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<td>Loop 12 to E Malloy Bridge Rd</td>
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CMP Corridor Analysis

DALLAS NORTH TOLLWAY

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<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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<td>5.46</td>
<td>NB/SB</td>
<td>6 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Toll Road
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside (Yes, typically)
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: None

Direct Connections: SH 121 and PGBT
Truck Lane Restriction: None
Hazmat Route: None
Population: 92,761
Number of Employees: 97,955
FIM Training Participants: Fire 75; Police 76
Crash Rate 2012: 94.54
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

- Legacy Dr / Corporate Dr / Midway Rd (SH 121 to PGBT)

PARALLEL ARTERIALS (PARTIAL LIMITS)

- Parkwood Blvd (Headquarters Dr to SH 121)
- Parkwood Blvd (Legacy Dr to SH 121)
- Parkwood Blvd (Tennyson Pkwy to SH 121)
- Parkwood Blvd (W Spring Creek Pkwy to SH 121)
- Parkwood Blvd (Windhaven Pkwy to SH 121)
- Parkwood Blvd (W Parker Rd to SH 121)*

- Preston Rd (Headquarters Dr to SH 121)*

DALLAS NORTH TOLLWAY CORRIDOR SCORE

<table>
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<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius
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Congestion Management Process
Corridor Fact Sheet

DALLAS NORTH TOLLWAY

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<th>HIGHWAY</th>
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<td>6.17 miles</td>
<td>NB/SB</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Toll Road
- HOV Lanes: None
- Parallel Freeways (within 5 mi): US 75
- Shoulders: Full Outside (Varies 0 to 10)
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: Addison Transit Center

PARALLEL ARTERIALS (ENTIRE LIMITS)

- Midway Rd (PGBT to IH 635)
- Preston Rd (PGBT to IH 635)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

- Addison Rd / Inwood Rd (Trinity Mill Rd to IH 635)
- Addison Rd / Inwood Rd (Keller Springs Rd to IH 635)
- Addison Rd / Inwood Rd (Arapaho Rd to IH 635)
- Addison Rd / Inwood Rd (Belt Line Rd to IH 635)
- Addison Rd / Inwood Rd (Spring Valley Rd to IH 635)
- Addison Rd / Inwood Rd (Alpha Rd to IH 635)
- Monfort Dr (Arapaho Rd to IH 635)
- Monfort Dr (Belt Line Rd to IH 635)
- Monfort Dr (Spring Valley Rd to IH 635)
- Monfort Dr (Alpha Rd to IH 635)

DALLAS NORTH TOLLWAY CORRIDOR SCORE

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<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius
DNT CORRIDOR SEGMENT LIMITS: PGBT TO IH 635

Legend
- One Mile Buffer
- DNT Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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DALLAS NORTH TOLLWAY

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<td>8.66 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Toll Road
- HOV Lanes: None
- Parallel Freeways (within 5 mi): US 75
- Shoulders: Full Outside (Varies 0 to 10)
- Intelligent Transportation System: Entire Limits
- Frontage Roads: None
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: Market Center Station
- Direct Connections: IH 635
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 164,153
- Number of Employees: 235,498
- FIM Training Participants: Fire 5; Police 20
- Crash Rate 2012: 63.97
- Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

- Preston Rd (IH 635 to Oak Lawn Ave)
- Inwood Rd (DNT to Harry Hines Blvd)

PARALLEL ARTERIALS (PARTIAL LIMITS)

- Nuestra Dr / Monfort Dr (Forest Ln to IH 635)
- Inwood Rd (Maple Ave to IH 635)
- Inwood Rd (Lemmon Ave to IH 635)
- Inwood Rd (Mockingbird Ln to IH 635)
- Inwood Rd (W Lovers Ln to IH 635)
- Inwood Rd (W Northwest Hwy to IH 635)
- Midway Rd (Walnut Hill Ln to IH 635)*
- Midway Rd (Royal Ln to IH 635)*
- Midway Rd (Forest Ln to IH 635)*
- Midway Rd (Royal Ln to IH 635)*
- Midway Rd (Forest Ln to IH 635)*
- Midway Rd (W Lovers Ln to IH 635)*
- Midway Rd (W Northwest Hwy to IH 635)*
- Hillcrest Ave / Hillcrest Rd (Mockingbird Ln to IH 635)*
- Hillcrest Ave / Hillcrest Rd (Lovers Ln to IH 635)*
- Hillcrest Rd (W Northwest Hwy to IH 635)*
- Hillcrest Rd (Walnut Hill Ln to IH 635)*
- Hillcrest Rd (Forest Ln to IH 635)*
- Hillcrest Rd (Royal Ln to IH 635)*
- Lemmon Ave (DNT to Oak Lawn Ave)

DALLAS NORTH TOLLWAY CORRIDOR SCORE

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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius
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**INTERSTATE 20**

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<td>8.92 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 30
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: Edge Park Methodist Church
- Direct Connections: IH 820 and IH 35W
- Truck Lane Restriction: Entire Limits
- Hazmat Route: Entire Limits
- Population: 147,205
- Number of Employees: 81,062
- FIM Training Participants: Fire 6; Police 94
- Crash Rate 2012: 104.81
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

Dirks Rd / Altamesa Blvd (Bryant Irving Rd to IH 35W)*
Altamesa Blvd (Granbury Rd to IH 35W)*
Altamesa Blvd (S Hulen St to IH 35W)*
Altamesa Blvd (Woodway Dr to IH 35W)*
Altamesa Blvd (McCart Ave to IH 35W)*
Altamesa Blvd (Crowley Rd to IH 35W)*
Altamesa Blvd (Village Pkwy to IH 35W)*
Altamesa Blvd (Mccart Ave to IH 35W)
Altamesa Blvd (James Ave to IH 35W)
Altamesa Blvd (Hemphill St to IH 35W)

**INTERSTATE 20 CORRIDOR SCORE**

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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius
IH 20 CORRIDOR SEGMENT LIMITS: IH 820 TO IH 35W

Legend
- One Mile Buffer
- IH 20 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non-Passenger Rail
- Park-and-Ride

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Congestion Management Process
Corridor Fact Sheet
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INTERSTATE 20

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<td>WB/EB</td>
<td>8 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 30
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: None
Park and Ride: None
Direct Connections: IH 35W
Truck Lane Restriction: Entire Limits
Hazmat Route: Entire Limits
Population: 43,868
Number of Employees: 33,093
FIM Training Participants: Fire 5; Police 64
Crash Rate 2012: 47.53
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

E Seminary Dr (IH 35W to Mansfield Hwy)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

Forest Hill Dr (IH 20 to Mansfield Hwy)
Wichita St (IH 20 to Mansfield Hwy)
Campus Dr (IH 20 to Mansfield Hwy)
E Altamesa Blvd (Campus Dr to IH 35W)*

INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 20 CORRIDOR SEGMENT LIMITS: IH 35W TO MANSFIELD HWY

Legend
- One Mile Buffer
- IH 20 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 20

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAIN LANES</th>
</tr>
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<tbody>
<tr>
<td>IH 20</td>
<td>Mansfield Hwy to Cooper St</td>
<td>6.42</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 30
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: None
Park and Ride: Arlington (Park Springs Blvd)

PARALLEL ARTERIALS (ENTIRE LIMITS)

(Spur 303) Pioneer Pkwy (IH 820 to Cooper St)

PARALLEL ARTERIALS (PARTIAL LIMITS)

Bowman Springs Rd (IH 20 to Mansfield Hwy)  W Pleasant Ridge Rd (S Bowen Rd to Cooper St)
W Arbrook Blvd (S Bowen Rd to Cooper St)    W Bardin Rd (S Bowen Rd to Cooper St)
W Pleasant Ridge Rd (Green Oaks Blvd to Cooper St)  SW Green Oaks Blvd (IH 20 to Cooper St)*
W Pleasant Ridge Rd (Little Rd to Cooper St)  SW Green Oaks Blvd (Kelly Elliot Rd to Cooper St)*
W Pleasant Ridge Rd (Kelly Elliot Rd to Cooper St)  SW Green Oaks Blvd (Park Springs Blvd to Cooper St)*
W Pleasant Ridge Rd (Park Springs Blvd to Cooper St)  SW Green Oaks Blvd (S Bowen Rd to Cooper St)*

INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 20 CORRIDOR SEGMENT LIMITS: MANSFIELD HWY TO COOPER ST

Legend
- One Mile Buffer
- IH 20 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
INTERSTATE 20

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 20</td>
<td>Cooper St to SH 360</td>
<td>4.22</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 30
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: Partial
Available Transit: None
Park and Ride: None

Direct Connections: SH 360
Truck Lane Restriction: Entire Limits
Hazmat Route: Entire Limits
Population: 83,994
Number of Employees: 55,719
FIM Training Participants: Fire 6; Police 37
Crash Rate 2012: 100.39
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

(Spur 303) Pioneer Pkwy (Cooper St to SH 360)
Arkansas Ln (Cooper St to SH 360)
Mayfield Rd (Cooper St to SH 360)
Arbrook Blvd (Cooper St to SH 360)
SE Green Oaks Blvd (Cooper St to SH 360)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

E Bardin Rd (S Collins St to SH 360)
E Bardin Rd (New York Ave to SH 360)
W Bardin Rd (Matlock Rd to Cooper St)

INTERSTATE 20 CORRIDOR SCORE

<table>
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<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
Legend

- One Mile Buffer
- IH 20 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

### INTERSTATE 20

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>IH 20</td>
<td>SH 360 to SP 408</td>
<td>6.76 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

### CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway  
- **HOV Lanes:** None  
- **Parallel Freeways (within 5 mi):** IH 30  
- **Shoulders:** Full Inside and Outside  
- **Intelligent Transportation System:** Entire Limits  
- **Frontage Roads:** Non-Continuous  
- **Bike Options:** Partial  
- **Available Transit:** None  
- **Park and Ride:** None  
- **Direct Connections:** SH 360 and SP 408  
- **Truck Lane Restriction:** Entire Limits  
- **Hazmat Route:** Entire Limits  
- **Population:** 66,256  
- **Number of Employees:** 27,831  
- **FIM Training Participants:** Fire 11; Police 53  
- **Crash Rate 2012:** 54.80  
- **Construction Status:** None

### PARALLEL ARTERIALS (ENTIRE LIMITS)

(Spur 303) Pioneer Pkwy (SH 360 to SP 408)

### PARALLEL ARTERIALS (PARTIAL LIMITS)

- Camp Wisdom Rd (Mountain Creek Pkwy to Clark Rd)  
- W Camp Wisdom Rd (S Belt Line Rd to Clark Rd)  
- Mayfield Rd (S Carrier Pkwy to SH 360)  
- Mayfield Rd (Robinson Rd to SH 360)  
- Mayfield Rd (S Great Southwest Pkwy to SH 360)  
- Bardin Rd (S Carrier Pkwy to SH 360)  
- Bardin Rd (Robinson Rd to SH 360)  
- Bardin Rd (S Great Southwest Pkwy to SH 360)  
- Claremont Dr (S Great Southwest Pkwy to SH 360)

### INTERSTATE 20 CORRIDOR SCORE

<table>
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<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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<td>25</td>
<td>18</td>
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### CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius*
IH 20 CORRIDOR SEGMENT LIMITS: SH 360 TO SP 408

Legend
- One Mile Buffer
- IH 20 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
INTERSTATE 20

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 20</td>
<td>SP 408 to US 67</td>
<td>4.26 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: None
Direct Connections: SH 360 and SP 408
Truck Lane Restriction: Entire Limits
Hazmat Route: Entire Limits
Population: 56,552
Number of Employees: 35,506
FIM Training Participants: Fire 11; Police 16
Crash Rate 2012: 54.36
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

(Loop 12) Ledbetter Dr / W Kiest Blvd (SP 408 to US 67)*
W Camp Wisdom Rd (Clark Rd to US 67)
W Wheatland Rd (Clark Rd to US 67)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

W Red Bird Ln (S Westmoreland Ave to US 67)*
W Red Bird Ln (S Cockrell Hill Rd to US 67)*
W Red Bird Ln (N Main St to US 67)*
W Red Bird Ln (Duncanville Rd to US 67)*
W Red Bird Ln (Cedar Ridge Dr to US 67)*

INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>5</td>
<td>25</td>
<td>19</td>
<td>58</td>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

### INTERSTATE 20

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 20</td>
<td>US 67 to IH 35E</td>
<td>3.30 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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### CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** None
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** None
- **Available Transit:** Bus
- **Park and Ride:** None
- **Direct Connections:** US 67 and IH 35E
- **Truck Lane Restriction:** Entire Limits
- **Hazmat Route:** Entire Limits
- **Population:** 44,782
- **Number of Employees:** 31,857
- **FIM Training Participants:** Fire 3; Police 13
- **Crash Rate 2012:** 118.28
- **Construction Status:** None

### PARALLEL ARTERIALS (ENTIRE LIMITS)

- W Camp Wisdom Rd (US 67 to IH 35E)*
- W Wheatland Rd (US 67 to IH 35E)
- W Danieldale Rd/E Danieldale Rd (US 67 to IH 35E)*

### PARALLEL ARTERIALS (PARTIAL LIMITS)

- None

### INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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### CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 20

<table>
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<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 20</td>
<td>IH 35E to IH 45</td>
<td>5.82 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: IH 35E and IH 45
- Truck Lane Restriction: Entire Limits
- Hazmat Route: Entire Limits
- Population: 25,122
- Number of Employees: 13,338
- FIM Training Participants: Fire 18; Police 34
- Crash Rate 2012: 68.10
- Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

- E Camp Wisdom Rd/Simpson Stuart Rd (I35E to IH 45)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

- E Wheatland Rd (Houston School Rd to IH 35E)
- W Danieldale Rd (Houston School Rd to IH 35E)

INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
INTERSTATE 20

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<th>LENGTH</th>
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<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 20</td>
<td>IH 45 to US 175</td>
<td>5.82</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Partial Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: None
Park and Ride: None

Direct Connections: IH 45 and US 175
Truck Lane Restriction: Entire Limits
Hazmat Route: Entire Limits
Population: 14,062
Number of Employees: 7,646
FIM Training Participants: Fire 5; Police 15
Crash Rate 2012: 25.83
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)
(Loop 12) Great Trinity Forest Blvd (IH 45 to US 175)

PARALLEL ARTERIALS (PARTIAL LIMITS)
Dowdy Ferry Rd (IH 20 to IH 45)*
Dowdy Ferry Rd/Murdock Rd (IH 20 to US 175)*
N Prairie Creek Rd (IH 20 to US 175)*
N Prairie Creek Rd/ St Augustine Rd (IH 20 to US 175)*

INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
## INTERSTATE 20

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<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 20</td>
<td>IH 635 to Lawson Rd</td>
<td>5.82 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
</tr>
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</table>

## CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** US 175
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** None
- **Frontage Roads:** Non-Continuous
- **Bike Options:** None
- **Available Transit:** None
- **Park and Ride:** None
- **Direct Connections:** IH 635
- **Truck Lane Restriction:** Entire Limits
- **Hazmat Route:** None
- **Population:** 27,970
- **Number of Employees:** 6,785
- **FIM Training Participants:** Fire 6; Police 10
- **Crash Rate 2012:** 25.38
- **Construction Status:** None

## PARALLEL ARTERIALS (ENTIRE LIMITS)

- Seagoville Rd (IH 635 to S Belt Line Rd)
- US 175 (IH 635 to S Belt Line Rd)*

## PARALLEL ARTERIALS (PARTIAL LIMITS)

- S Belt Line Rd (IH 20 to Lawson Rd)
- Elam Rd (Pioneer Rd to IH 635)*

## INTERSTATE 20 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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## CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

IH 20 Corridor Segment Limits: IH 635 to Lawson Rd

Legend
- One Mile Buffer
- IH 20 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non-Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
**INTERSTATE 30**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>IH 30</td>
<td>IH 820 to IH 35W</td>
<td>9.66 miles</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 20
- Shoulders: Full Outside; Varies Inside
- Intelligent Transportation System: None
- Frontage Roads: Non-Continuous
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: Western Hills Methodist Church; Ridgmar Mall; T&P Station
- Direct Connections: IH 820 and IH 35W
- Truck Lane Restriction: Entire Limits
- Hazmat Route: None
- Population: 120,322
- Number of Employees: 165,714
- FIM Training Participants: Fire 3; Police 57
- Crash Rate 2012: 107.99
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

Camp Bowie Blvd/W 7th St (IH 820 to IH 35W)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- E Weatherford St (Commerce St to IH 35W)
- W Weatherford St (Henderson St to IH 35W)
- W Weatherford St (Summit Ave to IH 35W)
- N Forest Park Blvd/W Weatherford St (IH 30 to IH 35W)
- W Lancaster Ave (Main St to IH 35W)
- W Lancaster Ave (Jennings Ave to IH 35W)
- W Lancaster Ave (S Henderson St to IH 35W)
- W Lancaster Ave (Summit Ave to IH 35W)
- W Lancaster Ave (N Forest Park Blvd to IH 35W)
- W Lancaster Ave (University Blvd to IH 35W)
- W Lancaster Ave (Montgomery St to IH 35W)
- Vickery Blvd (Jennings Ave to IH 35W)
- Vickery Blvd (S Main St to IH 35W)
- Pennsylvania Ave/Hattie St (8th St to IH 35W)
- Pennsylvania Ave/Hattie St (S Henderson St to IH 35W)
- Pennsylvania Ave/Hattie St (Hemphill St to IH 35W)
- Pennsylvania Ave/Hattie St (S Main St to IH 35W)
- Camp Bowie Blvd (Lackland Rd to IH 820)
- Camp Bowie Blvd (Alta Mere Dr to IH 820)
- Camp Bowie Blvd (S Cherry Ln to IH 820)
- Camp Bowie Blvd (Las Vegas Trail to IH 820)

**INTERSTATE 30 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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<tr>
<td>21</td>
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<td>13</td>
<td>62</td>
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</tbody>
</table>

*Just outside of 1 mile radius*
CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 30

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 30</td>
<td>IH 35W to IH 820</td>
<td>6.28 miles</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): SH 121; US 287; SH 183
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: Partial
Available Transit: Bus and Rail
Park and Ride: T&P Station
Direct Connections: IH 820 and IH 35W
Truck Lane Restriction: Entire Limits
Hazmat Route: None
Population: 75,913
Number of Employees: 81,978
FIM Training Participants: Fire 3; Police 57
Crash Rate 2012: 55.53
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

(Texas 180) E Lancaster Ave (IH 35W to IH 820)*
E Rosedale St (IH 35W to IH 820)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

Blue Mound Rd (Meacham Blvd to IH 820)
Mark IV Pkwy (Meacham Blvd to IH 820)
Mercantile Dr/N Riverside Dr (Meacham Blvd to IH 30)
N. Sylvania Ave/Riverside Dr (Meacham Blvd to IH 30)
N. Sylvania Ave/Riverside Dr (E. Long Ave to IH 30)

INTERSTATE 30 CORRIDOR SCORE

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<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
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<td>25</td>
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<td>87</td>
</tr>
</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 30 CORRIDOR SEGMENT LIMITS: IH 35W TO IH 820

Legend
- One Mile Buffer
- IH 30 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 30**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30</td>
<td>IH 820 to SH 360</td>
<td>8.75 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: Tom Landry Managed HOV Lane
Parallel Freeways (within 5 mi): IH 20; SH 183
Shoulders: Full Outside; Varies Inside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: Partial
Available Transit: None
Park and Ride: Arlington (Lamar Blvd @ IH 30)

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

(Texas 10) Euless Blvd (IH 820 to SH 360)*
Trinity Blvd (IH 820 to SH 360)*

(Texas 180) E Lancaster Ave/Division St (IH 820 to SH 360)*
(Spur 303) Pioneer Pkwy (IH 820 to SH 360)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

Eastchase Pkwy/Randol Mill Rd (IH 30 to IH 820)*
John T White Rd (Eastchase Pkwy to IH 820)
Brentwood Stair Rd (Eastchase Pkwy to IH 820)
Brentwood Stair Rd (Cooks Ln to IH 820)
Meadowbrook Dr (Cooks Ln to IH 820)
NW Green Oaks Blvd (Eastchase Pkwy to SH 360)*
NW Green Oaks Blvd (N Fielder Rd to SH 360)*
NW Green Oaks Blvd (N Cooper St to SH 360)*
NW Green Oaks Blvd (N Center St to SH 360)*
NW Green Oaks Blvd (N Collins St to SH 360)*
Brown Blvd (Ballpark Way to SH 360)
E Lamar Blvd (Ballpark Way to SH 360)
E Lamar Blvd (N Collins St to SH 360)
E Lamar Blvd (N Center St to SH 360)
E Lamar Blvd (N Cooper St to SH 360)
E Lamar Blvd (N Fielder Rd to SH 360)
W Randol Mill Rd (N Fielder Rd to SH 360)
W Randol Mill Rd (N Cooper St to SH 360)
E Randol Mill Rd (N Center St to SH 360)
E Randol Mill Rd (N Collins St to SH 360)
E Randol Mill Rd (Ballpark Way to SH 360)
E Randol Mill Rd (Six Flags Dr to SH 360)

**INTERSTATE 30 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>19</td>
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<td>66</td>
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</tbody>
</table>

*Just outside of 1 mile radius
CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
IH 30 CORRIDOR SEGMENT LIMITS: IH 820 TO SH 360

Legend
- One Mile Buffer
- IH 30 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
INTERSTATE 30

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30</td>
<td>SH 360 to Loop 12</td>
<td>8.67</td>
<td>WB/EB</td>
<td>6 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: Tom Landry Managed HOV Lane
Parallel Freeways (within 5 mi): IH 20; SH 183
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: None
Park and Ride: Future Lot (IH 30 @ Belt Line Rd)

PARALLEL ARTERIALS (ENTIRE LIMITS)

(Texas 180) E Division St/E Main St (SH 360 to Loop 12)*
E Abrams St/ W Jefferson St (SH 360 to Loop 12)*
(Spur 303) Pioneer Pkwy (SH 360 to Loop 12)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

SH 161/N Carrier Pkwy (IH 30 to SH 360) *
January Ln/ E Randol Mill Rd (SH 161 to SH 360)

INTERSTATE 30 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>19</td>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Management and Operations.

*Just outside of 1 mile radius
IH 30 CORRIDOR SEGMENT LIMITS: SH 360 TO LOOP 12
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 30

<table>
<thead>
<tr>
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<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30</td>
<td>Loop 12 to IH 35E</td>
<td>6.15 miles</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: Tom Landry Managed HOV Lane
Parallel Freeways (within 5 mi): SH 183/IH 35E
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus and Rail
Park and Ride: None
Direct Connections: Loop 12 and IH 35E
Truck Lane Restriction: None
Hazmat Route: None
Population: 56,699
Number of Employees: 148,059
FIM Training Participants: Fire 3; Police 13
Crash Rate 2012: 86.48
Construction Status: Under Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

(Texas 180) E Division St/E Main St (SH 360 to Loop 12)*
E Abrams St/ W Jefferson St (SH 360 to Loop 12)*
(Spur 303) Pioneer Pkwy (SH 360 to Loop 12)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

Singleton Blvd/Margaret Hunt Hill Bridge (Loop 12 to IH 35E)
W Davis St (Loop 12 to IH 35)

INTERSTATE 30 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>10</td>
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</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Management and Operations and Demand Reduction.
IH 30 CORRIDOR SEGMENT LIMITS: LOOP 12 TO IH 35E

Legend

- One Mile Buffer
- IH 30 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 30

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30</td>
<td>IH 35E to US 80</td>
<td>8.52</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
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</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: East R.L Thornton (Reversible)
Parallel Freeways (within 5 mi): IH 635; US 75
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: Partial
Available Transit: Bus and Rail
Park and Ride: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

Samuell Blvd (IH 30 to US 80)
S Haskell Ave / Military Pkwy (IH 30 to Prairie Creek Rd)
Ferguson Rd / John West Rd (Lakeland Dr to Big Town Blvd)

INTERSTATE 30 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Roadway Infrastructure, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 30**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30</td>
<td>US 80 to Dalrock Rd</td>
<td>10.64 miles</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
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</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: East R.L Thornton (Reversible)
Parallel Freeways (within 5 mi): US 80
Shoulders: Full Outside; Varies Inside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: Lake Ray Hubbard Station

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Duck Creek / Oates Dr (Broadway Blvd to La Prada Dr)
- Oates Dr (Northwest Dr to La Prada Dr)
- Oates Dr (N Galloway Ave to La Prada Dr)
- Oates Dr (Gus Thomasson Rd to La Prada Dr)
- Oates Dr (Motley Dr to La Prada Dr)
- N Town East Blvd (Collins Rd to US 80)
- N Town East Blvd (N Belt Line Rd to US 80)
- N Town East Blvd (N Galloway Ave to US 80)
- N Town East Blvd (Gus Thomasson Rd to US 80)
- N Town East Blvd (Motley Dr to US 80)

**INTERSTATE 30 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>18</td>
<td>17</td>
<td>19</td>
<td>16</td>
<td>70</td>
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</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 35**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35</td>
<td>Loop 288 to IH 35W</td>
<td>3.19 miles</td>
<td>NB/SB</td>
<td>8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** None
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Partial Limits
- **Frontage Roads:** Continuous
- **Bike Options:** None
- **Available Transit:** Bus
- **Park and Ride:** None
- **Direct Connections:** Loop 288 and IH 35W
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 25,384
- **Number of Employees:** 25,717
- **FIM Training Participants:** Fire 6; Police 28
- **Crash Rate 2012:** 45.13
- **Construction Status:** None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Bonnie Brae St (Loop 288 to IH 35W)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- None

**INTERSTATE 35 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>5</td>
<td>20</td>
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<td>56</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.
IH 35 CORRIDOR SEGMENT LIMITS: LOOP 288 TO IH 35W

Legend
- One Mile Buffer
- IH 35 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
INTERSTATE 35E

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>IH 35 to S Mayhill Rd</td>
<td>5.15 miles</td>
<td>NB/SB</td>
<td>4 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 35W
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: Bus and Rail
Park and Ride: Downtown Denton Transit Center; Med Park Station

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

Colorado Blvd (Shady Oaks Dr to S Mayhill Rd)
W Oak St (N Carroll Blvd to IH 35)

INTERSTATE 35E CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>12</td>
<td>17</td>
<td>10</td>
<td>19</td>
<td>58</td>
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</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Roadway Infrastructure and Management and Operations.

*Just outside of 1 mile radius
I H 35E CORRIDOR SEGMENT LIMITS: I H 35 TO S MAYHILL RD

Legend

- One Mile Buffer
- I H 35E Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 35E**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>S Mayhill Rd to N Garden Ridge Blvd</td>
<td>7.51 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Rail
- Park and Ride: Med Park Station; Highland Village
- Direct Connections: None
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 58,584
- Number of Employees: 20,280
- FIM Training Participants: Fire 16; Police 65
- Crash Rate 2012: 100.83
- Construction Status: Funded Future Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- None

**INTERSTATE 35E CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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<th>SCORE</th>
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<tr>
<td></td>
<td>3</td>
<td>14</td>
<td>10</td>
<td>19</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Roadway Infrastructure, Modal Options and Management and Operations.

*Just outside of 1 mile radius*
IH 35E CORRIDOR SEGMENT LIMITS: S MAYHILL RD TO N GARDEN RIDGE BLVD

Legend
- One Mile Buffer
- IH 35E Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
INTERSTATE 35E

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>N Garden Ridge Blvd to SH 121</td>
<td>7.22 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
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</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Outside; Varies Inside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: Rail
Park and Ride: Highland Village; Old Town Station; Hebron Station
Direct Connections: SH 121
Truck Lane Restriction: None
Hazmat Route: None
Population: 99,927
Number of Employees: 52,540
FIM Training Participants: Fire 8; Police 32
Crash Rate 2012: 163.43
Construction Status: Funded Future Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

Garden Ridge Blvd/Lakeside Pkwy (IH 35E to SH 121) *

PARALLEL ARTERIALS (PARTIAL LIMITS)

Valley Pkwy (W Main St to SH 121)
Valley Pkwy (Fox Ave to SH 121)
Valley Pkwy (Bellaire Blvd to SH 121)
Valley Pkwy (W Corporate Dr to SH 121)
Valley Pkwy (FM 3040 to SH 121)
S Edmonds Ln (FM 1171 to SH 121)
S Edmonds Ln (Fox Ave to SH 121)
S Edmonds Ln (Bellaire Blvd to SH 121)
S Edmonds Ln (W Corporate Dr to SH 121)
S Edmonds Ln (FM 3040 to SH 121)
Mill St (Lake Park Rd to SH 121)

INTERSTATE 35E CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>13</td>
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<td>10</td>
<td>49</td>
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</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in All Categories.

*Just outside of 1 mile radius
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

IH 35E CORRIDOR SEGMENT LIMITS: N GARDEN RIDGE BLVD TO SH 121

Legend
- One Mile Buffer
- IH 35E Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
### INTERSTATE 35E

<table>
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<tr>
<th>HIGHWAY</th>
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<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>SH 121 to Walnut Hill Ln</td>
<td>9.48</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

### CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway
- **HOV Lanes:** Stemmons Freeway (Reversible)
- **Parallel Freeways (within 5 mi):** DNT; SH 161
- **Shoulders:** Full Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** None
- **Available Transit:** Bus and Rail
- **Park and Ride:** Hebron Station; N Carrollton/Frankford Station; Trinity Mills Station; Downtown Carrollton
- **Station:** Farmers Branch Station; Royal Lane Station; Walnut Hill/Denton Station
- **Direct Connections:** SH 121
- **Truck Lane Restriction:** None
- **Hazmat Route:** Entire Partial Limits
- **Population:** 82,209
- **Number of Employees:** 166,085
- **FIM Training Participants:** Fire 16; Police 97
- **Crash Rate 2012:** 117.9
- **Construction Status:** Funded Future
- **Construction/Under Construction (Partial)**

### PARALLEL ARTERIALS (ENTIRE LIMITS)

None

### PARALLEL ARTERIALS (PARTIAL LIMITS)

- N MacArthur Blvd (Royal Ln to SH 121)*
- N MacArthur Blvd (IH 635 to SH 121)*
- N MacArthur Blvd (E Belt Line Rd to SH 121)*
- N MacArthur Blvd (E Sandy Lake Rd to SH 121)*
- Harry Hines Blvd (IH 35E to Walnut Hill Ln)

- Webb Chapel Rd (E Belt Line Rd to Walnut Hill Ln)*
- Webb Chapel Rd (Valwood Pkwy to Walnut Hill Ln)*
- Webb Chapel Rd (Valley View Ln to Walnut Hill Ln)*
- Webb Chapel Rd (Royal Ln to Walnut Hill Ln)*

### INTERSTATE 35E CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
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<th>SCORE</th>
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<td>18</td>
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<td>12</td>
<td>62</td>
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</table>

### CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Management and Operations and Demand Reduction.

*Just outside of 1 miles radius*
North Central Texas Council of Governments
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<table>
<thead>
<tr>
<th>INTERSTATE 35E</th>
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<tbody>
<tr>
<td>HIGHWAY</td>
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<td>IH 35E</td>
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<table>
<thead>
<tr>
<th>CORRIDOR FACTS (WITHIN 1 MILE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Function Class: Freeway</td>
</tr>
<tr>
<td>HOV Lanes: None</td>
</tr>
<tr>
<td>Parallel Freeways (within 5 mi): Loop 12; DNT</td>
</tr>
<tr>
<td>Shoulders: Full Outside</td>
</tr>
<tr>
<td>Intelligent Transportation System: Entire Limits</td>
</tr>
<tr>
<td>Frontage Roads: Non-Continuous</td>
</tr>
<tr>
<td>Bike Options: None</td>
</tr>
<tr>
<td>Available Transit: Bus and Rail</td>
</tr>
<tr>
<td>Park and Ride: Walnut Hill/Denton Station; Bachman Station; Inwood/Love Field Station; Market Center Station</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARALLEL ARTERIALS (ENTIRE LIMITS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry Hines Blvd/Griffin St (Walnut Hill Ln to IH 30)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARALLEL ARTERIALS (PARTIAL LIMITS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Irving Blvd/Riverfront Blvd (Westmoreland Rd to IH 30)</td>
</tr>
<tr>
<td>Irving Blvd/Riverfront Blvd (Commonwealth Dr to IH 30)</td>
</tr>
<tr>
<td>Irving Blvd/Riverfront Blvd (Inwood Rd to IH 30)</td>
</tr>
<tr>
<td>Irving Blvd/Riverfront Blvd (Wycliff Ave to IH 30)</td>
</tr>
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<table>
<thead>
<tr>
<th>INTERSTATE 35E CORRIDOR SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROADWAY INFRASTRUCTURE</td>
</tr>
<tr>
<td>21</td>
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<table>
<thead>
<tr>
<th>CONCLUSIONS/RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Needs Improvement in Management and Operations and Demand Reduction.</td>
</tr>
</tbody>
</table>

*Just outside of 1 mile radius
**INTERSTATE 35E**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>IH 30 to Ledbetter Rd</td>
<td>6.28</td>
<td>NB/SB</td>
<td>8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class:** Freeway
- **HOV Lanes:** South R.L Thornton/Marvin D. Love Fwy
- **Parallel Freeways (within 5 mi):** IH 45; Loop 12
- **Shoulders:** Full Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** None
- **Available Transit:** Bus and Rail
- **Park and Ride:** 8th and Corinth Station; Illinois Station; Kiest Station; Ledbetter Station
- **Direct Connections:** IH 30
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 90,502
- **Number of Employees:** 132,754
- **FIM Training Participants:** Fire 3; Police 13
- **Crash Rate 2012:** 135.58
- **Construction Status:** Under Construction (Horseshoe)

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Marsalis Ave / N Zang Blvd (IH 30 to Ledbetter Dr)
- Sylvan Ave / Tyler St / S Polk St (IH 30 to Ledbetter Dr)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Zang Blvd/Marvin D Love Blvd (W. Colorado Blvd to Kiest Blvd)
- Zang Blvd/Marvin D Love Blvd (W. Davis St to Kiest Blvd)
- Zang Blvd/Marvin D Love Blvd (W. Jefferson Blvd to Kiest Blvd)
- Zang Blvd/Marvin D Love Blvd (W. 12th St to Kiest Blvd)
- Zang Blvd/Marvin D Love Blvd (W. Clarendon Dr to Kiest Blvd)
- Zang Blvd/Marvin D Love Blvd (W. Illinois Ave to Kiest Blvd)
- Zang Blvd/Marvin D Love Blvd (W Saner Ave to Kiest Blvd)

**INTERSTATE 35E CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>22</td>
<td>10</td>
<td>12</td>
<td>65</td>
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</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Management and Operations and Demand Reduction.

*Just outside of 1 mile radius*
**North Central Texas Council of Governments**  
**Congestion Management Process**  
**Corridor Fact Sheet**

### INTERSTATE 35E

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35E</td>
<td>Ledbetter Rd to Tater Brown Rd</td>
<td>9.70</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 45; US 67
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: Glenn Heights Park and Ride
- Direct Connections: IH 20
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 76,939
- Number of Employees: 31,919
- FIM Training Participants: Fire 20; Police 45
- Crash Rate 2012: 61.12
- Construction Status: None

### PARALLEL ARTERIALS (ENTIRE LIMITS)

- Houston School Rd (Ledbetter Rd to Tater Brown Rd)

### PARALLEL ARTERIALS (PARTIAL LIMITS)

- S Polk/N Polk St (E Bear Creek Rd to IH 20)
- S Polk/N Polk St (E Parkerville Rd to IH 20)
- S Polk/N Polk St (FM 1382 to IH 20)
- S Polk/N Polk St (E Pleasant Run to IH 20)
- S Polk/N Polk St (E Wintergreen Rd to IH 20)
- S Polk/N Polk St (W Danieldale Rd to IH 20)

### INTERSTATE 35E CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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<td></td>
<td>76</td>
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</table>

### CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius*
IH 35E CORRIDOR SEGMENT LIMITS: LEDBETTER RD TO TATER BROWN RD

Legend
- One Mile Buffer
- IH 35E Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 35W

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35W</td>
<td>IH 35 to FM 407</td>
<td>8.38</td>
<td>NB/SB</td>
<td>4 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: None
Bike Options: None
Available Transit: Bus
Park and Ride: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

US 377 (Vintage Blvd to FM 407)*
US 377 (Crawford Rd to FM 407)*
S Bonnie Brae St (Vintage Blvd to IH 35E)

INTERSTATE 35W CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>3</td>
<td>0</td>
<td>17</td>
<td>19</td>
<td>39</td>
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</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 35W CORRIDOR SEGMENT LIMITS: IH 35 TO FM 407

Legend
- One Mile Buffer
- IH 35W Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 35W

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35W</td>
<td>FM 407 to SH 114</td>
<td>5.88 miles</td>
<td>NB/SB</td>
<td>4 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: SH 114
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 10,815
- Number of Employees: 5,434
- FIM Training Participants: Fire 0; Police 11
- Crash Rate 2012: 30.19
- Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

(US 377) Fort Worth Dr (FM 407 to SH 114)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

None

INTERSTATE 35W CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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</thead>
<tbody>
<tr>
<td>8</td>
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<td>14</td>
<td>19</td>
<td>41</td>
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</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Roadway Infrastructure, Modal Options, and Management and Operation.

*Just outside of 1 mile radius
IH 35W CORRIDOR SEGMENT LIMITS: FM 407 TO SH 114
INTERSTATE 35W

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35W</td>
<td>SH 114 to SH 170</td>
<td>5.15 miles</td>
<td>NB/SB</td>
<td>4 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: SH 114; SH 170
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 16,172
- Number of Employees: 18,221
- FIM Training Participants: Fire 3; Police 68
- Crash Rate 2012: 47.60
- Construction Status: Funded Future Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

(SH 170) Alliance Gateway Fwy (SH 114 to SH 170)

PARALLEL ARTERIALS (PARTIAL LIMITS)

Old Denton Rd (Eagle Pkwy to SH 170)
Old Denton Rd (Keller Haslet Rd to SH 170)

INTERSTATE 35W CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.
IH 35W CORRIDOR SEGMENT LIMITS: SH 114 TO SH 170
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 35W**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35W</td>
<td>SH 170 to IH 820</td>
<td>8.22 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** None
- **Shoulders:** Full Outside; Varies Inside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** None
- **Available Transit:** None
- **Park and Ride:** None
- **Direct Connections:** SH 170; IH 820
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 41,764
- **Number of Employees:** 42,017
- **FIM Training Participants:** Fire 3; Police 57
- **Crash Rate 2012:** 91.61
- **Construction Status:** Funded Future Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Alta Vista Rd/N Beach St (SH 170 to IH 820)*
- (US 377) N Main St / Denton Hwy (SH 170 to IH 820)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Old Denton Rd/Cantrell Sansom Rd/Mark IV Pkwy (Western Center Blvd to IH 820)

**INTERSTATE 35W CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>33</td>
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</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in all Categories.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 35W**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35W</td>
<td>IH 820 to IH 30</td>
<td>6.47</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside; Varies Inside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: T&P Station
- Direct Connections: IH 820; IH 30
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 44,069
- Number of Employees: 113,655
- FIM Training Participants: Fire 3; Police 57
- Crash Rate 2012: 127.24
- Construction Status: Funded Future Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- N Beach St (IH 820 to IH 30)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Blue Mound Rd (Meacham Blvd to IH 820)
- Mark IV Pkwy (Meacham Blvd to IH 820)
- Mercantile Dr/N Riverside Dr (Meacham Blvd to IH 30)
- N. Sylvania Ave/Riverside Dr (Meacham Blvd to IH 30)
- N. Sylvania Ave/Riverside Dr (E. Long Ave to IH 30)
- N. Sylvania Ave/Riverside Dr (NE 28th St to IH 30)
- N. Sylvania Ave/Riverside Dr (Yucca Ave to IH 30)
- N. Sylvania Ave/Riverside Dr (E Belknap St to IH 30)
- N. Sylvania Ave/Riverside Dr (SH 121 to IH 30)
- Commerce St (E Belknap St to IH 30)

**INTERSTATE 35W CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in all Categories.

*Just outside of 1 mile radius*
IH 35W CORRIDOR SEGMENT LIMITS: IH 820 TO IH 30

Legend
- One Mile Buffer
- IH 35W Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 35W**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>IH 35W</td>
<td>IH 30 to IH 20</td>
<td>5.48</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
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</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** IH 820; US 287
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Continuous
- **Bike Options:** None
- **Available Transit:** Bus
- **Park and Ride:** T&P Station
- **Direct Connections:** IH 30; IH 20
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 63,191
- **Number of Employees:** 113,174
- **FIM Training Participants:** Fire 3; Police 57
- **Crash Rate 2012:** 114.41
- **Construction Status:** None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

Main St / Hemphill St (IH 30 to IH 20)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Hemphill St/Jennings Ave (IH 30 to IH 20)
- Hemphill St/Jennings Ave (Vickery Blvd to IH 20)
- Hemphill St/Jennings Ave (Pennsylvania Ave to IH 20)
- Hemphill St/Jennings Ave (W Rosedale St to IH 20)
- Hemphill St/Jennings Ave (W Allen Ave to IH 20)
- Hemphill St/Jennings Ave (E Morningside Dr to IH 20)
- Hemphill St/Jennings Ave (W Berry St to IH 20)
- Hemphill St/Jennings Ave (W Biddison St to IH 20)
- Hemphill St/Jennings Ave (W Seminary Dr to IH 20)
- S Riverside Dr/Campus Dr (IH 30 to IH 20)
- S Riverside Dr/Campus Dr (E Lancaster Ave to IH 20)
- S Riverside Dr/Campus Dr (E Seminary Dr to IH 20)
- S Riverside Dr/Campus Dr (E Allen Ave to IH 20)
- S Riverside Dr/Campus Dr (E Berry St to IH 20)
- S Riverside Dr/Campus Dr (E Vickery Blvd to IH 20)
- 8th Ave (W Berry St to IH 30)
- 8th Ave (W Allen Ave to IH 30)
- 8th Ave (W Rosedale St to IH 30)
- 8th Ave (Pennsylvania Ave to IH 30)
- James Ave (E Seminary Dr to IH 20)*

**INTERSTATE 35W CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>15</td>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

INTERSTATE 35W

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 35W</td>
<td>IH 20 to Wilshire Blvd</td>
<td>7.88 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: Edge Park Methodist Church; South

PARALLEL ARTERIALS (ENTIRE LIMITS)

(FM 731) Crowley Rd / NW Renfro St (IH 20 to Wilshire Blvd)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

Village Pkwy (Altamesa Blvd to IH 20)
Oak Grove Rd/Campus Dr (Everman Pkwy to IH 20)
Oak Grove Rd/Campus Dr (E Altamesa Blvd to IH 20)
Crowley Rd/NW Renfro St (IH 20 to Wilshire Blvd)*
Crowley Rd/NW Renfro St (Altamesa Blvd to Wilshire Blvd)*
Crowley Rd/NW Renfro St (Sycamore School Rd to Wilshire Blvd)*
Crowley Rd/NW Renfro St (FM 1187 to Wilshire Blvd)*
Crowley Rd/NW Renfro St (Allsbur Blvd to Wilshire Blvd)*

INTERSTATE 35W CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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<td>12</td>
<td>22</td>
<td>18</td>
<td>65</td>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 35W CORRIDOR SEGMENT
LIMITS: IH 20 TO WILSHIRE BLVD

Legend
- One Mile Buffer
- IH 35W Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non-Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 45**

<table>
<thead>
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<tbody>
<tr>
<td>IH 45</td>
<td>IH 30 to S Lamar St</td>
<td>1.98 miles</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 35E; US 175
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: None

Direct Connections: IH 30
Truck Lane Restriction: Entire Limits
Hazmat Route: None
Population: 34,249
Number of Employees: 105,569
FIM Training Participants: Fire 3; Police 13
Crash Rate 2012: 115.92
Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

U.S. 175/S Cesar Chavez Blvd (IH 30 to S Lamar St)
S Lamar St (IH 30 to IH 45)
Malcolm X Blvd (IH 30 to S Hatcher St)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

S Ervay St (Martin Luther King Blvd to IH 30)
S Ervay St (Grand Ave to IH 30)
S Ervay St (Corinth St to IH 30)
S Harwood St (Grand Ave to IH 30)
S Harwood St (Corinth St to IH 30)
S Good Latimer Expy (Grand Ave to IH 30)
Robert B Cullum Blvd/1st Ave (Pennsylvania Ave to IH 30)
Robert B Cullum Blvd/1st Ave (Martin King Jr Blvd to IH 30)
Robert B Cullum Blvd/1st Ave (Grand Ave to IH 30)

**INTERSTATE 45 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>21</td>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius*
IH 45 CORRIDOR SEGMENT LIMITS: IH 30 TO S LAMAR ST

Legend
- One Mile Buffer
- IH 45 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 35E; US 175
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: None
Bike Options: None
Available Transit: Bus
Park and Ride: None
Direct Connections: Loop 12
Truck Lane Restriction: Entire Limits
Hazmat Route: None
Population: 34,623
Number of Employees: 17,211
FIM Training Participants: Fire 3; Police 13
Crash Rate 2012: 49.42
Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

S.M. Wright Fwy (S Lamar St to Great Trinity Forest Blvd)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

None

**INTERSTATE 45 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
IH 45 CORRIDOR SEGMENT LIMITS: S LAMAR ST TO LOOP 12 (Great Trinity Forest Blvd)
INTERSTATE 45

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
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<tbody>
<tr>
<td>IH 45</td>
<td>Loop 12 (Great Trinity Forest Blvd) to IH 20</td>
<td>3.13 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 35E; US 175
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Partial Limits
- Frontage Roads: None
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: Loop 12; IH 20
- Truck Lane Restriction: Entire Limits
- Hazmat Route: None
- Population: 16,615
- Number of Employees: 9,844
- FIM Training Participants: Fire 3; Police 13
- Crash Rate 2012: 42.23
- Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

- S Central Expwy (Great Trinity Forest Blvd to IH 20)
- Bonnie View Rd (Great Trinity Forest Blvd to IH 20)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

- JJ Lemmon Rd (Simpson Stuart Rd to IH 20)

INTERSTATE 45 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 45 CORRIDOR SEGMENT LIMITS: LOOP 12 (Great Trinity Forest Blvd) TO IH 20
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 45**

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<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 45</td>
<td>IH 20 to W Malloy Bridge Rd</td>
<td>7.97</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 35E; US 175
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: None
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: IH 20
- Truck Lane Restriction: Entire Limits
- Hazmat Route: None
- Population: 12,836
- Number of Employees: 9,876
- FIM Training Participants: Fire 5; Police 24
- Crash Rate 2012: 22.97
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- S Dallas Ave/Millers Ferry Rd (FM 1382 to W Malloy Bridge Rd)
- Miller Ferry Rd/Main St/SH 310 (E Palastine St to IH 20)

**INTERSTATE 45 CORRIDOR SCORE**

<table>
<thead>
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<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

## INTERSTATE 635

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>IH 635</td>
<td>SH 121 to SH 161</td>
<td>6.04 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

## CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** SH 114
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Partial Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** Partial Limits
- **Available Transit:** Rail
- **Park and Ride:** None
- **Direct Connections:** SH 121; SH 161
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 40,898
- **Number of Employees:** 105,649
- **FIM Training Participants:** Fire 12; Police 32
- **Crash Rate 2012:** 19.90
- **Construction Status:** None

## PARALLEL ARTERIALS (ENTIRE LIMITS)

SH 114 (SH 121 to SH 161)*

## PARALLEL ARTERIALS (PARTIAL LIMITS)

- Bethel Rd (Royal Ln to SH 121)
- Bethel Rd (Freeport Pkwy to SH 121)
- Bethel Rd (S Belt Line Rd to SH 121)*
- Royal Ln (S Belt Line Rd to SH 161)
- Royal Ln (IH 635 to SH 161)
- Royal Ln (Freeport Pkwy to SH 161)
- N MacArthur Blvd (IH 635 to SH 161)

## INTERSTATE 635 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
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<td>72</td>
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</tbody>
</table>

## CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 635 CORRIDOR SEGMENT LIMITS: SH 121 TO SH 161

Legend
- One Mile Buffer
- IH 635 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 635

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 635</td>
<td>SH 161 to IH 35E</td>
<td>2.67 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): SH 114/W NW Hwy
- Shoulders: Full Outside and Varies Inside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: SH 161; IH 35E
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 27,544
- Number of Employees: 90,308
- FIM Training Participants: Fire 11; Police 72
- Crash Rate 2012: 32.07
- Construction Status: Under Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

- SH 114/W Northwest Hwy (SH 161 to Loop 12)*
- Valley View Ln (SH 161 to IH 35E)
- Royal Ln (SH 161 to IH 35E)

PARALLEL ARTERIALS (PARTIAL LIMITS)

- None

INTERSTATE 635 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<tr>
<td>20</td>
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<td>14</td>
<td>58</td>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
IH 635 CORRIDOR SEGMENT LIMITS: SH 161 TO IH 35E

Legend
- One Mile Buffer
- IH 635 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet  

**INTERSTATE 635**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>IH 635</td>
<td>IH 35E to DNT</td>
<td>4.65</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: Future Managed Lanes
- Parallel Freeways (within 5 mi): PGBT
- Shoulders: None
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Yes
- Available Transit: Bus
- Park and Ride: None

- Direct Connections: IH 35E; DNT
- Truck Lane Restriction: None
- Hazmat Route: Entire Limits
- Population: 94,551
- Number of Employees: 157,094
- FIM Training Participants: Fire 3; Police 13
- Crash Rate 2012: 170.85
- Construction Status: Under Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Forest Ln (IH 35E to DNT)*
- Royal Ln (IH 35E to DNT)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Spring Valley Rd (Midway Rd to DNT)
- Alpha Rd (Midway Rd to DNT)
- Valley View Ln (Midway Rd to IH 35E)
- Valley View Ln (Marsh Ln to IH 35E)
- Valley View Ln (Webb Chapel Rd to IH 35E)
- Valley View Ln (Josey Ln to IH 35E)

**INTERSTATE 635 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius*
IH 635 CORRIDOR SEGMENT LIMITS: IH 35E TO DNT
**INTERSTATE 635**

<table>
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<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 635</td>
<td>DNT to US 75</td>
<td>3.28 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: Future Managed Lanes
- Parallel Freeways (within 5 mi): PGBT
- Shoulders: None
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Yes
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: DNT; US 75
- Truck Lane Restriction: None
- Hazmat Route: Entire Limits
- Population: 83,079
- Number of Employees: 156,620
- FIM Training Participants: Fire 3; Police 13
- Crash Rate 2012: 193.04
- Construction Status: Under Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Spring Valley Rd (DNT to US 75)
- Forest Ln (DNT to US 75)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Alpha Rd (Coit Rd to DNT)
- Alpha Rd (Preston Rd to DNT)
- Alpha Rd (Hillcrest Rd to DNT)
- Alpha Rd (Monfort Dr to DNT)

**INTERSTATE 635 CORRIDOR SCORE**

<table>
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<th>ROADWAY INFRASTRUCTURE</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius*
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

### INTERSTATE 635

<table>
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<th>HIGHWAY</th>
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<th>MAINLANES</th>
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<tr>
<td>IH 635</td>
<td>US 75 to SH 78</td>
<td>6.89 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
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</table>

### CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway
- **HOV Lanes:** IH 635 LBJ Freeway
- **Parallel Freeways (within 5 mi):** PGBT
- **Shoulders:** Full Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** Yes
- **Available Transit:** Bus
- **Park and Ride:** LBJ Central Station: LBJ/Skillman Station; South Garland Transit Center

### PARALLEL ARTERIALS (ENTIRE LIMITS)

- WR Walnut St (US 75 to IH 635)*
- Forest Ln (US 75 to IH 635)*
- Royal Ln/W Miller Rd (US 75 to IH 635)*
- WR Walnut Hill Ln (US 75 to IH 635)*
- E Northwest Hwy (US 75 to IH 635)*

### PARALLEL ARTERIALS (PARTIAL LIMITS)

- None

### INTERSTATE 635 CORRIDOR SCORE

<table>
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<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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### CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Roadway Infrastructure, Management and Operations and Demand Reduction.

---

*Just outside of 1 mile radius*
**Corridor Facts (Within 1 Mile)**

Function Class: Freeway
HOV Lanes: IH 635 LBJ Freeway
Parallel Freeways (within 5 mi): PGBT
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: South Garland Transit Center; Lake Ray Hubbard Station

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

Northwest Hwy/Northwest Dr (SH 78 to IH 30)
Shiloh Rd/Maylee Blvd/Gus Thomasson (SH 78 to IH 30)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

N Galloway Ave (La Prada Dr to IH 30)
N Galloway Ave (Oates Dr to IH 30)
Saturn Rd (IH 635 to SH 78)*

**INTERSTATE 635 CORRIDOR SCORE**

<table>
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<th>ROADWAY INFRASTRUCTURE</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Roadway Infrastructure and Management and Operations.

*Just outside of 1 mile radius*
IH 635 CORRIDOR SEGMENT LIMITS: SH 78 TO IH 30
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**INTERSTATE 635**

<table>
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<th>LENGTH</th>
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<th>MAINLANES</th>
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<td>IH 635</td>
<td>IH 30 to US 80</td>
<td>2.10 miles</td>
<td>NB/SB</td>
<td>8 Lanes</td>
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**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: Partial
Available Transit: Bus
Park and Ride: None
Direct Connections: IH 30; US 80
Truck Lane Restriction: None
Hazmat Route: Entire Limits
Population: 55,519
Number of Employees: 38,980
FIM Training Participants: Fire 6; Police 9
Crash Rate 2012: 44.08
Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

N Galloway Ave (IH 30 to US 80)
Gus Thomasson Rd (IH 30 to US 80)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

None

**INTERSTATE 635 CORRIDOR SCORE**

<table>
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<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
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<td>6</td>
<td>22</td>
<td>25</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
IH 635 CORRIDOR SEGMENT LIMITS: IH 30 TO US 80

Legend

- One Mile Buffer
- IH 635 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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North Central Texas Council of Governments
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**INTERSTATE 635**

<table>
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<th>MAINLANES</th>
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<tbody>
<tr>
<td>IH 635</td>
<td>US 80 to US 175</td>
<td>7.31</td>
<td>NB/SB</td>
<td>8 Lanes</td>
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**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: None
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: US 80; US 175
- Truck Lane Restriction: Entire Limits
- Hazmat Route: Entire Limits
- Population: 77,855
- Number of Employees: 40,584
- FIM Training Participants: Fire 6; Police 10
- Crash Rate 2012: 46.86
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Gross Rd/Peachtree Rd (US 80 to US 175)
- S Town East Blvd/N Masters Dr (US 80 to US 175)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- N Galloway Ave (W Cartwright Ave to US 80)*
- N Galloway Ave (Military Pkwy to US 80)*
- N Galloway Ave (Gross Rd/Kearney Ave to US 80)*
- N Galloway Ave / S Belt Line Rd/Lake June Rd (US 80 to IH 635)*
- S Belt Line Rd/Lake June Rd (W Cartwright Rd to IH 635)*

**INTERSTATE 635 CORRIDOR SCORE**

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<th>ROADWAY INFRASTRUCTURE</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
IH 635 CORRIDOR SEGMENT LIMITS: US 80 TO US 175
INTERSTATE 820

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<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 820</td>
<td>IH 820 to IH 30</td>
<td>3.64 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: None
Bike Options: None
Available Transit: Bus
Park and Ride: Western Hills Methodist Church

PARALLEL ARTERIALS (ENTIRE LIMITS)
Longvue Ave / Chapin School Rd

PARALLEL ARTERIALS (PARTIAL LIMITS)
Las Vegas Trail (Camp Bowie Blvd to IH 30)

INTERSTATE 820 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>9</td>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

INTERSTATE 820

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 820</td>
<td>IH 30 to SH 199</td>
<td>6.67 miles</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: Partial
Available Transit: Bus
Park and Ride: None

Direct Connections: IH 30; SH-199
Truck Lane Restriction: None
Hazmat Route: Entire Limits
Population: 65,277
Number of Employees: 46,809
FIM Training Participants: Fire 3; Police 57
Crash Rate 2012: 42.19
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

Alta Mere Dr/River Oaks Blvd (IH 30 to SH 199)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

Las Vegas Trail (IH 820 to IH 30)
Las Vegas Trail (Silver Creek Rd to IH 30)
Las Vegas Trail (Clifford St to IH 30)
Las Vegas Trail (White Settlement Rd to IH 30)

Academy Blvd/Alemeda St (White Settlement Rd to IH 30)
Chapel Creek Blvd (White Settlement Rd to IH 30)*
Chapel Creek Blvd (WestPoint Blvd to IH 30)*

INTERSTATE 820 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>9</td>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
IH 820 Corridor Segment Limits: IH 30 to SH 199

Legend:
- One Mile Buffer
- IH 820 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
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**INTERSTATE 820**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>MAINLANES</th>
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<tr>
<td>IH 820</td>
<td>SH 199 to IH 35W</td>
<td>6.74</td>
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**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 35W
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: SH 199; IH 35W
- Truck Lane Restriction: None
- Hazmat Route: Entire Limits
- Population: 43,228
- Number of Employees: 48,240
- FIM Training Participants: Fire 3; Police 58
- Crash Rate 2012: 69.79
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Meacham Blvd (N Main St to IH 35W)
- Meacham Blvd (FM 156 to IH 35W)
- Meacham Blvd (Mark IV Pkwy to IH 35W)
- McLeroy Blvd/Western Center Blvd (Old Decatur Rd to IH 35W)*
- Mc Leroy Blvd/Western Center Blvd (S Saginaw Blvd to IH 35W)*
- Western Center Blvd (FM 156 to IH 35W)*
- Boat Club Rd (Azle Ave to SH 199)
- Roberts Cuts Off Rd (Azle Ave to SH 199)

**INTERSTATE 820 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
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<td>6</td>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
IH 820 CORRIDOR SEGMENT LIMITS: SH 199 TO IH 35W

Legend:
- One Mile Buffer
- IH 820 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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INTERSTATE 820

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 820</td>
<td>IH 35W to SH 121</td>
<td>6.32 miles</td>
<td>WB/EB</td>
<td>4 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: Future Managed Lanes
Parallel Freeways (within 5 mi): SH 121
Shoulders: None
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: None

Direct Connections: IH 35W; SH 121
Truck Lane Restriction: None
Hazmat Route: Entire Limits
Population: 82,788
Number of Employees: 63,240
FIM Training Participants: Fire 15; Police 141
Crash Rate 2012: 123.77
Construction Status: Under Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

McLean Rd/Glenview Dr (N Beach St to SH 121)
Glenview Dr (Haltom Rd to SH 121)
McLean Rd/Glenview Dr (Denton Hwy to SH 121)
Glenview Dr (Rufe Snow Dr to SH 121)
Glenview Dr (Grapevine Hwy to SH 121)
Glenview Dr (Booth Calloway Rd to SH 121)

Meacham Blvd (N Beach St to IH 35W)
Meacham Blvd (Mercantile Dr to IH 35W)
Northern Cross Blvd (N Riverside Dr to IH 35W)
Northern Cross Blvd (N Beach St to IH 35W)
Fossil Creek Blvd (N Beach St to IH 35W)

INTERSTATE 820 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>18</td>
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<td>16</td>
<td>48</td>
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</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Management and Operations.

*Just outside of 1 mile radius
IH 820 CORRIDOR SEGMENT LIMITS: IH 35W TO SH 121

Legend:
- One Mile Buffer
- IH 820 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
### Corridor Facts (Within 1 Mile)

Function Class: Freeway  
HOV Lanes: None  
Parallel Freeways (within 5 mi): IH 35W  
Shoulders: Full Outside and Varies Inside  
Intelligent Transportation System: Entire Limits  
Frontage Roads: Non-Continuous  
Bike Options: Partial  
Available Transit: Bus  
Park and Ride: Richland Hills Station  

### Parallel Arterials (Entire Limits)

None

### Parallel Arterials (Partial Limits)

- Handley Ederville Rd/Bridgewood Dr (Baker Blvd to IH 30)
- Handley Ederville Rd/Bridgewood Dr (SH 121 to IH 30)
- Handley Ederville Rd/Bridgewood Dr (Trinity Blvd to IH 30)
- Bridgewood Dr (Randol Mill Rd to IH 30)
- Bridgewood Dr (Bridge St to IH 30)
- N Booth Calloway Rd (Baker Blvd to IH 820)
- N Booth Calloway Rd (Glenview Dr to IH 820)
- Precinct Line Rd (W Hurst Blvd to IH 820)*
- Precinct Line Rd (W Pipeline Rd to IH 820)*
- Precinct Line Rd (W Bedford Euless Blvd to IH 820)*

### Interstate 820 Corridor Score

<table>
<thead>
<tr>
<th>Roadway Infrastructure</th>
<th>Modal Option</th>
<th>System Reliability</th>
<th>System Demand</th>
<th>Score</th>
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<td>16</td>
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</table>

### Conclusions/Recommendations

Needs Improvement in Modal Options and Management and Operations.

*Just outside of 1 mile radius
IH 820 CORRIDOR SEGMENT LIMITS: SH 121 TO IH 30

Legend
- One Mile Buffer
- IH 820 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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INTERSTATE 820

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 820</td>
<td>IH 30 to IH 20</td>
<td>6.32 miles</td>
<td>NB/SB</td>
<td>4 to 8 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): US 287
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: None

Direct Connections: IH 30; IH 20
Truck Lane Restriction: None
Hazmat Route: Entire Limits
Population: 81,042
Number of Employees: 26,678
FIM Training Participants: Fire 3; Police 58
Crash Rate 2012: 133.93
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

Weiler Blvd (Meadowbrook Dr to IH 30)
Weiler Blvd (Oak Hill Rd to IH 30)
Handley Dr (E Rosedale St to IH 30)
Handley Dr (E Lancaster Ave to IH 30)

Handley Dr (Meadowbrook Dr to IH 30)
Handley Dr (E Rosedale St to IH 30)
Handley Dr (Brentwood Stair Rd to IH 30)

INTERSTATE 820 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>22</td>
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</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius*
Legend
- One Mile Buffer
- IH 820 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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IH 820 Corridor Segment Limits: IH 30 to IH 20
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LOOP 12

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop 12</td>
<td>IH 35E to SH 183</td>
<td>6.32 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): SP 482; IH 35E
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: Partial
Available Transit: Bus
Park and Ride: None

Direct Connections: IH 35E; SH 183
Truck Lane Restriction: None
Hazmat Route: Entire Limits
Population: 17,970
Number of Employees: 61,930
FIM Training Participants: Fire 6; Police 22
Crash Rate 2012: 53.48
Construction Status: Funded Future Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

SP 482 (IH 35E to SH 183)

PARALLEL ARTERIALS (PARTIAL LIMITS)

Wildwood Dr/Tom Braniff Dr (W Northwest Hwy to SH 183)

LOOP 12 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>21</td>
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</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
North Central Texas Council of Governments  
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**LOOP 12**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>Loop 12</td>
<td>SH 183 to IH 30</td>
<td>4.93</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): SH 161
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: None

- Direct Connections: SH 183; IH 30
- Truck Lane Restriction: None
- Hazmat Route: Entire Limits
- Population: 36,850
- Number of Employees: 48,515
- FIM Training Participants: Fire 6; Police 22
- Crash Rate 2012: 59.41
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- SP 482 (IH 35E to SH 183)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Chalk Hill Rd (Singleton Blvd to IH 30)
- S Nursery Rd (E Shady Grove Rd to SH 183)
- S Nursery Rd (E Irving Blvd to SH 183)
- S Nursery Rd (E Grauwyler Rd to SH 183)
- E Shady Grove Rd/Regal Row (Loop 12 to SH 183)*
- E Irving Blvd/Regal Row (Loop 12 to SH 183)*

**LOOP 12 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>18</td>
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<td>18</td>
<td>58</td>
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</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
LOOP 12 CORRIDOR SEGMENT
LIMITS: SH 183 TO IH 30

Legend
- One Mile Buffer
- Loop 12 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
LOOP 12

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop 12</td>
<td>IH 30 to SP 408</td>
<td>3.03 miles</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): SH 161
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: IH 30; SP 408
- Truck Lane Restriction: None
- Hazmat Route: Entire Limits
- Population: 21,343
- Number of Employees: 26,386
- FIM Training Participants: Fire 3; Police 13
- Crash Rate 2012: 48.70
- Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

- N Cockrell Hill Rd (IH 30 to W Illinois Ave)

PARALLEL ARTERIALS (PARTIAL LIMITS)

- Chalk Hill Rd (W Davis St to IH 30)
- S Merrifield Rd (E Main St to W Illinois Ave)
- Keeneland Pkwy (S Merrifield Rd to W Illinois Ave)

LOOP 12 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.
LOOP 12 CORRIDOR SEGMENT
LIMITS: IH 30 TO SP 408

Legend
- One Mile Buffer
- Loop 12 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
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PRESIDENT GEORGE BUSH TURNPIKE

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>PGBT</td>
<td>IH 635 to IH 35E</td>
<td>5.36 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 35E
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus and Rail
Park and Ride: None

Direct Connections: IH 635; IH 35E
Truck Lane Restriction: None
Hazmat Route: None
Population: 38,056
Number of Employees: 82,872
FIM Training Participants: Fire 8; Police 61
Crash Rate 2012: 30.23
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

Luna Rd/Old Denton Rd (IH 635 to IH 35E)

PARALLEL ARTERIALS (PARTIAL LIMITS)

None

PRESIDENT GEORGE BUSH TURNPIKE CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
PGBT CORRIDOR SEGMENT
LIMITS: IH 635 TO IH 35E

Legend
- One Mile Buffer
- PGBT Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
## President George Bush Turnpike

<table>
<thead>
<tr>
<th>Highway</th>
<th>Limits</th>
<th>Length</th>
<th>Direction</th>
<th>Mainlanes</th>
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<tbody>
<tr>
<td>PGBT</td>
<td>IH 35E to DNT</td>
<td>6.86 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

### Corridor Facts (Within 1 Mile)

- **Function Class:** Toll Road
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** IH 635; SH 121
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** None
- **Available Transit:** Bus
- **Park and Ride:** Trinity Mills Station; North Carrollton/Frankford Station

### Parallel Arterials (Entire Limits)

- Frankford Rd (IH 35E to DNT)
- Keller Springs Rd/Addison Airport Toll Tunnel (IH 35E to DNT)*

### Parallel Arterials (Partial Limits)

- W Park Blvd (Midway Rd to DNT)
- Rosemeade Pkwy (Midway Rd to DNT)
- E Hebron Pkwy/W Park Blvd (Marsh Ln to DNT)
- Rosemeade Pkwy (Marsh Ln to DNT)
- E Trinity Mills Rd (Midway Rd to DNT)*
- Rosemeade Pkwy (Kelly Blvd to DNT)
- E Trinity Mills Rd (Marsh Ln to DNT)*
- Rosemeade Pkwy (N Josey Ln to DNT)*
- E Trinity Mills Rd (Kelly Blvd to DNT)
- Rosemeade Pkwy (Old Denton Rd to DNT)*
- E Trinity Mills Rd (N Josey Ln to DNT)
- Rosemeade Pkwy (Dickerson Pkwy to DNT)*
- E Trinity Mills Rd (Old Denton Rd to DNT)

### President George Bush Turnpike Corridor Score

<table>
<thead>
<tr>
<th>Roadway Infrastructure</th>
<th>Modal Option</th>
<th>System Reliability</th>
<th>System Demand</th>
<th>Score</th>
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<td>21</td>
<td>12</td>
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<td>10</td>
<td>58</td>
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</table>

### Conclusions/Recommendations

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
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**PRESIDENT GEORGE BUSH TURNPIKE**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PGBT</td>
<td>DNT to US 75</td>
<td>7.33 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Toll Road
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 635
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: Jack Hatchell Transit Center; Bush Turnpike Station
- Direct Connections: DNT; US 75
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 121,656
- Number of Employees: 99,969
- FIM Training Participants: Fire 77; Police 82
- Crash Rate 2012: 80.33
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- W Plano Pkwy (DNT to US 75)
- W Plano Pkwy/W 15th St (DNT to US 75)*
- Frankford Rd/Waterview Pkwy/W Renner Rd (DNT to US 75)
- W Park Blvd (DNT to US 75)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

None

**PRESIDENT GEORGE BUSH TURNPIKE CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td>66</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
**PRESIDENT GEORGE BUSH TURNPIKE**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PGBT</td>
<td>US 75 to SH 78</td>
<td>6.83 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
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**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Toll Road
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 635
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: Bush Turnpike Station

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

<table>
<thead>
<tr>
<th>Arterial 1</th>
<th>Arterial 2</th>
<th>Arterial 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Garland Ave/Belt Line Rd/Buckingham Rd (N Garland Ave to SH 78)*</td>
<td>E Renner Rd (Shiloh Rd to US 75)</td>
<td>E Plano Pkwy (N Jupiter Rd to US 75)</td>
</tr>
<tr>
<td>N Garland Ave/Belt Line Rd/Buckingham Rd (Holforrd Rd to SH78)*</td>
<td>E Renner Rd (N Jupiter Rd to US 75)</td>
<td>E Plano Pkwy (N Plano Rd to US 75)</td>
</tr>
<tr>
<td>Arapaho Rd/N Garland Ave/Belt Line Rd/Buckingham Rd (N Shiloh Rd to SH 78)*</td>
<td>E Renner Rd (N Plano Rd to US 75)</td>
<td>E Plano Pkwy (N Plano Rd to US 75)</td>
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</tbody>
</table>

**PRESIDENT GEORGE BUSH TURNPIKE CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

PRESIDENT GEORGE BUSH TURNPIKE

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PGBT</td>
<td>SH 78 to IH 30</td>
<td>9.96</td>
<td>WB/EB</td>
<td>6 Lanes</td>
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CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 635
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: None
Park and Ride: Rowlett Park and Ride
Direct Connections: SH 78; IH 30
Truck Lane Restriction: None
Hazmat Route: None
Population: 81,396
Number of Employees: 24,850
FIM Training Participants: Fire 8; Police 49
Crash Rate 2012: 9.29
Construction Status: Completed

PARALLEL ARTERIALS (ENTIRE LIMITS)

Firewheel Pkwy / Rowlett Rd / Roan Rd (SH 78 to IH 30)

PARALLEL ARTERIALS (PARTIAL LIMITS)

Princeton Rd / Dalrock Rd (Liberty Grove Rd to IH 30)
Princeton Rd / Dalrock Rd (Lakeview Pkwy to IH 30)
Princeton Rd / Dalrock Rd (Miller Rd to IH 30)
E Buckingham Rd / Pleasant Valley Rd (Firewheel Pkwy to SH 78)
Sachse Rd (Miles Rd to SH 78)
Sachse Rd (Merritt Rd to SH 78)

PRESIDENT GEORGE BUSH TURNPIKE CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**STATE HIGHWAY 114**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 114</td>
<td>SH 170 to SP 97</td>
<td>12.18 miles</td>
<td>WB/EB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside; Varies Inside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Partial
- Available Transit: None
- Park and Ride: None
- Direct Connections: SH 170; SP 97
- Truck Lane Restriction: None
- Hazmat Route: None
- Number of Employees: 70,574
- FIM Training Participants: Fire 9; Police 29
- Crash Rate 2012: 146.46
- Population: 62,912
- Construction Status: Under Construction/Partial

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Byron Nelson Rd (SH 114 to US 377)
- Mustang Dr/N Airfield Dr (William D Tate Ave to SP 97)
- Mustang Dr/N Airfield Dr (S Main St to SP 97)
- Mustang Dr/N Airfield Dr (Texan Trail Rd to SP 97)

**STATE HIGHWAY 114 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Roadway Infrastructure, Modal Options, and Management and Operations.

*Just outside of 1 mile radius*
STATE HIGHWAY 114

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 114</td>
<td>SP 97 to SH 161</td>
<td>4.69 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 635
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: None
Direct Connections: SP 97; SH 161
Truck Lane Restriction: None
Hazmat Route: None
Population: 22,889
Number of Employees: 112,382
FIM Training Participants: Fire 10; Police 27
Crash Rate 2012: 21.41
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

IH 635 (SH 121 to SH 161)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

N Airfield Dr (Freeport Pkwy to SP 97)
Regent Blvd/Kinwest Pkwy/N MacArthur Blvd (N Belt Line Rd to SH 161)
W Royal Ln (N Belt Line Rd to SH 161)
Valley View Ln (N Belt Line Rd to SH 161)

STATE HIGHWAY 114 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
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<tbody>
<tr>
<td>21</td>
<td>5</td>
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<td>14</td>
<td>62</td>
</tr>
</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options, and Demand Reduction.

*Just outside of 1 mile radius
SH 114 CORRIDOR SEGMENT LIMITS: SP 97 TO SH 161

Legend
- One Mile Buffer
- SH 114 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
Corridor Facts:

**Function Class:** Freeway  
**HOV Lanes:** None  
**Parallel Freeways (within 5 mi):** SH 183; IH 635  
**Shoulders:** Full Outside; Varies Inside  
**Intelligent Transportation System:** Entire Limits  
**Frontage Roads:** Continuous  
**Bike Options:** Partial  
**Available Transit:** Bus and Rail  
**Park and Ride:** North Irving Transit Center  

**Parallel Arterials (Entire Limits):**

None

**Parallel Arterials (Partial Limits):**

- SP-348 (SH 114 to SP 482)*  
- Tom Braniff Dr (SH 114 to SH 183)  
- Rochelle Blvd/E Northgate Dr/Carl Rd (SH 114 to SH 183)  
- N O’Connor Blvd (SH 114 to SH 183)*  
- N MacArthur Blvd (SH 114 to SH 183)*  
- W Royal Ln (N MacArthur Blvd to SH 114)  
- N MacArthur Blvd (SH 114 to SH 161)  
- Riverside Dr (SH 114 to SH 161)*  
- Riverside Dr (N O’Connor Blvd to SH 161)*  
- W Walnut Hill Ln (SH 114 to SH 161)*

**State Highway 114 Corridor Score**

<table>
<thead>
<tr>
<th>Roadway Infrastructure</th>
<th>Modal Option</th>
<th>System Reliability</th>
<th>System Demand</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
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<td>19</td>
<td>14</td>
<td>73</td>
</tr>
</tbody>
</table>

**Conclusions/Recommendations**

Needs Improvement in Demand Reduction.

*Just outside of 1 mile radius*
**STATE HIGHWAY 121**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 121</td>
<td>IH 35W to IH 820</td>
<td>6.76 miles</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** IH 30
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** Yes
- **Available Transit:** Bus and Rail
- **Park and Ride:** Richland Hills Station
- **Direct Connections:** IH 35W; IH 820
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 59,862
- **Number of Employees:** 45,022
- **FIM Training Participants:** Fire 7; Police 96
- **Crash Rate 2012:** 28.84
- **Construction Status:** None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- E Belknap St/Baker Blvd (IH 35W to IH 820)
- E 4th St/E 1st St/Randol Mill Rd (IH 35W to IH 820)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Trinity Blvd (Handley Ederville Rd to IH 820)
- NE 28th St (N Beach St to IH 35W)*
- Midway Rd/NE 28th St (Carson St to IH 35W)*
- NE 28th St (Haltom Rd to IH 35W)*
- NE 28th St (N Sylvania Ave to IH 35W)*
- Yucca Ave (N Beach St to IH 35W)

**STATE HIGHWAY 121 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
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<tbody>
<tr>
<td>21</td>
<td>20</td>
<td>22</td>
<td>25</td>
<td>88</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
SH 121 CORRIDOR SEGMENT
LIMITS: IH 35W TO IH 820

Legend
- One Mile Buffer
- SH 121 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**STATE HIGHWAY 121**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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</tr>
</thead>
<tbody>
<tr>
<td>SH 121</td>
<td>SH 183 to SH 114</td>
<td>7.15 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): SH 360
Shoulders: Full Outside; Varies Inside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: None
Park and Ride: None
Direct Connections: SH 183; SH 114
Truck Lane Restriction: None
Hazmat Route: None
Population: 91,044
Number of Employees: 65,456
FIM Training Participants: Fire 11; Police 41
Crash Rate 2012: 98.93
Construction Status: Under Construction/Partial

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

N Industrial Blvd. (SH 121 to SH 183)
N Industrial Blvd. (Mid Cities Blvd to SH 183)
N Industrial Blvd. (Harwood Rd to SH 183)
N Industrial Blvd. (Midway Rd to SH 183)
Central Dr (Harwood Rd to SH 183)
Central Dr (Bedford Rd to SH 183)
Euless Grapevine Rd/N Main St (from SH 360 to SH 183)*

**STATE HIGHWAY 121 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>22</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Management and Operations.

*Just outside of 1 mile radius*
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**STATE HIGHWAY 121**

<table>
<thead>
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<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 121</td>
<td>SH 114 to IH 35E</td>
<td>7.91 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway/Toll Road
- HOV Lanes: Future Managed Lanes
- Parallel Freeways (within 5 mi): SH 161
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Partial Limits
- Frontage Roads: Non-Continuous
- Bike Options: Yes
- Available Transit: Bus
- Park and Ride: None

- Direct Connections: SH 114; IH 35E
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 65,329
- Number of Employees: 70,246
- FIM Training Participants: Fire 17; Police 55
- Crash Rate 2012: 63.09
- Construction Status: Under Construction/Partial

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- FM 3040 (Denton Tap Rd to IH 35E)
- FM 3040 (Mac Arthur Blvd to IH 35E)

**STATE HIGHWAY 121 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
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<th>SCORE</th>
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<td>52</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius
SH 121 CORRIDOR SEGMENT LIMITS: SH 114 TO IH 35E
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

STATE HIGHWAY 121

<table>
<thead>
<tr>
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<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 121</td>
<td>IH 35E to DNT</td>
<td>10.60 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: Yes
Available Transit: None
Park and Ride: Hebron Station; North Carrollton/Frankford Station

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

Legacy Dr (SH 121 to DNT)
W Spring Creek Pkwy (SH 121 to DNT)*
Windhaven Pkwy (Plano Pkwy to DNT)*
Windhaven Pkwy (N Josey Ln to DNT)*
FM 544 (SH 121 to DNT)*
E. State Highway 121 non toll (from SH 121 to DNT)*
Hebron Pkwy (from SH 121 to DNT)*

STATE HIGHWAY 121 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM DEMAND</th>
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<tr>
<td>18</td>
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<td>14</td>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
**STATE HIGHWAY 121**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 121</td>
<td>DNT to US 75</td>
<td>11.25 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: None
Park and Ride: None

Direct Connections: DNT; US 75
Truck Lane Restriction: None
Hazmat Route: None
Population: 90,808
Number of Employees: 80,817
FIM Training Participants: Fire 145; Police 85
Crash Rate 2012: 68.93
Construction Status: Completed

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Eldorado Pkwy (DNT to US 75)*
- FM 720 (DNT to US 75)*
- Legacy Dr (DNT to US 75)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Eldorado Pkwy (Hardin Blvd to US 75)
- Eldorado Pkwy (Lake Forest Dr to US 75)*
- Stacy Rd (SH 121 to US 75)*
- W Exchange Pkwy (SH 121 to US 75)*
- FM 2170 (Alma Dr to US 75)*
- FM 2170 (S Custer Rd to US 75)*
- FM 2170 (Independence Pkwy to US 75)*
- FM 2170 (Coit Rd to US 75)*
- FM 2170 (Rasor Blvd to US 75)
- FM 2170 (Ohio Dr to US 75)
- FM 2170 (Texas 289 to US 75)
- Warren Pkwy (Texas 289 to DNT)
- Warren Pkwy (Ohio Dr to DNT)
- Warren Pkwy (Hillcrest Rd to DNT)
- Lebanon Rd (Hillcrest Rd to DNT)*
- Lebanon Rd (Coit Rd to DNT)*
- Stonebrook Pkwy (FM 289 to DNT)*
- Stonebrook Pkwy (Hillcrest Rd to DNT)*
- Stonebrook Pkwy (Coit Rd to DNT)*
- Stonebrook Pkwy (Independence Pkwy to DNT)*
- Stonebrook Pkwy (Independence Pkwy to DNT)*
- Stonebrook Pkwy (Custer Rd to DNT)*
- E Main St (Alma Rd to DNT)*
- FM 720 (SH 121 to DNT)*

**STATE HIGHWAY 121 CORRIDOR SCORE**

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<th>ROADWAY INFRASTRUCTURE</th>
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<th>SCORE</th>
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<td>23</td>
<td>58</td>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
SH 121 CORRIDOR SEGMENT LIMITS: DNT TO US 75
STATE HIGHWAY 161

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<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 161</td>
<td>IH 635 to SH 183</td>
<td>7.01 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

- Function Class: Toll Road
- HOV Lanes: None
- Parallel Freeways (within 5 mi): SHP 97; IH 35E
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: IH 635; SH 183
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 87,139
- Number of Employees: 126,489
- FIM Training Participants: Fire 3; Police 9
- Crash Rate 2012: 36.60
- Construction Status: Funded Future Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

- N Beltline Rd (SH 183 to IH 635)*
- N MacArthur Blvd (SH 183 to IH 635)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

- Valley View Ln (SH 161 to SH 183)
- Valley View Ln (W Rochelle Rd to SH 183)
- Valley View Ln (Northgate Dr to SH 183)
- Valley View Ln (Walnut Hill Ln to SH 183)
- Esters Rd (Walnut Hill Ln to SH 183)
- Esters Rd (Northgate Dr to SH 183)
- Esters Rd (W Rochelle Rd to SH 183)

STATE HIGHWAY 161 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>5</td>
<td>22</td>
<td>12</td>
<td>64</td>
</tr>
</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
SH 161 CORRIDOR SEGMENT LIMITS: IH 635 TO SH 183

Legend
- One Mile Buffer
- SH 161 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
STATE HIGHWAY 161

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 161</td>
<td>SH 183 to IH 30</td>
<td>5.47 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): SH 360
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: West Irving Station

PARALLEL ARTERIALS (ENTIRE LIMITS)

N Beltline Rd (SH 183 to IH 30)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

N Carrier Pkwy/Roy Orr Blvd/Valley View Ln (Lower Tarrant Rd to SH 183)
Roy Orr Blvd/Valley View Ln (W Oakdale Rd to SH 183)
Roy Orr Blvd/Valley View Ln (W Trinity Blvd to SH 183)
Roy Orr Blvd/Valley View Ln (W Shady Grove to SH 183)
Roy Orr Blvd/Valley View Ln (W Rock Island Rd to SH 183)
Conflans Rd (Esters Rd to SH 183)
N Carrier Pkwy (SH 161 to IH 30)

STATE HIGHWAY 161 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>7</td>
<td>22</td>
<td>18</td>
<td>68</td>
</tr>
</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
SH 161 CORRIDOR SEGMENT LIMITS: SH 183 TO IH 30

Legend
- One Mile Buffer
- SH 161 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
STATE HIGHWAY 161

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 161</td>
<td>IH 30 to IH 20</td>
<td>5.98</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): SH 360; Loop12/SP 408
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: None
Park and Ride: None
Direct Connections: IH 30; IH 20
Truck Lane Restriction: None
Hazmat Route: None
Population: 77,005
Number of Employees: 45,904
FIM Training Participants: Fire 2; Police 3
Crash Rate 2012: 5.83
Construction Status: Completed

PARALLEL ARTERIALS (ENTIRE LIMITS)

Great Southwest Pkwy (IH 30 to IH 20)
Carrier Pkwy (IH 30 to IH 20)
Belt Line Rd (IH 30 to IH 20)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

Robinson Rd (Pioneer Pkwy to IH 20)
Robinson Rd (Arkansas Ln to IH 20)
Robinson Rd (Mayfield Rd to IH 20)
Robinson Rd (Forum Dr to IH 20)

STATE HIGHWAY 161 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>0</td>
<td>22</td>
<td>16</td>
<td>63</td>
</tr>
</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
SH 161 CORRIDOR SEGMENT LIMITS: IH 30 TO IH 20
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**STATE HIGHWAY 183**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 183</td>
<td>IH 820 to SH 360</td>
<td>8.81 miles</td>
<td>WB/EB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 30
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Rail
Park and Ride: None
Direct Connections: IH 820; SH 360
Truck Lane Restriction: None
Hazmat Route: None
Population: 162,367
Number of Employees: 103,142
FIM Training Participants: Fire 15; Police 85
Crash Rate 2012: 88.86
Construction Status: Under Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

Midway Dr/Bedford Rd (SH 360 to IH 820)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

Hwy 10/Pipeline Rd (SH 183 to IH 820)
Hwy 10/Pipeline Rd (S Main St to IH 820)
Hwy 10/Pipeline Rd (N Industrial Blvd to IH 820)
Pipeline Rd (Hwy 10 to IH 820)
Pipeline Rd (Westpark Way to IH 820)
Pipeline Rd (Central Dr to IH 820)
Pipeline Rd (Forest Ridge Dr to IH 820)
Pipeline Rd (Brown Trail to IH 820)
Pipeline Rd (Precinct Line Rd to IH 820)
Harwood Rd (Precinct Line Rd to SH 360)
Harwood Rd (Brown Trail to SH 360)
Harwood Rd (Central Dr to SH 360)
Harwood Rd (SH 121 to SH 360)
Harwood Rd (N Industrial Blvd to SH 360)
Harwood Rd (N Main St to SH 360)
Trinity Blvd (American Blvd to SH 360)

**STATE HIGHWAY 183 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>17</td>
<td>15</td>
<td>12</td>
<td>55</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius*
SH 183 CORRIDOR SEGMENT LIMITS: IH 820 TO SH 360

Legend
- One Mile Buffer
- SH 183 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 183</td>
<td>SH 360 to IH 35E</td>
<td>11.79 miles</td>
<td>WB/EB</td>
<td>6 to 8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 30
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Rail
- Park and Ride: Centerport/DFW Airport Station*; West Irving Station*; South Irving Station*
- Direct Connections: IH 30
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 112,923
- Number of Employees: 190,145
- FIM Training Participants: Fire 9; Police 79
- Crash Rate 2012: 53.91
- Construction Status: Funded Future Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Irving Blvd (S. Beltline Rd to IH 35E)*
- Irving Blvd (Plymouth Pk to IH 35E)*
- Irving Blvd (N MacArthur Blvd to IH 35E)*
- Irving Blvd (N O'Connor Blvd to IH 35E)*
- Irving Blvd (Loop 12 to IH 35E)*
- Irving Blvd (Regal Row to IH 35E)*
- Storey Ln (SH 183 to IH 35E)
- Regal Row (SH 183 to IH 35E)
- Loop 12 (SH 183 to IH 35E)
- Trinity Blvd (Amon Carter Blvd to SH 360)

**STATE HIGHWAY 183 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>14</td>
<td>17</td>
<td>12</td>
<td>61</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius
**STATE HIGHWAY 360**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 360</td>
<td>SH 121 to SH 183</td>
<td>5.58 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): SH 161; SP 97
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: SH 121; SH 183
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 63,347
- Number of Employees: 58,615
- FIM Training Participants: Fire 13; Police 90
- Crash Rate 2012: 16.54
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- SH 121 (SH 121 to SH 183) (SP 97) International Pkwy (SH 121 to SH 183)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Euless Grapevine Rd/N Main St (SH 360 to SH 183)
- N Main St (Glade Rd to SH 183)
- N Main St (Mid Cities Blvd to SH 183)
- N Main St (Harwood Rd to SH 183)
- N Main St (Midway Dr to SH 183)
- Fuller-Wiser Rd (SH 360 to SH 183)
- Fuller-Wiser Rd (Mid Cities Blvd to SH 183)
- Fuller-Wiser Rd (Harwood Rd to SH 183)
- Fuller-Wiser Rd (Midway Dr to SH 183)
- Fuller-Wiser Rd (Mid Cities Blvd to SH 183)
- Fuller-Wiser Rd (Harwood Rd to SH 183)
- Fuller-Wiser Rd (Midway Dr to SH 183)
- Bear Creek Pkwy (Mid Cities Blvd to SH 183)
- Bear Creek Pkwy (Harwood Rd to SH 183)
- Bear Creek Pkwy (Midway Dr to SH 183)
- Bear Creek Pkwy (Mid Cities Blvd to SH 183)
- Bear Creek Pkwy (Harwood Rd to SH 183)
- Bear Creek Pkwy (Midway Dr to SH 183)
- Glade Rd (Glade Rd to SH 183)

**STATE HIGHWAY 360 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>0</td>
<td>22</td>
<td>25</td>
<td>72</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.
SH 360 CORRIDOR SEGMENT LIMITS: SH 121 TO SH 183

Legend
- One Mile Buffer
- SH 360 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**STATE HIGHWAY 360**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 360</td>
<td>SH 183 to IH 30</td>
<td>5.34 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): SH 161
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: Centerport/DFW Airport Station

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- American Blvd (Trinity Blvd to SH 183)
- Amon Carter Blvd (Trinity Blvd to SH 183)
- Ballpark Way (NE Green Oaks Blvd to IH 30)

**STATE HIGHWAY 360 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>7</td>
<td>22</td>
<td>14</td>
<td>61</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius*
SH 360 CORRIDOR SEGMENT LIMITS: SH 183 TO IH 30

Legend
- One Mile Buffer
- SH 360 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non-Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
# Corridor Fact Sheet

## State Highway 360

<table>
<thead>
<tr>
<th>Highway</th>
<th>Limits</th>
<th>Length</th>
<th>Direction</th>
<th>Mainlanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 360</td>
<td>IH 30 to IH 20</td>
<td>5.66 mi</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

## Corridor Facts (Within 1 Mile)

- **Function Class**: Freeway
- **HOV Lanes**: None
- **Parallel Freeways (within 5 mi)**: SH 161
- **Shoulders**: Full Inside and Outside
- **Intelligent Transportation System**: Entire Limits
- **Frontage Roads**: Continuous
- **Bike Options**: None
- **Available Transit**: None
- **Park and Ride**: None
- **Direct Connections**: IH 30; IH 20
- **Truck Lane Restriction**: None
- **Hazmat Route**: None
- **Population**: 81,929
- **Number of Employees**: 77,503
- **FIM Training Participants**: Fire 6; Police 37
- **Crash Rate 2012**: 150.81
- **Construction Status**: None

## Parallel Arterials (Entire Limits)

- **S. Great Southwest Pkwy (Avenue J to IH 20)**
- **S. Great Southwest Pkwy (Avenue H to IH 20)**
- **S. Great Southwest Pkwy (Randol Mill Rd to IH 20)**
- **S. Great Southwest Pkwy (Division St to IH 20)**

## Parallel Arterials (Partial Limits)

- **New York Ave (Abrams St to IH 20)**
- **New York Ave (Park Row Dr St to IH 20)**
- **New York Ave (Pioneer Pkwy to IH 20)**
- **New York Ave (Arkansas Lane to IH 20)**

## State Highway 360 Corridor Score

<table>
<thead>
<tr>
<th>Roadway Infrastructure</th>
<th>Modal Option</th>
<th>System Reliability</th>
<th>System Demand</th>
<th>Score</th>
</tr>
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<tbody>
<tr>
<td>25</td>
<td>0</td>
<td>15</td>
<td>16</td>
<td>56</td>
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</tbody>
</table>

## Conclusions/Recommendations

Sufficient.
SH 360 CORRIDOR SEGMENT LIMITS: IH 30 TO IH 20
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**SPUR 97**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 97</td>
<td>SH 114 to SH 183</td>
<td>6.16 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Toll Road
HOV Lanes: None
Parallel Freeways (within 5 mi): SH 360; SH 114
Shoulders: Full Outside; Varies Inside
Intelligent Transportation System: None
Frontage Roads: Non-Continuous
Bike Options: None
Available Transit: Bus
Park and Ride: None

Direct Connections: SH 114; SH 183
Truck Lane Restriction: None
Hazmat Route: None
Population: 8,987
Number of Employees: 78,636
FIM Training Participants: Fire 13; Police 90
Crash Rate 2012: 17.63
Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

N Airfield Dr/Freeport Pkwy (SH 97 to SH 114)
N Airfield Dr/Texan Trail (SP 97 to SH 114)*

**SPUR 97 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>18</td>
<td>5</td>
<td>16</td>
<td>25</td>
<td>64</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

---

*Just outside of 1 mile radius*
SP 97 CORRIDOR SEGMENT LIMITS: SH 114 TO SH 183

Legend
- One Mile Buffer
- SP 97 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
**SPUR 366**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 366</td>
<td>IH 35E to US 75</td>
<td>1.42 miles</td>
<td>WB/EB</td>
<td>8 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class:** Freeway
- **HOV Lanes:** None
- **Parallel Freeways (within 5 mi):** IH 30
- **Shoulders:** Full Inside and Outside
- **Intelligent Transportation System:** Entire Limits
- **Frontage Roads:** Non-Continuous
- **Bike Options:** Yes
- **Available Transit:** Bus and Rail
- **Park and Ride:** None
- **Direct Connections:** IH 35E; US 75
- **Truck Lane Restriction:** None
- **Hazmat Route:** None
- **Population:** 59,610
- **Number of Employees:** 243,955
- **FIM Training Participants:** Fire 3; Police 13
- **Crash Rate 2012:** 131.24
- **Construction Status:** None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Elm St (US 75 to IH 35E)
- Main St (US 75 to IH 35E)
- Commerce St (IH 35E to US 75)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Ross Ave (N Pearl St to US 75)
- San Jacinto St/Ross Ave (N Pearl St to US 75)
- Canton St (S Cesar Chavez Blvd to US 75)
- Broom St/Lamar St (N Field St to IH 35E)

**SPUR 366 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>21</td>
<td>13</td>
<td>15</td>
<td>14</td>
<td>63</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvements in Modal Options and Demand Reduction.

*Just outside of 1 mile radius*
SPUR 408

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
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<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 408</td>
<td>Loop 12 to IH 20</td>
<td>3.89 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): US 67
Shoulders: Full Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: None
Bike Options: None
Available Transit: None
Park and Ride: None
Direct Connections: Loop 12; IH 20
Truck Lane Restriction: None
Hazmat Route: Entire Limits
Population: 21,919
Number of Employees: 14,507
FIM Training Participants: Fire 3; Police 13
Crash Rate 2012: 23.21
Construction Status: None

PARALLEL ARTERIALS (ENTIRE LIMITS)

Mountain Creek Pkwy (W Illinois Ave to IH 20)*
Duncanville Rd (W Illinois Ave to IH 20)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

S Ledbetter Dr (W Kiest Blvd to IH 20)

SPUR 408 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
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CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**SPUR 482**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP 482</td>
<td>IH 35E to SH 114</td>
<td>1.55 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): Loop 12
- Shoulders: Full Outside
- Intelligent Transportation System: None
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: IH 35 E; SH 114
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 20,770
- Number of Employees: 49,707
- FIM Training Participants: Fire 6; Police 22
- Crash Rate 2012: 57.67
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Loop 12 (W Northwest Hwy to SH 114)

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- None

**SPUR 482 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tr>
<td>20</td>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Management and Operations.

*Just outside of 1 mile radius*
SP 482 CORRIDOR SEGMENT LIMITS: I-35E TO SH 114

Legend
- One Mile Buffer
- SP 482 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
North Central Texas Council of Governments  
Congestion Management Process  
Corridor Fact Sheet

## US 67

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>MAINLANES</th>
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<tbody>
<tr>
<td>US 67</td>
<td>IH 35E to IH 20</td>
<td>4.44 miles</td>
<td>NB/SB</td>
<td>4 to 6 Lanes</td>
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### CORRIDOR FACTS (WITHIN 1 MILE)

- **Function Class:** Freeway  
- **HOV Lanes:** Marvin D. Love Freeway  
- **Parallel Freeways (within 5 mi):** IH 35E; SP 408  
- **Shoulders:** Varies Inside and Outside  
- **Intelligent Transportation System:** Entire Limits  
- **Frontage Roads:** Continuous  
- **Bike Options:** None  
- **Available Transit:** Bus  
- **Park and Ride:** Red Bird Transit Center  
- **Direct Connections:** IH 35E; IH 20  
- **Truck Lane Restriction:** None  
- **Hazmat Route:** None  
- **Population:** 71,945  
- **Number of Employees:** 34,936  
- **FIM Training Participants:** Fire 3; Police 13  
- **Crash Rate 2012:** 104.63  
- **Construction Status:** None  

### PARALLEL ARTERIALS (ENTIRE LIMITS)

- S Hampton Rd (W Kiest Blvd to IH 20)  
- S Polk St (W Kiest Blvd to IH 20)  
- IH 35E (W Kiest Blvd to IH 20)

### PARALLEL ARTERIALS (PARTIAL LIMITS)

S Westmoreland Rd (W Red Bird Ln to IH 20)

### US 67 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
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### CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
US 67 CORRIDOR SEGMENT LIMITS: IH 35E TO IH 20

Legend
- One Mile Buffer
- US 67 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

US 67

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 67</td>
<td>IH 20 to FM 1382</td>
<td>5.41 miles</td>
<td>NB/SB</td>
<td>4 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): IH 35E
Shoulders: Full Outside; Varies Inside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: None
Available Transit: None
Park and Ride: None

Parallel Arterials (Entire Limits)

N Cockrell Hill Rd (IH 20 to FM 1382)*
S Main St/N Duncanville Rd (IH 20 to FM 1382)*

Parallel Arterials (Partial Limits)

N Joe Wilson Rd (US 67 to FM 1382)
E Pleasant Run Rd (N Duncanville Rd to FM 1382)
E Pleasant Run Rd (N Joe Wilson Rd to FM 1382)
Cedar Hill Rd (E Danieldale Rd to FM 1382)
Cedar Hill Rd (E Danieldale Rd to FM 1382)
S Westmoreland Rd (Wheatland Rd to IH 20)

US 67 Corridor Score

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>25</td>
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Conclusions/Recommendations

Needs Improvement in Modal Options and Management and Operations.

*Just outside of 1 mile radius
Corridor Fact Sheet

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
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</thead>
<tbody>
<tr>
<td>US 67</td>
<td>FM 1382 to Lake Ridge Pkwy</td>
<td>4.03 miles</td>
<td>NB/SB</td>
<td>4 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Outside; Varies Inside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: FM-1382
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 33,189
- Number of Employees: 20,353
- FIM Training Participants: Fire 4; Police 11
- Crash Rate 2012: 62.44
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- S Clark Rd (W Parkerville Rd to FM 1382)
- Uptown Blvd (Belt Line Rd to FM 1382)
- N Main St/N Cedar Hill Rd (Belt Line Rd to FM 1382)

**US 67 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>10</td>
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<td>19</td>
<td>18</td>
<td>47</td>
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**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.
US 67 CORRIDOR SEGMENT LIMITS: FM 1382 TO LAKE RIDGE PKWY

Legend
- One Mile Buffer
- US 67 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**US 75**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 75</td>
<td>US 380 to SH 121</td>
<td>4.07</td>
<td>NB/SB</td>
<td>4 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

Function Class: Freeway
HOV Lanes: None
Parallel Freeways (within 5 mi): None
Shoulders: Varies Inside and Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: Yes
Available Transit: None
Park and Ride: None

Direct Connections: US 380; SH 121
Truck Lane Restriction: None
Hazmat Route: None
Population: 44,115
Number of Employees: 28,873
FIM Training Participants: Fire 63; Police 6
Crash Rate 2012: 41.77
Construction Status: Under Construction

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

S McDonald St (US 380 to SH 121)*
Hardin Blvd (US 380 to SH 121)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

Medical Center Dr (W Eldorado Pkwy to SH 121)
N Redbud Blvd (West Virginia St to US 380)
N Graves St (West Virginia St to US 380)
N Waddill St (West Virginia St to US 380)
N Oak St (West Virginia St to US 380)
N Bradley St (West Virginia St to US 380)
N College St (West Virginia St to US 380)

**US 75 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
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<td>13</td>
<td>3</td>
<td>19</td>
<td>12</td>
<td>47</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Roadway Infrastructure, Modal Options and Demand Reduction.

*Just outside of 1 mile radius
US 75 CORRIDOR SEGMENT LIMITS: US 380 TO SH 121
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

US 75

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 75</td>
<td>SH 121 to Parker Rd</td>
<td>11.37</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
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</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway
HOV Lanes: Central Expressway
Parallel Freeways (within 5 mi): DNT
Shoulders: Full Outside
Intelligent Transportation System: Entire Limits
Frontage Roads: Continuous
Bike Options: Yes
Available Transit: Bus and Rail
Park and Ride: Parker Road Station

Direct Connections: SH 121
Truck Lane Restriction: None
Hazmat Route: None
Population: 230,521
Number of Employees: 152,775
FIM Training Participants: Fire 75; Police 81
Crash Rate 2012: 99.96
Construction Status: ICM Corridor Project/Funded
Future Construction

PARALLEL ARTERIALS (ENTIRE LIMITS)

Greenville Dr/Greenville Ave/K Ave (SH 121 to PGBT) (SH 289) Preston Rd (SH 121 to PGBT)*
Alma Dr (SH 121 to PGBT)*

PARALLEL ARTERIALS (PARTIAL LIMITS)

N Watters Rd (Stacy Rd to SH 121)
N Watters Rd (W Exchange Pkwy to SH 121)
N Watters Rd (FM 2170 to SH 121)
S Watters Rd (Bethany Dr to SH 121)
Jupiter Rd (E Plano Pkwy to PGBT)*
Jupiter Rd (E Park Blvd to PGBT)*

Jupiter Rd (FM 2514 to PGBT)*
Jupiter Rd (E Plano Pkwy to PGBT)*
Jupiter Rd (W Spring Creek Pkwy to PGBT)*
Jupiter Rd (E Bethany Dr to PGBT)*
Jupiter Rd (McDermott Dr to PGBT)*

US 75 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<td>13</td>
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CONCLUSIONS/RECOMMENDATIONS

Needs Improvement in Roadway Infrastructure, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius
US 75 CORRIDOR SEGMENT LIMITS: SH 121 TO PARKER RD

Legend

- One Mile Buffer
- US 75 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non-Passenger Rail
- Park-and-Ride

North Central Texas Council of Governments
Transportation Department
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**US 75**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 75</td>
<td>Parker Rd to IH 635</td>
<td>6.52 miles</td>
<td>NB/SB</td>
<td>8 to 10 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: Central Expressway
- Parallel Freeways (within 5 mi): DNT
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Continuous
- Bike Options: Yes
- Available Transit: Bus and Rail
- Park and Ride: Parker Road Station; Bush Turnpike Station; Arapaho Center Station; Spring Valley Station; LBJ Central Station; Forest Lane Station
- Direct Connections: PGBT; IH 635
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 243,986
- Number of Employees: 277,267
- FIM Training Participants: Fire 77; Police 79
- Crash Rate 2012: 200.02
- Construction Status: ICM Corridor Project

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- K Ave / Plano Rd / Greenville Ave (Parker Rd to IH 635)
- K Ave / Plano Rd / Alma Rd / N Grove Rd / Audelia Rd (Parker Rd to IH 635)*
- K Ave / Plano Rd (Parker Rd to IH 635)*
- N Coit Rd (Parker Rd to IH 635)*
- (SH-289) Preston Rd (Parker Rd to PGBT)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Alma Rd/N Collins Blvd (W Campbell Rd to PGBT)
- N Collins Blvd (US 75 to PGBT)
- Custer Pkwy (W Parker Rd to PGBT)
- Custer Pkwy (W Park Blvd to PGBT)
- Custer Pkwy (W 15th St to PGBT)
- Custer Pkwy (W Plano Pkwy to PGBT)
- Custer Pkwy (Renner Rd to PGBT)
- Custer Rd (W Campbell Rd to PGBT)
- Custer Rd (W Arapaho Rd to PGBT)
- S Waterview Dr (W Spring Creek Pkwy to PGBT)*
- N Waterview Dr (W Belt Line Rd to PGBT)*
- N Waterview Dr (W Arapaho Rd to PGBT)*
- N Waterview Dr (W Campbell Rd to PGBT)*
- Waterview Pkwy (Renner Rd to PGBT)*

**US 75 CORRIDOR SCORE**

<table>
<thead>
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<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
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<tbody>
<tr>
<td>13</td>
<td>25</td>
<td>10</td>
<td>12</td>
<td>60</td>
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</table>

**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Roadway Infrastructure, Management and Operations and Demand Reduction.

*Just outside of 1 mile radius*
US 75 CORRIDOR SEGMENT LIMITS: PARKER RD TO IH 635

Legend

- One Mile Buffer
- US 75 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride
US 75

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
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<th>DIRECTION</th>
<th>MAINLANES</th>
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<tbody>
<tr>
<td>US 75</td>
<td>IH 635 to IH 30</td>
<td>10.62</td>
<td>NB/SB</td>
<td>6 to 8 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- **Function Class**: Freeway
- **HOV Lanes**: None
- **Parallel Freeways (within 5 mi)**: DNT
- **Shoulders**: Full Inside and Outside
- **Intelligent Transportation System**: Entire Limits
- **Frontage Roads**: Non-Continuous
- **Bike Options**: Yes
- **Available Transit**: Bus and Rail
- **Park and Ride**: LBJ Central Station; Forest Lane Station; Walnut Hill Station; Park Lane Station; Mockingbird Station
- **Direct Connections**: IH 635; IH 30
- **Truck Lane Restriction**: None
- **Hazmat Route**: None
- **Population**: 290,335
- **Number of Employees**: 412,392
- **FIM Training Participants**: Fire 5; Police 20
- **Crash Rate 2012**: 116.75
- **Construction Status**: ICM Corridor Project

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- Greenville Ave/Munger Blvd (IH 635 to IH 30)
- Abrams Rd/ Munger Blvd (IH 635 to IH 30)*
- (SH-289) Preston Rd (SH 121 to PGBT)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Hillcrest Rd (Forest Ln to IH 635)
- Hillcrest Rd (Royal Ln to IH 635)
- Hillcrest Rd (Walnut Hill Ln to IH 635)
- Hillcrest Rd (W Northwest Hwy to IH 635)
- Hillcrest Rd (Lovers Ln to IH 635)
- Hillcrest Rd (Mockingbird Ln to IH 635)
- Preston Rd (Forest Ln to IH 635)*
- Preston Rd (Royal Ln to IH 635)*
- Preston Rd (Mockingbird Ln to IH 635)*
- Preston Rd (Lovers Ln to IH 635)*
- Preston Rd (N Fitzhugh to IH 635)*
- Skillman St (Royal Ln to IH 635)*
- Skillman St (Lovers Ln to IH 635)*
- Skillman St (Mockingbird Ln to IH 635)*
- Skillman St (W Northwest Hwy to IH 635)*
- Skillman St (Lovers Ln to IH 635)*
- Skillman St (N Fitzhugh to IH 635)*
- Skillman St (Mockingbird Ln to IH 635)*

**US 75 CORRIDOR SCORE**

<table>
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<th>ROADWAY INFRASTRUCTURE</th>
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<th>SYSTEM RELIABILITY</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Demand Reduction.

*Just outside of 1 mile radius*
US 75 CORRIDOR SEGMENT LIMITS: IH 635 TO IH 30

Legend
- One Mile Buffer
- US 75 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non-Passenger Rail
- Park-and-Ride
US 80

<table>
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<th>MAINLANES</th>
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<tbody>
<tr>
<td>US 80</td>
<td>IH 30 to Lawson Rd</td>
<td>9.73 miles</td>
<td>WB/EB</td>
<td>4 Lanes</td>
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</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 30
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Bus
- Park and Ride: None
- Direct Connections: IH 30
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 89,023
- Number of Employees: 63,532
- FIM Training Participants: Fire 14; Police 22
- Crash Rate 2012: 35.12
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

- None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Samuell Blvd (Town East Blvd to IH 30)
- Motley Dr (Gus Thomasson Rd to IH 30)
- Beltline Rd (US 80 to IH 30)
- N Galloway Ave (US 80 to IH 30)
- IH 635 (US 80 to IH 30)
- Gus Thomasson Rd (US 80 to IH 30)

**US 80 CORRIDOR SCORE**

<table>
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<th>ROADWAY INFRASTRUCTURE</th>
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**CONCLUSIONS/RECOMMENDATIONS**

Needs Improvement in Modal Options and Demand Reduction.

*Just outside of 1 mile radius*
US 80 CORRIDOR SEGMENT LIMITS: IH 30 TO LAWSON RD
North Central Texas Council of Governments
Congestion Management Process
Corridor Fact Sheet

**US 175**

<table>
<thead>
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<th>MAINLANES</th>
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<tbody>
<tr>
<td>US 175</td>
<td>IH 45 to Loop 12</td>
<td>6.90 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
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**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 45
- Shoulders: Full Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: Bus and Rail
- Park and Ride: JB Jackson Jr. Transit Center; MLK Jr Station; Lake June Station; Buckner Station; Lawnview Station*
- Direct Connections: IH 45; Loop 12
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 57,419
- Number of Employees: 39,323
- FIM Training Participants: Fire 3; Police 13
- Crash Rate 2012: 59.09
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

None

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Lake June Rd (US 175 to S Buckner Blvd)
- Bruton Rd (US 175 to S Buckner Blvd)
- Elam Rd (Lake June Rd/Pemberton Hill Rd to S Buckner Blvd)

**US 175 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
<th>SYSTEM RELIABILITY</th>
<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>17</td>
<td>17</td>
<td>18</td>
<td>70</td>
</tr>
</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
US 175 CORRIDOR SEGMENT LIMITS: IH 45 TO LOOP 12

Legend
- One Mile Buffer
- US 175 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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US 175

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 175</td>
<td>Loop 12 to E Malloy Bridge Rd</td>
<td>9.88 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

CORRIDOR FACTS (WITHIN 1 MILE)

Function Class: Freeway  Direct Connections: Loop 12
HOV Lanes: None  Truck Lane Restriction: None
Parallel Freeways (within 5 mi): IH 45  Hazmat Route: None
Shoulders: Full Inside and Outside  Population: 57,774
Intelligent Transportation System: Partial Limits  Number of Employees: 23,448
Frontage Roads: Continuous  FIM Training Participants: Fire 5; Police 22
Bike Options: None  Crash Rate 2012: 62.16
Available Transit: Bus and Rail  Construction Status: None
Park and Ride: Buckner Station

PARALLEL ARTERIALS (ENTIRE LIMITS)

None

PARALLEL ARTERIALS (PARTIAL LIMITS)

Elam Rd (N Prairie Creek Rd to S Buckner Blvd)  S St Augustine Rd (US 175 to IH 20)
Old Seagoville Rd (S Masters Dr to IH 635)  Murdock Rd/Dowdy Ferry Rd (US 175 to IH 20)*
S Prairie Creek Rd (US 175 to IH 20)

US 175 CORRIDOR SCORE

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
<th>MODAL OPTION</th>
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<th>SYSTEM DEMAND</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>17</td>
<td>20</td>
<td>25</td>
<td>84</td>
</tr>
</tbody>
</table>

CONCLUSIONS/RECOMMENDATIONS

Sufficient.

*Just outside of 1 mile radius
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US 287

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>LIMITS</th>
<th>LENGTH</th>
<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 287</td>
<td>IH 30 to IH 820</td>
<td>6.04 miles</td>
<td>NB/SB</td>
<td>6 Lanes</td>
</tr>
</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): IH 820; IH 35W
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: Partial
- Available Transit: Bus
- Park and Ride: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

S Riverside Dr/Mansfield Hwy (IH 30 to IH 820)*

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

- Martin St/Village Creek Rd (Wichita St to IH 820)
- Martin St/Village Creek Rd (Miller Ave to IH 820)
- Martin St (Village Creek Rd to IH 820)
- Wilbarger St (US 287 to IH 820)

**US 287 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<tr>
<td>21</td>
<td>6</td>
<td>22</td>
<td>25</td>
<td>74</td>
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</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius
US 287 CORRIDOR SEGMENT LIMITS: IH 30 TO IH 820

Legend
- One Mile Buffer
- US 287 Corridor Limits
- Primary Highway
- Secondary Highway
- Major Arterial
- Existing Bike Trails
- Passenger Rail
- Non Passenger Rail
- Park-and-Ride

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**US 287**

<table>
<thead>
<tr>
<th>HIGHWAY</th>
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<th>DIRECTION</th>
<th>MAINLANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 287</td>
<td>IH 20 to Heritage Pkwy</td>
<td>10.07</td>
<td>NB/SB</td>
<td>4 Lanes</td>
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</tbody>
</table>

**CORRIDOR FACTS (WITHIN 1 MILE)**

- Function Class: Freeway
- HOV Lanes: None
- Parallel Freeways (within 5 mi): None
- Shoulders: Full Inside and Outside
- Intelligent Transportation System: Entire Limits
- Frontage Roads: Non-Continuous
- Bike Options: None
- Available Transit: None
- Park and Ride: None
- Direct Connections: IH 20
- Truck Lane Restriction: None
- Hazmat Route: None
- Population: 99,044
- Number of Employees: 34,375
- FIM Training Participants: Fire 15; Police 51
- Crash Rate 2012: 102.05
- Construction Status: None

**PARALLEL ARTERIALS (ENTIRE LIMITS)**

Mansfield Hwy / Kennedale Pkwy / Main St

**PARALLEL ARTERIALS (PARTIAL LIMITS)**

SW Green Oaks Blvd/Kelly Elliot Rd (IH 20 to Sublett Rd)

**US 287 CORRIDOR SCORE**

<table>
<thead>
<tr>
<th>ROADWAY INFRASTRUCTURE</th>
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<th>SCORE</th>
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<tbody>
<tr>
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<td>15</td>
<td>17</td>
<td>41</td>
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</tbody>
</table>

**CONCLUSIONS/RECOMMENDATIONS**

Sufficient.

*Just outside of 1 mile radius*
US 287 CORRIDOR SEGMENT LIMITS: IH 20 TO HERITAGE PKWY

Legend

- One Mile Buffer
- Purple US 287 Corridor Limits
- Red Primary Highway
- Blue Secondary Highway
- Dark Blue Major Arterial
- Green Existing Bike Trails
- Blue Passenger Rail
- Red Non Passenger Rail
- Park-and-Ride

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