Air Quality Technical Report

SL 288

From IH 35W to IH 35

Denton County

TxDOT Dallas District

CSJs 2250-02-013, 2250-02-014

March 2020

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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1.0 Introduction

The Texas Department of Transportation (TxDOT), in conjunction with Denton County, is proposing the construction of a four-lane new location frontage road system for State Loop (SL) 288 from Interstate Highway (IH) 35W south of Denton to IH 35 north of Denton, in Denton County, Texas. The distance of the proposed project is approximately 9.0 miles. The proposed project right-of-way (ROW) would include a median that would accommodate the future construction of an ultimate mainlane facility. Construction of the ultimate mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

The new location SL 288 frontage road system would include a northbound and southbound frontage road facility. For rural areas, the facility would consist of two travel lanes (one 12-foot wide lane and one 14-foot wide lane for bicycle accommodation) and 8-foot wide inside and outside shoulders in each direction, with open ditch drainage. For urbanized areas, the facility would consist of two travel lanes (one 12-foot wide lane and one 14-foot wide lane for bicycle accommodation) in each direction, with curb and gutter drainage. The facility would also include 6-foot wide sidewalks along both sides of the road throughout the project limits. The proposed project ROW would include a median (variable width) that would accommodate the future construction of an ultimate mainlane facility.

The proposed project would also construct intersections at six (6) major cross roads as follow: John Paine, Farm-to-Market Road (FM) 2449, Tom Cole/FM 1515, Jim Christal Road, U.S. Highway (US) 380, and Masch Branch Road. In addition, the proposed project would construct a grade separation at the KCS Railroad and would tie into the grade separations at IH 35 and IH 35W.

The proposed SL 288 project (frontage road system) would likely be constructed in two phases based on traffic needs and project funding. A logical sequence for staging the various elements for construction of the new location frontage road system could be as follows:

- Phase 1 would construct a single two-lane, two-way frontage road, and would also acquire the proposed ROW to accommodate the frontage roads and the future ultimate mainlane facility.

- As traffic warrants and funding becomes available, Phase 2 would involve the construction of the two-lane frontage road, which would include the conversion of the two-way frontage road built in Phase 1 to a one-way operation, and the construction of grade separations at specific high-volume intersections.

- Phase 3 (a separate project) would involve the construction of the ultimate mainlane facility in both directions. Construction of the ultimate mainlane facility would be based on projected traffic and funding and would require additional environmental analysis prior to construction.

The project area includes approximately 26.6 acres of existing roadway ROW, 401.5 acres of proposed ROW, 1.2 acres of proposed permanent drainage easements, and 13.2 acres of proposed ROW by others.

2.0 Project Conformity

This project is located within Denton County, which is part of the Dallas-Fort Worth area that has been designated by the Environmental Protection Agency (EPA) as a serious and marginal nonattainment area for the 2008 and 2015 ozone national ambient air quality standards (NAAQS), respectively; therefore, the transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS.

The proposed action is consistent with the North Central Texas Council of Government's (NCTCOG) financially constrained 2045 Metropolitan Transportation Plan (MTP) and the 2019–2022 Transportation Improvement Program (TIP), as amended, which were initially found to conform to the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP) by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on November 21, 2018. Copies of the MTP and TIP pages are included in **Appendix B**. All projects in the TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

3.0 Traffic Air Quality Analysis

Traffic data for the design year 2040 is shown in **Table 1** and **Appendix C**. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the CO standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vehicles per day (vpd). The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis was not required.

Table 1: Traffic Data

Section	Design Year (2040)
Section 1: IH 35W to US 380 (University Dr.)	24,540
Section 2: US 380 (University Dr.) to Masch Branch Rd.	6,010
Section 3: Masch Branch Rd. to IH 35	13,950

4.0 Mobile Source Air Toxics

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS)[1]. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA)[2]. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics (MSAT), the list is subject to change and may be adjusted in consideration of future EPA rules.

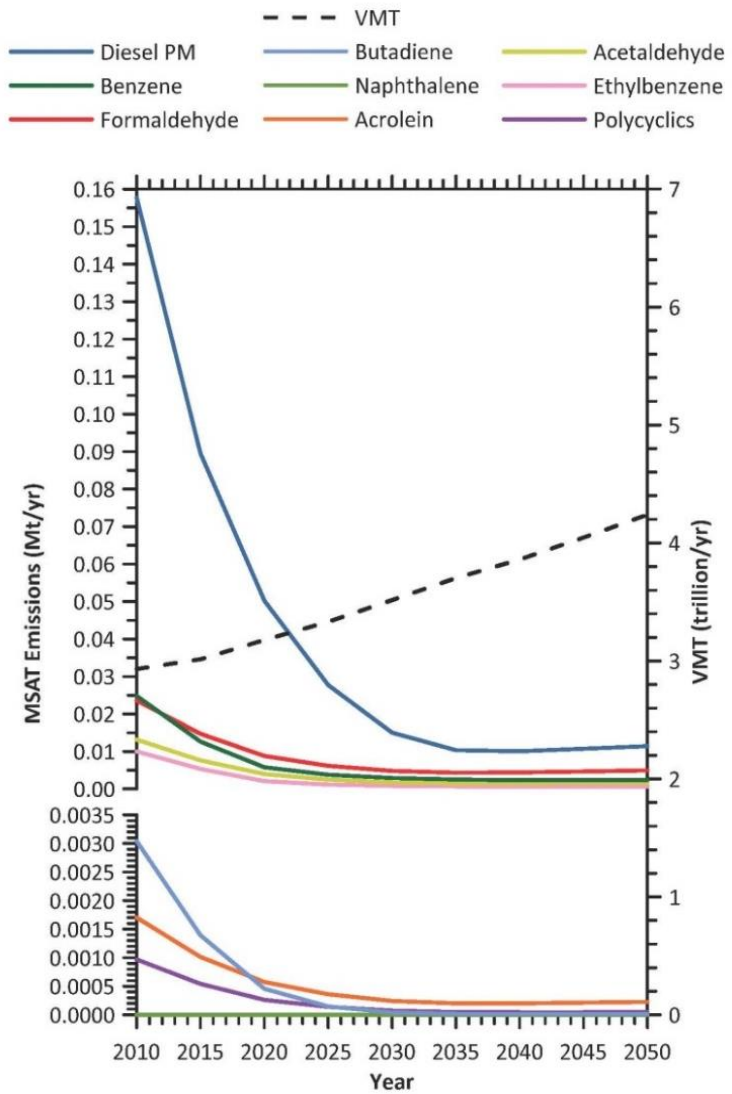
Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014–2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017–2025 (79 FR 60344). Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide[3], EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014.

Using EPA's MOVES2014a model, as shown in **Figure 1**, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

[1] http://www.epa.gov/iris/
[2] https://www.epa.gov/national-air-toxics-assessment
[3] https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100NNR0.txt

Figure 1: Projected National MSAT Emissions Trends
For Vehicles Operating on Roadways (2010–2050)



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.
Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles traveled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.

Diesel PM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA. The FHWA, EPA, the Health Effects Institute (HEI), and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

Project-Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives[4].

The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. The additional travel lanes contemplated as part of the Build Alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at the SL 288 north and south termini of IH 35 and IH 35W. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region- wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

[4] https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.cfm

Consistent with 40 CFR 1502.22 (regarding incomplete and unavailable information) FHWA does not conduct MSAT health impacts for the reasons described below.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects"[5]. Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the HEI. A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents[6]. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations[7] or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure

[5] EPA, http://www.epa.gov/iris/
[6] http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm
[7] HEI Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects

data to the general population, a concern expressed by HEI[8]. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk[9]."

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable[10].

5.0 Congestion Management Process

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by NCTCOG on June 14, 2018.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules,

[8] Special Report 16, https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects
[9] EPA IRIS database, Diesel Engine Exhaust, Section II.C. https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642_summary.pdf
[10] https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf

and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the study boundary would consist of the addition of lanes and bicycle accommodations. Individual projects are listed in Table 2.

Table 2: Congestion Management Process Strategies

Operational Improvements in the Corridor		
Location	**Type**	**Implementation Date**
IH 35: US 380 to US 77 North of Denton	New or Additional Freeway Capacity	2019
IH 35: From Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	New or Additional Freeway Capacity	2021

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary, but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects is on file and available for review at NCTCOG.

6.0 Construction Emissions

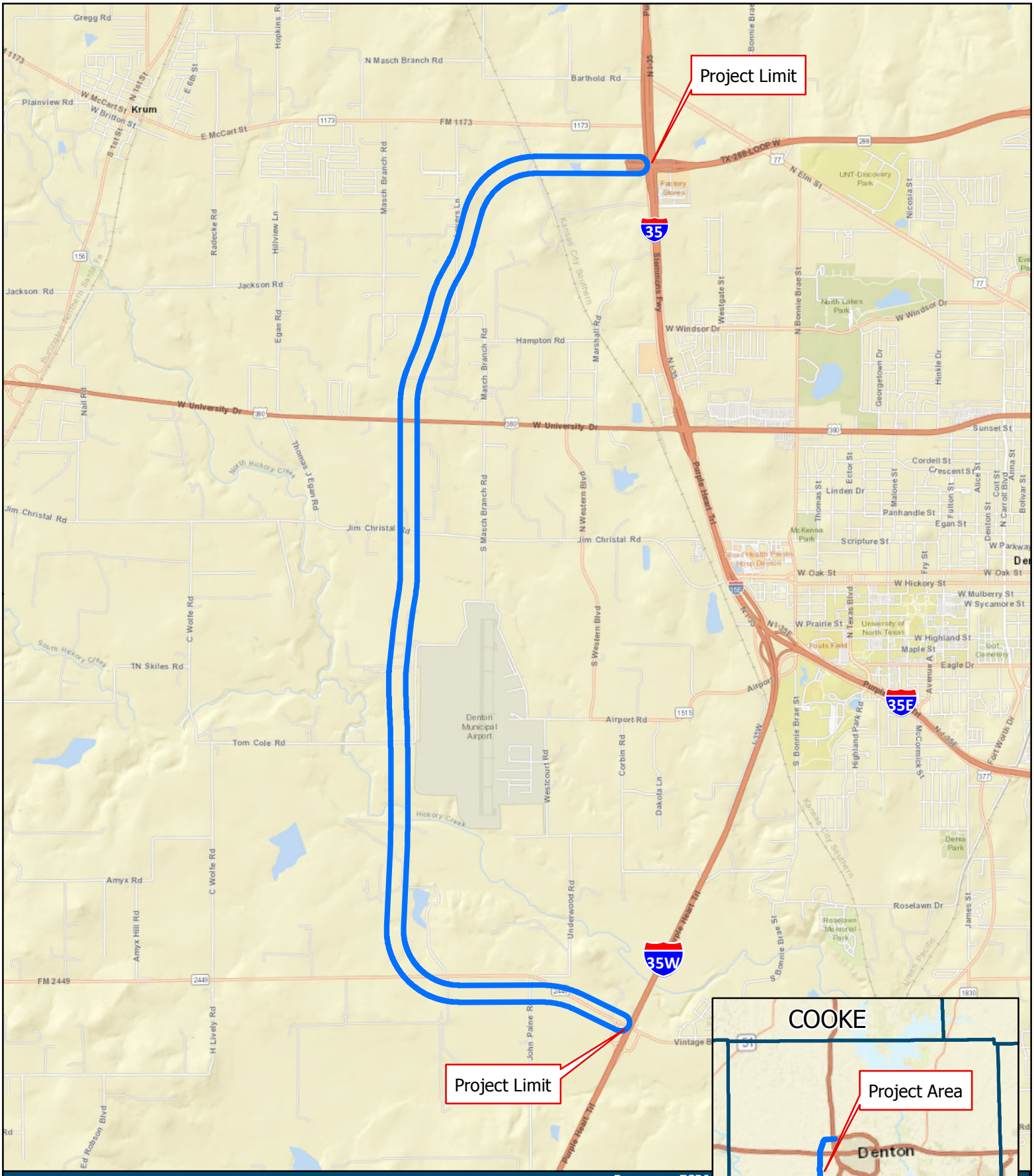
During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles.

The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and Federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area.

APPENDIX A

Project Location Map



State Loop 288

Project Location Map

From IH 35W to IH 35
Denton County, Texas
CSJ: 2250-02-013, 2250-02-014

Basemap: ESRI

Project Area

NORTH

Miles

0 0.5 1

APPENDIX B

RTP and STIP Pages

STIP Portal

Logged in as Daniel Salazar Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

Data

Statewide: ☐

TIP Revision: None

District: DALLAS

County: DENTON

MPO: NCTCOG

Highway: SL 288

CSJ: 2250 - 02 - 013

TIP FY: 2021

Phase:
- ☐ Construction
- ☐ Engineering
  - ☐ Environmental
  - ☐ Engineering
- ☑ Right-of-Way
  - ☑ Acquisition
  - ☐ Utilities
- ☐ Transfer

Revision Date: 07/2018

Project Sponsor: DENTON CO

MPO Proj Number: 20175

MTP Reference: IN1-3.100.1, RSA1-2.190.250

City: DENTON

NOX (Kg /D): 0.0000

VOC (Kg /D): 0.0000

PM10 (Kg /D): 0.0000

PM2.5 (Kg /D): 0.0000

CO (Lbs /D):

Limits From: IH 35 AT SL 288

Limits To: US 380 WEST OF DENTON

Project Description: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE

P7 Remarks:

Project History: RELATED TO TIP 53075/ CSJ 2250-02-014

Total Project Cost Information

Prelim Engineering	$1,532,590	☐
ROW Purchase	$1,000,000	☐
Construction Cost	$15,435,720	☐
Const Engineering	$705,412	☐
Contingencies	$1,278,078	☐
Indirect Costs	$0	☐
Bond Financing	$0	☐
Potential Chg Ord	$0	☐
Total Project Cost	$19,951,800	
YOE Cost		
Toll		☐
TCM		☐

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
SW ROW	$800,000	$100,000	$0	$100,000	$0	$1,000,000
Total	$800,000	$100,000	$0.00	$100,000	$0.00	$1,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-013	2021	SL 288	R,ACQ	DENTON	$ 1,000,000

LIMITS FROM: IH 35 AT SL 288
LIMITS TO: US 380 WEST OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
MPO PROJ NUM: 20175
FUNDING CAT(S): S102
REMARKS P7:
PROJECT HISTORY: RELATED TO TIP 53075/ CSJ 2250-02-014

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,532,590
ROW PURCH:	$ 1,000,000
CONST COST:	$ 15,435,720
CONST ENG:	$ 705,412
CONTING:	$ 1,278,078
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 19,951,800

COST OF APPROVED PHASES $ 1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000

TIP History

2019-2022 STIP **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-013	2021	SL 288	R,ACQ	DENTON	$ 1,000,000

LIMITS FROM: IH 35 AT SL 288
LIMITS TO: US 380 WEST OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
MPO PROJ NUM: 20175
FUNDING CAT(S): S102
REMARKS P7:
PROJECT HISTORY: RELATED TO TIP 53075/ CSJ 2250-02-014

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,532,590
ROW PURCH:	$ 1,000,000
CONST COST:	$ 15,435,720
CONST ENG:	$ 705,412
CONTING:	$ 1,278,078
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 19,951,800

COST OF APPROVED PHASES $ 1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000

Comment History

Time	User	Comment	Related Approval
2018/08/15 19:36:48	**Barbara Maley**		**07/2018: Approved**

STIP Portal

Texas Department of Transportation

Mon, Oct 07, 2019 2:02:50 PM

STIP Portal

Logged in as Daniel Salazar Log Out

Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

Data

Statewide

TIP Revision: None

District: DALLAS

County: DENTON

MPO: NCTCOG

Highway: SL 288

CSJ: 2250 - 02 - 013

TIP FY: 2019

Phase:
- Construction
- Engineering
  - Environmental
  - Engineering
- Right-of-Way
  - Acquisition
  - Utilities
- Transfer

Total Project Cost Information

Prelim Engineering	$1,532,590	☑
ROW Purchase	$1,000,000	☐
Construction Cost	$15,435,720	☐
Const Engineering	$705,412	☐
Contingencies	$1,278,078	☐
Indirect Costs	$0	☐
Bond Financing	$0	☐
Potential Chg Ord	$0	☐
Total Project Cost	$19,951,800	
YOE Cost		
Toll		☐
TCM		☐

Revision Date: 07/2018

Project Sponsor: DENTON CO

MPO Proj Number: 20175

MTP Reference: IN1-3.100.1, RSA1-2.190.250

City: DENTON

NOX (Kg /D): 0.0000

VOC (Kg /D): 0.0000

PM10 (Kg /D): 0.0000

PM2.5 (Kg /D): 0.0000

CO (Lbs /D): 0.0000

Limits From: IH 35 AT SL 288

Limits To: US 380 WEST OF DENTON

Project Description: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE

P7 Remarks: LOCAL CONTRIBUTION PAID BY DENTON COUNTY

Project History: RELATED TO TIP 53075/ CSJ 2250-02-014

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3LC	$0	$0	$0	$0	$1,532,590	$1,532,590
Total	$0.00	$0.00	$0.00	$0.00	$1,532,590	$1,532,590

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-013	2019	SL 288	E,ENG	DENTON	$ 1,532,590

LIMITS FROM: IH 35 AT SL 288
LIMITS TO: US 380 WEST OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
MPO PROJ NUM: 20175
FUNDING CAT(S): 3LC
REMARKS P7: LOCAL CONTRIBUTION PAID BY DENTON COUNTY
PROJECT HISTORY: RELATED TO TIP 53075/ CSJ 2250-02-014

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,532,590
ROW PURCH:	$ 1,000,000
CONST COST:	$ 15,435,720
CONST ENG:	$ 705,412
CONTING:	$ 1,278,078
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 19,951,800

COST OF APPROVED PHASES $ 1,532,590

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 0	$ 1,532,590	$ 1,532,590
TOTAL	$ 0	$ 0	$ 0	$ 0	$ 1,532,590	$ 1,532,590

TIP History

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-013	2019	SL 288	E,ENG	DENTON	$ 1,532,590

LIMITS FROM: IH 35 AT SL 288
LIMITS TO: US 380 WEST OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
MPO PROJ NUM: 20175
FUNDING CAT(S): 3LC
REMARKS P7: LOCAL CONTRIBUTION PAID BY DENTON COUNTY
PROJECT HISTORY: RELATED TO TIP 53075/ CSJ 2250-02-014

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,532,590
ROW PURCH:	$ 1,000,000
CONST COST:	$ 15,435,720
CONST ENG:	$ 705,412
CONTING:	$ 1,278,078
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 19,951,800

COST OF APPROVED PHASES $ 1,532,590

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 0	$ 1,532,590	$ 1,532,590
TOTAL	$ 0	$ 0	$ 0	$ 0	$ 1,532,590	$ 1,532,590

2017-2020 STIP — **07/2016 Revision: Approved 12/19/2016**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-013	2019	SL 288	E,ENG	DENTON	$ 4,561,577

LIMITS FROM: IH 35 AT SL 288
LIMITS TO: US 380 WEST OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2016
PROJECT DESCR: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
MPO PROJ NUM: 20175
FUNDING CAT(S): 3RTR121
REMARKS P7: RTR 121-DE1
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 4,561,577
ROW PURCH:	$ 0
CONST COST:	$ 0
CONST ENG:	$ 387,771
CONTING:	$ 0
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 4,949,348

COST OF APPROVED PHASES $ 4,561,577

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3RTR121	$ 0	$ 0	$ 3,649,262	$ 912,315	$ 0	$ 4,561,577
TOTAL	$ 0	$ 0	$ 3,649,262	$ 912,315	$ 0	$ 4,561,577

2013-2016 STIP — **07/2012 Revision: Approved 11/01/2012**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-013	2013	LP 288	E	DENTON	$ 4,561,577

LIMITS FROM: IH 35 AT LP 288
LIMITS TO: US 380 WEST OF DENTON
PROJECT SPONSOR: TXDOT-DALLAS
REVISION DATE: 07/2012
PROJECT DESCR: CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT OF LOOP & INTERCHANGE
MPO PROJ NUM: 20175
FUNDING CAT(S): 3RTR121
REMARKS P7: DFW RTR-DE1 FUNDS
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 4,561,577
ROW PURCH:	$ 1,930,266
CONST COST:	$ 22,581,389
CONST ENG:	$ 387,771
CONTING:	$ 0
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 29,461,003

COST OF APPROVED PHASES $ 4,561,577

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3RTR121	$ 0	$ 0	$ 3,649,262	$ 912,315	$ 0	$ 4,561,577
TOTAL	$ 0	$ 0	$ 3,649,262	$ 912,315	$ 0	$ 4,561,577

Comment History

Time	User	Comment	Related Approval
2018/08/15 19:36:12	**Barbara Maley**		**07/2018: Approved**
2017/08/14 14:38:40	**Barbara Maley**	Approval based on COG ABeckom April 11 explanation regarding consistency of Phase C.	**07/2016: Approved**
2017/04/11 22:44:28	**Adam Beckom**	TXDOT IS PLANNING TO BEGIN DESIGN WORK IN FY 2019. AT THIS TIME, THERE IS NO PLAN TO ADVANCE CONSTRUCTION INTO THE 2027 NETWORK, BUT TXDOT DOES PLAN TO INITIATE EARLY DESIGN WORK LEADING TOWARD ENVIRONMENTAL CLEARANCE. GIVEN THE LENGTH OF TIME NEEDED TO ENVIRONMENTALLY CLEAR AND DESIGN PROJECTS, IT IS REALISTIC TO BEGIN DESIGN TODAY IN ORDER TO HAVE PROJECTS SHOVEL READY IN THE FUTURE. GIVEN THIS INFORMATION, PLEASE RECONSIDER THIS EXCEPTION.	
2016/10/21 12:05:59	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the MPOs currently conforming 2040 MTP.	**07/2016: Not Approved**
2013/03/01 10:40:51	**Lori Morel**	TPP approval for FHWA (11/01/12).	**07/2012: Approved**
2013/01/23 15:06:17	**Lori Morel**	YOE field changed from $ 4,949,348 to $ 4,561,577 to match .pdf TIP page. All other project information consistent w/ .pdf submittal.	

STIP Portal

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Project Management | Reports | Support

Project Management > Area List > STIPs (M-NCTCOG) > Revisions () > TIP Instances (Unassigned) > Highway Projects (Unassigned) > Project Details

Color Key: - Business rule violation - Value changed in current session - Different from DCIS or latest approved copy

Data

Statewide

TIP Revision: None

District: DALLAS

County: DENTON

MPO: NCTCOG

Highway: SL 288

CSJ: 2250 - 02 - 014

TIP FY: 2020

Phase:
- Construction
- Engineering
  - Environmental
  - Engineering
- Right-of-Way
  - Acquisition
  - Utilities
- Transfer

Revision Date: 05/2019

Project Sponsor: DENTON CO

MPO Proj Number: 53075

MTP Reference: RSA1-1.430.150

City: DENTON

NOX (Kg/D): 0.0000

VOC (Kg/D): 0.0000

PM10 (Kg/D): 0.0000

PM2.5 (Kg/D): 0.0000

CO (Lbs/D):

Limits From: US 380 WEST OF DENTON

Limits To: IH 35W SOUTH OF DENTON

Project Description: CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 4 LANES)

P7 Remarks: REVISE SCOPE; LOCAL CONTRIBUTION PAID BY DENTON COUNTY

Project History: RELATED TO TIP 20175/CSJ 2250-02-013

Total Project Cost Information

Prelim Engineering	$2,147,496
ROW Purchase	$1,000,000
Construction Cost	$31,582,911
Const Engineering	$2,246,427
Contingencies	$4,070,112
Indirect Costs	$0
Bond Financing	$0
Potential Chg Ord	$0
Total Project Cost	$41,046,946
YOE Cost	
Toll	
TCM	

Authorized Funding by Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
SW ROW	$800,000	$100,000	$0	$100,000	$0	$1,000,000
Total	$800,000	$100,000	$0.00	$100,000	$0.00	$1,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-014	2020	SL 288	R,ACQ	DENTON	$ 1,000,000

LIMITS FROM: US 380 WEST OF DENTON
LIMITS TO: IH 35W SOUTH OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 05/2019
MPO PROJ NUM: 53075
FUNDING CAT(S): S102
PROJECT DESCR: CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 4 LANES)
REMARKS P7: REVISE SCOPE; LOCAL CONTRIBUTION PAID BY DENTON COUNTY
PROJECT HISTORY: RELATED TO TIP 20175/CSJ 2250-02-013

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,147,496
ROW PURCH:	$ 1,000,000
CONST COST:	$ 31,582,911
CONST ENG:	$ 2,246,427
CONTING:	$ 4,070,112
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 41,046,946

COST OF APPROVED PHASES $ 1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000

TIP History

2019-2022 STIP — 05/2019 Revision: Approved 07/26/2019

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-014	2020	SL 288	R,ACQ	DENTON	$ 1,000,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-014	2020	SL 288	R,ACQ	DENTON	$ 1,000,000

LIMITS FROM: US 380 WEST OF DENTON
LIMITS TO: IH 35W SOUTH OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 05/2019
PROJECT DESCR: CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 4 LANES)
MPO PROJ NUM: 53075
FUNDING CAT(S): S102
REMARKS P7: REVISE SCOPE; LOCAL CONTRIBUTION PAID BY DENTON COUNTY
PROJECT HISTORY: RELATED TO TIP 20175/CSJ 2250-02-013

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,147,496
ROW PURCH:	$ 1,000,000
CONST COST:	$ 31,582,911
CONST ENG:	$ 2,246,427
CONTING:	$ 4,070,112
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 41,046,946

COST OF APPROVED PHASES $ 1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-014	2020	SL 288	R,ACQ	DENTON	$ 1,000,000

LIMITS FROM: US 380 WEST OF DENTON
LIMITS TO: IH 35W SOUTH OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2018
PROJECT DESCR: CONSTRUCT TWO LANE RURAL ROADWAY ON NEW LOCATION PH 1 OF ULTIMATE FREEWAY - EXTENSION OF LOOP 288
MPO PROJ NUM: 53075
FUNDING CAT(S): S102
REMARKS P7:
PROJECT HISTORY: RELATED TO TIP 20175/CSJ 2250-02-013

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 2,147,496
ROW PURCH:	$ 1,000,000
CONST COST:	$ 3,000,000
CONST ENG:	$ 2,007,330
CONTING:	$ 3,636,913
INDIRECT:	$ 0
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 11,791,739

COST OF APPROVED PHASES $ 1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000
TOTAL	$ 800,000	$ 100,000	$ 0	$ 100,000	$ 0	$ 1,000,000

2017-2020 STIP — **11/2017 Revision: Approved 02/27/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-014	2020	SL 288	R,ACQ	DENTON	$ 0

LIMITS FROM: US 380 WEST OF DENTON
LIMITS TO: IH 35W SOUTH OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 11/2017
PROJECT DESCR: CONSTRUCT 0 LANE TO 2 LANE RURAL ROADWAY (PH 1 OF ULTIMATE FREEWAY - EXTENSION OF LOOP 288)
MPO PROJ NUM: 53075
FUNDING CAT(S): S102
REMARKS P7: REMOVE ROW PHASE FROM THE TIP/STIP
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 614,906
ROW PURCH:	$ 1,000,000
CONST COST:	$ 0
CONST ENG:	$ 1,483,077
CONTING:	$ 2,142,222
INDIRECT:	$ 1,611,610
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 6,851,815

COST OF APPROVED PHASES $ 0

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
TOTAL	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0

2017-2020 STIP — **07/2016 Revision: Not Approved 12/19/2016**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
DALLAS	NCTCOG	DENTON	2250-02-014	2020	SL 288	R,ACQ	DENTON	$ 1,000,000

LIMITS FROM: US 380 WEST OF DENTON
LIMITS TO: IH 35W SOUTH OF DENTON
PROJECT SPONSOR: DENTON CO
REVISION DATE: 07/2016
PROJECT DESCR: CONSTRUCT TWO LANE RURAL ROADWAY ON NEW LOCATION PH 1 OF ULTIMATE FREEWAY - EXTENSION OF LOOP 288
MPO PROJ NUM: 53075
FUNDING CAT(S): S102
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 614,906
ROW PURCH:	$ 1,000,000
CONST COST:	$ 40,483,047
CONST ENG:	$ 1,483,077
CONTING:	$ 2,142,222
INDIRECT:	$ 1,611,610
BOND FIN:	$ 0
POT CHG ORD:	$ 0
TOTAL COST:	$ 47,334,862

COST OF APPROVED PHASES $ 1,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 0	$ 1,000,000	$ 0	$ 0	$ 0	$ 1,000,000
TOTAL	$ 0	$ 1,000,000	$ 0	$ 0	$ 0	$ 1,000,000

Comment History

Time	User	Comment	Related Approval
2019/05/22 12:06:51	**Barbara Maley**		**05/2019: Approved**
2018/08/15 18:03:38	**Barbara Maley**		**07/2018: Approved**
2017/11/16 14:02:56	**Barbara Maley**		**11/2017: Approved**
2017/04/11 22:46:32	**Adam Beckom**	A STIP REVISION WILL BE SUBMITTED IN THE AUGUST 2017 REVISION CYCLE TO MODIFY THE PROJECT SCOPE AND REMOVE CONSTRUCT ON NEW LOCATION FROM DESCRIPTION TO BE CONSISTENT WITH MTP 2040. THE PROJECT WILL ALSO BE MOVED TO APPENDIX D AS IT WILL NOT START UNTIL 2023.	
2016/10/19 15:17:50	**Barbara Maley**	Not Approved. The project does not appear to be consistent with the MPOs currently conforming 2040 MTP.	**07/2016: Not Approved**

STIP Portal

Texas Department of Transportation

Mon, Oct 07, 2019 2:42:47 PM

Mobility 2045
Freeway/Tollway Summary Table

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
47 - Southern Gateway	7.80.5	IH 35E	Marsalis Avenue	US 67	r O - , 4/6 (Frtg-D)	r O - , 4/6 (Frtg-D)	r - , 2/6 (Frtg-D)	r - , 2/6 (Frtg-D)	r - , 2/6 (Frtg-D)		included w/ 7.80.3
47 - Southern Gateway	7.90.1	IH 35E	US 67	Laureland Dr	r , 4 (Frtg-D)	r , 4 (Frtg-D)	r - , 4/6 (Frtg-D)	r - , 4/6 (Frtg-D)	r - , 4/6 (Frtg-D)		included w/ 7.80.3
47 - Southern Gateway	7.90.2	IH 35E	Laureland Dr	IH 20	r , 4 (Frtg-C)	r , 4 (Frtg-C)	r , 4 (Frtg-C)	r , 4 (Frtg-C)	r , 4/6 (Frtg-C)		included w/ 7.80.3
47 - Southern Gateway	28.50.6	IH 30	IH 35E (West)	IH 35E (East)	r	r	r	r	r		included w/ 7.80.3
47 - Southern Gateway	38.10.1	US 67	IH 35E	IH 20	r O - , 4 (Frtg-D)	r O - , 4 (Frtg-D)	r - , 2/6 (Frtg-D)	r - , 2/6 (Frtg-D)	r - , 4/6 (Frtg-D)		included w/ 7.80.3
48 - State Loop 12	17.20.1	Loop 12	SH 183	SH 356	r , 4 (Frtg-D)	r , 4 (Frtg-D)	r , 4/6 (Frtg-D)	r , 4/6 (Frtg-D)	r - , 4/6 (Frtg-C)		included w/ 17.10.1
48 - State Loop 12	17.20.2	Loop 12	SH 356	IH 30	r , 4 (Frtg-D)	r , 4 (Frtg-D)	r , 4/6 (Frtg-D)	r , 4/6 (Frtg-D)	r - , 4/6 (Frtg-C)		included w/ 17.10.1
48 - State Loop 12	17.30.1	Loop 12	IH 30	Spur 408	r , 4 (Frtg-C)	r , 4 (Frtg-C)	r , 4 (Frtg-C)	r , 4 (Frtg-C)	r - , 4/6 (Frtg-C)		included w/ 17.10.1
49 - State Loop 288	100.10.1	LP 288	IH 35 (North of Denton)	US 380 (West of Denton)			2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		$250,000,000
49 - State Loop 288	103.10.1	LP 288	IH 35W (South of Denton)	(US 380 West of Denton)			2 (Frtg-C)	4 (Frtg-C)	4 (Frtg-C)		included w/ 100.10.1
50 - State Loop 9	6.20.1	Loop 9	US 67	IH 35E			2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		$1,200,000,000
50 - State Loop 9	6.30.1	Loop 9	IH 35E	IH 45			2 (Frtg-C)	2 (Frtg-C)	6 (Frtg-C)		included w/ 6.20.1
50 - State Loop 9	6.40.1	Loop 9	IH 45	US 175				2 (Frtg-C)	6 (Frtg-C)		included w/ 6.20.1

(HOV/ExL) - HOV/Tolled Express Lanes
(HOV) - HOV Lanes
(ExL) - Express Lanes
(ML/T) - Tolled Managed Lanes
(-C) - Concurrent Lanes
(-R) - Reversible Lanes

*Interim Pk-Hr Lanes
**Technology Lanes

Mobility 2045
Interchange Summary Table

Revised September 25, 2019

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
21.120.1	TxDOT Dallas	Dallas North Tollway	President George Bush Turnpike	2018	Improvements	included w/ FT - 21.10.3
21.2.1	TxDOT Dallas	Dallas North Tollway	US 380	2028	New Interchange	included w/ FT - 21.10.1
18.32.1	TxDOT Dallas	East Branch (SH 190)	US 80	2028	New Interchange	included w/ FT - 39.10.1
28.121.1	TxDOT Dallas	East Branch (SH 190)	President George Bush Turnpike (SH 190)	2028	Reconstruct	included w/ FT - 39.10.1
6.30.1	TxDOT Dallas	East Branch (SH 190)	IH 20	2028	New Interchange	included w/ FT - 39.10.1
30.38.1	TxDOT Dallas	IH 20	US 67	2028	Reconstruct	included w/ FT - 7.80.3
28.111.1	TxDOT Dallas	IH 30	Outer Loop/Floyd Road	2028	New Interchange	included w/ FT - 110.20.1
28.190.1	TxDOT Dallas	IH 30	Bass Pro Drive	2028	Reconstruct	included w/ FT - 28.60.3
28.200.1	TxDOT Dallas	IH 30	Bayside Drive	2028	New Interchange	included w/ AO - 28.80.2
28.546.1	TxDOT Dallas	IH 30	Ben Payne/Rochelle Road	2028	New Interchange	included w/ FT - 28.60.3
28.548.1	TxDOT Dallas	IH 30	FM 3549 (FM 549)	2020	Reconstruct	included w/ FT - 28.60.3
28.549.1	TxDOT Dallas	IH 30	FM 551	2018	Reconstruct	included w/ FT - 28.60.3
28.550.1	TxDOT Dallas	IH 30	Erby Campbell Blvd.	2018	Grade Separation	included w/ FT - 28.60.3
28.550.2	TxDOT Dallas	IH 30	Dalrock Road	2028	Reconstruct	$2,000,000
28.553.1	TxDOT Dallas	IH 30	Blackland Road	2028	New Interchange	included w/ FT - 28.60.3
3.100.1	TxDOT Dallas	IH 35	State Loop 288	2037	Reconstruct	included w/ FT - 3.10.1
3.95.1	TxDOT Dallas	IH 35	US 77 (Denton County)	2028	Reconstruct	included w/ FT - 3.10.1
1.7.1	TxDOT Dallas	IH 35E	US 287	2028	Reconstruct	included w/ FT - 7.100.5
3.5.1	TxDOT Dallas	IH 35E	IH 35W	2028	Reconstruct	included w/ FT - 3.20.3
7.11.1	TxDOT Dallas	IH 35E	SH 121	2028	Reconstruct	included w/ FT - 3.20.3
7.17.1	TxDOT Dallas	IH 35E	State Loop 12	2028	Reconstruct	included w/ FT - 7.50.1
7.28.1	TxDOT Dallas	IH 35E	IH 30	2018	Reconstruct	included w/ FT - 7.80.3
7.30.1	TxDOT Dallas	IH 35E	IH 20	2028	Reconstruct	included w/ FT - 7.80.3
7.38.1	TxDOT Dallas	IH 35E	US 67	2028	Reconstruct	included w/ FT - 7.80.3
7.503.1	TxDOT Dallas	IH 35E	FM 66	2028	Reconstruct	included w/ FT - 7.100.5
7.504.1	TxDOT Dallas	IH 35E	FM 1446	2028	Reconstruct	included w/ FT - 7.100.5
7.508.1	TxDOT Dallas	IH 35E	BU 287	2028	Reconstruct	included w/ FT - 7.100.5
7.509.1	TxDOT Dallas	IH 35E	Lofland Drive	2028	Reconstruct	included w/ FT - 7.100.5
7.510.1	TxDOT Dallas	IH 35E	Butcher Road	2028	Reconstruct	included w/ FT - 7.100.5
7.512.1	TxDOT Dallas	IH 35E	Sterrett Road	2028	Reconstruct	included w/ FT - 7.100.5
7.515.1	TxDOT Dallas	IH 35E	FM 664	2028	Reconstruct	$40,000,000
7.552.1	TxDOT Dallas	IH 35E	FM 407	2037	Reconstruct	included w/ FT - 3.20.3
7.576.1	TxDOT Dallas	IH 35E	Dickerson Pkwy.	2018	New Interchange	included w/ FT - 3.20.3
5.103.1	TxDOT Dallas	IH 35W	State Loop 288	2037	New Interchange	included w/ FT - 3.10.1
27.29.1	TxDOT Dallas	IH 45	S.M. Wright	2028	Reconstruct	included w/ FT - 26.20.1
27.554.1	TxDOT Dallas	IH 45	Fulgham Rd	2028	Improvements	included w/ AO - 27.30.2
27.560.1	TxDOT Dallas	IH 45	FM 664	2028	New Interchange	$50,000,000
131.577.1	TxDOT Dallas	IH 635	Skillman/Audelia Street	2023	Reconstruct	included w/ FT - 131.10.1
28.131.1	TxDOT Dallas	IH 635	IH 30	2028	Reconstruct	included w/ FT - 131.10.1
32.131.1	TxDOT Dallas	IH 635	US 80	2028	Improvements	included w/ FT - 131.10.1
7.130.1	TxDOT Dallas	IH 635	IH 35E	2037	Reconstruct	included w/ FT - 7.50.1
12.42.1	TxDOT Dallas	SH 114	Spur 482	2023	Reconstruct	$17,118,564

Mobility 2045

Regionally Significant Arterial Improvements

Revised October 3, 2019

RSA ID	Agency	County	Facility	From	To	2018*	2020*	2028	2037	2045	YOE Cost
1.593.350	TxDOT Dallas	Dallas	Pearl Expressway	Canton Street	Marilla Street	2	2	4	4	4	$933,400
1.593.225	TxDOT Dallas	Dallas	Pearl Street	Ross Avenue	San Jacinto Street	5	5	6	6	6	$1,436,000
1.593.260	TxDOT Dallas	Dallas	Pearl Street	Live Oak Street	Pacific Avenue	4	4	6	6	6	$2,584,800
2.650.300	TxDOT Dallas	Dallas	Pleasant Run Road	Sunrise Road	IH 45	4	4	4	4	6	$3,590,000
2.410.395	TxDOT Dallas	Dallas	Preston Hollow Grade Separation	West of Meadowbrook Drive	East of Preston Road	0	0	0	0	2/2	$12,025,916
1.605.575	TxDOT Dallas	Dallas	Preston Road	Northwest Hwy	Lovers Lane	4	4	6	6	6	$6,892,800
1.585.250	TxDOT Dallas	Dallas	Riverfront Blvd	Market Center Blvd	Continental Blvd	6	6	8	8	8	$4,236,200
1.585.275	TxDOT Dallas	Dallas	Riverfront Blvd	Continental Blvd	Commerce Street	6	6	6	6	6	$20,480,000
1.585.300	TxDOT Dallas	Dallas	Riverfront Blvd	Commerce Street	Reunion Blvd	8	8	6	6	6	$6,576,866
1.585.310	TxDOT Dallas	Dallas	Riverfront Blvd	Reunion Blvd	IH 30	8	8	6	6	6	$7,486,551
1.585.325	TxDOT Dallas	Dallas	Riverfront Blvd	IH 30	Cadiz Street	6	6	6	6	6	$23,160,000
1.670.300	TxDOT Dallas	Dallas	Rowlett Road	Miller Road	Belt Line Road	4	4	6	6	6	$27,571,200
2.385.275	TxDOT Dallas	Dallas	Royal Lane	Riverside Drive	Luna Road	4	4	6	6	6	$8,113,400
1.590.550	TxDOT Dallas	Dallas	SH 310	Starks Avenue	Haven Street	2/2	2/2	2/2	3/3	3/3	$359,000
1.590.560	TxDOT Dallas	Dallas	SH 310	Haven Street	SH 310 Offramp	2/2	2/2	2/2	3/3	3/3	$1,436,000
1.590.575	TxDOT Dallas	Dallas	SH 310	Budd Street	Overton Road	2/2	2/2	2/2	3/3	3/3	$750,000
1.595.375	TxDOT Dallas	Dallas	SH 342 Dallas Avenue	8th Street	Reindeer Road	2	2	4	4	4	$25,848,000
2.477.260	TxDOT Dallas	Dallas	SH 352 1st Avenue	2nd Avenue/Parry Road	Parry Avenue/Cullen Blvd	3	3	6	6	6	$2,232,479
2.478.325	TxDOT Dallas	Dallas	SH 352 2nd Avenue	IH 30 Offramp EB	2nd Ave Ramp To SH 352 EB	3	3	0	0	0	$215,400
2.500.200	TxDOT Dallas	Dallas	SH 352 2nd Avenue	West of Parry Avenue	Grand Avenue	3/2	3/2	0	0	0	$1,112,900
2.500.210	TxDOT Dallas	Dallas	SH 352 Robert Cullum Blvd	Parry Avenue	Grand Avenue	3/3	3/3	6	6	6	$9,897,352
1.685.200	TxDOT Dallas	Dallas	SH 352	US 80	Main Street SH 352	4	4	4	4	4	$14,516,700
2.440.375	TxDOT Dallas	Dallas	SH 356 Irving Blvd	Nursery Road	Irving Heights Drive	4	4	4	4	6	$4,020,800
2.440.450	TxDOT Dallas	Dallas	SH 356	Wildwood Drive	Regal Row	4	4	6	6	6	$5,528,600
2.370.450	TxDOT Dallas	Dallas	SH 66 Avenue D EB/SH 66 Avenue B WB	1st Street	West of SH 66	3/4	3/4	4/4	4/4	4/4	$1,436,000
1.740.520	TxDOT Dallas	Dallas	SH 78 Grand Blvd	Garland Avenue	Miller Road	0	0	4	4	4	$574,400
1.645.250	TxDOT Dallas	Dallas	Shiloh Road	President George Bush Turnpike	IH 635	4	6	6	6	6	$55,501,400
1.625.210	TxDOT Dallas	Dallas	Skillman Street	Coppertown Lane	Royal Lane	5	5	6	6	6	$5,026,000
1.590.400	TxDOT Dallas	Dallas	SM Wright Pkwy	IH 45	US 175	N/A	N/A	3/3	3/3	3/3	
2.410.225	TxDOT Dallas	Dallas	SP 348	SH 114	Riverside Drive	4	4	6	6	6	$1,220,600
2.410.250	TxDOT Dallas	Dallas	SP 348	Riverside Drive	Luna Road	4	4	6	6	6	$5,672,200
1.547.225	TxDOT Dallas	Dallas	Tom Braniff Drive	Wildwood Drive	SH 114	4	4	4	4	4	$2,513,000
2.485.300	TxDOT Dallas	Dallas	Wildlife Parkway	SH 161/President George Bush Turnpike	Hardrock Road	0	0	2	2	2	$9,621,200
1.547.200	TxDOT Dallas	Dallas	Wildwood Drive	California Crossing Road	Tom Braniff Drive	2	2	4	4	4	$5,887,600
2.286.325	TxDOT Dallas	Denton	Corporate Drive	Railroad Street	East of SRT	0	0	4	4	4	$27,112,500
2.215.350	TxDOT Dallas	Denton	Eldorado Parkway	West of FM 720	FM 720	4	4	4	6	6	$6,752,860
1.540.180	TxDOT Dallas	Denton	Elm Street	Hickory Street	Eagle Drive	2/3	2/3	3/3	3/3	3/3	$1,938,600
1.540.190	TxDOT Dallas	Denton	Elm Street	Eagle Drive	Carroll Blvd	4	4	6	6	6	$1,292,400
2.270.250	TxDOT Dallas	Denton	FM 1171 Cross Timbers Road	US 377	Shiloh Road	6	6	6	6	6	$700,000
2.270.225	TxDOT Dallas	Denton	FM 1171	FM 156	IH 35W	0	0	4	4	6	$30,000,000
1.350.145	TxDOT Dallas	Denton	FM 156 NB/FM 156 SB	North of SH 114	South Of SH 114	0	0	4	4	4	$8,328,800
1.350.150	TxDOT Dallas	Denton	FM 156	South of SH 114	Intermodal Parkway	2	2	4	4	4	$27,571,200
2.215.225	TxDOT Dallas	Denton	FM 2181 Teasley Lane	Wind River Lane	South Of Wind River Lane	4	4	6	6	6	$1,651,400
2.215.250	TxDOT Dallas	Denton	FM 2181 Teasley Lane	South of Wind River Lane	FM 2499	2	2	6	6	6	$30,200,000
1.475.200	TxDOT Dallas	Denton	FM 2499	IH 35E	FM 2181	6	6	6	6	6	$34,857,000
1.475.210	TxDOT Dallas	Denton	FM 2499	FM 2181	South Of FM 2181	4	4	6	6	6	$1,866,800
1.475.225	TxDOT Dallas	Denton	FM 2499	South of FM 2181	FM 407	4	4	6	6	6	$32,669,000
1.560.200	TxDOT Dallas	Denton	FM 423	US 380	FM 720	6	6	6	6	6	$37,488,000
1.560.210	TxDOT Dallas	Denton	FM 423	FM 720	Stonebrook Parkway	6	6	6	6	8	$11,703,400
1.560.225	TxDOT Dallas	Denton	FM 423	Stonebrook Parkway	Lebanon Road	6	6	6	6	8	$32,425,000
1.560.250	TxDOT Dallas	Denton	FM 423	Lebanon Road	Cougar Alley	6	6	6	6	6	$50,000,000
1.560.275	TxDOT Dallas	Denton	FM 423	Cougar Alley	SH 121	8	8	8	8	8	$8,185,200
2.130.250	TxDOT Dallas	Denton	FM 455	IH 35	Marion Road	2	2	4	4	4	$50,000,000
1.520.200	TxDOT Dallas	Denton	FM 720	US 380	South of Mccormick Road	2	6	6	6	6	$34,084,000
1.540.160	TxDOT Dallas	Denton	Locust Street	FM 2164 US 77	University Dr US 380	3/2	3/2	2/2	2/2	2/2	$2,441,200
1.430.150	TxDOT Dallas	Denton	Loop 288	US 380	John Paine Road	0	0	2	2/2	2/2	$31,304,800
2.190.250	TxDOT Dallas	Denton	Loop 288	US 380	IH 35	0	0	2	2/2	2/2	$18,883,400
2.190.325	TxDOT Dallas	Denton	Loop 288	US 380 Offramp SB	Prominence Parkway	2/2	2/2	3/3	3/3	3/3	$1,077,000
2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	4	6	6	6	$2,728,400
2.150.275	TxDOT Dallas	Denton	Outer Loop Greenbelt Pkwy **	IH 35	US 377	0	0	2	3/3	N/A	
2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Pkwy **	US 377	Legacy Drive	0	0	2	3/3	N/A	
2.205.425	TxDOT Dallas	Denton	SH 114 EB/SH 114 WB	County Line Road	West Of FM 156	2	2	2	2/2	2/2	$33,817,800
2.205.450	TxDOT Dallas	Denton	SH 114	West of FM 156	FM 156	2/2	2/2	2/2	2/2	2/2	$1,938,600

* Attainment Years

**Stage facilities reported as 'N/A' indicate project is no longer classified as an arterial and will be reported in Freeway/Tollway Recommendations listing instead.

Note: '2/2' indicates facility operates as couplet.

Mobility 2045
Regionally Significant Arterial Improvements

Revised October 3, 2019

RSA ID	Agency	County	Facility	From	To	2018*	2020*	2028	2037	2045	YOE Cost
2.205.475	TxDOT Dallas	Denton	SH 114	FM 156	Double Eagle Blvd	2/2	2/2	N/A	N/A	N/A	
2.205.500	TxDOT Dallas	Denton	SH 114	Double Eagle Blvd	IH 35W	3/3	3/3	N/A	N/A	N/A	
2.205.600	TxDOT Dallas	Denton	SH 114	Labonte Drive	IH 35W	2/2	2/2	N/A	N/A	N/A	
2.205.625	TxDOT Dallas	Denton	SH 114	US 377	East Of US 377	2/2	2/2	N/A	N/A	N/A	
2.205.650	TxDOT Dallas	Denton	SH 114	East of US 377	SH 170	2/2	2/2	N/A	N/A	N/A	
2.325.500	TxDOT Dallas	Denton	SH 170 **	US 377	Roanoke Road	2/2	2/2	N/A	N/A	N/A	
2.325.550	TxDOT Dallas	Denton	SH 170 **	Roanoke Road	Jt Ottinger Road	2/2	N/A	N/A	N/A	N/A	
2.325.560	TxDOT Dallas	Denton	SH 170 **	Jt Ottinger Road	East Of Jt Ottinger Road	3/3	N/A	N/A	N/A	N/A	
2.325.575	TxDOT Dallas	Denton	SH 170 **	East Of Jt Ottinger Road	SH 114	2/2	N/A	N/A	N/A	N/A	
1.430.200	TxDOT Dallas	Denton	SL 288/ FM 2449	John Paine Road	Vintage Parkway	2	2	2	2/2	2/2	$5,898,590
1.523.110	TxDOT Dallas	Denton	US 377	North of E Northside Dr	S Washington Street	2	2	2	4	6	$20,678,165
1.523.120	TxDOT Dallas	Denton	US 377	S Washington Street	FM 428	2	2	2	4	6	$39,767,808
1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	2	2	4	6	$34,399,687
1.540.210	TxDOT Dallas	Denton	US 377	IH 35E	South of FM 1830 Country Club Road	2	2	6	6	6	$37,980,000
1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	2	2	6	6	$80,000,000
1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	2	4	4	4	$133,900,000
1.540.240	TxDOT Dallas	Denton	US 377	Marshall Creek Road	SH 114	4	4	4	4	4	$2,536,000
1.540.250	TxDOT Dallas	Denton	US 377	SH 114	North Of Byron Nelson Blvd	4	4	4	4	4	$1,040,000
1.540.260	TxDOT Dallas	Denton	US 377	North of Byron Nelson Blvd	Parish Lane	2	2	4	4	4	$12,050,000
2.225.300	TxDOT Dallas	Denton	US 380 University Drive	Bonnie Brae Street	Malone Street	6	6	6	6	6	$7,456,430
2.225.275	TxDOT Dallas	Denton	US 380	FM 156	IH 35	6	6	6	6	6	$45,700,000
2.225.425	TxDOT Dallas	Denton	US 380	East of Fish Trap Road	US 377	2/2	2/2	3/3	3/3	3/3	$3,340,000
2.225.440	TxDOT Dallas	Denton	US 380	US 377	Potter Shop Road	2/2	2/2	3/3	3/3	3/3	$760,000
2.225.445	TxDOT Dallas	Denton	US 380	Potter Shop Road	FM 720	4	4	6	6	6	$19,430,000
2.225.450	TxDOT Dallas	Denton	US 380	FM 720	FM 423	4	4	6	6	6	$96,280,000
2.225.475	TxDOT Dallas	Denton	US 380	FM 423	CR 26	4	4	3/3	3/3	3/3	$32,370,000
2.267.300	TxDOT Dallas	Denton	Valley Ridge Blvd	Mill Street	College Street	0	0	4	4	4	$17,770,000
1.430.225	TxDOT Dallas	Denton	Vintage Parkway	IH 35W	US 377	2	2	4	4	4	$11,344,400
2.787.250	TxDOT Dallas	Ellis	BU 287 BU 45	Paris Street	IH 45	2	2	4	4	4	$7,610,800
2.325	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Ovilla Main Street	BU 287	2	2	4	4	6	$100,000,000
2.710.225	TxDOT Dallas	Ellis	FM 664 Ovilla Road	Westmoreland Road	Ovilla Main Street	2	2	4	4	6	$20,000,000
2.710.250	TxDOT Dallas	Ellis	FM 664	Westmoreland Road	IH 35E	2	2	6	6	6	$45,100,000
2.710.300	TxDOT Dallas	Ellis	FM 664	IH 35E	SH 342	4	4	6	6	6	$40,128,140
2.710.325	TxDOT Dallas	Ellis	FM 664	SH 342	IH 45	2	2	6	6	6	$192,371,860
1.840.750	TxDOT Dallas	Ellis	SH 34 Lake Bardwell Drive	SP 437 Clay Street	IH 35E	2	2	2	4	4	$141,087,000
1.840.650	TxDOT Dallas	Ellis	SH 34	FM 2451	Sunridge Drive	2	2	2	4	4	$18,452,600
1.840.655	TxDOT Dallas	Ellis	SH 34	Sunridge Drive	Sonoma Trail	2	2	2	4	4	$4,882,400
1.840.660	TxDOT Dallas	Ellis	SH 34	Sonoma Trail	IH 45	2	2	2	4	4	$2,656,600
1.840.700	TxDOT Dallas	Ellis	SH 34	FM 1181	Kaufman Street	2	2	4	4	4	$1,220,600
1.840.725	TxDOT Dallas	Ellis	SH 34	FM 1183	SP 437 Clay Street	2	2	2	4	4	$4,810,600
1.595.390	TxDOT Dallas	Ellis	SH 342	Loop 9	FM 664	2	2	2	4	4	$12,349,600
1.595.400	TxDOT Dallas	Ellis	SH 342	FM 664	US 77	2	2	2	4	4	$12,032,995
1.220.875	TxDOT Dallas	Ellis	US 287	SH 34	IH 45	2	2	N/A	N/A	N/A	
1.580.300	TxDOT Dallas	Ellis	US 77 Elm Street	Ferris Avenue	FM 66	2	2	4	4	4	$21,183,600
1.580.325	TxDOT Dallas	Ellis	US 77	FM 66	FM 877	2	2	4	4	4	$502,600
2.745.240	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	FM 4 Acton Hwy	North Gate Road	2	2	2	4	4	$160,610
2.745.250	TxDOT Fort Worth	Hood	FM 4 FM 167 Fall Creek	North Gate Road	FM 167	2	2	2	4	4	$6,000,000
1.205.275	TxDOT Fort Worth	Hood	SH 144	Pear Orchard Road	North of US 67	2	2	2	2	4	$24,860,000
1.250.200	TxDOT Fort Worth	Hood	US 377 Bypass	North of SH 171	Old Granbury Road	0	0	2/2	2/2	2/2	$77,500,000
1.540.520	TxDOT Fort Worth	Hood	US 377 NB/US 377 SB	East of SH 144	FM 51	2/2	2/2	3/3	3/3	3/3	$13,900,000
1.540.455	TxDOT Fort Worth	Hood	US 377	BU 377	North of BU 377	2/2	2/2	4	4	4	$5,169,600
1.540.470	TxDOT Fort Worth	Hood	US 377	FM 167 S (Fall Creek Hwy)	FM 167 N (Temple Hall Hwy)	2/2	2/2	3/3	3/3	3/3	$53,800,000
1.540.480	TxDOT Fort Worth	Hood	US 377	FM 167 N (Temple Hall Hwy)	Mustang Trail	4	4	6	6	6	$12,161,541
1.540.490	TxDOT Fort Worth	Hood	US 377	Mustang Trail	Harbor Lakes Drive	2/2	2/2	3/3	3/3	3/3	$41,392,000
1.540.500	TxDOT Fort Worth	Hood	US 377	Harbor Lakes Drive	Old Cleburne Road	4	4	6	6	6	$2,465,777
1.540.510	TxDOT Fort Worth	Hood	US 377	Old Cleburne Road	East Of SH 144	2/2	2/2	3/3	3/3	3/3	$5,306,096
1.540.540	TxDOT Fort Worth	Hood	US 377	FM 51	BU 377	2/2	2/2	2/2	2/2	2/2	$43,107,000
1.540.550	TxDOT Fort Worth	Hood	US 377	BU 377	Holmes Dr.	1/2	1/2	1/2	2/2	2/2	$800,000
1.540.560	TxDOT Fort Worth	Hood	US 377	Holmes Dr.	Powell Cemetery Road	2	2	2	4	4	$40,680,000
1.540.575	TxDOT Fort Worth	Hood	US 377	Powell Cemetary Road	FM 2870	2	2	2	4	4	$10,850,000
1.540.600	TxDOT Fort Worth	Hood	US 377	FM 2870	West Of Campbell Road	2	2	2	4	4	$30,510,000
2.260.225	TxDOT Paris	Hunt	FM 1570	CR 2178	SH 34	2	2	4	4	4	$15,000,000
1.875.250	TxDOT Paris	Hunt	SH 24	CR 4511	SL 178 / Culver Street	4	4	4	4	4	$4,900,000

* Attainment Years

**Stage facilities reported as 'N/A' indicate project is no longer classified as an arterial and will be reported in Freeway/Tollway Recommendations listing instead.

Note: '2/2' indicates facility operates as couplet.

Appendix 12. 8
Mobility 2045 Regionally Significant Arterial Capacity Listing
2018 Transportation Conformity

RSA ID	Agency	County	Facility	From	To	2018*	2020*	2028	2037	2045	YOE Cost
1.500.250	TxDOT Dallas	Denton	FM 428	Loop 288	Locust Street	4	4	4	4	4	
2.130.250	TxDOT Dallas	Denton	FM 455	IH 35	Marion Road	2	2	4	4	4	$50,000,000
2.130.275	TxDOT Dallas	Denton	FM 455	Marion Road	US 377	2	2	2	2	2	
2.130.325	TxDOT Dallas	Denton	FM 455	US 377	County Line Road	2	2	2	2	2	
1.375.200	TxDOT Dallas	Denton	FM 51	Northeast of County Line Road	County Line Road	2	2	2	2	2	
2.215.375	TxDOT Dallas	Denton	FM 720 Eldorado Parkway	West of Hart Road	Hart Road	6	6	6	6	6	
2.215.400	TxDOT Dallas	Denton	FM 720 Eldorado Parkway	Witt Road	FM 720	6	6	6	6	6	
1.520.200	TxDOT Dallas	Denton	FM 720	US 380	South of Mccormick Road	2	6	6	6	6	$34,084,000
1.520.225	TxDOT Dallas	Denton	FM 720	Hill Road	Eldorado Parkway	6	6	6	6	6	
2.290.250	TxDOT Dallas	Denton	Hebron Parkway	IH 35E	SH 121	6	6	6	6	6	
2.290.300	TxDOT Dallas	Denton	Hebron Parkway	SH 121	Midway Road	6	6	6	6	6	
1.540.160	TxDOT Dallas	Denton	Locust Street	FM 2164 US 77	University Dr US 380	2/2	2/2	2/2	2/2	2/2	$2,441,200
1.430.150	TxDOT Dallas	Denton	Loop 288	US 380	John Paine Road	0	0	2	2/2	2/2	$31,304,800
2.190.200	TxDOT Dallas	Denton	Loop 288	Audra Lane	IH 35	5	5	5	5	5	
2.190.250	TxDOT Dallas	Denton	Loop 288	US 380	IH 35	0	0	2	2/2	2/2	$18,883,400
2.190.300	TxDOT Dallas	Denton	Loop 288	IH 35	Audra Lane	2/2	2/2	2/2	2/2	2/2	
2.190.325	TxDOT Dallas	Denton	Loop 288	US 380 Offramp SB	Prominence Parkway	2/2	2/2	3/3	3/3	3/3	$1,077,000
2.270.290	TxDOT Dallas	Denton	Main Street	IH 35E	Cowan Avenue	4	4	6	6	6	$2,728,400
2.270.300	TxDOT Dallas	Denton	Main Street	IH 35E	Church Street	4	4	4	4	4	
2.270.325	TxDOT Dallas	Denton	Main Street	Herod Street	Mill Street	2/2	2/2	2/2	2/2	2/2	
2.270.350	TxDOT Dallas	Denton	Main Street	Church Street	Mill Street	3/2	3/2	3/2	3/2	3/2	
2.270.375	TxDOT Dallas	Denton	Main Street	E2 Rail Road	BU 121	4	4	4	4	4	
2.150.275	TxDOT Dallas	Denton	Outer Loop Greenbelt Pkwy **	IH 35	US 377	0	0	2	3/3	N/A	
2.150.375	TxDOT Dallas	Denton	Outer Loop Greenbelt Pkwy **	US 377	Legacy Drive	0	0	2	3/3	N/A	
2.290.175	TxDOT Dallas	Denton	Round Grove Road	Long Prairie Road	SH 121	6	6	6	6	6	
2.205.425	TxDOT Dallas	Denton	SH 114 EB/SH 114 WB	County Line Road	West Of FM 156	2	2	2	2/2	2/2	$33,817,800
2.205.400	TxDOT Dallas	Denton	SH 114	West of County Line Road	County Line Road	2/2	2/2	2/2	2/2	2/2	
2.205.450	TxDOT Dallas	Denton	SH 114	West of FM 156	FM 156	2/2	2/2	2/2	2/2	2/2	$1,938,600
2.205.475	TxDOT Dallas	Denton	SH 114	FM 156	Double Eagle Blvd	2/2	2/2	N/A	N/A	N/A	
2.205.500	TxDOT Dallas	Denton	SH 114	Double Eagle Blvd	IH 35W	3/3	3/3	N/A	N/A	N/A	
2.205.600	TxDOT Dallas	Denton	SH 114	Labonte Drive	IH 35W	2/2	2/2	N/A	N/A	N/A	
2.205.625	TxDOT Dallas	Denton	SH 114	US 377	East Of US 377	2/2	2/2	N/A	N/A	N/A	
2.205.650	TxDOT Dallas	Denton	SH 114	East of US 377	SH 170	2/2	2/2	N/A	N/A	N/A	
2.325.500	TxDOT Dallas	Denton	SH 170 **	US 377	Roanoke Road	2/2	2/2	N/A	N/A	N/A	
2.325.550	TxDOT Dallas	Denton	SH 170 **	Roanoke Road	Jt Ottinger Road	2/2	N/A	N/A	N/A	N/A	
2.325.560	TxDOT Dallas	Denton	SH 170 **	Jt Ottinger Road	East Of Jt Ottinger Road	3/3	N/A	N/A	N/A	N/A	
2.325.575	TxDOT Dallas	Denton	SH 170 **	East Of Jt Ottinger Road	SH 114	2/2	N/A	N/A	N/A	N/A	
1.430.200	TxDOT Dallas	Denton	SL 288/ FM 2449	John Paine Road	Vintage Parkway	2	2	2	2/2	2/2	$5,898,590
2.265.225	TxDOT Dallas	Denton	Spring Creek Parkway	SH 121	West Of Midway Road	6	6	6	6	6	
2.215.325	TxDOT Dallas	Denton	Swisher Road	IH 35E	Eldorado Parkway	4	4	4	4	4	
1.523.110	TxDOT Dallas	Denton	US 377	North of E Northside Dr	S Washington Street	2	2	2	4	6	$20,678,165
1.523.120	TxDOT Dallas	Denton	US 377	S Washington Street	FM 428	2	2	2	4	6	$39,767,808
1.523.130	TxDOT Dallas	Denton	US 377	FM 428	US 380	2	2	2	4	6	$34,399,687
1.540.200	TxDOT Dallas	Denton	US 377	Carroll Blvd	IH 35E	6	6	6	6	6	
1.540.210	TxDOT Dallas	Denton	US 377	IH 35E	South of FM 1830 Country Club Road	2	2	6	6	6	$37,980,000
1.540.220	TxDOT Dallas	Denton	US 377	South of FM 1830	Crawford Road	2	2	2	6	6	$80,000,000
1.540.230	TxDOT Dallas	Denton	US 377	Crawford Road	Marshall Creek Road	2	2	4	4	4	$78,922,000
1.540.240	TxDOT Dallas	Denton	US 377	Marshall Creek Road	SH 114	4	4	4	4	4	$2,536,000
1.540.250	TxDOT Dallas	Denton	US 377	SH 114	North Of Byron Nelson Blvd	4	4	4	4	4	$1,040,000
1.540.260	TxDOT Dallas	Denton	US 377	North of Byron Nelson Blvd	Parish Lane	2	2	4	4	4	$12,050,000
1.540.270	TxDOT Dallas	Denton	US 377	Parish Lane	SH 170	4	4	4	4	4	
1.540.300	TxDOT Dallas	Denton	US 377	North of Westport Parkway	Bear Creek Parkway	4	4	4	4	4	
2.225.280	TxDOT Dallas	Denton	US 380 University Drive	IH 35	Malone Street	6	6	6	6	6	
2.225.300	TxDOT Dallas	Denton	US 380 University Drive	Bonnie Brae Street	Malone Street	6	6	6	6	6	$7,456,430
2.225.375	TxDOT Dallas	Denton	US 380 University Drive	Elm Street	Fish Trap Road	6	6	6	6	6	
2.225.250	TxDOT Dallas	Denton	US 380	County Line Road	FM 156	2/2	2/2	2/2	2/2	2/2	
2.225.275	TxDOT Dallas	Denton	US 380	FM 156	IH 35	6	6	6	6	6	$45,700,000
2.225.425	TxDOT Dallas	Denton	US 380	East of Fish Trap Road	US 377	2/2	2/2	3/3	3/3	3/3	$3,340,000
2.225.440	TxDOT Dallas	Denton	US 380	US 377	Potter Shop Road	2/2	2/2	3/3	3/3	3/3	$760,000
2.225.445	TxDOT Dallas	Denton	US 380	Potter Shop Road	FM 720	4	4	6	6	6	$19,430,000
2.225.450	TxDOT Dallas	Denton	US 380	FM 720	FM 423	4	4	6	6	6	$96,280,000
2.225.475	TxDOT Dallas	Denton	US 380	FM 423	CR 26	4	4	3/3	3/3	3/3	$32,370,000

* Attainment Years

**Stage facilities reported as 'N/A' indicate project is no longer classified as an arterial and will be reported in Freeway/Tollway Recommendations listing instead.

Note: '2/2' indicates facility operates as couplet.

APPENDIX C

TPP Traffic Data

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Texas Department of Transportation

MEMO

January 24, 2020

To: Transportation Planning & Programming Division
William E. Knowles, P.E.

Through: Lacey Rodgers, P.E.
Dallas Director of Transportation Planning and Development, TP&D

Through: Dan Perge, P.E.
Dallas environmental Director, APD

From: Lani Marshall, P.E., LEED AP.
Transportation Engineer Supervisor, PDO

Nelson L. Underwood, P.E.
Project Manager, PDO

Subject: Traffic Request for ESALs (Option – C)

CSJ:2250-02-013, 02-014
Loop 288
From: IH 35W
To: IH 35
Denton County

The attached Traffic Projections and Traffic Methodology were prepared by Kimley-Horn Associates through CP&Y and reviewed by TTI for QA/QC. Kimley -Horn Associates, through CP&Y, and the District approved the Traffic Methodology and Line diagrams. The line diagrams depict 2020, 2040 and 2050 anticipated average daily traffic and turning movements for the proposed corridor improvements.

We request TPP develop the noise, air and pavement data for this project.

If any additional information is required, please contact Nelson L. Underwood at (214) 320-6628 or Tim Wright at (214) 319-6477.

Attachments

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN (OPTION C)

Dallas District **February 28, 2020**

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2040	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040) Flexible Pavement	S N	Rigid Pavement	SLAB
LP 288 Proposed - Section 1 From I-35W To US 380 (University Dr.) Denton County	16,280	24,540	53 - 47	10.6	17.4	11.5	12,100	50	13,833,000	3	20,036,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	82.6	88.5
Medium Duty	2.3	1.5
Heavy Duty	15.1	10.0

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
LP 288 Proposed - Section 1 From I-35W To US 380 (University Dr.) Denton County	16,280	29,910	53 - 47	10.6	17.4	11.5	12,200	50	23,480,000	3	34,008,000	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN (OPTION C)

Dallas District **February 28, 2020**

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2040	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040) Flexible Pavement	S N	Rigid Pavement	SLAB
LP 288 Proposed - Section 2 From US 380 (University Dr.) To Masch Branch Rd. Denton County	3,990	6,010	53 - 47	10.6	26.3	17.4	11,500	60	5,116,000	3	7,415,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	73.7	82.6
Medium Duty	3.5	2.3
Heavy Duty	22.8	15.1

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
LP 288 Proposed - Section 2 From US 380 (University Dr.) To Masch Branch Rd. Denton County	3,990	7,320	53 - 47	10.6	26.3	17.4	11,700	60	8,680,000	3	12,580,000	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN (OPTION C)

Dallas District **February 28, 2020**

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2040	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2020 to 2040) Flexible Pavement	S N	Rigid Pavement	SLAB
LP 288 Proposed - Section 3 From Masch Branch Rd. To I-35 Denton County	9,250	13,950	53 - 47	10.6	23.0	15.2	12,000	60	10,384,000	3	15,047,000	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	77.0	84.8
Medium Duty	3.0	2.0
Heavy Duty	20.0	13.2

Description of Location	Average Daily Traffic 2020	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2020 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
LP 288 Proposed - Section 3 From Masch Branch Rd. To I-35 Denton County	9,250	16,990	53 - 47	10.6	23.0	15.2	12,100	50	17,617,000	3	25,527,000	8"

APPENDIX D

CMP Implementation Forms

NCTCOG CMP
PROJECT IMPLEMENTATION FORM

Submitter Name: Daniel Salazar
Agency Name: Texas Department of Transportation - Dallas District
Agency Address: 4777 E. Highway 80
Email: Daniel.Salazar@txdot.gov
Telephone Number: (214) 320-6643

Date: 3/15/2020

Please answer the following questions

Project Name State Loop (SL) 288
Project Limits (From) Interstate Highway (IH) 35W
Project Limts (To) IH 35

2. Does this project add roadway capacity? (IF NOT, THIS FORM IS NOT REQUIRED)

YES

3. Are complementary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?
If "yes," enter the project name(s), TIP Code(s) and/or CSJ number(s) in table below.
This information can be verified at the following link: Transportation Improvement Program Information System (TIPINS)
*For a list of TDM and TSM&O project types see: Appendix A - TDM and TSM&O Strategies

YES

Project Name	IH 35: From US 380 to US 77 North of Denton	**TIP Code**	55198	**CSJ#**	0195-03-087
Project Name	IH 35: From Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	**TIP Code**	55259	**CSJ#**	0081-13-065
Project Name	[Enter Here]	**TIP Code**	[Enter Here]	**CSJ#**	[Enter Here]
Project Name	[Enter Here]	**TIP Code**	[Enter Here]	**CSJ#**	[Enter Here]

3b. Are there any other projects not included in the TIP that may compliment the project?
If "yes," enter the project name(s) and implementing agency in table below.

NO

Project Name	[Enter Here]	**Implementing Agency**	[Enter Here]
Project Name	[Enter Here]	**Implementing Agency**	[Enter Here]
Project Name	[Enter Here]	**Implementing Agency**	[Enter Here]
Project Name	[Enter Here]	**Implementing Agency**	[Enter Here]

4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?
This information can be verified in the Mobility Options found here: Appendix E of the MTP (pg. 53 - 97 / pg. 102 - 112)
If "yes," enter the MTP Reference #(s) in table below

YES

MTP Reference #	RSA1-2.190.250
MTP Reference #	RSA1-1.430.150
MTP Reference #	RSA1-1.430.200
MTP Reference #	

5. Are the project limits within a corridor included in the current CMP Corridor Analysis?
The complete inventory of corridor fact sheets can be found here: Appendix C - CMP Corridor Fact Sheet

NO

*If "yes," please proceed to question six.
*If "no," please evaluate corridor to determine if improvements are needed by completing the Fact Sheet Form in Step 2 in the tab below, before proceeding to question six.

6. Is the corridor identified as deficient in any category?

YES

*If "yes," please proceed to questions seven.
*If "no," please proceed to question 11.

7. Identify corridor deficiencies as specified in the current CMP Corridor Analysis or in the CMP Roadway Deficiency Form. (Check all that apply)

- ☐ Alternative Roadway Infrastructure
- ☑ Modal Options
- ☐ System Demand
- ☑ System Reliability

8. Review Appendix A of the current CMP or other available resources to identify possible congestion mitigation strategies to correct the deficiency. (Check all that apply)

Appendix A - TDM and TSM&O Strategies

- ☐ Commuter Transportation Options
- ☐ Sustainable Development Improvements
- ☐ Freight Management Activities
- ☐ System Management and Operations Improvements
- ☐ Incentive to Use Alternative Modes
- ☐ Transit System Efficiency Improvements
- ☐ In-Vehicle System Efficiency Improvements
- ☐ Traveler Information Services
- ☐ Roadway Incident and Emergency Management Options
- ☐ Work Zone/Construction Management Operations
- ☑ Roadway Infrastructure Improvements

9. Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

Four-lane new location frontage road system, and bicycle accomodations.

10. If not implementing a congestion mitigation stragegy, please explain reason.

N/A

11. Submit completed form to NCTCOG - CMP Team at: CMP@nctcog.org or by clicking SUBMIT below

*Submit button will auto generate email to NCTCOG with completed excel document attached.
Please finalize step by sending the email.

SUBMIT

CMP CORRIDOR ANALYSIS - FACT SHEET

ROADWAY NAME	SL 288

HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
SL 288	From IH 35W to IH35	9.0	N/S	0/2

CORRIDOR FACTS (WITHIN 1 MILE)

Functional Class	N/A	**Direct Connections**	NO
HOV Lanes	NO	**Truck Lane Restriction**	NO
Parrallel Freeways (within 5 miles)	YES	**Hazmat Route**	NO
Shoulders	NO	**Population**	1740 (Census OnTheMap tool)
Frontage Roads	NO	**Number of Employees**	2,779 (Census OnTheMap tool)
Bike Options	NO	**FIM Training Participants**	6
Available Transit	NO	**Crash Rate (Use Most Recent Year)**	N/A
Park and Ride	NO	**Construction Status**	Planning

PARRALLEL ARTERIALS (ENTIRE LIMITS)

None

PARRALLEL ARTERIALS (PARTIAL LIMITS)

None

CORRIDOR SCORE (Results from Step 3 - CMP Deficiency Form)

ROADWAY INFRASTRUCTURE	MODAL OPTIONS	SYSTEM DEMAND	SYSTEM RELIABILITY	SCORE
13	0	25	10	48

CONCLUSIONS/RECOMMENDATIONS

[ENTER HERE]

ADD PROJECT CORRIDOR SEGMENT MAP HERE.
(jpg,pdf,png,wmz)

DEFICIENCY FORM IS REQUIRED WITH THIS SHEET
PLEASE COMPLETE BY GOING TO TAB 3 (STEP 3. DEFICIENCY FORM)
CLICK HERE

Project Name:	SL 288
Project Limits (From and To):	IH 35W to I35
Agency Name:	TxDOT Dallas District
Submitter Name:	Daniel Salazar
Telephone:	214.320.4463
Email:	Daniel.Salazar@txdot.gov
Date Submitted:	

Alternative Roadway Corridor Deficiency

The factors that influence alternative roadway infrastructure include the presence of parallel freeways, frontage roads, parallel arterials, and direct connections or interchanges.

	Click Cell To Select Answer	Score
1. Does the roadway facility have a parallel freeway or toll road within five miles?	Yes	12
2. Does the roadway facility include a frontage road system?	No	0
3. Does the roadway facility have a parallel arterial within two miles?	Yes, partial limits	1
4. Does the roadway network include a direct connection or non-signalized interchange to another highway?	No	0
Total Points Received in Alternative Roadway Infrastructure Category		**13**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

Modal Options Deficiency

The factors that influence modal options include the presence of transit options (bus and/or rail), park-and-ride facilities, HOV/Managed Lanes, and bicycle/pedestrian options.

	Click Cell To Select Answer	Score
1. Does the roadway facility have established transit service?	No	0
2. Is a park-and-ride facility located along the roadway corridor?	No	0
3. Are HOV or Managed lanes available along the roadway corridor?	No	0
4. Are bike trails or other bike options available along the roadway corridor?	No	0
Total Points Received in Modal Options Category		**0**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

System Demand (Recurring) Deficiency

The factors that influence system demand include traffic volume, truck volume/percentage, number of employees along the roadway corridor block, and residential population.

	Click Cell To Select Answer	Score
1. Is the peak hour volume capacity above or below the current average Peak V/C of 0.692?	Below or Equal to the Average	10
2. Is the truck volume percentage along the corridor above or below the current average of 9%?	Below or Equal to the Average	7
3. Is the total number of employees along the corridor above or below the current average of 82,549 (by TSZ)?	Below or Equal to the Average	5
4. Is the population along the corridor above or below the current average of 74,611 (by TSZ)?	Below or Equal to the Average	3
Total Points Received in System Demand Category		**25**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

System Reliability (Non-Recurring) Deficiency

The factors that influence system reliability include facility crash rates, agencies that participate in incident management training, truck lane restrictions, roadway shoulders, and the presence of Intelligent Transportation Systems (ITS) technology.

	Click Cell To Select Answer	Score
1. Is the crash rate for the corridor below or above the current crash rate average of 75.19?*	Below or Equal to the Average	10
2. Does the roadway facility have paved shoulders?	No	0
3. Have emergency response agencies (police and fire) along the corridor participated in Freeway Incident Management (FIM) training?**	No	0
4. Have truck lane restrictions been implemented along the corridor?	No	0
5. Is Intelligent Transportation Systems (ITS) technology being utilized along the corridor?	No	0
Total Points Received in System Reliability Category		**10**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

Notes:

*Please use most recent crash year if available.

**FIM attendance information is maintained by NCTCOG Safety staff. Please call 817-695-9245 to request information.

CMP 2013 - Appendix A