Appendix A

Relationship between Goals and Objectives
### Freight Plan Update Objectives

<table>
<thead>
<tr>
<th>Objective</th>
<th>Asset Management</th>
<th>Safety</th>
<th>Mobility and Reliability</th>
<th>Multimodal Connectivity</th>
<th>Economic Competiveness</th>
<th>Stewardship</th>
<th>Sustainable Funding</th>
<th>Customer Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce rates of truck-involved crashes, injuries and fatalities on the Texas Highway Freight Network</td>
<td></td>
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<tr>
<td>Reduce the number of rail-related incidents, including crashes at at-grade rail crossings</td>
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<tr>
<td>Increase the resiliency and security of the state’s freight transportation system in response to multi-hazard threats, including natural disasters and man-made threats</td>
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<tr>
<td>Support deployment of innovative technologies to enhance the safety and efficiency of the Texas Multimodal Freight Network</td>
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<tr>
<td>Achieve and maintain a good state of repair on the Texas Highway Freight Network</td>
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<tr>
<td>Improve the overall rating of bridges on the Texas Highway Freight Network</td>
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<tr>
<td>Increase the percent of pavement lane-miles in good condition on the Texas Highway Freight Network</td>
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<tr>
<td>Utilize technology to provide for the resiliency and security of the state’s freight transportation network in response to multi-hazard threats, including natural disasters and man-made threats</td>
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</tbody>
</table>

**Legend:**
- "The objective strongly supports the goal.
- "The objective is related to the goal and serves to fulfill that goal on a secondary level."
### Freight Plan Update Objectives

<table>
<thead>
<tr>
<th>Objective</th>
<th>Asset Management</th>
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<th>Multimodal Connectivity</th>
<th>Economic Competitiveness</th>
<th>Stewardship</th>
<th>Sustainable Funding</th>
<th>Customer Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce the number of Texas Highway Freight Network miles at unacceptable congestion levels (level-of-service D or worse)</td>
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<tr>
<td>Improve travel time reliability on the Texas Highway Freight Network</td>
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<tr>
<td>Apply the most cost-effective methods to improve system capacity (including technology and operations)</td>
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<tr>
<td>Partner with U.S. and Mexican federal, state, regional, local and private stakeholders to address Texas-Mexico border crossing challenges</td>
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<tr>
<td>Support development and deployment of integrated Texas-Mexico border crossing management through ITS</td>
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<tr>
<td>Leverage technology to improve management and operations of the existing transportation system</td>
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<tr>
<td>Increase Texas supply chain efficiencies by improving connectivity between modes</td>
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<tr>
<td>Improve first/last mile connectivity between freight modes and major generators and gateways</td>
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<tr>
<td>Improve connectivity between rural and urban freight centers</td>
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<tr>
<td>Improve access into and out of Texas’ seaports to facilitate projected future growth</td>
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</tbody>
</table>

**Legend:**
- Green circle: **The objective strongly supports the goal.**
- Yellow circle: **The objective is related to the goal and serves to fulfill that goal on a secondary level.**
## Freight Plan Update Objectives

<table>
<thead>
<tr>
<th>Goals</th>
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<th>Stewardship</th>
<th>Sustainable Funding</th>
<th>Customer Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve ground access to commercial airports to enhance truck access and connectivity</td>
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<tr>
<td>Improve highway and rail connectivity to major freight gateways and generators through increased capacity improvements</td>
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<tr>
<td>Improve connectivity to Texas-Mexico border crossings</td>
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<tr>
<td>Leverage multi-state organizations to increase multimodal freight connectivity across state lines</td>
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<tr>
<td>Reduce adverse environmental and community impacts of the Texas Multimodal Freight Network</td>
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<tr>
<td>Lead efforts to foster greater coordination among the agencies responsible for freight network investment</td>
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<tr>
<td>Reduce freight project planning, programming and implementation delays</td>
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<tr>
<td>Coordinate freight project planning and implementation with all planning partners and stakeholders</td>
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<tr>
<td>Implement a performance-based prioritization process for freight system investment</td>
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<tr>
<td>Develop and sustain partnerships with private sector industries, communities, agencies, MPOs and other transportation stakeholders</td>
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<tr>
<th>Freight Plan Update Objectives</th>
<th>GOALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase freight expertise in TxDOT districts, across departments and among elected officials</td>
<td>Asset Management</td>
</tr>
<tr>
<td>Partner with public and private sector stakeholders to enhance workforce recruitment and retention in the transportation and logistics industry</td>
<td></td>
</tr>
<tr>
<td>Facilitate statewide dissemination of real-time freight traveler information by integrating existing traffic management centers</td>
<td></td>
</tr>
<tr>
<td>Identify potential alternative funding sources for high priority freight projects</td>
<td></td>
</tr>
<tr>
<td>Identify and document the needed transportation investment costs to meet the state’s future freight transportation needs</td>
<td></td>
</tr>
<tr>
<td>Educate the public and stakeholders on the costs of constructing and preserving the freight transportation system</td>
<td></td>
</tr>
<tr>
<td>Improve predictive capabilities for revenue forecasting and long-term needs assessments</td>
<td></td>
</tr>
<tr>
<td>Strengthen Texas’ position as a trade and logistics hub by improving and maintaining Texas Multimodal Freight Network infrastructure and connectivity</td>
<td></td>
</tr>
<tr>
<td>Expand public-private and public-public partnerships to facilitate investments in freight improvements that enhance economic development and global competitiveness</td>
<td></td>
</tr>
<tr>
<td>Identify critical freight infrastructure improvements necessary to support future supply chains, logistics and consumer demands</td>
<td></td>
</tr>
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</tr>
</thead>
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<tr>
<td>Asset Management</td>
<td>Safety</td>
</tr>
<tr>
<td>Conduct outreach activities and develop educational programs to increase awareness of the importance of freight to the Texas economy</td>
<td>⚫</td>
</tr>
<tr>
<td>Support strategic transportation investments to address the rapid increase in key industries, such as energy, agriculture and automotive production</td>
<td>⚫</td>
</tr>
</tbody>
</table>

Legend:
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- The objective is related to the goal and serves to fulfill that goal on a secondary level.
Appendix B

5-Year Freight Investment Plan: 2018-2022
### Appendix B-1: 5-Year FIP: National Highway Freight Program Eligible

<table>
<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abilene</td>
<td>0005-05-111</td>
<td>I-20</td>
<td>Martin Co Line to FM 818</td>
<td>Install Median Barrier</td>
<td>Safety</td>
<td>2018</td>
<td>$409</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0005-06-101</td>
<td>I-20</td>
<td>At 1.8 Miles West of Howard/Mitchell to North and South of I-20</td>
<td>Construct New Safety Rest Areas</td>
<td>Safety</td>
<td>2020</td>
<td>$500</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0005-06-116</td>
<td>I-20</td>
<td>At FM 700 to Frontage Roads Only</td>
<td>Install Intersection Flashing Beacon, Advance Warning Signals and Signs, Install Pavement Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$137</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-01-100</td>
<td>I-20</td>
<td>At I-20 Exit 226A (WB Off Ramp)</td>
<td>Remove Existing Ramp</td>
<td>Safety</td>
<td>2018</td>
<td>$500</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-02-114</td>
<td>I-20</td>
<td>US 84 at Roscoe</td>
<td>Construct New Interchange</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$40,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-03-121</td>
<td>I-20</td>
<td>At N of I-20, 2.7 mi W of Nolan C/L to at S of I-20, 7.0 mi W of Nolan C/L</td>
<td>Construct New Safety Rest Areas</td>
<td>Safety</td>
<td>2020</td>
<td>$1,975</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
</tbody>
</table>

1 – Rail related  
2 – Port related  
3 – Airport related  
4 – Border crossing related  
5 – TxDOT has recommended the South Orient Railroad for inclusion in the National Multimodal Freight Network
<table>
<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
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<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abilene</td>
<td>0006-04-073</td>
<td>I-20</td>
<td>At Bitter Creek (I-20 &amp; Nfr &amp; Sfr) to 2.50 mi E of FM 1085</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2018</td>
<td>$48</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-04-074</td>
<td>I-20</td>
<td>At Little Bitter Ck (I-20 &amp; N FTg) to 3.10 mi W of FM 126</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2018</td>
<td>$21</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-04-075</td>
<td>I-20</td>
<td>At Mulberry Creek Branch (MI &amp; FTg) to 4.55 mi E of FM 126</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2018</td>
<td>$36</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-04-076</td>
<td>I-20</td>
<td>At Draw (I-20 MI &amp; N Frtg) to 1.05 mi W of FM 126</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2018</td>
<td>$54</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0006-04-077</td>
<td>I-20</td>
<td>At E Fork Bitter Creek (I-20 &amp; Fr) to 0.35 mi E of FM 126</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2018</td>
<td>$57</td>
<td>Project Tracker</td>
<td>Low</td>
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</tbody>
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</tr>
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<tbody>
<tr>
<td>Abilene</td>
<td>0006-04-078</td>
<td>I-20</td>
<td>At Draw (I-20 MI &amp; Frtg Rd) to 1.95 mi E of FM 126</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2018</td>
<td>$33</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0006-05-116</td>
<td>I-20</td>
<td>0.717 mi E of FM 3438 to Near Old Anson Rd</td>
<td>Milled Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2018</td>
<td>$18</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0006-06-102</td>
<td>I-20</td>
<td>Old Anson Rd to 0.089 mi W of Callahan Co Line</td>
<td>Milled Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2018</td>
<td>$56</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Abilene</td>
<td>0006-07-075</td>
<td>I-20</td>
<td>At FM 1707 to Frontage Roads Only</td>
<td>Install Intersection Flashing Beacon, Advance Warning Signals and Signs, Install Pavement Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$72</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0033-04-068</td>
<td>US 83</td>
<td>0.9 mi S of SH 92 to US 277</td>
<td>Profile Edgeline Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$210</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0033-05-088</td>
<td>US 83</td>
<td>At FM 707</td>
<td>Install Intersection Flashing Beacon, Advance Warning Signals Intersection-Existing Signal, Flashing Beacon Or Stop Signs</td>
<td>Safety</td>
<td>2018</td>
<td>$59</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
</tbody>
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<tbody>
<tr>
<td>Abilene</td>
<td>0053-08-067</td>
<td>US 84</td>
<td>At FM 1673 (Int With N.Front Rd)</td>
<td>Install Intersection Flashing Beacon, Advance Warning Signals and Signs, Safety Lighting</td>
<td>Safety</td>
<td>2018</td>
<td>$101</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0053-12-064</td>
<td>US 84</td>
<td>0.262 mi NW of I-20 to 0.038 mi NW of I-20</td>
<td>Texturize Shoulders-Profile Pavement Markers</td>
<td>Safety</td>
<td>2018</td>
<td>$123</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0068-08-065</td>
<td>US 87</td>
<td>Mopac RR at Beals Creek.</td>
<td>Bridge Rehab</td>
<td>Safety</td>
<td>2019</td>
<td>$6,277</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0668-02-015</td>
<td>FM 700</td>
<td>At Birdwell Lane</td>
<td>Improve Traffic Sgnls, Instl Adv Int Warning Sig &amp; Signs, Safety Lt Intersection, Instl Transvers Rumble Strips</td>
<td>Safety</td>
<td>2018</td>
<td>$180</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>1361-03-026</td>
<td>SH 208</td>
<td>Kent County Line to 1.5 Miles North of US 84</td>
<td>Profile Edgeline Markings</td>
<td>Safety</td>
<td>2019</td>
<td>$218</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Amarillo</td>
<td>0090-05-097</td>
<td>I-40</td>
<td>2000 West of FM 2381 to 2000 East of FM 2381</td>
<td>Intersection Improvements at RM 2381 (Bushland) and Frt Road Improvements</td>
<td>Asset Management and Util</td>
<td>2018</td>
<td>$1,500</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<td>Amarillo</td>
<td>0168-09-175</td>
<td>I-27</td>
<td>45th Street to Potter County Line</td>
<td>Operational and Mobility Improvements</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$8,700</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tbody>
<tr>
<td>Amarillo</td>
<td>0168-10-076</td>
<td>I-27</td>
<td>Randall County Line to I-40</td>
<td>Operational and Mobility Improvements</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$1,000</td>
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<td>Amarillo</td>
<td>0169-01-019</td>
<td>US 60</td>
<td>At Lincoln Street</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$221</td>
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<tr>
<td>Amarillo</td>
<td>0275-01-199</td>
<td>I-40</td>
<td>Bih 40-D to SL 335 (Soncy Road)</td>
<td>B-2 Frt Rds Phase I: Reconstruct Bridge at SL 335 (2nd Level) For Future Freeway</td>
<td>Asset Manage and Util</td>
<td>2020</td>
<td>$24,600</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Amarillo</td>
<td>2635-03-024</td>
<td>SL 335</td>
<td>FM 2590 to West of Coulter</td>
<td>B-1 Phase I: Construct Mainlanes and Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$19,700</td>
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<td>Amarillo</td>
<td>2635-03-026</td>
<td>SL 335</td>
<td>81st Street to Potter County Line</td>
<td>Operational and Mobility Improvements</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$5,300</td>
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<tr>
<td>Atlanta</td>
<td>0495-08-108</td>
<td>I-20</td>
<td>At Lansing Switch Road</td>
<td>Replace Bridge &amp; Approaches to Improve Vertical Clearance</td>
<td>Asset Manage and Util</td>
<td>2021</td>
<td>$6,600</td>
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<tr>
<td>Atlanta</td>
<td>0495-09-055</td>
<td>I-20</td>
<td>0.6 mi W of US 59 to 0.5 mi E of US 59</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2019</td>
<td>$234</td>
<td>Project Tracker</td>
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<th>District</th>
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<th>Location</th>
<th>Description</th>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Atlanta</td>
<td>0495-09-056</td>
<td>I-20</td>
<td>At US 59</td>
<td>Replace Bridge &amp; Approaches to Improve Vertical Clearance</td>
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<td>0610-03-085</td>
<td>I-30</td>
<td>At Hayes Creek</td>
<td>Bridge Preventive Maintenance</td>
<td>Safety</td>
<td>2018</td>
<td>$13</td>
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<tr>
<td>Atlanta</td>
<td>0610-07-097</td>
<td>I-30</td>
<td>FM 3419 to FM 989</td>
<td>Construct One-Way Frontage Roads, Entrance &amp; Exit Ramps &amp; Turnarounds</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$18,900</td>
<td>Draft 2018 UTP</td>
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<td>Atlanta</td>
<td>0610-07-106</td>
<td>I-30</td>
<td>At Rain Creek</td>
<td>Bridge Preventive Maintenance</td>
<td>Safety</td>
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<td>0610-07-113</td>
<td>I-30</td>
<td>0.6 mi W of FM 989 to Arkansas State Line</td>
<td>Widen Existing Interstate From 4 Lanes to 6 Lanes</td>
<td>Mobility and Connectivity</td>
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<td>Austin</td>
<td>0015-08-139</td>
<td>I-35</td>
<td>2064 FT South of SS 158 to 1911 FT South of Ss_158</td>
<td>Upgrade Bridge and Approach Railing</td>
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<td>Austin</td>
<td>0015-08-140</td>
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<td>At CR 305</td>
<td>Bridge Replacement</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$6,600</td>
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<tbody>
<tr>
<td>Austin</td>
<td>0016-03-110</td>
<td>I-35</td>
<td>Loop 82 to South of Loop 82</td>
<td>Reconstruct Ramps</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$1,020</td>
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<td>Austin</td>
<td>0016-03-114</td>
<td>I-35</td>
<td>South of SH 80 to North of RM 12</td>
<td>Add Shlds, Aux Lns, Ramp Improvmts, Pvmt Rehab, Frtg Rd Inter Sect Improvmt, Bike &amp; Ped Improvmts</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$107,000</td>
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<td>Austin</td>
<td>0113-13-166</td>
<td>SL 360</td>
<td>At Westlake Drive</td>
<td>Grade Separate Intersections</td>
<td>Alternative Routes</td>
<td>2022</td>
<td>$48,000</td>
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<td>Austin</td>
<td>0113-13-167</td>
<td>SL 360</td>
<td>At Spicewood Springs Road</td>
<td>Grade Separate Intersection</td>
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<td>2022</td>
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<td>Austin</td>
<td>0114-05-037</td>
<td>US 290</td>
<td>1.0 mi E of FM 696 to 8.864 mi E of FM 696</td>
<td>Widen to 4 Lane Divided</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$34,791</td>
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<td>0114-06-029</td>
<td>US 290</td>
<td>FM 2104 to Lee C/L</td>
<td>Widen to 4 Lane Divided</td>
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<td>2019</td>
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<tr>
<td>Beaumont</td>
<td>0028-14-091</td>
<td>I-10</td>
<td>0.54 Miles East of FM 3247 to Sabine River Bridge</td>
<td>Widen Existing Mainlanes From 4 to 6 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$40,000</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>Beaumont</td>
<td>0065-07-062</td>
<td>US 69</td>
<td>Tram Road, South to Lnva Canal</td>
<td>Widen Freeway From 4 to 6 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$14,250</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<td>Beaumont</td>
<td>0200-11-095</td>
<td>US 69</td>
<td>Lnva Canal, South to I-10</td>
<td>Widen Freeway From 4 to 6 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$19,300</td>
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<td>Beaumont</td>
<td>0508-02-120</td>
<td>I-10</td>
<td>At FM 3180</td>
<td>Construct Overpass</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$27,584</td>
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<td>Beaumont</td>
<td>0739-02-162</td>
<td>I-10</td>
<td>FM 365, East to CR 131 (Walden Road)</td>
<td>Widen Freeway From 4 to 6 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$133,400</td>
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<td>Brownwood</td>
<td>0257-03-033</td>
<td>SH 6</td>
<td>I-20 to SL 389</td>
<td>Construct Super 2</td>
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<td>Brownwood</td>
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<td>SH 6</td>
<td>SL 389 to Comanche County Line</td>
<td>Construct Super 2</td>
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<td>Brownwood</td>
<td>0257-05-046</td>
<td>SH 6</td>
<td>Eastland County Line to SH 16</td>
<td>Construct Super 2</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$11,947</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>Brownwood</td>
<td>0257-05-047</td>
<td>SH 6</td>
<td>Deleon West City Limits to Erath County Line</td>
<td>Construct Super 2</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$8,141</td>
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<tr>
<td>Childress</td>
<td>0275-12-073</td>
<td>I-40</td>
<td>1.276 Miles West of FM 3075, East to 0.418 Miles West of US 83</td>
<td>Upgrade Bridge &amp; Approach Rail</td>
<td>Alternative Routes</td>
<td>2019</td>
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<tr>
<td>Childress</td>
<td>0275-13-067</td>
<td>I-40</td>
<td>0.50 Miles West of US 83, East to 3.10 Miles East of FM 1802</td>
<td>Upgrade Bridge &amp; Approach Rail</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$200</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0073-07-062</td>
<td>I-37</td>
<td>Control Break (.2 mi N of Cr499) to Atascosa County Line</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2019</td>
<td>$673</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0074-01-052</td>
<td>I-37</td>
<td>Control Break (.1 mi N of Cr302) to Control Break (.2 mi N of Cr499)</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2019</td>
<td>$943</td>
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<td>0074-02-076</td>
<td>I-37</td>
<td>San Patricio County Line to Control Break (.1 mi N of Cr302)</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2019</td>
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<tbody>
<tr>
<td>Corpus Christi</td>
<td>0074-05-098</td>
<td>I-37</td>
<td>Nueces River (Cb) to Ih37/Us 77 Interchange</td>
<td>Widen Freeway</td>
<td>Mobility and Connectivity</td>
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<td>Corpus Christi</td>
<td>0074-06-227</td>
<td>I-37</td>
<td>US 181 to 0.264 mi S of US 77</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
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<tr>
<td>Corpus Christi</td>
<td>0074-06-241</td>
<td>I-37</td>
<td>Redbird Ln. (Overpass) to Nueces River_(Cb)</td>
<td>Widen Freeway By Constructing Additional 2 Travel Lanes NB &amp; 1 Additional Travel Lane SB</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
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<td>Corpus Christi</td>
<td>0102-01-088</td>
<td>SH 44</td>
<td>West of FM 3386 to East of FM 1694</td>
<td>Upgrade From 4-Ln Divided Hwy to 4-Ln Freeway W/Ftrg By Constructing 4 Mainlanes, Interchanges, and Ftrg Roads</td>
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<td>Corpus Christi</td>
<td>0102-01-114</td>
<td>SH 44</td>
<td>Manning Rd. to 0.919 mi W of Ss544 (Inter. Dr.)</td>
<td>Install Median Barrier, Milled Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
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<tbody>
<tr>
<td>Corpus Christi</td>
<td>0102-02-101</td>
<td>US 77</td>
<td>North of FM 2826 to South of CR 28 (Control Break)</td>
<td>Construct Main Lanes, Frontage Roads and Structures</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$13,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<td>Corpus Christi</td>
<td>0102-03-082</td>
<td>US 77</td>
<td>CR 16 to FM 3354</td>
<td>Construct Main Lanes and Overpasses</td>
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<td>Draft 2018 UTP</td>
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<td>Corpus Christi</td>
<td>0102-03-083</td>
<td>US 77</td>
<td>S of Cr28 to CR 16</td>
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<td>0102-04-099</td>
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<td>FM 1356 to CR 2130</td>
<td>Construct Main Lanes, Frontage Roads and Structures</td>
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<td>Corpus Christi</td>
<td>0102-04-103</td>
<td>US 77</td>
<td>.5 mi N of SH 285 to 1.1 mi N of SH 285</td>
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<td>FM 2292 to Manning Rd.</td>
<td>Install Median Barrier, Milled Edgeline Rumble Strips</td>
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<tr>
<td>Corpus Christi</td>
<td>0373-02-094</td>
<td>SH 44</td>
<td>1.145 mi E of FM 1889 to 0.003 mi W Fo Ss22</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
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<td>Project Tracker</td>
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<tbody>
<tr>
<td>Corpus Christi</td>
<td>0617-01-177</td>
<td>SH 358</td>
<td>Nile Drive to Staples Street</td>
<td>Ramp Reversal Phase II-B</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
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<td>1.4 mi W of Ss35</td>
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<td>0617-01-195</td>
<td>SH 358</td>
<td>1.130 mi E of SS3 to 1.275 mi W of Pr 22</td>
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<td>Corpus Christi</td>
<td>0617-01-197</td>
<td>SH 358</td>
<td>1.039 mi E of Ss3 to 1.154 mi E of Ss3</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2020</td>
<td>$246</td>
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<tr>
<td>Corpus Christi</td>
<td>0617-01-198</td>
<td>SH 358</td>
<td>1.307 mi W of Pr 22 to 1.081 mi W of Pr 22</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2020</td>
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<tr>
<td>Dallas</td>
<td>0009-02-067</td>
<td>SH 78</td>
<td>At Gaston Ave</td>
<td>Reconfigure Intersection</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$4,350</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Dallas</td>
<td>0009-11-241</td>
<td>I-30</td>
<td>Bass Pro Drive to Dalrock Rd</td>
<td>Construct 0 to 6 Lane Frontage Roads, Bayside Interchange, &amp; Ramp Modifications; Reconstruct Dalrock Interchange</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$124,372</td>
<td>Draft 2018 UTP</td>
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</table>

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<thead>
<tr>
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<th>Location</th>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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<tr>
<td>Dallas</td>
<td>0047-14-084</td>
<td>US 75</td>
<td>North of FM 455 to CR 370</td>
<td>Construct Interchange</td>
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<td>2018</td>
<td>$21,502</td>
<td>Draft 2018 UTP</td>
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<td>Dallas</td>
<td>0095-03-080</td>
<td>US 80</td>
<td>Lawson Rd (Dallas / Kaufman C/L) to FM 460</td>
<td>Reconstruct and Widen 4 to 6 Mainlanes and Reconstruct 4 Lane Discontinuous Frontage Roads.</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$113,197</td>
<td>Draft 2018 UTP</td>
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<td>Dallas</td>
<td>0442-03-042</td>
<td>I-35E</td>
<td>At FM 664</td>
<td>Reconstruct Interchange</td>
<td>Alternative Routes</td>
<td>2022</td>
<td>$25,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Dallas</td>
<td>1068-04-170</td>
<td>I-30</td>
<td>Dallas County Line to SH 161</td>
<td>Widen From 6-8 Gen Purpose Lns With 2 Rev Exp Lns With 4 Cont Frontage Rd Lns. Modifications to SH 161 Connections</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
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<td>Dallas</td>
<td>2374-01-171</td>
<td>I-635</td>
<td>At Skillman / Audelia Interchange</td>
<td>Interchange Improvements</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$65,000</td>
<td>Draft 2018 UTP</td>
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<td>Dallas</td>
<td>2964-01-048</td>
<td>SH 161</td>
<td>South of SH 183 to North of Belt Line Rd</td>
<td>Widen and Reconstruct 4 to 8 General Purpose Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$57,000</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>El Paso</td>
<td>0167-01-115¹</td>
<td>US 54</td>
<td>Loop 375 (Transmountain) to FM 2529 (Mccombs)</td>
<td>Installation of Bluetooth Detectors and Radar Vehicle Sensin G Devices (Rvsd)</td>
<td>Technology and Ops. Improv</td>
<td>2020</td>
<td>$730</td>
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<tr>
<td>El Paso</td>
<td>1046-01-021¹</td>
<td>FM 659</td>
<td>Sun Fire Blvd to US 62/180 (Montana Ave)</td>
<td>Widen From 4 Lane to 6 Lane Mobility and Connectivity</td>
<td>2020</td>
<td>$17,253</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>El Paso</td>
<td>1046-01-030¹</td>
<td>FM 659</td>
<td>0.227 mi N of Saul Kleinfeld to 0.144 E of Loop 375</td>
<td>Operational Improvements at Zaragoza Rd/Montwood Dr/LP 375 Intersection</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$7,983</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>El Paso</td>
<td>2121-02-147¹</td>
<td>I-10</td>
<td>Raynor St to US 62 (Paisano Dr)</td>
<td>Add 1 Lane In Each Direction By Restriping</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$5,200</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>El Paso</td>
<td>2121-02-149¹</td>
<td>I-10</td>
<td>0.363 mi E of Portorio Diaz St to 0.681 mi W of Cotton St</td>
<td>Remove and Replace Bonded Overlay</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$16,810</td>
<td>Project Tracker</td>
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<tr>
<td>El Paso</td>
<td>2121-02-159¹</td>
<td>I-10</td>
<td>1.7 mi S of SH 20 to 0.8 mi W of US 62</td>
<td>Replace Bridge and Approach Railing</td>
<td>Safety</td>
<td>2018</td>
<td>$684</td>
<td>Project Tracker</td>
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</tbody>
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<tbody>
<tr>
<td>El Paso</td>
<td>2121-03-060³</td>
<td>I-10</td>
<td>FM 2316 (Mcrae) to 1.705 mi E of FM 2316</td>
<td>Mill and Inlay</td>
<td>Asset Manag and Util</td>
<td>2021</td>
<td>$8,500</td>
<td>Project Tracker</td>
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<td>El Paso</td>
<td>2121-03-160³</td>
<td>I-10</td>
<td>Airway Blvd to Viscount Blvd</td>
<td>Ramp and Intersection Improvements at Airways, Hawkins and V Iscount (Phase 2)</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$10,500</td>
<td>Project Tracker</td>
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<tr>
<td>El Paso</td>
<td>2121-04-086³</td>
<td>I-10</td>
<td>Horizon (FM 1281) to Clint (FM 1110)</td>
<td>Frontage Road Overlay (Seal Coat)</td>
<td>Asset Manag and Util</td>
<td>2020</td>
<td>$3,100</td>
<td>Project Tracker</td>
<td>High</td>
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<tr>
<td>El Paso</td>
<td>2121-04-108³</td>
<td>I-10</td>
<td>0.878 mi S of FM 659 to 0.016 mi S of SL 375</td>
<td>Replace Bridge and Approach Railing</td>
<td>Safety</td>
<td>2018</td>
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<td>Project Tracker</td>
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<tr>
<td>El Paso</td>
<td>7124-01-001</td>
<td>South Orient Railroad⁵</td>
<td>Presidio Bridge</td>
<td>Reconstruction of international rail bridge</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$10,000</td>
<td>TxDOT Rail Division</td>
<td>N/A</td>
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<td>El Paso</td>
<td>7124-01-003</td>
<td>South Orient Railroad⁵</td>
<td>Presidio County</td>
<td>Rehabilitation of the South Orient (FASTLANE Grant)</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$7,000</td>
<td>TxDOT Rail Division</td>
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<tr>
<td>Fort Worth</td>
<td>0014-03-088</td>
<td>I-35W</td>
<td>Ricky Ln to US 67</td>
<td>Reconstruct Interchange at FM 917 and Convert Frontage Roads to One Way</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$15,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tbody>
<tr>
<td>Fort Worth</td>
<td>0314-07-061</td>
<td>I-20</td>
<td>FM 2552 to Bankhead Highway</td>
<td>Construct New Westbound and Eastbound Frontage Roads (0 to 4/6 Lanes)</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$21,000</td>
<td>Draft 2018 UTP</td>
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<td>Fort Worth</td>
<td>0364-01-147</td>
<td>SH 121</td>
<td>Stars and Stripes Blvd to South of I-635I</td>
<td>Construct I-635 and FM 2499 Deferred Connections</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$351,300</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Fort Worth</td>
<td>0718-02-045</td>
<td>FM 156</td>
<td>US 81/287 to Watauga Road (Mcelroy)</td>
<td>Widen 2 to 4 Lane Divided</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$40,009</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Fort Worth</td>
<td>1068-02-147</td>
<td>I-30</td>
<td>Six Flags Drive to Dallas County Line</td>
<td>Reconstruct/Widen 6-8 General Purpose Lns, 2 Concurrent Exp Lns, 4 Frontage Road Lanes Continuous</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$60,500</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Fort Worth</td>
<td>1068-05-014</td>
<td>I-30</td>
<td>I-20 to East of Walsh Ranch Pkwy(Tarrant Cl</td>
<td>Construct WB Ramps to FM 1187, Construct EB Ramps to I-30 &amp; I-20</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$27,800</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Fort Worth</td>
<td>2266-02-1481</td>
<td>SH 360</td>
<td>North of E. Randol Mill Rd. to I-30</td>
<td>Reconstruct 6 to 8 Main Lanes Replace Railroad Bridge, and Reconstruct 4/8 to 4/8 Lane Continuous Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$43,572</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tbody>
<tr>
<td>Fort Worth</td>
<td>2266-02-150</td>
<td>SH 360</td>
<td>SH 183 to I-30</td>
<td>Operational Improvements</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$20,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>Houston</td>
<td>0027-09-104</td>
<td>US 90A</td>
<td>Fort Bend County Line to I-610S</td>
<td>Install Its Equipment and Infrastructure</td>
<td>Technology and Ops. Improv</td>
<td>2022</td>
<td>$10,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Houston</td>
<td>0027-13-200</td>
<td>I-69</td>
<td>I-45 to SH 288</td>
<td>Reconstruct and Widen to 12 Main Lanes and Reconstruct Ih69/ SH 288 Interchange</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$173,500</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0027-13-201</td>
<td>I-69</td>
<td>SH 288 to SP 527</td>
<td>Reconstruct to 10 Main Lanes</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$192,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Houston</td>
<td>0027-13-210</td>
<td>I-69</td>
<td>I-69 Southwest Fwy South Bound to I-610 South Bound Connector</td>
<td>Reconstruction of Direct Connector</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$10,395</td>
<td>Project Tracker</td>
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<tr>
<td>Houston</td>
<td>0027-13-221</td>
<td>I-69</td>
<td>At Mcgowen, Tuam and Elgin</td>
<td>Construct 3 Bridges</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$55,800</td>
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<tr>
<td>Houston</td>
<td>0177-11-154</td>
<td>I-69</td>
<td>0.176 Miles North East of I-10 to I-10</td>
<td>High Friction Surface Treatment On Curve</td>
<td>Safety</td>
<td>2018</td>
<td>$81</td>
<td>Project Tracker</td>
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<tr>
<td>Houston</td>
<td>0188-03-019</td>
<td>SH 36</td>
<td>Fort Bend County Line to 0.355 Miles North of SH 35</td>
<td>Widen to 4-Lane Divided Rural</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
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<td>Houston</td>
<td>0188-04-025</td>
<td>SH 36</td>
<td>FM 522 to 2.044 Miles North of SH 332</td>
<td>Widen to 4 Lane Divided Rural (Ptf Candidate)</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$37,400</td>
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<td>Houston</td>
<td>0188-04-035</td>
<td>SH 36</td>
<td>SH 35 to FM 522</td>
<td>Reconstruct to 4 Lane Divided With Continuous Left Turn Lane Intersection Improvements and Bicycle Accomodations</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$28,000</td>
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<tr>
<td>Houston</td>
<td>0188-04-050</td>
<td>SH 36</td>
<td>SH 35 to South of SH 35</td>
<td>Gs Over New SH 35, Overlay and Restripe Pavement From 2 to 4 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$9,590</td>
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<td>0192-01-099</td>
<td>SH 6</td>
<td>Fort Bend Pkwy Tollway to Brazoria C/L</td>
<td>Install Its Equipment &amp; Infrastructure - 144-Strand Fiber Trunk Line, Closed-Circuit Cameras, Dms &amp; Traveltime Readers</td>
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<td>I-10</td>
<td>At Oliver Street</td>
<td>Construct Oliver Street Bridge &amp; Widen Easbound Frontage Rd</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$1,770</td>
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<tr>
<td>Houston</td>
<td>0271-16-140</td>
<td>I-610</td>
<td>West of Cambridge to West of Scott Street</td>
<td>Reconstruct Mainlanes, Frontage Road and Construct Overpass at Cambridge Street/Almeda Road/Uppr</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$75,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<td>Houston</td>
<td>0338-04-060</td>
<td>SH 105</td>
<td>10th Street to SL 336</td>
<td>Widen to 4 Lane Divided Rural</td>
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<td>2021</td>
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<td>Houston</td>
<td>0338-04-065</td>
<td>SH 105</td>
<td>SL 336 to FM 1484</td>
<td>Reconstruct Pavement to 4 Lane Divided Rural</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
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<td>Draft 2018 UTP</td>
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<td>Houston</td>
<td>0338-04-066</td>
<td>SH 105</td>
<td>FM 1484 to San Jacinto C/L</td>
<td>Reconstruct Pavement to 4 Lane Divided Rural</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
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<td>Houston</td>
<td>0389-05-088</td>
<td>SH 146</td>
<td>Red Bluff to Nasa 1</td>
<td>Widen to 8-Lanes, Gs at Major Intersections and 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
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<td>Draft 2018 UTP</td>
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<td>Houston</td>
<td>0389-05-116</td>
<td>SH 146</td>
<td>NASA 1 to Harris/Galveston County Line</td>
<td>Widen to 6-Lanes With 4-Lane Express Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$73,000</td>
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<td>High</td>
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<td>Houston</td>
<td>0389-05-124</td>
<td>SH 146</td>
<td>Port Rd to Fairmont Pkwy</td>
<td>Remove Median Rail W/Fencing and Replace With Concrete Traffic Barrier (Cast-In-Place)</td>
<td>Safety</td>
<td>2019</td>
<td>$3,300</td>
<td>Project Tracker</td>
<td>High</td>
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</tr>
</thead>
<tbody>
<tr>
<td>Houston</td>
<td>0389-05-127</td>
<td>SH 146</td>
<td>West Fairmont Parkway to Nasa 1</td>
<td>Install Its Equipment &amp; Infrastructure - 144-Strand Fiber Trunk Line, Closed-Circuit Cameras, Dms &amp; Traveltime Readers</td>
<td>Technology and Ops. Improv</td>
<td>2022</td>
<td>$3,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>Houston</td>
<td>0500-01-107</td>
<td>I-45</td>
<td>0.1 mi N of Causeway to S of Texas City Wye</td>
<td>Reconstruct to 8 Main Lanes; 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$95,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>Houston</td>
<td>0500-01-119</td>
<td>I-45</td>
<td>61st Street to 0.1 mi S of Causeway</td>
<td>Reconstruct to 8 Main Lanes, 2 2-Lane Frontage Roads With SH 275 and 61st Street Connections</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$104,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0500-03-588</td>
<td>I-45</td>
<td>I-45 NB From Detroit to Berkley to and I-610 WB From Berkley to Broad</td>
<td>Reconstruct Frontage Roads (I-45 NB to EB I-610; Detroit to Berkley) and (WB I-610 to NB I-45; Berkley to Broad)</td>
<td>Asset Manage and Util</td>
<td>2018</td>
<td>$7,800</td>
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<tr>
<td>Houston</td>
<td>0500-03-601</td>
<td>I-45</td>
<td>At I-69 South</td>
<td>Reconstruct Interchange Including I-45 &amp; I-69 Mainlanes</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$856,500</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0500-04-103</td>
<td>I-45</td>
<td>S of Texas City Wye to N of Texas City Wye</td>
<td>Reconstruct I-45/Sh 146/Sh 6 Interchange</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$68,000</td>
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<tbody>
<tr>
<td>Houston</td>
<td>0500-04-104</td>
<td>I-45</td>
<td>N of Texas City Wye to N of FM 519</td>
<td>Reconstruct to 8 Main Lanes and 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$96,100</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0500-04-105</td>
<td>I-45</td>
<td>N of FM 519 to N of FM 1764</td>
<td>Reconstruct to 8 Main Lanes and 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$121,600</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0500-04-106</td>
<td>I-45</td>
<td>N of FM 517 to S of FM 1764</td>
<td>Reconstruct Pavement to 8 Main Lanes and 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$148,488</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0500-04-112</td>
<td>I-45</td>
<td>At Texas City Wye</td>
<td>Construct Two Direct Connectors to LP 197 (SB to EB &amp; WB to NB) to Port of Texas City at Shoal Point at Texas City Wye</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$69,284</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Houston</td>
<td>0598-02-120</td>
<td>SH 288</td>
<td>SH 6 to Frm 1462</td>
<td>Install Its Equipment and Infrastructure</td>
<td>Technology and Ops. Improv</td>
<td>2022</td>
<td>$8,032</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>0675-08-111</td>
<td>I-45</td>
<td>League Line Road to Walker Cou9Nty Line</td>
<td>Install Its Equipment and Infrastructure</td>
<td>Technology and Ops. Improv</td>
<td>2020</td>
<td>$7,333</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Houston</td>
<td>1062-04-022</td>
<td>FM 2100</td>
<td>South Diamondhead Blvd to 0.28 mi N of Hare Cook Rd</td>
<td>Widen to 4-Lane Divided</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$19,500</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Houston</td>
<td>1062-04-057</td>
<td>FM 2100</td>
<td>0.28 mi N of Hare Cook Rd to 0.23 mi S of Antelope Dr</td>
<td>Widen to 4-Lane Divided</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$19,500</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Houston</td>
<td>1062-04-058</td>
<td>FM 2100</td>
<td>0.23 mi S of Antelope Dr to FM 1960</td>
<td>Widen to 4-Lane Divided</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$22,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Houston</td>
<td>1685-01-090</td>
<td>FM 1960</td>
<td>SH 249 to Cutten Rd</td>
<td>Intersection Improvements</td>
<td>Asset Management and Util</td>
<td>2018</td>
<td>$16,376</td>
<td>Project Tracker</td>
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<tr>
<td>Houston</td>
<td>1685-01-092</td>
<td>FM 1960</td>
<td>At Eldridge Parkway</td>
<td>Reconstruct 8 Main Lanes On FM 1960 and 6 Main Lanes On Eldridge With Left and Right Turn Lanes</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$14,991</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tbody>
<tr>
<td>Laredo</td>
<td>0018-02-062</td>
<td>I-35</td>
<td>Webb/Lasalle County Line to 0.95 mi North of Webb/Lasalle Cl</td>
<td>Construction of A New Two Lane Roadway</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$2,562</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Laredo</td>
<td>0018-05-089</td>
<td>I-35</td>
<td>0.500 mi S of Uniroyal Interchange to 1.000 mi N of Uniroyal Interchange</td>
<td>Replacement of Existing Bridge</td>
<td>Asset Mgmt and Util</td>
<td>2022</td>
<td>$65,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Laredo</td>
<td>0018-06-136^4</td>
<td>I-35</td>
<td>Shiloh Drive to 0.25 Miles N. of US 59/ I-69W</td>
<td>Widen of Mainlanes and Rr Grade Separation</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$54,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Laredo</td>
<td>0018-06-183^4</td>
<td>I-35</td>
<td>0.5 mi South of Us59-SI20 to 0.50 mi East of Ih35 / Us59-SI20</td>
<td>Construction of Direct Connector Interchange (Dc#5)</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$30,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Laredo</td>
<td>0086-14-075^4</td>
<td>US 59</td>
<td>At Del Mar</td>
<td>Construction of Interchange</td>
<td>Alternative Routes</td>
<td>2022</td>
<td>$24,100</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Laredo</td>
<td>0086-14-076^4</td>
<td>US 59</td>
<td>At Shiloh</td>
<td>Construction of Interchange</td>
<td>Alternative Routes</td>
<td>2022</td>
<td>$21,500</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>Laredo</td>
<td>0086-14-078&lt;sup&gt;4&lt;/sup&gt;</td>
<td>US 59</td>
<td>0.50 mi S of Jacaman Rd to 0.50 mi N of Jacaman Rd</td>
<td>Construction of Interchange Alternative Routes</td>
<td>2021</td>
<td>$19,691</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Laredo</td>
<td>0086-14-079&lt;sup&gt;4&lt;/sup&gt;</td>
<td>US 59</td>
<td>At University Blvd</td>
<td>Construction of Interchange Alternative Routes</td>
<td>2022</td>
<td>$16,850</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Lubbock</td>
<td>0053-18-046</td>
<td>US 84</td>
<td>2500 FT West of LP 289 to Zenith Ave</td>
<td>New Interchange Alternative Routes</td>
<td>2022</td>
<td>$19,340</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Lufkin</td>
<td>0199-04-067</td>
<td>US 69</td>
<td>Cherokee County Line to SH 103</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2018</td>
<td>$196</td>
<td>Project Tracker</td>
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<tr>
<td>Lufkin</td>
<td>2553-01-115</td>
<td>US 59</td>
<td>Old Moffett Road to SH 103</td>
<td>Convert to 4 Lane Fwy W/ Frontage Rd</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$13,557</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Odessa</td>
<td>0004-02-058</td>
<td>I-20</td>
<td>Pecos River to 1.5 Miles West of FM 1927</td>
<td>Faility Upgrades to Meet Freeway Standards</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$26,000</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Odessa</td>
<td>0004-06-036</td>
<td>I-20</td>
<td>FM 1053 to 2.4 mi W of FM 1601</td>
<td>Install Median Barrier</td>
<td>Safety</td>
<td>2018</td>
<td>$1,289</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Odessa</td>
<td>0004-07-127</td>
<td>I-20</td>
<td>2.4 mi W of FM 1601 to Bl 20-E</td>
<td>Install Median Barrier</td>
<td>Safety</td>
<td>2018</td>
<td>$3,236</td>
<td>Project Tracker</td>
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<tr>
<td>Odessa</td>
<td>0005-04-073</td>
<td>I-20</td>
<td>West Bl 20-F to Howard Co Line</td>
<td>Install Median Barrier</td>
<td>Safety</td>
<td>2018</td>
<td>$1,706</td>
<td>Project Tracker</td>
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<tr>
<td>Odessa</td>
<td>0005-14-084</td>
<td>I-20</td>
<td>At CR 1250</td>
<td>Construct New Interchange</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$19,840</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Odessa</td>
<td>0005-15-088</td>
<td>I-20</td>
<td>Lamesa Road to FM 715</td>
<td>Reversal of EB On/Off Ramps</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$4,500</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Odessa</td>
<td>0076-01-027</td>
<td>US 67</td>
<td>1.2 mi North of FM 11 to 4.3 mi South of FM 11</td>
<td>Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2019</td>
<td>$489</td>
<td>Project Tracker</td>
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<tr>
<td>Odessa</td>
<td>0441-07-071</td>
<td>I-10</td>
<td>4.4 Miles East of Reeves C/L to 8.7 Miles East</td>
<td>Facility Upgrades to Meet Freeway Standards</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$7,140</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Odessa</td>
<td>7106-05-001</td>
<td>South Orient Railroad&lt;sup&gt;5&lt;/sup&gt;</td>
<td>Upton County Line Rmp 843.6 to Crockett County Line RRMP 847.3</td>
<td>Rehabilitation Of South Orient RR To 25 Mph Track Speeds</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$398.20</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Odessa</td>
<td>7106-06-003</td>
<td>South Orient Railroad&lt;sup&gt;5&lt;/sup&gt;</td>
<td>Reagan County Line to Crane County Line</td>
<td>Infrastructure Rehab to Replace Jointed Rail, Replace Ties, Ballast, Reconstruct Grade</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$3,415.60</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Paris</td>
<td>0047-02-139</td>
<td>SS 503</td>
<td>SH 91 to US 69</td>
<td>Milled Edgeline Rumble Strips, Milled Centerline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$13</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Paris</td>
<td>0047-02-140</td>
<td>US 69</td>
<td>0.006 mi S of Murray St to SS 503 and US 69 Intersection</td>
<td>Milled Edgeline Rumble Strips, Milled Centerline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$1</td>
<td>Project Tracker</td>
<td>Medium</td>
</tr>
<tr>
<td>Paris</td>
<td>0047-02-147</td>
<td>SH 91</td>
<td>At Woodlake Road</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$136</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Paris</td>
<td>0047-02-148</td>
<td>US 75</td>
<td>At FM 131</td>
<td>Improve Traffic Signals, Safety Lighting at Intersection</td>
<td>Safety</td>
<td>2019</td>
<td>$281</td>
<td>Project Tracker</td>
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<tr>
<td>Paris</td>
<td>0047-02-149</td>
<td>US 75</td>
<td>At SH 56</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$254</td>
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<td>Paris</td>
<td>0610-01-043</td>
<td>I-30</td>
<td>At Caney Creek Branch, Draw Creek to and Elaine's Creek</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
<td>Safety</td>
<td>2020</td>
<td>$141</td>
<td>Project Tracker</td>
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<tr>
<td>Pharr</td>
<td>0038-07-071&lt;sup&gt;4&lt;/sup&gt;</td>
<td>US 83</td>
<td>FM 649 to FM 3167</td>
<td>Profile Edgeline Markings, Profile Centerline Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$139</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>Pharr</td>
<td>0039-08-100</td>
<td>I-69E</td>
<td>.35 mi N of Old Alice/Stillman Rd. to 0.40 mi South of Merryman Rd.</td>
<td>Construct NB Frontage Rd Overpasses For Vehicles &amp; Hike and Bike</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$12,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
<tr>
<td>Pharr</td>
<td>0039-08-101&lt;sup&gt;1&lt;/sup&gt;</td>
<td>I-69E</td>
<td>At Union Pacific Railroad (UPRR)</td>
<td>Construct SB Frontage Rd. Overpass</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$6,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Pharr</td>
<td>0220-05-075&lt;sup&gt;4&lt;/sup&gt;</td>
<td>SH 48</td>
<td>I-69E to SH 4</td>
<td>Proposed Raised Median</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$3,000</td>
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<tr>
<td>Pharr</td>
<td>0220-07-059</td>
<td>SH 48</td>
<td>1.54 mi E of SH 550 to 5.084 mi E of SH 550</td>
<td>Profile Edgeline Markings, Profile Centerline Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$89</td>
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<tr>
<td>Pharr</td>
<td>0327-02-056</td>
<td>US 77</td>
<td>0.87 mi S. of La Parra Ave. to 8 mi S. of La Parra Ave.</td>
<td>Construct Mainlanes &amp; Overpasses</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$18,404</td>
<td>Draft 2018 UTP</td>
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<sup>1</sup> – Rail related  
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<sup>5</sup> – TxDOT has recommended the South Orient Railroad for inclusion in the National Multimodal Freight Network
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<th>Source</th>
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<tr>
<td>Pharr</td>
<td>0327-03-048</td>
<td>US 77</td>
<td>8 mi S of La Parra Ave., to 9.6 mi N of Norias Rd.</td>
<td>Construct Mainlanes &amp; Overpasses</td>
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<td>Pharr</td>
<td>0327-05-042</td>
<td>US 77</td>
<td>1.34 mi N of Willacy/Kenedy C.L. to Willacy/Kenedy County Line</td>
<td>Construct Mainlanes &amp; Overpasses</td>
<td>Mobility and Connectivity</td>
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<td>11,764</td>
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<td>Pharr</td>
<td>0327-08-092</td>
<td>I-69E</td>
<td>Industrial Blvd. to Primera Rd.</td>
<td>North Bound Ramp Reversal</td>
<td>Mobility and Connectivity</td>
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<td>1,500</td>
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<td>Pharr</td>
<td>0327-08-093</td>
<td>I-69E</td>
<td>0.17 mi N of Ballenger Rd At Sebastian</td>
<td>Proposed Southbound Frontage Road</td>
<td>Alternative Routes</td>
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<td>2,500</td>
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<td>Pharr</td>
<td>0327-10-062</td>
<td>US 77</td>
<td>Willacy/Kenedy C.L. to 0.93 mi S of Willacy/Kenedy C.L.</td>
<td>Construct Mainlanes &amp; Overpasses</td>
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<td>Pharr</td>
<td>0327-10-063</td>
<td>I-69E</td>
<td>Cameron/Wilacy Cl to Spur 413</td>
<td>Upgrade to Interstate Standards</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>3,932</td>
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<tbody>
<tr>
<td>Pharr</td>
<td>1804-01-068&lt;sup&gt;4&lt;/sup&gt;</td>
<td>FM 1926</td>
<td>At FM 1926 (23rd St.) to Hackberry Ave.</td>
<td>Addition of North and Southbound Center Turn Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$86</td>
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<td>Pharr</td>
<td>1804-01-069&lt;sup&gt;4&lt;/sup&gt;</td>
<td>FM 1926</td>
<td>At FM 1926 (23rd St.) and Kendlewood Ave.</td>
<td>Addition of North &amp; Southbound Center Turn Lanes</td>
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<td>1804-01-071&lt;sup&gt;4&lt;/sup&gt;</td>
<td>FM 1926</td>
<td>At FM 1926 (23rd St.) and Ebony Ave.</td>
<td>Addition of East, North &amp; Southbound Center Turn Lanes</td>
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<td>Pharr</td>
<td>1804-01-072&lt;sup&gt;4&lt;/sup&gt;</td>
<td>SS 115</td>
<td>At FM 1926 (23rd St.) to at SS 115 (23rd St.)</td>
<td>Addition of North and Southbound Center Turn Lanes</td>
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<td>San Angelo</td>
<td>7107-04-001</td>
<td>South Orient Railroad&lt;sup&gt;5&lt;/sup&gt;</td>
<td>Crane County Line to Pecos County Line RRMP 847.4</td>
<td>Rehabilitation Of South Orient RR To 25 Mph Track Speeds</td>
<td>Asset Manage and Util</td>
<td>2018</td>
<td>$194.60</td>
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<td>San Antonio</td>
<td>0016-04-113</td>
<td>I-35</td>
<td>Hays County Line to 0.5 mi S of Hays County Line</td>
<td>Revise Ramps and Convert Frontage Roads From Two Way to One Way Operation</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$885</td>
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<td>San Antonio</td>
<td>0025-02-160</td>
<td>I-10</td>
<td>I-410 to Loop 1604</td>
<td>Expand From 4 to 6 Lane Expressway</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$120,000</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>San Antonio</td>
<td>0072-06-075</td>
<td>I-10</td>
<td>US 87 South &quot;Y&quot; to Cascade Caverns/Scenic Loop</td>
<td>Reconstruct Grade Separation at US 87 South &quot;Y&quot;, Reconfigure Ramps &amp; Widen Frontage Roads to Convert to One Way Operation</td>
<td>Alternative Routes</td>
<td>2018</td>
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<td>San Antonio</td>
<td>0072-06-076</td>
<td>I-10</td>
<td>SH 46 to US 87 South &quot;Y&quot;</td>
<td>Reconstruct Grade Separation at SH 46, Reconfigure Ramps and Widen EB Frontage Road to Convert to One Way Operation</td>
<td>Alternative Routes</td>
<td>2018</td>
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<td>San Antonio</td>
<td>0072-07-070</td>
<td>I-10</td>
<td>Bexar/Kendall County Line to Fair Oaks</td>
<td>Construct Grade Separation at Balcones Creek Road Reconfigure Ramps &amp; Widen Fr Rd to Convert to One Way</td>
<td>Alternative Routes</td>
<td>2018</td>
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<td>San Antonio</td>
<td>0072-12-198</td>
<td>I-10</td>
<td>At Wurzbach Road</td>
<td>Intersection and Operational Improvements</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
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<td>Draft 2018 UTP</td>
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<td>San Antonio</td>
<td>0521-04-204</td>
<td>I-410</td>
<td>Ingram Rd. to SH 151</td>
<td>Expand From 8 to 10 Lane Expressway</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$50,000</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>San Antonio</td>
<td>0521-04-275</td>
<td>I-410</td>
<td>At SH 151 to Interchange</td>
<td>Reconstruct Interchange - Phase 2</td>
<td>Alternative Routes</td>
<td>2021</td>
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<td>San Antonio</td>
<td>0521-04-279</td>
<td>I-410</td>
<td>SH 151 to US 90</td>
<td>Expand From 6 Lane to 8 Lane Expressway</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$10,000</td>
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<td>San Antonio</td>
<td>0521-04-285</td>
<td>I-410</td>
<td>At US 281/San Pedro</td>
<td>Interchange Improvements</td>
<td>Mobility and Connectivity</td>
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<tr>
<td>San Antonio</td>
<td>0521-06-138</td>
<td>I-410</td>
<td>At I-10 E</td>
<td>Construct Direct Connectors ;Phase 1-Priority Connectors</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$100,000</td>
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<td>San Antonio</td>
<td>0535-02-048</td>
<td>I-10</td>
<td>0.3 mi East of FM 1104 to 0.3 mi West of CR 216</td>
<td>Construct Weigh Station Weigh In Motion Ramps</td>
<td>Asset Management and Util</td>
<td>2018</td>
<td>$3,100</td>
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<tr>
<td>San Antonio</td>
<td>2452-02-083</td>
<td>SL 1604</td>
<td>SH 16 to US 281</td>
<td>Expand to 8 Lane Expressway -Construct 4 New Managed Lanes; Including Managed Lane Direct Connectors at I-10</td>
<td>Mobility and Connectivity</td>
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<td>$507,706</td>
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<td>San Antonio</td>
<td>2452-02-117</td>
<td>SL 1604</td>
<td>At FM 2696-Blanco Rd</td>
<td>Intersection Operational Improvements</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
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<tr>
<td>San Antonio</td>
<td>2452-02-118</td>
<td>SL 1604</td>
<td>At FM 1535</td>
<td>Intersection Operational Improvements- EB to WB Turnaround</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$1,000</td>
<td>Draft 2018 UTP</td>
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<td>San Antonio</td>
<td>2452-02-119</td>
<td>SL 1604</td>
<td>Bitters Rd to Huebner Rd</td>
<td>Intersection Operational Improvements- Construct 4 Turnarounds</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$8,000</td>
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<td>San Antonio</td>
<td>2452-03-112</td>
<td>SL 1604</td>
<td>I-35 to FM 78</td>
<td>Expand From 4 Lane Divided to 4 Lane Expressway</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$40,000</td>
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<td>San Antonio</td>
<td>2452-03-118</td>
<td>SL 1604</td>
<td>Redland Rd to Bulverde Rd.</td>
<td>Reconfigure Ramps, Construct Turnarounds at Bulverde and Operational Improvements</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$12,000</td>
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<td>San Antonio</td>
<td>2452-03-120</td>
<td>SL 1604</td>
<td>At FM 2252</td>
<td>Intersection Operational Improvements- EB to WB Turnaround</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
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<td>Tyler</td>
<td>0495-04-065</td>
<td>I-20</td>
<td>US 69 in Lindale, E to 0.8 mi E of US 69 (End C-S)</td>
<td>Realign &amp; Lengthen WB Exit &amp; EB Entrance Ramps For US 69</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$9,400</td>
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<td>Tyler</td>
<td>0495-05-054</td>
<td>I-20</td>
<td>0.8 mi E of US 69 (Bgn C-S), E to 1.75 mi E of US 69 (Jim Hogg Rd)</td>
<td>Realign &amp; Lengthen WB Exit &amp; EB Entrance Ramps For US 69</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$4,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Waco</td>
<td>0015-01-226</td>
<td>I-35</td>
<td>N LP 340 to Craven Ave</td>
<td>Construct Flush Median Including Drainage and Concrete Traffic Barrier</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
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<td>Waco</td>
<td>0015-01-243</td>
<td>I-35</td>
<td>12th Street to N LP 340</td>
<td>Reconst, Widen Mainlanes From 6 to 8, Reconst Frontage Rd &amp; Realign Ramps</td>
<td>Mobility and Connectivity</td>
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<td>0048-09-029</td>
<td>I-35E</td>
<td>I-35W to Ellis Coline</td>
<td>Reconstruct and Widen From 4 Lanes to 6 Lanes, Reconstruct and Realign Ramps</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$100,000</td>
<td>Draft 2018 UTP</td>
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<td>Wichita Falls</td>
<td>0195-01-111</td>
<td>I-35</td>
<td>0.7 Miles North of FM 3002 to 0.2 Miles South of US 82</td>
<td>Widen to 6 Lane Freeway Facility</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$319,500</td>
<td>Draft 2018 UTP</td>
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<td>Yoakum</td>
<td>0114-08-035</td>
<td>US 290</td>
<td>Lee C/L to Washington C/L</td>
<td>Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2018</td>
<td>$86</td>
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<td>Yoakum</td>
<td>0144-03-037</td>
<td>US 87</td>
<td>Victoria C/L to SH 35</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2019</td>
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<td>Yoakum</td>
<td>0144-03-038</td>
<td>US 87</td>
<td>At FM 1090</td>
<td>Improve Traffic Signal</td>
<td>Safety</td>
<td>2019</td>
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<tbody>
<tr>
<td>Yoakum</td>
<td>0271-01-079</td>
<td>I-10</td>
<td>0.512 Miles East of SH 71 to Austin C/L</td>
<td>Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2019</td>
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<td>Yoakum</td>
<td>0271-02-049</td>
<td>I-10</td>
<td>Colorado C/L to FM 3538</td>
<td>Add Lanes For 6-Lane Facility</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
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<td>Draft 2018 UTP</td>
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<td>Yoakum</td>
<td>0271-02-055</td>
<td>I-10</td>
<td>West of FM 3538 to SH 36</td>
<td>Construct 1 Additional Main Lane In Each Direction</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$57,900</td>
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<td>Yoakum</td>
<td>0271-03-046</td>
<td>I-10</td>
<td>West of Manak Road to East of Brazos River</td>
<td>Construct 1 Additional Main Lane In Each Direction</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$83,600</td>
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<td>Yoakum</td>
<td>0271-03-060</td>
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<td>Kersten Road to West of Manak Road</td>
<td>Construct 1 Additional Main Lane In Each Direction</td>
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<td>2018</td>
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<td>Yoakum</td>
<td>0271-03-061</td>
<td>I-10</td>
<td>SH 36 to Kersten Road</td>
<td>Construct 1 Additional Main Lane In Each Direction</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$16,300</td>
<td>Draft 2018 UTP</td>
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<td>Yoakum</td>
<td>0535-08-087</td>
<td>I-10</td>
<td>Fayette C/L to 0.4 mi E of SH 71 W</td>
<td>Modernize Bridge and Approach Guardrail, Improve Guardrail to Design Standards</td>
<td>Safety</td>
<td>2019</td>
<td>$619</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
</tbody>
</table>

1 – Rail related
2 – Port related
3 – Airport related
4 – Border crossing related
5 – TxDOT has recommended the South Orient Railroad for inclusion in the National Multimodal Freight Network
## Appendix B-2: 5-Year FIP: Not Eligible for National Highway Freight Program

<table>
<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abilene</td>
<td>0011-06-044</td>
<td>US 180</td>
<td>0.206 mi E of US 283 to 0.063 mi W of Stephens C/L</td>
<td>Profile Centerline-Edgeline Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$168</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0032-07-031</td>
<td>US 83</td>
<td>FM 1263 to US 380</td>
<td>Texturize Shoulders and Center Line Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$174</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0033-01-039</td>
<td>US 83</td>
<td>0.811 mi S of FM 610 to Fisher County Line</td>
<td>Texturize Shoulders and Center Line Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$176</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0033-01-040</td>
<td>US 83</td>
<td>At Double Mtn Fork of Brazos River</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>2020</td>
<td>$5,368</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0033-02-018</td>
<td>US 83</td>
<td>Stonewall County Line to Jones County Line</td>
<td>Texturize Shoulders and Center Line Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$23</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0033-03-028</td>
<td>US 83</td>
<td>Fisher County Line to FM 540</td>
<td>Texturize Shoulders and Center Line Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$10</td>
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<tr>
<td>Abilene</td>
<td>0033-06-114</td>
<td>US 83</td>
<td>North 10 Th to South 1st</td>
<td>Illumination Upgrade</td>
<td>Safety</td>
<td>2018</td>
<td>$500</td>
<td>Project Tracker</td>
<td>Low</td>
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</tbody>
</table>

1 – Rail related  
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<table>
<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td>Abilene</td>
<td>0034-01-126</td>
<td>US 83</td>
<td>S of FM 204 (Clark/Remington Rd) to FM 707</td>
<td>Construct Overpass and Relocate Ramps</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$10,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Abilene</td>
<td>0034-01-128</td>
<td>US 83</td>
<td>Just South of FM 204 to US 83 - Us 84 Split</td>
<td>Regrade Vertical Curve to Eliminate Sight Distance Issues, Eliminate Cross-Overs and Add Accel and Decel Lanes</td>
<td>Safety</td>
<td>2018</td>
<td>$8,000</td>
<td>Draft 2018 UTP</td>
<td>Low</td>
</tr>
<tr>
<td>Abilene</td>
<td>0034-02-044</td>
<td>US 83</td>
<td>Runnels County Line to US 84</td>
<td>Construct Super Two</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$10,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Abilene</td>
<td>0106-05-032</td>
<td>US 83</td>
<td>US 380 to 2 mi S of US 380</td>
<td>Texturize Shoulders and Center Line Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$28</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0107-02-039</td>
<td>US 180</td>
<td>SH 6 to 0.057 mi W of SH 351</td>
<td>Profile Centerline-Edgeline Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$157</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0181-01-059</td>
<td>SH 36</td>
<td>1.61 mi S of FM 18 to Callahan County Line</td>
<td>Texturize Shoulders and Center Line Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$86</td>
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<tr>
<td>Abilene</td>
<td>0263-05-022</td>
<td>SH 70</td>
<td>North 5th Street in Roby to Nolan County Line</td>
<td>Milled Centerline and Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$224</td>
<td>Project Tracker</td>
<td>Medium</td>
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</table>

1 – Rail related  
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<thead>
<tr>
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<th>Facility</th>
<th>Location</th>
<th>Description</th>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td>Abilene</td>
<td>0264-01-038</td>
<td>SH 70</td>
<td>0.24 Miles South of I-20 to 2.335 Miles South of FM 1809</td>
<td>Install Milled In Centerline and Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$148</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Abilene</td>
<td>0264-02-028</td>
<td>SH 70</td>
<td>2.335 Miles South of FM 1809 to 0.21 Miles South of CR 236</td>
<td>Install Milled In Centerline and Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$277</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0295-02-027</td>
<td>US 180</td>
<td>At FM 1054 to at FM 1054</td>
<td>Install Intersection Flashing Beacon, Install Advance Intersection Warning Signals and Signs, Safety Lighting</td>
<td>Safety</td>
<td>2018</td>
<td>$56</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0295-03-031</td>
<td>US 180</td>
<td>FM 669 to Scurry County Line</td>
<td>Texturize Shoulders-Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$221</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0295-03-033</td>
<td>US 180</td>
<td>FM 669 to Scurry Co Line</td>
<td>Milled Centerline Rumble Strips</td>
<td>Safety</td>
<td>2018</td>
<td>$149</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0295-04-045</td>
<td>US 180</td>
<td>Borden County Line to FM 1609</td>
<td>Texturize Shoulders-Rolled-In Or Milled-In</td>
<td>Safety</td>
<td>2018</td>
<td>$140</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0296-02-033</td>
<td>US 180</td>
<td>Alkali Creek</td>
<td>Bridge Replacement</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$3,700</td>
<td>Project Tracker</td>
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</table>

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<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abilene</td>
<td>0296-03-036</td>
<td>US 180</td>
<td>SH 70 to Jones County Line</td>
<td>Profile Edgeline Markings</td>
<td>Safety</td>
<td>2018</td>
<td>$189</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0296-04-022</td>
<td>US 180</td>
<td>Fisher County Line to 0.6 Mile West of US 83</td>
<td>Milled Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$183</td>
<td>Project Tracker</td>
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<tr>
<td>Abilene</td>
<td>0407-06-043</td>
<td>US 277</td>
<td>0.405 mi N of FM 1235 to 5 mi N of FM 89</td>
<td>Milled Edgeline and Centerline Rumble Strips</td>
<td>Safety</td>
<td>2018</td>
<td>$59</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Abilene</td>
<td>0699-01-052</td>
<td>FM 89</td>
<td>Rebecca Lane to US 83 (Winters Fwy) in Abilene</td>
<td>Access Management</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$11,650</td>
<td>Draft 2018 UTP</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>0699-01-053</td>
<td>FM 89</td>
<td>At FM 707</td>
<td>Improve Traffic Signals, Install Flashing Yellow Arrow, Safety Lighting at Intersection</td>
<td>Safety</td>
<td>2018</td>
<td>$162</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>2398-01-049</td>
<td>SL 322</td>
<td>I-20 Fr to 0.425 mi E of BU 83-D</td>
<td>Texturize Shoulders-Rofile Pavement Markers</td>
<td>Safety</td>
<td>2018</td>
<td>$189</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Abilene</td>
<td>2398-01-051</td>
<td>SL 322</td>
<td>SH 36 to Lytle Creek</td>
<td>Exit Ramp Relocation</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$750</td>
<td>Draft 2018 UTP</td>
<td>Low</td>
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<tr>
<td>Amarillo</td>
<td>0238-01-032</td>
<td>US 54</td>
<td>New Mexico State Line to Middlewater</td>
<td>Convert to Super 2 Highway</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$19,000</td>
<td>Draft 2018 UTP</td>
<td>Low</td>
</tr>
</tbody>
</table>

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<th>Description</th>
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<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amarillo</td>
<td>0238-02-038</td>
<td>US 54</td>
<td>Middlewater to Rita Blanca Bridge</td>
<td>Convert to Super 2 Highway</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$20,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
<tr>
<td>Amarillo</td>
<td>2635-01-036</td>
<td>SL 335</td>
<td>At SL 434</td>
<td>Improve Traffic Signals,Safety Lighting at Intersection</td>
<td>Safety</td>
<td>2019</td>
<td>$232</td>
<td>Project Tracker</td>
<td>Medium</td>
</tr>
<tr>
<td>Amarillo</td>
<td>2635-04-036</td>
<td>SL 335</td>
<td>Randall County Line to I-40</td>
<td>Operational and Mobility Improvements</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$200</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0062-07-090</td>
<td>US 59</td>
<td>At N. Marshall Industrial Avenue</td>
<td>Construct Acceleration/Deceleration Lanes</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$444</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0063-01-090</td>
<td>US 59</td>
<td>0.3 mi N. of FM 2625 to 0.3 mi S. of FM 2625</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2019</td>
<td>$100</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0063-03-063</td>
<td>US 59</td>
<td>FM 2792 to 0.3 mi S. of FM 2792</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2019</td>
<td>$50</td>
<td>Project Tracker</td>
<td>Medium</td>
</tr>
<tr>
<td>Atlanta</td>
<td>0063-10-013</td>
<td>US 59</td>
<td>At Intersection of FM 2792</td>
<td>Safety Lighting at Intersection</td>
<td>Safety</td>
<td>2018</td>
<td>$60</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
<tr>
<td>Atlanta</td>
<td>0063-10-016</td>
<td>US 59</td>
<td>0.3 mi N. of FM 2792 to FM 2792</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2019</td>
<td>$50</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
</tbody>
</table>

1 – Rail related  
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<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>0096-07-045</td>
<td>US 80</td>
<td>At Tom Brown Intersection</td>
<td>Improve Traffic Signal and Add Left Turn Lane</td>
<td>Safety</td>
<td>2018</td>
<td>$258</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0221-05-065</td>
<td>US 271</td>
<td>At Dickson Creek, Big Slough,</td>
<td>Replace Bridges and Approaches</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$7,500</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0221-05-086</td>
<td>US 271</td>
<td>At White Oak Creek</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$4,000</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0221-05-087</td>
<td>US 271</td>
<td>At White Oak Creek__ Relief</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$5,096</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Atlanta</td>
<td>0247-03-032</td>
<td>US 79</td>
<td>0.15 mi W. of FM 31 to Louisiana State Line</td>
<td>Install Continuous Turn Lane, Milled Edgeline Rumble Strips</td>
<td>Safety</td>
<td>2018</td>
<td>$2,403</td>
<td>Project Tracker</td>
<td>Medium</td>
</tr>
<tr>
<td>Atlanta</td>
<td>0247-03-033</td>
<td>US 79</td>
<td>Texas State Line (In Louisiana) to 0.2 mi E. of Texas State Line</td>
<td>Install Continuous Turn Lane</td>
<td>Safety</td>
<td>2018</td>
<td>$500</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0113-05-048</td>
<td>US 290</td>
<td>US 281 to 2.5 mi East of US 281</td>
<td>Profile Edgeline &amp; Centerline Marks</td>
<td>Safety</td>
<td>2019</td>
<td>$42</td>
<td>Project Tracker</td>
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</tbody>
</table>

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<th>Description</th>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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<tr>
<td>Austin</td>
<td>0113-06-029</td>
<td>US 290</td>
<td>2.5 mi East of US 281 to Hays County Line</td>
<td>Profile Edgeline &amp; Centerline Markings</td>
<td>Safety</td>
<td>2019</td>
<td>$112</td>
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<tr>
<td>Austin</td>
<td>0113-07-066</td>
<td>US 290</td>
<td>Blanco County Line to 1.667 mi NW of RM 12</td>
<td>Profile Edgeline &amp; Centerline Markings</td>
<td>Safety</td>
<td>2019</td>
<td>$145</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0151-05-113</td>
<td>US 183</td>
<td>Rm 620/Sh 45 to Travis County Line</td>
<td>Widen From 3 to 4 General Purpose Lanes</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$60,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0151-05-115</td>
<td>US 183</td>
<td>Cedar Park Dr to South of Buttercup Creek Blvd</td>
<td>Realignment of Existing US 183 to Old Hwy 183. Old 183 to Be Widened and Realigned Include Relocation.</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$10,710</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0151-06-142³</td>
<td>US 183</td>
<td>Williamson County Line to SL 1</td>
<td>Widen From 3 to 4 General Purpose Lanes</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$60,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>Austin</td>
<td>0204-01-063</td>
<td>US 79</td>
<td>I-35 to East of FM 1460</td>
<td>Add One Lane In Each Direction</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$28,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Austin</td>
<td>0252-02-054</td>
<td>US 281</td>
<td>Rm 2147 East to 0.466 mi North of SH 71</td>
<td>Add Center Left Turn Lane and Shoulders</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$7,740</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
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<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin</td>
<td>0265-02-036</td>
<td>SH 71</td>
<td>At Ross Road &amp; at Kellam Road</td>
<td>Construct Overpass</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$48,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>Austin</td>
<td>0265-03-041</td>
<td>SH 71</td>
<td>At FM 1209</td>
<td>Construct Overpass</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$35,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0265-03-042</td>
<td>SH 71</td>
<td>At Pope Bend Rd.</td>
<td>Construct Overpass</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$25,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0265-03-043</td>
<td>SH 71</td>
<td>At Tucker Hill Lane &lt;CR 214&gt;</td>
<td>Construct Overpass</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$30,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Austin</td>
<td>0265-05-076</td>
<td>SH 21</td>
<td>0.668 mi West of SH 95 to 0.268 mi West of SH 95</td>
<td>Construct Bridges, Main Lanes, and Frontage Roads</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$18,665</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0265-13-023</td>
<td>SL 230</td>
<td>Smithville High School to Loop 230 at Fawcett Street</td>
<td>Widening</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$2,744</td>
<td>Project Tracker</td>
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<tr>
<td>Austin</td>
<td>0273-04-040</td>
<td>US 183</td>
<td>0.230 mi N of Live Oak Dr to 0.230 mi S of CR 212</td>
<td>Install Continuous Turn Lane, Construct Paved Shoulders</td>
<td>Safety</td>
<td>2020</td>
<td>$1,313</td>
<td>Project Tracker</td>
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<tbody>
<tr>
<td>Austin</td>
<td>0320-03-099</td>
<td>SH 95</td>
<td>At San Gabriel River</td>
<td>Replace Deck and Structural Repairs</td>
<td>Safety</td>
<td>2018</td>
<td>$1,300</td>
<td>Project Tracker</td>
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<tr>
<td>Austin</td>
<td>0337-01-043</td>
<td>SH 29</td>
<td>+/- 1500 FT W of Db Wood to +/- 2500 FT E of Db Wood</td>
<td>Reconstruct Rdwy From Exist 4-Lane Rdwy With Ctl to 4-Lane Rdwy With Raised Median &amp; Turn Lanes</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$6,500</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>0683-01-056¹</td>
<td>RM 620</td>
<td>Deepwood Drive to I-35 (Dot No. 439705H)</td>
<td>Construct Railroad Grade Separation Structure</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$21,538</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
<tr>
<td>Austin</td>
<td>0683-02-065</td>
<td>RM 620</td>
<td>Steiner Ranch Road to RM 2222</td>
<td>Restripe Road to Add Auxiliary Lane</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$400</td>
<td>Project Tracker</td>
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<tr>
<td>Austin</td>
<td>2100-01-054</td>
<td>RM 2222</td>
<td>Bonaventure Dr. to Ribelin Ranch Rd.</td>
<td>Reconstr to 6-Lane Divided Roadway</td>
<td>Technology and Ops. Improv</td>
<td>2019</td>
<td>$11,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Austin</td>
<td>2100-01-060</td>
<td>RM 2222</td>
<td>Rm 620 to Bonaventure Dr.</td>
<td>Operational Improvements &amp; New Connector Road</td>
<td>Technology and Ops. Improv</td>
<td>2019</td>
<td>$7,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Beaumont</td>
<td>0177-03-096</td>
<td>US 59</td>
<td>South End of Cleveland Bypass to Montgomery County Line</td>
<td>Widen to 6 Main Lanes With Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$112,000</td>
<td>Draft 2018 UTP</td>
<td>Low</td>
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<tbody>
<tr>
<td>Beaumont</td>
<td>0200-08-049</td>
<td>US 69</td>
<td>0.1 mi South of Black Creek to Hardin County Line</td>
<td>Construct New Location 4 Lane Divided Facility</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$70,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Beaumont</td>
<td>0200-09-069</td>
<td>US 69</td>
<td>Tyler County Line to 0.75 mi South of FM 1003</td>
<td>Construct New Location 4 Lane Divided Facility</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$70,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Beaumont</td>
<td>0200-10-067</td>
<td>US 69</td>
<td>FM 421, South to US 96</td>
<td>Widen Existing Highway to 4 Lanes With A Continuous Left Turn Lane</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$2,500</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Beaumont</td>
<td>0339-04-036</td>
<td>SH 105</td>
<td>.10 Miles East of SH 326 to Pine Island Bayou</td>
<td>Widen to Four Lanes With Ctrl</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$38,200</td>
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<td>Medium</td>
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<td>Brownwood</td>
<td>0070-06-049</td>
<td>US 87</td>
<td>Concho County Line to CR 140</td>
<td>Construct Passing Lanes</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$250</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Bryan</td>
<td>0049-12-110</td>
<td>SH 6</td>
<td>SH 21 to Bs-6R South</td>
<td>Widen Non-Freeway Facility</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$60,920</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Bryan</td>
<td>0117-03-024</td>
<td>US 190</td>
<td>0.8 mi East of The Navasota River to 0.1 mi East of FM 39</td>
<td>Widen to 4 Lane Divided Highway</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$20,000</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>Bryan</td>
<td>0117-04-031</td>
<td>US 190</td>
<td>3.1 Miles East of FM 39 to N. Wilson Street in Madisonville</td>
<td>Widen to 4 Lane Divided Highway</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$50,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Bryan</td>
<td>0117-04-034</td>
<td>US 190</td>
<td>0.1 Miles East of FM 39 to 3.1 Miles East of FM 39</td>
<td>Widen to 4 Lane Divided Highway</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$36,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Bryan</td>
<td>0212-03-050</td>
<td>FM 158</td>
<td>BS 6-R to SH 6</td>
<td>Raised Median, Decel Lane, Sidewalks</td>
<td>Mobility and Connectivity</td>
<td>2021</td>
<td>$11,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Bryan</td>
<td>2399-01-074</td>
<td>FM 2818</td>
<td>0.5 Miles North of FM 60 to FM 2154</td>
<td>Widen Non-Freeway Facility Consisting of Grading, Base, Structures, Surface, and Conc Median Barrier</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$33,210</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Childress</td>
<td>0042-06-069</td>
<td>US 287</td>
<td>0.076 Miles South of FM 2162, S to 0.030 Miles North of Clarendon Ecl</td>
<td>Upgrade Bridge &amp; Approach Rail</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$150</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Childress</td>
<td>0042-09-124</td>
<td>US 287</td>
<td>Memphis Scl, South to 1.454 Miles</td>
<td>Realignment</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$8,142</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tbody>
<tr>
<td>Childress</td>
<td>0043-02-075</td>
<td>US 287</td>
<td>1.04 Miles West of Quanah Wcl, East to Quanah Wcl</td>
<td>Upgrade Bridge &amp; Approach Rail</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$98</td>
<td>Project Tracker</td>
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<tr>
<td>Childress</td>
<td>0043-04-079</td>
<td>US 287</td>
<td>At Wanderer's Creek Bridge (Relief)</td>
<td>Upgrade Bridge &amp; Approach Rail</td>
<td>Alternative Routes</td>
<td>2019</td>
<td>$54</td>
<td>Project Tracker</td>
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<tr>
<td>Childress</td>
<td>0133-03-038</td>
<td>US 82</td>
<td>FM 267, E to Baylor C/L</td>
<td>Super 2</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$9,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Corpus Christi</td>
<td>0101-04-113</td>
<td>US 181</td>
<td>0.25 mi N of FM 3239 to 0.25 mi S of FM 893</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$345</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Corpus Christi</td>
<td>0101-04-1142</td>
<td>US 181</td>
<td>FM 3239 (Buddy Ganem Dr.) to FM 2986 (Wildcat Dr.)</td>
<td>Reverse Entrance and Exit Ramps In Northbound Direction</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$4,000</td>
<td>Draft 2018 UTP</td>
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<td>Corpus Christi</td>
<td>0155-02-026</td>
<td>US 183</td>
<td>2.4 mi N of FM 19612 mi N of FM 119 Intersection</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
<td>$110</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0155-02- 029</td>
<td>US 183</td>
<td>Dewitt County Line to Control Break</td>
<td>Rehabilitate Roadway and Add Passing Lanes</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$8,000</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Corpus Christi</td>
<td>0155-02- 031</td>
<td>US 183</td>
<td>1.621 mi S of FM 237 to SH 119 (Intersection Cb)</td>
<td>Modernize Bridge Rail and Approach Guardrail, Improve Guardrail II to Design Standards, Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2019</td>
<td>$95</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0155-03- 038</td>
<td>US 183</td>
<td>.2 mi N of FM 119 Intersection to 2 mi S of FM 622</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
<td>$96</td>
<td>Project Tracker</td>
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<td>Corpus Christi</td>
<td>0155-03- 040</td>
<td>US 183</td>
<td>Control Break to US 59</td>
<td>Rehabilitate Roadway and Add Passing Lanes</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$10,000</td>
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<td>Corpus Christi</td>
<td>0155-03- 041</td>
<td>US 183</td>
<td>SH 119 (Intersection Cb) to US 59</td>
<td>Modernize Bridge Rail and Approach Guardrail, Improve Guardrail II to Design Standards, Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2019</td>
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<tr>
<td>Corpus Christi</td>
<td>0155-04- 053</td>
<td>US 183</td>
<td>1 mi No of FM 2441 to Refugio County Line</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
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<td>Project Tracker</td>
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<tbody>
<tr>
<td>Corpus Christi</td>
<td>0155-05-040</td>
<td>US 183</td>
<td>Goliad County Line to 1 mi S. of SH 202</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
<td>$112</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-02-040</td>
<td>SH 35</td>
<td>SH 239 N to Aransas County Line</td>
<td>Safety Trt Fixed Objects, Install Passing Lanes On 2 Lane Rd</td>
<td>Safety</td>
<td>2018</td>
<td>$1,159</td>
<td>Project Tracker</td>
<td>Medium</td>
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<td>Corpus Christi</td>
<td>0180-03-038</td>
<td>SH 35</td>
<td>Refugio County Line to Pr 13A</td>
<td>Safety Trt Fixed Objects, Install Passing Lanes On 2 Lane Rd</td>
<td>Safety</td>
<td>2018</td>
<td>$1,206</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-04-121</td>
<td>SH 35</td>
<td>0.09 mi N of FM 3036 to FM 3036</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-04-122</td>
<td>BS 35-L</td>
<td>FM 3036 to 1.631 mi S of FM 3036</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-05-063</td>
<td>BS 35-L</td>
<td>1.033 mi E of SL 90 to 0.821 mi E. of SL 90</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-05-065</td>
<td>BS 35-L</td>
<td>.88 mi N. of SH 188 to SH 188</td>
<td>Install Continous Left Turn Lane</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$1,500</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-10-075</td>
<td>SH 361</td>
<td>Reynolds Plant to Sunray Road</td>
<td>Improve Traffic Signals and Interconnect Signals</td>
<td>Safety</td>
<td>2018</td>
<td>$889</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0180-10-079</td>
<td>SH 361</td>
<td>0.647 mi S. of SL 90 to SL 90</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$293</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Corpus Christi</td>
<td>0255-02-050</td>
<td>US 281</td>
<td>0.5 mi North of FM 1538 to 1 mi North of CR 431</td>
<td>Construct A Four Lane Relief Route Along US 281 At Premont On New Location</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$70,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Corpus Christi</td>
<td>0270-03-075</td>
<td>SH 72</td>
<td>1 Mile East of SH 239 to West Main Street (Runge)</td>
<td>Rehabilitate Roadway and Add Passing Lanes</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$12,800</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0270-03-076</td>
<td>SH 72</td>
<td>Wilbern St. to Dewitt County Line</td>
<td>Rehabilitate Roadway and Add Passing Lanes</td>
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<td>2018</td>
<td>$5,000</td>
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<tr>
<td>Corpus Christi</td>
<td>0326-01-056</td>
<td>SH 286</td>
<td>FM 43 to South of FM 2444</td>
<td>Construct Phase I Freeway Extension By Upgrading Existing 2- Ln Rdwy to 4-Ln Divided Highway</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$16,000</td>
<td>Draft 2018 UTP</td>
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<td>Corpus Christi</td>
<td>0366-06-044</td>
<td>SH 123</td>
<td>0.15 mi N of FM 3191 to BS 123D</td>
<td>Milled Edgeline and Centerline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$366</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0372-01-100</td>
<td>US 77</td>
<td>.169 mi S of SH 18874 mi N of Mf 1945</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2018</td>
<td>$219</td>
<td>Project Tracker</td>
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<tbody>
<tr>
<td>Corpus Christi</td>
<td>0372-01-103</td>
<td>US 77</td>
<td>At FM 1944</td>
<td>Safety Lighting at Intersection</td>
<td>Safety</td>
<td>2019</td>
<td>$44</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0372-01-104</td>
<td>US 77</td>
<td>At Peters Swale (NBI) 5 mi NE of SH 234</td>
<td>Replace Railings Along Bridge</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$157</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>0372-01-105</td>
<td>US 77</td>
<td>At Peter Swale (SBI) to 0.5 mi NE of SH 234</td>
<td>Replace Railings Along Bridge</td>
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<td>0373-04-036</td>
<td>SH 44</td>
<td>At CR 336</td>
<td>Safety Lighting at Intersection</td>
<td>Safety</td>
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<td>Corpus Christi</td>
<td>0447-03-038</td>
<td>SH 202</td>
<td>US 181 to Refugio County Line</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
<td>$330</td>
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<td>Corpus Christi</td>
<td>0447-04-020</td>
<td>SH 202</td>
<td>Bee County Line to US 183</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
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<td>Corpus Christi</td>
<td>0516-01-018</td>
<td>SH 239</td>
<td>SH 72 to Goiad County Line</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
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<td>Corpus Christi</td>
<td>0516-02-028</td>
<td>SH 239</td>
<td>Karnes County Line to US 59</td>
<td>Texturize Shoulders (Roll Or Mill In) Centerline Texturing</td>
<td>Safety</td>
<td>2018</td>
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<tr>
<td>Corpus Christi</td>
<td>0617-02-068</td>
<td>PR 22</td>
<td>0.22 mi N of SH 361 to 1.294 mi S of SH 361</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$213</td>
<td>Project Tracker</td>
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<tbody>
<tr>
<td>Corpus Christi</td>
<td>0617-02-069</td>
<td>PR 22</td>
<td>.930 mi E of SH 358 to 1.291 mi E of SH 358</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2019</td>
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<td>Corpus Christi</td>
<td>0617-02-070</td>
<td>PR 22</td>
<td>2.384 mi W of SH 361 to 1.321 mi W of SH 361</td>
<td>Safety Lighting</td>
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<td>2019</td>
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<td>Corpus Christi</td>
<td>0989-02-048</td>
<td>FM 624</td>
<td>CR 77 to Wildcat Rd.</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2018</td>
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<td>Corpus Christi</td>
<td>1069-01-035</td>
<td>SH 357</td>
<td>.2 mi W of Green Wood2 mi E of Rodd Field Road</td>
<td>Improve Traffic Signals and Interconnect Signals</td>
<td>Safety</td>
<td>2018</td>
<td>$2,927</td>
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<td>Corpus Christi</td>
<td>1069-01-036</td>
<td>SH 357</td>
<td>1.7 mi S of SH 3583 mi S of SH 358</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2018</td>
<td>$652</td>
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<tr>
<td>Corpus Christi</td>
<td>1549-03-025</td>
<td>FM 1069</td>
<td>Aransas County Line to SH 35 S Intersection</td>
<td>Milled Edgeline and Centerline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$73</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>1549-03-026</td>
<td>FM 1069</td>
<td>0.4 mi N of SH 361 to SH 361</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>2019</td>
<td>$95</td>
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<tr>
<td>Corpus Christi</td>
<td>1553-02-008</td>
<td>FM 1545</td>
<td>SH 72 to SH 72</td>
<td>Rehab and Widen</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$3,000</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Corpus Christi</td>
<td>1557-01-042</td>
<td>FM 43</td>
<td>.8 mi S of SH 3572 mi S of Hs 358</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
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<td>$813</td>
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<tr>
<td>Corpus Christi</td>
<td>1742-01-026</td>
<td>FM 1694</td>
<td>1.94 mi SW of Ih37 to 2.16 mi SW of Ih37</td>
<td>Safety Treat Fixed Objects, Add Left Turn Lane</td>
<td>Safety</td>
<td>2020</td>
<td>$243</td>
<td>Project Tracker</td>
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<tr>
<td>Corpus Christi</td>
<td>3596-01-008</td>
<td>SS 3</td>
<td>2.347 mi N of SH 358 to 1.363 mi N of SH 358</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
<td>Safety</td>
<td>2019</td>
<td>$311</td>
<td>Project Tracker</td>
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<tr>
<td>Dallas</td>
<td>0081-03-048</td>
<td>US 377</td>
<td>Henrietta Creek Rd to SH 114</td>
<td>Reconstruct and Widen 2/4 to 4 Lane Divided Urban (Section 5)</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$12,222</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Dallas</td>
<td>0081-04-025</td>
<td>US 377</td>
<td>I-35E South of FM 1830</td>
<td>Widen 2 Lane to 6 Lane Divided Urban Section</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$18,731</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Dallas</td>
<td>0081-04-035</td>
<td>US 377</td>
<td>At Union Pacific RR Overpass to (0.4 mi S of I-35E)</td>
<td>Replace Railroad Overpass</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$10,251</td>
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<tr>
<td>Dallas</td>
<td>0092-01-052</td>
<td>US 175</td>
<td>South of Budd St to I-45</td>
<td>Reconstruct Freeway to 6 Lane Divided Arterial</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$40,532</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Dallas</td>
<td>0197-03-074</td>
<td>US 175</td>
<td>Dallas County Line to West of FM 1389</td>
<td>Ramp Modifications</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$2,000</td>
<td>Draft 2018 UTP</td>
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<td>Dallas</td>
<td>0353-02-053</td>
<td>BS 114K</td>
<td>At UP Railroad Underpass in Roanoke to Dot No 795 342V</td>
<td>Replace Railroad Underpass, Improve BS 114-K Drainage</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$9,000</td>
<td>Draft 2018 UTP</td>
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<td>Dallas</td>
<td>0430-01-057</td>
<td>SH 352</td>
<td>North of Kearney Street to US 80 EB Frontage Rd</td>
<td>Reconstruct 4 Lane Undivided Rural to 4 Lane Divided Urban Roadway</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$9,918</td>
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<tr>
<td>Dallas</td>
<td>1567-01-037</td>
<td>FM 720</td>
<td>South of Martop to US 380</td>
<td>Widen Two Lane Rural to Six Lanes Urban Divided</td>
<td>Mobility and Connectivity</td>
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<tr>
<td>El Paso</td>
<td>0001-04-095</td>
<td>US 85</td>
<td>0.575 mi W of US 62 to 0.155 mi W of US 62</td>
<td>Install Led Flashing Chevrons</td>
<td>Safety</td>
<td>2019</td>
<td>$150</td>
<td>Project Tracker</td>
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<tr>
<td>El Paso</td>
<td>0002-12-026</td>
<td>US 62</td>
<td>At Montana Ave</td>
<td>Intersection Operational Improvements at Montana Ave/Paisano Dr</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$595</td>
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<td>El Paso</td>
<td>0374-02-107</td>
<td>US 62</td>
<td>Geronimo Dr to Sioux Dr</td>
<td>Intersection Operational Improvements Montana Ave at Airport Rd/Mescalero Dr</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$503</td>
<td>Project Tracker</td>
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<tbody>
<tr>
<td>El Paso</td>
<td>0374-03-028</td>
<td>US 62</td>
<td>9.141 mi E of FM 659 (Zaragoza) to 13.043 mi E of FM 659 (Zaragoza)</td>
<td>Texturized Shoulders (Profile Pavement Markings)</td>
<td>Safety</td>
<td>2018</td>
<td>$95</td>
<td>Project Tracker</td>
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<td>El Paso</td>
<td>0374-05-027</td>
<td>US 62</td>
<td>4.387 mi W of RM 2317 to 3.387 mi W of RM 2317</td>
<td>Box Culvert Structural Repair</td>
<td>Safety</td>
<td>2018</td>
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<td>Project Tracker</td>
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<td>El Paso</td>
<td>0374-06-022</td>
<td>US 62</td>
<td>2.04 mi E of FM 2317 to 6.17 mi E of RM 1111</td>
<td>Construct Super 2</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$12,102</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>El Paso</td>
<td>1046-03-005(^3), 4</td>
<td>SS 601</td>
<td>Spur 601 at LP 375</td>
<td>Construct Northbound-Westbound and Eastbound-Southbound Direct Connectors On Spur 601 at Loop 375</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$33,931</td>
<td>Draft 2018 UTP</td>
<td>Low</td>
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<tr>
<td>El Paso</td>
<td>2552-03-049(^4)</td>
<td>SL 375</td>
<td>Bob Hope Dr to FM 659 (Zaragoza)</td>
<td>Construct Managed Lanes Mobility and Connectivity</td>
<td>2018</td>
<td>$34,500</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>El Paso</td>
<td>2552-03-058(^1), 4</td>
<td>SL 375</td>
<td>FM 76 North Loop to Zaragoza Poe</td>
<td>LP 375 (Americas) Ramps Reconfiguration and Frontage Road Extension W/Grade Separation at Railroad Crossing</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$27,500</td>
<td>Draft 2018 UTP</td>
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<td>El Paso</td>
<td>2552-03-061(^4)</td>
<td>SL 375</td>
<td>Pellicano to Rojas</td>
<td>Safety Lighting</td>
<td>2020</td>
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<tr>
<td>Fort Worth</td>
<td>0014-15-033</td>
<td>US 287</td>
<td>FM 3479 (Harmon Road) to South of Proposed Ntp Crossover</td>
<td>Reconstruct Northbound Frontage Road and Exit Ramp South of FM 3479 (Harmon Road); Phase 1B</td>
<td>Asset Manag and Util</td>
<td>2020</td>
<td>$1,542</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Fort Worth</td>
<td>0014-15-035</td>
<td>US 287</td>
<td>Entrance/Exit Ramp, North to FM 3479 (Harmon Road)</td>
<td>Reconstruct NB Frontage Road From FM 3479 to Ramp and SB Frontage Road From Ramp to FM 3479</td>
<td>Asset Manag and Util</td>
<td>2020</td>
<td>$1,538</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<td>Fort Worth</td>
<td>0014-15-036</td>
<td>US 287</td>
<td>North of FM 3479 to North of I-35W Interchange</td>
<td>Construct Auxiliary Lane From NB Entrance From FM 3479 &amp; I-35W to Ntp; Auxiliary For SB Exit to FM 3479 &amp; Entr Fr Ntp</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$1,556</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<td>Fort Worth</td>
<td>0079-04-051</td>
<td>US 67</td>
<td>Comanche County Line to Douglas Street</td>
<td>Construct Super 2, Grading, Base, Ext Culverts, Overlay, Pavement Markings</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$4,350</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Fort Worth</td>
<td>0171-05-097</td>
<td>SH 199</td>
<td>S End of Lake Worth Br to Azle Ave</td>
<td>Construct 0 to 6 Mainlanes &amp; Realign Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$29,700</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<td>Fort Worth</td>
<td>0249-07-071</td>
<td>US 281</td>
<td>At SH 199</td>
<td>Construct Super 2, Grading, Base, Ext Culverts, Overlay, Pavement Markings</td>
<td>Safety</td>
<td>2020</td>
<td>$6,659</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<td>Fort Worth</td>
<td>0249-07-072</td>
<td>US 281</td>
<td>At US 380</td>
<td>Construct Bridge and Retaining Walls at US 380 Intersection</td>
<td>Safety</td>
<td>2020</td>
<td>$6,663</td>
<td>Draft 2018 UTP</td>
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<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Fort Worth</td>
<td>0249-08-042</td>
<td>US 281</td>
<td>Jack County Line to US 180; in Mineral Wells</td>
<td>Construct Super 2, Grading, Base, Ext Culverts, Overlay, Pavement Markings</td>
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<td>2020</td>
<td>$8,406</td>
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<td>Fort Worth</td>
<td>0250-01-036</td>
<td>US 281</td>
<td>US 180, in Mineral Wells to Approx. 5.5 Miles North of I-20</td>
<td>Construct Super 2, Grading, Base, Ext Culverts, Overlay, Pavement Markings</td>
<td>Mobility and Connectivity</td>
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<td>$5,550</td>
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<td>0259-01-036</td>
<td>US 67</td>
<td>SH 220 to US 281</td>
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<td>Fort Worth</td>
<td>0259-03-055</td>
<td>US 67</td>
<td>Johnson County Line to SH 144</td>
<td>Construct Super 2, Grading, Base, Ext Culverts, Overlay, Pavement Markings</td>
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<td>Fort Worth</td>
<td>0353-03-100</td>
<td>SH 114</td>
<td>FM 1938 to Dove Rd</td>
<td>Construct SB Frontage Road From FM 1938 to Solana/Kirkwood and NB and SB Frontage Roads From Solana/Kirkwood to Dove</td>
<td>Alternative Routes</td>
<td>2022</td>
<td>$20,000</td>
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<tr>
<td>Fort Worth</td>
<td>0363-03-054</td>
<td>SH 121</td>
<td>I-820 to Handley-Ederville Road</td>
<td>Const 3 Lns In Ea Dir, Rdwy Tie Ins For I-820/Sh 121 Dir Connectors, Reconst Exist EB Exit Ramp to Handley-Ederville</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$43,365</td>
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<tbody>
<tr>
<td>Houston</td>
<td>0028-01-067</td>
<td>BU 90-U</td>
<td>I-610, NE to E of Mesa Rd (Old FM 527)</td>
<td>Widen to 6 Lane Divided Urban_(Phase 2)</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$17,000</td>
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<td>Houston</td>
<td>0051-02-101</td>
<td>SH 3</td>
<td>Richey St S to Galveston C/L</td>
<td>Mill and Asphalt Overlay of Shoulders, Shoulder Widening, Pavement Markings, Striping and Signage For Bike Facility</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$7,583</td>
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<tr>
<td>Houston</td>
<td>0111-08-100</td>
<td>SH 36</td>
<td>0.9 mi S of The Brazos River to FM 1495 (Seg. 15).</td>
<td>Widen to 4-Lane Divided Rural</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$8,500</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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<tr>
<td>Houston</td>
<td>0188-02-029</td>
<td>SH 36</td>
<td>0.43 mi N of FM 2218 to 0.284 mi S of Needville-Fairchilds</td>
<td>Widen to 4-Lane Divided Rural</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$59,400</td>
<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>Houston</td>
<td>0188-02-036</td>
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<td>0.284 mi S of Needville-Fairchild to Brazoria C/L</td>
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<td>0389-06-088</td>
<td>SH 146</td>
<td>FM 518 to FM 517</td>
<td>Widen to 6 Lanes</td>
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<td>$85,000</td>
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<td>Houston</td>
<td>0389-06-095</td>
<td>SH 146</td>
<td>Harris/Galveston County Line to FM 518</td>
<td>Widen to 6 Lanes With 4-Lane Express Lanes</td>
<td>Mobility and Connectivity</td>
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<td>Houston</td>
<td>0720-03-134</td>
<td>SH 249</td>
<td>BW 8 to I-45</td>
<td>Install Its Equipment and Infrastructure</td>
<td>Technology and Ops. Improv</td>
<td>2019</td>
<td>$4,300</td>
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<td>High</td>
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<td>Houston</td>
<td>0976-01-040</td>
<td>FM 865</td>
<td>At Alvin Street</td>
<td>Add Left Turn Lane</td>
<td>Safety</td>
<td>2019</td>
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<td>Houston</td>
<td>1062-02-009</td>
<td>FM 2100</td>
<td>Huffman-Cleveland Rd (North) to FM 1960</td>
<td>Widen to 4-Ln Divided</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
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<td>1400-03-006</td>
<td>FM 1774</td>
<td>Grimes County Line to Montgomery County Line</td>
<td>Widen to 4-Lane Divided Rural</td>
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<td>2018</td>
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<td>Draft 2018 UTP</td>
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<tbody>
<tr>
<td>Houston</td>
<td>1685-03-098</td>
<td>FM 1960</td>
<td>E of Twigsworth Ln to W of San Jacinto River Bridge</td>
<td>Widen to 6-Ln Divided W/ Raised Medians, Channelized Turn Lanes and 4-Ln Overpass at West Lake Houston Pkwy</td>
<td>Mobility and Connectivity</td>
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<td>Houston</td>
<td>3049-01-022</td>
<td>FM 646</td>
<td>Edmunds Way to FM 1266</td>
<td>Widen From 2 to 4 Lanes Divided With Overpass Bridge</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
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<td>Houston</td>
<td>3158-01-032</td>
<td>FM 3083</td>
<td>UPRR to LP 336 North North</td>
<td>Widen to 4-Lane Divided Urban</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$7,800</td>
<td>Draft 2018 UTP</td>
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<td>Houston</td>
<td>3510-05-040</td>
<td>SH 99</td>
<td>Fort Bend County Line to I-10</td>
<td>Install Its Equipment and Infrastructure</td>
<td>Technology and Ops. Improv</td>
<td>2022</td>
<td>$4,487</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tbody>
<tr>
<td>Lufkin</td>
<td>0064-05-061</td>
<td>FM 1</td>
<td>San Augustine County Line to SH 103</td>
<td>Safety Treat Fixed Objects; Provide Additional Paved Surface Width</td>
<td>Safety</td>
<td>2019</td>
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<td>Project Tracker</td>
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<tr>
<td>Lufkin</td>
<td>0117-06-045</td>
<td>SH 21</td>
<td>East End of Trinity River Bridge to FM 1280</td>
<td>Reconstruct Pavement and Add Passing Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$12,882</td>
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<td>Lufkin</td>
<td>0117-06-046</td>
<td>SH 21</td>
<td>Madison County Line to FM 1280</td>
<td>Improve Guardrail to Design Standards, Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2018</td>
<td>$720</td>
<td>Project Tracker</td>
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<tr>
<td>Lufkin</td>
<td>0117-06-047</td>
<td>SH 21</td>
<td>SH 21 at Trinity River</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>2019</td>
<td>$14,649</td>
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<td>Lufkin</td>
<td>0118-06-070</td>
<td>SH 21</td>
<td>FM 225 (W) to US 59</td>
<td>Profile Edgeline Markings</td>
<td>Safety</td>
<td>2019</td>
<td>$169</td>
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<tr>
<td>Lufkin</td>
<td>0118-06-071</td>
<td>SH 21</td>
<td>At King Creek</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>2022</td>
<td>$1,400</td>
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<tr>
<td>Lufkin</td>
<td>0119-03-028</td>
<td>SH 21</td>
<td>0.426 mi East of FM 330 to 0.504 mi East of SH 87</td>
<td>Profile Edgeline Markings</td>
<td>Safety</td>
<td>2019</td>
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<td>Project Tracker</td>
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<tbody>
<tr>
<td>Lufkin</td>
<td>0175-02-091</td>
<td>US 84</td>
<td>0.334 mi W of FM 2669 to 0.547 mi W of FM 2428</td>
<td>Milled Centerline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
<td>$93</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Lufkin</td>
<td>0176-02-118</td>
<td>US 59</td>
<td>South of FM 2021 to North of US 59/SI 287</td>
<td>Convert to 4 Lane Fwy W/ Frontage Rds &amp; Grade Separations</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
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<td>Lufkin</td>
<td>0176-03-097</td>
<td>US 59</td>
<td>FM 2108 to 1.15 mi South of White Oak Creek</td>
<td>Construct 4 Lane Freeway at Diboll</td>
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<td>SL 287 to Polk County Line</td>
<td>Improve Guardrail to Design Standards</td>
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<td>Lufkin</td>
<td>0176-04-083</td>
<td>US 59</td>
<td>At US 287 in Corrigan</td>
<td>Install Advance Intersection Warning Signals-Existing Warning Signs</td>
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<tr>
<td>Lufkin</td>
<td>0200-01-089</td>
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<td>At FM 326 South</td>
<td>Install Intersection Flashing Beacon</td>
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<tbody>
<tr>
<td>Lufkin</td>
<td>0200-02-041</td>
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<td>1.321 Miles South of FM 1669 to SH 63</td>
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<td>Lufkin</td>
<td>0200-03-021</td>
<td>US 69</td>
<td>FM 1270 to Jasper County Line</td>
<td>Widen to 4 Lanes, Divided, Trunk System</td>
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<td>SH 63 to FM 1270</td>
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<td>0.855 Miles East of FM 842 to 0.078 Miles West of Nacogdoches</td>
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<td>Montgomery C/L to Montgomery C/L</td>
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<td>2022</td>
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<tr>
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<td>0340-01-043</td>
<td>US 287</td>
<td>At Beaver Creek</td>
<td>Replace Bridge and Approaches</td>
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<td>Lufkin</td>
<td>0341-03-038</td>
<td>US 287</td>
<td>2.143 Miles East of US 59 to Tyler County Line</td>
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<td>0809-02-069</td>
<td>US 96</td>
<td>FM 417 to San Augustine County Line</td>
<td>Add Passing Lanes and Reconstruct Pavement</td>
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<td>1.06 Miles S of SL 500 to FM 417</td>
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<tr>
<td>Lufkin</td>
<td>0809-04-051</td>
<td>US 96</td>
<td>SH 21 to FM 1751</td>
<td>Reconstruct Pavement and Add Passing Lanes</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$14,058</td>
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1 – Rail related  
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<td>0894-01-020</td>
<td>SH 7</td>
<td>SH 103 to 0.040 Miles West of US 69</td>
<td>Profile Edgeline and Centerline Markings</td>
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<td>Odessa</td>
<td>0005-01-109</td>
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<td>At SH 302</td>
<td>Install Intersection Flashing Beacons, Warning Signals and Signs</td>
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<td>0075-02-026</td>
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<td>16.8 mi South of I-10 to Brewster County Line</td>
<td>Roadway Widening to A Modified Super 2</td>
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<td>Crane County Line to Pecos County Line</td>
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<td>0139-08-038</td>
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<td>2.171 Miles East of FM 1776 to 2.371 Miles East of FM 1776</td>
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<td>0228-06-081</td>
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<td>At N SL 338</td>
<td>Construct New Interchange</td>
<td>Alternative Routes</td>
<td>2018</td>
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<td>Castle Gap Road to Upton County Line</td>
<td>Widening to An Ultimate 4-Lane Divided Highway</td>
<td>Mobility and Connectivity</td>
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<td>Lilley Lane in Crane to Castle Gap Road</td>
<td>Widening to An Ultimate 4-Lane Divided Highway</td>
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<td>0463-03-048</td>
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<td>At FM 1213</td>
<td>Install Intersection Flashing Beacon, Install Advance Intersection Warning Signals - Existing Warning Signs</td>
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<td>0572-01-064</td>
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<td>BS 158-B to Thomason Drive</td>
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<tr>
<td>Paris</td>
<td>0045-04-065</td>
<td>SH 56</td>
<td>FM 1417 to 1.378 mi W of US 69</td>
<td>Texturize Shoulders, Rolled Or Milled In, Centerline and Texturing</td>
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<td>At FM 38</td>
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<td>0045-09-101</td>
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<tr>
<td>Paris</td>
<td>0045-20-018</td>
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<td>0.5 Miles West of SH 121 to SH 78 (0.478 mi East of SH 78)</td>
<td>Add Two Lanes With Shoulders</td>
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<td>At SH 78</td>
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<td>0.478 mi E of SH 78 to FM 100</td>
<td>Add Two Lanes With Shoulders</td>
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<td>Widen From 2-Lane to 4-Lane</td>
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<tr>
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<td>0047-01-063</td>
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<td>At Red River (SB &amp; NB)</td>
<td>Upgrade Bridge / Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
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<td>At FM 2285</td>
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<td>SH 154 to 0.077 mi SW of SH 154</td>
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<td>607.2 Feet N of FM 197 to FM 1499</td>
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<td>0174-01-046</td>
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<td>1.017 mi SE of BU 69D to 3.27 mi E of BU 69D</td>
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<td>3.27 mi E of BU 69D to CR 3401</td>
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<td>0203-02-045</td>
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<td>CR 3401 to CR 3231</td>
<td>Raised Edgeline Rumble Strips, Raised Centerline Rumble Strips</td>
<td>Safety</td>
<td>2019</td>
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<td>Project Tracker</td>
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<td>Safety</td>
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<td>US 271</td>
<td>FM 410 to SH 37</td>
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<td>SS 503 to US 82</td>
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<td>US 69</td>
<td>At SS 503</td>
<td>Improve Traffic Signals</td>
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<td>US 82 to SH 56</td>
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<td>1.27 mi S of SH 56 to 1.217 mi N of SH 11</td>
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<td>1690-01-120</td>
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<td>0.156 mi S of BU 82H to 0.328 mi S of BU 82H</td>
<td>Close Crossover, Add Left Turn Lane</td>
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<td>Pharr</td>
<td>0038-05-040</td>
<td>US 83</td>
<td>0.3 mi N of Lasso Ln to 0.28 mi N of FM 2687</td>
<td>Widen From 2 Lane Rural to 4 Lane Divided</td>
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<td>US 83</td>
<td>.255 mi North of Starr/Zapata Cl31 mi North of FM 2098 (South Leg)</td>
<td>Widen From 2 Lane Rural to 4 Lane Divided</td>
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<td>0038-06-047</td>
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<td>0.31 mi South of Placido Rd. to 0.09 mi North of Loma Blanca Rd.</td>
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<td>0039-20-008</td>
<td>SS 54</td>
<td>Chester Park Road to I-69E SB Frontage Road</td>
<td>Widen Roadway, C&amp;G, Traffic Medians, Sidewalks, Lighting &amp; Traffic Signals</td>
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<td>0220-04-049</td>
<td>US 281</td>
<td>FM 14215 Miles West of FM 1577.</td>
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<td>0342-03-037</td>
<td>SH 107</td>
<td>Louisiana St. to Hooks E. Hodges Rd.</td>
<td>Reconstruct to 4 Lanes C&amp;G</td>
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<td>Pharr</td>
<td>0528-01-112</td>
<td>SH 107</td>
<td>FM 676 to SH 107</td>
<td>Construct 6 Lane Divided Urban</td>
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<td>0621-01-106</td>
<td>SH 336</td>
<td>Intersection of Bus 83 to 135 FT S of Intersection of Bus 83</td>
<td>Addition of North Bound Right Turn Lane</td>
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<td>FM 494</td>
<td>FM 676 (Mile 5) to SH 107</td>
<td>Widen to 4 Lane</td>
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<tr>
<td>Pharr</td>
<td>0865-01-108</td>
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<td>Veterans Blvd., From I-2 (Us 83) to La Homa Rd.</td>
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<td>FM 676</td>
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<td>1803-01-094</td>
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<td>Wallace Rd. to 10th St.</td>
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<td>FM 907 (Alamo Rd) to Sharp Rd.</td>
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<td>SH 107 to Mile 5</td>
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<td>6.9 Miles S of Taylor County Line to 15.4 Miles S of Taylor County Line</td>
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<td>0076-08-027</td>
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<td>SH 137 to Upton County Line</td>
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<td>Construct Interchange</td>
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<td>Tom Green County Line to 12.0 mi S of Tom Green Co Line</td>
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<td>SL 467 to 12.3 mi N of Edwards Co Line</td>
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<td>Sutton County Line to Val Verde County Line</td>
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<tr>
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<td>0016-08-036</td>
<td>SL 368</td>
<td>At N. New Braunfels Intersection</td>
<td>Intersection Operational Improvements</td>
<td>Asset Manag and Util</td>
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<td>0142-05-080</td>
<td>SH 27</td>
<td>FM 1350 to Spur 100</td>
<td>Rehab and Widen Roadway to Provide Passing Lanes and Operational Improvements</td>
<td>Mobility and Connectivity</td>
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<td>Farhills Dr. to US 281</td>
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<td>US 281</td>
<td>0.8 mi North of Stone Oak to Bexar / Comal County Line</td>
<td>Expand to 6 Lane Expressway With Frontage Rds -4 General Purpose &amp; 2 Hov Lanes</td>
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<td>SS 421</td>
<td>1.4 mi W of I-10 to I-10</td>
<td>Install Raised Median and Rectangular Rapid Flashing Beacons</td>
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<td>FM 78 to I-10 E</td>
<td>Intersection and Operational Improvements</td>
<td>Asset Manag and Util</td>
<td>2021</td>
<td>$19,500</td>
<td>Draft 2018 UTP</td>
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<th>Priority</th>
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<tbody>
<tr>
<td>San Antonio</td>
<td>0613-02-063</td>
<td>SH 16</td>
<td>At Atascosa River</td>
<td>Widen Existing Bridge</td>
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<td>San Antonio</td>
<td>0849-01-055</td>
<td>FM 471</td>
<td>Old FM 471 to Medina County Line</td>
<td>Expand 2 to 4 Lane Divided With Bike Lanes and Sidewalks</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$21,000</td>
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<td>San Antonio</td>
<td>1433-01-028</td>
<td>FM 2252</td>
<td>Evans Road to Comal/Bexar County Line</td>
<td>Expand From 2 Lanes to 4 Lanes With Raised Median Or Continuous Left Turn Lane, Bike Lanes and Sidewalks</td>
<td>Mobility and Connectivity</td>
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<td>San Antonio</td>
<td>1479-01-024</td>
<td>SL 1604</td>
<td>FM 1937 to US 281</td>
<td>Expand From 2 Lanes to 4 Lane Divided</td>
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<td>San Antonio</td>
<td>1890-01-046</td>
<td>FM 1976</td>
<td>Woodlake Parkway to LP 1604</td>
<td>Rehab &amp; Widen Narrow Roadway to Add Shoulders</td>
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<td>2020-02-031</td>
<td>SL 1604</td>
<td>I-35 S to 0.7 mi North of FM 2536</td>
<td>Expand From 2 Lanes to 4 Lane Divided</td>
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<td>2255-01-083</td>
<td>SL 1604</td>
<td>FM 1303 to FM 1937</td>
<td>Expand From 2 Lanes to 4 Lane Divided</td>
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<td>2018</td>
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<tr>
<td>San Antonio</td>
<td>2452-01-066</td>
<td>SL 1604</td>
<td>0.7 mi North of FM 2536 to US 90 W</td>
<td>Expand From 2 Lanes to 4 Lane Divided</td>
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<td>Tyler</td>
<td>0165-02-061</td>
<td>US 271</td>
<td>Smith C/L, SW to FM 16</td>
<td>Widen 2 Ln Road to 4 Ln Divided Hwy With Depressed Median</td>
<td>Mobility and Connectivity</td>
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<td>Tyler</td>
<td>0165-03-036</td>
<td>US 271</td>
<td>SL 485 in Gladewater, SW to Smith C/L</td>
<td>Widen 2-Ln Road to 4 Lanes W/Flush Med to SH 135 &amp; Depressed Median For The Rest</td>
<td>Mobility and Connectivity</td>
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<td>Tyler</td>
<td>0191-03-081</td>
<td>FM 2493</td>
<td>FM 2813 in Gresham, S to FM 346 in Flint</td>
<td>Widen From 2 Lns to 4 Lns W/Flush Median (Cont Left Turn Ln)</td>
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<td>FM 2493</td>
<td>FM 346 in Flint, S to 0.3 mi S of FM 344</td>
<td>Widen From 2 Lanes to 4 Lanes With Flush Median</td>
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<tr>
<td>Tyler</td>
<td>0198-03-026</td>
<td>US 175</td>
<td>0.4 mi SE of SH 155, SE to Cherokee C/L at Neches River</td>
<td>Widen 2 Lane Road to 4 Lane Divided Hwy W/Depressed Median</td>
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<td>Tyler</td>
<td>0198-04-042</td>
<td>US 175</td>
<td>Anderson C/L, SE to 0.5 mi E of Anderson C/L (Cr3509)</td>
<td>Roadwork to Tie Back Into Existing Roadway</td>
<td>Alternative Routes</td>
<td>2021</td>
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<td>Tyler</td>
<td>0206-03-061</td>
<td>US 79</td>
<td>1.2 mi NE of FM 747, J’Ville Cl, SW to Anderson C/L at Neches River</td>
<td>Widen Roadway For Passing Lanes-Super2</td>
<td>Mobility and Connectivity</td>
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<td>Waco</td>
<td>0055-08-099</td>
<td>US 84</td>
<td>Harris Creek Rd to South Bosque River</td>
<td>Add Frontage Rds &amp; Op at FM 2837 to Reduce Congestion, Enhance Sfty &amp; Extend Freeway-Controlled Access Facility</td>
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<td>Waco</td>
<td>0231-03-143</td>
<td>US 190</td>
<td>1.0 mi W of FM 2410 to FM 3423 (Indian Trail)</td>
<td>Widen From Four to Six Lanes and Resurface</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$9,833</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Waco</td>
<td>0231-03-145</td>
<td>US 190</td>
<td>FM 3423 (Indian Trail) to 0.25 mi W of Paddy Hamilton</td>
<td>Widen From Four to Six Lanes and Resurface</td>
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<td>0231-03-146</td>
<td>US 190</td>
<td>At Clear Creek Rd</td>
<td>Roadway Reconfiguration to Improve Turning Movements</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$4,000</td>
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<td>Waco</td>
<td>0231-04-056</td>
<td>US 190</td>
<td>Paddy Hamilton Rd to I-35</td>
<td>Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2018</td>
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<td>Waco</td>
<td>0258-10-047</td>
<td>SL 396</td>
<td>At Memorial Dr, Speight Ave to &amp; Bagby Ave</td>
<td>Upgrade Existing Signals</td>
<td>Safety</td>
<td>2019</td>
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<td>Wichita Falls</td>
<td>0444-01-041</td>
<td>SH 114</td>
<td>FM 1769 to Jack County Line</td>
<td>Upgrade to Super-2</td>
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<td>0802-02-069</td>
<td>FM 369</td>
<td>Near US 82/277 to LP 473/ SH 79</td>
<td>Intersection Improvements</td>
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<td>Yoakum</td>
<td>0025-05-021</td>
<td>US 90A</td>
<td>Guadalupe C/L to 8.702 mi E of Guadalupe C/L</td>
<td>Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>2019</td>
<td>$1,066</td>
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<tr>
<td>Yoakum</td>
<td>0025-06-055</td>
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<td>8.702 mi E of Guadalupe C/L to US 183(Water St)</td>
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<td>Safety</td>
<td>2019</td>
<td>$1,000</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Yoakum</td>
<td>0088-05-098</td>
<td>US 59</td>
<td>US 87 to SH 185</td>
<td>Construct Frontage Road</td>
<td>Alternative Routes</td>
<td>2020</td>
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<td>Draft 2018 UTP</td>
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<td>0088-06-004</td>
<td>BU 59-T</td>
<td>At FM 236</td>
<td>Improve Traffic Signals</td>
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<td>0089-08-098</td>
<td>US 59</td>
<td>Fort Bend C/L to SH 60</td>
<td>Upgrade to Rural Freeway</td>
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<td>0143-07-039</td>
<td>US 87</td>
<td>At Elm Creek - Str # 0143-07-058</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
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<td>Yoakum</td>
<td>0143-07-040</td>
<td>US 87</td>
<td>At Rocky Creek - Str # 0143-07-059</td>
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<tr>
<td>Yoakum</td>
<td>0143-08-088</td>
<td>US 87</td>
<td>At Guadalupe River and Relief - Str # 0143-08-037 &amp; 038</td>
<td>Construct One Way Bridge and Appr (Northbound)</td>
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<td>0179-04-094</td>
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<td>At FM 2668 (Nicholas Ave)</td>
<td>Improve Traffic Signal</td>
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<td>3.66 mi N. of FM 1468 to FM 1468</td>
<td>Acp Overlay &amp; Add Shoulders</td>
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<td>Yoakum</td>
<td>0179-08-040</td>
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<td>BS 35H W to Jackson C/L</td>
<td>Improve Guardrail to Design Standards</td>
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<td>0187-04-032</td>
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<td>3.6 mi S of FM 3013 (Mixville Rd) to Fort Bend C/L</td>
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<tr>
<td>Yoakum</td>
<td>0269-02-063</td>
<td>US 77</td>
<td>At Big Rocky Creek - Str # 0269-02-030</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
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<td>Yoakum</td>
<td>0269-03-035</td>
<td>US 77A</td>
<td>0.5 mi S of FM 340 to 1.0 mi S of FM 340</td>
<td>Safety Treat Fixed Objects, Improve Guardrail to Design Stan Dards</td>
<td>Safety</td>
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<td>0269-03-036</td>
<td>US 77A</td>
<td>At Rocky Creek - Str # 0269-03-011</td>
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<td>0269-06-059</td>
<td>US 183</td>
<td>Lakeside Drive to Hospital Drive</td>
<td>Add 3 Lanes For A 4-Lane Undivided Highway With Continuous Left Turn Lane</td>
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<td>0270-01-051</td>
<td>SH 72</td>
<td>FM 237 to US 87</td>
<td>Construct Auxiliary Lanes For Super 2 and Rehabilitate Roadway</td>
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<td>0270-02-041</td>
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<td>Karnes C/L to 0.25 Miles East of FM 2980</td>
<td>Add 2 Lanes For 4-Lane Undivided</td>
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<td>0270-10-013</td>
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<td>At Guadalupe River - Str # 0270-10-030</td>
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<td>Asset Manag and Util</td>
<td>2018</td>
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<tr>
<td>Yoakum</td>
<td>0287-03-031</td>
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<td>Guadalupe C/L to 1.3 mi N of FM 1682</td>
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<td>At Guadalupe River - Str 0287-03-016</td>
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<td>Yoakum</td>
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<td>0323-02-034</td>
<td>SH 95</td>
<td>FM 1115 to 3.861 mi S of FM 1115 (Csj Break)</td>
<td>Rehabilitate Roadway and Add Shoulders</td>
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<td>Fayette C/L to 0.2 mi S of FM 532</td>
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<td>FM 966 to UA 77</td>
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<td>0346-06-049</td>
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<td>0.2 mi E of US 77 to Jackson C/L</td>
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<td>$964</td>
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1 – Rail related  
2 – Port related  
3 – Airport related  
4 – Border crossing related  
5 – TxDOT has recommended the South Orient Railroad for inclusion in the National Multimodal Freight Network
<table>
<thead>
<tr>
<th>District</th>
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<td>LP 463 to Airline Road</td>
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<td>Gonzales C/L to 0.1 mi W of FM 3435</td>
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<td>FM 616</td>
<td>At Chocolate Bayou - Str # 0497-05-008</td>
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<td>Yoakum</td>
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<td>FM 234</td>
<td>7.6 mi N of US 59 to 3.3 mi N of US 59</td>
<td>Safety Treat Fixed Objects, Provide Additional Paved Surface Width</td>
<td>Safety</td>
<td>2018</td>
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Appendix C

Unconstrained Freight Improvement Strategy
### Appendix C: Unconstrained Freight Improvement Strategy

<table>
<thead>
<tr>
<th>District</th>
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<tr>
<td>Abilene</td>
<td>0005-06-117¹</td>
<td>I-20</td>
<td>I-20 West Bound at Union Pac RR to I-20 West Bound at Union Pac RR</td>
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<td>I-20 East Bound at Union Pac RR to I-20 East Bound at Union Pac RR</td>
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<td>N Scurry St to Moss Lake Rd</td>
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<td>0006-03-133</td>
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<td>At BI 20-M to East of Sweetwater</td>
<td>Rehabilitate Bridge</td>
<td>Asset Manag and Util</td>
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<td>0006-04-072</td>
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<td>At Noodle Creek (I-20 &amp; Nfr &amp; Sfr) to 0.10 mi E of FM 1085</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
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<td>0006-05-090</td>
<td>I-20</td>
<td>Abilene West City Limits to Near Catclaw Creek</td>
<td>Add Two Main Lanes For A Six Lane Freeway and Replace Overpass Structures</td>
<td>Mobility and Connectivity</td>
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¹ – Rail related  
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<tr>
<td>Abilene</td>
<td>0006-05-112</td>
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<td>At Indian Creek (I-20 &amp; N Frtg Rd) to 0.35 mi W of FM 707</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatment Or Replace Guardfence</td>
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<td>At The UPRR in Sweetwater (Psn 044)</td>
<td>Replace Bridge &amp; Approaches</td>
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1 – Rail related
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<td>0007-02-053</td>
<td>I-20 Locust St to Eastland County Line</td>
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<td>At US 83/84 &quot;Y&quot; Interchange</td>
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<td>At Sand Creek 5 mi N of Can River</td>
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<th>Cost Estimate ($1000s)</th>
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1 – Rail related  
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3 – Airport related  
4 – Border crossing related
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<th>Facility</th>
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1 – Rail related  
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<td>At Intersection of Bomar Street</td>
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<td>0.5 mi S. of Sulphur Relief #2 to 0.7 mi N. of FM 1734</td>
<td>Reconstruct 2 Lane Roadway to Provide Passing Lanes</td>
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<td>1.1 mi S. of Robert Nance Road to Camp C/L</td>
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<td>Corn Hill (Bud Stockton LP) Undrps to FM 972 Overpass</td>
<td>Construct Ramps and Convert to One Way Frontage Roads</td>
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<td>Pavement Markings &amp; Signing at Upr X-Ing &amp; Gtwn Industrial Lead</td>
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<td>At SH 29</td>
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<td>North of RM 2243 to SE Inner Loop</td>
<td>Add Partial Cont Flow Intersection, Turnaround Brg &amp; Aux Lns, Replace Brg at RM 2243, Rev SB Ramps &amp; Wdn MI &amp; Fr</td>
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<td>Rm 1431 to RM 2243</td>
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<td>0015-09-193</td>
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<td>FM 3406 to RM 1431</td>
<td>Widen NB Frontage Rd to 3 Lanes With Associated Paving, Grad Ing,Drainage and Driveway Improvements</td>
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<td>2019</td>
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<td>0015-09-194</td>
<td>I-35</td>
<td>SH 45N to US 79</td>
<td>Replace Bridges at US 79 &amp; RM 620, Increase Brg Clearances, Widen SBml Brg at Mcneil &amp; Add Aux Lanes</td>
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<td>0015-10-062</td>
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<td>SH 45N to FM 1825</td>
<td>Add NB &amp; SB Express Lns, Reconstruct Ramps, Replace Brg at Grand Ave Pkwy, Add Aux Lns &amp; Improv Freight Movement</td>
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<td>SL 275</td>
<td>I-35 SBfr to Parmer Lane(FM 734)</td>
<td>Install Left Turn Lane, Convert 4 Lane Undivided to Super 2 With Paved Shoulders</td>
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<td>Riverside Dr to LP 275-Slaughter Lane</td>
<td>Add NB &amp; SB Expr Lns, Direct Access Ramps &amp; Aux Lns, Widen Fr &amp; Reconstr Ramps, &amp; Replace MI Brg at Slaughter Ln</td>
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<td>0015-13-361</td>
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<td>Airport Blvd. to North of 51st Street</td>
<td>Realign Southbound Entrance Ramp Near 51st Street</td>
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<td>0015-13-381</td>
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<td>South of Holly Street to North of Oltorf</td>
<td>Add Cds, Aux Lanes, Ramp Improvements, Pavement Rehab, Bike &amp; Ped Improvements, Frontage Rd Intersection Improvements</td>
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<td>US 183 to Riverside Dr</td>
<td>Add NB &amp; SB Expr Lns, Reconstruct Ml &amp; Ramps, Replace Brgs, Add Turnaround Brgs, Cds, Aux Lns &amp; Ddi at Airport Blvd</td>
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<td>FM 1825 to US 183</td>
<td>Add NB &amp; SB Express Lns, Reconstruct Ramps, Replace Brgs at Braker &amp; Rundburg Ln, Add Turnaround Brgs &amp; Aux Lns</td>
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<td>I-35 NBfr and 8th Street Inter.</td>
<td>Install Traffic Signal</td>
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<td>0015-13-403</td>
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<td>LP 275-Slaughter Lane to Hays County Line</td>
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<td>North of River Ridge Parkway to Loop 82</td>
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<td>Kyle Crossing to RM 150</td>
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<td>N. of Old San Antonio Rd to Dusty Farm Lane</td>
<td>4-Lane With Center Turn Lane</td>
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<td>Jenschke Lane to Cemetery Rd</td>
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<td>West of RM 1826 to SL 1</td>
<td>Construct 6-Lane Turnpike With Frontage Roads (Toll)</td>
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<td>Bull Creek to 0.02 mi N of RM 2222</td>
<td>Upgrade Bridge and Approach Railing</td>
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<td>At SH 130</td>
<td>Construct 2 Tolled Direct Connectors</td>
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<td>0.2 mi W of Red Elm Pkwy to Bastrop County Line</td>
<td>Improve Traffic Signal, Install Flashing Yellow Arrow</td>
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<td>Travis County Line to 0.2 mi E of SH 95S</td>
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<td>8.864 mi E of FM 696 to 9.12 mi E FM 696</td>
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<td>Bastrop C/L to Navarro Street</td>
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<td>0114-07-081</td>
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<td>1.8 mi E of FM 141 to 1.9 mi E of FM 141</td>
<td>Bridge Rehab-Repair Deck, Upgrade Rail-Rehabilitate Bridge For The Bridge Maintenance &amp; Improvement Program</td>
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<td>0.690 mi East of CR 226 to Lee/Fayette County Line</td>
<td>Install Median Barrier</td>
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<td>0.818 mi West of RM 243 to 306' West of RM 243</td>
<td>Construction of Continuous Left Turn Lane</td>
<td>Mobility and Connectivity</td>
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<td>0151-03-041</td>
<td>SH 29</td>
<td>1300 FT. West of CR 200 to 700 FT. East of CR 200</td>
<td>Intersection Improvements to Add Turn Lanes and Improve Sight Distance</td>
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<td>Austin</td>
<td>0151-04-070</td>
<td>US 183</td>
<td>+/- 1000 FT North of CR 259 to +/- 1000 FT South of CR 259</td>
<td>Construct Median and Left Turn Lane</td>
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<td>Austin</td>
<td>0151-05-112</td>
<td>US 183</td>
<td>At Pecan Park Blvd</td>
<td>Improve Traffic Signals</td>
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<td>0151-05-114</td>
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<td>SH 45/Rm 620 to Travis County Line</td>
<td>Add 2 Express Lanes In Each Direction</td>
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<td>Austin</td>
<td>0151-06-143</td>
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<td>Williamson County Line to SL 1</td>
<td>Add 2 Express Lanes In Each Direction</td>
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<td>Austin</td>
<td>0152-01-080</td>
<td>US 183</td>
<td>0.08 mi South of Lava Hill Rd to 0.11 N of Mckenzie Intersection</td>
<td>Grading, Base, Acp, Pvmr Mrk</td>
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<td>TBD</td>
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<td>Austin</td>
<td>0153-01-013</td>
<td>US 183</td>
<td>Intersection of US 183 and I-10</td>
<td>Intersection Improvements</td>
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<td>0204-01-069</td>
<td>US 79</td>
<td>Red Bud Lane to Kenney Fort Blvd</td>
<td>Intersection Improvements at E Palm Valley Blvd and Harrell Parkway</td>
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<td>$3,153</td>
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1 – Rail related  
2 – Port related  
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4 – Border crossing related
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<tr>
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<td>0211-02-027</td>
<td>US 77</td>
<td>Milam County Line to SL 123</td>
<td>4-Lane Divided</td>
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<td>SL 123 to South of CR 327</td>
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<td>South of CR 327 to North of Industrial Park Rd</td>
<td>4-Lane Divided</td>
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<td>0211-05-019</td>
<td>US 77</td>
<td>5.617 mi N of Fayette C/L to Fayette C/L</td>
<td>Provide Additional Paved Surface Width</td>
<td>Mobility and Connectivity</td>
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<td>North of CR 223 to Fayette County Line</td>
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<td>North of Industrial Park Rd to North of CR 223</td>
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<td>0.1 mi N of Green Mile to SH 29</td>
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<td>Austin</td>
<td>0252-01-078</td>
<td>US 281</td>
<td>At Pr 4</td>
<td>Install Intersection Flashing Beacon and Safety Lighting</td>
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<td>0252-01-080</td>
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<td>SH 29 to 0.1 mi S of CR 340A</td>
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<td>0252-01-081</td>
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<td>Pr 4 to RM 1855</td>
<td>4-Lane With Center Turn Lane</td>
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<td>Austin</td>
<td>0265-01-113</td>
<td>SH 71</td>
<td>SH 71/Us 183 Interchange to Presidential Blvd.</td>
<td>Construct Frontage Road, Ramps and Direct Connects</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$26,000</td>
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<td>Austin</td>
<td>0265-01-116</td>
<td>US 183</td>
<td>0.46 mi South of Thompson Ln to 0.07 mi SW of Airport Commerce Dr</td>
<td>New Frontage Road</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$5,600</td>
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<td>Austin</td>
<td>0265-02-035</td>
<td>SH 71</td>
<td>0.120 mi East of Navarro Creek Rd. to 0.316 mi Each of Navarro Creek Rd.</td>
<td>Extend Westbound Left Turn Lane</td>
<td>Mobility and Connectivity</td>
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<td>Austin</td>
<td>0265-02-040</td>
<td>SH 71</td>
<td>At Buck Lane</td>
<td>Install Intersection Flashing Beacon &amp; Safety Lighting</td>
<td>Safety</td>
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<td>Austin</td>
<td>0265-03-050</td>
<td>SH 71</td>
<td>Travis/Bastrop County Line to SH 21</td>
<td>Install Median Barrier</td>
<td>Safety</td>
<td>TBD</td>
<td>$854</td>
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<tbody>
<tr>
<td>Austin</td>
<td>0265-04-062</td>
<td>SH 21</td>
<td>1.187 mi W of SH 95 to 0.668 mi W of SH 95</td>
<td>Construct Frontage Roads and Bridge</td>
<td>Alternative Routes</td>
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<td>$29,762</td>
<td>Draft 2018 UTP</td>
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<td>0265-05-063</td>
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<td>At Gills Branch &amp; Mkt RR</td>
<td>Rehabilitate Bridge &amp; Approaches</td>
<td>Asset Manag and Util</td>
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<td>$1,750</td>
<td>Project Tracker</td>
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<td>0265-05-069</td>
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<td>At Gills Branch</td>
<td>Rehabilitate Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<tr>
<td>Austin</td>
<td>0273-04-037</td>
<td>US 183</td>
<td>At CR 213</td>
<td>Install Intersection Flashing Beacon and Safety Lighting at Intersection</td>
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<tr>
<td>Austin</td>
<td>0273-04-041</td>
<td>US 183</td>
<td>0.1 mi N of SH 138 to 0.1 mi S of SH 138</td>
<td>Install Intersection Flashing Beacon</td>
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<td>Austin</td>
<td>0273-04-042</td>
<td>US 183</td>
<td>Burnet County Line to SH 29</td>
<td>4-Lane Divided-Rural Depressed Median (Mad 4)</td>
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<td>Austin</td>
<td>0273-04-043</td>
<td>US 183</td>
<td>FM 1869 to Cole Drive</td>
<td>Add Continuous Left Turn Lane and Shoulders</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
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<td>Austin</td>
<td>0286-01-057</td>
<td>SH 80</td>
<td>0.215 mi W of CR 266 to CR 266</td>
<td>Install Left Turn Lane</td>
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<td>TBD</td>
<td>$750</td>
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<td>Austin</td>
<td>0291-01-050</td>
<td>SH 16</td>
<td>4.0 mi SW of US 290 to 4.1 mi SW of US 290</td>
<td>Bridge Rehab- Replace Bearing, Etc. Rehabilitate Bridge For Bridge Maintenance and Improvement Program</td>
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<td>0320-03-092</td>
<td>SH 95</td>
<td>At Drain - Str 0320-03-034</td>
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<td>Austin</td>
<td>0320-03-096</td>
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<td>0.75 mi N of FM 397 to 0.58 mi N of BU 79B</td>
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<td>0337-02-043</td>
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<td>SH 130 to SH 95</td>
<td>Upgrade Metal Beam Guard Fence &amp; Safety Treat Fixed Objects &amp; Centerline Texturing</td>
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<td>At Smith Branch</td>
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<td>At CR 366</td>
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<td>Austin</td>
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<td>US 183 to SH 195</td>
<td>Improve Guardrail &amp; Safety Treat Fixed Objects</td>
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<td>US 183 to SH 195</td>
<td>Add Shoulders &amp; Rehab</td>
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<td>Approx 2930' North of Shell Rd to Approx 3720' South of Shell Rd</td>
<td>Construct Overpass</td>
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<td>At Berry Creek Drive</td>
<td>Reconstruct Road and Add Deceleration, Acceleration &amp; U-Turn Lanes</td>
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<td>At FM 812</td>
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<td>SH 45 to US 290</td>
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<td>650 FT. South of Pflugerville Pkwy to 650 FT. North of Pflugerville Pkwy</td>
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<td>SH 21</td>
<td>SH 80 to Caldwell County Line</td>
<td>Provide Super 2 Passing Lanes</td>
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<td>FM 150 to Caldwell C/L 1.5 mi West of SH 130</td>
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<td>0.25 mi W of William Pettus Rd to Caldwell County Line</td>
<td>Add Shoulders</td>
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<td>Hays County Line to Bastrop County Line</td>
<td>Provide Super 2 Passing Lanes</td>
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<td>Hays C/L 1.5 mi West of SH 130 to Bastrop C/L</td>
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<td>Provide Super 2 Passing Lanes</td>
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<td>2100-01-064</td>
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<td>City Park Road to SL 360</td>
<td>Add Acceleration Lane and Raised Center Median</td>
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<td>North of Slaughter Lane to South of Lacrosse</td>
<td>Grade Separation of Main Lanes at Slaughter and Lacrosse With 2 Through-Lanes In Each Direction</td>
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<td>San Jacinto C/L to North End of Cleveland Bypass</td>
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<td>Beaumont</td>
<td>0200-15-022</td>
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<td>At The Lnva Canal to (Str 201240020015 126)</td>
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<td>0213-06-041</td>
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<td>Polk Co/L, East to 0.299 Miles, West of FM 256</td>
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<td>On Texas Side of Sabine River</td>
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<td>At Brack Creek to (Str 201760021403 008)</td>
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<td>Montgomery County Line to Cleveland Bypass</td>
<td>Reconstruct Pavement to 4 Lane Divided Rural</td>
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<td>1.169 mi E. of FM 770 (S) to 1.07 mi W of SH 326</td>
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<td>FM 770, (East Intersection), East to 13.037 Miles East FM 770</td>
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<td>0499-03-058</td>
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<td>Evangeline Ln. to SH 62</td>
<td>Safety Treat Fixed Objects, Milled Edgeline Rumble Strips, Milled Centerline Rumble Strip, Install Passing Ln On 2Ln Rd</td>
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<td>Beaumont</td>
<td>0508-02-121</td>
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<td>SH 146 to 0.25 mi E. of SH 146 (WB Frontage)</td>
<td>Extend WB Turn Lane</td>
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<td>FM 1663, East to 0.1 Miles West of Jefferson Co/L</td>
<td>Rehab and Extend Existing Frontage Roads</td>
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<td>0593-01-120</td>
<td>SH 321</td>
<td>4.5 mi North of FM 686 to 0.1 mi South of FM 686</td>
<td>Milled Edgeline Rumble Strips, Install Passing Lanes On 2 Lane Roadway, Milled Centerline Rumble Strips</td>
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<td>Beaumont</td>
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<td>Cr 131 (Walden Road), East to US 90</td>
<td>Widen Freeway From 4 to 6 Lanes</td>
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<td>US 69 (South Junction) to US 90</td>
<td>Install High Mast Lighting</td>
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<td>0883-02-086</td>
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<td>0.09 mi E of Byron Rd, East to 0.02 mi W of FM 1135</td>
<td>Provide Additional Paved Surface Width, Milled Edgeline Rumble Strips, Milled Centerline Rumble Strips</td>
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<td>At Rhodair Gully</td>
<td>Bridge Rehabilitation</td>
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<td>FM 1406, East to I-10</td>
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1 – Rail related
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<td>0.66 mi N of Fisher Rd to 0.62 mi W of Fisher Rd</td>
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1 – Rail related
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1 – Rail related
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<td>0.9 Miles South of US 79 to Freestone County Line</td>
<td>Schematic Development For One-Way Frontage Road Conversion</td>
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<td>0675-03-080</td>
<td>I-45</td>
<td>At SH 164</td>
<td>Safety Work Consisting of A Dragnet Vehicle Arresting Barrier</td>
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<td>0675-03-081</td>
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<td>1.5 Miles South of US 79 to 1.0 Miles North of US 79</td>
<td>Ramp Relocation Consisting of Grading, Structures, Flexible Base, Hma, Concrete Pavement, Signs and Pavement Markings</td>
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<td>SH 7 to Freestone County Line</td>
<td>Safety Treat Fixed Objects</td>
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<td>Madison County Line to SH 7</td>
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<td>Bryan</td>
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<td>Walker County Line to Leon County Line</td>
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1 – Rail related
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<td>SH 30 to 0.7 Miles South of FM 1696</td>
<td>Widen Freeway Consisting of Grading, Structures, Flexible Base, Hma, Concrete Pavement, Signs and Pavement Markings</td>
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<td>0.7 Miles South of FM 1696 to 0.8 Miles North of FM 2989</td>
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<td>SH 30 to Madison County Line</td>
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<td>Bryan</td>
<td>0675-07-097</td>
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<td>0.3 Miles North of SH 19 to SH 30</td>
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<td>2399-01-068</td>
<td>FM 2818</td>
<td>FM 2154 to FM 60</td>
<td>Miscellaneous Safety Work Consisting of The Installation of A Raised Curbed Median</td>
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<td>Bryan</td>
<td>2399-01-073</td>
<td>FM 2818</td>
<td>0.22 Miles North of FM 1179 to 1.1 mi South of FM 2347</td>
<td>Safety Work Consisting of Rolled Or Milled In Texture Shoulders and Centerline</td>
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<td>2446-01-028</td>
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<td>Ih37/Us77 Interchange to South of SH188 (Control Break)</td>
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<td>At Ih37/I69E Interchange to On Exit 14A</td>
<td>Modify Exit Ramp to I69E/FM 624 Direct Connector</td>
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<td>SH 443 mi N of Cr325 (Control Break)</td>
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<td>0088-01-048</td>
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<td>2 Miles SW of FM 351 to 2 Miles NE of US 181</td>
<td>Route Feasibility Study US 59 Beeville</td>
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<td>Corpus Christi</td>
<td>0088-02-062</td>
<td>US 59</td>
<td>On Us59 at San Antonio River Str.9 to 3.0 mi SW of US 183</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>At Sh80/BU 181E Intersection</td>
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<td>On US 181 at SH 89 Intersection</td>
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<td>US 181</td>
<td>Sunset Road to FM 3239 (Buddy Ganem)</td>
<td>Construct Auxiliary Lanes and Ramp Reversal To Exist 4-Ln Freeway</td>
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<td>0101-04-112²</td>
<td>US 181</td>
<td>On Us181 at Sh35 Intersection</td>
<td>Constr. Grade Separation Over Sunset Rd By Building 4-Ln Divided Mainlanes at Existing at Grade Inters</td>
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<td>0.14 mi W of CR 3667 to 1.2 M E of CR 3667</td>
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<td>Cr4 to FM 70</td>
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<td>0102-04-097</td>
<td>US 77</td>
<td>CR 2130 to 1.5 mi N. of SH 285</td>
<td>Construct Mainlanes, Frontage Roads and Structures</td>
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<td>0155-03-037</td>
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<td>On US 183 Str5 at Manahuilla Creek to 2.3 mi N. of US 59</td>
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<td>0180-10-081</td>
<td>SH 361</td>
<td>On Sh361 at Sh35 Inters. of FTrgs</td>
<td>Prelimintary Eng. For Preemption of Traffic Signal at Inters.</td>
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<td>Dewitt County Line to US 183</td>
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<td>0371-04-062</td>
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<td>Chiltipin Creek Br (Control Break) to Business North (Sinton)</td>
<td>Upgrade to Freeway Standards</td>
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<td>Business South (Sinton) to Chiltipin Creek Br (Control Break)</td>
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<td>US 281 to Kleberg County Line</td>
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<td>Corpus Christi</td>
<td>0383-04-060</td>
<td>SH 141</td>
<td>Jim Wells County Line to Santa Gertrudis Ave.</td>
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<td>0447-04-018</td>
<td>SH 202</td>
<td>Blanco Creek Str 29 On SH 202 to 3.2 mi W of US 183</td>
<td>Replace Bridge and Approaches</td>
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<td>0617-01-178</td>
<td>SH 358</td>
<td>Airline Road to Everhart Road</td>
<td>Ramp Reversal Phase II-C (Braided Ramps)</td>
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<td>Orange Grove to US 281</td>
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<td>1052-02-080</td>
<td>FM 665</td>
<td>US 77 to FM 43</td>
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<td>1069-01-028</td>
<td>SH 357</td>
<td>FM 665 (Old Brownsville Rd) to Cuernavaca Street</td>
<td>Construct 2 Additional Lanes With Continuous Left Turn Lane</td>
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<td>Dallas</td>
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<td>SH 78</td>
<td>In Garland From I-635 to Forest Lane</td>
<td>Traffic Signals and Intersection Improvement</td>
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<td>0009-02-068</td>
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<td>Miller Rd to SH 66</td>
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<td>0009-04-066</td>
<td>SH 66</td>
<td>At Lake Ray Hubbard Bridge EB to North Slope Near East End</td>
<td>Slope Failure Repair</td>
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<td>I-30</td>
<td>I-45 to Bass Pro Drive (In Garland)</td>
<td>Rcns 6 Ln Discont to 6 Ln Contin Frtg Rd; I-45 to Us80; Rcns &amp; Wdn 8 to 10 Ml; Us80 to Bass Pro; Rcns &amp; Wdn 6 to 8 Ml</td>
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<td>0009-11-181</td>
<td>I-30</td>
<td>I-35E to I-45</td>
<td>Reconstruct and Widen 8 to 10 Mainlanes and Reconstruct and Widen 4 Ln Discontinuous to 6 Lane Continuous Frontage Roads</td>
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<td>Dallas</td>
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<td>Bass Pro Drive in Garland to Dalrock Rd</td>
<td>Widen 6 to 8 Mainlanes.</td>
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<td>US 80 to North Galloway</td>
<td>Full Depth Concrete Repair On EB Frontage Roads</td>
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<td>Gus Thomasson Rd to North Galloway Ave</td>
<td>Full Depth Concrete Pavement Main Lanes</td>
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<td>0009-12-211</td>
<td>I-30</td>
<td>0.1 mi W End of Ray Hubbard Br to Hunt County Line</td>
<td>Flexible Pavement Repair, Overlay and Pavement Markings (Frontage Roads Only)</td>
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<td>I-30</td>
<td>Dalrock Rd (Dallas C/L) to SH 205</td>
<td>Reconstruct &amp; Widen 6 to 8 Ml &amp; Reconstruct 0/4 Discont to 6 Lane Continuous Frontage Roads Across Lake Ray Hubbard</td>
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<td>SH 205 to West of FM 2642 (Hunt C/L)</td>
<td>Reconstruct and Widen From 4 to 6 Mainlanes and Reconstruct Existing 4 Ln Frtg Roads</td>
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<td>Dalrock to Horizon</td>
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<td>0047-04-022</td>
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<td>SH 121 to CR 375</td>
<td>Reconstruct and Widen Two Lane Rural Highway to Four Lane Urban</td>
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<td>Spur 399 to SH 121</td>
<td>Reconstruct and Widen 2/4 Lane Undivided Roadway to 4/6 Lane Divided Urban Roadway</td>
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<td>Dallas</td>
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<td>Dallas County Line to Bethany Drive</td>
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<td>North of CR 370 to CR 375 (Grayson County Line)</td>
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<td>Frontage Rds North of Mantua Rd to CR 375 (Grayson C/L)</td>
<td>One Course Surface Treatment, Back Filling, Signing and Restriping of Frontage Roads</td>
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<td>Simpson Stuart Rd to SL 12</td>
<td>Mill, Full Depth Repair &amp; Overlay</td>
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<td>At UPRR and Waxahachie Creek</td>
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<td>South of FM 66 to North of Mcmillan Street</td>
<td>Reconstruct and Convert 2 Lane Undivided to 4 Lane Divided One-Way Couplet</td>
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<td>US 77 South to US 77 North</td>
<td>Recon 5 Interchanges(Bus Us287/Us287 Bypass/Lofland/Butcher (FM 387)/Sterret Rd) and Frontage Roads &amp; Ramp Modifications</td>
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<td>Crawford Rd to North of Hickory Creek (C-S Break)</td>
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<td>Widen 4 Lane Rural to 6 Lane Urban Freeway With Ramp Relocation and Construct 0 to 4 Lane Frontage Roads</td>
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<td>Tarrant County Line to SH 114</td>
<td>Reconstruct From 4 Lanes to 6 Gp Lanes and Add Managed Toll Lane Connections</td>
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<td>At W Graham Br &amp; KCS RR NB &amp; SB</td>
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<td>N Bus 289C, North of Celina to N CR 60/CR 107 (Grayson C/L)</td>
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<td>Rockhill Parkway to North of Eldorado Parkway</td>
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<td>SH 289</td>
<td>Alliance Blvd to Dexter Dr and On to Plano Pkwy From Ventura to Burnham</td>
<td>Int Improvements to Rmv Dbl Int,Add Dual Lft Turn Lns &amp; Rght Turn Ln At Ea Approach;Rcnst Alliance Blvd Int;Add Sidewalks</td>
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<td>Recon and Widen 6/8 to 6/8 Gp Lns, 2 to 4/6 Hov/M Lns &amp; Recon 4/6 Disc to 4/8 Ln Cont Frontage Rds (Ult)</td>
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<td>Reconstruct and Widen 4 to 6 Lane Rural Freeway With Ramp Modifications and 4 Lane to 4/6 Lane Frontage Roads</td>
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<td>Turbeville Rd to US 77</td>
<td>Reconstruct 6/8 to 8 Gp Lanes; Reconstruct and Convert 2 Reversible to 4 Concurrent Managed Lanes</td>
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<td>Dallas County Line to FM 407</td>
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<td>FM 407 to Turbeville Road</td>
<td>Reconstruct Existing 4 Gp Lanes (NB Only); Widen and Convert 2 Reversible to 4 Concurrent Managed Lanes</td>
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<td>SH 183 to Loop 12 (NW Hwy)</td>
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<td>I-30 to North of Oak Lawn Ave</td>
<td>8/10/12 Lanes With Auxiliary Lanes and Two-Lane Reversible Hov/M Lane With 4/6 Frontage Roads</td>
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<td>Construct SB Frontage Road and Entrance and Exit Ramps</td>
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<td>I-30 to Reunion Blvd</td>
<td>Convert Existing 2 Reversible Hov Lanes to 2 Reversible Express Lanes</td>
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<td>Mill, Full Depth Pvmnt. Repair, Acp Overlay and Pavement Markings On Mainlanes and Frontage Roads</td>
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<td>Construct New 2-Lane Frontage Roads; Convert Existing Fr Rd From 2-Lane 2-Way to 2-Lane 1-Way Fr Rd &amp; Ramp Modifications</td>
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<td>Flexible Pavement Repair, Level Up, Sealcoat and Pavement Markings On Frontage Roads</td>
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<td>0261-01-041</td>
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<td>At Lake Ridge Pkwy</td>
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<td>Constr 0 to 2 Rev Hov/Mngd Ln;Sh183 to Sh356:Wdn 6 to 8 Gp &amp; 4/6 Disc to 6/8 C-Fr;Sh356 to Sp408:Wdn 4 Disc to 4/8 C-Fr</td>
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<td>0581-02-124</td>
<td>SL 12</td>
<td>At SH 183</td>
<td>Reconstruct Interchange (Ph 2)</td>
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<td>0581-02-146</td>
<td>SL 12</td>
<td>At I-30</td>
<td>Construct Direct Connectors (Phase 1)</td>
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<th>Cost Estimate ($1000s)</th>
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<td>Dallas</td>
<td>1068-04-119</td>
<td>I-30</td>
<td>SH 161 to NW 7th Street in Grand Prairie</td>
<td>Construct 0 to 4 Lane Frontage Roads</td>
<td>Alternative Routes</td>
<td>TBD</td>
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<td>Dallas</td>
<td>1068-04-149</td>
<td>I-30</td>
<td>NW 7th Street to Beltline Road</td>
<td>Construct 0 to 2/3 Lane Westbound Frontage Road and Ramp Modifications</td>
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<td>TBD</td>
<td>$14,446</td>
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<td>1315-02-013</td>
<td>FM 423</td>
<td>Panther Creek Parkway to FM 720 (Little Elm Parkway)</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
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<td>Dallas</td>
<td>1567-01-040</td>
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<td>FM 720 (Little Elm Parkway) to King Road</td>
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<td>Dallas</td>
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<td>King Road to Lebanon Road</td>
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<td>2208-02-024</td>
<td>SS 303</td>
<td>At Duncanville Rd</td>
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<td>Dallas</td>
<td>2250-02-013</td>
<td>SL 288</td>
<td>US 380 West of Denton to I-35 at LP 288</td>
<td>Construct Two Lane Rural Roadway On New Location Ph 1 of Ultimate Freeway - Extension of Loop 288</td>
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<td>TBD</td>
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<td>Dallas</td>
<td>2250-02-014</td>
<td>SL 288</td>
<td>I-35W South of Denton to US 380 West of Denton</td>
<td>Construct Two Lane Rural Roadway On New Location Ph 1 of Ultimate Freeway - Extension of Loop 288</td>
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<td>Dallas</td>
<td>2374-01-137</td>
<td>I-635</td>
<td>Miller Road to West of The KCS RR (West of SH 78)</td>
<td>Widen 8 to 10 Gp Lanes, Widen 2 to 4 Concurrent Hov/Managed Lanes &amp; Reconst 4/6 Discontinuous to 4/6 Continuous Frtg Rds</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$294,443</td>
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<td>I-635</td>
<td>At Inwood Rd</td>
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<td>Dallas</td>
<td>2374-01-183</td>
<td>I-635</td>
<td>East of US 75 to Miller Road</td>
<td>Widen 8 to 10 Gp Lns, Widen 2 to 4 Concurrent Hov/Managed Ln Reconst Exist 4/6 Discontinuous to 4/6 Continuous Frtg Rds</td>
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<td>$469,344</td>
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<td>Dallas</td>
<td>2374-01-185</td>
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<td>East of Luna Rd</td>
<td>Construct 2 Lane Crossover Between EB and WB Frontage Roads</td>
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<td>Dallas</td>
<td>2374-02-053</td>
<td>I-635</td>
<td>West of The KCS RR (West of SH 78) to I-30</td>
<td>Wdn 8 to 10 Gp Lns, Reconst Exist 2 to 4 Conc Hov/Mngd Lns, Rcnst Exist 4/6 Disc to 4/6 Cont Frtg Rds &amp; I635/I30 In</td>
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<tr>
<td>Dallas</td>
<td>2374-02-147</td>
<td>I-635</td>
<td>At Seagoville Rd NB</td>
<td>Replace Bridge Deck</td>
<td>Safety</td>
<td>TBD</td>
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<tr>
<td>Dallas</td>
<td>2374-02-148</td>
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<td>At Seagoville Rd SB</td>
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<td>Safety</td>
<td>TBD</td>
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<td>Dallas</td>
<td>2374-03-074</td>
<td>I-20</td>
<td>At Bonnie View Rd in City of Dallas</td>
<td>Improve Approach, Widen Bridge From 5 to 7 Lanes and Replace Traffic Signal System</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>Dallas</td>
<td>2374-03-084</td>
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<td>SH 342 to Bonnie View Lane</td>
<td>Concrete Full Depth Repair On WB Frtg Rd</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>Dallas</td>
<td>2374-03-086</td>
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<td>At Houston School Rd EB</td>
<td>Replace Bridge Deck</td>
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<td>TBD</td>
<td>$2,057</td>
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<td>At Newton Creek EB</td>
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<td>Dallas</td>
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<td>At Houston School Rd WB</td>
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<td>Dallas</td>
<td>2374-04-060</td>
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<td>North Main Street to Camp Wisdom Road in Duncanville</td>
<td>Construct 0 to 4 Lane Frontage Roads</td>
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<td>Dallas</td>
<td>2374-04-083</td>
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<td>Dallas County Line to SH 161</td>
<td>Reconstruct Freeway From 8 to 10 Lanes and 4/6 Lane Continuous Frontage Roads</td>
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<td>Royal Lane to West of Belt Line Rd</td>
<td>Construct 0 to 2 Lane WB Frontage Road and Ramp Modifications</td>
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<td>Tarrant / Dallas County Line to 1900' East of Luna Rd</td>
<td>Install Guide Signs</td>
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<td>Teel Parkway to Legacy Dr E</td>
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<td>Dallas</td>
<td>3559-01-004</td>
<td>SH 170</td>
<td>Tarrant County Line to SH 114 Interchange</td>
<td>Construct Six Lane Tollway Between Existing Frontage Roads</td>
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<td>0003-01-055</td>
<td>I-10</td>
<td>8.5 mi E of Van Horn to Evergreen Rd</td>
<td>Construct New Safety Rest Area</td>
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<tr>
<td>El Paso</td>
<td>0104-07-022</td>
<td>US 67</td>
<td>15.15 mi S of Jct US 67/90 to 32.28 mi S of Jct US 67/90</td>
<td>Seal Coat</td>
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<td>US 67</td>
<td>Puerto Rico St to International Demarcation Line</td>
<td>New Two-Lane Twin Bridge Structure For Southbound Traffic Into Mexico</td>
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<td>US 67 to 0.057 NE of Rio Grande River</td>
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<td>0167-01-091</td>
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<td>Kenworthy St. to FM 2529 (McCombs St)</td>
<td>Construction of Main Lanes and Grade Separations</td>
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<td>0167-01-095</td>
<td>US 54</td>
<td>Hondo Pass Drive to SL 375</td>
<td>Widen By Adding 2 Inside Lanes, Highmast Illumination, and Overhead Sign Bridges</td>
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<td>Hondo Pass Drive to SL 375</td>
<td>Construct Ramp Reversals and Intersection Improvements at Hondo Pass, Diana, and SL 375</td>
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<td>LP 375 (Cesar Chavez) to E Yandell Dr</td>
<td>Interchange Improvements</td>
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<td>El Paso</td>
<td>0233-01-047</td>
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<td>8.64 mi E of RM 54 Intersection to New Mexico State Line</td>
<td>Construct Super 2</td>
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<td>0374-02-0974</td>
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<td>Global Reach Dr to FM 659 (Zaragoza Rd)</td>
<td>Build Frontage Roads and Mainlanes With Grade Separations at Intersections</td>
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<td>Global Reach Dr to FM 659 (Zaragoza Rd)</td>
<td>Add Capacity (Main Lanes)</td>
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<td>0374-02-1024</td>
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<td>FM 659 (Zaragoza Road) to Desert Storm Road</td>
<td>Widen 4-Lane Undivided to 6-Lane Divided and Construct Overp Ass</td>
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<td>El Paso</td>
<td>0374-04-032</td>
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<td>0.5 mi W of El Paso/Hudspeth Cl to 13.608 mi E of El Paso/Hudspeth Cl</td>
<td>Construct Super 2</td>
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<td>0374-08-022</td>
<td>US 62</td>
<td>0.15 mi W of Hudspeth/Culberson Cl to 0.11 mi W of RM 54 Intersection</td>
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<td>0674-01-067^4</td>
<td>FM 76</td>
<td>Jct SH 20 to 0.342 mi E of SH 20</td>
<td>Replace WB &amp; EB Bridges and Approaches</td>
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<td>1046-01-020^4</td>
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<td>I-10 to Loop 375</td>
<td>Widen From 4 Lane to 6 Lane</td>
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<td>I-10 to FM 76</td>
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<td>Airport Road to LP 375 (Purple Heart Highway)</td>
<td>Operational Improvements at Spur 601, Walter Jones, and Airport Rd</td>
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<td>2121-01-091</td>
<td>I-10</td>
<td>FM 1905 (Antonio Street) to State Spur 37 (Westway Blvd)</td>
<td>Rehab and Operational Improvements-Westbound Frontage Road and Turnaround (Phase III)</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>NM/Tx Stateline to SH 20 (Mesa)</td>
<td>Expand From 4 to 6 Lanes Mobility and Connectivity</td>
<td>2021</td>
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<td>2121-01-097</td>
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<td>FM 1905 (Antonio Street) to State Spur 37 (Westway Blvd)</td>
<td>Rehab and Operational Improvements - Eastbound Frontage Road (Phase IV)</td>
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<td>Executive Dr to Schuster Ave</td>
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<td>SH 20 (Mesa Street) to I-10/US 85/Sunland Park Interchange</td>
<td>Expand From 6 to 8 Lanes Mobility and Connectivity</td>
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<td>Lee Trevino to East of FM 659 (Zaragoza Rd)</td>
<td>Construct Interchanges Alternative Routes</td>
<td>2024</td>
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<th>Cost Estimate ($1000s)</th>
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<td>El Paso</td>
<td>2121-03-150&lt;sup&gt;4&lt;/sup&gt;</td>
<td>I-10</td>
<td>270 FT E of US 62 (Paisano Dr) to 90 FT W of FM 2316 (Mcrac Blvd)</td>
<td>Micromill and Longitudinal Joint Repair</td>
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<td>2121-03-159&lt;sup&gt;3, 4&lt;/sup&gt;</td>
<td>I-10</td>
<td>US 62 (Paisano Dr) to Airway Blvd</td>
<td>Add 1 Lane In Each Direction By Restriping</td>
<td>Mobility and Connectivity</td>
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<td>2121-04-105&lt;sup&gt;4&lt;/sup&gt;</td>
<td>I-10</td>
<td>0.8 mi W of FM 1110 to 0.3 mi W of Jct FM 793</td>
<td>Replace Bridge and Approach Railing</td>
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<td>2121-04-106&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>0.6 mi E of LP 375 to 1.8 mi W of FM 1110</td>
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<td>SL 375</td>
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<td>CR 122 to East of Ross Watson Rd</td>
<td>Construct Super 2</td>
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<td>I-20</td>
<td>450 FT West of FM 5 to 550 FT East of FM 5</td>
<td>Rehabilitate Existing Fr Rds; Convert to One Way Operation; Add Turnarounds On East &amp; West Sides; Install Signals</td>
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<td>Ranch House Road to FM 1187</td>
<td>Relocation Entrance and Exit Ramps</td>
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<td>FM 1187/3325 to Walsh Ranch Parkway</td>
<td>Construction of New Interchange at Walsh Ranch Parkway, Int. With Minor Arterial 2 and Turnaround at FM 1187/3325</td>
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<td>0008-03-109</td>
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<td>Ranch House Road to FM 3325</td>
<td>Add Lane to WB and EB Frontage Roads</td>
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<td>0008-03-110</td>
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<td>West of FM 3325 to East of FM 3325</td>
<td>Add Two General Purpose Lanes WB</td>
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<td>Ranch House Road to FM 3325</td>
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<td>Fort Worth</td>
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<td>0.843 Miles West of FM 5 to FM 5</td>
<td>Construct WB and EB Auxiliary Lane</td>
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<td>Walsh Ranch Parkway to at Proposed Minor 1</td>
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<td>0008-03-119</td>
<td>US 180</td>
<td>West of Center Point Rd to East of Center Point Rd</td>
<td>Pavement Widening, Drainage &amp; Intersection Improvements</td>
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<td>0008-12-091</td>
<td>SH 183</td>
<td>At Bryant Irvin</td>
<td>Rebuild Intersection, Add U-Turnarounds, Replace Traffic Signals, Add Sidewalk With Curb Ramps, Pvt Mrkrs, Repl Signs</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>Fort Worth</td>
<td>0008-13-124</td>
<td>I-820</td>
<td>N Interchange at SH 121 to Randol Mill Road</td>
<td>Recon Fr SH121/183 Int to SH121/10 Int to 10MI W/2Man Toll W/4/6Ftg-C &amp; Fr SH121/10 to Ran.Mil 10MI W/2/6Ftg-Dc W/Aux Ln</td>
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<td>0008-13-125</td>
<td>I-820</td>
<td>I-20 to Meadowbrook Dr</td>
<td>Recon From 4/8 Ln With 2/4/6 Frtg-C to 8 Ln With 4/6 Frtg-C &amp; 2 Hov/M-R Fr US 287 to I-20</td>
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<td>0008-13-179</td>
<td>I-820</td>
<td>SH 183 Over I-820</td>
<td>Replace Existing 2 Bridges (3 Lns EB, 2 Lns WB) Into One Bridge (3 Lns In Each Direction)</td>
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<td>Fort Worth</td>
<td>0008-13-206</td>
<td>I-820</td>
<td>I-20/Ih820 Interchange to West of Anglin Drive</td>
<td>Widen Freeway at Interchange With I-20 Eastbound and Westbound</td>
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<td>Fort Worth</td>
<td>0008-13-210</td>
<td>I-820</td>
<td>I-820 NB Over West Fork of Trinity</td>
<td>Replace Bridge As A Part of I-820 Corridor Improvements</td>
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<td>Fort Worth</td>
<td>0008-13-221</td>
<td>I-820</td>
<td>SH 121/SH 183 Interchange to Randol Mill Road</td>
<td>Rm to Trin:Recon to 6 Lns + Aux,&amp;Const I-820/Sh 121 Dir Con Trin to N Int:Widen to 11 Lns,1/3 Lns NB Cont Fr,2 SB Con Fr</td>
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<td>Fwrr to Campus Drive</td>
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<td>SB I-820 Over W Fork Trinity</td>
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<td>0.124 mi SW of FM 1220 to 0.122 mi NE of FM 1220</td>
<td>Install Protection</td>
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<td>Fort Worth</td>
<td>0008-15-050</td>
<td>I-820</td>
<td>.3 Miles N of Team Ranch Road to 1.3 Miles S of Team Ranch Road</td>
<td>Replace Electrical Conductors and Conduit For Roadway Illumination</td>
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<td>0.3 Miles N of Westpoint Blvd to 0.3 Miles S of Normandale St</td>
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<td>Add 1 General Purpose Lane In Each Direction</td>
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<td>BU 81D to BU 380F</td>
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<td>US 81</td>
<td>North of Pioneer Rd. to Tarrant/Wise County Line</td>
<td>Construct 2 Way Frontage Rds to 1 Way Frontage Rds and Ramp Modifications</td>
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<td>0013-08-130</td>
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<td>0.581 Miles North of CR 4228 to 1.195 Miles South of CR 4228</td>
<td>Construct Grade Separation at CR 4227/CR 4228</td>
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<td>At Ramhorn Hill Road</td>
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<td>BU 287P</td>
<td>At W. Bailey Boswell Rd in Saginaw</td>
<td>Construct New Overpass Bridge</td>
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<td>Fort Worth</td>
<td>0014-02-050</td>
<td>I-35W</td>
<td>I-20 to SH 174</td>
<td>Reconstruct Freeway Mainlanes. Add 1 Gp Lane Each Direction For Total of 4 Gp Lanes Each Direction</td>
<td>Alternative Routes</td>
<td>TBD</td>
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1 – Rail related  3 – Airport related
2 – Port related  4 – Border crossing related
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<th>District</th>
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<th>Cost Estimate ($1000s)</th>
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<tr>
<td>Fort Worth</td>
<td>0014- 02-051</td>
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<td>I-20 to SH 174</td>
<td>Installation of Its Fiber and Equipment</td>
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<td>0014- 03-087</td>
<td>I-35W</td>
<td>I-35W NB Over Bl 35-V (I-35W SB to Exit to Alvarado)</td>
<td>Remove Thru Lane Overpass &amp; Replace With at Grade Thru Lanes</td>
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<td>0014- 03-096</td>
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<td>0.391 mi S of FM 917 to 1.672 mi N of FM 917</td>
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<td>0014- 15-034</td>
<td>US 287</td>
<td>FM 3479 (Harmon Road) to Southbound Entrance Ramp</td>
<td>Construct Turnaround From NB to SB at North Tarrant Parkway Reconstruct Existing SB Frontage Rd From FM 3479 to US 287</td>
<td>Mobility and Connectivity</td>
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<td>0014- 15-037</td>
<td>US 81</td>
<td>Avondale-Haslet Rd to H 35W</td>
<td>Construct 2 Way Frontage Rds to 1 Way Frontage Rds and Ramp Modifications</td>
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<td>0014- 15-038</td>
<td>US 81</td>
<td>West of FM 3479 to FM 3479</td>
<td>Review Schematic For Southbound Exit Ramp to FM 3479 Revision</td>
<td>Mobility and Connectivity</td>
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<td>Fort Worth</td>
<td>0014-16-252</td>
<td>I-35W</td>
<td>I-820 to US 81/287</td>
<td>Widen 4 to 8 Gp Lanes and Add 2 Managed Lanes Between I-820 and Basswood Blvd.</td>
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<td>0014-16-268</td>
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<td>I-30 to I-820</td>
<td>Widen 4/6/8 to 8 Gp Lanes W/Collector Distributor Auxiliary Lanes and Fr Rds Connections Including SH 121 Interchange</td>
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<td>0014-16-270</td>
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<td>At Morningside Drive</td>
<td>Replace Bridge &amp; Approach Railing/ Safety End Treatment/ Replace Guardfence</td>
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<td>0014-16-271</td>
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<td>At Felix Street</td>
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<td>At East Ripy Street</td>
<td>Replace Bridge &amp; Approach Railing &amp; Add Safety End Treatment/Replace Guardfence</td>
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<td>At Allen Ave.</td>
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<td>At Berry Street</td>
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<td>At Seminary Drive</td>
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<td>0019-01-145</td>
<td>SH 174</td>
<td>I-35W to Wicker Hill Drive</td>
<td>Installation of Its Fiber &amp; Equipment to Summercrest/Gardens Blvd; NW &amp; Its Equipment at Wicker Hill Road</td>
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<td>Comanche County Line to Dublin Relief Route</td>
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<td>BU 377J to N of BU 377J</td>
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<td>N of BU 377J to Hood County Line</td>
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<td>0080-03-049</td>
<td>US 377</td>
<td>End of Brazos River Bridge to 0.615 South of Brazos River Bridge</td>
<td>Widen 4 Lane to 6 Lane Divided With Interchange at SH 144 and FM 51</td>
<td>Mobility and Connectivity</td>
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<td>East of Old Acton Highway to End of Brazos River Bridge in Granb</td>
<td>Widen 4 Lane W/Ctwltl to 6 Lane Divided With Interchange at BU 377H</td>
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<td>FM 167 North to East of Old Acton Highway</td>
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<td>Fort Worth</td>
<td>0081-02-068</td>
<td>US 377</td>
<td>Big Bear Creek to I-820</td>
<td>Convert 6 Lane Roadway (W Twtl) to 6 Lane Roadway With Raised Median</td>
<td>Safety</td>
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<td>Fort Worth</td>
<td>0081-12-041</td>
<td>I-35W</td>
<td>US 81/287 Split to Denton County Line</td>
<td>Reconstruct &amp; Widen From 4 Lane W/4/6 Frtg Rd-D to 6 Lane W/4/6 Frtg Rd-C and 4 Hov/Managed-C</td>
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<td>0094-01-032</td>
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<td>At UPRR Railroad &amp; UPRR Spur</td>
<td>Replace Railroad Underpass</td>
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<td>At Dart Railroad</td>
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<td>0094-02-121</td>
<td>SH 183</td>
<td>Handley-Ederville Rd. to Rufe Snow Drive; in Richland Hills</td>
<td>Corridor Imprvmts at 3 Locations, Including Sidewalks &amp; C and G, Intrst Realignment &amp; Adding Right Turn Lns</td>
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<td>I-30 to Sam Calloway Road</td>
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<td>Fort Worth</td>
<td>0134-07-069</td>
<td>US 380</td>
<td>BU 81D to US 81</td>
<td>Improve Exit Ramp From West Bound US 380 to North Bound US 81</td>
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<td>FM 1156 to Wise County Line</td>
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<td>West of FM 1658 to East of FM 1658</td>
<td>Intersection Improvements Add Lt &amp; Rt Turn Lanes</td>
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<td>At FM 51</td>
<td>Improve Traffic Signals</td>
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<td>0171-04-050</td>
<td>SH 199</td>
<td>0.3 mi S of FM 1886 to S End of Lake Worth Br</td>
<td>Construct 0 to 6 Mainlines, Realign Frontage Roads, and Construct Bridges Over Lake Worth</td>
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<td>Parker County Line to 0.4 mi S of Stewart St</td>
<td>Construct 6 Lane Freeway With Frontage Roads &amp; Tms</td>
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<td>Fort Worth</td>
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<td>Azle Avenue to I-820</td>
<td>Construct 0 to 6 Mainlanes and Interchange at I-820</td>
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<td>SH 199</td>
<td>SH 199 at Clear Fork of Trinity</td>
<td>Rehabilitate This Nhpr Eligible Bridge and Approaches</td>
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<td>I-820/I-20 Interchange to Village Creek Road</td>
<td>Recon Frwy to Add 2 Hov/M-R</td>
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<td>US 287</td>
<td>At Miller Ave/Wilbarger St Intersect</td>
<td>Int Improv; Upgrade Traffic Signal; Vehicle &amp; Ped Illum &amp; Signals; Sidewalk; Ada Ramps; Pav Mrk; Bus Impr; Lands &amp; Irr</td>
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<td>I-20 Interchange to Kennedale/Sublett Road</td>
<td>Widen Freeway to Accommodate Managed Lane Addition</td>
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<td>Little Road to South of Sublett Road</td>
<td>Sublett Exit Ramp Relocation (Us 287 SB to Sublett Rd)</td>
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<td>US 287</td>
<td>I-20 to Johnson County Line</td>
<td>Installation of Its Fiber &amp; Equipment</td>
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<td>0249-05-031</td>
<td>US 281</td>
<td>Archer County Line; in Sections to 0.05 Mile South of Lynn Creek</td>
<td>Upgrade to Super 2 Design, Ext Culverts, Sets, 2&quot; Overlay and Pavement Markings</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$10,152</td>
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1 – Rail related  
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<tr>
<th>District</th>
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<th>Cost Estimate ($1000s)</th>
<th>Source</th>
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<tr>
<td>Fort Worth</td>
<td>0249-06-059</td>
<td>US 281</td>
<td>1.5 mi N of Martin Road to SH 114</td>
<td>Upgrade to Super 2 Design, Ext Culverts, Sets, 2&quot; Overlay and Pavement Markings</td>
<td>Mobility and Connectivity</td>
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<td>0249-07-070</td>
<td>US 281</td>
<td>SH 199 to Palo Pinto County Line</td>
<td>Upgrade to Super Design, Ext Culverts, Sets, 2&quot; Overlay and Pavement Markings</td>
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<td>Fort Worth</td>
<td>0250-02-040(^1)</td>
<td>US 281</td>
<td>At UP &amp; MP RR Underpass</td>
<td>Replace Existing Railroad Underpass</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$2,739</td>
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<td>Fort Worth</td>
<td>0257-06-027</td>
<td>SH 6</td>
<td>Comanche County Line to US 67 (Dublin Relief Route)</td>
<td>Construct Super 2</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$4,058</td>
<td>Project Tracker</td>
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<td>Fort Worth</td>
<td>0258-01-029</td>
<td>SH 6</td>
<td>FM 847 to CR 303</td>
<td>Construct Super 2, Grading, Base, Ext Culverts, Overlay, Pavement Markings</td>
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<td>$4,865</td>
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<td>Fort Worth</td>
<td>0258-02-058</td>
<td>SH 6</td>
<td>FM 914 to US 281</td>
<td>Widen Shoulders, Extend Culverts, Mill, Seal Coat</td>
<td>Mobility and Connectivity</td>
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<td>$5,682</td>
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<td>CR 303 to US 281</td>
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\(^1\) – Rail related  
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<td>Fort Worth</td>
<td>0259-01-035</td>
<td>US 67</td>
<td>Somervell County Line to 1.592 mi S of Somervell County Lin</td>
<td>Upgrade to Super 2 Design, Add 4' Shoulders, Ext Culverts, Sets, and Pvt Markings</td>
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<td>Fort Worth</td>
<td>0259-02-051</td>
<td>US 67</td>
<td>0.494 mi S of FM 205 to Erath County Line</td>
<td>Upgrade to Super 2 Design, Add 4' Shoulders, Ext Culverts, Sets, and Pvt Markings</td>
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<td>0259-04-041</td>
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<td>Somervell County Line to Pr 21</td>
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<td>Fort Worth</td>
<td>0260-01-055</td>
<td>US 67</td>
<td>4.21 mi West of I-35W to 2.201 mi East of I-35W</td>
<td>Install Delineators &amp; Advanced Intersection Warning Signs</td>
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<td>TBD</td>
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<td>Fort Worth</td>
<td>0314-07-051</td>
<td>I-20</td>
<td>West of Bankhead Highway to East of Bankhead Highway</td>
<td>Recnst &amp; Wdn 2 Ln Brg at Bnkhd, Ramp Mods and 2 Ln Frds In Each Dir W/ Aux Ln Btwn Rmps W of Bnkhd, Cnst Uturn Brg E Of</td>
<td>Asset Manag and Util</td>
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<td>Fort Worth</td>
<td>0314-07-057</td>
<td>I-20</td>
<td>Ric Williamson Memorial Highway to South Bowie Drive</td>
<td>Construct New WB and EB Frontage Roads</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$10,000</td>
<td>Project Tracker</td>
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<td>Fort Worth</td>
<td>0314-07-058</td>
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<td>Ric Williamson Memorial Highway to South Bowie Drive</td>
<td>Construct WB and EB Auxiliary Lane</td>
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<td>Fort Worth</td>
<td>0314-07-059</td>
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<td>Bethel Rd to SH 171</td>
<td>Construct WB &amp; EB Auxilaty Lane</td>
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<td>Fort Worth</td>
<td>0314-07-060</td>
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<td>Holland Lake Drive to FM 2552</td>
<td>Construct WB and EB Auxiliary Lanes</td>
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<td>Fort Worth</td>
<td>0314-07-062</td>
<td>I-20</td>
<td>0.5 Miles West of Bankhead Highway to 0.2 Miles East of Bankhead Highway</td>
<td>Construct WB &amp; EB Auxiliary Lane</td>
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<td>Fort Worth</td>
<td>0314-07-063</td>
<td>I-20</td>
<td>0.5 Miles West of Centerpoint Rd to 0.5 Miles East of Centerpoint Rd</td>
<td>Construct EB Auxiliary Lane</td>
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<td>Fort Worth</td>
<td>0314-07-064</td>
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<td>Lakeshore Drive to 0.843 Miles West of FM 5</td>
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<td>Fort Worth</td>
<td>0314-07-067</td>
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<td>Sp 312 to US 180</td>
<td>Add One Gp Lane In Each Direction</td>
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<td>TBD</td>
<td>$50,000</td>
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<tr>
<td>Fort Worth</td>
<td>0353-03-101</td>
<td>SH 114</td>
<td>FM 1709 to Dallas County Line</td>
<td>Reconst Remaining Components of Dfw Incl SH 114 Exp Ln Con, Int at International Pkwy/Dfw Airport, Texan Trl, &amp; 1709 Conn</td>
<td>Alternative Routes</td>
<td>TBD</td>
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<td>Fort Worth</td>
<td>0353-07-029</td>
<td>SH 26</td>
<td>0.227 mi W of SH 114 to E Wall Street</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
<td>TBD</td>
<td>$250</td>
<td>Project Tracker</td>
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<td>Fort Worth</td>
<td>0363-01-110</td>
<td>SH 26</td>
<td>I-820 to Brown Trail</td>
<td>Reconstruct From 4 Lane to 6 Lane Divided</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$44,000</td>
<td>Project Tracker</td>
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<td>Fort Worth</td>
<td>0363-01-144</td>
<td>SH 26</td>
<td>Flory St to Rodger Line Drive</td>
<td>Install Raised Median, Profile Edgeline Markings</td>
<td>Safety</td>
<td>TBD</td>
<td>$675</td>
<td>Project Tracker</td>
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<td>Fort Worth</td>
<td>0363-01-145</td>
<td>SH 26</td>
<td>Mustang Drive 082 mi SE of SH 114</td>
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<td>Fort Worth</td>
<td>0363-03-051</td>
<td>SH 121</td>
<td>I-820 to Handley-Ederville Road</td>
<td>Reconst Frwy From 6 Gp Lns to 6 Gp Lns W/ 2 Managed Toll Lns and 4/6 Ftg Rds Continuous</td>
<td>Alternative Routes</td>
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<td>Fort Worth</td>
<td>0363-03-053</td>
<td>SH 121</td>
<td>Handley-Ederville Rd to Riverside Dr</td>
<td>Repair/Replace Existing Metal Beam Guard Fence</td>
<td>Safety</td>
<td>TBD</td>
<td>$686</td>
<td>Project Tracker</td>
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<td>Fort Worth</td>
<td>0364-01-148</td>
<td>SH 121</td>
<td>Glade Rd to SH 183</td>
<td>Reconstruct Shoulder For Peak Hour Utilization</td>
<td>Asset Manag and Util</td>
<td>2018</td>
<td>$26,000</td>
<td>Draft 2018 UTP</td>
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<td>Fort Worth</td>
<td>0364-06-012</td>
<td>SH 26</td>
<td>1.203 mi N of SH 114 to 0.282 mi SW of FM 2499</td>
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<td>TBD</td>
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<td>Fort Worth</td>
<td>0422-03-037</td>
<td>US 67</td>
<td>Park Road 21, East to FM 1434</td>
<td>Reconstruct 2 Lane to 4 Lane Divided</td>
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<td>Pr 21 to BU 67</td>
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<td>0444-02-021</td>
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<td>Young County Line to US 281</td>
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<td>Fort Worth</td>
<td>0718-02-069</td>
<td>FM 156</td>
<td>North of Westport Parkway to South of Westport Parkway</td>
<td>Add Left &amp; Right Turn Bay of S Side of Intersection, Add Right Turn Bay On N Side of Intersection</td>
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<td>0718-02-070</td>
<td>FM 156</td>
<td>Intermodal Parkway to US 81/287</td>
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<td>Fort Worth</td>
<td>0747-03-080</td>
<td>FM 157</td>
<td>Mid Cities Blvd to Midway Drive</td>
<td>Widen From 4 to 6 Lanes</td>
<td>Mobility and Connectivity</td>
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<td>Fort Worth</td>
<td>1068-01-197</td>
<td>I-30</td>
<td>At Minor 1 Arterial to West of Linkcrest</td>
<td>Construction of The West Side Ramps at Linkcrest Interchange</td>
<td>Mobility and Connectivity</td>
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<td>Fort Worth</td>
<td>1068-01-207</td>
<td>I-30</td>
<td>Sp 580 to I-820</td>
<td>Add One General Purpose Lane WB &amp; EB</td>
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<td>Sp 580 to Chapel Creek Blvd</td>
<td>Construct New WB and EB Frontage Roads</td>
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<td>Fort Worth</td>
<td>1068-01-209</td>
<td>I-30</td>
<td>University Dr to Forest Park Blvd</td>
<td>Add One General Purpose Lane EB</td>
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<td>Fort Worth</td>
<td>1068-01-210</td>
<td>I-30</td>
<td>Main Street to I-35W</td>
<td>Installation of Its Fiber, Its Equipment, Satellite Building</td>
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<td>Fort Worth</td>
<td>1068-01-213</td>
<td>I-30</td>
<td>I-820 to Camp Bowie Blvd</td>
<td>Reconstruct Freeway From 6 to 8 Main Lanes and Reconstruct 2/8 to 2/8 Lane Frontage Roads</td>
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<td>1068-01-214</td>
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<td>Linkcrest Drive to I-820</td>
<td>Add 1 Gp Lane In Each Direction, Const Frontage Roads, Reconst Sp580 Interchange</td>
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<td>TBD</td>
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<td>Fort Worth</td>
<td>1068-01-216</td>
<td>I-30</td>
<td>WB Ih30 Col Dist From University Dr to Over WB Ih30 Exit Ramp to Montgomery</td>
<td>Replace Bridge Deck and Approach Slabs</td>
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<td>Fort Worth</td>
<td>1068-02-072</td>
<td>I-30</td>
<td>Oakland Blvd in FT Worth, E to Cooper Street</td>
<td>Construct Additional Thru Lanes &amp; Upgrade to Standards &amp; Tms</td>
<td>Alternative Routes</td>
<td>TBD</td>
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<td>Fort Worth</td>
<td>1068-02-121</td>
<td>I-30</td>
<td>Morrison Drive Over Ih30</td>
<td>Rehab &amp; Widen The Bridge and Appr</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>1068-02-127</td>
<td>I-30</td>
<td>Cooper Street to Dallas County Line</td>
<td>Widen From 6 to 10 Lanes With 2 Reversible Managed Lanes, Modifications to SH 360 Connections, and Ramp Modifications</td>
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<td>1068-02-145</td>
<td>I-30</td>
<td>Sandy Lane Over I 30</td>
<td>Increase Vert Undcl and Widen</td>
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<td>TBD</td>
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<td>I-35W to I-820</td>
<td>Installation of Its Fiber, Its Equipment, Satellite Building</td>
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<td>US 380</td>
<td>US 281 to FM 1156</td>
<td>Construct Super 2</td>
<td>Mobility and Connectivity</td>
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<tr>
<th>District</th>
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<th>Cost Estimate ($1000s)</th>
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<td>Fort Worth</td>
<td>1330-01-068</td>
<td>FM 1187</td>
<td>Chisholm Trail Parkway to Bf 1187C</td>
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<td>At Stephenson Levy Rd</td>
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<td>I-35W to Newt Patterson Road</td>
<td>Reconstruct Existing 2 Lanes to 4 Lane Divided Urban</td>
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<td>East of I-35W Frontage Road to West of Hunters Field Blvd</td>
<td>Add Turn Lanes and Widen Shoulders</td>
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<td>FM 1709</td>
<td>US 377 to SH 114</td>
<td>Design of Signal Interconnect and CCTV System</td>
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<td>1603-03-038</td>
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<td>FM 1938</td>
<td>FM 1709 to Starnes Rd</td>
<td>Install Raised Median, Profile Edgeline Markings</td>
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<td>1978-01-059</td>
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<td>Starnes Rd to Harwood Rd</td>
<td>Install Raised Medians and Profile Edgeline Markings</td>
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<td>2266-02-054</td>
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<td>Ave K/Brown Blvd to Abram Street</td>
<td>Reconstruct From 6 Lanes to 8 Lanes</td>
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<td>North of E Abram St to I-20</td>
<td>Widen &amp; Reconstruct 6 to 8 Lanes</td>
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<td>2266-02-139</td>
<td>SH 360</td>
<td>Trinity River to I-20</td>
<td>Repair Concrete Pavement Failures, Diamond Grind, Pavement Markings</td>
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<td>2266-02-146</td>
<td>SH 360</td>
<td>0.349 mi N of SH 180 to 0.158 mi N of SH 180</td>
<td>Install Protection For Railroad Bridge Column, Drainage &amp; Pavement Markings</td>
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<td>Fort Worth</td>
<td>2266-02-151</td>
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<td>0.134 mi SE of SH 121 to 1.194 mi S of SH 183</td>
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<td>2374-05-066</td>
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<td>I-820 to Park Springs Blvd</td>
<td>Widen Freeway to Accommodate Managed Lane Addition</td>
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<td>I-20</td>
<td>EB and WB I-20 Over Bowen Rd to EB and WB I-20 Over Rush Creek</td>
<td>Replace Bridge &amp; Approach Railing Or Add Safety End Treatment Or Guardfence</td>
<td>Safety</td>
<td>TBD</td>
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<td>Park Springs Blvd to Dallas County Line</td>
<td>Reconstruct Freeway From 8 to 10 Lanes And 4/6 Lane Continuous Frontage Roads</td>
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<td>Collins Street to Great Southwest Parkway</td>
<td>Add Auxiliary Lane For SH 360 Direct Connect Entrances</td>
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<td>0.215 mi E of SH 121 to 0.022 mi W of SH 121</td>
<td>Install Led Flashing Chevrons On Curve, Improve Guardrail to Design Standard</td>
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<td>At FM 1938</td>
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<td>FM 1952 to SP 10</td>
<td>Add 10-Foot Shoulders, Overlay and Replace Bridge Culverts</td>
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<td>US 90A</td>
<td>US 90A/S.Wayside at Country Club Byu</td>
<td>Replace Bridge and Approaches (NBI# 12102002710037)</td>
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<td>At Middle Bayou and Coon Creek to Tributary</td>
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<td>League Line Road to FM 3083- Teas Nursery Road</td>
<td>Widen to 4-Lane Divided Roadway</td>
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<td>FM 2920 to Montgomery County Line</td>
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<td>SB Frtg Rd Bridge at Cypress Creek</td>
<td>Replace SB Frontage Road Bridge and Approaches</td>
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<td>South of West Road to N of BW 8</td>
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<td>South of Shepherd Drive to South of West Road</td>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
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<td>0111-01-067</td>
<td>FM 521</td>
<td>BW 8 to Fort Bend C/L</td>
<td>Widen to 4-Lane Divided Section and Construct Grade Separation at Uprr (Dot# 447 969Y)</td>
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<td>Harris County Line to South of FM 2234</td>
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<td>SH 6 to FM 2234</td>
<td>Reconstruct and Widen to 4 Lanes With Raised Medians, Intersection Improvements, Signal Improvements &amp; Ped Access</td>
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<td>At San Jacinto River</td>
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<td>BS 35C North to SH 6</td>
<td>4-Lane Tollway (Most Feasible Toll Alternative)</td>
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1 - Rail related  
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<td>Bellfort to North of Almeda-Genoa</td>
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<td>I-45 to Griggs Rd</td>
<td>8-Lane Tollway On New Location and Traffic Management System (Most Feasible Toll Alternative)</td>
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<td>0.27 mi N of Wayside Dr to 0.13 mi S of Wayside Dr</td>
<td>Construct 8-Lane Tollway On New Location With Grade Separation</td>
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<td>South of Wayside Dr to Bellfort</td>
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<td>At BW 8 I/C</td>
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<td>At Jamison Slough to and at Oyster Creek</td>
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<td>SH 36, 5.2 mi W of Rosenberg to US 59</td>
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<td>Austin C/L to SP 529 in Rosenberg</td>
<td>Widen Existing Pavement to 4-Lane Divided Rural</td>
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<td>Houston</td>
<td>0188-03-022</td>
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<td>North of CR 467/Hogg Ranch Rd to SH 35</td>
<td>Gs Over New SH 35, Overlay and Restripe Pavement From 2 to 4 Lanes</td>
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<td>S of Brazoria to S of Jones Creek Bridge</td>
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<td>S of Jones Creek Bridge to 0.2 mi N of Brazos Riv Diversion Ch</td>
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<td>0192-01-093</td>
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<td>N of Brooks St to Lexington Blvd</td>
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<td>At BS 35</td>
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<td>0271-04-070</td>
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<td>FM 359 to Waller-Fort Bend C/L</td>
<td>Widen to 6 Main Lanes With 4 Managed Lanes and Reconstruct Interchange at Woods and Igloo Roads</td>
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<td>Waller-Fort Bend County Line to Fort Bend-Harris County Line</td>
<td>Widen to 6 Main Lanes With 4 Managed Lanes; Reconstruct 2-3 Lane Fr's; Reconstruct Interchanges at FM 1463 and Pin Oak</td>
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<td>Fort Bend County Line to SH 6</td>
<td>Reconfigure to Remove Diamond Lanes and Add 4 Managed Lanes</td>
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<td>At N Shepherd Dr</td>
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<td>At Durham Dr</td>
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<td>0271- 14-218</td>
<td>I-610</td>
<td>W of Mangum/18th St On Hempstead to S of Old Katy Rd On I-610 (Seg 1)</td>
<td>Construct Interchange With Managed Lanes and Dc's With Two 2-Lane Frontage Roads</td>
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<td>0271- 15-089</td>
<td>I-610</td>
<td>At I-10 E</td>
<td>Replace Bridge and Approaches (NBI No 121020027115381)</td>
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<td>0.582 Miles East of SH 35 to 0.718 Miles West of SH 35</td>
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<td>0271-17-145</td>
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<td>I-610 (Southbound) to at I-69</td>
<td>Construct Direct Connector (I-610 SB to I-69 NB) and Hov Access to Uptown Transit Center</td>
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<td>I-610 (NB) to at I-69 (Str #104)</td>
<td>Construct Direct Connector (I-610 NB to I-69 SB)</td>
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<td>I-69 NB (W of I-610) to I-610 SB (Bissonnet Street)</td>
<td>Reconstruct I-69 Sw Frwy NB (EB) to I-610 SB Direct Connector</td>
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<td>At I-69</td>
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<td>SH 146</td>
<td>Fairmont Parkway to Red Bluff</td>
<td>Widen to 6 Lanes With 2 2-Lane Frontage Roads</td>
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<td>Tidwell Road to South of Shepherd Drive</td>
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<td>I-10 to I-610</td>
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<td>Remove Existing Pierce Elevated and Construct Parkway Connectors Into Downtown Houston</td>
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<td>Garth Road to Chambers C/L</td>
<td>Install Its Equipment &amp; Infrastructure - 144-Strand Fiber Trunk Line, Closed-Circuit Cameras, Dms &amp; Traveltime Readers</td>
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<td>0586-01-048</td>
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<td>Construct 6 Lane Tollway With Grade Separations at Stagecoach Rd and Woodlands Parkway</td>
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1 - Rail related  
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<td>FM 528 to Landing Blvd/Nasa 1 Bypass at I-45</td>
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<td>James Lane to FM 1093/FM 359</td>
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<td>Houston</td>
<td>3510-04-038</td>
<td>SH 99</td>
<td>At US 59 in Sugar Land (Segment D)</td>
<td>Construct 4-Lane Toll Way 3rd Level Overpass</td>
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<td>At FM 1093/Westpark Tollway to Interchange</td>
<td>Construct 2 Dcs (WB-NB,NB-EB) (Toll) (Segment D)</td>
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<td>Houston</td>
<td>3510-04-049</td>
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<td>0.34 Miles South of Peek Road to 0.28 Miles North of Peek Road</td>
<td>Construct Overpass and Approaches (Segment D Toll)</td>
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<td>Houston</td>
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<td>.720 mi N Kingsland Blvd (Segment D to Fort Bend County Line</td>
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<td>Houston</td>
<td>3595-01-019</td>
<td>SH 275</td>
<td>33rd Street to 22nd Street</td>
<td>Rehabilitation of Existing Rd and Intersection Improvements</td>
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1 – Rail related
2 – Port related
3 – Airport related
4 – Border crossing related

156
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<td>Laredo</td>
<td>0017-08-087</td>
<td>I-35</td>
<td>0.235 mi South of RRgs at Relief Rt to 0.235 mi North of RRgs at Relief Rt</td>
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<td>0017-17-009</td>
<td>BI 35-C</td>
<td>0.809 mi S of SH 97 to 0.850 mi S of SH 97 at Nueces River</td>
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<td>0018-01-095</td>
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<td>200 Feet North of Elm Creek Int Wfr to 200 Feet South of Elm Creek Int Wfr</td>
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<td>1037.5 FT.North Bi35C Underpass Int to 762.50 FT.South Bi35C Underpass Int</td>
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<td>0.50 mi East of Ih35/ Us59-Sl20 to 0.50 mi North of Ih35 / Us59-Sl20</td>
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<td>Replace Bridge and Approach Railing Or Add Safety End Treatm Ent Or Replace Guardfence</td>
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<td>1.45 M S of Zavala/Uvalde Cl At Nueces to 2.44 M S of Zavala/Uvalde Cl</td>
<td>The Replacement of An Existing Bridge</td>
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<td>0086-10-054</td>
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<td>At Del Mar Blvd</td>
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<td>At International Blvd</td>
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<td>5.0 Miles East of US 83 to La Salle County Line</td>
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<td>US 277 0.273 mi S of FM 1665 Southern Int to FM 1588</td>
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<td>TBD</td>
<td>$90</td>
<td>Project Tracker</td>
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<td>Laredo</td>
<td>0299-14-010¹, ⁴</td>
<td>SL 480</td>
<td>US 57 to US 277 N</td>
<td>For The Construction of A 2 Lane Undivided Facility and Railroad Grade Separation</td>
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<td>Laredo</td>
<td>0300-01-094⁴</td>
<td>US 277</td>
<td>SL 480 to 11.752 mi W of Dimmit County Line</td>
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¹ – Rail related
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⁴ – Border crossing related
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<td>0301-01-073</td>
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<td>0.905 mi E of US 83 at Draw to 0.890 mi E of US 83</td>
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<td>0.242 mi SW of FM 468 at Allen Creek to 0.851 mi SW of FM 468</td>
<td>The Replacement of An Existing Bridge</td>
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<td>Laredo</td>
<td>0483-01-049</td>
<td>SH 97</td>
<td>FM 624 to 2.918 mi W of Lasalle/Mcmullen C/L</td>
<td>Widen Pavement to Provide Passing Lanes</td>
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<td>0542-01-086</td>
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<td>2373-01-020</td>
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<td>TBD</td>
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<td>SH 137</td>
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<td>At Trinity River</td>
<td>Repair Substructure</td>
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1 – Rail related
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<td>At SH 154 and at Rock CR Relief #1</td>
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<td>US 271</td>
<td>BU 271-D, 0.76 mi West of SH 37, S to 0.283 mi N of Trent Lake Bridge</td>
<td>Add 2 Lanes to Provide A 4 Lane Facility</td>
<td>Mobility and Connectivity</td>
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<td>$18,500</td>
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<td>Paris</td>
<td>0549-02-028</td>
<td>SH 121</td>
<td>Cr 635 to North of CR 635</td>
<td>Reconstruct and Widen 3 Lane Undivided to 4 Lane Divided Rural Roadway</td>
<td>Alternative Routes</td>
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<td>Paris</td>
<td>0610-01-045</td>
<td>I-30</td>
<td>Caney Creek Bridge to Franklin County Line</td>
<td>Widen 4-Lane Freeway to 6-Lane Freeway</td>
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<tr>
<th>District</th>
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<td>Pharr</td>
<td>0038-02-033</td>
<td>US 83</td>
<td>Webb/Zapata County Line to 9.90 mi S of Webb/Zapata Cnty Line</td>
<td>Widen From 2 Lane Undivided to 4 Lane Undivided</td>
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<td>3.90 mi S of Webb/Zapata Cnty Line to 1.47 mi N of FM 3169</td>
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<td>1.475 mi N of FM 3169 to 0.975 mi S of FM 3169</td>
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<td>0.70 mi S of FM 2687 to 0.05 mi N of Lopeno Ave</td>
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<td>At Pete Solis Rd.</td>
<td>Close Crossover</td>
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<td>Pharr</td>
<td>0039-01-092</td>
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<td>At Delfino Lopez St.</td>
<td>Install Intersection Flashing Beacon, Safety Lighting at Intersection</td>
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<td>0039-02-063</td>
<td>US 83</td>
<td>0.44 mi W of FM 2221 to 0.44 mi E of Liberty Blvd.</td>
<td>Construct Overpassess at FM 2221, Tom Gill Rd., &amp; Liberty Blvd.</td>
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<td>Tom Gill Rd. to FM 1427</td>
<td>Improve Traffic Signals, Interconnect Signals</td>
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<td>Pharr</td>
<td>0039-03-104</td>
<td>BU 83-S</td>
<td>I-2 to FM 494</td>
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<td>FM 1423 (Val Verde Rd) to 1st St.</td>
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<td>Pharr</td>
<td>0039-07-049</td>
<td>I-69E</td>
<td>At I-69E &amp; FM 732 Intersection to at Sherer Rd./Bus 77 Intersection</td>
<td>Proposed Continuous Frontage Rd. &amp; Intersection Improvement</td>
<td>Alternative Routes</td>
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<td>Spur 54 to 4.325 mi S of Cameron/Willacy Cl</td>
<td>Upgrade to Interstate Standards</td>
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<td>SH 32 to 1.35 mi NE to Proposed Port Entr.</td>
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<td>Arroyo Colorado Bridge to SH 345</td>
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<td>BU 77-X</td>
<td>At Pfc Juan Garza Rd.</td>
<td>Install Intersection Flashing Beacon, Safety Lighting at Intersection</td>
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<td>FM 732 to FM 1577</td>
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<td>Mclelland St. to Medical St.</td>
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<td>SH 4 to FM 511</td>
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<td>Kenedy/Kleberg C.L. to 0.71 mi N. of La Parra Ave.</td>
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<td>At Commerce St.</td>
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<td>FM 1425 to West Levee</td>
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<td>.25 mi N of Bus 83 to at Edinburg Main Canal</td>
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<td>0.25 Miles West of Rio Grande St to SH 163 in Ozona</td>
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<td>At FM 2169</td>
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<td>North Creek Rd. to US 87</td>
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1 – Rail related  
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<td>Provide Additional Paved Surface Width, Milled Edgeline and Centerline Rumble Strips</td>
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<td>FM 2252</td>
<td>At Evans Road</td>
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<td>0.3 mi S of FM 1861(Van Zandt C/L), S to 0.1 mi N of SL 7 in Athens (Watson)</td>
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<td>0138-03-144</td>
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<td>FM 850, S &amp; SE to SL 571 in Henderson (SBI)</td>
<td>Repair, Repave, Add 10’ Outside &amp; 4’ Inside Shoulders-SBI</td>
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<td>US 259 in NE Kilgore at SH 31, S to 0.8 mi S of FM 2204 (Rusk C/L)</td>
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<td>1.5 mi East of FM 2574 to Str#100010020 601032 Over UPRR</td>
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<td>2.8 mi NE of FM 2574(S), SW to 0.5 mi NE of LP 256 in Palestine</td>
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<td>Cherokee C/L at Neches River, SE to 2.8 mi NE of FM 2574(S), Sw</td>
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<td>US 79</td>
<td>3.163 mi W of SH 110-New Smmrfld Cl to 1.180 mi E of SH 204-JVille Cl</td>
<td>Install Profile Edgeline &amp; Centerline Markings</td>
<td>Safety</td>
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<td>Tyler</td>
<td>0206-06-031</td>
<td>US 79</td>
<td>At CR 445 to 1.3 mi N of Sh42</td>
<td>Install Safety Lighting</td>
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<td>TBD</td>
<td>$33</td>
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<td>Tyler</td>
<td>0245-05-050</td>
<td>SH 64</td>
<td>Van Zandt C/L, SE to FM 2661</td>
<td>Install Profile Edgeline &amp; Centerline Markings</td>
<td>Safety</td>
<td>TBD</td>
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<tr>
<td>Tyler</td>
<td>0245-08-050</td>
<td>SH 64</td>
<td>At CR 483, 2.7 mi E of SH 42 to at Joinerville</td>
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<td>TBD</td>
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<td>Tyler</td>
<td>0248-06-017</td>
<td>US 271</td>
<td>Upshur C/L, 0.1 mi N of FM 2275, S to SL 485 in Gladewater</td>
<td>Widen From 2 Lanes to 4 Lanes W/Flush Median</td>
<td>Mobility and Connectivity</td>
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<td>Tyler</td>
<td>0345-01-062</td>
<td>SH 110</td>
<td>At Toll49 to 2.2 mi S of FM 2964(Shiloh) in Tyler</td>
<td>Improve &amp; Interconnect Traffic Signals</td>
<td>Safety</td>
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<td>Tyler</td>
<td>0345-01-063</td>
<td>SH 110</td>
<td>At Grande Blvd to 1.5 mi S of FM 2964(Shiloh) in Tyler</td>
<td>Improve &amp; Interconnect Traffic Signals</td>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
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<td>Tyler</td>
<td>0377-01-040</td>
<td>SH 135</td>
<td>1.8 mi N of FM 1252 in Librty Cty,N to US 271, in Gladewater</td>
<td>Widen From 2 Lane to 4 Lane Divided Roadway</td>
<td>Mobility and Connectivity</td>
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<td>Tyler</td>
<td>0377-01-050</td>
<td>SH 135</td>
<td>At Peavine Rd to 1 mi S of I-20 in Kilgore</td>
<td>Install Safety Lighting</td>
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<td>Tyler</td>
<td>0392-03-049</td>
<td>US 259</td>
<td>At FM 449 to N of Longview</td>
<td>Install Safety Lighting</td>
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<td>Tyler</td>
<td>0424-01-054</td>
<td>SH 31</td>
<td>SL 323, in Tyler, E to Cr236, MPO Bndry, 1.6 mi E of FM 757</td>
<td>Widen 2 Lanes to 4 Lane Divided Highway</td>
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<td>Tyler</td>
<td>0424-01-055</td>
<td>SH 31</td>
<td>FM 850(E), E to FM 757</td>
<td>Install Profile Edgeline Markings</td>
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<td>0424-01-056</td>
<td>SH 31</td>
<td>0.1 mi W of FM 850 (N), E to 0.1 mi E of FM 850(S)</td>
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<td>Safety</td>
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<td>Tyler</td>
<td>0424-01-057</td>
<td>SH 31</td>
<td>Cr236, MPO Bndry, 1.6 mi E of FM 757, E to 0.9 mi W of FM 2767 (Gregg C/L)</td>
<td>Widen 2 Lanes to 4 Lane Divided Highway</td>
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<td>0424-02-045</td>
<td>SH 31</td>
<td>0.9 mi W of FM 2767 (Smith C/L), E to FM 1639 (Begin 4-Ln)</td>
<td>Widen 2 Lanes to 4 Lane Divided Highway</td>
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<td>Tyler</td>
<td>0424-02-046</td>
<td>SH 31</td>
<td>At FM349 in Kilgore</td>
<td>Improve &amp; Interconnect Traffic Signals, Install Flashing Yellow Arrow</td>
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<tr>
<td>Tyler</td>
<td>0424-02-047</td>
<td>SH 31</td>
<td>FM 3053, E to FM 1639</td>
<td>Improve Drainage, Upgrade Guard Rail</td>
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<td>Tyler</td>
<td>0495-02-062</td>
<td>I-20</td>
<td>At Blackberry, Flat &amp; Caney Creek to &amp; at Andy, Rats &amp; Flat Crk Tribs</td>
<td>Replace Bridge Rail</td>
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<td>Tyler</td>
<td>0495-03-062</td>
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<td>At Mustang &amp; Big Sandy Crk &amp; at to Pole, Glade &amp; Neches River Tribs</td>
<td>Replace Bridge Rail</td>
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<td>Tyler</td>
<td>0495-04-068</td>
<td>I-20</td>
<td>At FM 849 in The Hideaway Lake Community</td>
<td>Improve Vertical Clearance By Replacing Bridge</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$3,350</td>
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<td>Tyler</td>
<td>0495-04-069</td>
<td>I-20</td>
<td>1 mi E of Toll 49 (Harvey Rd), E to US 69 in Lindale</td>
<td>Ramp Reversal &amp; One-Way Frontage Roads</td>
<td>Alternative Routes</td>
<td>2020</td>
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<td>Tyler</td>
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<td>Van Zandt C/L, E to 1.4 mi E of US 69</td>
<td>Widen Controlled Access Facility From 4 Lanes to 6 Lanes</td>
<td>Mobility and Connectivity</td>
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<td>0495-05-053</td>
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<td>1.4 mi E of US 69, E to 0.9 mi E of US 271</td>
<td>Widen Controlled Access Facility From 4 Lanes to 6 Lanes</td>
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<td>0.9 mi E of US 271, E to Gregg C/L</td>
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<td>At Mlk 0.16 mi E of SH 322 in Longview</td>
<td>Improve Vertical Clearance By Replacing Bridge</td>
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<td>0495-07-074</td>
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<td>0.7 mi W of Us259 (Mm 588), E to 1.3 mi E of Sh31 (Mm 590)</td>
<td>Improve Left Exit Interchange Over Uprr</td>
<td>Alternative Routes</td>
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<td>$50,000</td>
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<td>Tyler</td>
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<td>1.3 mi E of SH 31 (MM 590), E to Harrison C/L</td>
<td>Widen Controlled Access Facility From 4 Lanes to 6 Lanes</td>
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<td>$167,340</td>
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<td>Tyler</td>
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<td>1.3 mi E of SH 31 (MM 590), E to Harrison C/L</td>
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<td>At FM 322 in Palestine</td>
<td>Improve &amp; Interconnect Traffic Signals, Install Flashing Yellow Arrow</td>
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<td>Tyler</td>
<td>0545-02-039</td>
<td>SH 42</td>
<td>At CR 133, 1.4 mi N of SH 135 to at Leveretts Chapel</td>
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<td>US 175</td>
<td>At FM 1616 in Athens</td>
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<td>Tyler</td>
<td>3421-01-004</td>
<td>SL 571</td>
<td>US 79, SW of Henderson, SW &amp; E to US 259, S of Henderson</td>
<td>Construct 2 Lane Roadway On New Location (Ph 1 of 4 Ln Divided Highway)</td>
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<td>Waco</td>
<td>0015-01-171</td>
<td>I-35</td>
<td>S LP 340 to N LP 340</td>
<td>Reconst.,Widen Mainlanes From 6 to 8,Reconst.Frontage Rd and Extend Frontage Roads Where Discontinuous and Realign Ramps</td>
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<td>TBD</td>
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<td>0015-01-244</td>
<td>I-35</td>
<td>12th Street to BU 77</td>
<td>Replace 5 Bridges Approaches Within I-35 Construction Project</td>
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<td>At Trib of Shaw Creek to (Str #112)</td>
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<td>At SH 6 UP (NB Fr) to (Str #82)</td>
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<td>SS 298</td>
<td>Lake Air Dr to New Road</td>
<td>Widen to Six Lanes Divided, Relocate Main Lanes to Frontage Roads,</td>
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<td>FM 1695 to Tx Central Pkwy</td>
<td>Realign On and Off Ramps From Diamond to &quot;X&quot; Configuration</td>
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<td>FM 1245 to Navasota River</td>
<td>Widen Shoulders and Add Passing Lanes</td>
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<td>Navasota River to SH 14</td>
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<td>FM 1365 to 1.05 mi E of FM 1365 (Mexia C/L)</td>
<td>Widen From Two to Four Lane Divided With Continuous Left Turn Lane</td>
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<td>Coryell Co Line to Lake Belton Brdg</td>
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<td>At 57th St Underpass to (NBml) (Str #034)</td>
<td>Rehabilitate Bridge and Approaches</td>
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<td>At Hill Hollow Branch to (Str #035)</td>
<td>Add Safety End Treatment</td>
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<td>0185-01-030</td>
<td>US 190</td>
<td>2.0 mi S of FM 436 in Heidenheimer to Milam C/L</td>
<td>Widen to 4 Lane Divided Rural</td>
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<td>0231-03-134</td>
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<td>At Br of Little Nolan Creek to (Str #071)</td>
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1 – Rail related
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</tr>
<tr>
<td>Wichita Falls</td>
<td>0125-01-034</td>
<td>US 183</td>
<td>6.2 Miles North of Throckmorton C/L to Throckmorton Cl</td>
<td>Add Shoulders</td>
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<td>0133-04-042</td>
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<td>Knox County Line to BU 183B</td>
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<td>TBD</td>
<td>$8,500</td>
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</tr>
</tbody>
</table>

1 – Rail related  
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<table>
<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
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<tbody>
<tr>
<td>Wichita Falls</td>
<td>0133-05-027</td>
<td>SH 114</td>
<td>0.081 mi W of US 183 to FM 1285</td>
<td>Centerline Texturing</td>
<td>Safety</td>
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<td>0133-06-030</td>
<td>SH 114</td>
<td>FM 1285 to Archer County Line</td>
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<td>TBD</td>
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<tr>
<td>Wichita Falls</td>
<td>0194-01-010</td>
<td>I-35</td>
<td>On I-35 at The Red River Bridge</td>
<td>Widen to 8 Lane Freeway Facility</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$26,200</td>
<td>Project Tracker</td>
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<tr>
<td>Wichita Falls</td>
<td>0194-02-081</td>
<td>I-35</td>
<td>Red River Bridge to 0.2 Miles South of US 82</td>
<td>Widen From 6 Lane to 8 Lane Freeway Facility</td>
<td>Alternative Routes</td>
<td>TBD</td>
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<tr>
<td>Wichita Falls</td>
<td>0194-02-092</td>
<td>I-35</td>
<td>0.2 Miles South of US 82 to Red River Bridge</td>
<td>Widen to 6 Lane Freeway Facility</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$205,000</td>
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</tr>
<tr>
<td>Wichita Falls</td>
<td>0194-02-097</td>
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<td>0.774 mi N of US 82 to 0.227 mi N of FM 372</td>
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<td>$369</td>
<td>Project Tracker</td>
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<tr>
<td>Wichita Falls</td>
<td>0195-01-087</td>
<td>I-35</td>
<td>0.7 Miles North of FM 3002 to 0.2 Miles South of US 82</td>
<td>Widen From 6 Lane to 8 Lane Freeway Facility</td>
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<tr>
<td>Wichita Falls</td>
<td>0195-01-110</td>
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<td>Denton County Line to 0.7 Miles North of FM 3002</td>
<td>Widen to A 8 Lane Freeway Facility</td>
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<td>TBD</td>
<td>$30,000</td>
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1 - Rail related
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<table>
<thead>
<tr>
<th>District</th>
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<th>Facility</th>
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<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
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<tbody>
<tr>
<td>Wichita Falls</td>
<td>0195-01-116</td>
<td>I-35</td>
<td>Denton County Line to North of FM 3002</td>
<td>Widen 4 to 6 Lane Rural Freeway</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$73,770</td>
<td>Project Tracker</td>
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<tr>
<td>Wichita Falls</td>
<td>0195-01-118</td>
<td>I-35</td>
<td>0.75 mi S of FM 3002 to 0.481 mi N of FM 3002</td>
<td>Safety Lighting</td>
<td>Safety</td>
<td>TBD</td>
<td>$195</td>
<td>Project Tracker</td>
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<tr>
<td>Wichita Falls</td>
<td>0312-01-076</td>
<td>FM 51</td>
<td>At Elm Fork Trinity River</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$3,750</td>
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<td>Wichita Falls</td>
<td>0514-01-041</td>
<td>SH 240</td>
<td>At China Creek</td>
<td>Replace Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$700</td>
<td>Project Tracker</td>
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<tr>
<td>Wichita Falls</td>
<td>0685-01-032</td>
<td>SS 325</td>
<td>FM 890 to 0.6 mi North of FM 890</td>
<td>Reconfigure Ramp</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$2,000</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Yoakum</td>
<td>0088-05-085</td>
<td>US 59</td>
<td>FM 1686 to SL 463</td>
<td>Upgrade to Rural Freeway</td>
<td>Alternative Routes</td>
<td>2018</td>
<td>$26,000</td>
<td>Draft 2018 UTP</td>
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<td>Yoakum</td>
<td>0088-05-096</td>
<td>US 59</td>
<td>BU 59-T to FM 446</td>
<td>Add 2 Lanes For A 4-Lane Divided Highway</td>
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<td>2023</td>
<td>$17,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
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<tr>
<td>Yoakum</td>
<td>0089-06-080</td>
<td>US 59</td>
<td>BU 59 South of El Campo to Jackson C/L</td>
<td>Upgrade to Rural Freeway</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$2,010</td>
<td>Project Tracker</td>
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</table>

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<table>
<thead>
<tr>
<th>District</th>
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<th>Location</th>
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<th>Source</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Yoakum</td>
<td>0089-07-145</td>
<td>US 59</td>
<td>FM 961 to BU 59 North of El Campo</td>
<td>Upgrade to Rural Freeway</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$2,430</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Yoakum</td>
<td>0089-07-152</td>
<td>US 59</td>
<td>2.0 mi S of FM 102(Pump Station Rd) to FM 961</td>
<td>Upgrade to Rural Freeway</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$57,000</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0089-07-154</td>
<td>US 59</td>
<td>0.26 mi North of FM 102 to 2.0 mi S of FM 102(Pump Station Rd)</td>
<td>Upgrade to Rural Freeway</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$80,000</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0089-08-094</td>
<td>US 59</td>
<td>FT. Bend County Line to Caney Creek</td>
<td>Develop Preliminary Schematic</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$2,016</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Yoakum</td>
<td>0089-08-100</td>
<td>US 59</td>
<td>SH 60 to 0.26 mi N. of FM 102</td>
<td>Upgrade to Rural Freeway</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$88,000</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Yoakum</td>
<td>0143-06-027</td>
<td>US 87</td>
<td>FM 2922 to 0.067 mi S. of Gcr 181(Ramsey St)</td>
<td>Construct Super 2 Lane</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$8,387</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Yoakum</td>
<td>0143-07-037</td>
<td>US 87</td>
<td>0.067 mi S of Gcr 181(Ramsey St) to Dewitt County Line</td>
<td>Construct Super 2 Lane</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$13,917</td>
<td>Project Tracker</td>
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</table>

1 – Rail related  
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<table>
<thead>
<tr>
<th>District</th>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
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<tbody>
<tr>
<td>Yoakum</td>
<td>0144-03-036</td>
<td>US 87</td>
<td>At FM 2433</td>
<td>Grade Separation</td>
<td>Safety</td>
<td>2024</td>
<td>$12,000</td>
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<td>Yoakum</td>
<td>0179-09-034</td>
<td>SH 35</td>
<td>At SH 172</td>
<td>Grade Separation</td>
<td>Safety</td>
<td>TBD</td>
<td>$15,357</td>
<td>Project Tracker</td>
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<td>Yoakum</td>
<td>0265-08-066</td>
<td>SH 71</td>
<td>At Bordovksy/Trinity School Rd</td>
<td>Safety Lighting at Intersection</td>
<td>Safety</td>
<td>TBD</td>
<td>$54</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0266-02-066</td>
<td>SH 71</td>
<td>At Schobel Rd</td>
<td>Safety Lighting at Intersection</td>
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<td>TBD</td>
<td>$56</td>
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<tr>
<td>Yoakum</td>
<td>0266-05-048</td>
<td>SH 71</td>
<td>FM 1300 to FM 2765</td>
<td>Widen Roadway to Accommodate 14' Two Way Left Turn Lanes</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$6,160</td>
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<tr>
<td>Yoakum</td>
<td>0269-02-065</td>
<td>US 77</td>
<td>Fayette C/L to US 90A</td>
<td>Improve Guardrail to Design Standards, Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>TBD</td>
<td>$292</td>
<td>Project Tracker</td>
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<td>Yoakum</td>
<td>0271-01-066</td>
<td>I-10</td>
<td>Colorado River Bridge to Austin C/L</td>
<td>Add Lanes For 6-Lane Facility</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$174,940</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0271-01-073</td>
<td>I-10</td>
<td>At Union Pacific Railroad - Str # 0271-01-414</td>
<td>Widen Bridge and Approaches</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$4,830</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0287-03-034</td>
<td>SH 80</td>
<td>UA 90 to 1.23 mi N. of FM 1682</td>
<td>Construct Super 2 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2023</td>
<td>$18,000</td>
<td>Project Tracker</td>
<td>Low</td>
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<thead>
<tr>
<th>District</th>
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<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yoakum</td>
<td>0287-04-038</td>
<td>SH 80</td>
<td>1.23 mi N. of FM 1682 to US 87</td>
<td>Construct Super 2 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2023</td>
<td>$17,000</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Yoakum</td>
<td>0420-01-040</td>
<td>SH 172</td>
<td>Baker Street in Ganado to Washington Street in La Ward</td>
<td>Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>TBD</td>
<td>$606</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Yoakum</td>
<td>0420-02-043</td>
<td>SH 172</td>
<td>Washington Street in La Ward to SH 35</td>
<td>Safety Treat Fixed Objects</td>
<td>Safety</td>
<td>TBD</td>
<td>$270</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0445-01-061</td>
<td>US 90A</td>
<td>At FM 443</td>
<td>Safety Lighting at Intersection</td>
<td>Safety</td>
<td>TBD</td>
<td>$26</td>
<td>Project Tracker</td>
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<tr>
<td>Yoakum</td>
<td>0535-08-072</td>
<td>I-10</td>
<td>SH 71 to Colorado River Bridge</td>
<td>Add Lanes For 6-Lane Facility</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$28,964</td>
<td>Project Tracker</td>
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<td>Yoakum</td>
<td>2350-01-054</td>
<td>SL 463</td>
<td>Mockingbird Lane to BU 59T</td>
<td>Construct East Bound Frontage Road</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$4,584</td>
<td>Project Tracker</td>
<td>Medium</td>
</tr>
<tr>
<td>Yoakum</td>
<td>2350-01-056</td>
<td>US 77</td>
<td>FM 236 to BU 59-T</td>
<td>Add 2 Lanes For A 4-Lane Divided Highway</td>
<td>Mobility and Connectivity</td>
<td>2023</td>
<td>$23,000</td>
<td>Project Tracker</td>
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<td>Yoakum</td>
<td>2350-01-059</td>
<td>US 77</td>
<td>US 77(Frontage Rd) at Mallette Dr</td>
<td>Construct Traffic Signal</td>
<td>Safety</td>
<td>TBD</td>
<td>$350</td>
<td>Project Tracker</td>
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Introduction

This document provides a summary of the revised project list for the update of the Texas Freight Mobility Plan (TFMP). The projects were identified by the Class I and shortline railroads operating within the state, the Houston-Galveston Area Council (H-GAC), the North Central Texas Council of Governments (NCTCOG), the Gulf Coast Rail District (GCRD), the ports, and the TxDOT Rail Division. The projects lists are draft and presented to facilitate TxFAC review and discussion of projects to be included in the TFMP.

The revised project list reflects 82 rail projects with a total estimated cost of $896 million. However, estimates for one-third of the projects are not available. Exhibit C-1 shows the breakout of the rail projects by source/sponsor.

Exhibit C-1: Rail Projects by Source/Sponsor

<table>
<thead>
<tr>
<th>Source/Sponsor</th>
<th># of Projects</th>
<th>Estimated Cost (in millions)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shortline Railroads</td>
<td>22</td>
<td>$134</td>
</tr>
<tr>
<td>H-GAC, NCTCOG, Gulf Coast Rail District, or Port of Houston</td>
<td>22</td>
<td>$307</td>
</tr>
<tr>
<td>TxDOT Rail Division</td>
<td>19</td>
<td>$228</td>
</tr>
<tr>
<td>Ports</td>
<td>19</td>
<td>$227</td>
</tr>
<tr>
<td>Total</td>
<td>82</td>
<td>$896</td>
</tr>
</tbody>
</table>

* Class I includes BNSF Railway (BNSF), Union Pacific (UP), and Kansas City Southern (KCS)

**Estimates were not available for all projects
<table>
<thead>
<tr>
<th>Location</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Estimated Cost ($000)</th>
<th>Source/Sponsor</th>
<th>Class I Railroad Stakeholder(s)</th>
<th>Public Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amarillo</td>
<td>Farmers Avenue Grade Separation</td>
<td>BNSF Hereford Subdivision, MP 558.36. Road crosses four tracks. (DOT #014695D)</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Baytown</td>
<td>FM 565 and 1405 Grade Separation</td>
<td>Grade separation to support industrial growth in Chambers County</td>
<td>TBD</td>
<td>HGAC/Gulf Coast Rail District</td>
<td>UP</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Beaumont</td>
<td>Neches River Rail Crossing</td>
<td>Construction of a second bridge for a rail crossing of the Neches River at Beaumont: The existing single track lift bridge is a significant capacity constraint on a major intercontinental rail line between Los Angeles and New Orleans. More than 30 trains per day cross the existing bridge at reduced speeds and are often delayed by trains entering/leaving the Port of Beaumont, which is adjacent to the existing lift bridge, and by watercraft moving along the Neches, requiring the bridge to lift.</td>
<td>$120,000</td>
<td>TxDOT Rail Division</td>
<td>BNSF, KCS, UP</td>
<td>Savings in freight shipping, inventory, emissions, crashes and congestion costs associated with avoiding diversion to longer rail routes or to truck. The annual direct benefit to be generated by the project is estimated at $4.5 million (in 2016$).</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Sinton Grade Crossing Relief</td>
<td>Create northbound wye connection toward Houston from Gregory. This is to support the Port of Corpus Christi's expansion out of LaQuinta</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>UP</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Location</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Estimated Cost ($000)</td>
<td>Source/Sponsor</td>
<td>Class I Railroad Stakeholder(s)</td>
<td>Public Benefit</td>
</tr>
<tr>
<td>----------</td>
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<td>---------------------------------</td>
<td>---------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Booth</td>
<td>Royal Lakes Blvd Grade Separation</td>
<td>BNSF Galveston Subdivision, MP 55.87. Road crosses main and siding track and experiences regular switching operations to serve Houston Power &amp; Light Plant (DOT #274661A)</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Houston</td>
<td>Griggs &amp; Long Grade Separation</td>
<td>BNSF Mykawa Subdivision, MP 19.35. Grade separate crossings at Griggs and Long. (DOT #023214G, 023215N)</td>
<td>TBD</td>
<td>HGAC</td>
<td>BNSF, UP</td>
<td>Eliminate multiple angled at-grade crossings adjacent to multiple rail yards. Identified by FRA in April 2016 as site of 10 or more incidents in the last 10 years. <a href="https://www.fra.dot.gov/eLib/details/L17404">https://www.fra.dot.gov/eLib/details/L17404</a></td>
</tr>
<tr>
<td>Houston</td>
<td>US-90 Grade Separation at Dayton Yard</td>
<td>Construct grade separation at US-90 and relocate wye connection at north end of Dayton Yard</td>
<td>TBD</td>
<td>HGAC</td>
<td>BNSF, UP</td>
<td>Eliminate traffic delay on US-90 due to rail crossing occupation</td>
</tr>
<tr>
<td>Houston</td>
<td>West Belt Grade Separation (Phase 2)</td>
<td>Construct grade separation at Lyons Avenue and close 3 at-grade crossings on West Street.</td>
<td>$28,500</td>
<td>HGAC/Gulf Coast Rail District</td>
<td>BNSF, UP</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
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<tr>
<td>Houston</td>
<td>Second Main Line Construction (Houston)</td>
<td>Construction of a second main line in Houston from the GH&amp;H Junction to Strang on the Port Terminal Railway Association track: This would eliminate more than 2.5 hours of train delay daily, which is caused by this single track constraint that connects to double track in both directions. Supports port and chemical industry expansion. Broadway bridge is funded and to be constructed.</td>
<td>TBD</td>
<td>HGAC/Port of Houston/Gulf Coast Rail District</td>
<td>BNSF, KCS, UP, PTRA</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Houston</td>
<td>Second Main Line Construction</td>
<td>Second Main, Dawes to Dayton, TX (BNSF-UP 50/50 Line)</td>
<td>TBD</td>
<td>HGAC/Gulf Coast Rail District</td>
<td>BNSF, KCS, UP</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Houston</td>
<td>Alameda-Genoa Road Grade Separation</td>
<td>BNSF Mykawa Subdivision, MP 14.06. Crosses three tracks at end of BNSF yard (DOT #023207W)</td>
<td>TBD</td>
<td>HGAC</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Dallas</td>
<td>DART - Double Track and CTC Madill Subdivision, Phase I</td>
<td>Construct minimum of two-main track and centralized traffic control system from Irving to Carrollton, including improvements to Carrollton interlocking.</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF</td>
<td>Expand DART passenger service and increase capacity of existing freight operations</td>
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Urban Projects
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<tr>
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<tbody>
<tr>
<td>Dallas</td>
<td>DART - Double Track and CTC Madill Subdivision, Phase II</td>
<td>Construct minimum of two-main track and centralized traffic control system from Carrollton to Frisco.</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF</td>
<td>Expand DART passenger service and increase capacity of existing freight operations</td>
</tr>
<tr>
<td>Denton</td>
<td>Denton Maintenance Of Way Rail Relocation</td>
<td>Relocation of the UPRR Maintenance of way track and stub track in Downtown Denton</td>
<td>$50,000</td>
<td>NCTCOG</td>
<td>UP</td>
<td>Enhanced mobility for both passenger and freight rail operations</td>
</tr>
<tr>
<td>Dallas</td>
<td>Linfield Road Crossing Closure</td>
<td>Close the at-grade crossing at Linfield Rd and build a pedestrian overpass</td>
<td>$7,556</td>
<td>NCTCOG</td>
<td>UP</td>
<td>Safety / reliability improvements for Pedestrian mobility and enhanced mobility for freight rail operations</td>
</tr>
<tr>
<td>Dallas</td>
<td>Prairie Creek Rd Grade Separation and Crossing Closure</td>
<td>Grade separation of Prairie Creek Rd located on the UPRR Main line and crossing closure at Sam Houston Rd</td>
<td>$6,873</td>
<td>NCTCOG</td>
<td>UP</td>
<td>Safety / reliability improvements for roadway traffic and enhanced mobility for both passenger and freight rail operations</td>
</tr>
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<tr>
<td>Dallas</td>
<td>Trinity Mills Grade Separation</td>
<td>Trinity Mills Rd Grade Separation (Madill Subdivision)</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>DFW</td>
<td>Double Track Rail on TRE</td>
<td>Construct double-main track from Tower 55 to Dallas Union Station to enhance passenger operations. Project also includes evaluation of operational protocols to maximize freight movement across the DFW Metroplex.</td>
<td>$98,055</td>
<td>NCTCOG</td>
<td>BNSF, TRE</td>
<td>Enhance mobility for both passenger and freight rail operations</td>
</tr>
<tr>
<td>DFW</td>
<td>TRE - Rehabilitate and Double Track West Fork Trinity River Bridge</td>
<td>Rehabilitate existing bridge and add second bridge and approximately 0.7 miles of and main line track.</td>
<td>$3,000</td>
<td>NCTCOG</td>
<td>BNSF, UP, TRE</td>
<td>Enhance safety and increase capacity of existing passenger and freight operations. (NOTE: DART submitted this project for TIGER funding in 2016, requesting $17.4M)</td>
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<tbody>
<tr>
<td>Ennis</td>
<td>Ennis Ave Grade Separation</td>
<td>Grade separation of Ennis Ave and UPRR</td>
<td>$37,968</td>
<td>NCTCOG</td>
<td>UP</td>
<td>Safety / reliability improvements for roadway traffic and enhanced mobility for both passenger and freight rail operations</td>
</tr>
<tr>
<td>Ennis</td>
<td>Ennis Sealed Corridor</td>
<td>Enhance UPRR Bridges at Belknap and Baylor St and Close the at-grade crossing at Milam Rd, Brown Rd, Tyler St, and Baylor St.</td>
<td>$25,000</td>
<td>NCTCOG</td>
<td>UP</td>
<td>Safety / reliability improvements for Pedestrian mobility and enhanced mobility for freight rail operations</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>Blue Mound Road Grade Separation</td>
<td>BNSF Wichita Falls Subdivision, MP 7.6. Blue Mound Rd Grade Separation (DOT #274640G)</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>Downtown Ft Worth Sealed Corridor</td>
<td>Identify key rail infrastructure upgrades in the Tower 55 area of downtown Fort Worth to create a sealed corridor for enhanced freight and passenger mobility</td>
<td>$50,000</td>
<td>NCTCOG</td>
<td>BNSF, UP</td>
<td>Safety / reliability improvements for roadway traffic and enhanced mobility for both passenger and freight rail operations</td>
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<tr>
<td>Fort Worth</td>
<td>Hemphill Street Grade Separation</td>
<td>BNSF Fort Worth Subdivision, MP 343.5. Hemphill St. Grade Separation provides opportunity to extend Tower 55 tracks to Birds sidings. (DOT #020486J)</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>Seminary Drive Grade Separation</td>
<td>BNSF Fort Worth Subdivision, MP 341.1. Seminary DR Grade Separation (DOT #020478S)</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>Sycamore School Road Grade Separation</td>
<td>BNSF Fort Worth Subdivision, MP 337.6. Sycamore School Rd Grade Separation (DOT #020469T)</td>
<td>TBD</td>
<td>NCTCOG</td>
<td>BNSF, UP</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Kendleton</td>
<td>Grade separation overpass project</td>
<td>Overpass construction project at Doris Road to provide alternative road access to local residents and rail employees. The project will also allow for additional rail capacity expansion in Kendleton rail yard.</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>KCS</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Laredo</td>
<td>Laredo Grade Separations</td>
<td>Relieve congestion in downtown Laredo caused by the 14 at-grade crossings along the existing Texas-Mexico approach to the existing Laredo rail bridge</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>KCS, UP</td>
<td>Per FHWA / FRA policy and guidance</td>
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# Urban Projects

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<tr>
<td>Laredo</td>
<td>Laredo Bridge double track</td>
<td>Double track bridge at Laredo to improve rail traffic flows to/from Mexico.</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>KCS, UP</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Laredo</td>
<td>2nd ML from Laredo Bridge to Pt Laredo</td>
<td>2nd main line from Laredo rail bridge to Pt Laredo to facilitate additional movements to and from the border</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>UP</td>
<td>Grade separation opportunities and decreased delays at grade crossings</td>
</tr>
<tr>
<td>Wichita Falls</td>
<td>7th Street Grade Separation</td>
<td>BNSF Wichita Falls Subdivision, MP 114.1. Road crosses 9 tracks in middle of BNSF yard. (DOT # 274983N)</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
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## Rural Projects

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<tr>
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<tbody>
<tr>
<td>Corsicana</td>
<td>Grade Crossing Rationalization</td>
<td>Consider grade separations and closures to mitigate 15 crossings in approximately 2 miles.</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
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<tr>
<td>Eagle Pass</td>
<td>Eagle Pass Rail Improvements</td>
<td>Eagle Pass Rail Improvements Potential improvements could include: double-tracking segments between BNSF and UP sidings and between UP siding and tracks at Eagle Pass in the vicinity of the bridge to Piedras Negras, an intermodal facility with laydown pad for container movements, and improvements to assist CBP in conducting border security measures.</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF, UP</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Farwell</td>
<td>US-70 / US-84 Grade Separation</td>
<td>BNSF Hereford Subdivision, MP 757.27. Grade crossing at Transcon double main and third main line from Slaton Subdivision. 60% of project is in TX and 40% in NM (DOT #014787R)</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance.</td>
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<tr>
<td>Fort Stockton to Alpine</td>
<td>South Orient Rail Line Rehab (Alpine)</td>
<td>Rehabilitation of the South Orient rail line between Fort Stockton and Alpine to open the interchange with UP at Alpine: This section of the rail line is constructed of rail manufactured in 1912 that is substandard for today’s loadings. Rehabilitation is essential to enable shipments to/from the border at Presidio and to provide interchange capability with UP and foster competition for SORR freight between BNSF and UP. This would also allow crude oil shipments west to California across UP’s Sunset Route.</td>
<td>$75,500</td>
<td>TxDOT Rail Division</td>
<td>NA</td>
<td>Direct benefits to shippers that can use rail instead of truck in the form of reduced shipping costs and provide societal benefits in the form of reduced emissions, traffic accidents and pavement maintenance costs.</td>
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<tr>
<td>Greenville to Mount Pleasant</td>
<td>Northeast Texas Rural Rail Transportation District Rail Line Rehab</td>
<td>Rehabilitation of the Northeast Texas Rural Rail Transportation District (NETEX) rail line from Greenville to Mount Pleasant (66 miles): TxDOT owns the 31 miles of the NETEX ROW and has a security interest in the infrastructure from a Grant Funding Agreement in 1996. Track speeds on the NETEX line are limited to 10 mph due to defective cross ties and bridge deficiencies. The rail line must be rehabilitated to continue providing service to existing customers and to attract new business to the line and the region. TxDOT would seek additional ownership in the line and infrastructure as a condition to rehabilitating the line.</td>
<td>$32,000</td>
<td>TxDOT Rail Division</td>
<td>NA</td>
<td>Per FHWA / FRA policy and guidance.</td>
</tr>
<tr>
<td>Hearne</td>
<td>Hearne Area Crossing Mitigation.</td>
<td>Grade crossing closures or separations to improve vehicular fluidity and improve safety of the Hearne Terminal area.</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>UP</td>
<td>Per FHWA / FRA policy and guidance.</td>
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<tr>
<td>Odem</td>
<td>Wye connection on N. East quadrant</td>
<td>Streamlines train movements through Odem</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>UP</td>
<td>Reduces vehicle time spent at grade crossings while trains move through Odem.</td>
</tr>
<tr>
<td>Sherman</td>
<td>Grade Crossing Rationalization</td>
<td>Consider grade separations and closures to mitigate 18 crossings in approximately 5 miles.</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Tenaha</td>
<td>Tenaha Wye Connection</td>
<td>New Wye Connection at Tenaha, TX (Longview Subdivision)</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Reduced emissions, traffic accidents and pavement maintenance costs.</td>
</tr>
<tr>
<td>Vernon</td>
<td>US 283 Grade Separation</td>
<td>BNSF Red River Valley Subdivision, MP 163.35. Road crosses three tracks. (DOT #274661A)</td>
<td>TBD</td>
<td>TxDOT Rail Division</td>
<td>BNSF</td>
<td>Per FHWA / FRA policy and guidance</td>
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<tr>
<td>Big Spring</td>
<td>East Leg of the Wye and Interchange Tracks</td>
<td>Required unit-train interchange between UP and BSR capable of progressive moves to/from the east. Additional interchange is required to handle the demand for increased rail business into the City of Big Spring TX owned industrial park</td>
<td>$13,900</td>
<td>TSLRRA/BSR</td>
<td>BSR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Big Spring</td>
<td>Replace Worn 90 Pound Rail</td>
<td>Replace inadequate 90 lb. rail produced in the 1920’s with new 112 lb. rail for 1.7 miles of main lead track</td>
<td>$3,800</td>
<td>TSLRRA/BSR</td>
<td>BSR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brady to Lometa</td>
<td>286k Upgrade</td>
<td>Upgrades all bridges to 286k.</td>
<td>$3,800</td>
<td>TSLRRA/Omnitrac</td>
<td>CTXR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brady to Lometa</td>
<td>Priority 2 Bridge Repairs</td>
<td>Makes repairs to priority defects on bridges.</td>
<td>$5,671</td>
<td>TSLRRA/Omnitrac</td>
<td>CTXR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brady to Lometa</td>
<td>System Crossing Replacement</td>
<td>Replaces at grade crossing surface.</td>
<td>$463</td>
<td>TSLRRA/Omnitrac</td>
<td>CTXR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brady to Lometa</td>
<td>Radio Towers</td>
<td>Installs Communications for operational safety.</td>
<td>$150</td>
<td>TSLRRA/Omnitrac</td>
<td>CTXR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brady to Lometa</td>
<td>Class 2 Tie and Surface</td>
<td>Upgrades track from Class 1 to Class 2</td>
<td>$7,404</td>
<td>TSLRRA/Omnitrac</td>
<td>CTXR</td>
<td>Per FHWA / FRA policy and guidance</td>
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<tr>
<td>Brady to Lometa</td>
<td>Class 1 Tie and Surface</td>
<td>Upgrades track from Excepted Track to Class 1</td>
<td>$8,190</td>
<td>TSLRRA/Omnitrax</td>
<td>CTXR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brownsville</td>
<td>Priority 2 Repairs Br Hwy 48, 2.7 &amp; 5.90</td>
<td>Makes repairs to priority defects on bridges.</td>
<td>$530</td>
<td>TSLRRA/Omnitrax</td>
<td>BRG</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brownsville</td>
<td>System Crossing Replacement</td>
<td>Replaces at grade crossing surface.</td>
<td>$1,131</td>
<td>TSLRRA/Omnitrax</td>
<td>BRG</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brownsville</td>
<td>Unit Train Siding Palo Alto</td>
<td>Constructs Unit Train Siding</td>
<td>$4,300</td>
<td>TSLRRA/Omnitrax</td>
<td>BRG</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Brownsville</td>
<td>Upgrade Rail</td>
<td>Upgrades rail and replaces turnouts.</td>
<td>$1,240</td>
<td>TSLRRA/Omnitrax</td>
<td>BRG</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Etter</td>
<td>TXNW/BNSF Interchange</td>
<td>Construction of 11,000 feet of track</td>
<td>$5,595</td>
<td>TSLRRA/TNW</td>
<td>TNW</td>
<td>Per FHWA / FRA policy and guidance</td>
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</tr>
<tr>
<td>Harwood</td>
<td>TXGN/Union Pacific interchange</td>
<td>Construction of 8,000 feet of track</td>
<td>$3,297</td>
<td>TSLRRA/TNW</td>
<td>TNW</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Houston</td>
<td>Provide rail infrastructure to accommodate new traffic and new connection with UP &amp; BNSF</td>
<td>New interchange tracks with two Class I's, public rail team and storage tracks</td>
<td>$51,000</td>
<td>TSLRRA/SJTC</td>
<td>SJTC</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>McKinney</td>
<td>McKinney Sub Rehabilitation</td>
<td>Raise rail line capacity to handle 286k cars and increase velocity</td>
<td>$8,500</td>
<td>TSLRRA/DGNO</td>
<td>DGNO</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Location</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Estimated Cost ($000)</td>
<td>Source/Sponsor</td>
<td>Shortline Railroad Stakeholder(s)</td>
<td>Public Benefit</td>
</tr>
<tr>
<td>-----------------</td>
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</tr>
<tr>
<td>Mission</td>
<td>Mission Wye Project</td>
<td>Build an East Leg connection to the Mission Railpark. Would include the installation of 2 turnouts, 858' of Track, and realignment of 1'100' of Track.</td>
<td>$300</td>
<td>TSLRRA/Ironhorse</td>
<td>RVSC</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Panhandle to Borger</td>
<td>Priority 2 Bridge Repairs</td>
<td>Makes repairs to priority defects on bridges.</td>
<td>$175</td>
<td>TSLRRA/Omnitrax</td>
<td>PNR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Panhandle to Borger</td>
<td>System Crossing Replacement</td>
<td>Replaces priority at grade crossing surfaces.</td>
<td>$216</td>
<td>TSLRRA/Omnitrax</td>
<td>PNR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Panhandle to Borger</td>
<td>Borger Yard - REMOVE 75# RAIL</td>
<td>Relays 75# rail with rail removed from other locations in yard.</td>
<td>$3,759</td>
<td>TSLRRA/Omnitrax</td>
<td>PNR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Panhandle to Borger</td>
<td>West leg Rail Relay and Panhandle Wye</td>
<td>Relays Rail on West Leg and Panhandle Wye</td>
<td>$4,312</td>
<td>TSLRRA/Omnitrax</td>
<td>PNR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Location</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Estimated Cost ($000)</td>
<td>Source/Sponsor</td>
<td>Shortline Railroad Stakeholder(s)</td>
<td>Public Benefit</td>
</tr>
<tr>
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<tr>
<td>Panhandle to Borger</td>
<td>Mainline Tie and Surface (McBride and Abell Yards included)</td>
<td>Installs cross ties and surfaces railroad.</td>
<td>$5,793</td>
<td>TSLRRA/Omnitrax</td>
<td>PNR</td>
<td>Per FHWA / FRA policy and guidance</td>
</tr>
<tr>
<td>Port/Location</td>
<td>Project Description</td>
<td>Estimated Cost ($000)</td>
<td>Source/Sponsor</td>
<td></td>
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</tr>
<tr>
<td>Beaumont</td>
<td>Low Line Track; Rail-to-rail grade separation on the low line track</td>
<td>$6,000</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beaumont</td>
<td>On-port Rail; Expansion of on-port rail to accommodate two additional unit trains- includes 13,000+ feet of new track</td>
<td>$13,143</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
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<tr>
<td>Beaumont</td>
<td>Demolition of North Yard and Realignment of BNSF Track</td>
<td>$450</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Beaumont</td>
<td>Siding Track Parallel to Union Pacific Mainline to allow oil trains to get off the mainline</td>
<td>$15,600</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brownsville</td>
<td>Brownsville Sub; New siding near Olmito, TX @ Palo Alto Yard next to FM 511 (110 car capacity)</td>
<td>$5,000</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calhoun</td>
<td>Rail addition; Add working and storage tracks to accommodate crude growth</td>
<td>TBD</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Bulk Terminal; Bulk Liquids loading terminal to support water to rail intermodal movement of petroleum liquids</td>
<td>$3,600</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Ship Channel; Extend Double track From Bulk Terminal to East end of the inner harbor</td>
<td>$4,000</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeport</td>
<td>Velasco; Extend rail to provide on-dock rail service to Velasco Terminal 4 tracks 2000' ft. each</td>
<td>$12,000</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galveston</td>
<td>Port of Galveston; Restore on-dock rail to slips 37/38</td>
<td>$3,000</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galveston</td>
<td>Pelican Island Bridge; Construct new rail bridge to serve future terminal</td>
<td>TBD</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port/Location</td>
<td>Project Description</td>
<td>Estimated Cost ($000)</td>
<td>Source/Sponsor</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harlingen</td>
<td>Construction of new rail spur</td>
<td>$2,500</td>
<td>Port of Harlingen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>Broadway Street: Convert a 0.28-mile (1,478-foot) segment of single-track railway to double-track railway near the Houston Ship Channel (HSC) in Houston, Texas.</td>
<td>$21,300</td>
<td>Port of Houston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>SH 146 and Old SH 146: Construction of approximately 6,500 linear feet of new single track rail line from near the intersection of the existing UPRR ROW at Red Bluff Rd. to the proposed warehouse development. The project will include three at-grade crossings with signalization at SH 146 and Old SH 146, plus modification to switched and turnouts for tying into the existing mainline, and for future expansion. The project may also include approximately 1,200 linear feet of soundwall.</td>
<td>$13,600</td>
<td>Port of Houston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>Port Terminal Railroad Association (PTRA) Track Highway 225 to Red Bluff Road): Construct 2nd rail track allowing PTRA access from 225 to Red Bluff Road to connect with crossing at Red Bluff Road being constructed in 2015, connection to future Bayport Container Terminal.</td>
<td>$78,320</td>
<td>Port of Houston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>SH 146 and Red Bluff Area: Constructing double track and a run-around track from Red Bluff Road/SH 146 road crossing to future container terminal development.</td>
<td>$10,116</td>
<td>Port of Houston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Rail extension: Construct approximately 4,000 ft. of rail which includes tie-in to KCS and added spur to the existing port track. Project includes track extension and relocated switch, stabilizing 6 acres of laydown yard which is capped with RCC or a flexible base.</td>
<td>$4,500</td>
<td>Port of Port Arthur</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port/Location</td>
<td>Project Description</td>
<td>Estimated Cost ($000)</td>
<td>Source/Sponsor</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Rail reliever improvements</td>
<td>$4,287</td>
<td>Texas Ports 2017-2018 Capital Program</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Victoria</td>
<td>Bloomington (UP); Replace rail lift bridge over the channel at Bloomington (UP/Port)</td>
<td>$30,000</td>
<td>Port Access Study (Rail)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix E

Port Projects
### Appendix E-1: Port Projects in 5-Year Freight Investment Plan

<table>
<thead>
<tr>
<th>Port</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corpus Christi</td>
<td>0101-04-114</td>
<td>US 181</td>
<td>FM 3239 (Buddy Ganem Dr.) to FM 2986 (Wildcat Dr.)</td>
<td>Reverse Entrance and Exit Ramps In Northbound Direction</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$4,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
<tr>
<td>Houston</td>
<td>0389-05-088</td>
<td>SH 146</td>
<td>Red Bluff to NASA 1</td>
<td>Widen to 8-Lanes, Gs at Major Intersections and 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$29,000</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
</tbody>
</table>
## Appendix E-2: Port Projects in Unconstrained Freight Investment Strategy, on Texas Highway Freight Network

<table>
<thead>
<tr>
<th>Port</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location Description</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaumont</td>
<td>0200-14-082</td>
<td>US 69</td>
<td>Spur 93, South to Spur 380</td>
<td>Rehabilitate Existing Frontage Roads (White Top)</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$5,000</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>0101-04-112</td>
<td>US 181</td>
<td>On US 181 at SH 35 Intersection</td>
<td>Constr. Grade Separation Over Sunset Rd By Building 4-Ln Divided Mainlanes at Existing at Grade Inters</td>
<td>Safety</td>
<td>2018</td>
<td>$40,000</td>
<td>Draft 2018 UTP</td>
<td>Medium</td>
</tr>
<tr>
<td>Houston</td>
<td>0389-05-087</td>
<td>SH 146</td>
<td>Fairmont Parkway to Red Bluff</td>
<td>Widen to 6 Lanes With 2 2-Lane Frontage Roads</td>
<td>Mobility and Connectivity</td>
<td>2023</td>
<td>$41,570</td>
<td>Draft 2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>Houston</td>
<td>0502-01-217</td>
<td>SH 225</td>
<td>At BW 8</td>
<td>Construct Direct Connectors</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$116,000</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>Houston</td>
<td>0912-72-366</td>
<td>Fairmont Parkway</td>
<td>From BW 8 to 7th Street</td>
<td>Construct Geometric Improvements and ITS/traffic Signal Improvements At 14 Intersections</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$5,097</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>Brownsville</td>
<td>0220-05-076</td>
<td>SH 48</td>
<td>SH 4 to FM 511</td>
<td>Widen to 6 Lane W/Raised Median</td>
<td>Mobility and Connectivity</td>
<td>2024</td>
<td>$28,043</td>
<td>Draft 2018 UTP</td>
<td>High</td>
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### Appendix E-3: Port Projects in Unconstrained Freight Investment Strategy, off Texas Highway Freight Network

<table>
<thead>
<tr>
<th>Port</th>
<th>Project Description</th>
<th>Estimated Cost ($1000s)</th>
<th>Source</th>
<th>Priority (from Port)</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaumont</td>
<td>Overpass at Carroll Street Crossing Port Main Lead Track</td>
<td>10,000</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Beaumont</td>
<td>Access Roadway to Hwy 90 with Overpass at KCS and new entrance/security checkpoint</td>
<td>9,000</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Beaumont</td>
<td>Second Access Roadway to I-10 (0.5 mile of Old Hwy 90 between new overpass and I-10)</td>
<td>2,000</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Brownsville</td>
<td>SH 32/East Loop; From SH 4 to FM 3551 - Construct two lane road</td>
<td>5,700</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Brownsville</td>
<td>SH 32/East Loop; From FM 3551 to FM 3550 - Construct two lane road</td>
<td>12,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Brownsville</td>
<td>SH 32/East Loop; From FM 3550 to FM 3068 - Construct two lane road</td>
<td>24,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Brownsville</td>
<td>SH 32/East Loop; From FM 3068 to FM 1419 - Widen to 4 lane divided</td>
<td>19,800</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Brownsville</td>
<td>SH 32/East Loop; From FM 1419 to US 77/83 near Veterans International Bridge - Construct 6 lane divided urban &amp; 4 lane divided urban roadways</td>
<td>65,208</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Brownsville</td>
<td>South Port Connector; SH 4 to Oosts Rd. - Construct direct connector to Port - 2 lane road</td>
<td>14,164</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Port</td>
<td>Project Description</td>
<td>Estimated Cost ($1000s)</td>
<td>Source</td>
<td>Priority (from Port)</td>
<td>Type</td>
</tr>
<tr>
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<tr>
<td>Brownsville</td>
<td>FM 511; Replacement of Bridge &amp; Abutments on FM 511 approx. 0.4 Mi. So. of SH 4 over drainage ditch</td>
<td>914</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Truck queuing area project</td>
<td>4,000</td>
<td>Texas Ports 2017-2018 Capital Program</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>SH 200 - Construct relief route around Ingleside to serve existing and future port customers (e.g., Kewit, Oxy, Cheniere)</td>
<td>12,000</td>
<td>TxDOT</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Freeport</td>
<td>Pine Street/FM 1495; Replace the bridge at Pine Street/ FM1495 (TxDOT) over the Stauffer Channel</td>
<td>15,000</td>
<td>Port Access Study (Roadway)</td>
<td>Low</td>
<td>Road</td>
</tr>
<tr>
<td>Houston</td>
<td>Federal Road Grade Separation (From PTRA RR Crossing to PTRA RR Crossing): Grade Separation over PTRA railroad along Federal Road (Major Thoroughfare)</td>
<td>15,000</td>
<td>Port of Houston</td>
<td>High</td>
<td>Road</td>
</tr>
<tr>
<td>Houston</td>
<td>Grand Parkway NE Segments</td>
<td>669,200</td>
<td>Port of Houston</td>
<td>High</td>
<td>Road</td>
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<tr>
<td>Palacios</td>
<td>Richman Road; Design and construction of the extension of Richman Road, adding utilities and lighting</td>
<td>850</td>
<td>Texas Ports 2017-2018 Capital Program</td>
<td></td>
<td>Road</td>
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<tr>
<td>Palacios</td>
<td>Port roads and storm drainage improvements</td>
<td>805</td>
<td>Texas Ports 2017-2018 Capital Program</td>
<td></td>
<td>Road</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Road and Site Access - Phase 2. Improve connectivity on downriver side of SH 82.</td>
<td>1,200</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td>High</td>
<td>Road</td>
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<tr>
<td>Beaumont</td>
<td>Development of Carroll St. &amp; Buford St. Lots</td>
<td>5,700</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td>High</td>
<td>Site</td>
</tr>
<tr>
<td>Port</td>
<td>Project Description</td>
<td>Estimated Cost ($1000s)</td>
<td>Source</td>
<td>Priority (from Port)</td>
<td>Type</td>
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<tr>
<td>Beaumont</td>
<td>Multimodal Loading or Industrial Facility</td>
<td>45,000</td>
<td>Texas Ports 2015-2016 Capital Program</td>
<td>Medium</td>
<td>Site</td>
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<tr>
<td>Corpus Christi</td>
<td>Permian yard project</td>
<td>11,400</td>
<td>Texas Ports 2017-2018 Capital Program</td>
<td>Medium</td>
<td>Site</td>
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### Appendix E-4: Strategic Port Projects

<table>
<thead>
<tr>
<th>Port Arthur</th>
<th>Project Description</th>
<th>Estimated Cost ($1000s)</th>
<th>Source</th>
<th>Project Priority</th>
<th>On THFN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beaumont/Port Arthur</td>
<td>SH 87; Traffic light synchronization throughout the cities of Port Arthur, Bridge City, and Orange</td>
<td>$900</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Joe Fulton International Trade Corridor (JFITC) (CR 55B) (Phase I); JFITC Realignment from 0.5 mi west of Navigation to 0.5 mi east of Navigation to the north to provide additional land for a truck Queuing area to improve safety and traffic flow.</td>
<td>$5,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Joe Fulton (CR 55B) (Phase 2); Upgrade intersection at JFITC and Navigation to improve safety and access to the Bulk Terminal</td>
<td>$3,350</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Joe Fulton (CR 55B) (Phase 3); Construct a truck queuing area with intelligent transportation technology to reduce queuing of truck along the JFITC.</td>
<td>$5,050</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>US 181; Spur 202 to Kay Bailey Hutchison reconstruction</td>
<td>$75,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>US 181; Resurface road and improve shoulders from Gregory to Sinton</td>
<td>TBD</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>SH 35: SH 35 ramp reversal to serve future SH 35 entrance to La Quinta property</td>
<td>$2,576</td>
<td>Port of Corpus Christi</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Galveston</td>
<td>61st Street; Broadway/SH 87 to Harborside Drive/SH 275 - 4-lane extension</td>
<td>$17,300</td>
<td>Port Access Study (Roadway)</td>
<td>TBD</td>
<td>Yes</td>
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<tr>
<td>Galveston</td>
<td>SH 275 / Harborside Drive; Synchronize the traffic lights through the downtown area on Harbor Side Drive</td>
<td>$650</td>
<td>Port Access Study (Roadway)</td>
<td>TBD</td>
<td>Yes</td>
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<tr>
<td>Houston</td>
<td>Jacintoport Direct Connectors; Construct Jacintoport Direct Connectors to BW 8</td>
<td>$25,000</td>
<td>Port Access Study (Roadway)</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Project Description</td>
<td>Estimated Cost ($1000s)</td>
<td>Source</td>
<td>Project Priority</td>
<td>On THFN</td>
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<tr>
<td>Houston</td>
<td>Jacintoport Blvd.; Jacintoport Road/Penn City corridor improvement- widen to 4 lanes</td>
<td>$27,000</td>
<td>Port Access Study (Roadway)</td>
<td>Low</td>
<td>Yes</td>
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<tr>
<td>Houston</td>
<td>Spencer Highway; Upgrade Spencer Highway bridge over Bayport mainline double track</td>
<td>$16,300</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>Yes</td>
</tr>
<tr>
<td>Houston</td>
<td>Sheldon Road; Sheldon Road expansion (Jacintoport Road to I-10) widen to 4 lanes</td>
<td>$17,000</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>Yes</td>
</tr>
<tr>
<td>Houston</td>
<td>SH-225 expansion/improvement (8-East 146)</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Houston</td>
<td>SH-225 expansion/improvement (8-West 610)</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>Yes</td>
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<tr>
<td>Houston</td>
<td>SH-225 and I-610 Interchange</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Houston</td>
<td>I-610 bridge at HSC</td>
<td>$1,250,000</td>
<td>Port of Houston</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Houston</td>
<td>Fairmont Parkway (Widening)</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>Yes</td>
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<tr>
<td>Houston</td>
<td>SH-330 (improve northbound connectivity to I-10 - 2 lanes or direct connect)</td>
<td>$20,000</td>
<td>Port of Houston</td>
<td>Medium</td>
<td>Yes</td>
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<tr>
<td>Port Arthur</td>
<td>US 87: US 87 Should be reviewed for lane width, truck access, turn radii and maintenance (Gulfway Drive and Houston Ave).</td>
<td>TBD</td>
<td>TxDOT</td>
<td>Medium</td>
<td>Yes</td>
</tr>
<tr>
<td>Victoria</td>
<td>SH 35; Replace bridge over Victoria Channel</td>
<td>$12,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>Victoria</td>
<td>SH 35/SH 185; Construct a grade separation on SH 185/SH 35 intersection</td>
<td>$21,000</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>Yes</td>
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<tr>
<td>Calhoun</td>
<td>FM 1593; Construct a truck staging area for ingress and egress to the port area</td>
<td>$3,000</td>
<td>Port Access Study (Roadway)</td>
<td>TBD</td>
<td>No</td>
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<tr>
<td>Calhoun</td>
<td>Overweight Corridor; Heavy weight corridor between the Port and Formosa</td>
<td>$150</td>
<td>Calhoun Port Authority</td>
<td>Low</td>
<td>No</td>
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<tr>
<td>Port</td>
<td>Project Description</td>
<td>Estimated Cost ($1000s)</td>
<td>Source</td>
<td>Project Priority</td>
<td>On THFN</td>
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<tr>
<td>Corpus Christi</td>
<td>La Quinta Terminal Heavy Haul Road and public access east and west of US Highway 181</td>
<td>$21,000</td>
<td>Port of Corpus Christi</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Corpus Christi</td>
<td>Nueces Bay Causeway; Reconstruct Nueces Bay Causeway at Rincon Canal to be higher and wider to improve the operating conditions for barges.</td>
<td>$54,000</td>
<td>Port of Corpus Christi</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Freeport</td>
<td>Southern I-69 Connection Route Around Houston: IH 69 routed around Houston that allows connectivity for all MPO port team members to the interstate network. The IH 69 connector to Trinity Bay would turn north and connect to Cleveland, Texas. This would offer connectivity to all ports and route truck traffic around Houston reducing traffic through the heart of the city.</td>
<td>TBD</td>
<td>Port of Freeport</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Galveston</td>
<td>New Facility near 51st Street; Port of Galveston 51st Street Flyover to Harborside Drive</td>
<td>$17,000</td>
<td>Port Access Study (Roadway)</td>
<td>TBD</td>
<td>No</td>
</tr>
<tr>
<td>Galveston</td>
<td>Old Port Industrial Road; Rehabilitate 33rd Street and the intersection at 28th Street and at Harborside Drive</td>
<td>$1,361</td>
<td>Port Access Study (Roadway)</td>
<td>TBD</td>
<td>No</td>
</tr>
<tr>
<td>Galveston</td>
<td>Old Port Industrial Road; Phase 2 Improvements and repairs to Old Port Industrial Road, 33rd street to the Pelican Island Causeway</td>
<td>$2,217</td>
<td>Port Access Study (Roadway)</td>
<td>TBD</td>
<td>No</td>
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<tr>
<td>Galveston</td>
<td>Pelican Island Vehicular and Railroad Bridges Preliminary Study</td>
<td>$400</td>
<td>Port</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>Applet Drive; Improvements from Jacintoport to Market – widen to 4 lanes</td>
<td>$8,300</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>Barbours Cut Blvd; Barbours Cut Blvd expansion to 6 lanes</td>
<td>$13,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>Haden Road; Haden Road extension to Penn City Rd connector</td>
<td>$9,500</td>
<td>Port Access Study (Roadway)</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Project Description</td>
<td>Estimated Cost ($1000s)</td>
<td>Source</td>
<td>Project Priority</td>
<td>On THFN</td>
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<tr>
<td>Houston</td>
<td>Independence Parkway; Independence Parkway (improve Northbound connectivity to SH 225) - construct dedicated turning lane</td>
<td>$15,000</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>Jacintoport Blvd.; Connect Jacintoport Road to Penn City Rd (Penn City Connector)</td>
<td>$17,500</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>Barbours Cut Blvd. direct connectors; Direct-connector from Barbours Cut Terminal to SH146 and SH 225</td>
<td>$35,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>FM-1942 from Hatcherville Road to SH-146 – road improvement</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>Hatcherville Rd from FM-1942 to Liberty/Chambers Co.Line – road widening</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>FM 565 from SH-146 to SH-99 – widening and addition of turning lanes</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Houston</td>
<td>I-69 Bypass</td>
<td>TBD</td>
<td>Port of Houston</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Orange</td>
<td>Overweight Corridor: Preliminary study for overweight corridor designation - Hwy 62, US 87, and FM 1006</td>
<td>TBD</td>
<td>Port of Orange</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Spur 215; Spur 215 to SH 87 construct a right turn lane</td>
<td>$4,000</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>No</td>
</tr>
<tr>
<td>Victoria</td>
<td>Dupont Road; Replace bridge over Victoria Channel</td>
<td>$2,000</td>
<td>Port Access Study (Roadway)</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Victoria</td>
<td>McCoy Road/SH 185; Interchange improvements and signalization</td>
<td>$300</td>
<td>Port Access Study (Roadway)</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Victoria</td>
<td>SH 185; Construct a bypass of Bloomington along SH 185</td>
<td>$40,000</td>
<td>Port Access Study (Roadway)</td>
<td>Medium</td>
<td>No</td>
</tr>
<tr>
<td>Port Arthur</td>
<td>Project Description</td>
<td>Estimated Cost ($1000s)</td>
<td>Source</td>
<td>Project Priority</td>
<td>On THFN</td>
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</tr>
<tr>
<td>Victoria</td>
<td>FM 1432; Construct grade separation on FM 1432</td>
<td>$15,000</td>
<td>Port Access Study (Roadway)</td>
<td>High</td>
<td>No</td>
</tr>
</tbody>
</table>
# Appendix F-1: Airport Projects in 5-Year Freight Investment Plan

<table>
<thead>
<tr>
<th>Airport</th>
<th>CSJ</th>
<th>Highway</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUS</td>
<td>0151-06-142</td>
<td>US 183</td>
<td>Williamson County Line to SL 1</td>
<td>Widen From 3 to 4 General Purpose Lanes</td>
<td>Mobility and Connectivity</td>
<td>2019</td>
<td>$60,000</td>
<td>2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>DFW</td>
<td>2964-01-048</td>
<td>SH 161</td>
<td>South of SH 183 to North of Belt Line Rd</td>
<td>Widen and Reconstruct 4 to 8 General Purpose Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$57,000</td>
<td>2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>ELP</td>
<td>1046-03-005</td>
<td>SS 601</td>
<td>Spur 601 at LP 375</td>
<td>Construct Northbound-Westbound and Eastbound-Southbound Direct Connectors On Spur 601 at Loop 375</td>
<td>Alternative Routes</td>
<td>2020</td>
<td>$33,931</td>
<td>2018 UTP</td>
<td>Low</td>
</tr>
<tr>
<td>IAH</td>
<td>1685-03-058</td>
<td>FM 1960</td>
<td>Bf 1960A to E of Twigsworth Ln</td>
<td>Widen to 6-Ln Divided W/ Raised Medians, Channelized Turn Lanes</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$51,000</td>
<td>2018 UTP</td>
<td>High</td>
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</table>
### Appendix F-2: Airport Projects in Unconstrained Freight Investment Strategy

<table>
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<tr>
<th>Airport</th>
<th>CSJ</th>
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<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFW</td>
<td>0353-03-101</td>
<td>SH 114</td>
<td>FM 1709 to Dallas County Line</td>
<td>Reconst Remaining Components of Dfwc Incl SH 114 Exp Ln Con, Int at International Pkwy/Dfw Airport, Texan Trl, &amp; 1709 Conn</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$180,000</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>AFW</td>
<td>0747-03-080</td>
<td>FM 157</td>
<td>Mid Cities Blvd to Midway Drive</td>
<td>Widen From 4 to 6 Lanes</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$10,770</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>AFW</td>
<td>N/A</td>
<td>Westport Parkway</td>
<td>Amazon Driveway to FM 156</td>
<td>Widen to 4 lanes</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>TBD</td>
<td>Airport Survey</td>
<td>N/A</td>
</tr>
<tr>
<td>AUS</td>
<td>0265-01-113</td>
<td>SH 71</td>
<td>SH 71/Us 183 Interchange to Presidential Blvd.</td>
<td>Construct Frontage Road, Ramps and Direct Connects</td>
<td>Alternative Routes</td>
<td>2021</td>
<td>$26,000</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>AUS</td>
<td>0265-02-035</td>
<td>SH 71</td>
<td>0.120 mi East of Navarro Creek Rd. to 0.316 mi Each of Navarro Creek Rd.</td>
<td>Extend Westbound Left Turn Lane</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$155</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>ELP</td>
<td>0167-01-095</td>
<td>US 54</td>
<td>Hondo Pass Drive to SL 375</td>
<td>Widen By Adding 2 Inside Lanes, Highmast Illumination, and Overhead Sign Bridges</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$15,239</td>
<td>Project Tracker</td>
<td>High</td>
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<tr>
<td>Airport</td>
<td>CSJ</td>
<td>Highway</td>
<td>Location</td>
<td>Description</td>
<td>Project Category</td>
<td>Fiscal Year</td>
<td>Cost ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<tr>
<td>ELP</td>
<td>0374-02-100</td>
<td>US 62</td>
<td>Global Reach Dr to FM 659 (Zaragoza Rd)</td>
<td>Add Capacity (Main Lanes)</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$191,000</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>ELP</td>
<td>2121-02-160</td>
<td>I-10</td>
<td>SH 20 (Mesa Street) to I-10/Us 85/Sunland Park Interchange</td>
<td>Expand From 6 to 8 Lanes</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$58,850</td>
<td>2018 UTP</td>
<td>High</td>
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<tr>
<td>ELP</td>
<td>2121-03-159</td>
<td>I-10</td>
<td>US 62 (Paisano Dr) to Airway Blvd</td>
<td>Add 1 Lane In Each Direction By Restriping</td>
<td>Mobility and Connectivity</td>
<td>2025</td>
<td>$8,000</td>
<td>2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>ELP</td>
<td>2552-02-029</td>
<td>SL 375</td>
<td>Spur 601 to Dyer (BU 54A)</td>
<td>Add 1 Lane Each Direction</td>
<td>Mobility and Connectivity</td>
<td>2025</td>
<td>$35,000</td>
<td>2018 UTP</td>
<td>High</td>
</tr>
<tr>
<td>IAH</td>
<td>1685-02-050</td>
<td>FM 1960</td>
<td>At Treaschwig Road</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
<td>TBD</td>
<td>$350</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>IAH</td>
<td>N/A</td>
<td>Lee Road*</td>
<td>FM 1960 to Will Clayton Pkwy</td>
<td>Widen to 4 lanes</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>TBD</td>
<td>Airport Survey</td>
<td>N/A</td>
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<tr>
<td>LRD</td>
<td>0018-01-096</td>
<td>I-35</td>
<td>1037.5 FT.North Bi35C Underpass Int to 762.50 FT.South Bi35C Underpass Int</td>
<td>For The Widening and Rehabilitation of An Existing Highway</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$500</td>
<td>Project Tracker</td>
<td>Low</td>
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<tr>
<td>Airport</td>
<td>CSJ</td>
<td>Highway</td>
<td>Location</td>
<td>Description</td>
<td>Project Category</td>
<td>Fiscal Year</td>
<td>Cost ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<tr>
<td>SAT</td>
<td>0016-04-112</td>
<td>I-35</td>
<td>Guadalupe River to Hays / Comal County Line</td>
<td>Operational Improvements Including Ramp Revisions and Intersection Improvements-Convert Frontage Road to One Way</td>
<td>Mobility and Connectivity</td>
<td>2022</td>
<td>$75,000</td>
<td>2018 UTP</td>
<td>Medium</td>
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<tr>
<td>SAT</td>
<td>0072-12-194</td>
<td>I-10</td>
<td>Various Locations On I-10 to Mulberry to Poplar St</td>
<td>Repair / Replace Bridge Expansion Joints</td>
<td>Asset Manage and Util</td>
<td>TBD</td>
<td>$2,017</td>
<td>Project Tracker</td>
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<tr>
<td>SAT</td>
<td>0517-03-033</td>
<td>SH 16</td>
<td>At FM 624</td>
<td>Construct Grade Separation</td>
<td>Safety</td>
<td>TBD</td>
<td>$6,779</td>
<td>Project Tracker</td>
<td>Low</td>
</tr>
</tbody>
</table>

* Not on Texas Highway Freight Network
Appendix G

Border Crossing Projects
## Appendix G-1: Border Crossing Projects in 5-Year Freight Investment Plan

<table>
<thead>
<tr>
<th>District</th>
<th>CSJ</th>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
<th>Source</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso</td>
<td>0001-04-095</td>
<td>US 85</td>
<td>0.575 mi W of US 62 to 0.155 mi W of US 62</td>
<td>Install Led Flashing Chevrons</td>
<td>Safety</td>
<td>2019</td>
<td>$150</td>
<td>Project Tracker</td>
<td>Medium</td>
</tr>
<tr>
<td>El Paso</td>
<td>0002-12-026</td>
<td>US 62</td>
<td>At Montana Ave</td>
<td>Intersection Operational Improvements at Montana Ave/Paisano Dr</td>
<td>Mobility and Connectivity</td>
<td>2020</td>
<td>$595</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>El Paso</td>
<td>0167-01-115</td>
<td>US 54</td>
<td>Loop 375 (Transmountain) to FM 2529 (Mccombs)</td>
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<td>Geronimo Dr to Sioux Dr</td>
<td>Intersection Operational Improvements Montana Ave at Airport Rd/Mescalero Dr</td>
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<td>0.227 mi N of Saul Kleinfeld to 0.144 E of Loop 375</td>
<td>Operational Improvements at Zaragoza Rd/Montwood Dr/LP 375 Intersection</td>
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<td>Raynor St to US 62 (Paisano Dr)</td>
<td>Add 1 Lane In Each Direction By Restriping</td>
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<td>Remove and Replace Bonded Overlay</td>
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<td>Horizon (FM 1281) to Clint (FM 1110)</td>
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<td>Construct Managed Lanes</td>
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<td>FM 76 North Loop to Zaragoza Poe</td>
<td>LP 375 (Americas) Ramps Reconfiguration and Frontage Road Extension W/Grade Separation at Railroad Crossing</td>
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<td>Shiloh Drive to 0.25 Miles N. of US 59/ I-69W</td>
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<td>0.5 mi South of US59-SI20 to 0.50 mi East of Ih35 / US59-SI20</td>
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<td>.255 mi North of Starr/Zapata Cl31 mi North of FM 2098 (South Leg)</td>
<td>Widen From 2 Lane Rural to 4 Lane Divided Mobility and Connectivity</td>
<td>2022</td>
<td>$27,043</td>
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<td>0.31 mi South of Placido Rd. to 0.09 mi North of Loma Blanca Rd.</td>
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<td>SH 336</td>
<td>Intersection of Bus 83 to 135 FT S of Intersection of Bus 83</td>
<td>Addition of North Bound Right Turn Lane</td>
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<td>1804-01-068</td>
<td>FM 1926</td>
<td>At FM 1926 (23rd St.) to Hackberry Ave.</td>
<td>Addition of North and South Bound Center Turn Lanes</td>
<td>Mobility and Connectivity</td>
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<td>1804-01-069</td>
<td>FM 1926</td>
<td>At FM 1926 (23rd St.) and Kendlewood Ave.</td>
<td>Addition of North &amp; Southbound Center Turn Lanes</td>
<td>Mobility and Connectivity</td>
<td>2018</td>
<td>$95</td>
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<td>Cost Estimate ($1000s)</td>
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<td>Pharr</td>
<td>1804-01-071</td>
<td>FM 1926</td>
<td>At FM 1926 (23rd St.) and Ebony Ave.</td>
<td>Addition of East, North &amp; Southbound Center Turn Lanes</td>
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<td>At FM 1926 (23rd St.) to at SS 115 (23rd St.)</td>
<td>Addition of North and Southbound Center Turn Lanes</td>
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<td>$117</td>
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## Appendix G-2: Border Crossing Projects in Unconstrained Freight Investment Strategy

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<th>District</th>
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<th>Location</th>
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<th>Project Category</th>
<th>Fiscal Year</th>
<th>Cost Estimate ($1000s)</th>
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<tr>
<td>El Paso</td>
<td>0104-10-006</td>
<td>US 67</td>
<td>Puerto Rico St to International Demarcation Line</td>
<td>New Two-Lane Twin Bridge Structure For Southbound Traffic Into Mexico</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
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<td>0104-10-007</td>
<td>US 67</td>
<td>Rio Grande River to 0.057 NE of Rio Grande River</td>
<td>Bridge Replacement</td>
<td>Asset Manag and Util</td>
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<td>Kenworthy St. to FM 2529 (Mccombs St)</td>
<td>Construction of Main Lanes and Grade Separations</td>
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<td>Hondo Pass Drive to SL 375</td>
<td>Widen By Adding 2 Inside Lanes, Highmast Illumination, and Overhead Sign Bridges</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
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<td>US 54</td>
<td>Hondo Pass Drive to SL 375</td>
<td>Construct Ramp Reversals and Intersection Improvements at Hondo Pass, Diana, and SL 375</td>
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<td>Interchange Improvements</td>
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<td>Global Reach Dr to FM 659 (Zaragoza Rd)</td>
<td>Build Frontage Roads and Mainlanes With Grade Separations at Intersections</td>
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<td>Add Capacity (Main Lanes)</td>
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<td>FM 659 (Zaragoza Road) to Desert Storm Road</td>
<td>Widen 4-Lane Undivided to 6-Lane Divided and Construct Overpass Ass</td>
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<td>Jct SH 20 to 0.342 mi E of SH 20</td>
<td>Replace WB &amp; EB Bridges and Approaches</td>
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<td>I-10 to Loop 375</td>
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<td>Airport Road to LP 375 (Purple Heart Highway)</td>
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<td>SH 20 (Mesa Street) to I-10/Us 85/Sunland Park Interchange</td>
<td>Expand From 6 to 8 Lanes</td>
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<td>At Mcrae Intersection</td>
<td>Roadway Rehabilitation and Intersection Improvements</td>
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<td>El Paso</td>
<td>2121-03-146</td>
<td>I-10</td>
<td>Lee Trevino to East of FM 659 (Zaragoza Rd)</td>
<td>Construct Interchanges</td>
<td>Alternative Routes</td>
<td>2024</td>
<td>$16,820</td>
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<td>El Paso</td>
<td>2121-03-150</td>
<td>I-10</td>
<td>270 FT E of US 62 (Paisano Dr) to 90 FT W of FM 2316 (Mcrae Blvd)</td>
<td>Micromill and Longitudual Joint Repair</td>
<td>Asset Manag and Util</td>
<td>2023</td>
<td>$16,075</td>
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<td>El Paso</td>
<td>2121-03-159</td>
<td>I-10</td>
<td>US 62 (Paisano Dr) to Airway Blvd</td>
<td>Add 1 Lane In Each Direction By Restriping</td>
<td>Mobility and Connectivity</td>
<td>2025</td>
<td>$8,000</td>
<td>Draft 2018 UTP</td>
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<td>2121-04-105</td>
<td>I-10</td>
<td>0.8 mi W of FM 1110 to 0.3 mi W of Jct FM 793</td>
<td>Replace Bridge and Approach Railing</td>
<td>Safety</td>
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<td>$354</td>
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<td>Project Category</td>
<td>Fiscal Year</td>
<td>Cost Estimate ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<td>El Paso</td>
<td>2121-04-106</td>
<td>I-10</td>
<td>0.6 mi E of LP 375 to 1.8 mi W of FM 1110</td>
<td>Replace Bridge and Approach Railing</td>
<td>Safety</td>
<td>TBD</td>
<td>$398</td>
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<td>0018-06-184</td>
<td>I-35</td>
<td>0.5 mi West of Ih35 / Us59-Si20 to 0.50 mi South of Us59-Si20</td>
<td>For The Construction of Direct Connector Interchange (Dc#8)</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$20,000</td>
<td>Project Tracker</td>
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<tr>
<td>Laredo</td>
<td>0018-06-185</td>
<td>I-35</td>
<td>0.50 mi East of Ih35/ Us59-Si20 to 0.50 mi North of Ih35 / Us59-Si20</td>
<td>For The Construction of Direct Connector Interchange(Dc#3)</td>
<td>Alternative Routes</td>
<td>TBD</td>
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<td>Laredo</td>
<td>0018-06-186</td>
<td>I-35</td>
<td>0.5 mi East of Ih35/Us59-Si20 to 0.5 mi North of I-35/Us59-Si20</td>
<td>For The Construction of Direct Connector Interchange (Dc#4)</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$20,000</td>
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<tr>
<td>Laredo</td>
<td>0018-06-187</td>
<td>I-35</td>
<td>0.5 mi South of Us59-Si20 to 0.5 mi East of Ih35/Us59-Si20</td>
<td>For The Construction of Direct Connector Interchange (Dc#6)</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$15,000</td>
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<td>Laredo</td>
<td>0023-01-092</td>
<td>US 90</td>
<td>1.017 mi E of SL 79 to Kinney County Line</td>
<td>Profile Edgeline Markings, Profile Centerline Markings</td>
<td>Safety</td>
<td>TBD</td>
<td>$117</td>
<td>Project Tracker</td>
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<tr>
<td>Laredo</td>
<td>0086-14-073</td>
<td>SL 20</td>
<td>At Del Mar Blvd</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
<td>TBD</td>
<td>$84</td>
<td>Project Tracker</td>
<td>High</td>
</tr>
<tr>
<td>District</td>
<td>CSJ</td>
<td>Facility</td>
<td>Location</td>
<td>Description</td>
<td>Project Category</td>
<td>Fiscal Year</td>
<td>Cost Estimate ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<tr>
<td>Laredo</td>
<td>0086-14-074</td>
<td>SL 20</td>
<td>At International Blvd</td>
<td>Improve Traffic Signals</td>
<td>Safety</td>
<td>TBD</td>
<td>$90</td>
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<td>Laredo</td>
<td>0086-14-077</td>
<td>US 59</td>
<td>At International Airport</td>
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<td>Laredo</td>
<td>0299-01-068</td>
<td>US 277</td>
<td>2.194 mi SE of US 277 to Kinney County Line</td>
<td>Texturizing Shoulder and Centerline</td>
<td>Safety</td>
<td>TBD</td>
<td>$114</td>
<td>Project Tracker</td>
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<tr>
<td>Laredo</td>
<td>0299-01-069</td>
<td>US 277</td>
<td>SS 317 to Val Verde/Kinney County Line</td>
<td>Adding Passing Lanes</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$2,470</td>
<td>Project Tracker</td>
<td>Medium</td>
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<tr>
<td>Laredo</td>
<td>0299-04-065</td>
<td>US 277</td>
<td>0.273 mi S of FM 1665 Southern Int to Elm Creek</td>
<td>Adding Passing Lanes &amp; Surfacing</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
<td>$1,616</td>
<td>Project Tracker</td>
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</tr>
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<td>Laredo</td>
<td>0299-04-072</td>
<td>US 277</td>
<td>0.273 mi S of FM 1665 Southern Int to FM 1588</td>
<td>Texturizing Shoulders and Centerline</td>
<td>Safety</td>
<td>TBD</td>
<td>$90</td>
<td>Project Tracker</td>
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<tr>
<td>Laredo</td>
<td>0299-14-010</td>
<td>SL 480</td>
<td>US 57 to US 277 N</td>
<td>For The Construction of A 2 Lane Undivided Facility and Railroad Grade Separation</td>
<td>Alternative Routes</td>
<td>TBD</td>
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<td>Laredo</td>
<td>0299-14-027</td>
<td>SL 480</td>
<td>0.320 mi South of US 57 to 0.362 mi North of US 57</td>
<td>For The Construction of An Interchange</td>
<td>Alternative Routes</td>
<td>TBD</td>
<td>$4,123</td>
<td>Project Tracker</td>
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<td>District</td>
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<td>Facility</td>
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<td>Description</td>
<td>Project Category</td>
<td>Fiscal Year</td>
<td>Cost Estimate ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<tr>
<td>Laredo</td>
<td>0299-14-028</td>
<td>SL 480</td>
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<td>Laredo</td>
<td>0300-01-093</td>
<td>US 57</td>
<td>SS 216 to 1 mi NW of SS 216</td>
<td>Install Continuous Turn Lane</td>
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<tr>
<td>Laredo</td>
<td>0300-01-094</td>
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<td>SL 480 to 11.752 mi W of Dimmit County Line</td>
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<td>Laredo</td>
<td>0300-01-096</td>
<td>US 277</td>
<td>5.10 mi South of US 57 to at Rosita Creek</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatm Ent Or Replace Guardfence</td>
<td>Safety</td>
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<td>Laredo</td>
<td>1229-01-059</td>
<td>FM 1021</td>
<td>0.9 mi S of FM 2030 Int to 0.384 mi North of FM 2644</td>
<td>Restoration and Add Shoulders</td>
<td>Asset Manag and Util</td>
<td>TBD</td>
<td>$6,338</td>
<td>Project Tracker</td>
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<td>Laredo</td>
<td>1229-01-066</td>
<td>FM 1021</td>
<td>FM 3443 to 0.383 mi North of FM 2644</td>
<td>Replace Bridge and Approach Railing Or Add Safety End Treatm Ent Or Replace Guardfence</td>
<td>Safety</td>
<td>TBD</td>
<td>$203</td>
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<td>Laredo</td>
<td>2150-04-068</td>
<td>FM 1472</td>
<td>At Flecha Lane</td>
<td>Improve Traffic Signals</td>
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<td>Laredo</td>
<td>2150-04-069</td>
<td>FM 1472</td>
<td>At Killam Blvd</td>
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<td>Cost Estimate ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<tr>
<td>Pharr</td>
<td>0039-01-091</td>
<td>US 83</td>
<td>At Pete Solis Rd.</td>
<td>Close Crossover</td>
<td>Safety</td>
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<td>Pharr</td>
<td>0039-01-092</td>
<td>US 83</td>
<td>At Delfino Lopez St.</td>
<td>Install Intersection Flashing Beacon, Safety Lighting at Intersection</td>
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<td>TBD</td>
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<td>Project Tracker</td>
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<tr>
<td>Pharr</td>
<td>0039-01-093</td>
<td>US 83</td>
<td>At Pete Solis Rd.</td>
<td>Install Intersection Flashing Beacon, Safety Lighting at Intersection</td>
<td>Safety</td>
<td>TBD</td>
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<tr>
<td>Pharr</td>
<td>0039-10-076</td>
<td>SH 4</td>
<td>SH 32 to 1.35 mi NE to Proposed Port Entr.</td>
<td>Construct 2 Lane Undivided Roadway</td>
<td>Mobility and Connectivity</td>
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<td>Pharr</td>
<td>0220-04-050</td>
<td>US 281</td>
<td>FM 732 to FM 1577</td>
<td>Widen to 4 Lane Rural</td>
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<td>$10,000</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Pharr</td>
<td>0220-05-070</td>
<td>SH 48</td>
<td>Mclelland St. to Medical St.</td>
<td>Install Traffic Signal</td>
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<td>Pharr</td>
<td>0220-05-071</td>
<td>SH 48</td>
<td>Minnesota Ave. to FM 802</td>
<td>Optimize Signal Timing</td>
<td>Safety</td>
<td>TBD</td>
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<td>Project Tracker</td>
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<td>Walmart Dr. to FM 802</td>
<td>Optimize Signal Timing</td>
<td>Safety</td>
<td>TBD</td>
<td>$78</td>
<td>Project Tracker</td>
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<tr>
<td>Pharr</td>
<td>0220-05-076</td>
<td>SH 48</td>
<td>SH 4 to FM 511</td>
<td>Widen to 6 Lane W/Raised Median</td>
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<td>Cost Estimate ($1000s)</td>
<td>Source</td>
<td>Priority</td>
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<tr>
<td>Pharr</td>
<td>0220-05-077</td>
<td>SH 48</td>
<td>At Austin Rd.</td>
<td>Install Traffic Signal, Safety Lighting at Intersection</td>
<td>Safety</td>
<td>TBD</td>
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<td>Project Tracker</td>
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<tr>
<td>Pharr</td>
<td>0220-05-078</td>
<td>SH 48</td>
<td>At Zena Dr.</td>
<td>Install Traffic Signal, Safety Lighting Intersection</td>
<td>Safety</td>
<td>TBD</td>
<td>$144</td>
<td>Project Tracker</td>
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<td>Pharr</td>
<td>1228-03-041</td>
<td>FM 1015</td>
<td>Mile 12 Rd. to SH 107</td>
<td>Proposed 4 Lane Divided Urban</td>
<td>Mobility and Connectivity</td>
<td>2025</td>
<td>$8,600</td>
<td>Draft 2018 UTP</td>
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<tr>
<td>Pharr</td>
<td>1504-01-035</td>
<td>SH 4</td>
<td>Polk Ave. to I-69 E Southbound Frontage</td>
<td>Install Traffic Signal</td>
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<td>Pharr</td>
<td>1939-02-036</td>
<td>FM 2061</td>
<td>SH 495 to Hall Acres Rd.</td>
<td>Proposed 6 Lane W/ Raised Median</td>
<td>Mobility and Connectivity</td>
<td>TBD</td>
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<td>Project Tracker</td>
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<td>Pharr</td>
<td>1939-02-038</td>
<td>FM 2061</td>
<td>At El Rancho Rd./Hall Acres Rd.</td>
<td>Improve Traffic Signals</td>
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Appendix H

Freight Programs
<table>
<thead>
<tr>
<th>Program: Strategic Freight Planning Initiatives</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td>Develop and administer a comprehensive and multimodal TxDOT Freight Planning Program, focused on developing strategies, policies and methodologies that work to improve the freight transportation system in Texas.</td>
<td></td>
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<tr>
<td>- Develop a strategy to implement the recommendations of the Texas Freight Mobility Plan.</td>
<td>High</td>
</tr>
<tr>
<td>- Continue to build partnerships between public and private sector stakeholders through continued engagement of the Texas Freight Advisory Committee, Freight Leadership Summit and other initiatives.</td>
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</tr>
<tr>
<td>- Develop and implement the TxDOT Freight Academy to provide freight training and education for TxDOT staff to expand their understanding of freight issues and logistics and supply chains concepts to facilitate better integration of freight considerations into TxDOT’s planning, programming, implementation and decision-making process.</td>
<td>High</td>
</tr>
<tr>
<td>- Develop a Statewide Freight Data Collection, Warehousing, and Archiving Program to gain a better understanding of statewide and regional freight movement and advancing freight performance measurements through multi-modal data information to support informed decision-making to address freight mobility.</td>
<td>High</td>
</tr>
<tr>
<td>- Expand TxDOT’s Freight Modeling Capabilities to support effective freight planning, including evaluating the impact of congestion on cost of freight, forecasting freight demand, assisting in infrastructure investment decision-making and tracking performance measures.</td>
<td>High</td>
</tr>
<tr>
<td>- Expand TxDOT’s Freight Planning Capacity to support the successful implementation of the Texas Freight Mobility Plan and continue development of the freight planning program within TxDOT.</td>
<td>High</td>
</tr>
<tr>
<td>Program: Freight Improvement Planning Studies</td>
<td>Priority</td>
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<tr>
<td>---------------------------------------------------------------------------------</td>
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<tr>
<td>Pursue the freight-related studies to address key issues and challenges identified in the Freight Plan.</td>
<td></td>
</tr>
<tr>
<td>• Develop a Freight Bottleneck Identification and Elimination Program to address congestion, improve safety and mobility of people and goods on the Texas Freight Network.</td>
<td>Medium</td>
</tr>
<tr>
<td>• Develop and apply freight fluidity performance indicators to evaluate multimodal freight system efficiency in Texas and support development of freight performance measurements.</td>
<td>High</td>
</tr>
<tr>
<td>• Conduct an Economic Impact Assessment of investing in the Texas Freight Highway Network to demonstrate the importance of linking transportation investments to economic goals and economic competitiveness.</td>
<td>Medium</td>
</tr>
<tr>
<td>• Conduct an Assessment of Current and Future Freight Clusters and their role in Texas economic competitiveness to identify areas where the transportation infrastructure is well suited to address current and future needs or locations where limited access or transportation infrastructure restraints may prevent business retention and expansion.</td>
<td>Medium</td>
</tr>
<tr>
<td>• Develop an Energy Sector Transportation and Safety Plan to identify additional transportation infrastructure needs in Texas as a result of recent oil development, assess the impact of this development on transportation infrastructure (including roadway, rail, maritime, and pipeline) and identify solutions to improve safety and mobility.</td>
<td>Medium</td>
</tr>
<tr>
<td>• Conduct a comprehensive statewide HAZMAT Transportation Study to ensure the safe and secure transportation of hazardous materials, including identifying dedicated routes, signage improvements and community impacts.</td>
<td>Medium</td>
</tr>
<tr>
<td>Program: Freight Improvement Planning Studies</td>
<td>Priority</td>
</tr>
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<td>---------------------------------------------</td>
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</tr>
<tr>
<td>- Conduct a statewide Air Cargo Landside Needs Assessment Study to analyze freight network capacity and access issues for major air cargo centers (particularly at times of peak demand), including improving first- and last-mile connections from airports to the freight network and updating roadway geometry to address large truck movements.</td>
<td>Medium</td>
</tr>
<tr>
<td>- Develop an Oversize and Overweight Vehicle Freight Movement Plan to provide statewide consistency and reliability for OS/OW commercial vehicles and to address the needs of oversize and overweight loads and the energy sector.</td>
<td>Medium</td>
</tr>
<tr>
<td>- Conduct a Rural and Agriculture Transportation Needs Assessment to analyze the infrastructure needs of major agricultural transportation providers, identify critical transportation routes, and improve the county and township road system that supports this important industry.</td>
<td>Medium</td>
</tr>
<tr>
<td>- Conduct a Statewide Truck Parking and Rest Stop Study to evaluate the current condition of truck parking within the state, analyze the impact of hours-of-service on trucker operations, identify potential community and safety impacts of inadequate truck parking facilities and develop strategies to meet current trucking needs and future demands.</td>
<td>Medium</td>
</tr>
<tr>
<td>- Conduct a Truck-Only Lane Feasibility Study to evaluate opportunities to separate trucks and autos on the Primary Freight Network to reduce congestion, improve safety and mobility for the motoring public and trucks.</td>
<td>Medium</td>
</tr>
<tr>
<td>- Develop an Off-Peak and 24-hour Operation Pilot Program in cooperation with the freight industry and the MPOs to maximize the existing capacity on the Texas Freight Network.</td>
<td>Medium</td>
</tr>
<tr>
<td>- Develop a Secondary Highway Freight Network Access Management Plan to preserve roadway efficiency and enhance traffic safety as well as foster coordination between TxDOT and partner agencies on transportation decisions.</td>
<td>Medium</td>
</tr>
<tr>
<td>Program: Education and Public Awareness</td>
<td>Priority</td>
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<td>-----------------------------------------</td>
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<tr>
<td>Develop a Freight Movement Public Education and Awareness Program to educate the public, elected officials, policy makers and other stakeholders on the economic benefits of freight and safety-related issues.</td>
<td>Medium</td>
</tr>
</tbody>
</table>

- Develop a partnership and between TxDOT, the freight industry, colleges and universities, federal and state agencies to develop a freight movement education and public awareness campaign.

- Develop and implement truck safety awareness to educate drivers on how to drive safely with commercial vehicles, sharing the road program, at-grade rail crossing safety.

- Develop and implement strategies to increase public awareness about economic impacts of trucking, rail, ports, warehousing and distribution centers and other freight related activities to the state’s economy and quality of life.

- Develop and implement strategies to raise awareness of freight issues within TxDOT, MPOs, local agencies, law enforcement agencies, and other agencies throughout the state to ensure freight considerations are integrated into the transportation planning, programming, design, construction, maintenance and operations of the transportation system.

- Conduct workshops and speaking engagements targeting the public and elected officials to raise awareness about benefits of freight movement to the Texas economy.

- Develop educational materials such as newsletters, brochures, fact sheets on different freight movement topics and distribute to the public, elected officials, and other stakeholders.

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<th>Priority</th>
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<tr>
<td>Medium</td>
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<td>High</td>
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<td>High</td>
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</table>
**Program: Technology and Operations**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>High</td>
<td>Develop a Statewide Traffic Management Center Concept of Operations and implementation Plan that integrates existing regional Traffic Management Centers across the State to facilitate dissemination of real-time traffic information including traffic incidents, construction, weather, and special events etc.</td>
</tr>
<tr>
<td>High</td>
<td>Develop a Statewide Commercial Vehicle Traffic Incident Management Program to address commercial vehicle crashes and improve safety and mobility for the motoring public and trucks.</td>
</tr>
<tr>
<td>Medium</td>
<td>Convene a Statewide Traffic Incident Management Taskforce comprised on law enforcement, fire department, emergency medical services, towing and recovery, local agencies, and TxDOT to comprehensively address commercial vehicle incidents on the freight network.</td>
</tr>
<tr>
<td>Medium</td>
<td>Expand the deployment of sophisticated real-time traveler information technologies to mitigate congestion, improve safety and facilitate freight flows.</td>
</tr>
<tr>
<td>Medium</td>
<td>Develop and Implement a Highway Freight Network Operations and Management Plan that outlines a comprehensive strategy for better operating and managing the existing highway infrastructure to maximize existing capacity of the Freight Network.</td>
</tr>
<tr>
<td>Medium</td>
<td>Develop freight movement signal timing/coordination improvements to provide a cost effective strategy to reducing congestion problems, provide for fuel savings, and reducing travel times.</td>
</tr>
<tr>
<td>High</td>
<td>Adopt, expand and deploy ITS technologies to improve mobility and safety for both passenger and freight.</td>
</tr>
<tr>
<td>Medium</td>
<td>Expand Weigh-In Motion (WIM) program to major freight gateways, generators, and corridors.</td>
</tr>
</tbody>
</table>
## Program: Technology and Operations

| Priority |  
|----------|---
| Medium   | **Form partnerships with the auto industry, telematics (such as GPS providers and telecommunications companies), academic institutions, research and development organizations, USDOT and other the public sector road authorities to foster innovative freight transportation technology solutions.** |

## Program: Border/Ports of Entry

| Priority |  
|----------|---
<p>| High     | <strong>Establish a Texas Border Management Program that would enhance international border coordination strategies to improve freight safety, mobility and efficiency and to facilitate trade and travel without compromising the security at the Texas-Mexico border crossings.</strong> |
| High     | <strong>Enable comprehensive and coordinated Texas-Mexico border development, promoting trade and commerce and facilitating border infrastructure development.</strong> |
| Medium   | <strong>Assist in coordinating the permitting process for international border crossings among the various local, regional, statewide, and federal agencies.</strong> |
| Low      | <strong>Help harmonize private and public sector activities and schedules to achieve maximum effective use of available international border crossing infrastructure.</strong> |
| High     | <strong>Expand the use of ITS technologies such as electronic screening, advanced traveler information and other technologies to enhance the fluidity and efficiency of border and to improve safety and mobility, reduces emissions, and improve security at the Texas-Mexico border crossings.</strong> |</p>
<table>
<thead>
<tr>
<th>Program: Highway</th>
<th>Priority</th>
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</thead>
<tbody>
<tr>
<td>Develop a Texas Highway Freight Network Safety Program focused on improving safety and reducing rates of crashes, fatalities, and injuries associated with freight movement on the Texas Freight Network.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Improve coordination between TxDOT, Texas Department of Motor Vehicles (TxDMV), Texas Department of Public Safety (DPS) and other state, federal and local agencies to address enforcement and safety concerns.</td>
<td>High</td>
</tr>
<tr>
<td>▪ Expand truck restrictions on the Primary Freight Highway Network to improve safety and mobility for the motoring public and trucks and improve supply chain reliability.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Expand the Commercial Motor Vehicle Safety Program including developing a program to identify and address high truck crash and truck rollover areas.</td>
<td>High</td>
</tr>
<tr>
<td>▪ Implement safety measures such as rumble strips and median barriers on the Freight Highway Network to minimize head-on crashes and accidents.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Address high truck crash rates and at-grade rail crossing along the Freight Highway Network.</td>
<td>High</td>
</tr>
<tr>
<td>Develop a Highway Freight Network Design, Construction, and Safety Standards Program focused on reviewing and modifying standards to addressing safety and mobility needs for truck movements, increasing connectivity, and increasing freight network efficiency and operations.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Assess existing design, construction and safety standards and develop specific Highway Freight Network specific design, construction and safety standards including bridge clearance, roadway geometry, interchange and intersection geometrics, interchange ramp curvature, signage, shoulder, and safety treatments.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Implement the new 18’6” minimum bridge clearance standards for the Highway Freight Network to accommodate current and future freight movement needs for oversize and overweight loads as well military transportation needs.</td>
<td>High</td>
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</table>
### Program: Highway

<table>
<thead>
<tr>
<th>Priority</th>
<th>Task Description</th>
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<tbody>
<tr>
<td>Medium</td>
<td>Develop Secondary Freight Network intersection turning radii design guidelines to accommodate trucks, including placement of utility poles and signs in high-freight volume areas.</td>
</tr>
<tr>
<td>Medium</td>
<td>Establish minimum capacity standards on the Highway Freight Network, such as six lanes in each direction on the Primary Freight Highway Network where warranted and minimum four lanes or super 2’s on the Secondary Freight Highway Network.</td>
</tr>
<tr>
<td>Medium</td>
<td>Establish statewide alternative route standards, such as addressing frontage road gaps on the Freight Highway Network.</td>
</tr>
<tr>
<td>Medium</td>
<td>Update geometric standards (both vertical and horizontal) for the Freight Highway Network that accommodates current and future freight mobility needs of trucks.</td>
</tr>
<tr>
<td>Medium</td>
<td>Review and update pavement design standards to accommodate projected growth in volume freight corridors.</td>
</tr>
<tr>
<td>Medium</td>
<td>Identify and designate Oversize /Overweight or Super Load Corridors and Military access facilities.</td>
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<tr>
<td>Medium</td>
<td>Encourage MPOs to develop Critical Urban Freight Corridors in coordination with local jurisdictions to develop truck routes to address last mile freight issues to reduce inefficiencies, address congestion and improve safety and mobility for people and freight.</td>
</tr>
<tr>
<td>High</td>
<td>Develop a Freight Network Bridge Reconstruction and Replacement Program for state highways to address deficient bridges, increase vertical clearance to accommodate OS/OW vehicles and facilitate efficient freight movement.</td>
</tr>
<tr>
<td>High</td>
<td>Raise TxDOT bridge minimum vertical clearance standard from 16’6” to 18’6”.</td>
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<tr>
<td>High</td>
<td>Replace bridges with a vertical clearance less than 15’ to a clearance of 18’6” on the Freight Highway Network.</td>
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<tr>
<td>Medium</td>
<td>Raise existing bridges under 16.6’ on the Interstates where feasible.</td>
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<tr>
<td>Program: Highway</td>
<td>Priority</td>
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<td>-------------------------------------------------------------------------------</td>
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<tr>
<td>▪ Prioritize replacement of bridges on the Freight Highway Network are rated to carry less than 80,000 lbs.</td>
<td>High</td>
</tr>
<tr>
<td>▪ Identify and address bridges with obsolete designs and poor conditions on the Highway Freight Network.</td>
<td>High</td>
</tr>
<tr>
<td>Develop an Interchange Reconstruction and Upgrade Program for all Interstates to address obsolete designs as well as left exits to improve safety and mobility for both passengers and freight.</td>
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</tr>
<tr>
<td>▪ Conduct an assessment of operations and efficiency of Interchanges on the Freight Network and developing an implementation plan.</td>
<td>Medium</td>
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<tr>
<td>▪ Identify interchanges that do not operate efficiently due to heavy truck traffic and the size and relative lack of maneuverability of trucks.</td>
<td>High</td>
</tr>
<tr>
<td>▪ Identify interchanges with high traffic volumes, single lane ramps and tight curves that make them prone to congestion which causes them to operate under poor conditions.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Analyze safety issues related to outdated intersection designs, such as high truck rollovers and crashes, lack of merging lanes, and multiple points of conflict between trucks and autos.</td>
<td>Medium</td>
</tr>
<tr>
<td>▪ Prioritize interchange improvements on interstate corridors based on safety, mobility, and infrastructure condition.</td>
<td>High</td>
</tr>
<tr>
<td>Develop a Statewide Construction Management and Coordination Program to pro-actively minimize traffic impacts and improve safety and mobility for motorist and trucks.</td>
<td></td>
</tr>
<tr>
<td>▪ Establish inter-agency and intra-agency coordination working group charged with developing effective strategies for construction coordination.</td>
<td>High</td>
</tr>
<tr>
<td>▪ Enhance coordination between TxDOT and partner agencies to minimize large-scale impacts of construction across multiple corridors and jurisdictions.</td>
<td>High</td>
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### Program: Highway

<table>
<thead>
<tr>
<th>Priority</th>
<th>Task</th>
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<tbody>
<tr>
<td>Medium</td>
<td>- Develop strategies to reduce potential conflicting lane and road closures, concurrent and multiple roadway construction projects.</td>
</tr>
<tr>
<td>Medium</td>
<td>- Develop guidance on how to reduce and manage traffic disruptions from road work and maintain safety and mobility in construction zones.</td>
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<tr>
<td>Medium</td>
<td>- Evaluate impacts for all projects within construction areas collectively, highlighting potential conflicts and cumulative mobility impacts.</td>
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<tr>
<td>High</td>
<td>- Establish open dialogue and communications with key community and business representatives to address construction-related impacts and flag policy level issues.</td>
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### Program: Rail

<table>
<thead>
<tr>
<th>Priority</th>
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<tbody>
<tr>
<td>High</td>
<td>- The state should develop, in cooperation with the freight industry, a comprehensive Rail Freight Development and Improvement Program to expand rail freight capacity and improve rail freight mobility.</td>
</tr>
<tr>
<td>High</td>
<td>- Promote the role of Texas railroads in supporting economic sectors in the state through their level of investment in the state’s rail infrastructure.</td>
</tr>
<tr>
<td>High</td>
<td>- Work with the railroads in preserving and improving rail freight infrastructure and service through increased public-private partnership opportunities.</td>
</tr>
<tr>
<td>Medium</td>
<td>- Promote the integration of rail freight movement with other modes of transportation, especially trucks.</td>
</tr>
<tr>
<td>Medium</td>
<td>- Facilitate the resolution of issues between the railroads and the public.</td>
</tr>
<tr>
<td>High</td>
<td>- Identify and Implement strategies to identify and address at-rail crossings on the Texas Freight Network.</td>
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</table>
### Program: Rail

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<th>Priority</th>
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- Develop technical assistance programs that will enhance/expand the role of short line railroads.

- Expand coordination with Rural Rail Transportation Districts (RRTDs) to identify rural rail access needs and improvements.

- Implement a system-wide review of signal connections and timings at rail crossings.

### Program: Maritime

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Develop and administer a comprehensive Maritime Freight Development Program focused on working with Texas ports and other stakeholders to identify strategies that expand port and waterway capacity and improve waterway infrastructure. This program will:

- Enhance strategic partnering among local, state and federal agencies that have interest in the Gulf Intracoastal Waterway. Multi-agency participation, including Texas Department of Transportation, Texas Commission on Environmental Quality, Texas General Land Office and the US Army Corps of Engineers can enable an environmentally healthy gulf coast while encouraging economic development and enhanced freight movement along the GIWW.

- Seek RESTORE Act funding or similar restoration funding sources.

- Seek opportunities for beneficial use of dredged material projects to protect the GIWW from shoaling.

- Support full utilization and appropriation of both the Harbor Maintenance Trust Fund and the Inland Waterway Trust Fund, as laid out in the Water Resources Reform and Development Act of 2014 (WRRDA).

- Promote Texas port and waterway projects in the prioritization of projects seeking federal funds.
## Program: Maritime

| Priority |
|---|---|
| High | Medium |
| High | High |
| High | High |
| Medium | Medium |

- **Seek funding assistance for port capital projects, both inside the gate and outside the gate, in order to keep up with competitor ports in other states.**
- **Explore Public-Private Partnership opportunities.**
- **Encourage use of MARAD’s Port Planning & Investment Toolkit.**
- **Continue to work with stakeholders to find P3 solutions that are acceptable to the users and industry.**
- **Engage the private sector benefactors of the maritime system to participate.**
- **Promote the development and expansion of the use of waterways to transport cargo, whether by container (Container on Barge) or as bulk cargo, by actively partnering with shippers, ports and other transportation entities. Engage shippers to develop service routes along the GIWW and support Texas ports acquiring the necessary equipment and infrastructure to implement the service.**

## Program: Aviation

| Priority |
|---|---|
| High | Medium |
| Medium | Medium |

- **Develop and administer a comprehensive Air Cargo Development and Improvement Program focused on working with Texas airports and other stakeholders to identify strategies that expand air cargo capacity, and improve air cargo transportation infrastructure. This program will comprise of the following:**
- **Address air cargo needs, issues and recommendations in the next update of the TxDOT Texas Airport System Plan (TASP).**
- **Integrate airport and air cargo planning initiatives into local, regional and statewide planning efforts.**
- **Identify opportunities to improve intermodal access and connectivity to air cargo facilities, especially first- and last-mile connections to the freight highway network.**
Appendix I

Map Packet for Highway Projects in the Unconstrained Freight Investment Plan by Needs and Funding Status
Exhibit I-1: Fully Funded Mobility Projects in the Unconstrained Freight Investment Plan
Exhibit I-2: Partially Funded Mobility Projects in the Unconstrained Freight Investment Plan
Exhibit I-3: Fully Funded Safety Projects in the Unconstrained Freight Investment Plan
Exhibit I-4 Partially Funded Safety Projects in the Unconstrained Freight Investment Plan
Exhibit I-5: Fully Funded Asset Preservation Projects in the Unconstrained Freight Investment Plan
Exhibit I-6: Partially Funded Projects in the Unconstrained Freight Investment Plan