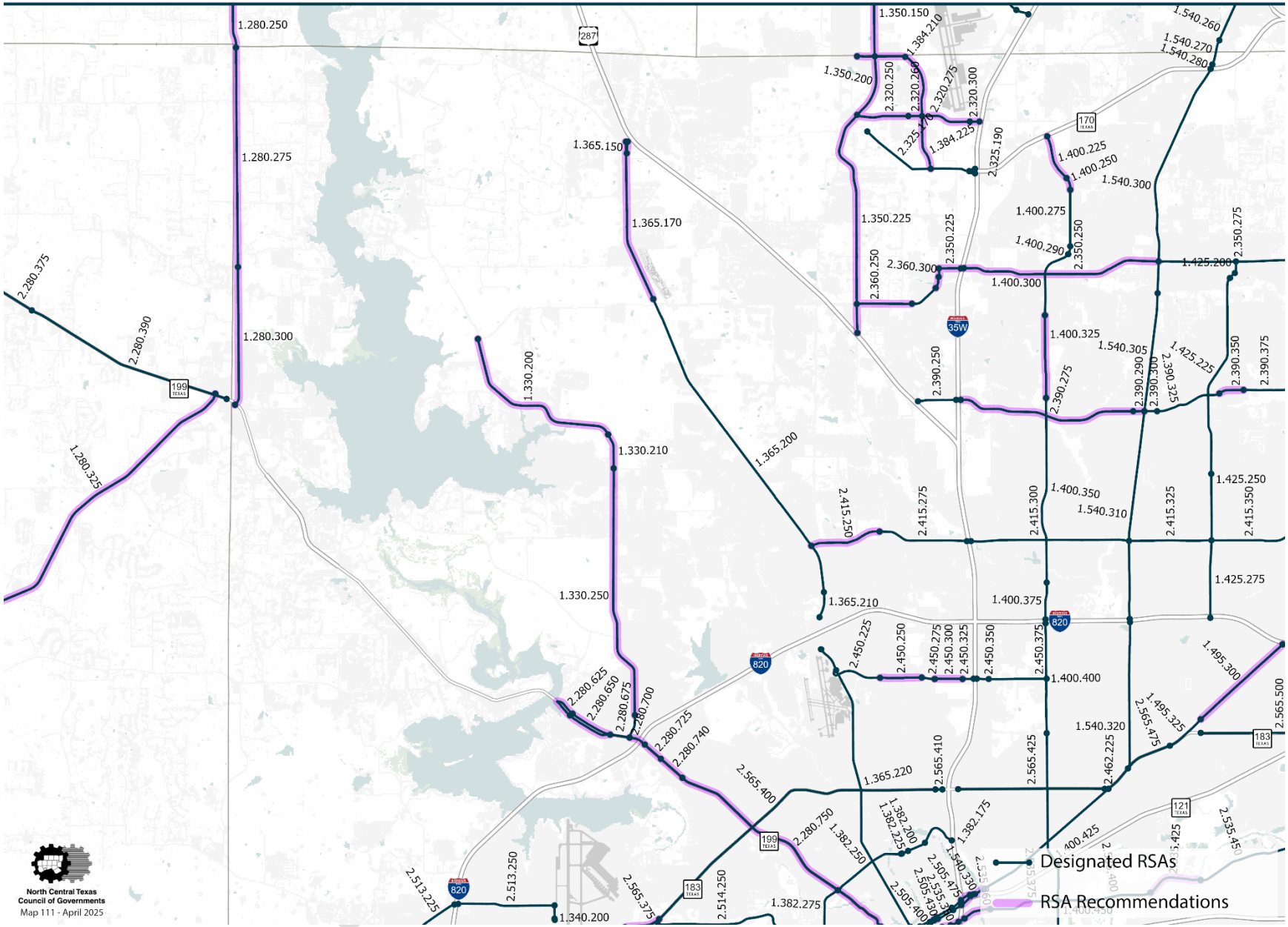

RSAs by County - Tarrant (Southeast)

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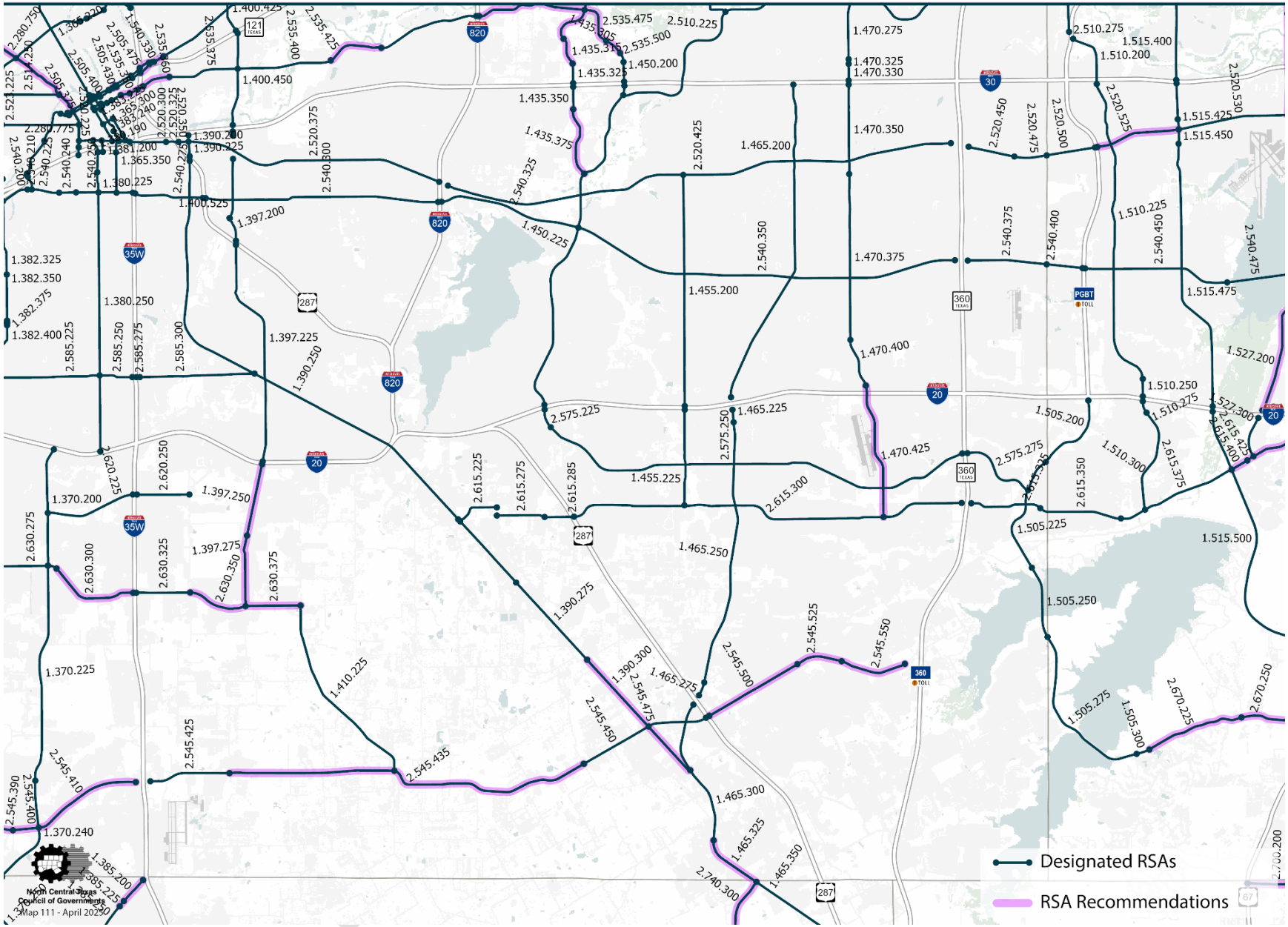

RSAs by County - Tarrant (Southwest)

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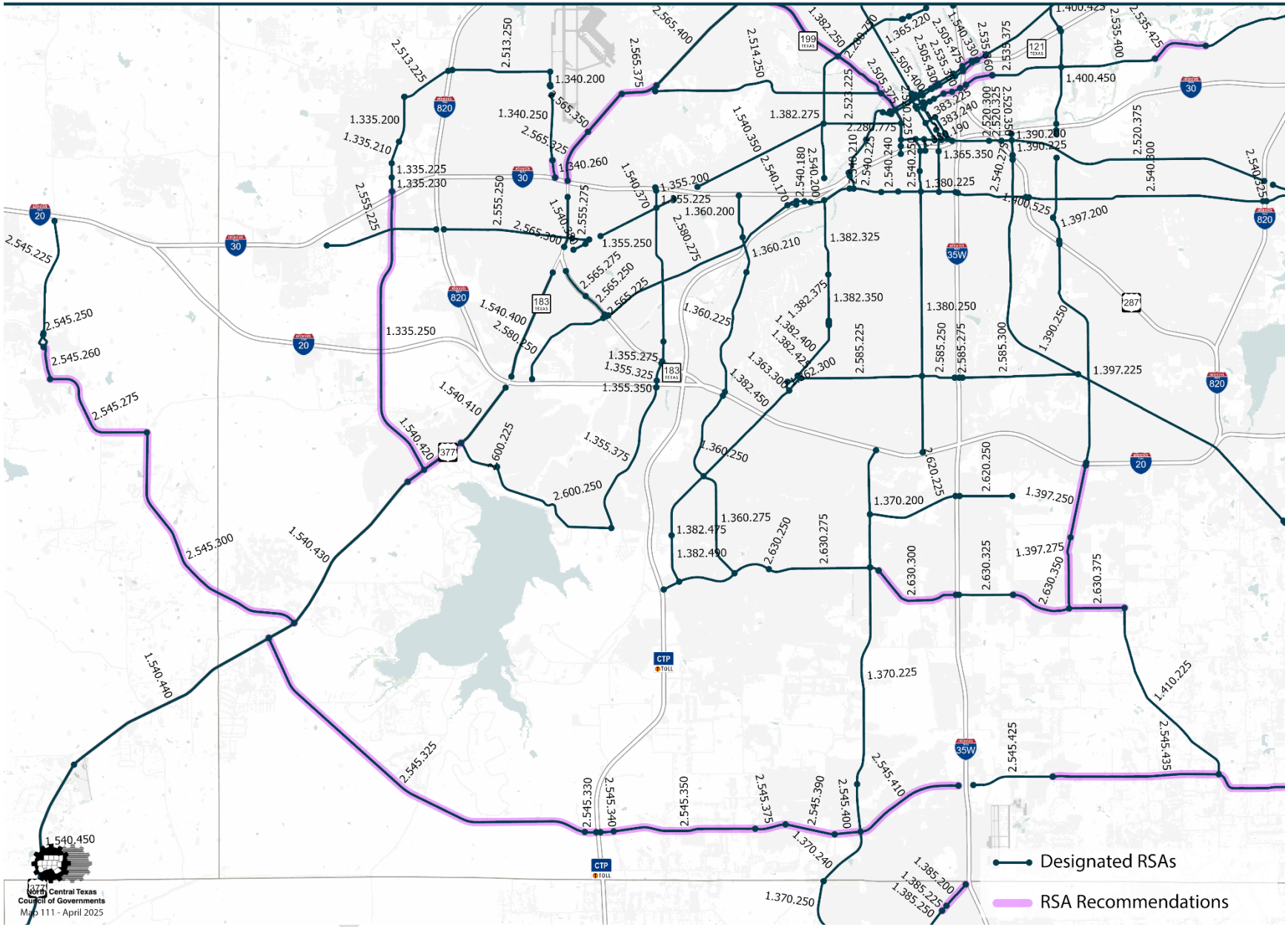

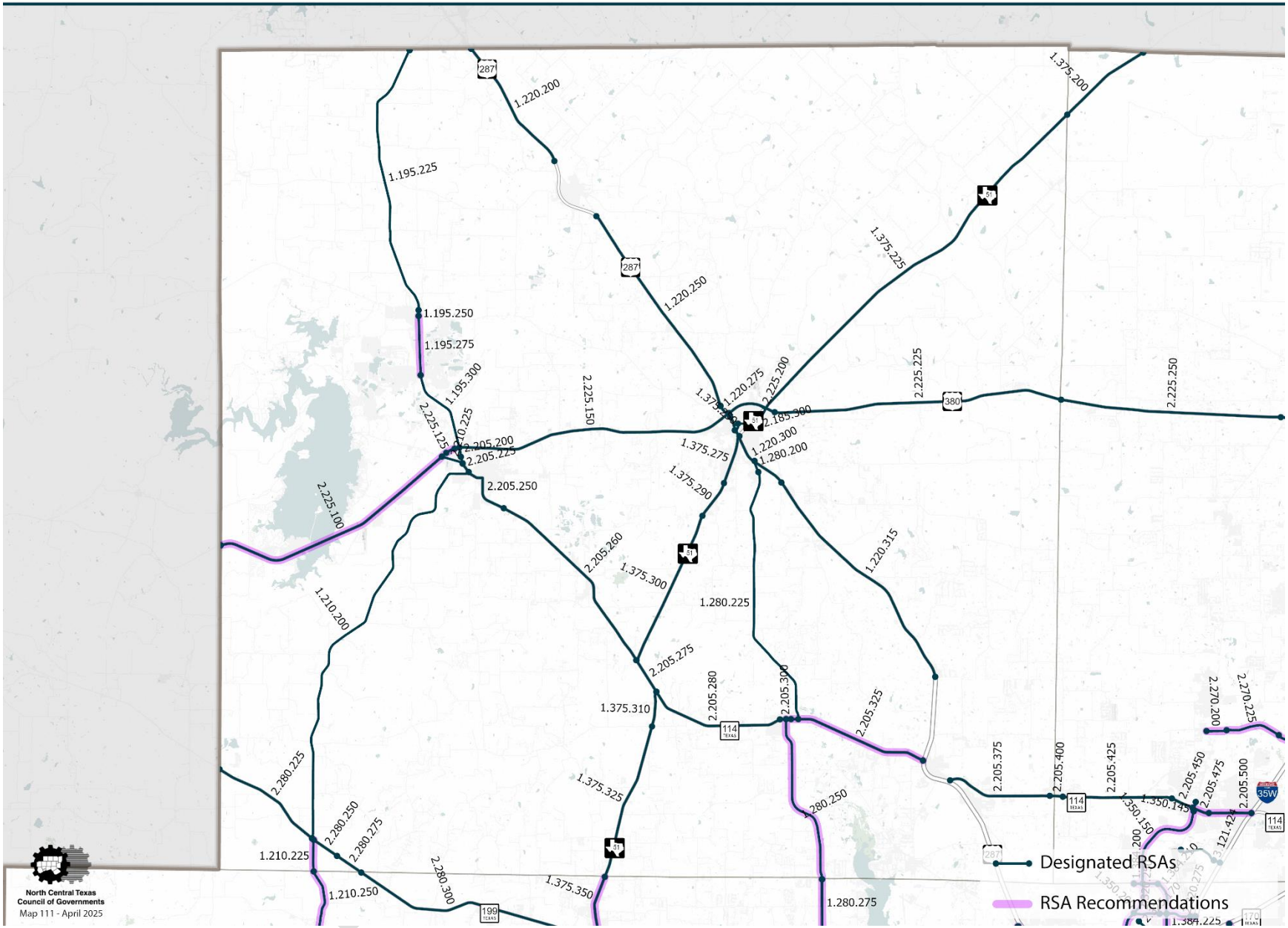
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1.384.225
Designated RSAs
RSA Recommendations
North Central Texas Council of Governments
Map 111 - April 2025

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

April 4, 2025

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
01 - Chisholm Trail Parkway	FT 31.20.3	Chisholm Trail Parkway	FM 1187	US 67	2 (Toll)	4 (Toll)	4 (Toll)	4 (Toll)		$265,000,000
02 - DNT Extension	FT 21.10.1	Dallas North Tollway	CR 60 (Grayson County Line)	FM 428	2 (Frtg-C)	2 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		$1,190,000,000
02 - DNT Extension	FT 21.10.2	Dallas North Tollway	FM 428	US 380	4 (Frtg-C)	6 (Toll), 6/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)	8 (Toll), 6/8 (Frtg-C)		$558,000,000
02 - DNT Extension	FT 21.10.3	Dallas North Tollway	US 380	PGA Parkway	4 (Toll), 6 (Frtg-C)	6 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)	8 (Toll), 6 (Frtg-C)		$121,000,000
03 - IH 20 (Parker County)	FT 30.10.1	IH 20	East of Gilbert Pit Road (Palo Pinto County Line)	Spur 312	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$326,000,000
03 - IH 20 (Parker County)	FT 30.10.2	IH 20	Spur 312	Ric Williamson Memorial Highway	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	$361,000,000
03 - IH 20 (Parker County)	FT 30.10.3	IH 20	Ric Williamson Memorial Highway	SH 171	4 (Frwy), 2/6 (Frtg-D)	4 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/ FT 30.10.2
03 - IH 20 (Parker County)	FT 30.10.4	IH 20	SH 171	US 180	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	$486,000,000
03 - IH 20 (Parker County)	FT 30.10.5	IH 20	US 180	IH 30	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$494,000,000
04 - IH 20 East Tarrant County	FT 9.40.1	SH 360	IH 20	Sublett Road	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/ FT 30.60.2
04 - IH 20 East Tarrant County	FT 30.60.2	IH 20	Park Springs Blvd	Matlock Road	8 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements	$1,020,000,000

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

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

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

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

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

April 4, 2025

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
04 - IH 20 East Tarrant County	FT 30.60.3	IH 20	Matlock Road	SH 360	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements, Bottleneck Removal	w/ FT 30.60.2
04 - IH 20 East Tarrant County	FT 30.70.1	IH 20	SH 360	Great Southwest Parkway	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	w/ FT 30.60.2
05 - IH 20 (Dallas County)	FT 30.70.2	IH 20	Great Southwest Parkway	PGBT WE (SH 161)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	w/ FT 30.60.2
05 - IH 20 (Dallas County)	FT 30.80.1	IH 20	PGBT WE (SH 161)	Robinson Road	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	$100,000,000
05 - IH 20 (Dallas County)	FT 30.80.2	IH 20	Robinson Road	FM 1382	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	Operational Improvements	w/ FT 30.80.1
05 - IH 20 (Dallas County)	FT 30.80.3	IH 20	FM 1382	Spur 408	8 (Frwy)	8 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	w/ FT 30.80.1
06 - IH 30 West Freeway	FT 28.10.3	IH 30	Spur 580/Camp Bowie West Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	$183,000,000
06 - IH 30 West Freeway	FT 28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		$1,650,000,000
07 - IH 30 (East Tarrant County)	FT 28.30.1	IH 30	IH 35W	US 287	6 (Frwy)	6 (Frwy)	8 (Frwy)	8 (Frwy)		w/ FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.30.2	IH 30	US 287	Oakland Blvd	8 (Frwy)	8 (Frwy)	10 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-D)		w/ FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.30.3	IH 30	Oakland Blvd	IH 820	6 (Frwy)	6 (Frwy)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		$3,950,000,000

(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

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

April 4, 2025

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
07 - IH 30 (East Tarrant County)	FT 28.30.5	IH 30	IH 820	Cooks Lane	6 (Frwy)	6 (Frwy)	10 (Frwy) + 4 CD	10 (Frwy) + 4 CD		w/ FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.40.1	IH 30	Cooks Lane	NW Green Oaks Blvd	6 (Frwy)	6 (Frwy)	10 (Frwy) + 4/6 CD	10 (Frwy) + 4/6 CD		w/ FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.40.2	IH 30	NW Green Oaks Blvd	Cooper Street	6 (Frwy)	6 (Frwy)	10 (Frwy) + 4/6 (Frtg-C)	10 (Frwy) + 4/6 (Frtg-C)		w/ FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 28.40.3	IH 30	Cooper Street	Duncan Perry Road	6 (Frwy) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frtg-D)		w/ FT 28.40.4
07 - IH 30 (East Tarrant County)	FT 28.40.4	IH 30	Duncan Perry Road	PGBT WE (SH 161)	6 (Frwy) + 2 (ML/T-R)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frtg-C)		$326,000,000
07 - IH 30 (East Tarrant County)	FT 151.20.2	IH 820	Randol Mill Road	IH 30	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	Operational Improvements	w/ FT 28.30.3
07 - IH 30 (East Tarrant County)	FT 151.30.1	IH 820	IH 30	Meadowbrook Drive	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	Operational Improvements	w/ FT 28.30.3
08 - IH 30 Canyon	FT 28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)	12 (Frwy), 2/6 (Frtg-D)		$738,000,000
08 - IH 30 Canyon	FT 28.60.2	IH 30	Cesar Chavez Blvd	IH 45	7 (Frwy) + 1 (HOV-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frtg-D)		w/ FT 28.60.1
09 - IH 30 East Corridor	FT 28.60.3	IH 30	IH 45	Ferguson Road	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-D)		$1,670,000,000
09 - IH 30 East Corridor	FT 28.70.1	IH 30	Ferguson Road	US 80	8 (Frwy) + 1 (HOV-R), 4/6 (Frtg-D)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	10 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)		w/ FT 28.60.3

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

April 4, 2025

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
09 - IH 30 East Corridor	FT 28.70.2	IH 30	US 80	Motley Drive	6 (Frwy) + 1 (HOV-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	6 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		w/ FT 28.60.3
09 - IH 30 East Corridor	FT 28.70.3	IH 30	Motley Drive	IH 635	6 (Frwy) + 1 (HOV-R), 4 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 1 (ML/T-R), 4/6 (Frtg-C)		w/ FT 28.60.3
09 - IH 30 East Corridor	FT 28.70.5	IH 30	IH 635	Bobtown Road	8 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		$478,000,000
10 - IH 30 (Rockwall County)	FT 28.90.1	IH 30	Dalrock Road (Dallas County Line)	SH 205	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$399,000,000
10 - IH 30 (Rockwall County)	FT 28.90.2	IH 30	SH 205	West of FM 2642 (Hunt County Line)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 28.90.1
11 - IH 30 (Hunt County)	FT 28.100.1	IH 30	West of FM 2642 (Hunt County Line)	SH 34	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$485,000,000
11 - IH 30 (Hunt County)	FT 28.100.2	IH 30	SH 34	Spur 302	4 (Frwy), 6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		$89,400,000
11 - IH 30 (Hunt County)	FT 28.100.3	IH 30	Spur 302	East of CR 3203 (Hopkins County Line)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)		$100,000,000
12 - IH 345	FT 25.10.1	IH 345	US 75/Woodall Rodgers Frwy/Spur 366	IH 30/IH 45	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 2/6 (Frtg-D)		$2,220,000,000
13 - IH 35	FT 3.10.1	IH 35	North of Chisam Road (Cooke/Denton County Line)	FM 156	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,670,000,000
13 - IH 35	FT 3.20.1	IH 35	FM 156	State Loop 288 (North of Denton)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 3.10.1

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

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13 - IH 35	FT 3.20.2	IH 35	State Loop 288 (North of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 3.10.1
13 - IH 35	FT 3.20.3	IH 35	US 380	IH 35W/IH 35E	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)	10 (Frwy), 4/8 (Frtg-C)		w/ FT 3.10.1
14 - IH 35E (North)	FT 7.10.1	IH 35E	IH 35/IH 35W	US 377 (South of Denton)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		$382,000,000
14 - IH 35E (North)	FT 7.10.2	IH 35E	US 377 (South of Denton)	US 77	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/8 (Frtg-C)		w/ FT 7.10.1
14 - IH 35E (North)	FT 7.10.3	IH 35E	US 77	State Loop 288	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		w/ FT 7.10.1
14 - IH 35E (North)	FT 7.10.4	IH 35E	State Loop 288	Corinth Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		w/ FT 7.10.1
14 - IH 35E (North)	FT 7.10.5	IH 35E	Corinth Parkway	FM 407	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		w/ FT 7.10.1
14 - IH 35E (North)	FT 7.10.6	IH 35E	FM 407	SRT (SH 121)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-R), 2/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-C)		w/ FT 7.10.1
14 - IH 35E (North)	FT 7.20.1	IH 35E	SRT (SH 121)	PGBT	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 2 (ML/T-R) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 4 (ML/T-C) + 8 CD, 2/6 (Frtg-C)		w/ FT 7.10.1
14 - IH 35E (North)	FT 7.30.1	IH 35E	PGBT	IH 635	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 2/8 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 2/8 (Frtg-D)		w/ FT 7.10.1
15 - IH 35E (Stemmons)	FT 7.50.1	IH 35E	State Loop 12	Spur 482/Storey Lane	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 2/3 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)		$594,000,000

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15 - IH 35E (Stemmons)	FT 17.10.1	State Loop 12	IH 35E	SH 183	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		w/ FT 7.50.1
16 - IH 35E (Lower Stemmons)	FT 7.50.2	IH 35E	Spur 482/Storey Lane	SH 183/Mockingbird Lane	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		w/ FT 7.60.1
16 - IH 35E (Lower Stemmons)	FT 7.60.1	IH 35E	SH 183/Mockingbird Lane	Inwood Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) 5 CD, 4/6 (Frtg-C)	11 (Frwy) + 5 CD, 4/6 (Frtg-C)		$2,000,000,000
16 - IH 35E (Lower Stemmons)	FT 7.60.2	IH 35E	Inwood Blvd	Medical District Drive	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)		w/ FT 7.60.1
16 - IH 35E (Lower Stemmons)	FT 7.60.4	IH 35E	Medical District Drive	Market Center Blvd	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)	11 (Frwy) + 2 CD, 4/6 (Frtg-C)		w/ FT 7.60.1
16 - IH 35E (Lower Stemmons)	FT 7.60.5	IH 35E	Market Center Blvd	Oak Lawn Avenue	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)	12 (Frwy), 4/6 (Frtg-C)		w/ FT 7.60.1
17 - IH 35E (Lowest Stemmons)	FT 7.60.6	IH 35E	Oak Lawn Avenue	Woodall Rodgers Freeway/ Spur 366	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	10 (Frwy) + 4 CD, 2/3 SB (Frtg-D)	11 (Frwy) + 4 CD, 4/6 (Frtg-D)	11 (Frwy) + 4 CD, 4/6 (Frtg-D)		$173,000,000
17 - IH 35E (Lowest Stemmons)	FT 7.70.1	IH 35E	Woodall Rodgers Freeway/Spur 366	IH 30	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/3 CD, 2/6 (Frtg-D)	10 (Frwy) + 2/4 CD, 2/6 (Frtg-D)		w/ FT 7.60.6
18 - IH 35W (North)	FT 5.10.1	IH 35W	IH 35W/IH 35E	State Loop 288/FM 2499 (South of Denton)	4 (Frwy), 2 SB (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/ FT 5.10.2
18 - IH 35W (North)	FT 5.10.2	IH 35W	State Loop 288/FM 2449 (South of Denton)	SH 114	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$685,000,000
18 - IH 35W (North)	FT 5.20.1	IH 35W	SH 114	Eagle Parkway	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 5.10.2

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19 - IH 35W (South)	FT 5.80.1	IH 35W	IH 20	Everman Parkway	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)	11 (Frwy), 4/6 (Frtg-C)		$1,210,000,000
19 - IH 35W (South)	FT 5.80.2	IH 35W	Everman Parkway	SH 174 (Tarrant County Line)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 2 NB CD, 4/8 (Frtg-C)	10 (Frwy) + 2 NB CD, 4/8 (Frtg-C)		w/ FT 5.80.1
19 - IH 35W (South)	FT 5.90.1	IH 35W	SH 174 (Tarrant County Line)	Hidden Creek Pkwy	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,360,000,000
19 - IH 35W (South)	FT 5.90.2	IH 35W	Hidden Creek Parkway	FM 917	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 5.90.1
19 - IH 35W (South)	FT 5.100.1	IH 35W	FM 917	CR 401	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 2/6 (Frtg-C)		w/ FT 5.90.1
20 - IH 820 (Northwest)	FT 14.20.8	SH 199	Azle Avenue	IH 820	4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/ FT 153.20.4
20 - IH 820 (Northwest)	FT 153.20.1	IH 820	IH 30	Las Vegas Trail	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		$618,000,000
20 - IH 820 (Northwest)	FT 153.20.2	IH 820	Las Vegas Trail	Navajo Trail	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		w/ FT 153.20.1
20 - IH 820 (Northwest)	FT 153.20.3	IH 820	Navajo Trail	Marine Creek Parkway	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy) + 4 CD, 4/6 (Frtg-D)	10 (Frwy) + 4 CD, 4/6 (Frtg-D)	10 (Frwy) + 4 CD, 4/6 (Frtg-D)		$1,610,000,000
20 - IH 820 (Northwest)	FT 153.20.4	IH 820	Marine Creek Parkway	IH 35W	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		$989,000,000
21 - North Tarrant Express (3)	FT 5.20.2	IH 35W	Eagle Parkway	US 81/287	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		$368,000,000

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21 - North Tarrant Express (3)	FT 5.40.1	IH 35W	US 81/287	Basswood Blvd	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		$170,000,000
21 - North Tarrant Express (3)	FT 5.40.2	IH 35W	Basswood Blvd	IH 820	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		w/ FT 5.40.1
21 - North Tarrant Express (3)	FT 5.50.1	IH 35W	IH 820	SH 183	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	4 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)		w/ FT 5.60.1
21 - North Tarrant Express (3)	FT 5.50.2	IH 35W	SH 183	SH 121	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		w/ FT 5.60.1
21 - North Tarrant Express (3)	FT 5.60.1	IH 35W	SH 121	IH 30	8 (Frwy) + 2 (ML/T-C), 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 1/2 NB (Frtg-D)	8 (Frwy) + 2 (ML/T-C) + 8 CD, 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C) + 8 CD, 4/6 (Frtg-D)		$1,980,000,000
22 - North Tarrant Express (1 & 2)	FT 11.90.1	SH 121/SH 183	IH 820	SH 183	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 6 (ML/T-C), 4/8 (Frtg-C)		$93,800,000
22 - North Tarrant Express (1 & 2)	FT 22.10.1	SH 183	SH 121	FM 157	6 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 6 (ML/T-C), 4/6 (Frtg-C)		w/ FT 22.10.2
22 - North Tarrant Express (1 & 2)	FT 22.10.2	SH 183	FM 157	SH 360	6 (Frwy) + 3 (ML/T-C), 2/6 (Frtg-D)	8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 6/8 (ML/T-C), 4/6 (Frtg-D)		$1,190,000,000
22 - North Tarrant Express (1 & 2)	FT 22.20.1	SH 183	SH 360	President George Bush Turnpike	7 (Frwy) + 2 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)	8 (Frwy) + 6 (ML/T-C) + 4 CD, 4/6 (Frtg-D)		w/ FT 22.10.2
22 - North Tarrant Express (1 & 2)	FT 150.20.1	IH 820	IH 35W	US 377	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-C)		$83,000,000
22 - North Tarrant Express (1 & 2)	FT 150.20.2	IH 820	US 377	SH 121/SH 183 Interchange	4 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)	6 (Frwy) + 4 (ML/T-C), 4/8 (Frtg-D)		w/ FT 150.20.1

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23 - Midtown Express	FT 22.30.1	SH 183	PGBT WE (SH 161)	SH 356/Belt Line Road	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	$729,000,000
23 - Midtown Express	FT 22.30.2	SH 183	SH 356/Belt Line Road	State Loop 12	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	6 (Frwy) + 2/4 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	8 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		$364,000,000
23 - Midtown Express	FT 22.40.2	SH 183	SH 114	Empire Central	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-D)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)	10 (Frwy) + 4 (ML/T-C), 4/6 (Frtg-C)		w/ FT 7.60.1
23 - Midtown Express	FT 22.40.3	SH 183	Empire Central	IH 35E	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 4 CD, 4/6 (Frtg-C)	6 (Frwy) + 4 CD, 4/6 (Frtg-C)		w/ FT 7.60.1
24 - Outer Loop (North)	FT 110.10.1	Denton County Loop (Greenbelt Parkway)	IH 35	Dallas North Tollway		2 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$2,250,000,000
24 - Outer Loop (North)	FT 110.20.1	Collin County Loop	Dallas North Tollway	SH 289/Preston Road	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		$2,550,000,000
24 - Outer Loop (North)	FT 110.25.1	Collin County Loop	SH 289/Preston Road	US 75	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/ FT 110.20.1
24 - Outer Loop (North)	FT 110.30.1	Collin County Loop	US 75	SH 121	2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		w/ FT 110.20.1
25 - Outer Loop (East)	FT 110.30.5	Collin County Loop	CR 655	US 380/FM 547		2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)		w/ FT 111.10.1
25 - Outer Loop (East)	FT 111.10.1	Collin County Loop	US 380/FM 547	CR 637			4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		$2,690,000,000
25 - Outer Loop (East)	FT 111.10.2	Collin County Loop	CR 637	FM 2755/CR 588 Birch Street		4 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		w/ FT 111.10.1

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

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25 - Outer Loop (East)	FT 111.10.3	Rockwall County Loop	FM 2755/CR 588 Birch Street	IH 30		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$1,620,000,000
25 - Outer Loop (East)	FT 111.20.1	Rockwall County Loop	IH 30	SH 205		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		w/ FT 111.10.3
25 - Outer Loop (East)	FT 111.30.1	Kaufman County Loop	SH 205	IH 20		2 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$1,890,000,000
26 - PGBT (Northeast)	FT 121.10.3	PGBT	SH 78	IH 30	6 (Toll), 4/6 (Frtg-D)	6 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/6 (Frtg-D)	8 (Toll), 4/6 (Frtg-D)		$170,000,000
27 - PGBT (East Branch)	FT 39.10.1	PGBT	IH 30/PGBT	IH 20		6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)	6 (Toll), 4 (Frtg-D)		$2,060,000,000
28 - SE Dallas Y-Connector	FT 30.80.12	IH 20	St Augustine Drive	US 175	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/ FT 30.90.1
28 - SE Dallas Y-Connector	FT 30.90.1	IH 20	US 175	IH 635	8 (Frwy)	8 (Frwy)	8 (Frwy)	10 (Frwy) + 6 CD, 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	$3,730,000,000
28 - SE Dallas Y-Connector	FT 30.90.2	IH 20	IH 635	Seagoville Road	6 (Frwy)	6 (Frwy)	6 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/ FT 30.90.1
28 - SE Dallas Y-Connector	FT 36.10.3	US 175	Prairie Creek Road	IH 20	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	7 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/ FT 30.90.1
28 - SE Dallas Y-Connector	FT 36.20.1	US 175	IH 20	Belt Line Road	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	7 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/ FT 30.90.1
28 - SE Dallas Y-Connector	FT 131.20.2	IH 635	US 80	IH 20	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements	w/ FT 30.90.1

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29 - SH 114 (Denton County)	FT 12.20.3	SH 114	FM 156	Double Eagle Blvd	4 (Frtg-C)	4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		$247,000,000
29 - SH 114 (Denton County)	FT 12.20.4	SH 114	Double Eagle Blvd	IH 35W	6 (Frtg-C)	6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 12.20.3
29 - SH 114 (Denton County)	FT 12.30.2	SH 114	East of US 377	Trophy Lake Drive	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		$30,000,000
30 - SH 114 (Tarrant County)	FT 12.30.3	SH 114	Trophy Lake Drive	Kirkwood Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/ FT 12.30.4
30 - SH 114 (Tarrant County)	FT 12.30.4	SH 114	Kirkwood Blvd	Park Blvd	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		$182,000,000
31 - SH 161/SH 360 Toll Connector	FT 41.10.1	SH 360/SH 161 Connector	PGBT WE (SH 161)	SH 360/Sublett Road		4 CD (Toll)	4 CD (Toll)	4 CD (Toll)		$417,000,000
32 - SH 170	FT 10.20.1	SH 170	IH 35W	Roanoke Road	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		$124,000,000
32 - SH 170	FT 10.30.1	SH 170	Roanoke Road	SH 114	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)	4 (Frwy) + 2 (ML/T-C), 4/6 (Frtg-C)		w/ FT 10.20.1
33 - SH 360 (North)	FT 9.10.2	SH 360	Stone Myers Parkway/SH 121	Mid Cities Blvd	4 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements, Bottleneck Removal	$217,000,000
33 - SH 360 (North)	FT 9.10.3	SH 360	Mid Cities Blvd	SH 183	6 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/ FT 9.10.2
33 - SH 360 (North)	FT 9.20.1	SH 360	SH 183	Trinity Blvd	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 6 CD, 4/6 (Frtg-C)	6 (Frwy) + 6 CD, 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	$470,000,000

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33 - SH 360 (North)	FT 9.20.2	SH 360	Trinity Blvd	Brown Blvd/Avenue K Parkway	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/ FT 9.20.1
33 - SH 360 (North)	FT 9.20.3	SH 360	Brown Blvd/Avenue K Parkway	IH 30	6 (Frwy), 6 (Frtg-C)	6 (Frwy), 6 (Frtg-C)	6 (Frwy), 6 (Frtg-C)	8 (Frwy), 6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	w/ FT 9.20.1
33 - SH 360 (North)	FT 9.20.4	SH 360	IH 30	Abram Street	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		$121,000,000
34 - SH 360 Toll Road	FT 9.40.2	SH 360	Sublett Road	Debbie Lane	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		$433,000,000
34 - SH 360 Toll Road	FT 9.40.3	SH 360	Debbie Lane	Broad Street	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		w/ FT 9.40.2
34 - SH 360 Toll Road	FT 9.40.4	SH 360	Broad Street	Heritage Parkway	4 (Toll), 4/6 (Frtg-C)	4 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		w/ FT 9.40.2
34 - SH 360 Toll Road	FT 9.40.5	SH 360	Heritage Parkway	US 287	4 (Toll), 4 (Frtg-C)	4 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)	6 (Toll), 4 (Frtg-C)		w/ FT 9.40.2
35 - SH 360 Toll Road Extension	FT 9.50.1	SH 360	US 287	US 67		4 (Frtg-C)	4 (Frtg-C)	6 (Toll), 4/6 (Frtg-C)		$293,000,000
36 - Southeast Connector (Tarrant)	FT 1.50.3	US 287	Berry Street	Village Creek	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	Operational Improvements	w/ FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 1.50.4	US 287	Village Creek	IH 820 (US 287)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$626,000,000
36 - Southeast Connector (Tarrant)	FT 1.60.1	US 287	IH 20	Sublett Road	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/ FT 1.50.4

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36 - Southeast Connector (Tarrant)	FT 30.40.2	IH 20	Forest Hill Drive	IH 820	8 (Frwy), 4/6 (Frtg-D)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)		w/ FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 30.50.1	IH 20	IH 820	US 287	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 8 CD, 4 (Frtg-C)	10 (Frwy) + 8 CD, 4 (Frtg-C)	10 (Frwy) + 8 CD, 4 (Frtg-C)		w/ FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 30.60.1	IH 20	US 287	Park Springs Blvd	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)		$209,000,000
36 - Southeast Connector (Tarrant)	FT 151.30.2	IH 820	Meadowbrook Drive	US 287	4 (Frwy) + 4 CD, 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/ FT 1.50.4
36 - Southeast Connector (Tarrant)	FT 151.40.1	IH 820	US 287	IH 20	8 (Frwy), 4 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)		w/ FT 1.50.4
37 - Spur 399	FT 4.10.1	Spur 399	US 75	SH 5	4 (Frwy), 4/8 (Frtg-D)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)	8 (Frwy), 4/8 (Frtg-C)		$57,800,000
37 - Spur 399	FT 4.15.1	Spur 399 Extension	SH 5	Stewart Road		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$105,000,000
37 - Spur 399	FT 4.20.1	Spur 399 Extension	Stewart Road	US 380		8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		$1,300,000,000
38 - State Loop 12	FT 17.20.1	State Loop 12	SH 183	SH 356	6 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		$1,500,000,000
38 - State Loop 12	FT 17.20.2	State Loop 12	SH 356	IH 30	8 (Frwy), 4 (Frtg-D)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		w/ FT 17.20.1
38 - State Loop 12	FT 17.30.1	State Loop 12	IH 30	Spur 408	8 (Frwy), 4 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		w/ FT 17.20.1

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38 - State Loop 12	FT 28.50.3	IH 30	State Loop 12	Cockrell Hill Avenue	8 (Frwy) + 2 (ML/T-R), 6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)	8 (Frwy) + 2 (ML/T-R), 4/6 (Frtg-D)		w/ FT 17.20.1
39 - State Loop 288 (East)	FT 100.20.1	State Loop 288	IH 35	East of FM 428	4 (Frtg-C)	4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$378,000,000
39 - State Loop 288 (East)	FT 100.20.2	State Loop 288	East of FM 428	Kings Row			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$171,000,000
39 - State Loop 288 (East)	FT 100.20.3	Spur 288	Kings Row	US 380			6 (Frwy)	6 (Frwy)		$271,000,000
40 - State Loop 288 (West)	FT 100.10.1	State Loop 288	IH 35 (North of Denton)	US 380 (West of Denton)		2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)		$163,000,000
40 - State Loop 288 (West)	FT 103.10.1	State Loop 288	John Paine Road	US 380 (West of Denton)		2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)		$160,000,000
40 - State Loop 288 (West)	FT 103.10.2	State Loop 288	IH 35W (South of Denton)	John Paine Road	2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)	4 (Frtg-C)		$32,600,000
41 - State Loop 9	FT 6.20.1	State Loop 9	US 67	IH 35E		2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		$1,290,000,000
41 - State Loop 9	FT 6.30.1	State Loop 9	IH 35E	IH 45	2 (Frtg-C)	2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		w/ FT 6.20.1
41 - State Loop 9	FT 6.40.1	State Loop 9	IH 45	US 175			2 (Frtg-C)	6 (Frtg-C)		w/ FT 6.20.1
41 - State Loop 9	FT 6.50.1	State Loop 9	US 175	IH 20			2 (Frtg-C)	6 (Frtg-C)		w/ FT 6.20.1

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42 - US 175 (Dallas County)	FT 36.10.1	US 175	SH 310	Lake June Road	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	Operational Improvements	$303,000,000
43 - US 175 (Kaufman County)	FT 36.30.1	US 175	State Loop 9 (Dallas County Line)	FM 148	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	$2,970,000,000
43 - US 175 (Kaufman County)	FT 36.30.2	US 175	FM 148	CR 4106	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/ FT 36.30.1
43 - US 175 (Kaufman County)	FT 36.30.3	US 175	CR 4106	FM 1390	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/ FT 36.30.1
43 - US 175 (Kaufman County)	FT 36.30.4	US 175	FM 1390	SH 34	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	4 (Frwy), 2/4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements	w/ FT 36.30.1
44 - US 287 (North)	FT 1.40.1	US 287	South of Ramhorn Hill Road (Wise County Line)	South of Avondale Haslet Road	4 (Rural), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	$179,000,000
44 - US 287 (North)	FT 1.40.2	US 287	Sout of Avondale Haslet Road	IH 35W	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	6 (Frwy), 4/8 (Frtg-C)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal	$1,280,000,000
45 - US 287 (South)	FT 1.80.2	US 287	St Paul Road	Prairie Ridge Blvd		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$239,000,000
45 - US 287 (South)	FT 1.90.1	US 287	Prairie Ridge Blvd	Old Fort Worth Road		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$170,000,000
45 - US 287 (South)	FT 1.100.2	US 287	Midlothian Parkway	BU 287 (West of Waxahachie)		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$451,000,000
45 - US 287 (South)	FT 1.110.2	US 287	FM 878/Wyatt Street	BU 287 (East of Waxahachie)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$245,000,000

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

NB, SB, EB, WB: Directional Lames; 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

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

April 4, 2025

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
45 - US 287 (South)	FT 1.110.3	US 287	BU 287 (East of Waxahachie)	0.3 Miles West of Old Boyce Road			4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)		$66,500,000
45 - US 287 (South)	FT 1.110.4	US 287	0.3 Miles West of Old Boyce Road	0.3 Miles East of Cooke Road		4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		$139,000,000
45 - US 287 (South)	FT 1.110.5	US 287	0.3 Miles East of Cooke Road	BU 287 (West Ennis)				4 (Frwy), 4 (Frtg-C)		$88,200,000
46 - US 380 Freeway	FT 2.40.5	US 380	Teel Parkway/ Championship Drive	Legacy Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 2.50.1
46 - US 380 Freeway	FT 2.50.1	US 380	Legacy Drive	SH 289			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,090,000,000
46 - US 380 Freeway	FT 2.50.2	US 380	SH 289	Lakewood Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$398,000,000
46 - US 380 Freeway	FT 2.80.1	US 380 McKinney Bypass	Lakewood Drive	University Drive (West of McKinney)		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$729,000,000
46 - US 380 Freeway	FT 2.90.1	US 380 McKinney Bypass	University Drive (West of McKinney)	US 75		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$1,570,000,000
46 - US 380 Freeway	FT 2.100.1	US 380 McKinney Bypass	US 75	Future SS 399 Extension/University Drive		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$1,800,000,000
46 - US 380 Freeway	FT 2.110.1	US 380	Future SS 399 Extension/University Drive	West of CR 337		10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		$230,000,000
46 - US 380 Freeway	FT 2.110.2	US 380	West of CR 337	East of CR 406		10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		$658,000,000

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

April 4, 2025

FT Corridor	MTP ID	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Asset Optimization Description	Total Project Cost (YOE)
46 - US 380 Freeway	FT 2.120.1	US 380 Princeton Bypass	East of CR 406	Princeton Drive (East of Princeton)		8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)		$658,000,000
46 - US 380 Freeway	FT 2.130.1	US 380	Princeton Drive (East of Princeton)	CR 560		8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		$941,000,000
46 - US 380 Freeway	FT 2.140.1	US 380 Farmersville Bypass	CR 560	West of CR 698/CR 699/Audie Murphy			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 2.130.1
46 - US 380 Freeway	FT 2.140.2	US 380 Farmersville Bypass	West of CR 698/CR 699/Audie Murphy	East of CR 698/CR 699/Audie Murphy (Hunt CL)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		w/ FT 2.130.1
47 - US 75 (North)	FT 23.20.1	US 75	Melissa Road	SH 121 (N)	6 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)	8 (Frwy), 2/6 (Frtg-C)		$202,000,000
48 - US 80	FT 32.10.1	US 80	IH 30	IH 635	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,670,000,000
48 - US 80	FT 32.10.2	US 80	IH 635	Belt Line Road	4 (Frwy), 4 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		w/ FT 32.10.1
48 - US 80	FT 32.10.3	US 80	Belt Line Road	FM 460	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		w/ FT 32.10.1
48 - US 80	FT 32.10.4	US 80	FM 460	FM 548	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/ FT 32.10.1
48 - US 80	FT 32.10.5	US 80	FM 548	Spur 557	4 (Frwy), 2/6 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		w/ FT 32.10.1
48 - US 80	FT 34.10.1	Spur 557	US 80	IH 20	4 (Frwy), 2/4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		w/ FT 32.10.1

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Asset Optimization Summary

April 4, 2025

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

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Asset Optimization Summary

April 4, 2025

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
06 - IH 30 West Freeway	FT 28.20.4	IH 30	Henderson Street	IH 35W	Safety Improvements
07 - IH 35E (Ellis County)	FT 7.100.4	IH 35E	State Loop 9 (Dallas County Line)	US 77 (North of Waxahachie)	Operational Improvements
07 - IH 35E (Ellis County)	FT 7.100.5	IH 35E	US 77 (North of Waxahachie)	Bigham Road (US 77 South)	Operational Improvements, Bottleneck Removal
08 - IH 35W (Tarrant County)	FT 5.70.1	IH 35W	IH 30	Berry Street	Safety Improvements
08 - IH 35W (Tarrant County)	FT 5.70.2	IH 35W	Berry Street	IH 20	Safety Improvements
09 - IH 35W (South)	FT 5.100.2	IH 35W	CR 401	FM 2258	Operational Improvements
10 - IH 45 (Dallas County)	FT 27.20.1	IH 45	US 175	IH 20	Safety Improvements
10 - IH 45 (Dallas County)	FT 27.30.1	IH 45	IH 20	Pleasant Run Road	Operational Improvements, Bottleneck Removal
10 - IH 45 (Dallas County)	FT 27.30.2	IH 45	Pleasant Run Road	State Loop 9	Operational Improvements, Bottleneck Removal
10 - IH 45 (Dallas County)	FT 27.40.1	IH 45	State Loop 9	South of Malloy Bridge Road (Ellis County Line)	Operational Improvements, Bottleneck Removal
11 - IH 45 (Ellis County)	FT 27.40.2	IH 45	South of Malloy Bridge Road (Dallas County Line)	BU 45	Operational Improvements
11 - IH 45 (Ellis County)	FT 27.40.3	IH 45	BU 45	SH 34	Operational Improvements
11 - IH 45 (Ellis County)	FT 27.40.4	IH 45	SH 34	US 287	Operational Improvements, Bottleneck Removal
12 - IH 635 (West)	FT 130.10.2	IH 635	Royal Ln	Belt Line Road	Operational Improvements
12 - IH 635 (West)	FT 130.10.3	IH 635	Belt Line Road	PGBT	Operational Improvements, Bottleneck Removal
12 - IH 635 (West)	FT 130.20.1	IH 635	PGBT	West of Luna Road	Operational Improvements, Bottleneck Removal
12 - IH 635 (West)	FT 130.20.2	IH 635	West of Luna Road	IH 35E	Operational Improvements, Bottleneck Removal
12 - IH 635 (West)	FT 130.30.1	IH 635	IH 35E	Webb Chapel Road	Operational Improvements, Bottleneck Removal
13 - IH 820 (West)	FT 153.10.1	IH 820	IH 20	Chapin Road	Operational Improvements
13 - IH 820 (West)	FT 153.10.2	IH 820	Chapin Road	IH 30	Operational Improvements
14 - SH 121 (Tarrant County)	FT 11.100.2	SH 121	Handley-Ederville Road	Beach Street	Operational Improvements
14 - SH 121 (Tarrant County)	FT 11.100.3	SH 121	Beach Street	IH 35W	Operational Improvements, Bottleneck Removal
15 - Southern Gateway	FT 7.90.2	IH 35E	Ann Arbor Avenue	IH 20	Operational Improvements
16 - Spur 408	FT 19.10.1	Spur 408	State Loop 12	IH 20	Operational Improvements, Bottleneck Removal
17 - US 175 (Dallas County)	FT 36.10.2	US 175	Lake June Road	Prairie Creek Road	Operational Improvements
17 - US 175 (Dallas County)	FT 36.20.2	US 175	Belt Line Road	State Loop 9 (Kaufman County Line)	Operational Improvements, Bottleneck Removal
18 - US 175 (Kaufman County)	FT 36.30.5	US 175	SH 34	FM 2860	Operational Improvements
18 - US 175 (Kaufman County)	FT 36.30.6	US 175	FM 2860	North of Mason Street/ Henderson County Line	Operational Improvements

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Asset Optimization Summary

April 4, 2025

AO Corridor	MTP ID	Facility	From	To	Asset Optimization Description
19 - US 287 (North)	FT 1.10.4	US 287	BU 81/Future FM 1810	US 380	Operational Improvements
19 - US 287 (North)	FT 1.20.1	US 287	US 380	BU 81	Operational Improvements
19 - US 287 (North)	FT 1.20.2	US 287	BU 81	FM 407	Addition of Frontage Roads, Operational Improvements
19 - US 287 (North)	FT 1.20.3	US 287	FM 407	North of Pioneer Road	Operational Improvements
19 - US 287 (North)	FT 1.30.1	US 287	North of Pioneer Road	Ramhorn Hill Road (North of Avondale)	Addition of Frontage Roads, Operational Improvements, Bottleneck Removal
19 - US 287 (North)	FT 1.30.2	US 287	Ramhorn Hill Road (North of Avondale)	South of Ramhorn Hill Road (Tarrant County Line)	Addition of Frontage Roads, Operational Improvements
20 - US 287 (South)	FT 1.60.2	US 287	Sublett Road	Russell Curry Road	Operational Improvements
20 - US 287 (South)	FT 1.60.3	US 287	Russell Curry Road	FM 157	Operational Improvements
20 - US 287 (South)	FT 1.60.4	US 287	FM 157	Walnut Creek Drive	Operational Improvements
20 - US 287 (South)	FT 1.70.1	US 287	Lone Star Road	East of Lone Star Road (Ellis County Line)	Operational Improvements, Addition of Frontage Roads
20 - US 287 (South)	FT 1.80.1	US 287	East of Lone Star Road (Johnson County Line)	St Paul Road	Operational Improvements, Addition of Frontage Roads
20 - US 287 (South)	FT 1.100.1	US 287	US 67	Midlothian Parkway	Addition of Frontage Roads, Operational Improvements
20 - US 287 (South)	FT 1.100.3	US 287	BU 287 (West of Waxahachie)	IH 35E	Operational Improvements
20 - US 287 (South)	FT 1.120.1	US 287	BU 287 (West Ennis)	Lampasas Road	Addition of Frontage Roads
21 - US 67 (Johnson County)	FT 38.60.2	US 67	BU 67/SS 102	SH 174	Addition of Frontage Roads
22 - Woodall Rodgers	FT 44.10.1	Spur 366	US 75	IH 35E	Operational Improvements, Bottleneck Removal

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Interchange Recommendations Summary

April 4, 2025

MTP ID	Agency	County	Facility	Connection	Open By	Project*	Total Project Cost (YOE)
INT 31.586.1	NTTA	Johnson	Chisholm Trail Parkway	Worth Creek Parkway	2035	New Interchange	$24,900,000
INT 11.512.1	TxDOT Dallas	Collin	SH 121	SH 5	2035	New Interchange	$108,000,000
INT 11.540.1	TxDOT Dallas	Collin	Spur 399	SH 5	2035	New Interchange	$47,400,000
INT 7.521.1	TxDOT Dallas	Dallas	IH 35E/Harry Hines	Raceway	2050	Grade Separation	$48,700,000
INT 28.190.1	TxDOT Dallas	Dallas	IH 30	Bass Pro Drive	2035	Reconstruct	$95,800,000
INT 17.28.1	TxDOT Dallas	Dallas	State Loop 12	IH 30	2035	Reconstruct	$234,000,000
INT 17.12.1	TxDOT Dallas	Dallas	The Diamond (State Loop 12)	SH 114	2035	Improvements	$417,000,000
INT 7.480.1	TxDOT Dallas	Denton	IH 35E	Dobbs Road/Lake Sharon Drove	2035	New Interchange	$113,000,000
INT 5.12.1	TxDOT Dallas	Denton	IH 35W	SH 114	2040	Direct Connectors (all movements)	$560,000,000
INT 7.503.1	TxDOT Dallas	Ellis	IH 35E	FM 66	2035	Reconstruct	$41,600,000
INT 7.504.1	TxDOT Dallas	Ellis	IH 35E	FM 1446	2035	Reconstruct	$39,400,000
INT 27.560.1	TxDOT Dallas	Ellis	IH 45	FM 664	2035	New Interchange	$123,000,000
INT 38.598.1	TxDOT Dallas	Ellis	US 67	Lake Ridge Parkway	2035	New Interchange	$117,000,000
INT 36.595.1	TxDOT Dallas	Kaufman	US 175	Bus 175/FM 1895	2035	New Interchange	$106,000,000
INT 31.38.1	TxDOT Fort Worth	Johnson	Chisholm Trail Parkway (SH 121)	US 67	2035	Direct Connectors (freeway to freeway movements)	$27,900,000
INT 5.160.1	TxDOT Fort Worth	Johnson	IH 35W	FM 917	2035	Reconstruct	$95,400,000
INT 30.599.1	TxDOT Fort Worth	Parker	IH 20	Dennis Road	2035	New Interchange	$11,900,000
INT 30.31.1	TxDOT Fort Worth	Tarrant	IH 20/SH 183	Chisholm Trail Parkway	2035	Direct Connectors (EB IH 20 to SB CTP, NB CTP to WB IH 20, EB SH 183 to SB CTP, NB CTP to WB SH 183)	$107,000,000
INT 5.10.1	TxDOT Fort Worth	Tarrant	SH 170	IH 35W/Intermodal Parkway	2035	Direct Connectors (EB Intermodal Parkway to SB IH 35W, NB IH 35W to WB Intermodal Parkway)	$143,000,000
INT 1.582.1	TxDOT Fort Worth	Wise	US 287	FM 1810	2035	New Interchange	$41,800,000

* Direct Connectors are 1 lane only unless specified otherwise.

Regionally Significant Arterials Improvements Summary

April 4, 2025

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 1.557.200	NTTA	Collin	Dallas Parkway**	CR 60	FM 428	2 (Frtg)	2 (Frtg)	N/A	N/A	w/FT 21.10.1	Capacity
RSA 1.557.250	NTTA	Collin	Dallas Parkway**	FM 428	North of US 380	2/2 (Frtg)	N/A	N/A	N/A	w/FT 21.10.2	Capacity
RSA 1.605.200	TxDOT Dallas	Collin	SH 289 Preston Road	CR 107/CR 60	BU 289	2	4	6	6	$33,100,000	Capacity
RSA 1.605.475	TxDOT Dallas	Collin	SH 289 Preston Road	Mapleshade Drive	Frankford Road	6	8	8	8	$5,500,000	Capacity
RSA 1.645.200	TxDOT Dallas	Collin	Shiloh Road/Spring Creek Parkway	Parker Road	FM 544 14th Street	2	4	4	4	$15,300,000	Capacity
RSA 1.645.210	TxDOT Dallas	Collin	Shiloh Road	FM 544 14th Street	Renner Road	6	6	6	4	$8,730,000	Capacity
RSA 1.660.225	TxDOT Dallas	Collin	FM 1378 Country Club Road	North of Stacy Road	FM 2786 Stacy Road	2	4	4	4	$4,620,000	Capacity
RSA 1.660.250	TxDOT Dallas	Collin	FM 1378 Country Club Road	FM 2786 Stacy Road	Rock Ridge Road	2	2	4	6	$6,380,000	Capacity
RSA 1.660.275	TxDOT Dallas	Collin	FM 1378 Country Club Road	Rock Ridge Road	FM 2514 Parker Road	2	4	4	4	$39,900,000	Capacity
RSA 1.660.400	TxDOT Dallas	Collin	Merritt Road	Sachse Road	PGBT	2	4	4	4	$32,200,000	Capacity
RSA 1.680.200	TxDOT Dallas	Collin	SH 5	CR 375 (Grayson County)	FM 455	2	4	4	4	$38,600,000	Capacity
RSA 1.680.210	TxDOT Dallas	Collin	SH 5	FM 455	North of Collin County Outer Loop	2	4	4	4	$59,200,000	Capacity
RSA 1.680.215	TxDOT Dallas	Collin	SH 5	N of Collin County Outer Loop	SH 121	2	4	4	4	w/RSA 1.680.210	Capacity
RSA 1.680.240	TxDOT Dallas	Collin	SH 5	CR 338/Fannin Road	Power House Street	2	4	4	4	$157,000,000	Capacity
RSA 1.680.250	TxDOT Dallas	Collin	SH 5	Power House Street	North of Industrial Blvd/Eldorado Parkway	4	4	4	4	$59,900,000	Non-Capacity
RSA 1.680.275	TxDOT Dallas	Collin	SH 5	North of Industrial Blvd/Eldorado Parkway	Industrial Blvd/Eldorado Parkway	2/2	2/2	2/2	2/2	$10,500,000	Non-Capacity
RSA 1.680.300	TxDOT Dallas	Collin	SH 5	Industrial Blvd/Eldorado Pkwy	Stewart Road	4	6	6	6	$111,000,000	Capacity
RSA 1.680.315	TxDOT Dallas	Collin	SH 5**	Stewart Road	SP 399	2/2	N/A	N/A	N/A	w/FT 4.15.1	Capacity
RSA 1.680.325	TxDOT Dallas	Collin	SH 5	SP 399	Indian Springs Road	2	4	4	4	$65,100,000	Capacity
RSA 1.680.350	TxDOT Dallas	Collin	SH 5	Indian Springs Road	FM 2786 Stacy Road	2	4	4	4	$64,400,000	Capacity
RSA 1.715.200	TxDOT Dallas	Collin	SH 205	SH 78	N of John King Blvd (Rockwall County Line)	4	4	6	6	$95,300,000	Capacity
RSA 1.740.200	TxDOT Dallas	Collin	SH 78	East of SH 160	SH 160	2	2	4	4	$5,820,000	Capacity
RSA 1.740.300	TxDOT Dallas	Collin	SH 78	SH 160	FM 6	2	2	6	6	$175,000,000	Capacity
RSA 1.742.125	TxDOT Dallas	Collin	Outer Loop**	CR 655	US 380/FM 547	0	2 (Frtg)	2 (Frtg)	2 (Frtg)	w/FT 111.10.1	Capacity
RSA 1.742.150	TxDOT Dallas	Collin	Outer Loop**	US 380/FM 547	CR 637	0	0	2/2 (Frtg)	N/A	w/FT 111.10.1	Capacity
RSA 1.742.200	TxDOT Dallas	Collin	Outer Loop**	CR 637	FM 2755	0	2/2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.10.1	Capacity
RSA 1.745.350	TxDOT Dallas	Collin	SH 121**	East of SH 5	SH 5	2/2	N/A	N/A	N/A	$41,400,000	Capacity
RSA 1.745.375	TxDOT Dallas	Collin	SH 121	SH 5	Fannin Road	3/2	2/2	2/2	2/2	w/RSA 1.745.350	Capacity
RSA 2.130.350	TxDOT Dallas	Collin	FM 455	County Line Road	CR 286	2	2	2	6	$576,000,000	Capacity
RSA 2.130.375	TxDOT Dallas	Collin	FM 455 Anna Weston Road	US 75	SH 5	4	4	6	6	$12,000,000	Capacity
RSA 2.150.600	TxDOT Dallas	Collin	Outer Loop**	FM 428	West Of Dallas North Tollway	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.150.610	TxDOT Dallas	Collin	Outer Loop**	West of Dallas North Tollway	Dallas North Tollway	0	1/1 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.150.650	TxDOT Dallas	Collin	Outer Loop**	Dallas North Tollway	SH 289/Preston Road	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.20.1	Capacity

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Regionally Significant Arterials Improvements Summary

April 4, 2025

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 2.150.675	TxDOT Dallas	Collin	Outer Loop**	SH 289/Preston Road	US 75	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.20.1	Capacity
RSA 2.150.700	TxDOT Dallas	Collin	Outer Loop**	US 75	West of SH 121	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	$424,000,000	Capacity
RSA 2.150.710	TxDOT Dallas	Collin	Outer Loop	West of SH 121	SH 121	2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	2/2 (Frtg)	$8,580,000	Capacity
RSA 2.215.575	TxDOT Dallas	Collin	Eldorado Parkway	FM 2478 Custer Road	US 75	4	6	6	6	$40,600,000	Capacity
RSA 2.218.300	TxDOT Dallas	Collin	Stacy Road	Angel Parkway	FM 1378	4	4	6	6	$12,400,000	Capacity
RSA 2.225.525	TxDOT Dallas	Collin	US 380**	Legacy Drive	SH 289	3/3	3/3	N/A	N/A	w/FT 2.50.1	Capacity
RSA 2.225.535	TxDOT Dallas	Collin	US 380**	SH 289	Lovers Lane	3/3	3/3	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.225.550	TxDOT Dallas	Collin	US 380**	Lovers Lane	Lakewood Drive	3/3	3/3	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.225.600	TxDOT Dallas	Collin	US 380**	Lakewood Drive	Grassmere Lane/Future US 380 Bypass	6	N/A	N/A	N/A	w/FT 2.80.1	Capacity
RSA 2.225.660	TxDOT Dallas	Collin	US 380 University Drive	Airport Road	New Hope Road/Future SS 399 Extension	4	6	6	6	$35,500,000	Capacity
RSA 2.225.665	TxDOT Dallas	Collin	US 380**	New Hope Road/Future SS 399 Extension	West of Tarvin Road	4	N/A	N/A	N/A	w/FT 2.110.1	Capacity
RSA 2.225.670	TxDOT Dallas	Collin	US 380 Princeton Drive	West of Tarvin Road	CR 490/Future US 380 Bypass	4	6	6	6	$79,600,000	Capacity
RSA 2.225.675	TxDOT Dallas	Collin	US 380**	CR 490/Future US 380 Bypass	CR 560	4	N/A	N/A	N/A	w/FT 2.130.1	Capacity
RSA 2.225.680	TxDOT Dallas	Collin	US 380	CR 560	CR 608 Hamilton Street	4	N/A	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.225.700	TxDOT Dallas	Collin	US 380 Audie Murphy	South Main Street	West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line)	4	4	6	6	w/FT 2.50.2	Capacity
RSA 1.515.375	TxDOT Dallas	Dallas	Belt Line Road	Conflans Road	Rock Island Road	6	8	8	8	$3,080,000	Capacity
RSA 1.525.425	TxDOT Dallas	Dallas	Macarthur Blvd	Shady Grove Road	Hunter Ferrell Road	4	6	6	6	$9,090,000	Capacity
RSA 1.525.450	TxDOT Dallas	Dallas	Macarthur Blvd	Hunter Ferrell Road	South of Hunter Ferrell Road	4	4	6	6	$2,930,000	Capacity
RSA 1.525.475	TxDOT Dallas	Dallas	Macarthur Blvd	South of Hunter Ferrell Road	IH 30	4	4	6	6	$11,700,000	Capacity
RSA 1.525.500	TxDOT Dallas	Dallas	Macarthur Blvd	IH 30	SH 180 Main Street	4	6	6	6	$6,090,000	Capacity
RSA 1.527.200	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	IH 20	4	6	6	6	$20,200,000	Capacity
RSA 1.547.200	TxDOT Dallas	Dallas	Wildwood Drive	California Crossing Road	Tom Braniff Drive	2	4	4	4	$6,010,000	Capacity
RSA 1.550.300	TxDOT Dallas	Dallas	Luna Road	Royal Lane	SP 348	2	4	6	6	$20,500,000	Capacity
RSA 1.565.260	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	University Blvd	6	8	8	8	$3,590,000	Capacity
RSA 1.565.275	TxDOT Dallas	Dallas	Lemmon Avenue	Bluffview Blvd	North of Airdrome Drive	6	8	8	8	$1,450,000	Capacity
RSA 1.565.300	TxDOT Dallas	Dallas	Lemmon Avenue NB/ Lemmon Avenue SB	North of Airdrome Drive	Airdrome Drive	3/3	4/3	4/4	4/4	$638,000	Capacity
RSA 1.565.475	TxDOT Dallas	Dallas	Haskell Avenue	Stonewall Street	East Grand Avenue	6	6	6	0	$15,000,000	Capacity
RSA 1.570.250	TxDOT Dallas	Dallas	Midway Road	Belt Line Road	North of Spring Valley Road	6	6	8	8	$4,390,000	Capacity
RSA 1.575.425	TxDOT Dallas	Dallas	Hampton Road	FM 1382 Belt Line Road	Parkerville Road	4	6	6	6	$7,260,000	Capacity
RSA 1.575.440	TxDOT Dallas	Dallas	Hampton Road	Parkerville Road	Bear Creek Road	2	6	6	6	$14,500,000	Capacity
RSA 1.585.250	TxDOT Dallas	Dallas	Riverfront Blvd	Market Center Blvd	Continental Blvd	6	8	8	8	$4,330,000	Capacity
RSA 1.585.275	TxDOT Dallas	Dallas	Riverfront Blvd	Continental Blvd	Commerce Street	6	6	6	6	$20,900,000	Non-Capacity
RSA 1.585.325	TxDOT Dallas	Dallas	Riverfront Blvd	IH 30	Cadiz Street	6	6	6	6	$23,700,000	Non-Capacity
RSA 1.587.275	TxDOT Dallas	Dallas	Houston Street	Elm Street	Commerce Street	3	4	4	4	$936,000	Capacity
RSA 1.590.200	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Commerce Street	Crockett Street	6	6	8	8	$1,760,000	Capacity
RSA 1.590.275	TxDOT Dallas	Dallas	Cesar Chavez Blvd	Marilla Street	IH 30	4/4	6	6	6	$1,520,000	Capacity

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Regionally Significant Arterials Improvements Summary

April 4, 2025

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RSA 1.590.550	TxDOT Dallas	Dallas	SH 310	Starks Avenue	Haven Street	2/2	2/2	3/3	3/3	$293,000	Capacity
RSA 1.590.560	TxDOT Dallas	Dallas	SH 310	Haven Street	SH 310 Offramp	2/2	2/2	3/3	3/3	$1,170,000	Capacity
RSA 1.590.575	TxDOT Dallas	Dallas	SH 310	Budd Street	Overton Road	2/2	2/2	3/3	3/3	$644,000	Capacity
RSA 1.593.225	TxDOT Dallas	Dallas	Pearl Street	Ross Avenue	San Jacinto Street	5	6	6	6	$1,470,000	Capacity
RSA 1.593.260	TxDOT Dallas	Dallas	Pearl Street	Live Oak Street	Pacific Avenue	4	6	6	6	$2,700,000	Capacity
RSA 1.593.325	TxDOT Dallas	Dallas	Pearl Expressway	Jackson Street	Canton Street	3	3	4	4	$205,000	Capacity
RSA 1.593.350	TxDOT Dallas	Dallas	Pearl Expressway	Canton Street	Marilla Street	2	4	4	4	$953,000	Capacity
RSA 1.595.225	TxDOT Dallas	Dallas	Corinth Street Viaduct	Riverfront Blvd	8th Street	4	6	6	6	$5,790,000	Capacity
RSA 1.595.375	TxDOT Dallas	Dallas	SH 342 Dallas Avenue	8th Street	Reindeer Road	2	4	4	4	$26,400,000	Capacity
RSA 1.597.250	TxDOT Dallas	Dallas	Good Latimer Expressway NB/Good Latimer Expressway	Main Street	North of Taylor Street	3/3	3/3	3/3	6	w/FT 25.10.1	Capacity
RSA 1.600.260	TxDOT Dallas	Dallas	Coit Road	Alpha Road	IH 635	7	8	8	8	$3,340,000	Capacity
RSA 1.600.275	TxDOT Dallas	Dallas	Coit Road	IH 635	Banner Drive	7	8	8	8	$3,850,000	Capacity
RSA 1.605.575	TxDOT Dallas	Dallas	Preston Road	Northwest HIghway	Lovers Lane	4	6	6	6	$7,040,000	Capacity
RSA 1.607.350	TxDOT Dallas	Dallas	Parry Avenue	1st Avenue	2nd Avenue	5	5	5	6	$35,000,000	Capacity
RSA 1.607.400	TxDOT Dallas	Dallas	Parry Avenue	1st Avenue	Cullem Blvd	1	1	1	0	w/RSA 1.607.400	Capacity
RSA 1.625.210	TxDOT Dallas	Dallas	Skillman Street	Coppertown Lane	Royal Lane	5	6	6	6	$5,130,000	Capacity
RSA 1.645.250	TxDOT Dallas	Dallas	Shiloh Road	President George Bush Turnpike	Kingsley Road	4	6	6	6	$61,300,000	Capacity
RSA 1.655.275	TxDOT Dallas	Dallas	Belt Line Road	Lake June Road	Pioneer Road	2	6	6	6	$15,300,000	Capacity
RSA 1.655.400	TxDOT Dallas	Dallas	Belt Line Road	Simonds Road	Post Oak Road	2	4	4	4	$16,100,000	Capacity
RSA 1.655.425	TxDOT Dallas	Dallas	Belt Line Road	Post Oak Road	IH 45	2	4	4	4	$17,700,000	Capacity
RSA 1.670.300	TxDOT Dallas	Dallas	Rowlett Road	Miller Road	Belt Line Road	4	6	6	6	$28,200,000	Capacity
RSA 1.740.520	TxDOT Dallas	Dallas	SH 78 Grand Blvd	Garland Avenue	Miller Road	0	4	4	4	$587,000	Capacity
RSA 1.740.585	TxDOT Dallas	Dallas	SH 78 Grand Avenue	Tenison Memorial Drive	Tenison Parkway	3/3	3/3	4	4	$24,700,000	Capacity
RSA 1.740.625	TxDOT Dallas	Dallas	East Grand Avenue	East Grand Avenue	Winslow Avenue	5	6	6	6	$1,120,000	Capacity
RSA 1.740.650	TxDOT Dallas	Dallas	East Grand Avenue	Beacon Street	IH 30	4	6	6	6	$1,390,000	Capacity
RSA 2.330.250	TxDOT Dallas	Dallas	Belt Line Road	Southwestern Blvd	Moore Road	4	6	6	6	$8,430,000	Capacity
RSA 2.330.275	TxDOT Dallas	Dallas	Belt Line Road	Moore Road	Macarthur Blvd	4	6	6	6	$8,140,000	Capacity
RSA 2.330.360	TxDOT Dallas	Dallas	Belt Line Road	Dallas North Tollway	Prestonwood Blvd	7	8	8	8	$15,200,000	Capacity
RSA 2.330.375	TxDOT Dallas	Dallas	Belt Line Road	Prestonwood Blvd	Meadowcreek Drive	6	8	8	8	$9,900,000	Capacity
RSA 2.342.300	TxDOT Dallas	Dallas	Merritt Road	Chiesa Road	President George Bush Turnpike	0	4	4	4	$27,500,000	Capacity
RSA 2.365.250	TxDOT Dallas	Dallas	Valley View Lane	IH 35E	Josey Lane	6	4	4	4	$7,990,000	Capacity
RSA 2.385.275	TxDOT Dallas	Dallas	Royal Lane	Riverside Drive	Luna Road	4	6	6	6	$8,290,000	Capacity
RSA 2.410.395	TxDOT Dallas	Dallas	Preston Hollow Grade Separation	West of Meadowbrook Drive	East of Preston Road	0	0	0	2/2	$12,100,000	Capacity
RSA 2.440.375	TxDOT Dallas	Dallas	SH 356 Irving Blvd	Nursery Road	Irving Heights Drive	4	4	6	6	$3,710,000	Capacity
RSA 2.440.450	TxDOT Dallas	Dallas	SH 356	Wildwood Drive	Regal Row	4	6	6	6	$5,650,000	Capacity
RSA 2.478.325	TxDOT Dallas	Dallas	SH 352 2nd Avenue	IH 30 Offramp EB	2nd Avenue Ramp to SH 352 EB	3	3	3	0	w/RSA 1.607.400	Capacity
RSA 2.500.200	TxDOT Dallas	Dallas	SH 352 2nd Avenue	West of Parry Avenue	Grand Avenue	3/2	3/2	3/2	0	w/RSA 1.607.400	Capacity
RSA 2.500.210	TxDOT Dallas	Dallas	SH 352 Robert Cullem Blvd	Parry Avenue	Al Lipscomb Way	3/3	3/3	3/3	6	w/RSA 1.607.400	Capacity

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April 4, 2025

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 2.515.400	TxDOT Dallas	Dallas	Commerce Street/Elm Street	Ervay Street	Cesar Chavez Blvd	3/4	5/5	5/5	5/5	$1,250,000	Capacity
RSA 2.520.525	TxDOT Dallas	Dallas	SH 180 Main Street	SH 161	South Belt Line Road	4	2	2	2	$34,100,000	Capacity
RSA 2.530.225	TxDOT Dallas	Dallas	Lake June Road	US 175	Gillette Street	6	4	4	4	$2,540,000	Capacity
RSA 2.605.275	TxDOT Dallas	Dallas	Mountain Creek Parkway	Kiest Blvd	Merrifield Road	4	4	6	6	$20,500,000	Capacity
RSA 2.605.300	TxDOT Dallas	Dallas	Mountain Creek Parkway	Merrifield Road	Illinois Avenue	4	4	6	6	$4,330,000	Capacity
RSA 2.615.400	TxDOT Dallas	Dallas	Camp Wisdom Road	FM 1382	Camp Wisdom Road	4	4	6	6	$2,050,000	Capacity
RSA 2.615.425	TxDOT Dallas	Dallas	Camp Wisdom Road	East of FM 1382	Clark Road	2	2	6	6	$23,400,000	Capacity
RSA 2.625.275	TxDOT Dallas	Dallas	Danieldale Road	East of Cockrell Hill Road	Westmoreland Road	2	6	6	6	$7,630,000	Capacity
RSA 2.625.290	TxDOT Dallas	Dallas	Danieldale Road	Westmoreland Road	Old Hickory Trail	2	6	6	6	$7,330,000	Capacity
RSA 2.625.300	TxDOT Dallas	Dallas	Danieldale Road	Old Hickory Trail	Hampton Road	2	4	4	4	$3,670,000	Capacity
RSA 2.625.325	TxDOT Dallas	Dallas	Danieldale Road	Hampton Road	Polk Street	2	4	4	4	$7,190,000	Capacity
RSA 2.625.350	TxDOT Dallas	Dallas	Danieldale Road	Polk Street	IH 35E	2	4	4	4	$6,970,000	Capacity
RSA 2.650.300	TxDOT Dallas	Dallas	Pleasant Run Road	Sunrise Road	IH 45	4	4	6	6	$3,090,000	Capacity
RSA 2.665.250	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	East of Clark Road	Joe Wilson Road	5	6	6	6	$8,430,000	Capacity
RSA 2.665.275	TxDOT Dallas	Dallas	FM 1382 Belt Line Road	Joe Wilson Road	Hampton Road	4	4	6	6	$23,400,000	Capacity
RSA 2.665.350	TxDOT Dallas	Dallas	Belt Line Road	Bluegrove Road	Main Street	2	6	6	6	$13,600,000	Capacity
RSA 2.665.375	TxDOT Dallas	Dallas	Belt Line Road	Main Street	Summers Road	2	4	4	4	$36,400,000	Capacity
RSA 2.670.225	TxDOT Dallas	Dallas	Mansfield Road	Lake Ridge Parkway	Belt Line Road	4	4	6	6	$14,600,000	Capacity
RSA 2.670.250	TxDOT Dallas	Dallas	Belt Line Road	Mansfield Road	US 67	4	4	6	6	$11,700,000	Capacity
RSA 2.670.275	TxDOT Dallas	Dallas	Belt Line Road	US 67	FM 1382	4	4	6	6	$3,710,000	Capacity
RSA 2.700.200	TxDOT Dallas	Dallas	State Loop 9	US 67	IH 35E	0	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.225	TxDOT Dallas	Dallas	State Loop 9	IH 35E	IH 45	2 (Frtg)	2 (Frtg)	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.275	TxDOT Dallas	Dallas	State Loop 9	IH 45	US 175	0	0	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.300	TxDOT Dallas	Dallas	State Loop 9	US 175	South of IH 20	0	0	2 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 2.700.350	TxDOT Dallas	Dallas	State Loop 9	South Of IH 20	IH 20	0	0	1/1 (Frtg)	3/3 (Frtg)	w/FT 6.20.1	Capacity
RSA 3.113.261	TxDOT Dallas	Dallas	Houston Street	Commerce Street	Wood Street	4	6	6	6	$833,000	Capacity
RSA 3.113.263	TxDOT Dallas	Dallas	Houston Street	Wood Street	Young Street	5	6	6	6	$250,000	Capacity
RSA 3.113.283	TxDOT Dallas	Dallas	Big Town Blvd	Samuell Blvd	Forney Road	4	6	6	6	$7,550,000	Capacity
RSA 1.350.150	TxDOT Dallas	Denton	FM 156	0.3 Miles South of SH 114	Intermodal Parkway	2	6	6	6	$126,000,000	Capacity
RSA 1.430.150	TxDOT Dallas	Denton	State Loop 288	US 380	John Paine Road	0	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	w/FT 103.10.1	Capacity
RSA 1.430.200	TxDOT Dallas	Denton	SL 288/ FM 2449	John Paine Road	Vintage Blvd/ IH 35W	2 (Frtg)	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	w/FT 103.10.2	Capacity
RSA 1.430.225	TxDOT Dallas	Denton	Vintage Boulevard	IH 35W	Bonnie Brae Street	2	4	4	4	$11,600,000	Capacity
RSA 1.480.100	TxDOT Dallas	Denton	State Loop 288**	E of FM 428	Kings Row	2/2	2/2	N/A	N/A	w/FT 100.20.2	Capacity
RSA 1.523.110	TxDOT Dallas	Denton	US 377	North of E Northside Dr	South Washington Street	2	6	6	6	$114,000,000	Capacity
RSA 1.523.120	TxDOT Dallas	Denton	US 377	US 377 South Washington Street	FM 428	2	6	6	6	$217,000,000	Capacity
RSA 1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	6	6	6	$186,000,000	Capacity
RSA 1.540.160	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	FM 2164 US 77	University Drive US 380	3/2	2/2	2/2	2/2	$2,490,000	Capacity
RSA 1.540.180	TxDOT Dallas	Denton	US 377 Locust Street/Elm Street	Hickory Street	Eagle Drive	2/3	3/3	3/3	3/3	$1,980,000	Capacity
RSA 1.540.190	TxDOT Dallas	Denton	US 377 Elm Street	Eagle Drive	Carroll Blvd	4	6	6	6	$1,320,000	Capacity
RSA 1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	6	6	6	$111,000,000	Capacity

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RSA 1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	4	4	4	$329,000,000	Capacity
RSA 2.150.275	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway**	IH 35	US 377	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Parkway**	US 377	FM 428	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 110.10.1	Capacity
RSA 2.190.250	TxDOT Dallas	Denton	State Loop 288	US 380	IH 35	0	2 (Frtg)	2 (Frtg)	2/2 (Frtg)	w/FT 100.10.1	Capacity
RSA 2.190.300	TxDOT Dallas	Denton	State Loop 288**	IH 35	East of FM 428	2/2 (Frtg)	2/2 (Frtg)	N/A	N/A	w/FT 100.20.1	Capacity
RSA 2.205.475	TxDOT Dallas	Denton	SH 114**	FM 156	Double Eagle Blvd	2/2 (Frtg)	2/2 (Frtg)	N/A	N/A	w/FT 12.20.3	Capacity
RSA 2.205.500	TxDOT Dallas	Denton	SH 114**	Double Eagle Blvd	IH 35W	3/3	3/3	N/A	N/A	w/FT 12.20.3	Capacity
RSA 2.215.350	TxDOT Dallas	Denton	Eldorado Parkway	West of FM 720	FM 720	4	4	6	6	$5,860,000	Capacity
RSA 2.225.425	TxDOT Dallas	Denton	US 380	East of Fish Trap Road	US 377	2/2	3/3	3/3	3/3	$3,410,000	Capacity
RSA 2.225.500	TxDOT Dallas	Denton	US 380	Teel Parkway/ Championship Drive	Legacy Drive	3/3	3/3	N/A	N/A	w/FT 2.50.1	Capacity
RSA 2.270.200	TxDOT Dallas	Denton	FM 1171	West of FM 156	East of FM 156	0	6	6	6	$35,100,000	Capacity
RSA 2.270.225	TxDOT Dallas	Denton	FM 1171	East of FM 156	West of PR 4720	0	4	4	4	$96,400,000	Capacity
RSA 2.270.235	TxDOT Dallas	Denton	FM 1171	West of PR 4720	IH 35W	2	6	6	6	$40,300,000	Capacity
RSA 2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	6	6	6	$2,790,000	Capacity
RSA 2.286.325	TxDOT Dallas	Denton	Corporate Drive	Railroad Street	East of Holford's Prairie Road	0	4	4	4	$15,500,000	Capacity
RSA 2.286.350	TxDOT Dallas	Denton	Corporate Drive	East of Holford's Prairie Road	SH 121 SRT	0	4	4	4	w/RSA 2.286.350	Capacity
RSA 1.220.725	TxDOT Dallas	Ellis	US 287**	St Paul Road	Old Fort Worth Road	2/2	N/A	N/A	N/A	w/FT 1.80.2 & FT 1.90.1	Capacity
RSA 1.220.775	TxDOT Dallas	Ellis	US 287**	Midlothian Parkway	BU 287 Main Street	2/2	N/A	N/A	N/A	w/FT 1.100.2	Capacity
RSA 1.220.800	TxDOT Dallas	Ellis	US 287**	FM 878 Wyatt Street	0.3 Miles West of Old Boyce Road	2/2	2/2	N/A	N/A	w/FT 1.110.3	Capacity
RSA 1.220.825	TxDOT Dallas	Ellis	US 287**	0.3 Miles West of Old Boyce Road	0.3 Miles East of Cooke Road	2/2	N/A	N/A	N/A	w/FT 1.110.3 & FT 1.110.4	Capacity
RSA 1.220.850	TxDOT Dallas	Ellis	US 287**	0.3 Miles East of Cooke Road	BU 287/Ennis Avenue	2/2	2/2	2/2	N/A	w/FT 1.110.5	Capacity
RSA 1.563.200	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Ovilla Main Street	BU 287	2	4	4	6	$153,000,000	Capacity
RSA 1.580.300	TxDOT Dallas	Ellis	US 77 Elm Street	Ferris Avenue	FM 66	2	2/2	2/2	2/2	$21,600,000	Capacity
RSA 1.580.325	TxDOT Dallas	Ellis	US 77	FM 66	FM 877	2	4	4	4	$513,000	Capacity
RSA 1.595.390	TxDOT Dallas	Ellis	SH 342	State Loop 9	FM 664	2	2	4	4	$10,800,000	Capacity
RSA 1.595.400	TxDOT Dallas	Ellis	SH 342	FM 664	US 77	2	2	4	4	$10,500,000	Capacity
RSA 2.710.225	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Westmoreland Road	Ovilla Main Street	2	4	4	6	$24,600,000	Capacity
RSA 2.710.300	TxDOT Dallas	Ellis	FM 664	IH 35E	SH 342	4	6	6	6	$52,300,000	Capacity
RSA 2.710.325	TxDOT Dallas	Ellis	FM 664	SH 342	West of Ferris Road	2	4	6	6	$185,000,000	Capacity
RSA 2.710.350	TxDOT Dallas	Ellis	FM 664	West of Ferris Road	North Central Street	2	4	6	6	$113,000,000	Capacity
RSA 2.710.375	TxDOT Dallas	Ellis	FM 664	North Central Street	IH 45	0	4	6	6	w/RSA 2.710.350	Capacity
RSA 1.710.275	TxDOT Dallas	Kaufman	FM 740	King Road	Ridgecrest Drive	2	4	4	6	$151,000,000	Capacity
RSA 1.710.325	TxDOT Dallas	Kaufman	FM 740	Southerncross Trail	IH 20	2	4	4	4	$25,000,000	Capacity
RSA 1.715.550	TxDOT Dallas	Kaufman	SH 205	Dower Drive/South of FM 548	North of US 80	2	4	4	6	$114,000,000	Capacity
RSA 1.715.610	TxDOT Dallas	Kaufman	SH 205	North of US 80	US 80	4	4	4	6	$16,300,000	Capacity
RSA 1.742.350	TxDOT Dallas	Kaufman	Outer Loop**	SH 205	IH 20	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.30.1	Capacity
RSA 2.497.250	TxDOT Dallas	Kaufman	FM 460	US 80	FM 740	2	4	4	6	$26,500,000	Capacity

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Regionally Significant Arterials Improvements Summary

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RSA 1.715.215	TxDOT Dallas	Rockwall	SH 205	North of John King Blvd (Collin County Line)	John King Blvd/Goliad Street	2	4	6	6	w/RSA 1.715.200	Capacity
RSA 1.715.325	TxDOT Dallas	Rockwall	SH 205	South of Heath Street	Alamo Road	2/2	2/2	3/3	3/3	$674,000	Capacity
RSA 1.715.350	TxDOT Dallas	Rockwall	SH 205	Alamo Road	Kaufman Street	2/3	2/3	3/3	3/3	$1,170,000	Capacity
RSA 1.715.475	TxDOT Dallas	Rockwall	SH 205 Goliad Street	SH 276	Pullen Road	2	4	4	4	$119,000,000	Capacity
RSA 1.715.500	TxDOT Dallas	Rockwall	SH 205	Pullen Road	FM 548	2	4	4	6	w/RSA 1.715.475	Capacity
RSA 1.715.525	TxDOT Dallas	Rockwall	SH 205	FM 548	Dower Drive/South of FM 548	2	4	4	6	w/RSA 1.715.475	Capacity
RSA 1.720.300	TxDOT Dallas	Rockwall	SH 205/John King Blvd	Jct SH 205/John King Blvd (North Goliad)	IH 30	4	4	4	6	$45,600,000	Capacity
RSA 1.720.350	TxDOT Dallas	Rockwall	SH 205/John King Blvd	IH 30	Jct SH 205/John King Blvd (South Goliad)	4	4	4	6	$16,300,000	Capacity
RSA 1.742.250	TxDOT Dallas	Rockwall	Outer Loop**	FM 2755	IH 30	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.10.3	Capacity
RSA 1.742.300	TxDOT Dallas	Rockwall	Outer Loop**	IH 30	SH 205	0	2 (Frtg)	2/2 (Frtg)	N/A	w/FT 111.10.3	Capacity
RSA 2.375.250	TxDOT Dallas	Rockwall	SH 276	FM 549	FM 551	2	4	4	4	$55,500,000	Capacity
RSA 2.375.275	TxDOT Dallas	Rockwall	SH 276	FM 551	FM 548	2	4	4	4	$39,000,000	Capacity
RSA 2.375.300	TxDOT Dallas	Rockwall	SH 276	FM 548	CR 2472	2	4	4	4	$30,200,000	Capacity
RSA 1.205.250	TxDOT Fort Worth	Hood	SH 144 Morgan Street	BU 377 Pearl Street	West Bluebonnet Drive	4	4	4	4	w/RSA 1.540.500	Non-Capacity
RSA 1.205.275	TxDOT Fort Worth	Hood	SH 144	Pear Orchard Road	North of US 67	2	2	2	4	$33,600,000	Capacity
RSA 1.240.550	TxDOT Fort Worth	Hood	FM 167 Fall Creek	FM 4	Monticello Dr	2	2	4	4	w/RSA 2.745.240	Capacity
RSA 1.540.470	TxDOT Fort Worth	Hood	US 377	FM 167 South (Fall Creek HIghway)	FM North (Temple Hall Highway)	2/2	2/2	3/3	3/3	w/RSA 1.540.500	Capacity
RSA 1.540.480	TxDOT Fort Worth	Hood	US 377	FM 167 N (Temple Hall Highway)	Mustang Trail	4	4	6	6	w/RSA 1.540.500	Capacity
RSA 1.540.490	TxDOT Fort Worth	Hood	US 377	Mustang Trail	Harbor Lakes Drive	2/2	2/2	3/3	3/3	w/RSA 1.540.500	Capacity
RSA 1.540.500	TxDOT Fort Worth	Hood	US 377	Harbor Lakes Drive	Old Cleburne Road	4	4	6	6	$515,000,000	Capacity
RSA 1.540.510	TxDOT Fort Worth	Hood	US 377	Old Cleburne Road	East Of SH 144	2/2	2/2	3/3	3/3	w/RSA 1.540.500	Capacity
RSA 1.540.520	TxDOT Fort Worth	Hood	US 377	East of SH 144	FM 51	2/2	3/2	3/2	3/2	$154,000,000	Capacity
RSA 1.540.540	TxDOT Fort Worth	Hood	US 377	FM 51	BU 377/Holmes Drive	2/2	2/2	2/2	2/2	w/RSA 1.540.500	Non-Capacity
RSA 1.540.550	TxDOT Fort Worth	Hood	US 377	BU 377	Holmes Drive	1/1	1/1	2/2	2/2	w/RSA 1.540.500	Capacity
RSA 2.745.240	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	FM 4 Acton Highway	North Gate Road	2	2	4	4	$70,300,000	Capacity
RSA 2.745.250	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	North Gate Road	FM 167	2	2	4	4	w/RSA 2.745.240	Capacity
RSA 1.200.300	TxDOT Fort Worth	Johnson	SH 171	US 377	Lancaster Street	2	2	4	4	$46,900,000	Capacity

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Regionally Significant Arterials Improvements Summary

April 4, 2025

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RSA 1.200.310	TxDOT Fort Worth	Johnson	SH 171	Lancaster Street	Southeast of Lancaster Street	2	2	4	4	w/RSA 1.200.300	Capacity
RSA 1.200.325	TxDOT Fort Worth	Johnson	SH 171	SE of Lancaster Street	SH 174 Main Street	2	2	2	4	w/RSA 1.200.300	Capacity
RSA 1.385.200	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	IH 35W	Hillery Street	3/3	3/3	2/2	2/2	$119,000,000	Capacity
RSA 1.385.225	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Hillery Street	Renfro Street	3/3	3/3	2/2	2/2	w/RSA 1.385.200	Capacity
RSA 1.385.260	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	Elk Drive	FM 731	4	6	6	6	$47,700,000	Capacity
RSA 1.385.275	TxDOT Fort Worth	Johnson	SH 174 Wilshire Blvd	FM 731	Joshua Main Street	4	6	6	6	w/RSA 1.385.260	Capacity
RSA 1.465.400	TxDOT Fort Worth	Johnson	FM 157	BU 287 Lone Star Road	Chambers Street	2	4	4	4	$246,000,000	Capacity
RSA 1.465.425	TxDOT Fort Worth	Johnson	FM 157	Chambers Street	US 67	2	4	4	4	w/RSA 1.465.400	Capacity
RSA 2.740.225	TxDOT Fort Worth	Johnson	FM 917	Chisholm Trail Parkway	IH 35W	2	2	2	2	$55,000,000	Non-Capacity
RSA 2.740.250	TxDOT Fort Worth	Johnson	FM 917	IH 35W	CR 617 Jessica Drive	2	2	4	6	$188,000,000	Capacity
RSA 2.740.275	TxDOT Fort Worth	Johnson	FM 917	CR 617 Jessica Drive	North of CR 515	2	2	4	6	w/RSA 2.740.250	Capacity
RSA 2.740.300	TxDOT Fort Worth	Johnson	FM 917	North of CR 515	Heritage Parkway	4	4	6	6	$58,100,000	Capacity
RSA 2.745.325	TxDOT Fort Worth	Johnson	FM 4 Kilpatrick Street	US 67	Nolan River Road	2	2	4	4	$23,400,000	Capacity
RSA 2.815.225	TxDOT Fort Worth	Johnson	US 67	West of CR 1119 (Somervell County Line)	Park Road 21	2	4	4	4	$316,000,000	Capacity
RSA 2.815.250	TxDOT Fort Worth	Johnson	US 67	Park Road 21	East of CR 1123	2	4	4	4	$26,200,000	Capacity
RSA 2.815.275	TxDOT Fort Worth	Johnson	US 67	East of CR 1123	Henderson Street (BU 67)	1/1	2/2	2/2	2/2	$29,800,000	Capacity
RSA 1.190.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	Garner Road	2	2	4	4	$11,700,000	Capacity
RSA 1.190.225	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Garner Road	Greenwood Road	1/1	4	4	4	$5,740,000	Capacity
RSA 1.190.250	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	Greenwood Road	IH 20	2	4	4	4	$14,900,000	Capacity
RSA 1.210.250	TxDOT Fort Worth	Parker	FM 920	South of SH 199	FM 51 Main Street	2	2	4	6	$476,000,000	Capacity
RSA 1.230.175	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 730	US 180	2	2	2	4	$36,900,000	Capacity
RSA 1.280.325	TxDOT Fort Worth	Parker	FM 730	Commerce Street	US 180 Fort Worth Highway	2	2	4	6	$404,000,000	Capacity
RSA 1.280.350	TxDOT Fort Worth	Parker	FM 730	US 180 Fort Worth Highway	IH 20	0	4	4	6	$18,600,000	Capacity

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RSA 1.375.350	TxDOT Fort Worth	Parker	FM 51	Thomas Road	Ric Williamson Memorial Highway	2	2	4	6	$458,000,000	Capacity
RSA 1.375.375	TxDOT Fort Worth	Parker	FM 51	Ric Williamson Memorial Highway	Bridge Street	4	4	4	6	w/RSA 1.375.350	Capacity
RSA 1.375.385	TxDOT Fort Worth	Parker	FM 51	Bridge Street	US 180	4	4	4	6	w/RSA 1.375.350	Capacity
RSA 2.495.200	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway	FM 920	FM 51	2	2	4	4	$9,960,000	Capacity
RSA 2.495.300	TxDOT Fort Worth	Parker	Ric Williamson Memorial Highway (Eastern Loop)	FM 51	FM 730	2	2	2	4	$73,900,000	Capacity
RSA 2.545.260	TxDOT Fort Worth	Parker	FM 1187	Maverick Street	FM 5	2	4	4	6	$24,200,000	Capacity
RSA 2.545.275	TxDOT Fort Worth	Parker	FM 1187	FM 5	Aledo Iona Road	2	4	4	6	$67,200,000	Capacity
RSA 2.545.300	TxDOT Fort Worth	Parker	FM 1187	Aledo Iona Road	US 377	2	2	4	6	w/RSA 2.545.275	Capacity
RSA 1.280.275	TxDOT Fort Worth	Tarrant	FM 730	Briar Road	FM 1542 Reno Road	2	2	2	4	$177,000,000	Capacity
RSA 1.280.300	TxDOT Fort Worth	Tarrant	FM 730	FM 1542 Reno Road	SH 199	4	4	4	6	w/RSA 1.280.250	Capacity
RSA 1.330.200	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Bonds Ranch Road	Heritage Trace Parkway	2	2	6	6	$49,800,000	Capacity
RSA 1.330.210	TxDOT Fort Worth	Tarrant	Morris Dido Newark Road	Heritage Trace Parkway	Bailey Boswell Road	0	4	6	6	$11,700,000	Capacity
RSA 1.330.250	TxDOT Fort Worth	Tarrant	FM 1220 Boat Club Road	Bailey Boswell Road	Azle Avenue	4	4	6	6	$293,000,000	Capacity
RSA 1.335.210	TxDOT Fort Worth	Tarrant	Academy Blvd	South of Westpoint Blvd	Amber Ridge Drive	4	4	4	4	$15,800,000	Non-Capacity
RSA 1.335.250	TxDOT Fort Worth	Tarrant	Rm 2871 Academy Blvd	IH 30	US 377	2	4	4	4	$361,000,000	Capacity
RSA 1.340.260	TxDOT Fort Worth	Tarrant	SP 341 Lockheed Blvd	SH 183 Access	IH 30	2/2	2/2	0	0	w/FT 28.20.1	Capacity
RSA 1.350.200	TxDOT Fort Worth	Tarrant	FM 156	Intermodal Parkway	Avondale Haslet Road	2	4	4	4	w/RSA 1.350.225	Capacity
RSA 1.350.225	TxDOT Fort Worth	Tarrant	FM 156	Avondale Haslet Road	US 81/US 287	2	6	6	6	$191,000,000	Capacity
RSA 1.365.150	TxDOT Fort Worth	Tarrant	BU 287	FM 718	South of FM 718	2/2	4	4	4	$762,000	Capacity
RSA 1.365.170	TxDOT Fort Worth	Tarrant	BU 287P	South of FM 718	North of West Bonds Road	2	2	4	4	$14,600,000	Capacity
RSA 1.384.200	TxDOT Fort Worth	Tarrant	Intermodal Parkway	West of FM 156	West of Old Blue Mound Rd	4	6	6	6	$23,500,000	Capacity
RSA 1.384.210	TxDOT Fort Worth	Tarrant	Intermodal Parkway	West of Old Blue Mound Road	Westport Parkway	4	6	6	6	w/RSA 1.384.200	Capacity
RSA 1.384.225	TxDOT Fort Worth	Tarrant	Intermodal Parkway	Westport Parkway	SH 170 Extension	2/2	3/3	3/3	3/3	$29,800,000	Capacity

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RSA 1.390.300	TxDOT Fort Worth	Tarrant	BU 287P	Turner Warnell Road	FM 157	2	2	4	4	$30,400,000	Capacity
RSA 1.397.250	TxDOT Fort Worth	Tarrant	Wichita Street	IH 20	Roy C Brooks Blvd	2	4	4	4	$9,810,000	Capacity
RSA 1.397.275	TxDOT Fort Worth	Tarrant	Wichita Street	Roy C Brooks Blvd	Bell Avenue	2	4	4	4	$10,300,000	Capacity
RSA 1.398.325	TxDOT Fort Worth	Tarrant	Race Street	Enon Avenue	Shelby Road	2	4	4	4	w/RSA 1.397.275	Capacity
RSA 1.400.225	TxDOT Fort Worth	Tarrant	Beach Street	SH 170	Alta Vista Road	4	4	4	6	$30,200,000	Capacity
RSA 1.400.250	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	Timberland Blvd	4	6	6	6	$3,370,000	Capacity
RSA 1.400.325	TxDOT Fort Worth	Tarrant	Beach Street	Alta Vista Road	North Tarrant Parkway	4	6	6	6	$21,700,000	Capacity
RSA 1.435.300	TxDOT Fort Worth	Tarrant	Precinct Line Road	South of Trinity Blvd	Randol Mill Road	2	2	4	4	$6,150,000	Capacity
RSA 1.435.305	TxDOT Fort Worth	Tarrant	Cooks Lane	Randol Mill Road	Lowery Lane	0	0	4	4	$8,790,000	Capacity
RSA 1.435.315	TxDOT Fort Worth	Tarrant	Cooks Lane	Lowery Lane	John T White Road	2	2	4	4	$2,930,000	Capacity
RSA 1.435.375	TxDOT Fort Worth	Tarrant	Cooks Lane	Brentwood Stair Road	SH 180/Dottie Lynn Parkway	2	2	4	4	$8,490,000	Capacity
RSA 1.465.325	TxDOT Fort Worth	Tarrant	Main Street	Dallas Street	Heritage Parkway	2	2	4	4	$3,220,000	Capacity
RSA 1.470.200	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Mid Cities Blvd	Midway Drive	4	4	6	6	$24,700,000	Capacity
RSA 1.470.225	TxDOT Fort Worth	Tarrant	FM 157 Industrial Blvd	Midway Drive	SH 183	4	4	6	6	w/RSA 1.470.200	Capacity
RSA 1.470.425	TxDOT Fort Worth	Tarrant	Collins Street	IH 20	Sublett Road	4	4	4	6	$16,800,000	Capacity
RSA 1.495.275	TxDOT Fort Worth	Tarrant	SH 26 Grapevine Highway	Brown Trail	Bedford Euless Road	4	4	6	6	$148,000,000	Capacity
RSA 1.495.300	TxDOT Fort Worth	Tarrant	SH 26/ Boulevard 26	IH 820	SH 26 Grapevine Highway	4	4	6	6	w/RSA 1.495.275	Capacity
RSA 1.540.330	TxDOT Fort Worth	Tarrant	US 377 Belknap Street	Oakhurst Scenic Drive	Belknap Street	4	4	3	3	$698,000	Capacity
RSA 1.540.420	TxDOT Fort Worth	Tarrant	US 377	Winscott Road	West of Rm 2871	4	6	6	6	$71,600,000	Capacity
RSA 2.280.625	TxDOT Fort Worth	Tarrant	SH 199**	Begin Frontage Couplet	North of Hodgkins Drive	2/2 (Frtg)	N/A	N/A	N/A	w/FT 150.10.1	Capacity
RSA 2.280.650	TxDOT Fort Worth	Tarrant	SH 199**	North of Hodgkins Drive	Northwest Centre Drive	3/3 (Frtg)	N/A	N/A	N/A	w/FT 150.10.1	Capacity
RSA 2.280.700	TxDOT Fort Worth	Tarrant	SH 199	Boat Club Road	IH 820	3/3	3/3	6	6	w/FT 150.10.1	Capacity
RSA 2.280.725	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	IH 820	Roberts Cut Off Road	4	4	6	6	w/RSA 2.280.740	Capacity

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RSA 2.280.740	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	Roberts Cut Off Road	University Boulevard/ Northside Drive	4	4	6	6	$151,000,000	Capacity
RSA 2.280.750	TxDOT Fort Worth	Tarrant	SH 199 Jacksboro Highway	University Blvd/Northside Drive	Belknap Street	4	6	6	6	w/RSA 2.280.740	Capacity
RSA 2.320.250	TxDOT Fort Worth	Tarrant	Westport Parkway	FM 156	West of Intermodal Parkway	3	4	6	6	$14,600,000	Capacity
RSA 2.320.260	TxDOT Fort Worth	Tarrant	Westport Parkway	West of Intermodal Parkway	Intermodal Parkway	4	4	6	6	$1,760,000	Capacity
RSA 2.320.275	TxDOT Fort Worth	Tarrant	Westport Parkway	Intermodal Parkway	Heritage Parkway	4	4	6	6	$5,560,000	Capacity
RSA 2.320.300	TxDOT Fort Worth	Tarrant	Westport Parkway	Heritage Parkway	IH 35W	4	6	6	6	$1,250,000	Capacity
RSA 2.350.225	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	Harmon Road	IH 35W	4	4	4	6	$1,340,000	Capacity
RSA 2.350.250	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	IH 35W	FM 1709 Keller Parkway	4	4	6	6	$20,500,000	Capacity
RSA 2.360.250	TxDOT Fort Worth	Tarrant	Bonds Ranch Road	FM 156	Harmon Road	2	4	4	6	$7,050,000	Capacity
RSA 2.360.300	TxDOT Fort Worth	Tarrant	Golden Triangle Blvd	South of Golden Heights Road	Golden Heights Road	2	2	4	4	$2,050,000	Capacity
RSA 2.360.310	TxDOT Fort Worth	Tarrant	Harmon Road	Golden Triangle Blvd	Golden Heights Road	2	4	4	4	$1,170,000	Capacity
RSA 2.390.275	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	IH 35W	US 377 Denton Highway	4	6	6	6	$25,200,000	Capacity
RSA 2.390.290	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	Lakewood Hill Drive	US 377 Denton Highway	4	4	6	6	$1,170,000	Capacity
RSA 2.390.350	TxDOT Fort Worth	Tarrant	North Tarrant Parkway	East of Rufe Snow Drive	West of Keller Smithfield Road	4	4	6	6	$2,640,000	Capacity
RSA 2.415.250	TxDOT Fort Worth	Tarrant	Mcleroy Blvd	BU 287 Saginaw Blvd	Western Center Blvd	4	6	6	6	$10,300,000	Capacity
RSA 2.415.460	TxDOT Fort Worth	Tarrant	Cheek Sparger Road	SH 121	Mid Cities Blvd	4	6	6	6	$513,000	Capacity
RSA 2.435.325	TxDOT Fort Worth	Tarrant	East-West Connector DFW Airport (Rental Car Drive)	SH 360	International Parkway	2	2	4	4	$36,400,000	Capacity
RSA 2.450.250	TxDOT Fort Worth	Tarrant	Meacham Blvd	FM 156 Blue Mound Road	West of Mark IV Parkway	3	3	4	4	$41,700,000	Capacity
RSA 2.450.275	TxDOT Fort Worth	Tarrant	Meacham Blvd	West of Mark IV Parkway	Mark IV Parkway	4	4	4	4	w/RSA 2.450.250	Non-Capacity
RSA 2.450.300	TxDOT Fort Worth	Tarrant	Meacham Blvd	Mark IV Parkway	East of Mark IV Parkway	2	2	4	4	w/RSA 2.450.250	Capacity
RSA 2.450.325	TxDOT Fort Worth	Tarrant	Meacham Blvd	East of Mark IV Parkway	IH 35W	4	4	4	4	w/RSA 2.450.250	Non-Capacity
RSA 2.453.200	TxDOT Fort Worth	Tarrant	FM 1220	Boat Club Road	IH 820	4	6	6	6	$11,900,000	Capacity

Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

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

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

Regionally Significant Arterials Improvements Summary

April 4, 2025

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 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	$2,430,000	Capacity
RSA 2.505.475	TxDOT Fort Worth	Tarrant	Weatherford Street/Belknap Street	IH 35W	Greenway Park Drive	3/1	3/1	3/3	3/3	$455,000	Capacity
RSA 2.505.490	TxDOT Fort Worth	Tarrant	Belknap Access Street	SH 121	IH 35W	2	2	1/2	1/2	$486,000	Capacity
RSA 2.505.500	TxDOT Fort Worth	Tarrant	Weaterford Street/Belknap Street	IH 35W	Belknap Street	2/2	2/2	1/2	1/2	$455,000	Capacity
RSA 2.520.350	TxDOT Fort Worth	Tarrant	Lancaster Avenue	US 287	Riverside Drive	6	6	6	6	w/RSA 2.520.375	Non-Capacity
RSA 2.520.375	TxDOT Fort Worth	Tarrant	Lancaster Avenue	Riverside Drive	East of IH 820	6	6	6	6	$239,000,000	Non-Capacity
RSA 2.535.325	TxDOT Fort Worth	Tarrant	3rd 4th Connector Street	Harding Street	4th Street	2	4	4	4	$1,100,000	Capacity
RSA 2.535.350	TxDOT Fort Worth	Tarrant	4th Street	3rd 4th Connector Street	Gilvin Street	2	4	4	4	$1,100,000	Capacity
RSA 2.535.355	TxDOT Fort Worth	Tarrant	4th Street	East of Harding Street	West of Sylvania Avenue	2	4	4	4	$880,000	Capacity
RSA 2.535.360	TxDOT Fort Worth	Tarrant	4th Street	IH 35W	Sylvania Avenue	2	4	4	4	$4,110,000	Capacity
RSA 2.535.425	TxDOT Fort Worth	Tarrant	Randol Mill Road	Oakland Blvd	Woodhaven Blvd	2	4	4	4	$7,550,000	Capacity
RSA 2.535.475	TxDOT Fort Worth	Tarrant	Randol Mill Road	IH 820	North John T White Road	2	2	4	4	$2,050,000	Capacity
RSA 2.535.490	TxDOT Fort Worth	Tarrant	Randol Mill Road	North John T White Road	Racquet Club Drive	2	4	4	4	$1,220,000	Capacity
RSA 2.545.325	TxDOT Fort Worth	Tarrant	FM 1187	US 377	West of SH 121/Chisholm Trail Parkway	2	2	4	6	$215,000,000	Capacity
RSA 2.545.330	TxDOT Fort Worth	Tarrant	FM 1187	West of SH 121/Chisholm Trail Parkway	SH 121/Chisholm Trail Parkway	2	2	2/2	3/3	w/RSA 2.545.325	Capacity
RSA 2.545.340	TxDOT Fort Worth	Tarrant	FM 1187	SH 121/Chisholm Trail Parkway	FM 1902	2	2	2/2	3/3	$134,000,000	Capacity
RSA 2.545.350	TxDOT Fort Worth	Tarrant	FM 1187	FM 1902	East of Floyd Hampton Road	2	2	2/2	3/3	w/RSA 2.545.340	Capacity
RSA 2.545.375	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	East of Floyd Hampton Road	East of BF 1187	1/1	2/2	2/2	3/3	$4,570,000	Capacity
RSA 2.545.390	TxDOT Fort Worth	Tarrant	FM 1187	East of BF 1187	BU 1187	2/2	2/2	2/2	3/3	$20,100,000	Capacity
RSA 2.545.400	TxDOT Fort Worth	Tarrant	FM 1187 EB/FM 1187 WB	BU 1187	FM 731	2/2	2/2	3/3	3/3	$967,000	Capacity
RSA 2.545.410	TxDOT Fort Worth	Tarrant	FM 1187	FM 731	IH 35W	2/2	2/2	3/3	3/3	$967,000	Capacity
RSA 2.545.435	TxDOT Fort Worth	Tarrant	FM 1187	Oak Grove Road	Newt Patterson Road	2	2	4	4	w/RSA 2.545.425	Capacity
RSA 2.545.500	TxDOT Fort Worth	Tarrant	Debbie Lane	US 287	Matlock Road	4	4	6	6	$11,400,000	Capacity

Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

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

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

Regionally Significant Arterials Improvements Summary

April 4, 2025

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 2.545.525	TxDOT Fort Worth	Tarrant	Debbie Lane	Matlock Road	West of Collins Street	4	4	4	6	$6,040,000	Capacity
RSA 2.545.550	TxDOT Fort Worth	Tarrant	Debbie Lane	West of Collins Street	SH 360	4	4	4	6	$10,700,000	Capacity
RSA 2.565.275	TxDOT Fort Worth	Tarrant	SH 183 Southwest Blvd	Overhill Road	US 377 Circle	6	6	6	6	$3,580,000	Non-Capacity
RSA 2.565.300	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	US 377 Circle	IH 30	6	6	6	6	$6,260,000	Non-Capacity
RSA 2.565.325	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	IH 30	Green Oaks Road	2/2	6	6	6	$26,100,000	Capacity
RSA 2.565.350	TxDOT Fort Worth	Tarrant	SH 183 Alta Mere Drive	Green Oaks Blvd	Roaring Springs Road	4	6	6	6	$253,000,000	Capacity
RSA 2.565.375	TxDOT Fort Worth	Tarrant	SH 183	Roaring Springs Road	White Settlement Road	2/2	2/2	6	6	w/RSA 2.565.350	Capacity
RSA 2.565.400	TxDOT Fort Worth	Tarrant	SH 183 River Oaks Blvd	White Settlement Road	Deen Road	4	4	4	4	w/RSA 2.565.350	Non-Capacity
RSA 2.565.500	TxDOT Fort Worth	Tarrant	SH 183 Baker Blvd	SH 183/SH 26	IH 820	4	4	4	4	$5,460,000	Non-Capacity
RSA 2.630.300	TxDOT Fort Worth	Tarrant	Everman Parkway	Sycamore School Road	IH 35W	0	0	4	4	$37,300,000	Capacity
RSA 2.630.350	TxDOT Fort Worth	Tarrant	Everman Parkway	Oak Grove Road	Shelby Road	4	4	6	6	$6,740,000	Capacity
RSA 2.630.375	TxDOT Fort Worth	Tarrant	Shelby Road	Race Street	Forest Hill Drive	2	4	4	4	$46,700,000	Capacity
RSA 1.195.275	TxDOT Fort Worth	Wise	SH 101	FM 1810 Maginnis Street	South of CR 1536	2	2	4	4	$29,300,000	Capacity
RSA 1.210.225	TxDOT Fort Worth	Wise	FM 920	SH 199	South of SH 199	2	2	4	4	$24,700,000	Capacity
RSA 1.220.250	TxDOT Fort Worth	Wise	US 287 US 81**	BU 81/Future FM 1810	FM 1810 (Current)	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.220.275	TxDOT Fort Worth	Wise	US 287 US 81**	FM 1810 (Current)	US 380	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.220.300	TxDOT Fort Worth	Wise	US 287**	US 380	BU 81	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.220.315	TxDOT Fort Worth	Wise	US 287**	BU 81	FM FM 407 Illinois Street	2/2	2/2	N/A	N/A	w/AO Program	Non-Capacity
RSA 1.280.250	TxDOT Fort Worth	Wise	FM 730 Allen Street	SH 114 EB Rock Island Avenue	Briar Road	2	2	4	4	$170,000,000	Capacity
RSA 2.205.325	TxDOT Fort Worth	Wise	SH 114 Rock Island Avenue	FM 730	US 81	2	2	4	4	$52,700,000	Capacity
RSA 2.225.100	TxDOT Fort Worth	Wise	US 380 SH 114	West of FM 3701	East of FM 1658	2	2	4	4	$170,000,000	Capacity
RSA 2.225.125	TxDOT Fort Worth	Wise	US 380 SH 114	East of FM 1658	SH 101	2	2	4	4	w/RSA 2.225.100	Capacity
RSA 1.840.400	TxDOT Paris	Hunt	SH 34	Traders Road	South of CR 3703	2	2	4	4	$1,170,000	Capacity
RSA 1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178 / Culver Street	4	4	4	4	$5,320,000	Non-Capacity

Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

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

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

Regionally Significant Arterials Improvements Summary

April 4, 2025

MTP ID	Agency	County	Facility	From	To	2026 Lanes	2035 Lanes	2040 Lanes	2050 Lanes	Total Project Cost (YOE)	Project Type
RSA 2.225.725	TxDOT Paris	Hunt	US 380**	West of CR 698/CR 699/Future US 380 Bypass (Hunt County Line)	East of CR 698/CR 699/Future US 380 Bypass (Collin County Line)	2/2	2/2	N/A	N/A	w/FT 2.50.2	Capacity
RSA 2.260.225	TxDOT Paris	Hunt	FM 1570	SH 34	IH 30	2	4	4	4	$26,500,000	Capacity
RSA 2.370.825	TxDOT Paris	Hunt	SH 66	East County Line Road	FM 2642	2	4	4	4	$21,000,000	Capacity
RSA 2.370.850	TxDOT Paris	Hunt	SH 66	FM 2642	US 69	2	2	2	4	$94,000,000	Capacity

Frtg): Frontage Lanes

YOE Cost: Cost based on Year of Expenditure

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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

Non-Regionally Significant Arterials – Frontage Roads

April 4, 2025

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-1.10.3 NRSA1-1.10.4	TxDOT Fort Worth	13004.2	Intersection Improvement, New Roadway, Grade Separation	0013-07-083	US 81	North of CR 2195	North of US 380	Construct main lane grade separation at relocated FM 1810 and US 81D with addition of ramps and 0 to 2 lane access roads	$79,734,000	FFCS Amendment Request is Pending Approval	TSMO2-001
NRSA1-1.20.2	TxDOT Fort Worth	55010	New Roadway, Grade Separation	0013-08-130	US 81	North of CR 4228	South of NRS Ranch Road	Construct new 0 to 2 lane discontinuous frontage roads along US 81/287; crossover improvements; and a grade separation at NRS Ranch Road	$125,480,000	FFCS Amendment Request is Pending Approval	TSMO2-001
NRSA1-1.20.3 NRSA1-1.30.1 NRSA1-1.30.2	TxDOT Fort Worth	55026	Reconstruction, New Roadway, Grade Separation	0013-08-111	US 81/287	North of Pioneer Road	Wise/Tarrant County Line	Recnst 4 to 4 gp lns & add grade separations N of Pioneer Rd to SH 114: Recnst 2 ln two-way frtg rds to 2 ln one-way frtg rds; SH 114 to Wise/Tarrant CL: Const new 0 to 2 ln one-way frtg rd NB & Recnst SB 2 ln two-way frtg rd to 2 ln one-way frtg rd	$416,910,000	FFCS Amendment Request is Pending Approval	TSMO2-001
NRSA1-1.30.2	TxDOT Fort Worth	55302	Reconstruction, Grade Separation	0013-08-147	US 81	Northstar Parkway	Wise/Tarrant County Line	Reconstruct 4 to 4 lane freeway and grade separation; construct/reconstruct/restripe 4 lane 2 way discontinuous frontage roads to 4 lane 1 way continuous frontage roads	$95,090,000	FFCS Amendment Request is Pending Approval	TSMO2-001
NRSA1-1.30.1 1.30.2	TxDOT Fort Worth	53069	Reconstruction, Grade Separation	0013-08-131	US 81	North of Ramhorn Hill Road	South of Ramhorn Hill Road	Reconstruct 4 to 4 lane freeway and grade separation; construct/reconstruct/restripe 4 lane 2 way discontinuous frontage road to 4 lane 1 way continuous frontage road	$130,320,000	Principal Arterial	TSMO2-001, RD3-007
NRSA1-1.100.1	TxDOT Dallas	55306	New Roadway, Reconstruction	0172-13-009	US 287	West of Old Fort Worth Road	West of US 67	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4 lane continuous frontage roads	$11,100,000	Principal Arterial	RD3-007
NRSA1-1.100.1	TxDOT Dallas	55307	New Roadway, Interchange	0172-13-008	US 287	US 67	South Midlothian Parkway	Construct 0 to 4 lane discontinuous frontage road and improve interchanges at FM 663, 14th St, and Midlothian Pkwy	$90,950,000	Principal Arterial	RD3-007
NRSA1-5.100.2	TxDOT Fort Worth	25070	Realignment, Ramp Modifications	0014-03-087	IH 35W	IH 35W NB	Over BI 35V	Realignment of IH 35 NB mainlanes, ramp modifications, convert two-way frontage road to NB 2 lane one-way frontage road from US 67 to CR 604/707; Realignment of existing BUS 35W to a 'T' intersecton to proposed frontage road	$13,490,000	FFCS Amendment Revision is Pending Approval.	RD3-014
NRSA1-7.100.5	TxDOT Dallas	55228	Interchange, Ramp Modifications, Addition of Lanes, Reconstruction	0048-04-093	IH 35E	at FM 66		Reconstruct interchange including 4 to 4/6 lane frontage roads and ramp modifications	$52,100,000	Major Collector	IN1-7.503.1

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** Classification is based on existing facility. New alignment will be reclassified when funds are available for construction and/or once it has been constructed according to FHWA.

Non-Regionally Significant Arterials – Frontage Roads

April 4, 2025

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-7.100.5	TxDOT Dallas	55227	Interchange, Ramp Modifications, Addition of Lanes, Reconstruction	0048-04-092	IH 35E	at FM 1446		Reconstruct interchange including 4 lane continuous to 4/6 lane continuous frontage roads and ramp modifications	$41,280,000	Major Collector	IN1-7.504.1
NRSA1-7.100.5	TxDOT Dallas	55092	Interchange, Ramp Modifications, Addition of Lanes, Reconstruction	0048-04-090, 0048-04-096	IH 35E	US 77 South	US 77 North	Reconstruct 4 interchanges (BUS 287/US 287 Bypass/Lofland/Sterret Rd), 4 ln discon to 4/6 ln continuous frtg rd & ramp modifications	$32,890,000	Major Collector	RD3-007, SPD2-001
NRSA1-9.20.1	TxDOT Fort Worth	14092	New Roadway, Bridge, Bike/Pedestrian	2266-02-159	SH 360	Trinity River	Post And Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	$18,990,000	FFCS Amendment Request is Pending Approval	BP2-001
NRSA1-28.10.2	TxDOT Fort Worth	13061.4	Addition of Lanes, Reconstruction, Ramp Modifications	1068-01-220	IH 30	Tarrant/Parker County Line	Linkcrest Drive	Construct ramps, Reconstruct existing 6 to 6 main lanes and 4 continuous to 4/6 continuous frontage road lanes	$106,910,000	Major Collector	TSMO2-001, MO3-001
NRSA1-28.50.1	TxDOT Dallas	52527	New Roadway	1068-04-119	IH 30	SH 161	NW 7th Street	Construct 0 to 4 lane frontage roads	$33,180,000	Major Collector	N/A
NRSA1-28.80.2	TxDOT Dallas	55169	New Roadway, Bridge, Interchange, Ramp Modifications	0009-11-241	IH 30	Bass Pro Drive	Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside Bridge, and ramp modifications; reconstruct Dalrock interchange	$154,990,000	FFCS Amendment Request is Pending Approval	RD3-007
NRSA1-30.10.5	TxDOT Fort Worth	21093.1	Reconstruction, Addition of Lanes	0008-03-131	IH 20	FM 1187	US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 continuous frontage roads	$514,315,000	Major Collector	MO3-001
NRSA1-30.80.5 NRSA1-30.80.6	TxDOT Dallas	55240	New Roadway	2374-04-085	IH 20	West of Cockrell Hill Road	Hampton Road	Construct 0 to 4 lane frontage roads	$101,520,000	FFCS Amendment Request is Pending Approval	N/A
NRSA1-30.90.2	TxDOT Dallas	55232	New Roadway	0095-13-038	IH 20	Lawson Road	Kaufman County Line	Add 0 to 4 lanes continuous frontage roads	$148,840,000	FFCS Amendment Request is Pending Approval	N/A
NRSA1-30.100.1 NRSA1-30.100.2	TxDOT Dallas	55219	New Roadway	0095-14-027	IH 20	Dallas County Line	West of FM 741	Construct 0 to 4 lane continuous frontage roads	$303,800,000	FFCS Amendment Request is Pending Approval	N/A
NRSA1-30.110.1	TxDOT Dallas	55220	New Roadway	0495-01-071	IH 20	Spur 557	SH 34	Construct 0 to 4 lane continuous frontage roads	$150,000,000	FFCS Amendment Request is Pending Approval	N/A
NRSA1-30.110.2	TxDOT Dallas	13081	New Roadway	0495-01-083	IH 20	SH 34	Wilson Road	Construct 0 to 4 lane continuous frontage roads	$144,830,000	FFCS Amendment Request is Pending Approval	N/A
NRSA1-130.10.2	TxDOT Dallas	54047	New Roadway	2374-07-063	IH 635	Royal Lane	West of Belt Line Road	Construct 0 to 2 lane WB frontage road and ramp modifications	$51,530,000	A FFCS amendment request will be submitted when appropriate	TSMO2-005

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Non-Regionally Significant Roadways

April 4, 2025

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-11	TxDOT Dallas	11237.2	New Roadway, Bike/Pedestrian	0918-45-812	Conflans Road	SH 161	Valley View Lane	Construct 0 to 4 lane divided facility with new sidewalks and shared use path	$30,710,000	FFCS Amendment Request is Pending Approval	BP2-002
NRSA1-DAL-51	TxDOT Dallas	52559	Addition of Lanes	2845-01-014	FM 455	Wildwood Trail	SH 121	Reconstruct and widen 2 lane facility to 4 lane roadway (ultimate 6 lane divided)	$8,290,000	Minor Arterial	N/A
NRSA1-DAL-126	TxDOT Dallas	55006	Addition of Lanes	1017-01-015	FM 552	SH 205	SH 66	Widen from 2 lane rural to 4 lane urban section	$93,190,000	Major Collector	N/A
NRSA1-DAL-127	TxDOT Dallas	83221	Addition of Lanes	1015-01-024	FM 549	SH 205	SH 276	Widen from 2 lane rural to 4 lane urban	$50,550,000	Major Collector	N/A
NRSA1-DAL-169	TxDOT Dallas	55111	Reconstruction, Addition of Lanes	2588-01-017	FM 548	Windmill Farms Blvd	South of SH 205 (Rockwall C/L)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	$108,360,000	Major Collector	N/A
NRSA1-DAL-170	TxDOT Dallas	55111.2	Reconstruction, Addition of Lanes	2588-01-022	FM 548	North of US 80	Windmill Farms Blvd	Widen from 2 lane rural to 6 lane divided urban	$141,950,000	Major Collector	N/A
NRSA1-DAL-174	TxDOT Dallas	83215.2	New Roadway	N/A	Ridgeview Drive	Chelsea Road	US 75	Construct 0 to 4 lane roadway	$7,350,000	Major Collector	N/A
NRSA1-DAL-184	TxDOT Dallas	25025	New Roadway, Bike/Pedestrian	0918-47-237	Wheatland Road	Dallas/Lancaster City Limit	University Hills along the Dallas/Lancaster City Limits	Construct 0 to 4 lane divided roadway and bicycle/pedestrian facilities	$14,700,000	Major Collector**, a FFCS amendment request will be submitted when appropriate	BP2-002
NRSA1-DAL-188	TxDOT Dallas	633	Intersection Improvement/ Reconstruction	0918-46-826, 0918-45-372	Dolphin Road	Spring Avenue	North of Haskell Avenue/Military Parkway	Reconstruct existing roadway from 4 lane undivided to 4 lane divided with intersection improvements at Haskell	$4,960,000	Minor Arterial	TSMO2-001
NRSA1-DAL-190	TxDOT Dallas	13017	Reconstruction, Addition of Lanes	2588-02-008	FM 548	South of SH 205 (Kaufman County Line)	SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (ultimate 6)	$26,380,000	Minor Arterial	N/A
NRSA1-DAL-191	TxDOT Dallas	14002	Addition of Lanes, Reconstruction	0918-47-208	Wintergreen Road	Jefferson Street	West of Carpenter Road	Reconstruct and widen 2 lane undivided rural to 4 lane divided urban	$22,270,000	Minor Arterial	N/A
NRSA1-DAL-192	TxDOT Dallas	14003	Reconstruction, Addition of Lanes	0918-47-239	Jefferson Street from Wintergreen Road to Pleasant Run Road & Pleasant Run Road	Jefferson Street	Lancaster-Hutchins Road	Widen and reconstruct 2 lane undivided rural to 4 lane divided urban	$13,910,000	Major Collector	N/A
NRSA1-DAL-193	TxDOT Dallas	13020	Reconstruction, Addition of Lanes	1394-02-027	FM 1387	Midlothian Parkway	Long Branch Road/Bryson Lane	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (ultimate 6 lane)	$128,880,000	Major Collector	N/A
NRSA1-DAL-200	TxDOT Dallas		New Roadway		New Collin County N/S Road #1	SH 121/FM 455	FM 545/FM 1827	New 4 lane road (PA)	$8,590,000	Locally Funded	N/A
NRSA1-DAL-201	TxDOT Dallas		Realignment		FM 1827/New Collin County N/S Road #1	FM 545/FM 1827	FM 1827/CR 470	Realign 4 lane road (PA)	$12,320,000	Locally Funded	N/A
NRSA1-DAL-202	TxDOT Dallas		New Roadway		New Collin County N/S Road #1	FM 1827/CR 470	CR 463 (North)	New 4 lane road (PA)	$4,900,000	Locally Funded	N/A
NRSA1-DAL-203	TxDOT Dallas		Realignment		New Collin County N/S Road #1	CR 463 (North)	US 380	Realign 4 lane road (PA)	$8,990,000	Locally Funded	N/A

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NOTE: Locally funded roads are not required to be classified.

Non-Regionally Significant Roadways

April 4, 2025

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-204	TxDOT Dallas		New Roadway		New Collin County N/S Road #1	US 380	FM 546/CR 447	New 4 lane road (PA)	$8,740,000	Locally Funded	N/A
NRSA1-DAL-205	TxDOT Dallas		Realignment		New Collin County N/S Road #1	FM 546/CR 447	FM 982/CR 444	Realign 4 lane road (MA)	$8,840,000	Locally Funded	N/A
NRSA1-DAL-206	TxDOT Dallas		Addition of Lanes	0387-05-027	FM 982	US 380/BS 380	FM 546	Reconstruct and widen from 2 lanes to 4 lanes (6 lanes ultimate)	$280,000,000	Locally Funded	N/A
NRSA1-DAL-207	TxDOT Dallas		Addition of Lanes	1013-01-042	FM 546	FM 3286	FM 982/CR 444	Reconstruct and widen 2 to 4 lane roadway (ultimate 6)	$31,470,000	Locally Funded	N/A
NRSA1-DAL-208	TxDOT Dallas		Addition of Lanes	3476-02-0140	FM 3286	FM 1378 (Country Club Road)	FM 546	Reconstruct and widen 2 to 4 lane roadway (ultimate 6)	$185,770,000	Locally Funded	N/A
NRSA1-DAL-210	TxDOT Dallas		Addition of Lanes		McMillen Drive/ Collin County E/W Road #2	McCreary Road	Country Club Road	Widen 2 to 6 lanes (MA)	$5,580,000	Locally Funded	N/A
NRSA1-DAL-211	TxDOT Dallas		Addition of Lanes		Park Blvd/Collin County E/W Road #2	Country Club Road	SH 78/Kreymer Lane	Widen 2 to 6 lanes (MA)	$13,270,000	Locally Funded	N/A
NRSA1-DAL-212	TxDOT Dallas		Addition of Lanes		Kreymer Lane/ Collin County E/W Road #2	SH 78/Kreymer Lane	Collin County E/W Road #3/Troy Road	Widen 2 to 4 lanes (MA)	$3,940,000	Locally Funded	N/A
NRSA1-DAL-213	TxDOT Dallas		New Roadway		Hensley Lane/New Collin County E/W Road #3	McCreary Road	Woodbridge Parkway	New 4 lane road (MA)	$3,630,000	Locally Funded	N/A
NRSA1-DAL-214	TxDOT Dallas		Addition of Lanes		Hensley Lane/New Collin County E/W Road #3	Woodbridge Parkway	Sanden Blvd	Widen 2 to 4 lanes (MA)	$2,800,000	Locally Funded	N/A
NRSA1-DAL-215	TxDOT Dallas		Realignment		Alanis Drive/New Collin County E/W Road #3	Sanden Blvd	Ballard Street	Realign 4 lane road (MA) w/ SH 78 grade separation	$7,200,000	Locally Funded	TSMO2-001
NRSA1-DAL-217	TxDOT Dallas		New Roadway		New Collin County E/W Road #3	FM 544 (Vinson Road)	SH 205	New 4 lane road (MA)	$41,320,000	Locally Funded	N/A
NRSA1-DAL-218	TxDOT Dallas		Addition of Lanes		Campbell Road/ Collin County E/W Road #4	PGBT	Murphy Road	Widen 2/4 to 6 lanes (PA)	$5,020,000	Locally Funded	N/A
NRSA1-DAL-219	TxDOT Dallas		Addition of Lanes		Blackburn Road/ Collin County E/W Road #4	Murphy Road	Dewitt Road	Widen 2 to 4 lanes (MA)	$2,830,000	Locally Funded	N/A
NRSA1-DAL-221	TxDOT Dallas		Addition of Lanes		Sachse Road/Collin County E/W Road #4	SH 78/Sachse Road	Sachse Road/Elm Grove Road	Widen 2 to 4 lanes (MA)	$7,190,000	Locally Funded	N/A
NRSA1-DAL-222	TxDOT Dallas		Addition of Lanes		Elm Grove Road/ Collin County E/W Road #4	Sachse Road/Elm Grove Road	Vinson Road	Widen 2 to 4 lanes (MA)	$5,760,000	Locally Funded	N/A
NRSA1-DAL-223	TxDOT Dallas		Addition of Lanes		FM 544 (Vinson Road)/Collin County N/S Road #5	Alanis Dr/Collin County E/W Road #3	Elm Grove Road	Widen 2 to 4 lanes (MA)	$7,820,000	Locally Funded	N/A

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Non-Regionally Significant Roadways

April 4, 2025

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-224	TxDOT Dallas		New Roadway		FM 544 (Vinson Road)/Collin County N/S Road #5	Elm Grove Road	Merritt Road/ Hickox Road	New 4 lane road (MA) w/ diamond interchange @ PGBT	$17,480,000	Locally Funded	RD3-007
NRSA1-DAL-225	TxDOT Dallas		Addition of Lanes		Hickox Road/Collin County N/S Road #5	Toler Road	Castle Drive	Widen 2 to 4 lanes (MA)	$2,260,000	Locally Funded	N/A
NRSA1-DAL-226	TxDOT Dallas		New Roadway		Hickox Road/Collin County N/S Road #5	Castle Drive	Centerville Road	New 4 lane road (MA)	$4,540,000	Locally Funded	N/A
NRSA1-DAL-227	TxDOT Dallas		Addition of Lanes		Castle Drive/Collin County N/S Road #5	Centerville Road	Country Club Road	Widen 2 to 4 lanes (MA)	$3,030,000	Locally Funded	N/A
NRSA1-DAL-229	TxDOT Dallas		New Roadway		Collin County E/W Road #7	SH 5 (Greenville Avenue)/ Chaparral Road	Chase Oaks Blvd (West of US 75)	New 4 lane road (C) w/ grade separation over US 75 main lanes & frontage roads	$6,600,000	Locally Funded	TSMO2-001
NRSA1-DAL-230	TxDOT Dallas	55300	Reconstruction, Addition of Lanes	0619-01-027	FM 6	SH 78	East of FM 1777	Reconstruct and widen existing rural 2 lane to 4 lane urban divided (ulitmate 6)	$207,180,000	Major Collector	N/A
NRSA1-DAL-231	TxDOT Dallas		New Roadway		FM 6/Collin County E/W Road #8	SH 66	FM 36 (South of SH 66)	New 4 lane road (MA)	$3,630,000	Locally Funded	N/A
NRSA1-DAL-232	TxDOT Dallas		Addition of Lanes		FM 36/Collin County E/W Road #8	FM 36 (South of SH 66)	IH 30	Widen 2 to 4 lanes (MA)	$7,930,000	Locally Funded	N/A
NRSA1-DAL-233	TxDOT Dallas		Addition of Lanes	2745-01-011	FM 2755	BS-78G	CR 541	Reconstruct and widen from 2 lanes to 4 lanes (ultimate 6 lanes)	$68,400,000	Locally Funded	N/A
NRSA1-DAL-234	TxDOT Dallas		Addition of Lanes		Watkins Road	FM 2755/ Watkins Road	FM 1777/CR 590	Widen 2 to 4 lanes (PA)	$8,420,000	Locally Funded	N/A
NRSA1-DAL-235	TxDOT Dallas		New Roadway		FM 2642/Collin County E/W Road #9	FM 1777/CR 590	SH 66/FM 2642	New 4 lane road (PA)	$689,000	Locally Funded	N/A
NRSA1-DAL-237	TxDOT Dallas		Addition of Lanes	1017-02-015	FM 35	IH 30	Chestnut Court	IH 30 to FM 2453: reconstruct and widen from 2 to 4/6 lanes ultimate; FM 2453 to Chestnut Court: reconstruct and widen from 2 lanes to 4 lanes	$93,300,000	Locally Funded	N/A
NRSA1-DAL-238	TxDOT Dallas		Addition of Lanes		CR 482/Collin County E/W Road #10	SH 78	CR 483 (East)	Widen 2 to 4 lanes (MA)	$3,140,000	Locally Funded	N/A
NRSA1-DAL-239	TxDOT Dallas		New Roadway		Collin County E/W Road #10	CR 483 (East)	FM 2755 (West)	New 4 lane road (MA)	$5,860,000	Locally Funded	N/A
NRSA1-DAL-240	TxDOT Dallas		Addition of Lanes		FM 2755/Collin County E/W Road #10	FM 2755 (West)	Erby Campbell Road/Collin County N/S Road #13	Widen 2 to 4 lanes (MA)	$12,300,000	Locally Funded	N/A
NRSA1-DAL-241	TxDOT Dallas		New Roadway		Collin County E/W Road #10	Erby Campbell Road/Collin County N/S Road #13	SH 66	New 4 lane road (MA)	$7,910,000	Locally Funded	N/A
NRSA1-DAL-242	TxDOT Dallas		New Roadway		FM 3549/Collin County N/S Road #11	FM 552/FM 3549	FM 2755 (West)	New 4 lane road (MA)	$7,780,000	Locally Funded	N/A

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Non-Regionally Significant Roadways

April 4, 2025

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-243	TxDOT Dallas		Addition of Lanes		FM 2755/Collin County N/S Road #11	FM 2755 (West)	FM 2755/ Watkins Road	Widen 2 to 4 lanes (MA)	$4,570,000	Locally Funded	N/A
NRSA1-DAL-244	TxDOT Dallas		New Roadway		FM 3549/Collin County N/S Road #11	FM 2755/ Watkins Road	FM 6	New 4 lane road (MA)	$9,040,000	Locally Funded	N/A
NRSA1-DAL-245	TxDOT Dallas		Addition of Lanes		FM 1138/Collin County N/S Road #12	FM 1138/Outer Loop	FM 1138 (South of Nevada/ NETEX)	Widen 2 to 4 lanes (MA)	$6,390,000	Locally Funded	N/A
NRSA1-DAL-246	TxDOT Dallas		New Roadway		Collin County N/S Road #12	FM 1138 (South of Nevada/ NETEX)	FM 6/FM 1138	New 4 lane road (MA)	$3,870,000	Locally Funded	N/A
NRSA1-DAL-247	TxDOT Dallas		Addition of Lanes		FM 1138/Collin County N/S Road #12	FM 6/FM 1138	FM 1778/CR 643	Widen 2 to 4 lanes (MA)	$7,530,000	Locally Funded	N/A
NRSA1-DAL-248	TxDOT Dallas		Addition of Lanes		Collin County N/S Road #12	FM 1778/CR 643	CR 609 (North)	Widen 2 to 4 lanes (MA)	$11,980,000	Locally Funded	N/A
NRSA1-DAL-249	TxDOT Dallas		New Roadway		Collin County N/S Road #12	CR 609 (North)	Main Street/ Josephine Road	New 4 lane road (MA)	$5,830,000	Locally Funded	N/A
NRSA1-DAL-250	TxDOT Dallas		Addition of Lanes		Main Street/Collin County N/S Road #12	Main Street/ Josephine Road	US 380/Main Street	Widen 2 to 4 lanes (MA)	$1,290,000	Locally Funded	N/A
NRSA1-DAL-251	TxDOT Dallas		Realignment, Addition of Lanes		Erby Campbell/Collin County N/S Road #13	Collin County E/W Road #10	SH 66	Realign and widen 2 to 4 lanes (C)	$5,680,000	Locally Funded	N/A
NRSA1-DAL-253	TxDOT Dallas		Addition of Lanes		FM 1778/Collin County E/W Road #14	SH 78	CR 695	Widen 2 to 4 lanes (MA)	$19,020,000	Locally Funded	N/A
NRSA1-DAL-254	TxDOT Dallas		Realignment, Addition of Lanes		FM 1778/Collin County E/W Road #14	CR 695	FM 6/FM 1777	Realign and widen 2 to 4 lanes (MA)	$4,260,000	Locally Funded	N/A
NRSA1-DAL-255	TxDOT Dallas	55303	Reconstruction, Addition of Lanes	1014-04-016	FM 1777	SH 66	FM 6	Reconstruct and widen existing rural 2 lane to 4 lane urban divided (ulitmate 6)	$208,470,000	Major Collector	N/A
NRSA1-DAL-256	TxDOT Dallas		New Roadway		FM 1777/Collin County N/S Road #14	SH 66	FM 35/FM 2453	New 4 lane road (MA) w/ IH 30 interchange	$7,300,000	Locally Funded	RD3-007
NRSA1-DAL-259	TxDOT Dallas		Addition of Lanes		Rock Ridge Road	FM 1378 (Country Club Road)	Exchange Parkway	Widen 2 to 4 lanes (C)	$1,860,000	Locally Funded	N/A
NRSA1-DAL-260	TxDOT Dallas		Addition of Lanes		Rock Ridge Road	Exchange Parkway	FM 2170 (Estates Pkwy)	Widen 2 to 4 lanes (C)	$2,940,000	Locally Funded	N/A
NRSA1-DAL-261	TxDOT Dallas		New Roadway		McCreary Road	Lucas Rd/Lewis Lane	FM 2514 (Parker Road)/McCreary Road	New 4 lane road (C)	$7,920,000	Locally Funded	N/A
NRSA1-DAL-265	TxDOT Dallas		Addition of Lanes		FM 548	Outer Loop/FM 548 Connector	SH 276	Widen 2 to 4 lane divided	$8,400,000	Major Collector	N/A
NRSA1-DAL-266	TxDOT Dallas		Addition of Lanes		FM 548	SH 276	SH 205	Widen 2 to 4 lane divided	$27,000,000	Major Collector	N/A
NRSA1-DAL-267	TxDOT Dallas	55265	Addition of Lanes, Reconstruction	2588-01-020	FM 548	US 80	FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	$16,430,000	Major Collector	N/A

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Non-Regionally Significant Roadways

MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-300	TxDOT Dallas	55236	Addition of Lanes, Reconstruction	1392-03-012	FM 1461	West of County Road 166	CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (ultimate 6 lanes)	$32,040,000	Major Collector	N/A
NRSA1-DAL-301	TxDOT Dallas	55237	Addition of Lanes, Reconstruction	1973-01-015	FM 1461	SH 289	West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (ultimate 6 lanes)	$126,950,000	Minor Arterial	N/A
NRSA1-DAL-302	TxDOT Dallas	55239	Addition of Lanes	1951-01-011	FM 1515	Bonnie Brae Street	Masch Branch Road	Widen 2 lane rural section to 4/6 lane divided urban	$84,200,000	Major Collector/ Minor Collector	N/A
NRSA1-DAL-306	TxDOT Dallas	55238	Reconstruction, Addition of Lanes	2845-01-020	FM 455	SH 5	East of Wildwood Trail	Reconstruct and widen 2 to 4 lane roadway (ultimate 6 lanes)	$5,830,000	Minor Arterial	N/A
NRSA1-DAL-307	TxDOT Dallas	14032	Intersection Improvement, Bike/Pedestrian, Addition of Lanes, Reconstruction	0918-47-246	East Bear Creek Road	Hampton Road	IH 35E	Reconstruct and widen from 2 lanes rural undivided to 4 lanes urban divided with bicycle/pedestrian accommodations and intersection improvements	$33,250,000	Minor Arterial	BP2-002, TSMO2-001
NRSA1-DAL-309	TxDOT Dallas	14077	Addition of Lanes, New Roadway, Bike/Pedestrian, Bridge	0918-24-249	Ferguson Parkway	Elm Street	The Collin County Outer Loop	Construct 0/2 to 4 lane urban divided (6 lane ultimate), including new sidewalks and 0 to 6 lane bridge over Slayter Creek	$21,110,000	Partial Major Collector - FFCS Amendment Request is Pending Approval	BP2-002, MO3-002
NRSA1-DAL-310	TxDOT Dallas	14060	Bike/Pedestrian, Reconstruction, Intersection Improvement	0918-24-258	East Louisiana Street	SH 5	Throckmorton Street	Reconstruct from 2 to 2 lanes including on-street parking, roundabout at the intersection of East Louisiana and Greenville St, and sidewalk improvements	$6,190,000	Major Collector/ Minor Collector	BP2-002, TSMO2-001
NRSA1-DAL-311	TxDOT Dallas	14074	Addition of Lanes, Bike/Pedestrian	0918-46-319	Bonnie Brae Street	Windsor Drive	US 77	Widen from 2/4 lanes to 4 lanes divided with sidewalks and shared-use path (Segment 6B)	$21,460,000	Minor Arterial	BP2-002
NRSA1-DAL-313	TxDOT Dallas	14079	Reconstruction, Bike/Pedestrian, Intersection Improvement	0918-47-295	Park Lane	Greenville Avenue	Hemlock Avenue	Reconstruct roadway to accommodate bicycle lane and sidewalks from Greenville Ave to Hemlock Ave; Intersection Improvements at Shady Brook and 5-point intersections; Restripe pavement to accommodate 4 through lanes with left turn lanes and bicycle lanes	$9,890,000	Major Collector	BP2-002, TSMO2-001
NRSA1-DAL-314	TxDOT Dallas	55256	Addition of Lanes, Reconstruction	1217-01-019	FM 1641	FM 548	FM 148	Reconstruct and widen 2 lane to 4 lane urban divided	$143,810,000	Minor Arterial/Major Collector	N/A
NRSA1-DAL-318	TxDOT Dallas	55267	Addition of Lanes, Reconstruction	1059-01-047	FM 1173	FM 156	Masch Branch Road	Widen and reconstruct from 2 lane rural to 4/6 lane urban divided roadway	$106,750,000	Minor Arterial	N/A

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NRSA1-DAL-319	TxDOT Dallas	55268	Addition of Lanes, Realignment, Reconstruction	1059-02-002	FM 1173	Masch Branch Road	IH 35	Realign from 2 lane rural to 6 lane urban divided roadway	$61,670,000	Minor Arterial	N/A

Non-Regionally Significant Roadways

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MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-320	TxDOT Dallas	55272	Addition of Lanes, Reconstruction	1092-01-021	FM 741	US 175	FM 548	Widen and reconstruct from 2 lane rural undivided to 4/6 lane urban divided roadway	$174,110,000	Minor Arterial	N/A
NRSA1-DAL-322	TxDOT Dallas	25076	Addition of Lanes, Reconstruction	0918-47-315	Collins Road	Tripp Road	Town East Blvd	Reconstruct and widen 2 to 4 lane urban divided	$9,400,000	Major Collector	N/A
NRSA1-DAL-324	TxDOT Dallas	25078	Addition of Lanes, Reconstruction, Bike/Pedestrian	0918-47-313, 0918-47-436	Hickory Tree Road	Elam Road	Lake June Road	Reconstruct and widen from 2 to 3 lanes with pedestrian improvements, including sidewalks and shared-use path	$13,780,000	Major Collector	BP2-002, SD2-001
NRSA1-DAL-326	TxDOT Dallas	55273	Addition of Lanes, Reconstruction, Intersection Improvement	1315-01-030	FM 1385	US 380	FM 455	Widen and reconstruct from 2 lane urban undivided to 4/6 lane urban divided (ultimate 6 lanes); realignment of intersections at Mustang Road and Gee Road	$447,880,000	Major Collector	N/A
NRSA1-DAL-327	TxDOT Dallas	55274	Addition of Lanes, Reconstruction	2979-01-011	FM 2931	US 380	FM 428	Widen and reconstruct from 2 lane rural to 4 lane urban divided (ultimate 6 lanes)	$217,540,000	Major Collector	N/A
NRSA1-DAL-328	TxDOT Dallas	21037	New Roadway, Grade Separation	0918-24-265	Panther Creek Parkway	Preston Road	Dallas North Tollway	Construct 0 to 6 lane roadway, including grade separation over BNSF rail line	$38,270,000	Proposed Minor Arterial	FP3-011, TSMO2-001
NRSA1-DAL-330	TxDOT Dallas	~~84161~~ 21032.3	Addition of Lanes, Reconstruction, Bridge	0918-00-471	Sunrise/Ferris Road	South of Van Road	Loop 9 Frontage Road	Reconstruct and widen 2 to 4 lane road and replace bridge over 10 Mile Creek; Phase 3	$37,500,000	Major Collector, approved 04/2023	RD3-015
NRSA1-DAL-331	TxDOT Dallas	~~21032.1~~ 21032.2	Addition of Lanes, Reconstruction	0918-47-525	Sunrise Road	South of Belt Line Road	Ferris Road	Reconstruct 2 to 2 lane (ultimate 4 lane) for realignment of Sunrise Rd; Phase 2	$11,700,000	Major Collector	N/A
NRSA1-DAL-332	TxDOT Dallas	21034	Addition of Lanes, Bike/Pedestrian, Intersection Improvement	0918-46-332	Hickory Creek Road	FM 1830 (Country Club Road)	Riverpass Drive	Reconstruct and widen from 2 to 4 lanes with shared-use path; intersection improvements at Riverpass Drive	$12,500,000	Major Collector	BP2-002, TSMO2-001
NRSA1-DAL-333	TxDOT Dallas	21082	New Roadway	0918-47-352	Copenhagen Avenue	East Belt Line Road	South of DART ROW	Construct 0 to 4 lane roadway	$1,880,000	Propsed Major Collector	N/A
NRSA1-DAL-334	TxDOT Dallas		Reconstruction, New Roadway, Traffic Signal Improvement, Bike/Pedestrian		Parvin Road	FM 1385	Legacy Drive	Construct 0/2 to 4 lane divided roadway, including bridge improvements, traffic signal improvements, and new sidewalks	$31,000,000	FFCS Request is Pending Approval	BP2-002

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NRSA1-DAL-336	TxDOT Dallas	11600	Bike/Pedestrian, Reconstruction	0918-47-420	10th Street	IH 35E	Clarendon Drive	Reconstruct 2 lane to 2 lane roadway with drainage and associated pedestrian improvements	$3,500,000	RTR Funded	BP2-002

Non-Regionally Significant Roadways

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NRSA1-DAL-337	TxDOT Dallas	11620	Bike/Pedestrian, Intersection Improvement, Reconstruction	0918-47-421	Eads/Hutchins Avenue	Eads Avenue & East Colorado Blvd	Hutchins Avenue and 8th Street	Reconstruct 2 lane to 2 lane roadway including sidewalks, crosswalks, drainage, intersection improvements, streetlights and potential traffic signals if warranted	$7,000,000	RTR Funded	BP2-002, TSMO2-001
NRSA1-DAL-338	TxDOT Dallas	20144.1	New Roadway, Addition of Lanes	0918-46-325	Mayhill Road	South of Spencer Road	IH 35E	Expand 2 lane rural road to a 4 lane divided urban arterial, extension of FM 2499	$5,000,000	Minor Arterial	N/A
NRSA1-DAL-339	TxDOT Dallas	25110	Reconstruction, Bridge, Bike/Pedestrian, Bus Transit, Signal Improvements	0000-18-159	Martin Luther King Jr/Cedar Crest Blvd	11th Street	Robert B Cullum Blvd	Reconstruct roadway from 5/6 to 4 lanes, including retrofit of bridge over the Trinity River; construct bicycle lanes, bus shelter improvements, traffic signal improvements, and pedestrian improvements including crosswalks	$27,250,000	Minor Arterial	BP2-002, TSMO2-001, TSMO2-002
NRSA1-DAL-340	TxDOT Dallas	55297	Reconstruction, Addition of Lanes	1310-01-050	FM 407	East of IH 35W	West of IH 35W	Widen and reconstruct from 2 lane urban undivided to 6 lane urban divided	$52,330,000	Minor Arterial	N/A
NRSA1-DAL-341	TxDOT Dallas	55299	Addition of Lanes, Reconstruction	2678-01-011	FM 428	Dallas Parkway	CR 55	Reconstruct and widen from 2 lane to 4 lane (ultimate 6 lane)	$28,680,000	Major Collector	N/A
NRSA1-DAL-342	TxDOT Dallas	13074.1	Realignment, Reconstruction	0697-07-002	FM 429	US 80	South of US 80	Realign and reconstruct from 2 lane to 2 lane (ultimate 4 lane)	$59,540,000	Major Collector	N/A
NRSA1-DAL-343	TxDOT Dallas	13074.2	Realignment, Reconstruction	1089-04-002	FM 429	US 80	North of US 80	Realign and reconstruct 2 lane to 2 lane (ultimate 4 lane)	$10,980,000	Major Collector	N/A
NRSA1-DAL-344	TxDOT Dallas	25028	Reconstruction, Bridge, Bike/Pedestrian, Addition of Lanes	0918-47-469	Cadiz Street	West of Hotel Street	Botham Jean Blvd	Reconstruct the Cadiz railroad bridge including reconstruct and widen Cadiz St from 3 ln divided to 4 ln divided with bike/pedestrian improvements	$57,190,000	Major Collector	BP2-002, FP3-004, FP3-012, TSMO2-001
NRSA1-DAL-345	TxDOT Dallas	55299.1	Reconstruction, Addition of Lanes, Realignment	2678-03-002	FM 428	CR 55	SH 289	Realign, reconstruct, and widen 2 lane to 4 lane (ultimate 6)	$67,720,000	Major Collector	N/A
NRSA1-DAL-346	TxDOT Dallas	55309	Reconstruction, Addition of Lanes	1013-01-040	FM 546	JCT 546	County Road 393	Reconstruct and widen 2 lane to 4 lane (ultimate 6 lane)	$97,420,000	Minor Arterial	N/A
NRSA1-DAL-347	TxDOT Dallas	13020.1	Relignment, Reconstruction, Addition of Lanes	1394-01-002	FM 1387	Long Branch Road/Bryson Lane	FM 664	Realign, reconstruct, and widen 2 lane to 4 lane (ultimate 6)	$60,450,000	Major Collector	N/A

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NRSA1-DAL-348	TxDOT Dallas	20080	Reconstruction, Addition of Lanes	0918-24-303	West Lucas Road	County Club (FM 1378)	Angel Parkway (FM 2551)	Reconstruct and widen 2 lane undivided to 4 lane divided	$22,680,000	Minor Arterial	N/A
NRSA1-DAL-349	TxDOT Dallas	13076	New Roadway	2921-01-010	SS 394	IH 35E	FM 877	Construct 0 to 4 lane roadway on new location	$48,650,000	FFCS Amendment Pending Approval	N/A

Non-Regionally Significant Roadways

April 4, 2025

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NRSA1-DAL-350	TxDOT Dallas	13084	Addition of Lanes, Reconstruction	3148-01-013	FM 3097	Tubbs Road	FM 549	Reconstruct and widen from 2 lanes to 4 lanes	$69,510,000	Major Collector - a FFCS Amendment Request will be submitted when appropriate	N/A
NRSA1-DAL-351	TxDOT Dallas	50002	Addition of Lanes, Reconstruction	1014-02-048	FM 548	SH 66	South of Crenshaw Road	SH 66 to IH 30: Reconstruct and widen 2 lanes to 3 lanes; IH 30 to south of Crenshaw Road: Reconstruct and widen 2 lanes to 4 lanes	$79,400,000	Major Collector - a FFCS Amendment Request will be submitted when appropriate	N/A
NRSA1-DAL-352	TxDOT Dallas	53051.1	Reconstruction, Addition of Lanes	1016-01-032	FM 551	SH 66	SH 276	SH 66 to IH 30: Reconstruct and widen 2 lanes to 3 lanes; IH 30 to SH 276: Reconstruct and widen 2 lanes to 4 lanes	$77,410,000	Major Collector	N/A
NRSA1-DAL-353	TxDOT Dallas	25108	Reconstruction, Addition of Lanes	0000-18-051	Sage Hill/Las Lomas Parkway	Independence Way	American Way	Reconstruct and widen 2 to 4 lanes roadway (6 lanes ultimate)	$650,000	FFCS Amendment Request is Pending Approval	N/A
NRSA1-DAL-354	TxDOT Dallas	55297.1	Reconstruction, Addition of Lanes	1310-01-048	FM 407	Junction FM 407	West of IH 35W	Reconstruct and widen 2 to 4 lane roadway (6 lane ultimate)	$66,000,000	Minor Arterial, FFCS amendment required for realigned section	N/A
NRSA1-DAL-355	TxDOT Dallas	55297.2	Reconstruction, Addition of Lanes	1310-01-049	FM 407	East of IH 35W	FM 1830	Reconstruct and widen 2 to 4 lane roadway (6 lane ultimate)	$114,450,000	Minor Arterial	N/A
NRSA1-DAL-356	TxDOT Dallas	55297.3	Reconstruction, Addition of Lanes	1568-02-016	FM 407	Bill Cook Road	West of FM 156	Reconstruct and widen 2 to 4 lane roadway (6 lane ultimate)	$61,000,000	FFCS Amendment Required	N/A
NRSA1-DAL-357	TxDOT Dallas	55309.1	Realignment, Reconstruction, Addition of Lanes	1013-03-002	FM 546	East of Airport Drive	Jct FM 546	Realign, reconstruct, and widen 2 lane to 4 lane (ultimate 6 lane)	$74,760,000	FFCS Amendment Required	N/A
NRSA1-DAL-358	TxDOT Dallas	24012	Reconstruction, Addition of Lanes, Bridge	0918-00-468	Miller Road	PGBT/SH 190 Frontage Road	Glen Hill Drive	Reconstruct and widen 2 lane to 4 lane divided roadway (including replacing bridge over Lake Ray Hubbard)	$60,120,000	Major Collector	RD3-015
NRSA1-DAL-359	TxDOT Dallas	24006	New Roadway, Grade Separation, Bike/Pedestrian	0918-47-520	West Dallas Gateway Project; on Herbert Street	Broadway Avenue	Commerce Street	Construct 0 to 4 lane grade separated roadway with sidewalks and bicycle lanes under the Union Pacific Railroad Line	$62,000,000	RTR Funded	BP2-002, FP3-013, TSMO2-001
NRSA1-DAL-360	TxDOT Dallas	24011	Reconstruction, Addition of Lanes, Bridge	0918-25-029	Village Drive	Laguna Drive	Marina Drive	Reconstruct and widen 2 lane to 4 lane bridge over DNGO Railroad	$16,500,000	RTR Funded	RD3-015
NRSA1-DAL-361	TxDOT Dallas	20151	New Roadway	0918-46-326	Corporate Drive	Railroad Street	Josey Lane	Construct 0 to 4 lane divided urban roadway	$34,230,000	Major Collector	N/A
NRSA1-DAL-362	TxDOT Dallas	55297.4	New Roadway, Realignment	1310-05-002	FM 407	West of FM 156	Junction FM 407	Realign and construct 0 to 4 lane roadway (6 lane ultimate)	$228,000,000	FFCS Amendment Pending Approval	N/A
NRSA1-DAL-363	TxDOT Dallas		Addition of Lanes	2351-02-019	FM 2478	FM 1461	FM 455	Reconstruct and widen from 2 to 6 lanes	$223,620,000	FFCS Amendment Required	N/A

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Non-Regionally Significant Roadways

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MTP ID	District	TIP Code	Project Type	CSJ	Facility	From	To	Description	Total Project Cost	FFCS Status*	Related Programs and Policies
NRSA1-DAL-364	TxDOT Dallas		Addition of Lanes	1012-01-021	FM 543	FM 1461	Trinity Falls Parkway	Reconstruct and widen from 2 lanes to 4 lanes (ultimate 6 lanes)	$102,800,000	FFCS Amendment Required	N/A
NRSA1-DAL-365	TxDOT Dallas		Addition of Lanes	0815-08-040	FM 663	FM 875	US 287	Reconstruct and widen from 2 to 6 lanes	$164,190,000	Minor Arterial	N/A
NRSA1-DAL-366	TxDOT Dallas		Addition of Lanes	1012-02-044	FM 545	SH 121	CR 416	Reconstruct and widen from 2 to 6 lanes	$120,000,000	Major Collector	N/A
NRSA1-DAL-367	TxDOT Dallas		Addition of Lanes		Jim Christal Road	IH 35	Western Blvd	Reconstruct and widen from 2 lane undivided to 4 lane divided roadway including bike/ped improvements	$25,750,000	Major Collector	BP2-002
NRSA1-DAL-368	TxDOT Dallas		Addition of Lanes		Jim Christal Road	Western Blvd	Loop 288 West	Reconstruct and widen from 2 lane undivided to 4 lane divided roadway including bike/ped improvements	$23,315,000	Major Collector	BP2-002
NRSA1-DAL-369	TxDOT Dallas		Addition of Lanes		Western Blvd	Jim Christal Road	US 380	Reconstruct and widen from 3 lane divided to 4 lane divded roadway inlcuded bike/ped improvements	$5,960,000	Major Collector	BP2-002
NRSA1-DAL-370	TxDOT Dallas		Addition of Lanes	0281-06-007	BS 78-G	SH 78	FM 2755	Reconstruct and widen from 2 lanes to 4 lanes (ultimate 6 lanes)	$228,000,000	Minor Collector FFCS Amendment Needed	N/A
NRSA1-DAL-371	TxDOT Dallas		Addition of Lanes	2588-01-025	FM 548	Southerncross Trail	FM 1641	Reconstruct and widen from 2 lane rural to 4 lane divided urban	$72,400,000	Minor Arterial	N/A
NRSA1-DAL-372	TxDOT Dallas		Addition of Lanes		FM 546	FM 546/CR 393	US 380	Realign, reconstruct, and widen from 2 lanes to 4 lanes (ultimate 6 lanes)	$116,400,000	A FFCS Amendment Request will be submitted with appropriate	N/A
NRSA1-DAL-373	TxDOT Dallas		Addition of Lanes		FM 875	FM 157	BS 287	Reconstruct and widen from 2 lanes to 6 lanes	$130,000,000	Major Collector	N/A
NRSA1-FTW-4	TxDOT Fort Worth	11244.1	Addition of Lanes, Reconstruction	0718-02-045	FM 156	US 81/287	Watauga Road (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	$65,350,000	Minor Arterial	N/A
NRSA1-FTW-8	TxDOT Fort Worth	52501	Addition of Lanes	3372-01-010	FM 3391	IH 35W	East of CR 602	Widen from 2 lanes to 6 lanes from IH 35W to Hurst Avenue and 2 lanes to 4 lanes from Hurst Avenue to CR 602	$82,130,000	Major Collector	N/A
NRSA1-FTW-43	TxDOT Fort Worth	54004	Addition of Lanes, Bike/Pedestrian, Reconstruction	1601-02-028	FM 1884	SH 171	South of B.B. Fielder Road	Reconstruct and widen 2 lane rural to 4 lane urban roadway with raised median and bicycle/pedestrian improvements	$68,920,000	Major Collector	BP2-002

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Non-Regionally Significant Roadways

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NRSA1-FTW-60	TxDOT Fort Worth	25013	Bike/Pedestrian, Reconstruction, Intersection Improvement, Realignment	0902-90-046, 0902-90-172	Meandering Road & LTJG Barnett	Meandering Road from SH 183 to Anahuac Avenue	LTJG Barnett from Meandering Road to NAS JRB East Gate	Reconstruct Meandering Road from 4 to 3 lanes, realign intersection at Roberts Cut Off, construct intersection improvements at Yale St and LTJG Barnett, add sidewalks and sidepaths within project limits and bike lanes on LTJG Barnett	$23,750,000	Major Collector	BP2-002, TSMO2-001
NRSA1-FTW-63	TxDOT Fort Worth	11572	New Roadway, Intersection Improvement	0902-48-579	US 81/US 287	At FM 3479/Harmon Road/North Tarrant Parkway		Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	$29,700,000	Harmon Rd - Major Collector/ North Tarrant Pkwy - Principal	TSMO2-001
NRSA1-FTW-65	TxDOT Fort Worth	13004.1	Realignment, New Roadway	2418-01-013	FM 1810	West of CR 1170	Intersection of US 81/287 at FM 1810	Construct 0 to 4 lane roadway on new alignment of FM 1810	$27,000,000	Major Collector**, a FFCS amendment request will be submitted when appropriate	N/A
NRSA1-FTW-67	TxDOT Fort Worth	13040	Realignment, Bike/Pedestrian	0747-05-043	FM 157 Main Street	8th Street	North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	$13,480,000	Major Collector** - FFCS Amendment Request is Pending Approval	BP2-002, TSMO2-001
NRSA1-FTW-68	TxDOT Fort Worth	13041	Reconstruction, Bike/Pedestrian	0747-05-042	FM 157	US 67	8th Street	Reconstruct rural 2 lane to urban 2 lane with sidewalks and turn lanes	$15,358,419	Major Collector	BP2-002, TSMO2-001
NRSA1-FTW-71	TxDOT Fort Worth	11898.1 11898.3	New Roadway; Reconstruction	0902-90-020 0902-90-141	Avondale-Haslet	West of Haslet County Line Road	FM 156	Reconstruct existing 2 lane to 4 lane divided urban roadway; Includes intersection improvements and new sidewalks	$83,220,000	Major Collector	BP2-002, TSMO2-001
NRSA1-FTW-72	TxDOT Fort Worth	55246	Addition of Lanes	1605-02-024	FM 1886	SH 199	Parker County Line	Widen 2 lane rural to 6 lane urban divided	$88,220,000	Minor Arterial/ Major Collector	N/A
NRSA1-FTW-73	TxDOT Fort Worth	55247	Addition of Lanes	1605-01-015	FM 1886	FM 730	Tarrant County Line	Widen 2 lane rural to 4 lane urban divided (Ultimate 6 lanes)	$88,610,000	Major Collector	N/A
NRSA1-FTW-74	TxDOT Fort Worth	13004.3	Intersection Improvement, Realignment	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 Intersection	North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 & FM 1810/BU 81-D	$7,490,000	Major Collector** - FFCS Amendment Request is Pending Approval	TSMO2-001
NRSA1-FTW-75	TxDOT Fort Worth	14050	Bike/Pedestrian, Reconstruction, Traffic Signal Improvement	0902-90-145	Euless-Grapevine Road	SH 360	Hughes Road	Reconstruct 2 lanes to 2 lanes; including sidewalk and traffic signal improvements	$2,680,000	Major Collector	BP2-002, TSMO2-001, TSMO2-002
NRSA1-FTW-76	TxDOT Fort Worth	14054	Bike/Pedestrian, Addition of Lanes, Traffic Signal Improvement	0902-90-148, 0902-90-343	Horne Street	Vickery Blvd	Camp Bowie Blvd	Reconstruct and widen from 2 to 3 lanes with bicycle lanes, pedestrian/sidewalk improvements, and traffic signal improvements	$21,150,000	Major Collector	N/A

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NRSA1-FTW-77	TxDOT Fort Worth	14057	Bike/Pedestrian, Reconstruction	0902-90-151	Trinity Blvd	IH 820	Salado Trail	Reconstruct 4 lane undivided to 4 lane divided context sensitive roadway, including minimum 10' wide sidewalks and minimum 12' wide shared-use path	$14,600,000	Minor Arterial	BP2-002, SD2-001
NRSA1-FTW-78	TxDOT Fort Worth	14049	Bike/Pedestrian, Reconstruction	0902-90-152	Trinity Blvd	Salado Trail	Precinct Line Road	Reconstruct 4 lane undivided to 4 lane divided, including minimum 10' wide sidewalks and minimum 12' wide shared-use path	$5,360,000	Minor Arterial	BP2-002
NRSA1-FTW-79	TxDOT Fort Worth	14042	Realignment	0717-01-025	FM 113	Old Millsap Road	North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	$3,020,000	Major Collector	N/A
NRSA1-FTW-80	TxDOT Fort Worth	14081	Bike/Pedestrian, Addition of Lanes	2374-05-092	Great Southwest Parkway	Eastbound IH 20 Frontage Road	Westbound IH 20 Frontage Road	Widen roadway from 4 to 6 lanes with sidewalks	$3,520,000	Minor Arterial	BP2-002
NRSA1-FTW-81	TxDOT Fort Worth	14088	Addition of Lanes, Intersection Improvement, Bike/Pedestrian, Reconstruction	0902-90-176	Las Vegas Trail	Quebec Drive	IH 820	Reconstruct and widen from 2 lanes to 4 lanes with sidewalks, stormwater, and intersection improvements	$15,110,000	Minor Arterial	BP2-002, TSMO2-001
NRSA1-FTW-85	TxDOT Fort Worth	21006	Realignment, Bike/Pedestrian, Addition of Lanes, Intersection Improvement	0902-38-140	Old Weatherford Road	FM 3325	East of Coder Drive	Realign 2 lane to 2/4 lane (Ultimate 4 lanes) including turn lanes at intersections and pedestrian side path	$19,200,000	Major Collector	BP2-002, TSMO2-001
NRSA1-FTW-87	TxDOT Fort Worth	14075	Reconstruction, Addition of Lanes, Traffic Signal Improvement, Bike/Pedestrian	0902-90-154	Center Street, Snider Street, Main Street & FM 1938	On Center Street from Main Street to RR tracks & on Snider Street from Main Street to RR tracks	Construct 2 lane roadway w/on-street parking & sidewalks; on Main Street from Smithfield to FM 1938: Reconstruct from 2 to 2 lanes	w/on-street parking and sidewalks; on FM 1938 from Main to Odell: construct sidewalk on west side of Davis Blvd	$3,160,000	RTR Funded	BP2-002, SD2-001, SD2-003, SD2-004
NRSA1-FTW-88	TxDOT Fort Worth	55279	Addition of Lanes	3516-01-017	FM 3325	FM 1886	IH 20	Widen 2 lane rural to 4/6 lane urban divided	$344,660,000	Major Collector	N/A
NRSA1-FTW-90	TxDOT Fort Worth	21092	Reconstruction, Addition of Lanes, Bridge	0422-05-011	Nolan River Road	WB US 67 Frontage Road	EB US 67 frontage Road	Reconstruct and widen from 2 to 4 lanes including bridge at US 67	$20,960,000	Minor Arterial	RD3-015
NRSA1-FTW-91	TxDOT Fort Worth	21090	Bike/Pedestrian, Enhancement, Reconstruction	0902-90-222	Miller Avenue	East Rosedale Street	Windowmere Street	Stop Six Improvements; Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	$730,000	Minor Arterial	BP2-002
NRSA1-FTW-93	TxDOT Fort Worth	14048	Bike/Pedestrian, Reconstruction, Intersection Improvement	0902-90-144	Fairway Drive	SH 26	Marina Drive	Reconstruct 2 to 2 lanes including shared use path and roundabout at Fairway and Marina Drive	$4,680,000	Major Collector	BP2-002, TSMO2-001

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Non-Regionally Significant Roadways

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NRSA1-FTW-95	TxDOT Fort Worth	21062	Reconstruction, Traffic Signal Improvement, Addition of Lanes, Bike/Pedestrian, Intersection Improvement	0902-50-142	Cummings Drive	US 67	CR 604	Reconstruct 2 to 3 lane roadway with new sidewalks and intersection improvements including turn lanes and signalization at US 67 and Cummings	$23,050,000	Major Collector	BP2-002, TSMO2-001, TSMO2-002
NRSA1-FTW-96	TxDOT Fort Worth	21064	New Roadway, Bike/Pedestrian	0902-90-228	Center Street/MLK Jr Blvd	Bardin Road	SE Green Oaks Blvd	Construct 0 to 4 lane divided roadway with shared use path	$17,600,000	Proposed Major Collector	BP2-002
NRSA1-FTW-97	TxDOT Fort Worth	14082	Bike/Pedestrian, Reconstruction, Traffic Signal Improvement, Intersection Improvement	0902-90-164 0902-90-302	Broadway Avenue	US 377	SH 26	Reconstruct and add turn lanes with intersection, sidewalk, and signal improvements	$6,940,000	Minor Arterial	BP2-002, TSMO2-001, TSMO2-002
NRSA1-FTW-101	TxDOT Fort Worth	21091	Reconstruction, Bike/Pedestrian	0902-90-221	Ramey Avenue	South Hughes	South Edgewood Terrace	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	$900,000	Major Collector	BP2-002
NRSA1-FTW-102	TxDOT Fort Worth	25096	New Roadway, Grade Separation	0902-90-265	AT&T Way	SH 180/Division Street	Abram Street	Conduct a feasibility study of the extension of AT&T Way to Abram St (0 to 6 lanes), including a grade separation across the Union Pacific main line and a creek crossing	$78,750,000	Proposed Major Collector	RD3-011, TSMO2-001
NRSA1-FTW-103	TxDOT Fort Worth	24035	Reconstruction, Addition of Lanes, Bike/Pedestrian	0902-90-338	Forest Hill Drive	Lon Stephenson Road	Shelby Road	Reconstruct and widen 2 lane rural to 4 lane divided roadway with sidewalks	$22,500,000	Minor Arterial	BP2-002, SD2-002
NRSA1-FTW-104	TxDOT Fort Worth	14022	Reconstruction, Addition of Lanes, Bike/Pedestrian	0902-90-325	Randol Mill Road	Cooper Street	Cedarland Plaza Drive	N Cooper St to Collins St: reconstruct and widen from 4 to 6 lanes including sidewalks, streetlights, and landscaping; Collins St to Cedarland Plaza Dr: construct drainage improvements	$44,820,000	Minor Arterial	BP2-002, MO3-001
NRSA1-FTW-105	TxDOT Fort Worth	24022	Bridge	0902-90-335	On LTJG Barnett	at NAS JRB Fort Worth East Gate		Construct second bridge at east entrance to NASJRB Fort Worth	$22,320,000	Major Collector	MO3-001
NRSA1-FTW-106	TxDOT Fort Worth	24018	New Roadway, Bike/Pedestrian	0902-00-390	Altamesa/Sublet	Anglin Drive	Dick Price Road	Construct 0 to 4 lane roadway with sidewalks	$31,210,000	FFCS Amending Pending Approval	BP2-002
NRSA1-FTW-107	TxDOT Fort Worth	24020	New Roadway, Bike/Pedestrian	0902-90-333	Westport Parkway	High Mesa	SH 170 Frontage Road	Construct 0 to 4 lane roadway with sidewalks	$15,230,000	FFCS Amendment Required	BP2-002
NRSA1-FTW-108	TxDOT Fort Worth	24023	New Roadway, Bike/Pedestrian	0902-90-336	Meandering Road	Roberts Cutoff	SH 183	Construct 0 to 2 lane roadway with sidewalks	$3,970,000	RTR Funded	BP2-002
NRSA-FTW-109	TxDOT Fort Worth	50007	Reconstruction, Addition of Lanes	2079-01-039	FM 1220	IH 820	Boat Club Road	Reconstruct and widen from 4 lane rural to 6 lane urban	$7,010,000	Minor Arterial	N/A
NRSA1-PAR-6	TxDOT Paris	13039	Addition of Lanes, Bike/Pedestrian	2658-01-013	FM 2642	FM 35	SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	$38,730,000	Major Collector	BP2-002

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NRSA1-PAR-7	TxDOT Paris	13052	Addition of Lanes	2659-01-010	FM 1570	IH 30	SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC Pavement and RR crossing) North Project	$47,580,000	Major Collector	BP2-002

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Illustrative projects – Recommendation Identified, Awaiting Funding

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

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

Illustrative Projects – Refinement Needed Before Recommending

April 4, 2025

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

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Illustrative Projects – Refinement Needed Before Recommending

April 4, 2025

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

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