

10-Year UTP Planning Effort Cost/Revenue Matrix
FY 2017 - FY 2026

DRAFT

| County | Facility | Limits | Comments | Proposed Funding | FY 2017 - FY 2026 | | | | | | | | | Path A, B, or C |
|--------|----------------------|--|---|------------------|-------------------|-----------------|--------------|---------------|-----------------|------------|---------------|-----------------|-------------|-----------------|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | |
| | | | | | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$651,171,200 | \$1,383,738,800 | \$0 | |
| Collin | FM 2478 | FM 1461 to US 380 (Prosper) | US 380/McKinney Bypass Candidate Project; Collin County Roadway Action Plan #3 | \$32,600,000 | | \$32,600,000 | | | | | | | | A |
| Collin | FM 2514 | East of Lavon Parkway to North of Drain Dr. | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4 | \$9,546,278 | | \$9,546,278 | | | | | | | | A |
| Collin | FM 2514 | North of Drain Dr. to Brown St. | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4 | \$17,249,746 | | \$17,249,746 | | | | | | | | A |
| Collin | FM 2551 | FM 2170 to FM 2514 (Allen/Lucas/Parker) | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4; \$10,800,000 already funded | \$38,099,111 | | \$38,099,111 | | | | | | | | A |
| Collin | North/South Arterial | West of Lake Lavon | Collin County Roadway Action Plan #4 | \$200,000,000 | | \$100,000,000 | | | | | | \$100,000,000 | | A |
| Collin | Regional Outer Loop | DNT to SH 121 | Collin County Roadway Action Plan #2 | \$100,000,000 | - | \$100,000,000 | - | - | | - | - | - | - | A |
| Collin | Regional Outer Loop | US 380 to Rockwall County Line; North/South Arterial | Collin County Roadway Action Plan #4; Other candidate projects TBD | \$50,000,000 | - | \$50,000,000 | - | - | | - | - | - | - | A |
| Collin | SH 121 | Collin County Outer Loop to N of FM 455 | | \$50,329,445 | | | | | \$50,329,445 | | | | | A |
| Collin | SH 205 | SH 78 to Rockwall Co. Line | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4 | \$28,654,950 | | \$28,654,950 | | | | | | | | A |
| Collin | SH 5 | Frisco Rd to Spur 399 | | \$10,000,000 | | \$10,000,000 | | | | | | | | A |
| Collin | SH 5 | Spur 399 to FM 546 | On Prop 1 List in FY 2018; Widen plus grade separation | \$26,000,000 | - | \$26,000,000 | - | - | - | - | - | - | - | A |
| Collin | SH 5 | FM 546 to SH 121 | | \$44,000,000 | | \$44,000,000 | | | | | | | | A |
| Collin | US 380 | Denton County Line to Hunt County Line | Includes McKinney Bypass; Other candidate projects TBD; Collin County Roadway Action Plan #3 | \$252,000,000 | - | \$70,000,000 | - | - | \$150,000,000 | - | - | \$32,000,000 | - | A |
| Collin | US 75 | SRT (SH 121) (S) to Exchange Pkwy | Ridgeview Parkway Interchange Reconstruction | \$25,000,000 | - | - | - | - | - | - | - | \$25,000,000 | - | A |
| Collin | US 75 | CR 370 (Rosamond Pkwy) Interchange | | \$22,000,000 | | \$22,000,000 | | | | | | | | A |
| Collin | US 75 | At FM 455 in Anna | Cost overrun; State funds only | \$2,300,000 | - | \$2,300,000 | - | - | | | | | | A |
| Dallas | IH 20 | Cedar Ridge Drive to US 67 | Frontage roads and ramp reversals; Enhanced IH 20/SW Center Mall Access | \$20,000,000 | - | \$20,000,000 | - | - | - | - | - | - | - | A |
| Dallas | IH 30 | IH 35E to Central Expressway | CityMAP | \$12,500,000 | - | - | - | - | - | - | - | \$12,500,000 | - | B |
| Dallas | IH 30 | Central Expressway to IH 45 | CityMAP | \$12,500,000 | - | - | - | - | - | - | - | \$12,500,000 | - | B |
| Dallas | IH 30 | IH 45 to US 80 | CityMAP | \$25,000,000 | - | - | - | - | - | - | - | \$25,000,000 | - | B |
| Dallas | IH 30 | Bass Pro to East of Dalrock | Interim Frontage Roads/Bridges for Bayside | \$125,387,960 | - | - | - | - | \$125,387,960 | - | - | | - | B |
| Dallas | IH 30 | SH 161 to NW 7th Street | On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads | \$27,000,000 | - | - | - | - | \$27,000,000 | - | - | - | - | A |
| Dallas | IH 30 | NW 7th Street to Belt Line Road | On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads | \$11,000,000 | - | - | - | - | \$11,000,000 | - | - | - | - | A |

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|--------|---------------------------|---|--|------------------|-------------------|-----------------|--------------|---------------|-----------------|------------|---------------|-----------------|-------------|-----------------|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | |
| | | | | | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$651,171,200 | \$1,383,738,800 | \$0 | |
| Dallas | IH 30 | At SL 12 | Phased direct connectors as part of the partial IH 30 interchange | \$50,000,000 | - | - | - | - | - | - | - | \$50,000,000 | - | A |
| Dallas | IH 30 | Great Southwest Parkway to PGBT WE (SH 161) | 360 Interchange Under Construction; Frontage Road/Managed Lane Needs | \$10,000,000 | | \$10,000,000 | - | | - | - | - | - | - | A |
| Dallas | IH 35E | US 67 to IH 20 | Southern Gateway Final Phase (Non-tolled Managed Lanes) | \$55,000,000 | - | - | - | - | \$55,000,000 | - | - | - | - | A |
| Dallas | IH 35E | IH 30 to North of Oak Lawn | On Prop 1 List in FY 2018; Reconstruct 3/4 lane collector distributor roads, reconstruct 2 frontage roads and interchange at UPRR/SP 366/DNT; Funded through the Congestion Relief Program | \$0 | - | - | - | - | \$0 | | | | | A |
| Dallas | IH 35E | IH 635 to Denton County Line | | \$295,000,000 | | \$295,000,000 | | | | | | | | A |
| Dallas | IH 45 (near US 175) | Lenway St. to Good Latimer | On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B) | \$20,956,260 | - | \$20,956,260 | - | - | - | - | - | - | - | A |
| Dallas | IH 635 | At Skillman/Audelia | On Prop 1 List in FY 2019; Interchange improvements | \$65,000,000 | - | \$65,000,000 | - | - | - | - | - | - | - | A |
| Dallas | IH 635 (E) | US 75 to Royal/Miller Rd. | Anticipate investment from the private sector | \$50,000,000 | - | \$50,000,000 | - | - | - | - | - | - | - | B |
| Dallas | IH 635 (E) | Royal/Miller Rd. to SH 78 | | \$263,000,000 | - | - | - | - | - | - | - | \$263,000,000 | - | B |
| Dallas | IH 635 (E) | SH 78 to IH 30 | Does not include the interchange at IH 30 | \$450,000,000 | - | \$100,000,000 | - | - | \$200,000,000 | - | - | \$150,000,000 | - | B |
| Dallas | Loop 9 | IH 35E to IH 45 | \$49M in construction funds have already been approved by the RTC. Propose to fund the remainder through this effort. | \$93,000,000 | | | | | | | | \$93,000,000 | | A |
| Dallas | SH 161 | PGBT/ Belt Line Rd. to SH 183 | Non-tolled segment; Widening to 8 mainlanes | \$62,000,000 | - | | - | - | - | - | - | \$62,000,000 | - | A |
| Dallas | SH 183 | PGBT-WE to State Loop 12 | Under construction; \$220 million for Belt Line B; \$30 million for Irving Wishbone | \$250,000,000 | - | \$250,000,000 | - | - | - | - | - | - | - | A |
| Dallas | SH 183 | SL 12 to SH 114 | Frontage roads | \$70,000,000 | - | \$70,000,000 | - | - | - | - | - | - | - | A |
| Dallas | SH 183 | SH 114 to Empire Central | Frontage roads | \$50,000,000 | - | \$50,000,000 | - | - | - | - | - | - | - | A |
| Dallas | SH 183 | Empire Central to IH 35 E | Frontage roads | \$50,000,000 | - | \$50,000,000 | - | - | - | - | - | - | - | A |
| Dallas | SH 310 (near US 175) | Pennsylvania Avenue to North of Al Lipscomb Way | On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B) | \$9,500,000 | - | \$9,500,000 | - | - | - | - | - | - | - | A |
| Dallas | SH 78 | At Gaston | On Prop 1 List in FY 2019; Intersection improvements | \$4,500,000 | - | \$4,500,000 | - | - | - | - | - | - | - | A |
| Dallas | US 175 | West of East Malloy Bridge Rd. to Kaufman County Line | On Prop 1 List in FY 2019; Ramp modifications | \$1,800,000 | - | \$1,800,000 | - | - | - | - | - | - | - | A |
| Dallas | US 80 | IH 635 to Kaufman County Line | Pending IH 30 East Corridor Study | \$205,000,000 | - | - | - | - | \$205,000,000 | - | - | - | - | B |
| Dallas | Dallas County Contingency | | Contingency for Dallas County projects | \$300,000,000 | | | | | | | | \$300,000,000 | | |
| Denton | FM 455 | West of FM 2450 to East of Marion Road | On Prop 1 List in FY 2019; Widen 2 lane rural highway to 4 lane divided urban | \$33,000,000 | - | \$33,000,000 | - | - | - | - | - | - | - | A |

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| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | |
| | | | | | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$651,171,200 | \$1,383,738,800 | \$0 | |
| Denton | Greenbelt/Regional Outer Loop | At FM 428 | Upgrade of FM 428 crossing over Elm Fork Trinity River near Aubrey (Future Greenbelt Parkway) | \$50,000,000 | | \$50,000,000 | | | | | | | | A |
| Denton | IH 35E | Corinth Parkway to FM 407 | 35Express next phase; Replacement of Northbound bridge over Lake Lewisville | \$150,000,000 | - | \$150,000,000 | - | - | - | - | - | - | - | A |
| Denton | IH 35E | FM 407 to Dallas County Line | | \$164,000,000 | - | \$164,000,000 | - | - | - | - | - | - | - | A |
| Denton | US 380 | SL 288 to US 377/US 380 Intersection | On Prop 1 List in FY 2019; Add raised median, right turn lanes, and restripe for shared use; Has \$2,000,000 Cat 1 | \$15,122,627 | - | \$15,122,627 | - | - | - | - | - | - | - | A |
| Denton | US 380 | US 377 to CR 26 (Collin County Line) | On Prop 1 List in FY 2019; Widen 4 to 6 divided urban w/intersection improvements; Already has \$14,277,120 Cat 7 (Propose to remove and backfill w/Category 2) | \$87,650,941 | - | \$87,650,941 | - | - | - | - | - | - | - | A |
| Ellis | FM 1387 | FM 664 to N Midlothian Pkwy | | \$25,000,000 | - | \$25,000,000 | - | - | - | - | - | - | - | C |
| Ellis | FM 664 | At IH 35 | Construct interchange | \$25,000,000 | | | | | | | | \$25,000,000 | | A |
| Ellis | FM 664 | At IH 45 | Construct interchange | \$34,000,000 | | | | | | | | \$34,000,000 | | A |
| Ellis | FM 664 | Westmoreland Rd to FM 1378 | | \$25,000,000 | | \$25,000,000 | | | | | | | | A |
| Ellis | FM 664 | IH 35E to IH 45 | | \$25,000,000 | - | \$25,000,000 | - | - | - | - | - | - | - | A |
| Ellis | IH 35E | US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2) | | \$42,000,000 | - | | - | - | \$42,000,000 | - | - | - | - | A |
| Ellis | US 287 | at Walnut Grove Road | On Prop 1 List in FY 2019; Construct interchange | \$21,800,000 | - | | - | - | \$21,800,000 | - | - | - | - | A |
| Hood | US 377 | FM 167 to FM 51 | | \$0 | \$0 | - | - | - | - | - | - | - | - | C |
| Hood | US 377 | Cresson Bypass | \$11M previously committed | \$37,000,000 | \$37,000,000 | | | | | | | | | A |
| Hunt | FM 1570 | IH 30 to SH 66 | On Prop 1 List in FY 2019 | \$15,000,000 | - | - | \$15,000,000 | - | - | - | - | - | - | A |
| Hunt | FM 2642 | FM 35 to SH 66 | | \$15,000,000 | - | - | \$15,000,000 | - | - | - | - | - | - | C |
| Hunt | IH 30 | AT FM 1570 | | \$25,000,000 | - | - | \$25,000,000 | - | - | - | - | - | - | C |
| Hunt | SH 24 | University Drive to Jackson Street | | \$4,900,000 | - | - | \$4,900,000 | - | - | - | - | - | - | C |
| Hunt | SH 276 | West of FM 36 to SH 34 | On Prop 1 List in FY 2018; Construct 0 to 5 lane facility on new location (Quinlan Bypass) | \$9,000,000 | - | - | \$9,000,000 | - | - | - | - | - | - | A |
| Johnson | Chisholm Trail Parkway | US 67 Interchange | Possible TxDOT/NTTA Partnership for the US 67 direct connector ramps | \$0 | \$0 | | | | | | | | | A |
| Johnson | FM 157 | BU 287P (S of Mansfield) to US 67 | | \$78,000,000 | \$78,000,000 | | | | | | | | | B |
| Johnson | FM 157 | US 67 to 7th St | | \$3,948,505 | \$3,948,505 | | | | | | | | | C |
| Johnson | FM 917 | BNSF RR in Joshua to SH 174 | On Prop 1 List in FY 2019 | \$13,000,000 | \$13,000,000 | - | - | - | - | - | - | - | - | A |
| Johnson | IH 35W | Ricky Lane to US 67 | On Prop 1 List in FY 2018; Reconstruct interchange and convert frontage roads to one way | \$15,000,000 | - | - | - | \$15,000,000 | | | | | | A |

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| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | |
| | | | | | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$651,171,200 | \$1,383,738,800 | \$0 | |
| Kaufman | FM 548 | SH 205 (Rockwall Co. Line) to North of US 80 | | \$41,720,000 | | \$41,720,000 | | | | | | | | C |
| Kaufman | US 175 | FM 148 to CR 4106 | On Prop 1 List in FY 2018 | \$11,100,000 | - | \$11,100,000 | - | - | - | - | - | - | - | A |
| Kaufman | US 175 | Dallas County Line to East of FM 1389 | On Prop 1 List in FY 2019; Ramp modifications | \$2,000,000 | - | \$2,000,000 | - | - | - | - | - | - | - | A |
| Kaufman | US 80 | Lawson Rd. to FM 460 | Pending IH 30 East Corridor Study | \$116,982,076 | - | - | - | - | \$116,982,076 | - | - | - | - | B |
| Parker | FM 51 | At Walnut Creek | On Prop 1 List in FY 2018 | \$12,000,000 | \$12,000,000 | - | - | - | - | - | - | - | - | A |
| Parker | IH 20 | FM 2552 to Centerpoint Dr | IH 20/IH 30 CAP/MAIN (Focus Zone #1) | \$21,000,000 | - | - | - | \$21,000,000 | - | - | - | - | - | A |
| Parker | IH 20/IH 30 | FM 1187/FM 3325 to Walsh Ranch Parkway | IH 20/IH 30 CAP/MAIN (Focus Zone #2) | \$27,800,000 | | | | \$27,800,000 | | | | | | A |
| Rockwall | FM 548 | SH 205 to Rockwall County Line | | \$1,000,000 | | \$1,000,000 | | | | | | | | C |
| Rockwall | IH 30 | SH 205 to Hunt Co. Line | Includes 2/3-lane frontage road reconstruction between FM 740 and SH 205 | \$232,000,000 | - | - | - | - | \$32,000,000 | - | - | \$200,000,000 | - | B |
| Rockwall | SH 205/John King Blvd | Collin Co. Line to SH 66/IH 30 | North/South Arterial Candidate Project (Collin County) | \$32,115,673 | | \$32,115,673 | | | | | | | | A |
| Tarrant | FM 156 | US 81/287 to Watauga Rd. (McElroy) | On Prop 1 List in FY 2018; Widen to 4 lane divided; Currently funded w/\$12,555,000 Cat 7 | \$40,000,000 | \$40,000,000 | - | - | - | - | - | - | - | - | A |
| Tarrant | IH 20 | At Chisholm Trail Parkway | Direct connector ramps only | \$25,000,000 | \$25,000,000 | - | - | - | - | - | - | - | - | A |
| Tarrant | IH 20 | Matlock Rd. to SH 360 | Auxiliary lanes | \$50,000,000 | - | - | - | \$50,000,000 | - | - | - | - | - | B |
| Tarrant | IH 20 | SH 360 to Great Southwest Parkway (Dallas Co.) | CAP/MAIN; Widen to 8/10 lanes | \$0 | \$0 | - | - | - | - | - | - | - | - | B |
| Tarrant | IH 20 | IH 820 to US 287 | Southeast Corridor; Non-tolled Managed Lanes | \$228,000,000 | \$125,000,000 | - | - | \$103,000,000 | - | - | - | - | - | B |
| Tarrant | IH 20 | US 287 to Park Springs Blvd | Southeast Corridor; Non-tolled Managed Lanes | \$50,000,000 | - | - | - | \$50,000,000 | - | - | - | - | - | B |
| Tarrant | IH 30 | IH 820 to Camp Bowie Blvd | IH 20/IH 30 CAP/MAIN (Focus Zone #4) | \$150,000,000 | \$150,000,000 | - | - | - | - | - | - | - | - | B |
| Tarrant | IH 30 | Linkcrest Dr to IH 820 | On Prop 1 List in FY 2018-2019; IH 20/IH 30 CAP/MAIN (Focus Zone #3) | \$72,000,000 | - | - | - | \$72,000,000 | - | - | - | - | - | A |
| Tarrant | IH 30 | Cooper St to Great Southwest Pkwy | Pending High Speed Rail; 360 Interchange Under Construction; Frontage Road/Managed Lane Needs | \$80,000,000 | - | - | - | \$80,000,000 | - | - | - | - | - | A |
| Tarrant | IH 35W | SH 121 Interchange | | \$0 | \$0 | | | | | | | | | |
| Tarrant | IH 820 (E) | SH 121/ SH 183 Interchange to Trinity Blvd | Segment 4 of North Tarrant Express | \$0 | - | - | - | - | - | - | \$0 | - | - | A |

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| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | |
| | | | | | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$651,171,200 | \$1,383,738,800 | \$0 | |
| Tarrant | IH 820 (E) | Trinity Blvd. to Randol Mill Road | Segment 4 of North Tarrant Express | \$0 | - | - | - | - | - | - | \$0 | - | - | A |
| Tarrant | IH 820 (SE) | Meadowbrook Dr. to US 287 | Southeast Corridor; Non-tolled Managed Lanes | \$200,000,000 | \$70,000,000 | - | - | - | - | - | \$130,000,000 | - | - | B |
| Tarrant | IH 820 (SE) | US 287 to IH 20 | Southeast Corridor; Non-tolled Managed Lanes | \$150,000,000 | - | - | - | - | - | - | \$150,000,000 | - | - | B |
| Tarrant | Lancaster Avenue/SH 180 | IH 35W to IH 820 | Proposed partnership with the City of Fort Worth, TxDOT, and the RTC | \$50,000,000 | \$50,000,000 | | | | | | | | | A |
| Tarrant | SH 114 | SH 121 (W) to SH 121 (East) | | \$0 | - | - | - | - | - | - | \$0 | - | - | A |
| Tarrant | SH 114 | Trophy Lake Drive to Kirkwood Blvd. | New frontage roads | \$20,000,000 | \$20,000,000 | - | - | - | - | - | - | - | - | A |
| Tarrant | SH 121 | Stars And Stripes Blvd to FM 2499 | LBJ Interchange at DFW Connector | \$70,000,000 | - | - | - | - | - | - | \$70,000,000 | - | - | A |
| Tarrant | SH 121 | FM 2499 to IH 635 | LBJ Interchange at DFW Connector | \$150,000,000 | - | - | - | - | - | - | \$150,000,000 | - | - | A |
| Tarrant | SH 121 | IH 635 to SH 114 | LBJ Interchange at DFW Connector | \$150,000,000 | - | - | - | - | - | - | \$150,000,000 | - | - | A |
| Tarrant | SH 121 | Hall Johnson to SH 183 | | \$25,000,000 | \$25,000,000 | | | | | | | | | B |
| Tarrant | SH 183 | SH 121 to SH 360 | | \$0 | \$0 | - | - | | | - | | | - | A |
| Tarrant | SH 199 | North of Nine Mile Road to South of Hangar Cutoff | Was on Prop 1 List in FY 2018 and later funded through Congestion Relief Program | \$0 | \$0 | - | - | - | - | - | - | - | - | |
| Tarrant | SH 199 | FM 1886 to Lake Worth | | \$115,000,000 | | | | \$115,000,000 | | | | | | C |
| Tarrant | SH 199 | Lake Worth to IH 820 | | \$180,000,000 | \$180,000,000 | | | | | | | | | |
| Tarrant | SH 199 | South of IH 820 | | \$100,000,000 | \$100,000,000 | | | | | | | | | |
| Tarrant | SH 360 | SH 183 to Post N Paddock Rd. | CAP/MAIN | \$20,000,000 | \$20,000,000 | - | - | - | - | - | - | - | - | B |
| Tarrant | SH 360 | Brown/Avenue K Pkwy to IH 30 | CAP/MAIN | \$0 | \$0 | - | - | - | - | - | - | - | - | B |
| Tarrant | SH 360 | IH 30 to IH 20 | CAP/MAIN; Widen to 8 mainlanes | \$95,000,000 | \$95,000,000 | - | - | - | - | - | - | - | - | B |
| Tarrant | SH 360 | South of IH 20 | Contingency | \$20,000,000 | \$20,000,000 | | | | | | | | | B |
| Wise | FM 1810 | 1.5 miles W of US 81/287 to US 287 | | \$30,000,000 | \$30,000,000 | | | | | | | | | B |
| Wise | US 287 Interchanges | At CR 4227/4228, Ramhorn Hill, and CR 4838 | Remaining interchange to funded with Category 8 funds | \$0 | \$0 | - | - | - | - | - | - | - | - | C |
| Wise | US 380/SH 114 | FM 1658 to SH 101 | To be funded with Category 6 funds | \$0 | \$0 | - | - | - | - | - | - | - | - | C |
| | Projects Total Cost | | | \$6,977,063,572 | \$1,093,948,505 | \$2,209,915,586 | \$68,900,000 | \$533,800,000 | \$1,036,499,481 | \$0 | \$650,000,000 | \$1,384,000,000 | \$0 | |