Several of the worst congested sections of road in the Metroplex are near the two downtowns (Exhibits DFW-1 and DFW-2), which is similar to Austin and Houston. What is different, however, is that several of the most congested sections already have a large construction project underway or expected to begin soon (Exhibits DFW-3 and DFW-4).

The comprehensive development agreements on LBJ Freeway and IH 35E in Dallas and on IH 820 and IH 35W in Fort Worth will improve conditions on several of the most congested sections (Numbers 3, 8, 14, 19, and 21). The resulting roadways will not be congestion-free, but they will be much improved.

The “Horseshoe” project on IH 30 and IH 35E at the southwest corner of downtown Dallas is the final segment of the IH 30 West improvement and the beginning of a congestion relief project on portions of IH 35E and IH 30 around the south end of downtown (Numbers 12, 16, 17, and 29).

There are several congested sections of road that do not have a logical big fix solution.

- Problems on Woodall Rodgers are related to the freeways on each end – Stemmons Freeway and North Central Expressway; expanding Woodall Rodgers will only exacerbate the bottlenecks at each end.
- North Central Expressway (US 75) from downtown to LBJ Freeway was rebuilt and significantly improved in the late-1990s; there does not appear to be much local support for adding lanes to the freeway. An advanced technology project (known as integrated corridor management) that will improve operations on both the freeway and adjacent streets is in the planning phase. The DART rail lines to Plano and Garland provide travel options to the congested sections of North Central Expressway.
- SH 360 in Arlington will likely see a congestion decrease when the parallel President George Bush Turnpike – Western Extension opens. It does not seem prudent to make major investments to SH 360 until the effect of the PGBT-Western Extension is known.

Large projects involving a combination of additional general travel lanes, managed lanes, and interchange improvements appear possible in the Stemmons, South RL Thornton, and East RL Thornton corridors although more study is required. The Trinity Parkway would also provide congestion relief to these corridors using a separate alignment that would draw traffic away from the existing roadways.

A summary and map of the recommended actions that will affect each congested corridor is included in Exhibits DFW-5, DFW-6, DFW-7, DFW-8, and DFW-9 after the individual corridor summaries. Information regarding large projects with significant congestion reduction potential, their estimated implementation cost, and implementation timeframe is included in Exhibit DFW-10.
Exhibit DFW-2: Fort Worth’s Most Congested Corridors

DFW-3
#3, #19: LBJ Express (open 2015)


#37: Constructing PGBT-WE Tollway (open 2012)

#65: Constructing DFW Connector (open 2014)

Completed Sam Rayburn Tollway

Completed SH 360 freeway

Completed SH 360 and interchanges

Exhibit DFW-3: Dallas Under Construction or Recently Constructed

#3, #19, #37, #40: Constructed Pres. George Bush Turnpike

#3, #19, #37: Expanding SH 360

Projects Under Construction

Completed Projects: Projects Under Construction

xx: Congested Section Addressed by Project
Exhibit DFW-4: Fort Worth Under Construction or Recently Constructed

- Completed Sam Rayburn Tollway
- Completed SH 360 freeway
- #65: Constructing DFW Connector (open 2014)
- #14: North Tarrant Express: widening freeway & adding managed lanes (open 2015)
- #3, #19, #37, #40: Constructed Pres. George Bush Turnpike
- #37: Constructing PGBT-WE Tollway (open 2012)
- #xx: Congested Section Addressed by Project
  - Completed Projects: Projects Under Construction
LBJ FREEWAY (IH 635)
IH 35E (Stemmons Fwy) to US 75 (N. Central Expy)

Current Conditions
The LBJ Freeway between Stemmons Freeway (IH 35E) and North Central Expressway (US 75) is under construction and operates with four mainlanes and an HOV lane in each direction (HOV lanes are closed for construction). It is a major business corridor in the North Dallas area, is a major cross route connection, and connection to the north entrance of Dallas/Fort Worth International Airport. This freeway section remains congested for much of the day, regardless of morning and evening commutes (though congestion is worse during these periods). Eastbound speeds are generally higher in the morning period.

- Segment Length: 10.8 miles.
- Road Type: 8-Lane Freeway.
- Annual Hours of Delay: 5,760,000.
- Texas Congestion Index: 1.59.
- Commuter Stress Index: 1.75.
- HOV lane use: 10,750 vehicles/day.

Possible Congestion Causes
IH 635 was built in 1969 to accommodate 180,000 vehicles per day; current average daily traffic counts exceed 270,000 vehicles. The corridor has not received major reconstruction or capacity expansion in over two decades, until 2011. Coupled with some of the fastest population growth and development in the United States, congestion on the corridor has increased significantly.

Projects in Progress or Completed
LBJ Express
The LBJ Express project will:
- Rebuild the existing mainlanes.
- Build six new HOV/managed toll lanes in the median and below ground with a guaranteed 50 mph trip on the lanes.

- Create continuous frontage roads along IH 635.

Construction zone traffic management program is in place for the LBJ Express. The program will be monitored and enhanced, if necessary, to reduce delays where possible.
Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Incident Management
Regional Freeway Incident Management Program is in place in the corridor and will be enhanced upon completion of LBJ Express. The police and fire departments in the cities along the corridor have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Intelligent Transportation Systems (ITS)
Regional ITS architecture development continues and will be enhanced by LBJ Express project.

Transit Service
The DART Red Line light rail service crosses LBJ Freeway just east of North Central Expressway (US 75). The Red Line transported 33,200 riders per day in FY2010.

The DART Green Line light rail service crosses LBJ Freeway in Farmers Branch on the west side of the LBJ Freeway corridor. The Green Line transported 4,800 riders per day in FY2010.

DART continues bus service with 17 routes in the corridor, 10 crossing and 7 parallel.

DART operates the LBJ/Central Station park and ride at IH 635 and US 75 with 533 spaces.
Planning Efforts to Date

**LBJ Express**
The LBJ Express Project represents the culmination of nearly 20 years of planning for improvements in the LBJ Freeway corridor.

**Travel Options**
Three Transportation Management Associations (TMAs) are planned for the corridor; LBJ and Stemmons (IH 35E) Freeway; LBJ and North Central (US 75); LBJ and the Dallas North Tollway area. These associations are non-profit organizations, generally a private-public partnership, that provide transportation services in a particular boundary area and also serve as the institution to facilitate travel demand management or commute trip options with small and large employers.

**Parallel Routes**
Widening of the parallel route, the President George Bush Turnpike, is planned to be open by 2020.

*Bicycle and Pedestrian*
The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor including SH 289 (Preston Road), Rosser Road, Webb Chapel Road, Dennis Road, and Denton Drive. Existing trails within this corridor include the Cottonwood Trail and the White Rock Creek Trail.

**Commuter Rail**
The proposed Cotton Belt commuter rail line parallels this corridor to the north. The Cotton Belt Rail corridor will provide an east-west link across the northern part of the region between Dallas/Fort Worth International Airport east to the cities of Plano and Richardson.

**Next Steps**
- LBJ Infrastructure Group will operate and maintain the roadway under a CDA.
- LBJ Freeway is identified as a potential corridor for truck lane restrictions in NCTCOG’s Mobility 2035 after construction is complete.
WOODALL RODGERS FWY (SS 366)
IH 35E (Stemmons Fwy) to US 75 (N. Central Expy)

Current Conditions
The Woodall Rodgers Freeway connects IH 35E to IH 345 (US 75/IH 45) in central Dallas north of downtown. It operates with four lanes in each direction through a depressed section. The freeway is surrounded by multi-storied commercial and cultural buildings. The freeway forms the northern boundary of the City of Dallas central business district (CBD). The freeway extends from US 75 on the northeast to Riverfront Boulevard on the southwest. Direct connections exist at these same termini, allowing access to and from US 75 and IH 35E (east of Riverfront Boulevard). Congestion dramatically peaks on both northbound and southbound directions in the evening, slowing traffic to near 20 mph. However, the morning peak period slows only the southbound direction.

- Segment Length: 1.6 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 961,000.
- Texas Congestion Index: 1.84.
- Commuter Stress Index: 2.16.

Possible Congestion Causes
Woodall Rodgers Freeway receives incoming traffic from three major roadways entering the downtown Dallas area: IH 35E Stemmons Freeway, US 75 North Central Expressway, and IH 45 via IH 345. Stemmons Freeway and North Central Expressway are two of the five most congested corridors in the Dallas-Fort Worth area. This freeway is also a construction work zone while an urban park is built on a deck above the main lanes.

Projects in Progress or Completed
Woodall Rodgers Extension
The Woodall Rodgers Extension is being constructed as a 6-lane road from the CBD to west Dallas. The construction is extending the freeway westward from its current terminus at IH 35E across the Trinity River to the Beckley Avenue/Singleton Boulevard Intersection.

Urban Park
An urban deck park is under construction over the freeway between St. Paul Street and Pearl Street. This effort includes several intersection and ramp improvements to reduce bottlenecks.
Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

Transit Service
The CBD is a primary hub for Dallas Area Rapid Transit (DART). Four light rail lines: the Red, Orange, Blue, and Green Lines converge on Pacific Street that runs through downtown parallel to the corridor.

DART bus service operates 12 routes in the corridor.

Incident Management
The Regional Freeway Incident Management Program operates in the corridor. This corridor has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Planning Efforts to Date
Pedestrian Facilities
Woodall Rodgers Cross Street Sidewalk Reconstruction will provide bicycle and pedestrian amenities on cross streets.

Next Steps
- No future widening of the freeway is possible. This section of freeway is depressed and surrounded by multi-storied commercial and cultural buildings.
- No specific plans or projects are identified beyond the current efforts.
**Current Conditions**

The North Freeway IH 35W is the most congested corridor in Tarrant County. Three major roadways, IH 30, US 287, and Airport Freeway (SH 121), intersect the corridor between the southern and northern ends of downtown Fort Worth. The corridor has eight lanes through downtown and six lanes north of the SH 121 interchange. Congestion plagues this stretch of IH 35W for most of the day in both directions, with the worst slowdowns occurring during the evening rush hour. Northbound traffic experience more dramatic speed changes during the day than the other direction.

- Segment Length: 3.7 miles.
- Road Type: 8-lane highway.
- Annual Hours of Delay: 1,624,000.
- Texas Congestion Index: 1.81.
- Commuter Stress Index: 2.19.

The need for improvements in this corridor has been discussed as far back as 1974 in the region’s *Total Transportation Plan for the North Central Texas Region for 1990*. Specific freeway/HOV/managed lane improvements have been recommended in this corridor since 1986 in *Mobility 2000*.

**Possible Congestion Causes**

The North Freeway contains older roadway designs in sections north of IH 30, forcing drivers to change multiple lanes to continue on the same road or direction. Some improvements to the situation occurred with the redesign of the IH 30/US 287 interchange a decade ago, but problems still persist in the corridor, especially at the Airport Freeway interchange. US 287 merges with North Freeway in downtown Fort Worth adding to the number of vehicles northbound through the corridor. Southbound

Airport Freeway terminates at the corridor in downtown creating a chokepoint for drivers entering and passing through downtown.

**Projects in Progress or Completed**

**Traffic Management**

Traffic management strategies include a regional mobility assistance patrol that is operated by Tarrant County.
The City of Fort Worth and the TxDOT Fort Worth District Traffic Management Centers are connected via fiber optic cable and exchange transportation data and video.

This corridor has ITS technology deployed for incident detection and management.

**Incident Management**
The police and fire departments in the City of Fort Worth have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

**Shared Commuting**
The region has implemented regional ridesharing software TryParkingIt.

A park-and-ride facility at the T&P station with 376 spots serves commuters traveling to Dallas.

This corridor is part of an area served by the Fort Worth Transportation Authority (The T) vanpool program.

**Demand Reduction**
Downtown Fort Worth Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

**Bicycle and Pedestrian**
The corridor is included in Bike Fort Worth, several on-street bicycle facilities are provided on Pine Street, Yucca Avenue, and Watauga Road.

The existing West Fork hike and bike trail also intersects this corridor.

**Planning Efforts to Date**

**Expansions**
This corridor is part of the North Tarrant Express (NTE) CDA Master Development Agreement that will widen and reconstruct the freeway to include managed lanes and continuous frontage roads. It is not part of the ongoing construction efforts but an agreement to include this facility in the construction efforts is being pursued. The proposed work will create four managed lanes in the corridor and rebuild the existing mainlanes. Improvements to the
IH 35W/SH 121 interchange are acknowledged, but deferred currently. Environmental and schematic clearance is anticipated by mid-2012.

**Commuter Rail**
The proposed TEX Rail and Speedway commuter rail lines run parallel to the corridor. The Speedway Line runs north-south and connects downtown Fort Worth with the Texas Motor Speedway (TMS). TEX Rail follows the Fort Worth Western Railroad from southwest Fort Worth through downtown Fort Worth on to Dallas/Fort Worth International Airport. This corridor will connect to the Cotton Belt rail corridor. These rail lines are expected to remove some vehicle demand from IH 35W.

**Next Steps**
- Regional planners will monitor the corridor’s addition to the NTE CDA and initiation of construction. If added to the CDA, further planned improvements to the corridor will be reviewed accordingly.
- North Freeway is listed in Mobility 2035 as a potential corridor for truck lane restrictions.
US 75 (N. CENTRAL FWY)
IH 635 (LBJ Fwy) to SS 366 (Woodall Rodgers Fwy)

**Current Conditions**
US 75 North Central Expressway is a main north-south route from the Dallas central business district (CBD) to the North Dallas area. The southern end of this corridor is depressed. The corridor is surrounded by multi-storied commercial, retail, low to high density residential, and a major university. Congestion slowdowns on US 75 occur equally regardless of direction throughout the day with the evening rush hour experiencing the slowest speeds.
- Segment Length: 9.1 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 4,547,000.
- Texas Congestion Index: 1.50.
- Commuter Stress Index: 1.70.

**Possible Congestion Causes**
North Central Expressway is the main non-toll north-south route between the northern suburbs of Dallas and the CBD. The roadway was reconstructed in the late 1990s using the full breadth of right-of-way.

**Projects in Progress or Completed**

*Transit Service*
The Dallas Area Rapid Transit (DART) Red and Blue Lines run parallel to the facility with seven stations along the corridor. The Red line carried 33,200 average weekday riders in FY2010. The DART Blue Line runs parallel to the facility to Mockingbird Station and carried 22,200 average weekday riders in FY2010. DART bus service operates over 20 bus routes in the corridor.

*LBJ Express*
The LBJ Express (IH 635) project is under construction and may provide some congestion relief at the LBJ and US 75 interchange.

*Woodall Rodgers Extension*
Similar to improvements with the LBJ Express, the extension may relieve congestion on US 75.

**Demand Reduction**
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and...
similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transit Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

**Incident Management**

The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

**Traffic Signals**

Regional traffic signalization improvement program has been implemented on major streets in the corridor.

**Traveler Information**

The corridor-wide Integrated Corridor Management project, a demonstration for Federal Highway Administration (FHWA), will integrate systems (freeway, transit, and streets) to get the full use out of the available capacity. In addition, a regional 5-1-1 traveler information system will be developed as part of that project.

**Planning Efforts to Date**

There are no major reconstruction projects planned for North Central Expressway.

**Bicycle and Pedestrian**

The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor. There are three existing trails within this corridor.

**Next Steps**

- **No future widening of the freeway is possible.** The corridor is depressed and surrounded by multi-storied commercial buildings and a major university.

- As there are no plans for additional capacity, this corridor will continue to address congestion through additional traffic management and travel demand management efforts through the FHWA Integrated Corridor Management program.
**IH 35E (STEMMONS FWY)**

IH 30 (Tom Landry Hwy) to SH 183 (Airport Fwy)

**Current Conditions**

IH 35E Stemmons Freeway was Dallas-Fort Worth’s first modern, large-sized freeway when it opened in 1959. Fifty years later it remains DFW’s widest freeway for a sustained distance, 10 lanes in some segments. In the early 1990s, the inside shoulder was converted to a travel lane to help relieve congestion. Traffic congestion along IH 35E follows an unusual outbound morning/inbound evening pattern. However, the evening rush hour travels slower than the morning period.

- Segment Length: 6.6 miles.
- Road Type: 10-lane freeway.
- Annual Hours of Delay: 2,791,000.
- Texas Congestion Index: 1.44.
- Commuter Stress Index: 1.62.

Additional freeway/HOV/managed lane capacity has been recommended in this corridor since 1986 in *Mobility 2000*. A subarea study was undertaken in 1989 that refined the recommended improvement strategy. Since that time, this portion of IH 35E was included in the Trinity Parkway Major Investment Study (conducted 1996–1998) that also confirmed the need for additional freeway and managed lane capacity.

**Possible Congestion Causes**

Most of the freeway is still in its originally-constructed configuration. The corridor has two major highway segments (IH 35E and SH 183) converging on the northern end, and interchange with the Dallas North Tollway and four major highways (SP 366, IH 30 east and west, and IH 35E south) converging on the southern end in the downtown Dallas area. The corridor serves the Dallas Design district, the region’s second major airport Love Field, three major hospital complexes, a sports arena, and the central business district (CBD).

**Rank: 12**

- Annual Hrs of Delay/Mile: 423,000
- Congestion Time: 8 Hours
- Annual Cost of Delay: $68.4 million
- Average Daily Traffic: 219,000 Vehicles

**Projects in Progress or Completed**

*Project Pegasus*

The Woodall Rodgers Extension, part of the Trinity Parkway MTIS, is being constructed as a 6-lane road from the CBD to west Dallas. The construction is extending Woodall Rogers westward from its current terminus at IH 35E across the Trinity River to the Beckley Avenue/Singleton Boulevard Intersection.
Transit Service
The DART Green and Orange Lines run parallel to the facility with four stations along the corridor. The Green Line serves 4,800 average weekday riders. The Orange Line provides select service during peak weekday hours. The Trinity Railway Express (TRE) runs parallel to the facility from Medical/Market Center to Union Station and serves 8,680 passenger trips per weekday.

DART bus service operates 20 routes in the corridor, including shuttle service to UT Southwestern.

Incident Management
The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments (NCTCOG), DART, Fort Worth Transportation Authority (The T), Denton County Transit Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.
**Planning Efforts to Date**

**Horseshoe Expansion**
The Horseshoe Project, part of Project Pegasus, near downtown Dallas involves the reconstruction of IH 30 and IH 35E. It includes the replacement of both corridor bridges over the Trinity River and will add general purpose lanes, HOV/managed toll lanes, and collector/distributor lanes to better connect the two interstate highways to the downtown Dallas area.

**Project Pegasus**
Project Pegasus is a broad planning vision for reconstruction of IH 30 and IH 35E along Lower Stemmons, the Mixmaster and the Downtown Canyon. This includes interchange improvements for IH 35E and Dallas North Tollway, IH 30 and IH 35E, and IH 30 and IH 45.

**Trinity Parkway**
The Trinity Parkway is a planned new location toll road in Dallas extending from the interchange of SH 183 and IH 35E southeast to IH 45. The tollway will create a reliever route for the Stemmons Freeway corridor and downtown. The project is currently in environmental review with a decision anticipated in 2013.

**Bicycle and Pedestrian**
The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor. There are three existing trails within this corridor.

**Next Steps**
- The region is proceeding with development of the Horseshoe Project to reconstruct the IH 30 and IH 35E bridges over the Trinity River and the connections between these highways at the edge of downtown Dallas.
  - Recommended use of Proposition 12 funds for engineering and right-of-way.
- Due to funding shortages and because this facility is parallel to the proposed Trinity Parkway, the corridor was removed from the financially constrained section of Mobility 2035, but remains in the vision component of the plan for consideration if additional funding is realized.
- The corridor is listed in Mobility 2035 as a potential corridor for truck lane restrictions.
IH 820 (NORTHEAST LOOP)
IH 35W (North Fwy) to SH 183 (Airport Fwy)

Current Conditions
IH 820 Northeast Loop, completed in 1963, is 4-lane freeway in Northeast Tarrant County. It provides an east-west commuter route in north Fort Worth to Dallas County and access toward the south entry of Dallas/Fort Worth International Airport. Congestion loosely follows a traditional pattern; however inbound morning traffic is actually headed toward Dallas rather than Fort Worth. Traffic slows in both directions but less heavily in the off-peak direction. The corridor retains some form of congestion throughout entire day in both directions.

- Segment Length: 6.4 miles.
- Road Type: 4-lane freeway.
- Annual Hours of Delay: 1,873,100.
- Texas Congestion Index: 1.59.
- Commuter Stress Index: 1.75.

The need for improvements in this corridor has been discussed as far back as 1974 in the region’s Total Transportation Plan for the North Central Texas Region for 1990. Specific freeway/HOV/managed lane improvements have been recommended in this corridor since 1986 in Mobility 2000.

Possible Congestion Causes
Increased population growth and commercial development in the cities immediately north of the corridor have placed much greater demand on a facility that has maintained its original 4-lane configuration. Few improvements have taken place at the western terminus of the corridor at IH 35W. Major reconstruction of the interchange with SH 183/SH 121 has improved congestion at the eastern end for traffic departing the roadway, but the improved interchange still feeds westbound traffic into an outdated facility.

Projects in Progress or Completed
North Tarrant Express (NTE) Expansion
Construction began in October 2010 on the North Tarrant Express. The project (estimated to be completed in 2015) will rebuild and expand 13 miles of IH 820 and SH 121/SH 183 from IH 35W to the SH 121/SH 183 split. The project will rebuild the existing four to six main lanes, add four toll-managed lanes, plus frontage roads...
and auxiliary lanes to approximately double the existing capacity. The project also includes provisions for two additional non-tolled main lanes, which will be added no later than 2030 at no additional cost.

There is a construction zone traffic management program in place for the NTE. The program will be monitored and enhanced, if necessary, to reduce delays where possible.

**Traffic Management**
Traffic management strategies include regional mobility assistance patrol that is operated by Tarrant County outside of the operations area performed by NTE Mobility Partners.

The City of Fort Worth and the TxDOT Fort Worth District Traffic Management Centers are connected via fiber optic cable and exchange transportation data and video between each other.

This corridor has ITS technology deployed for incident detection and management.

**Incident Management**
The police and fire departments in the City of Fort Worth have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

**Shared Commuting**
The region has implemented regional ridesharing software TryParkingIt.

This corridor is part of an area served by the Fort Worth Transportation Authority (The T) vanpool program.

**Bicycle and Pedestrian**
Included in Bike Fort Worth is the existing Big Fossil Creek Trail that intersects this corridor.

**Planning Efforts to Date**

**Expansion**
This corridor is part of the North Tarrant Express CDA Master Development Agreement that will widen and reconstruct the freeway to include managed lanes. No planning efforts for further improvement of the corridor are being conducted.

**Rail Transit**
The TEXRail/Cotton Belt commuter line is anticipated to relieve some demand on this corridor.

**Next Steps**
- NTE Mobility Partners will **operate and maintain the roadway under a CDA**. The improvements should significantly mitigate the congestion on the roadway.
- The corridor is listed in *Mobility 2035* as a **potential corridor for truck lane restrictions** after NTE construction is complete.
Current Conditions
This segment of US 75 North Central Expressway is the main non-tolled north-south route between North Dallas and Plano; it was reconstructed in the 1980s. It is a major commuter route to the employment centers in Richardson. It is nicknamed “Telecom Corridor” although the mix of businesses in the corridor has become more varied since the 1990s. Congestion on this freeway section follows the traditional inbound morning/outbound evening peaking pattern, but northbound speeds are generally lower outside of the morning period.

- Segment Length: 7.2 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 2,452,000.
- Texas Congestion Index: 1.40.
- Commuter Stress Index: 1.58.

The facility has eight general purpose lanes with two 24-hour, concurrent flow HOV lanes.

Possible Congestion Causes
There are no alternate north-south highways between the Dallas North Tollway and IH 30. The major north-south arterials are also congested during peak periods. There is no more right-of-way available for capacity expansion or major reconstruction in the corridor. The corridor is surrounded by commercial and multi-storied office buildings. The southern end of this corridor intersects with two corridors, LBJ Freeway IH 635 and North Central Expressway US 75 that are even more congested.

Projects in Progress or Completed
Incident Management
The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police

and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as Photogrammetry Training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.
Intelligent Transportation Systems (ITS)
Part of a corridor-wide Integrated Corridor Management project using ITS, this project will integrate systems (freeway, transit, and arterials) to get the full use out of the available capacity. In addition, a regional 5-1-1 will be developed as part of this project.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Transit Services
The DART Red Line run parallel to the facility with seven stations along the corridor. The Red line carried 33,200 average weekday riders in FY 2010.

There is DART bus service in corridor with 11 routes including shuttle service. DART shuttle service is provided to the Texas Instruments campus from LBJ/Central station, the Palisades Shuttle from Galatyn Park station, and the UT Dallas Shuttle from Bush Turnpike station.

There are four Park-and-Ride facilities in the corridor all of them associated with the DART light rail stations at LBJ/Central (553 spots), Spring Valley (393), Arapaho (1100), and George Bush Turnpike (1193).

Bicycle and Pedestrian
On-street bikeways in the City of Richardson that intersect this corridor can be found on Collins Boulevard, Lookout Drive, and Floyd Drive. The Renner Trail, Spring Creek Trail, Cottonwood Trail, and Central Trail are in the corridor.
President George Bush Turnpike Eastern Extension

The Eastern Extension of the President George Bush Turnpike (PGBT) is a toll road from SH 78 to IH 30. This corridor has six general purpose toll lanes with four discontinuous frontage road lanes, as well as a fully-directional interchange at IH 30. This segment opened to traffic in late 2011. This segment provides a more direct and faster route between north Dallas and south Collin counties to eastern areas of Dallas County.

Planning Efforts to Date

HOV Lane Study

An HOV study is identifying potential HOV lane access improvements including wishbone ramps.

Next Steps

- TxDOT will soon begin the process of hiring a consultant to study improvements in this corridor. Congestion in this corridor will continue to be addressed through additional traffic management, travel demand management, and bottleneck removal efforts through the FHWA Integrated Corridor Management program.
- TxDOT is also working on the design of interchange improvements/bottleneck removal on US 75 at SH 190 that will widen direct-connect ramps and construct auxiliary lanes.
- The corridor is listed in Mobility 2035 as a potential corridor for truck lane restrictions.
IH 30 (E. RL THORNTON FWY)
Jefferson Viaduct to SH 12 E (Buckner Blvd.)

Current Conditions
The East RL Thornton Freeway was completed in 1966. A reversible high-occupancy vehicle lane (also known as the Zipper Lane) was added in 1991. The corridor serves southern downtown Dallas, Fair Park, and the White Rock Lake area. Congestion along this corridor occurs during both daily rush hour periods in the westbound direction. Congestion slowdowns on the eastbound lanes occur only during the evening peak period. This corridor has the highest use of the HOV lane in the region.

- Segment Length: 8.2 miles.
- Road Type: 6-lane freeway.
- Annual Hours of Delay: 3,017,000.
- Texas Congestion Index: 1.55.
- Commuter Stress Index: 1.65.

Possible Congestion Causes
Aside from the Fair Park bridge reconstruction and widening, the corridor has not received major reconstruction in its lifetime. Five major highways converge on IH 30 in downtown Dallas with the original merging alignments causing congestion among the interchange movements. The Downtown Canyon section of this corridor is severely congested due to high excess demand, merging movements with a collector/distributor network, and highway-highway interchange movements that exceed capacity.

Projects in Progress or Completed
Horseshoe Project
The Horseshoe Project, part of Project Pegasus, near downtown Dallas involves the reconstruction of IH 30 and IH 35E. It includes the replacement of both corridor bridges over the Trinity River and will add general purpose lanes, HOV/managed lanes, and collector/distributor lanes to better connect the two interstate highways in the downtown Dallas area.

Project Pegasus
Project Pegasus is a broad planning vision for reconstruction of IH 30 and IH 35E along Lower Stemmons, the Mixmaster, and the Downtown Canyon. This includes interchange improvements for IH 35E and Dallas North Tollway, IH 30 and IH 35E, and IH 30 and IH 45.
Reversible HOV Lanes
East RL Thornton Freeway has a reversible HOV lane from downtown to Jim Miller Rd. The HOV lane is created by movable barriers taking excess capacity from the non-peak travel direction. The HOV lane operates from 6 a.m. to 10 a.m. (westbound) and 3:30 p.m. to 7 p.m. (eastbound). The lane was extended to Northwest Highway in December 2007 as a buffer separated concurrent flow HOV lane. As of November 2010, the HOV lane carried 17,735 persons per day.

Transit Service
The central business district is a primary hub for Dallas Area Rapid Transit (DART). Four light rail lines: the Red, Orange, Blue, and Green Lines converge on Bryan Street that runs through downtown parallel to the corridor. The DART Green Line provides direct service to Fair Park from downtown.

There is DART bus service with 18 routes in the corridor.

Incident Management
The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transportation Authority
(DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

Planning Efforts to Date

Bicycle and Pedestrian
The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor. There is one existing trail within this corridor.

Next Steps

- The region is proceeding with development of the Horseshoe Project to reconstruct the IH 30 and IH 35E bridges over the Trinity River and the connections between these highways at the edge of downtown Dallas. Recommended use of Proposition 12 funds for engineering and right-of-way.
- NCTCOG states that improvements in the corridor are warranted based on 2035 traffic projections. However, because of current financial limitations, this project was not included in Mobility 2035 recommendations but remains in the vision component of the plan for consideration if additional funding is realized. The corridor is identified in the Roadway Vision Considerations section of Mobility 2035 indicating a need for improvements but currently lacking funding based on regional project prioritization.
- The East Corridor Transportation Study was started in 2004 with preliminary engineering and feasibility. Planned improvements included reconstruction, lane expansion, and new or enhanced HOV/managed facilities. The project never completed the formal environmental assessment process.
- The corridor is listed in Mobility 2035 as a potential corridor for truck lane restrictions from IH 45 to US 80.
**IH 35E (S. RL THORNTON FWY)**
**US 67 (Martin D. Love Fwy) to Jefferson Viaduct**

**Current Conditions**
South RL Thornton Freeway serves as the southern gateway to the City of Dallas and is a major north-south route from South Dallas to downtown. It has 8 general purpose lanes and 1 reversible HOV lane. This stretch of the freeway follows a traditional inbound morning/outbound evening pattern, with lower inbound speeds in the morning than outbound speeds in the afternoon.
- Segment Length: 5.0 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 926,300.
- Texas Congestion Index: 1.30.
- Commuter Stress Index: 1.45.

**Possible Congestion Causes**
The corridor intersects with three corridors of greater congestion at the northern end in downtown Dallas. US 67 merges with South RL Thornton Freeway at the south end of this section. The highly directional traffic demand exceeds the available roadway capacity. The ramp geometrics are of an older design that increases interference in merging operations with the mainlanes.

**Projects in Progress or Completed**

**Reversible Special Purpose Lanes**
There is a reversible HOV lane operating in the corridor. The Loop 12 to downtown Dallas section is open from 6 a.m. to 12 noon for northbound traffic and from 2 p.m. to 8 p.m. for southbound commuters. Dallas Area Rapid Transit (DART) data from November 2010 indicated 23,070 people used the HOV lane.

**Horseshoe Project**
The Horseshoe Project, part of Project Pegasus, near downtown Dallas involves the reconstruction of IH 30 and IH 35E. It includes the replacement of both corridor bridges over the Trinity River and will add general purpose lanes, HOV/managed lanes, and collector/distributor lanes to better connect the two interstate highways in the downtown Dallas area.

**The Southern Gateway**
The Southern Gateway project is an initiative to develop long-term improvements to the IH 35E and US 67 corridors using a multimodal approach.
Incident Management
The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major arterials in the corridor.

Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transit Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

Transit Service

There is ongoing DART bus service with 29 routes in the corridor.

There are five park-and-ride facilities in the corridor all of them associated with the DART light rail stations on the Red and Blue lines. These include Westmoreland (700 spots), Hampton (499), Ledbetter (368), Kiest (20), and Illinois stations (345).
Planning Efforts to Date

Corridor Expansion
The Southern Gateway project will include construction of two additional general purpose freeway lanes and an additional HOV/managed lane in the corridor from 8th Street to US 67 at an estimated cost of $300,000,000. IH 35E from 8th Street to US 67 was environmentally approved in June 2006 through a FONSI, but no action plan or funding source has been developed since then.

Commuter Rail
The proposed Midlothian and Waxahachie commuter rail lines parallel the corridor. The Midlothian corridor utilizes the Burlington Northern Santa Fe Railway line that extends from Midlothian north to DART’s Westmoreland light rail station. This corridor would provide access to the cities of Midlothian, Cedar Hill, Duncanville, and Dallas. This corridor would also provide a connection to the Mansfield corridor and Fort Worth. The Waxahachie Rail corridor utilizes the Burlington Northern Santa Fe Railway line that extends between Dallas and Waxahachie. The Waxahachie Conceptual Engineering and Funding Study outlined alternatives for stations and vehicle technology, which are used in Mobility2035. This corridor would connect the cities of Waxahachie and Lancaster to jobs in Dallas.

Next Steps
The region is proceeding with development of the Horseshoe Project to reconstruct the IH 30 and IH 35E bridges over the Trinity River and the connections between these highways at the edge of downtown Dallas. TxDOT will begin the procurement for a design-build contractor on the Horseshoe Project in December 2011. Funding has been identified for the section from Reunion Boulevard to south of Colorado Street (including the IH 35E bridges over the Trinity River). Recommended use of Proposition 12 funds for engineering and right-of-way.
Current Conditions
IH 35E Stemmons Freeway was Dallas-Fort Worth’s first modern, large-sized freeway when it opened in 1959. More than 50 years later it remains DFW’s widest freeway for a sustained distance, 10 lanes in some segments. Congestion is worse in both directions in the afternoon than in the morning. The typical morning inbound peak congestion is somewhat alleviated by the bottleneck at LBJ Freeway, which reduces the traffic load in this section.
- Segment Length: 3.3 miles.
- Road Type: 8-lane Freeway.
- Annual Hours of Delay: 702,300.
- Texas Congestion Index: 1.35.
- Commuter Stress Index: 1.50.

The need for improvements in this corridor has been discussed as far back as 1974 in the region’s Total Transportation Plan for the North Central Texas Region for 1990. Specific freeway/HOV/managed lane improvements have been recommended in this corridor since 1986 in Mobility 2000.

Possible Congestion Causes
Most of the freeway is still in its originally-constructed configuration. The northern end of the corridor intersects the LBJ Freeway (IH 635), the most congested corridor in the DFW Metroplex.

Projects in Progress or Completed
LBJ Express
This corridor is part of the LBJ Express project and is included in the ongoing construction efforts. The LBJ Express project will improve mobility through the addition of three managed lanes in each direction between Loop 12 and LBJ Freeway and improvements to the IH 635/IH 35E interchange at the northern end of the corridor by adding direct connections to/from managed lanes on LBJ Freeway (IH 635). The LBJ Express project will not make improvements to the interchange movements for general purpose traffic. Construction will be complete in 2015.

Incident Management
The Regional Freeway Incident Management Program operates in the corridor. This corridor has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas...
County Sheriff's Office have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Traffic Signals
Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Demand Reduction
The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through education and the implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transit Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Transit Service
The Dallas Area Rapid Transit (DART) Green Line runs parallel to the facility with three stations along the corridor. The Green Line serves 4,800 average weekday riders.

There is ongoing DART bus service with seven routes in the corridor.

Planning Efforts to Date
Planned improvements to the IH 35E corridor directly to the north of this corridor include a major reconstruction project from IH 635 to the IH 35W/IH 35E interchange in Denton. General purpose freeway lanes will be rebuilt, continuous frontage roads will be added, and HOV/managed lanes will be constructed to add additional capacity to the corridor.

Bicycle Improvements
The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor including Manana Drive and Crown Road.

Next Steps
- Reconstruction of this section began in 2011 as part of the LBJ Express project.
- NCTCOG, TxDOT, and municipalities will continue to monitor congestion and identify and analyze possible improvements to the corridor during construction and completion of the LBJ Express Project.
- The corridor is listed in Mobility 2035 as a potential corridor for truck lane restrictions.
IH 35W (NORTH FWY)
N. 28th Street (SH 183) to US 287 (US 81)

Current Conditions
IH 35W North Freeway from N. 28th Street (SH 183) to US 287 is a 4-lane freeway in a well-developed corridor. This includes industrial, commercial, and residential areas. The southern end of the corridor is the northern end of the downtown North Freeway corridor, the most congested in Tarrant County. Congestion and slowdowns along the North Freeway loosely follow a typical inbound/morning and outbound/evening pattern, with the slowest speeds at the peak of each rush hour. However, note that speeds in the opposite directions also dramatically decrease.

- Segment Length: 6.4 miles.
- Road Type: 4-Lane Freeway.
- Annual Hours of Delay: 1,425,300.
- Texas Congestion Index: 1.59.
- Commuter Stress Index: 1.74.

The need for improvements in this corridor has been identified since 1986 in Mobility 2000. HOV/managed lane improvements were first recommended in this corridor in 2000 in Mobility 2025.

Possible Congestion Causes
This segment of North Freeway is an older facility that has seen few major improvements in the last two decades. The facility has four mainlanes; these have been insufficient to meet the increased demand from population growth and commercial development in the corridor, especially at its northern end.

Projects in Progress or Completed
Expansion
This corridor is part of the North Tarrant Express (NTE) CDA and improvements are under construction. This includes major reconstruction and widening of the IH 35W and IH 820 interchange. The project will improve the corridor to a 12-lane facility from US 81 to Basswood Blvd. with four general purpose lanes in each direction (plus auxiliary lanes) along with two managed lanes in each direction. From Basswood Blvd. to IH 820 a 14-lane facility will be constructed with four general purpose lanes, auxiliary lanes, and three managed lanes in each direction.
direction. This project should have schematic and environmental clearance by mid-2012.

Construction Management
There is a construction zone traffic management program in place for the NTE. The program will be monitored and enhanced, if necessary, to reduce delays where possible.

Traffic Management
Traffic management strategies include regional mobility assistance patrol that is operated by Tarrant County. The mobility assistance patrol responsibility will be assumed by NTE Mobility Partners when this corridor is approved for development.

The City of Fort Worth and the TxDOT Fort Worth District Traffic Management Centers are connected via fiber optic cable and exchange transportation data and video with each other.

This corridor currently has ITS technology deployed for incident detection and management.

Incident Management
The police and fire departments in the City of Fort Worth have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Shared Commuting
The region has implemented regional ridesharing software TryParkingIt.

This corridor is part of an area served by the Fort Worth Transportation Authority (The T) vanpool program.

Bicycle and Pedestrian
The corridor is included in Bike Fort Worth, several on-street bicycle facilities. An existing hike and bike trail intersects this corridor.

Planning Efforts to Date
The project is included in the NTE CDA Master Development Agreement.

IH 35W from IH 820 to US 287/US 81 is to be traditionally let and constructed. This project’s estimated letting is $135 million of Proposition 14 bonds at end of 2012. Work is expected to start in early 2013 with construction duration of 39 months.
Commuter Rail
The proposed Speedway commuter rail line runs parallel to the corridor. The Speedway Line runs north-south and connects downtown Fort Worth with the Texas Motor Speedway (TMS). TMS is located in the northernmost portion of the City of Fort Worth in Denton County. This rail line will provide additional capacity to the parallel IH 35W, drawing some vehicle demand from this corridor.

Next Steps
- Continue advancing the planned traditional construction of the section between IH 820 and US 287.
- Continue efforts with NTE Mobility Partners to develop mobility options in this corridor.
- The corridor is listed in Mobility 2035 as a potential corridor for truck lane restrictions.
The most congested corridors in Dallas and Fort Worth were examined to identify the most appropriate actions that will have the greatest impact on relieving traffic congestion. Many of these actions can be funded by Proposition 12 funds and are consistent with the goals of Rider 42, while other actions are being funded or performed by other agencies. Exhibits DFW-5 and DFW-6 summarize the recommended actions to address traffic congestion in each Dallas and Fort Worth corridor.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Congested Corridor</th>
<th>Actions Funded by Others</th>
<th>Recommended Early Actions Affecting Congested Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>IH 635 (LBJ Freeway)</td>
<td>Managed lanes being implemented with LBJ Express comprehensive development agreement (CDA)</td>
<td>Consider actions that can be recommended to CDA holder.</td>
</tr>
<tr>
<td>5</td>
<td>Woodall Rodgers Freeway</td>
<td>Extension to street system west of the Trinity River.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>US 75 (Central Expressway)</td>
<td>Feasibility and design study of operations improvements.</td>
<td>Monitor findings of Integrated Corridor Management program and identify possible actions.</td>
</tr>
<tr>
<td></td>
<td>(IH 635 to Woodall Rodgers Freeway)</td>
<td>FHWA Integrated Corridor Management program including light-rail transit.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>IH 35E (Stemmons Freeway)</td>
<td>Construct Horseshoe Project</td>
<td>Purchase right-of-way (ROW), conduct engineering and adjust utilities to construct the Horseshoe Project (the first stage of Project Pegasus)</td>
</tr>
<tr>
<td></td>
<td>(IH 30 to SH 183)</td>
<td></td>
<td>Purchase ROW, conduct engineering and adjust utilities to construct Phase 1 of the Trinity Parkway Project.</td>
</tr>
<tr>
<td>15</td>
<td>US 75 (Central Expressway)</td>
<td>Study high-occupancy vehicle (HOV) lane operations and access improvements; remove bottlenecks.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(SH 190 to IH 635)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>IH 30 (East RL Thornton Freeway)</td>
<td>Consider environmental study.</td>
<td>Purchase ROW and adjust utilities to construct Phase 1 of the Trinity Parkway Project.</td>
</tr>
<tr>
<td></td>
<td>(Jefferson Viaduct to SL 12 East)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>IH 35E (South RL Thornton Freeway)</td>
<td>Construct Horseshoe Project</td>
<td>Begin engineering and purchase ROW and adjust utilities to construct the Horseshoe Project (the first stage of Project Pegasus)</td>
</tr>
<tr>
<td></td>
<td>(US 67 to Jefferson Viaduct)</td>
<td></td>
<td>Purchase ROW and adjust utilities to construct Phase 1 of the Trinity Parkway Project.</td>
</tr>
<tr>
<td>Rank</td>
<td>Congested Corridor</td>
<td>Actions Funded by Others</td>
<td>Recommended</td>
</tr>
<tr>
<td>------</td>
<td>---------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>19</td>
<td>IH 35 E (Stemmons Freeway)</td>
<td>Managed lanes being implemented with LBJ Express comprehensive development agreement (CDA)</td>
<td>Consider actions that can be recommended to CDA holder.</td>
</tr>
<tr>
<td></td>
<td>(SL 12 to IH 635)</td>
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</tr>
</tbody>
</table>

**Exhibit DFW-6: Fort Worth Summary of Congested Corridor Recommendations**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Congested Corridor</th>
<th>Actions Funded by Others</th>
<th>Recommended</th>
<th>Early Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>IH 35W (North Freeway)</td>
<td>Operating under the North Tarrant Express Master Development Plan agreement</td>
<td>Look for actions that can be recommended to CDA holder.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(IH 30 to SH 183)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>IH 820 (Northeast Loop)</td>
<td>Operating under the North Tarrant Express CDA</td>
<td>Look for actions that can be recommended to CDA holder.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(IH 35W to SH 183)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>IH 35W (North Freeway)</td>
<td>Operating under the North Tarrant Express Master Development Plan agreement (SH 183 to IH 820)</td>
<td>Look for actions that can be recommended to CDA holder.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(SH 183 to US 287)</td>
<td>Traditional TxDOT construction after environmental approvals are received (IH 820 to US 287)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
#9: Begin feasibility & design study of operations components

#12: Consider purchase ROW & engineering

#12, #17 & #29: Horseshoe Project (contribute to ROW & engineering)

#17: Consider engineering & construction

#15: Study HOV operation & access improvements; bottleneck removal

#16: Consider environmental study

#12, #16, #17 & #29: First phase of Trinity Parkway (ROW & engineering)

Exhibit DFW-7: Dallas/Fort Worth Early Recommendations—February 2012

#xx: Congested Section Addressed by Project
- ~: Proposition 12 Funds
- ~ ~: Study Funded by Others
#12, #16, #17 & #29; First phase of Trinity Parkway (ROW & engineering).

#12, #17, & #29: Horseshoe Project (contribute to ROW & engineering).

#xx: Congested Section Addressed by Project

Exhibit DFW-8: Dallas/Fort Worth Inset Early Recommendations—February 2012

Study Funded by Others: Proposition 12 Funds
#8, #21: Monitor North Tarrant Express Master Development Agreement

Exhibit DFW-9: Dallas/Fort Worth Early Recommendations—February 2012

DFW-39

Proposition 12 Funds

Study Funded by Others

Congested Section Addressed by Project

mobility
The early recommendations described above represent the first step in the process of reducing congestion on the worst corridors in the state. A larger project involving construction, operation, management, and travel option strategies will follow the early recommended actions. The following table identifies possible projects in the Dallas/Fort Worth Metroplex and the amount of funds and timeframe for project implementation. In both Dallas and Fort Worth, many large projects are being completed through a comprehensive development agreement and therefore should not require additional public funds.

Exhibit DFW-10: Summary of Possible Large Projects for Dallas/Fort Worth Congested Corridors

<table>
<thead>
<tr>
<th>Rank</th>
<th>Corridor</th>
<th>Large Projects</th>
<th>Rider 42 Funding Estimate</th>
<th>Estimated Implementation Funds Needed*</th>
<th>Implementation Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>12, 17, 29</td>
<td>IH 30 &amp; IH 35E</td>
<td>Horseshoe Project</td>
<td>$100.75M</td>
<td>$818M (Prop 12, Prop 14 &amp; MTP)</td>
<td>2011 to 2016</td>
</tr>
<tr>
<td>12, 16, 17, 29</td>
<td>Trinity Parkway</td>
<td>Trinity Parkway construction</td>
<td>$18M</td>
<td>$1.9B</td>
<td>2013 to 2030</td>
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<tr>
<td>12, 16, 17, 29</td>
<td>IH 30, IH 35E</td>
<td>Project Pegasus</td>
<td>$0.0</td>
<td>$1.7B</td>
<td>2015 to 2025</td>
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<tr>
<td>9, 15</td>
<td>US 75 North</td>
<td>HOV lane improvements and bottleneck removal</td>
<td>$0.0</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>16</td>
<td>IH 30 East</td>
<td>Lane expansion and managed lanes</td>
<td>$0.0</td>
<td>$750M</td>
<td>2015-</td>
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<tr>
<td>17</td>
<td>IH 35E South</td>
<td>Southern Gateway expansion of 2 additional mainlanes and managed lanes</td>
<td>$0.0</td>
<td>$1.3B (MTP)</td>
<td>2015 to 2035</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$118.75M</strong></td>
<td><strong>$6.47B</strong></td>
<td></td>
</tr>
</tbody>
</table>

Remaining Dallas/Fort Worth Rider 42 allocation: $0.0.

*Source of implementation funds noted if known.