

Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	3.1
Facility	IH 35
From	Denton C/L
To	IH 35E/IH35W
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	47	Sufficient
Travel Time Index (Recurring Congestion)	1.02	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.06	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	2	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	38	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	11	
<i>Bus Trip Density*</i>	32	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability which impacts Modal Options Score</i>

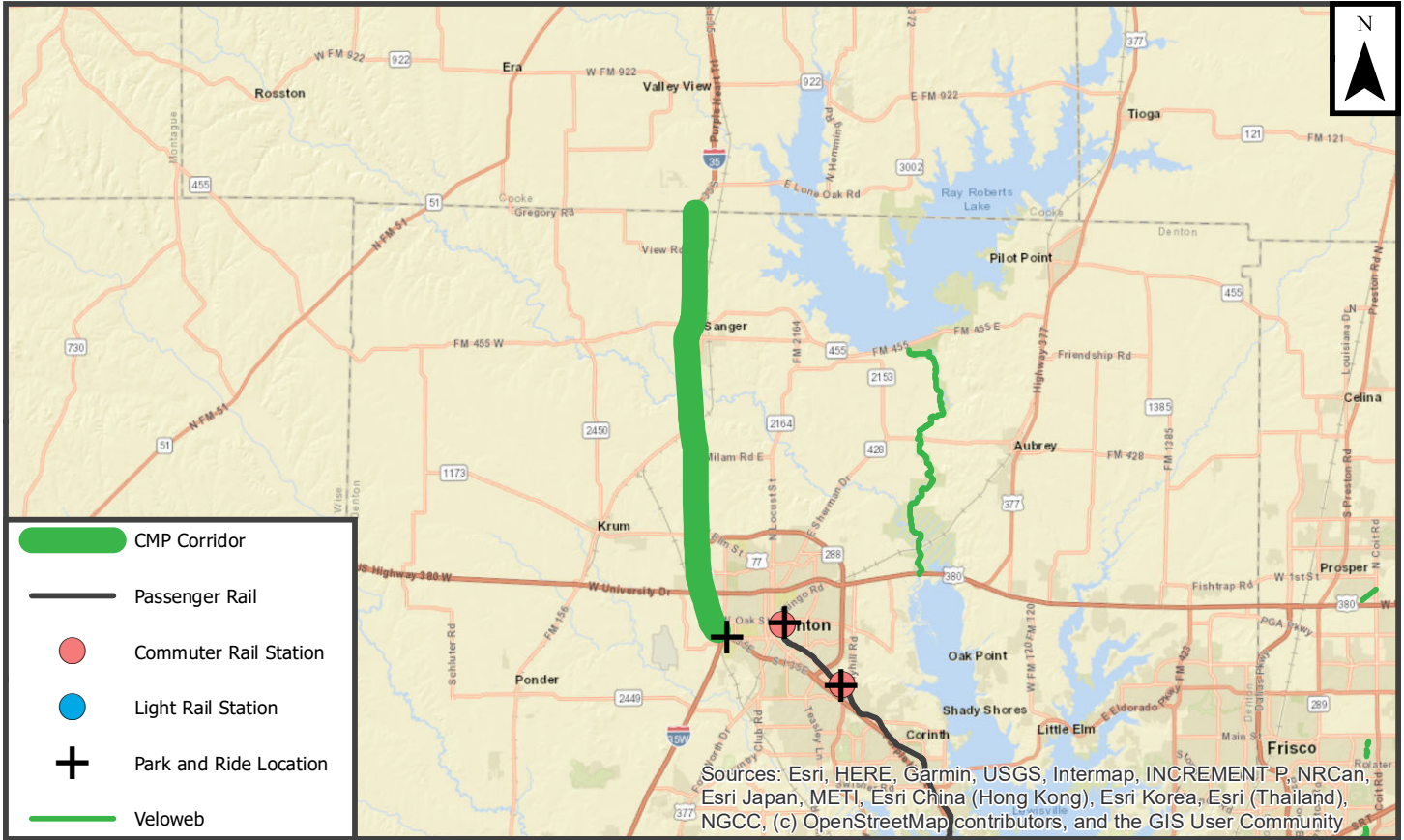
Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	93	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	



Congestion Management Process Corridor 3.1

IH 35 between Denton C/L and IH 35E/IH35W



Performance Statement

Continue to monitor

Asset Statement

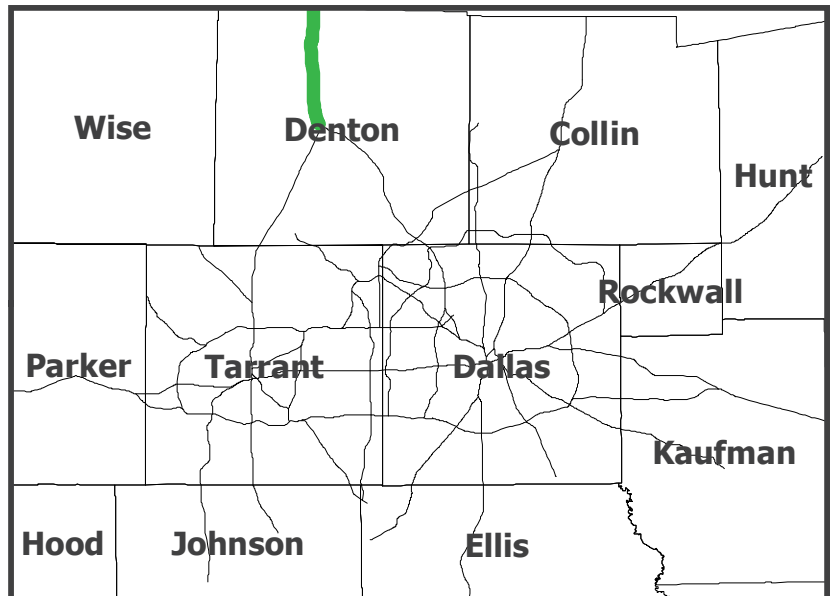
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.1
Facility	IH 35W
From	IH 35E
To	SH 114
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	27	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.05	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	14	Roadway Infrastructure Score
Frontage Road Percentage	13	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	35	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

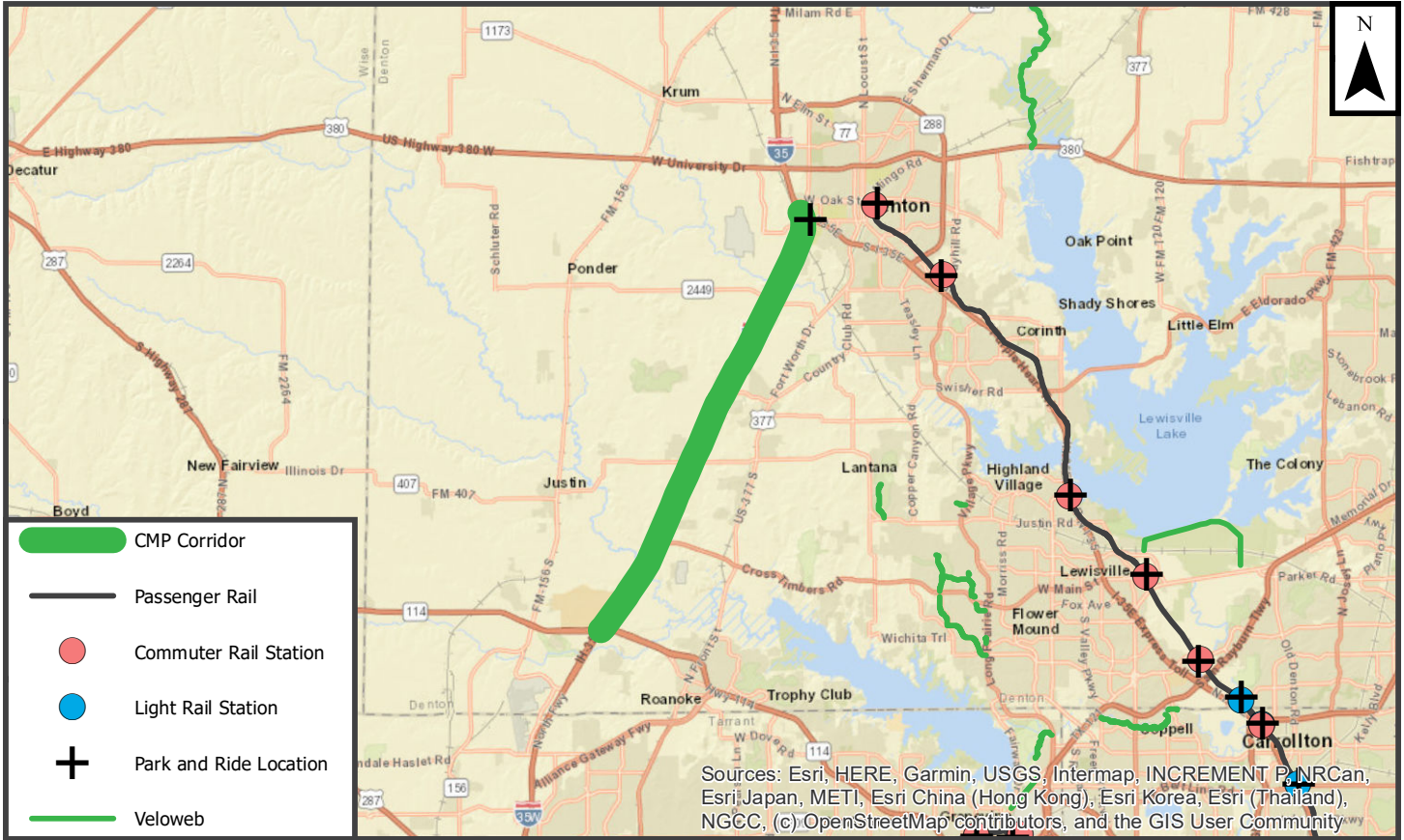
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	57	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 5.1

IH 35W between IH 35E and SH 114



Performance Statement

Continue to monitor

Asset Statement

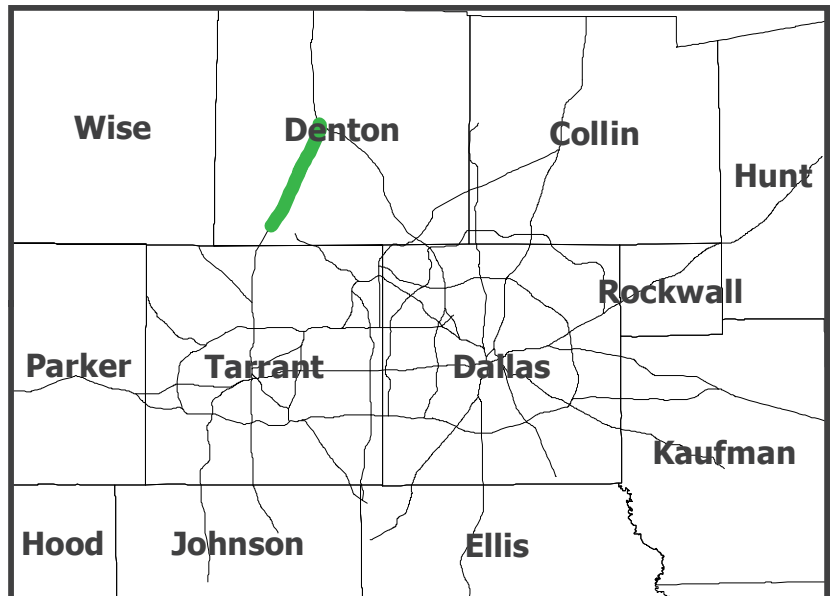
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	21.1
Facility	DNT
From	S of US 380
To	SRT
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	119	Needs Improvement
Travel Time Index (Recurring Congestion)	1.24	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.20	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	96	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Medium

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	10	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

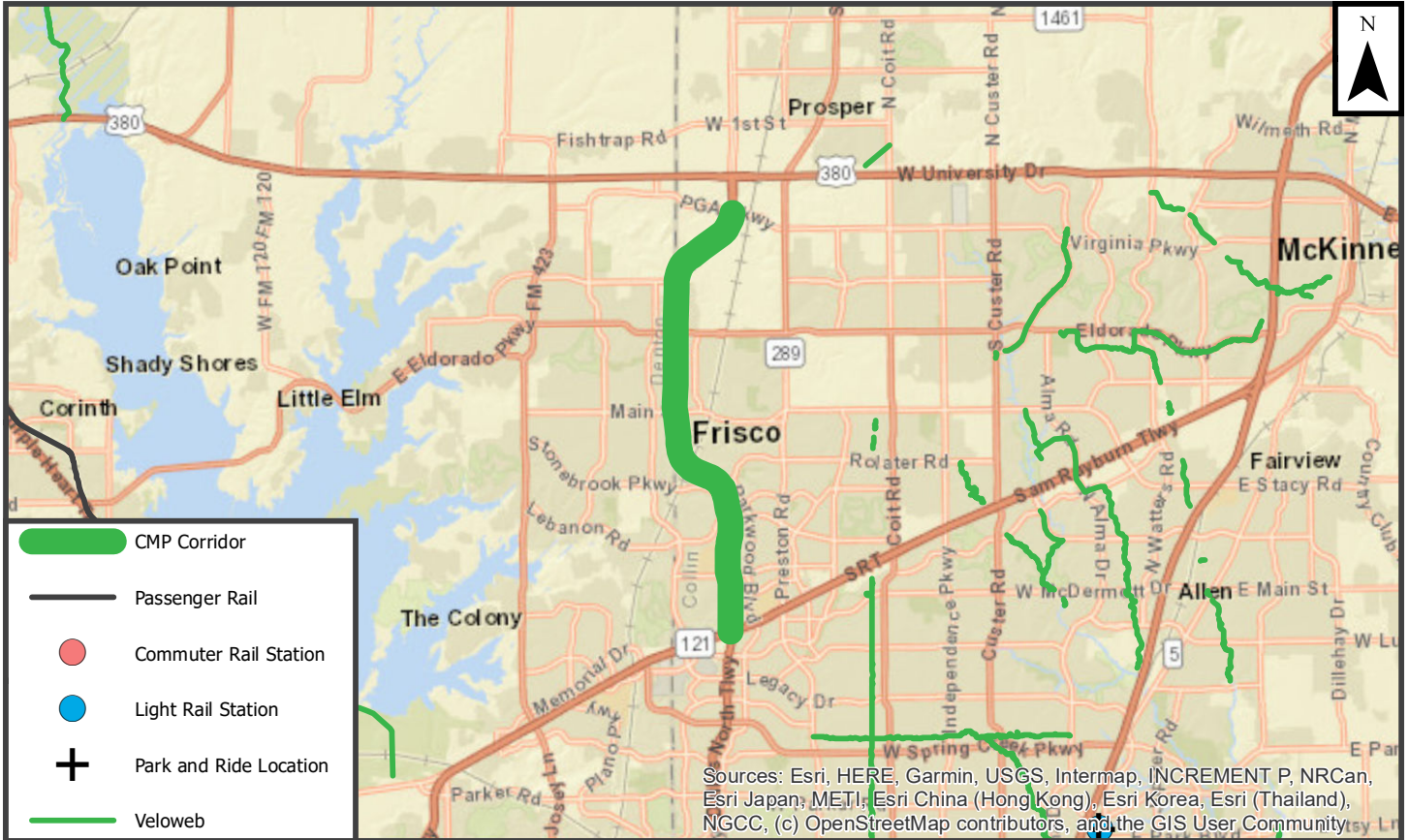
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 21.1

DNT between S of US 380 and SRT



Performance Statement

Operational

Asset Statement

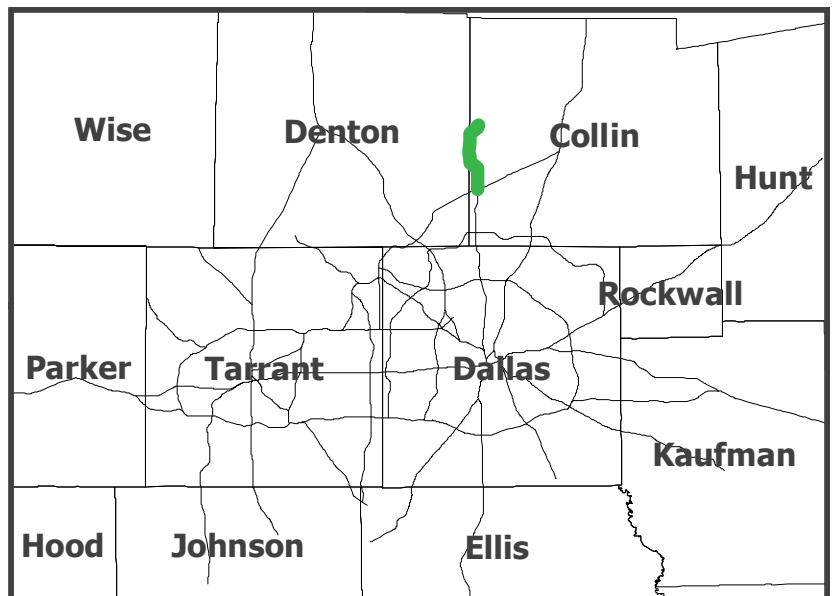
Need modal options and operations

Corridor Statement

Implement operational strategies

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	21.2
Facility	DNT
From	SRT
To	PGBT (North)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	129	Needs Improvement
Travel Time Index (Recurring Congestion)	1.21	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.76	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	53	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	89	
<i>Bus Trip Density*</i>	49	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Medium
HOV/Managed Lane Percentage	0	

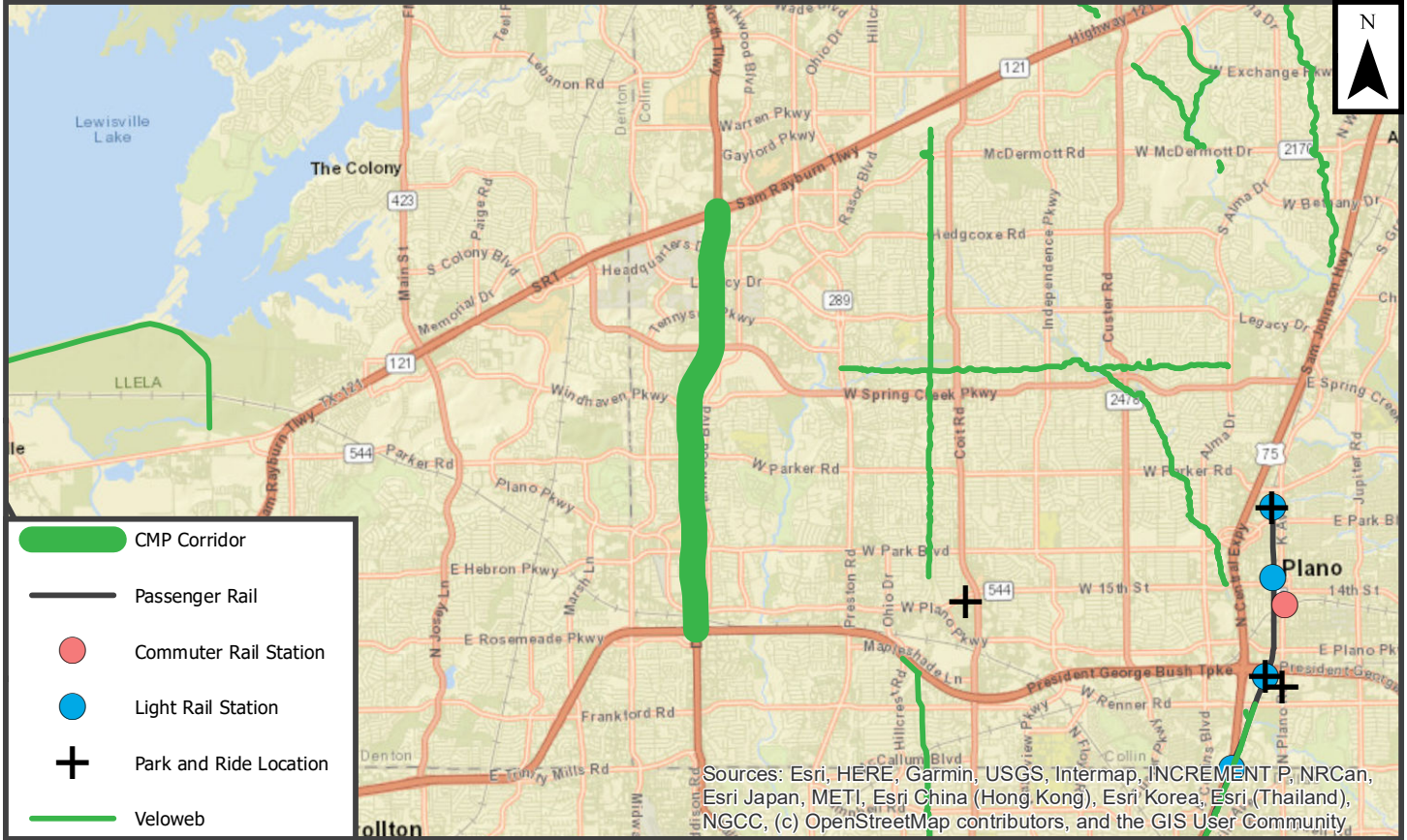
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 21.2

DNT between SRT and PGBT (North)



Performance Statement

Demand reduction and operational

Asset Statement

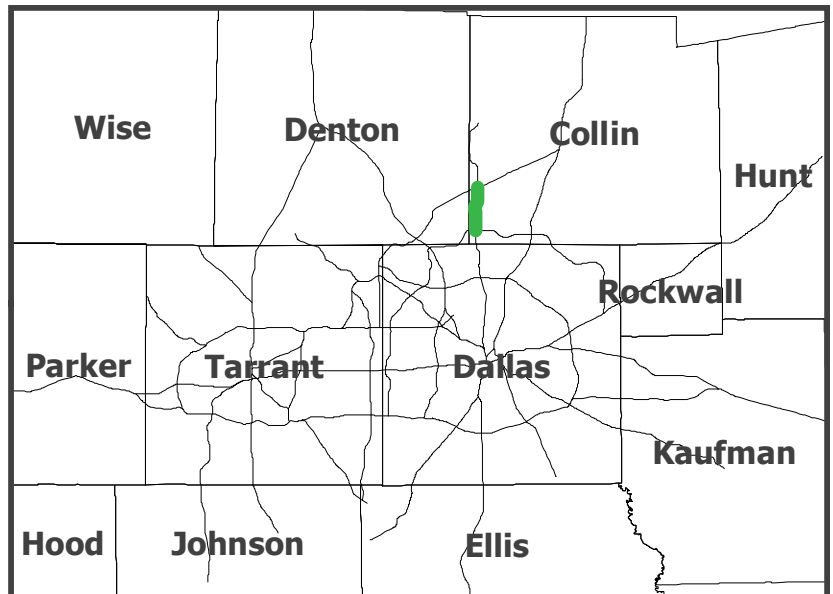
Operate and may need options

Corridor Statement

Promote trip reduction strategies and optimize existing operations

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.4
Facility	SRT
From	DNT
To	IH 35E
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	23	Sufficient
Travel Time Index (Recurring Congestion)	1.31	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.37	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	20	Roadway Infrastructure Score
Frontage Road Percentage	87	
Parallel Freeway Percentage	21	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	15	
<i>Bus Trip Density*</i>	18	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

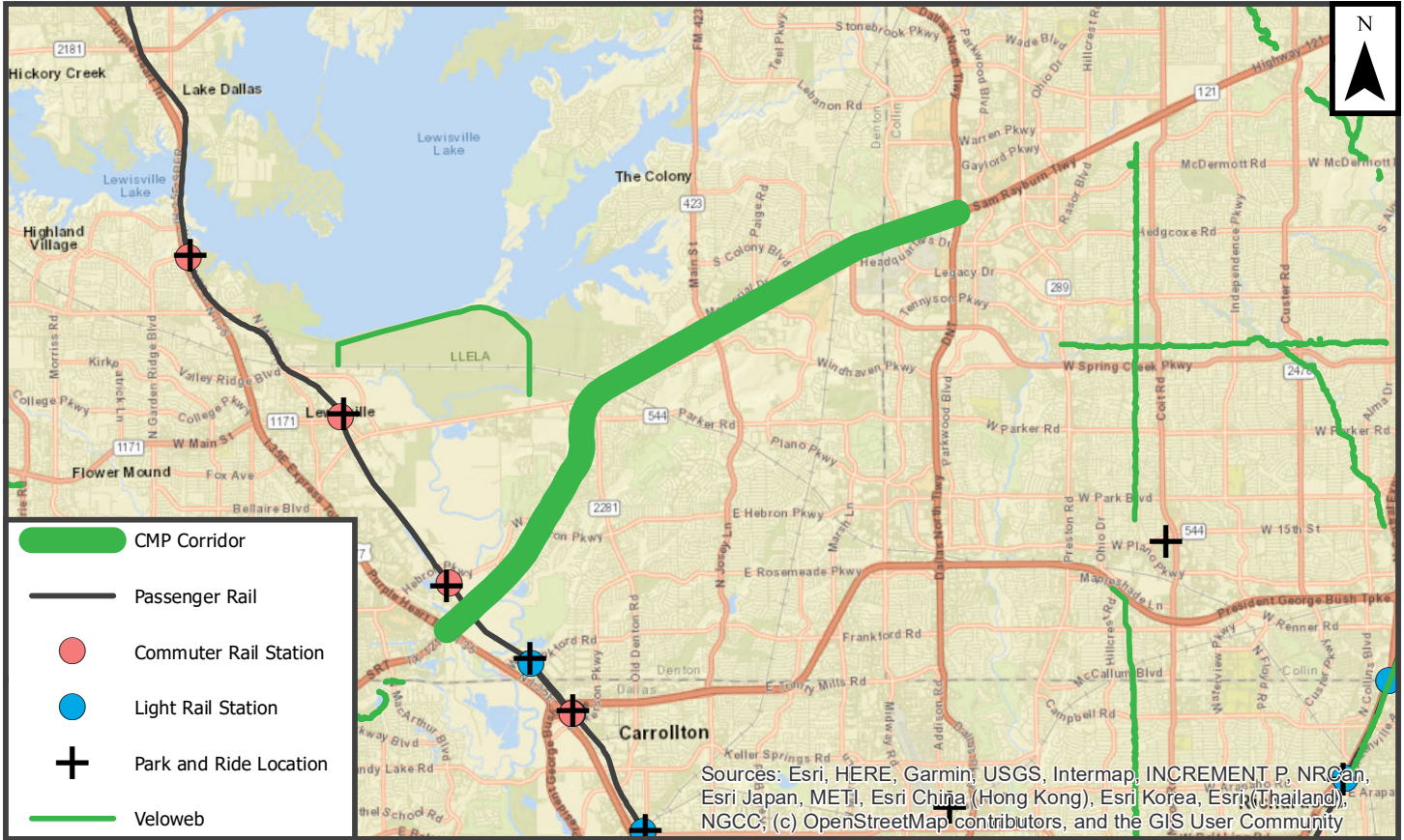
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 11.4

SRT between DNT and IH 35E



Performance Statement

Continue to monitor

Asset Statement

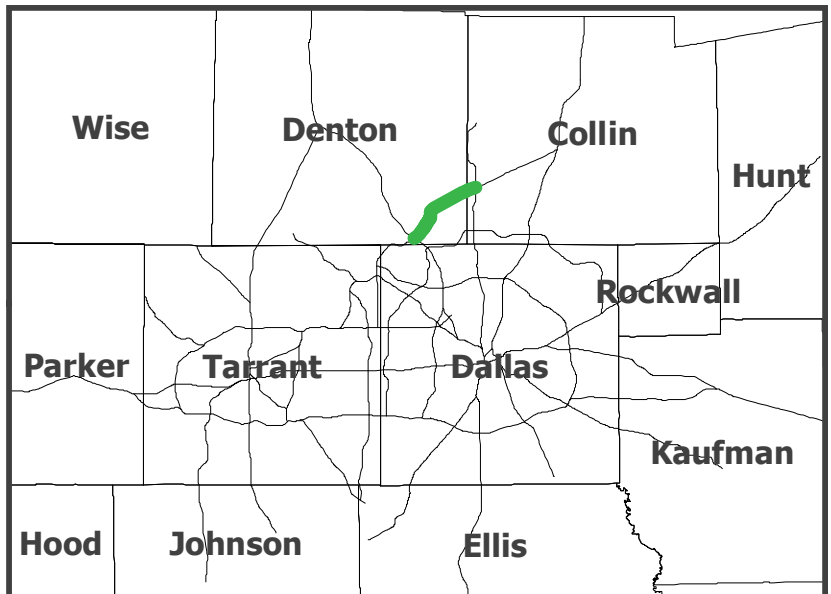
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	120.2
Facility	PGBT (North)
From	DNT
To	US 75
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	84	Sufficient
Travel Time Index (Recurring Congestion)	1.07	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.17	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	72	Roadway Infrastructure Score
Frontage Road Percentage	47	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	81	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	99	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

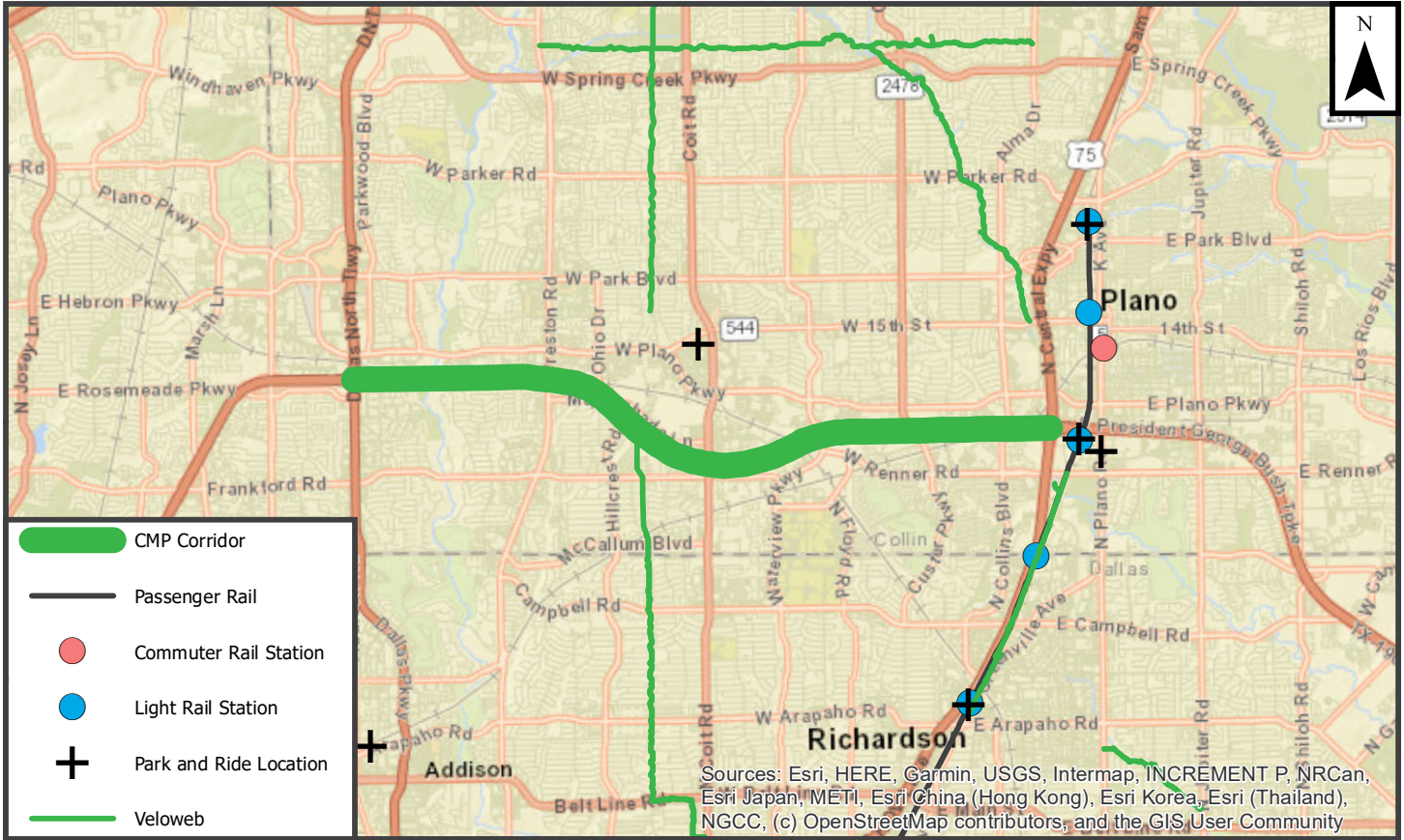
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 120.2

PGBT (North) between DNT and US 75



Performance Statement

Continue to monitor

Asset Statement

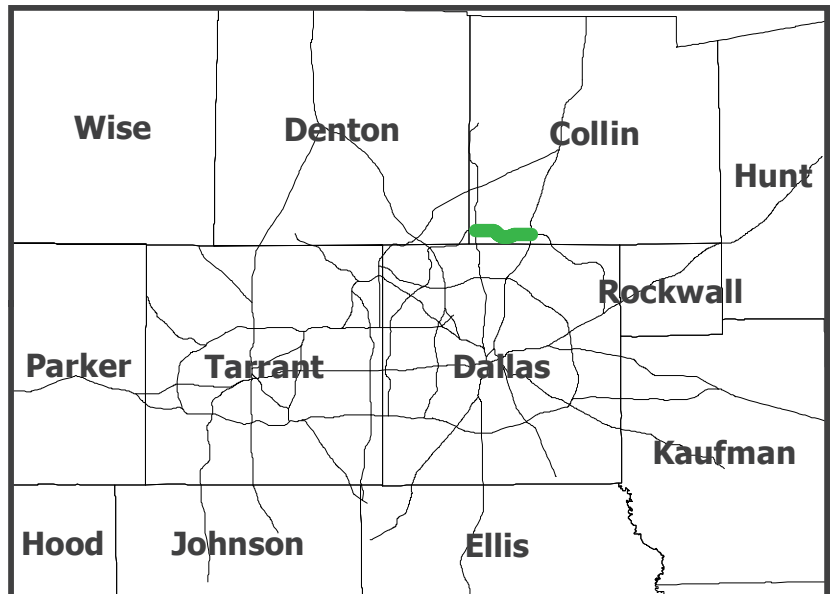
Promote modal options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	121.1
Facility	PGBT (East)
From	US 75
To	IH 30
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	81	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.11	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	40	Roadway Infrastructure Score
Frontage Road Percentage	69	
Parallel Freeway Percentage	14	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	39	
<i>Bus Trip Density*</i>	24	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 121.1

PGBT (East) between US 75 and IH 30



Performance Statement

Continue to monitor

Asset Statement

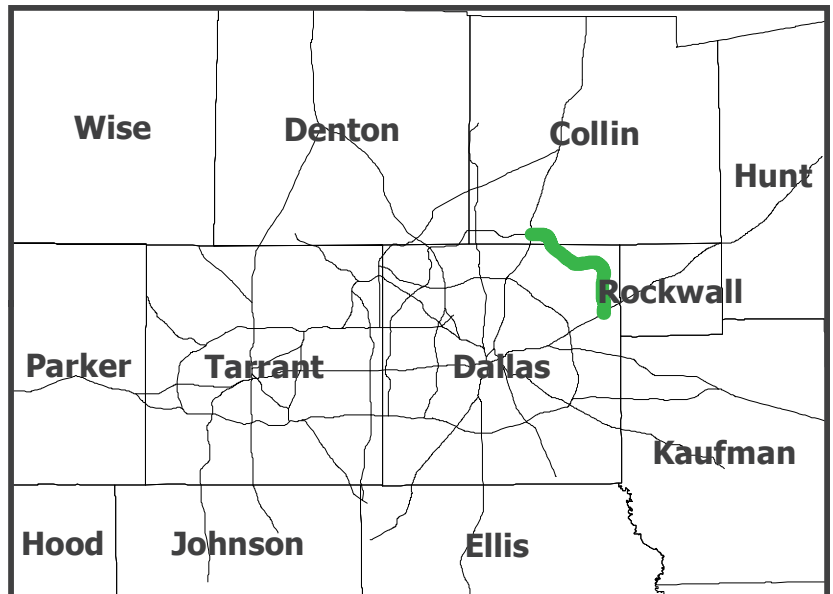
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	130.4
Facility	IH 635 (North)
From	DNT
To	US 75
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	50	Sufficient
Travel Time Index (Recurring Congestion)	1.39	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	25	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	192	
Combined Bus Availability	High	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

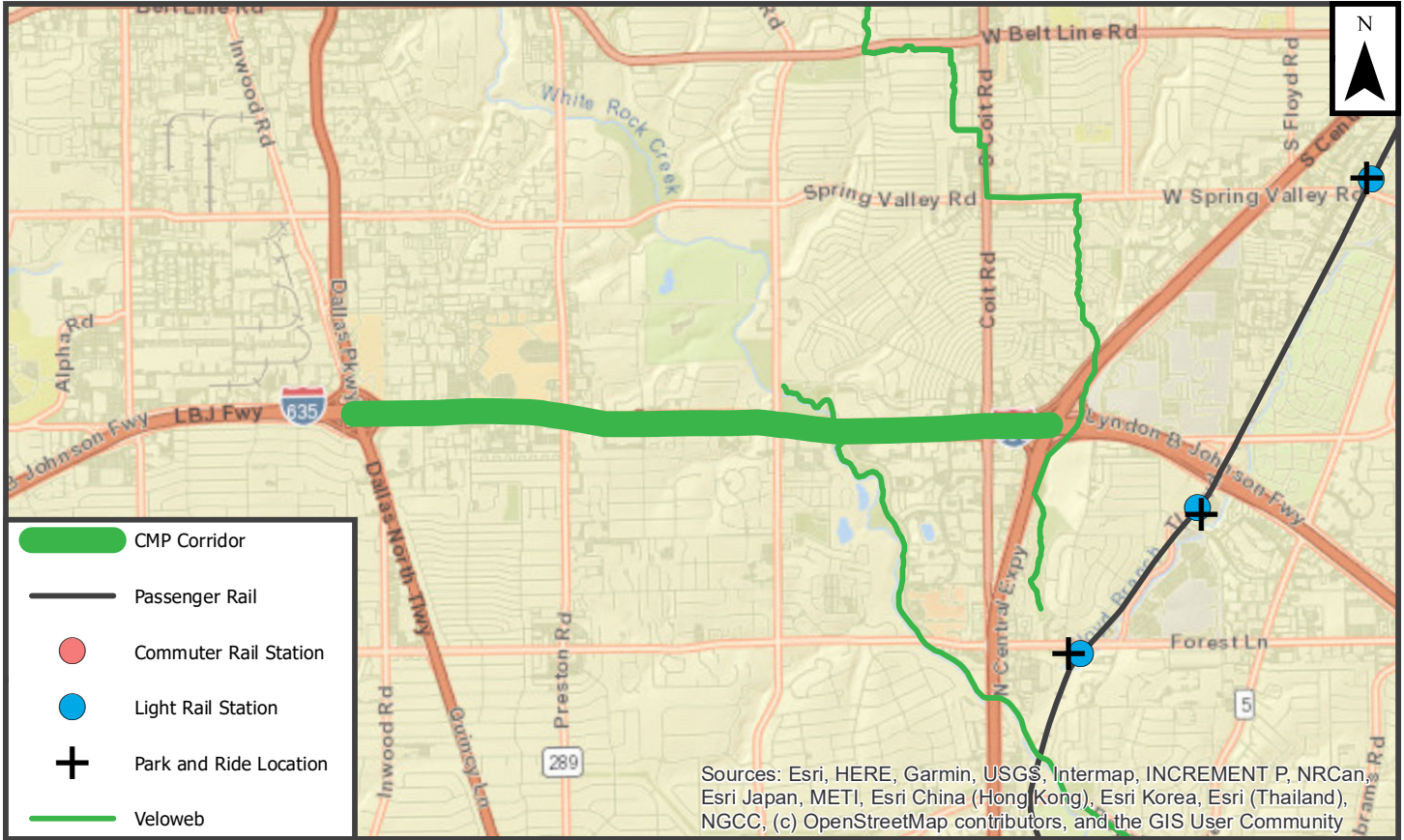
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 130.4

IH 635 (North) between DNT and US 75



Performance Statement

Continue to monitor

Asset Statement

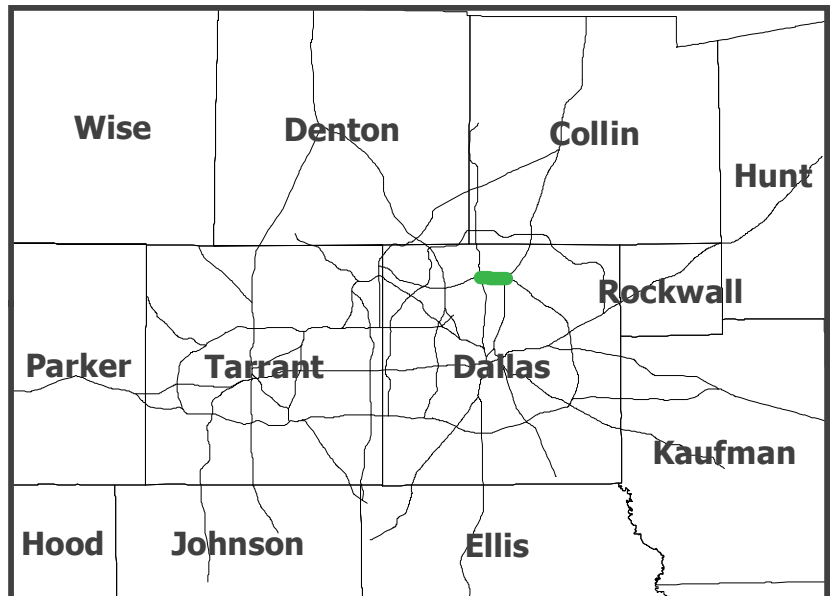
Promote modal options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	131.1
Facility	IH 635 (East)
From	US 75
To	IH 30
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	101	Sufficient
Travel Time Index (Recurring Congestion)	1.61	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.23	Sufficient
Pavement in Poor Condition	5	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	19	Roadway Infrastructure Score
Frontage Road Percentage	43	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	7	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	58	
<i>Bus Trip Density*</i>	143	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

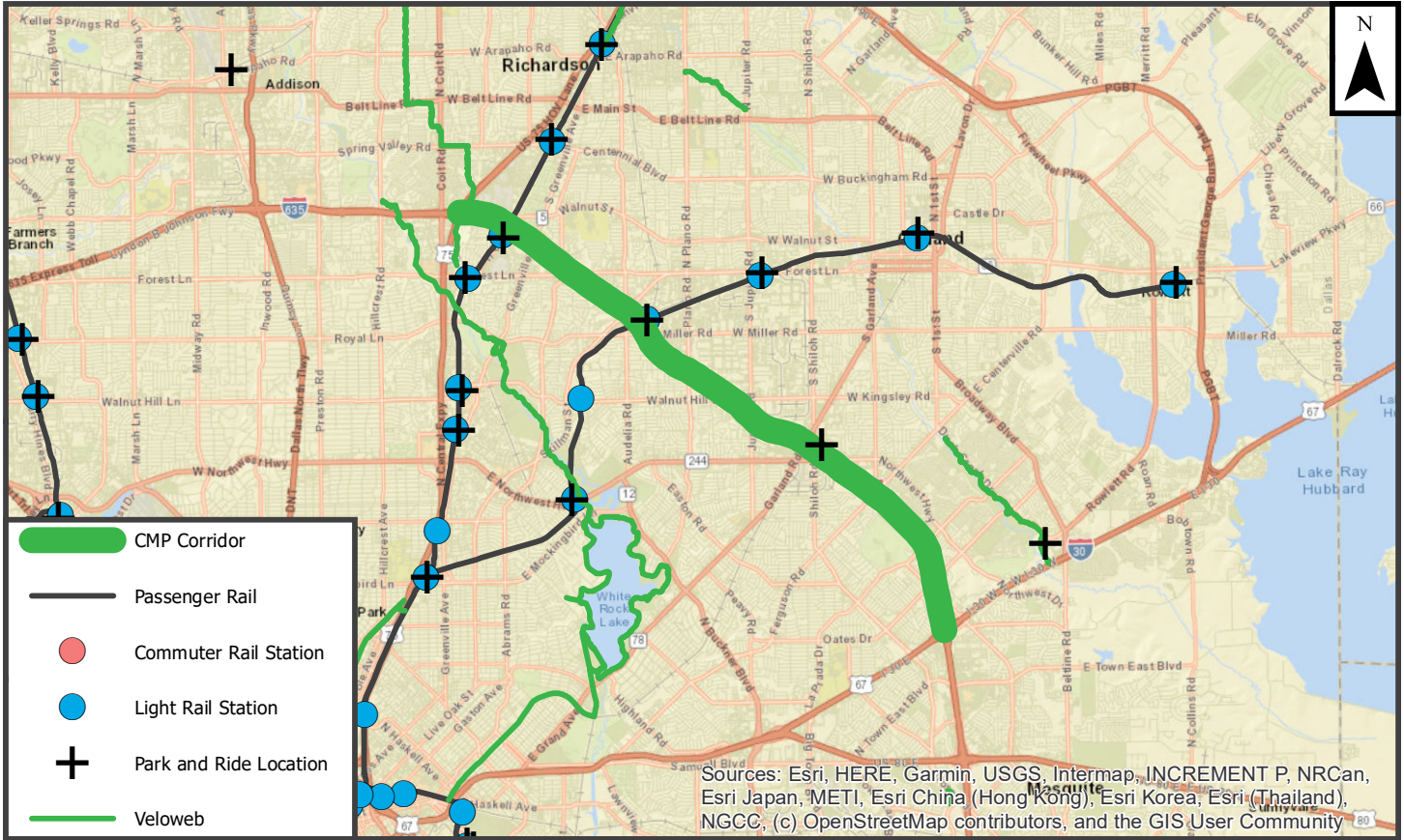
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 131.1

IH 635 (East) between US 75 and IH 30



Performance Statement

Demand reduction

Asset Statement

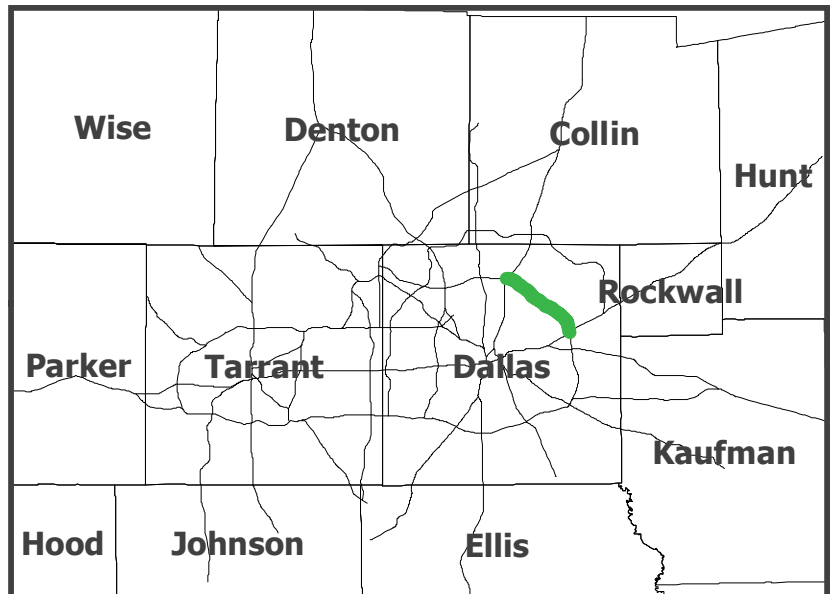
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.11
Facility	IH 30
From	US 80
To	IH 635 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	34	Sufficient
Travel Time Index (Recurring Congestion)	1.14	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.25	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	66	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	96	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

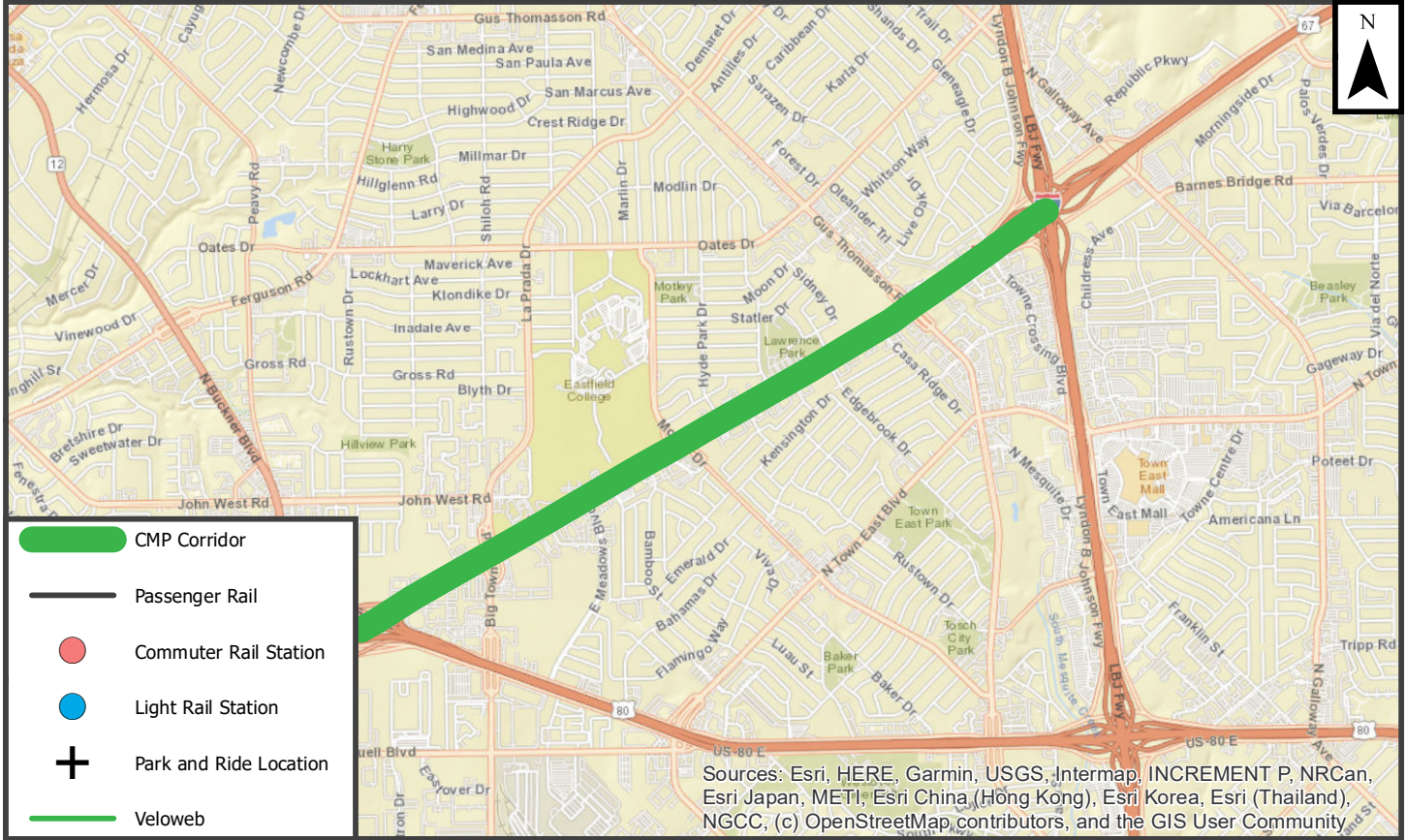
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 28.11

IH 30 between US 80 and IH 635 (East)



Performance Statement

Continue to monitor

Asset Statement

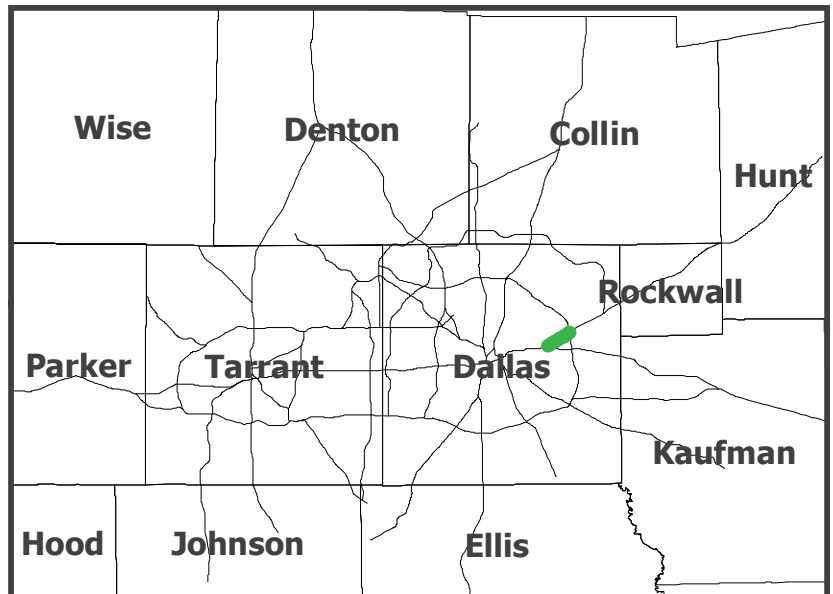
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.12
Facility	IH 30
From	IH 635 (East)
To	PGBT
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	28	Sufficient
Travel Time Index (Recurring Congestion)	1.46	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.59	Needs Improvement
Pavement in Poor Condition	6	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	37	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	93	
<i>Bus Trip Density*</i>	18	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	55	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.12

IH 30 between IH 635 (East) and PGBT



Performance Statement

Demand reduction and operational

Asset Statement

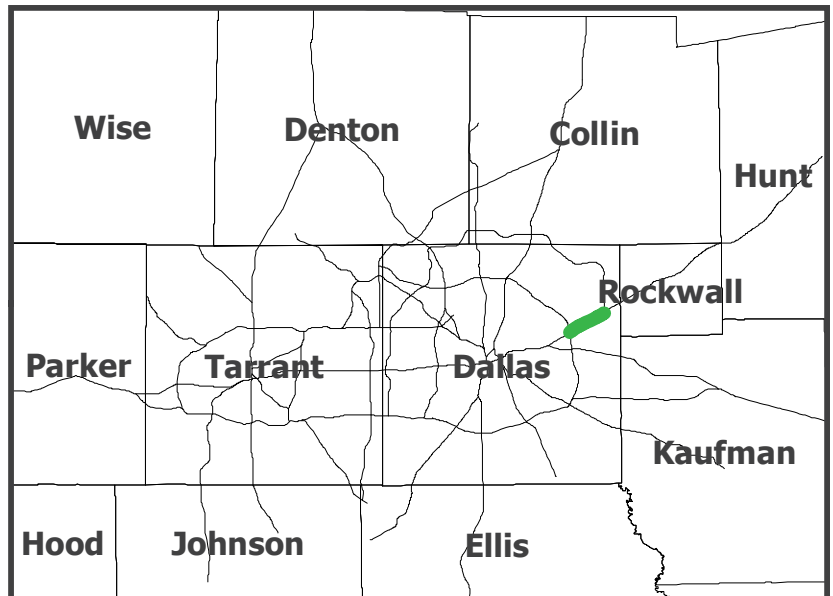
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Corridor Study



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.13
Facility	IH 30
From	PGBT
To	Rockwall C/L
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	45	Sufficient
Travel Time Index (Recurring Congestion)	1.13	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.25	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	18	Roadway Infrastructure Score
Frontage Road Percentage	75	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	4	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	86	
Truck Lane Restriction Percentage	41	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.13

IH 30 between PGBT and Rockwall C/L



Performance Statement

Continue to monitor

Asset Statement

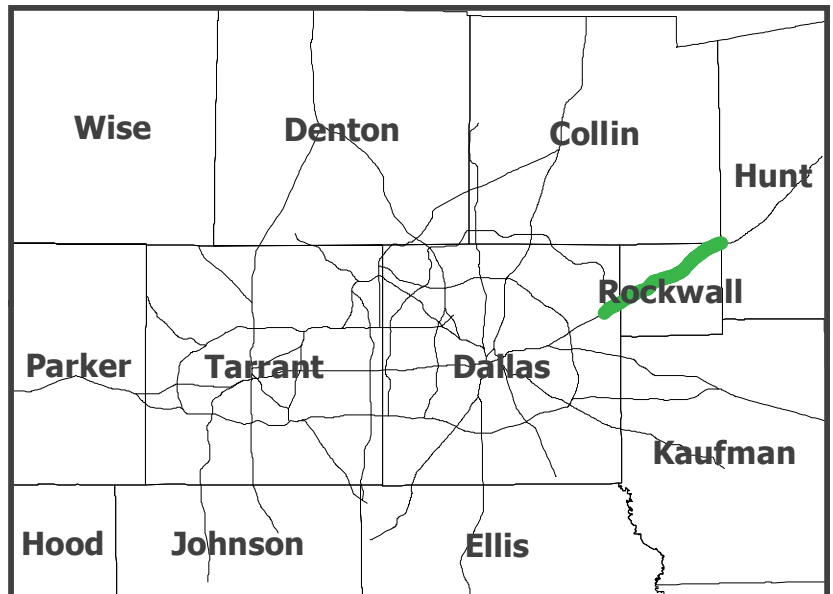
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.1
Facility	IH 20
From	SS 312
To	IH 30
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	46	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.10	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	42	Roadway Infrastructure Score
Frontage Road Percentage	87	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	30	Low
Truck Lane Restriction Percentage	33	
HOV/Managed Lane Percentage	0	

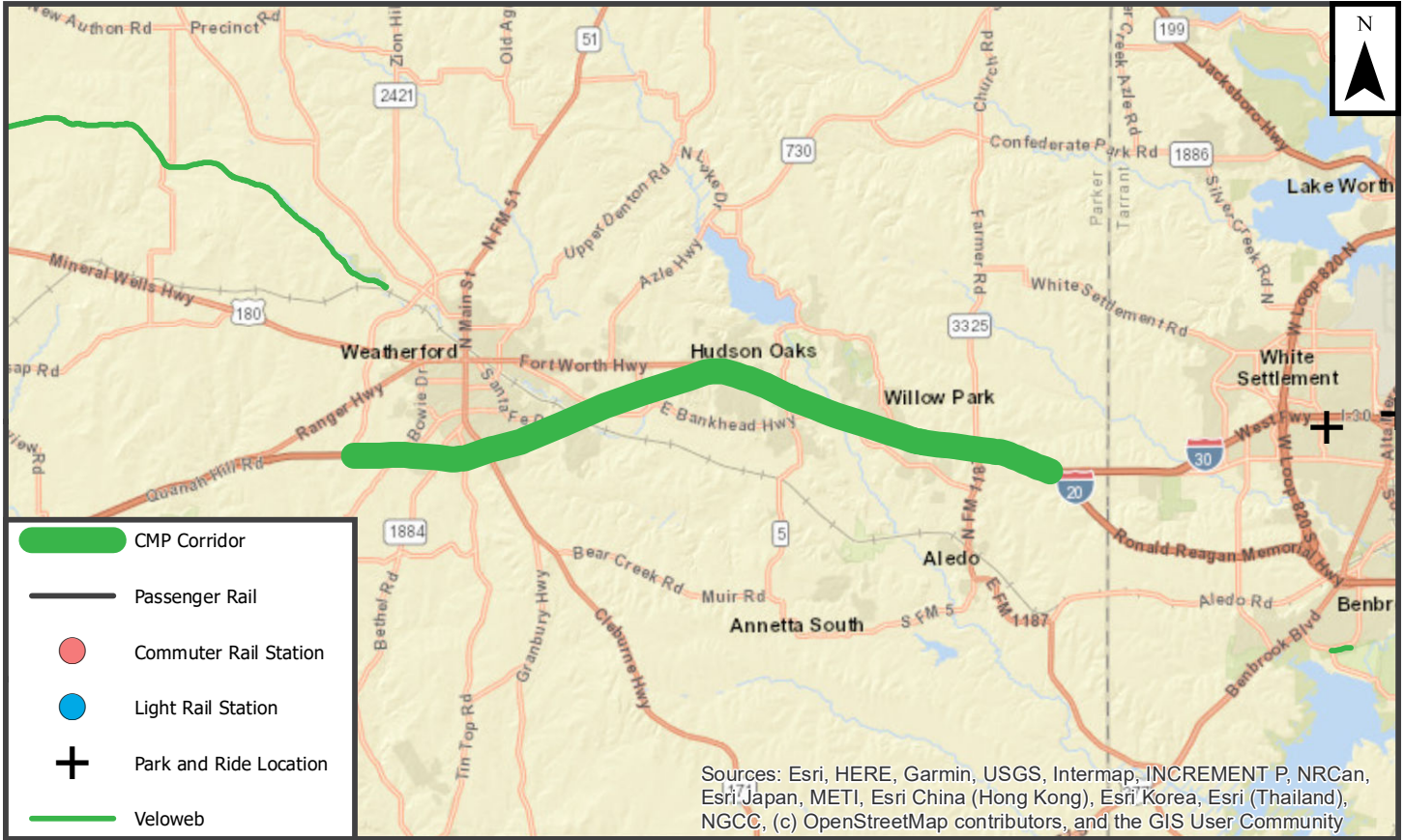
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.1

IH 20 between SS 312 and IH 30



Performance Statement

Continue to monitor

Asset Statement

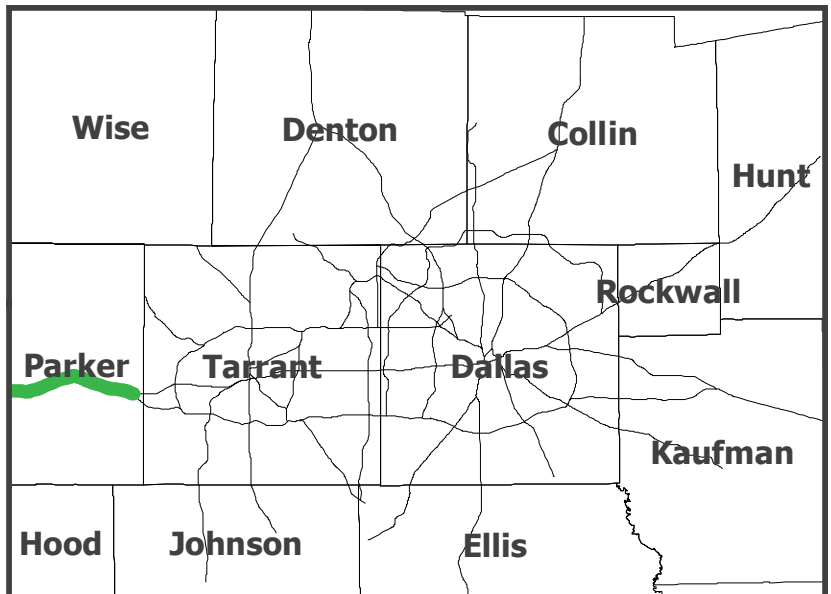
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	31.1
Facility	CTP
From	IH 30
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	21	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.04	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	31	Roadway Infrastructure Score
Frontage Road Percentage	17	
Parallel Freeway Percentage	2	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	61	
<i>Bus Trip Density*</i>	136	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	18	
HOV/Managed Lane Percentage	0	

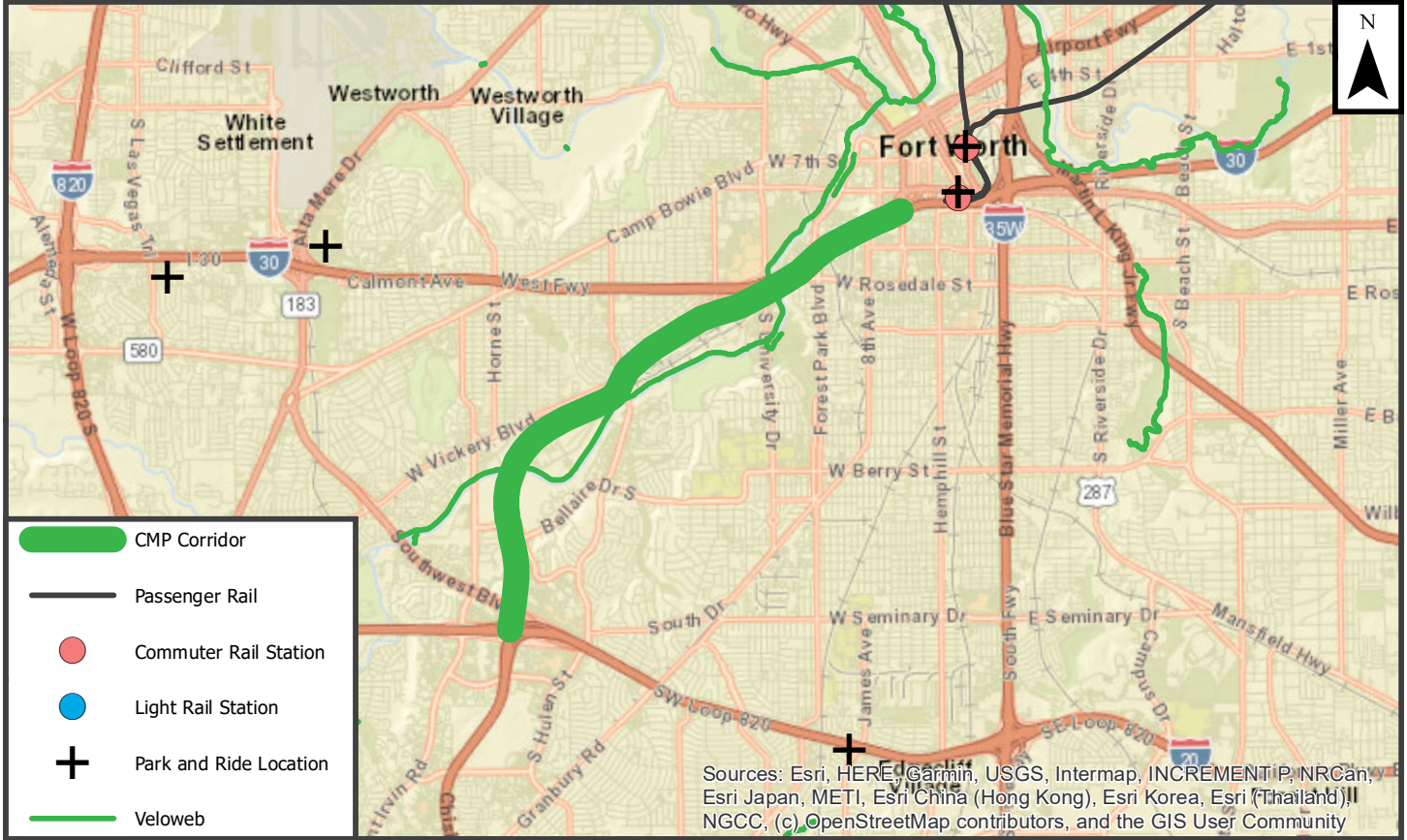
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 31.1

CTP between IH 30 and IH 20



Performance Statement

Continue to monitor

Asset Statement

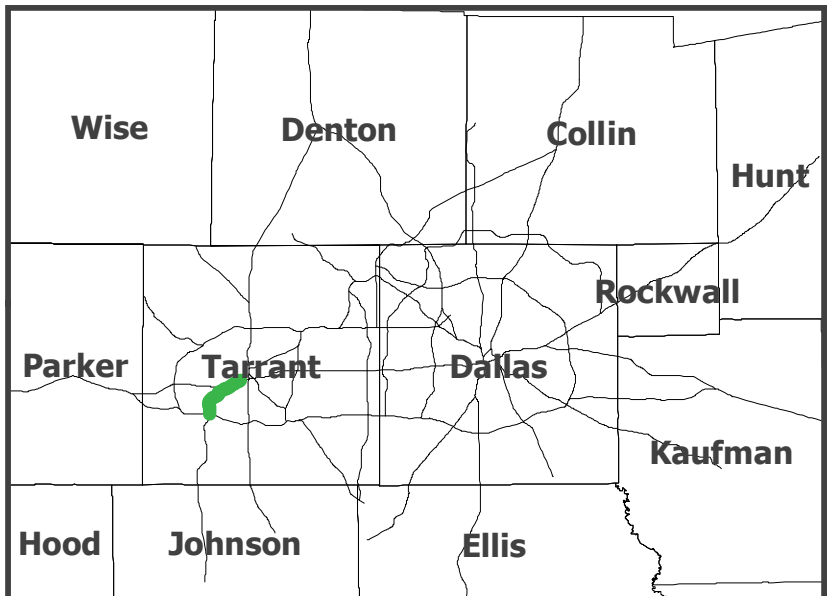
Promote options, may need roadway capacity

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.2
Facility	IH 30
From	IH 820 (West)
To	IH 35W
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	72	Sufficient
Travel Time Index (Recurring Congestion)	1.07	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	76	Roadway Infrastructure Score
Frontage Road Percentage	58	
Parallel Freeway Percentage	94	High

Modal Options

Park and Rides within 1 mile of corridor	5	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	95	
<i>Bus Trip Density*</i>	114	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	99	
HOV/Managed Lane Percentage	0	

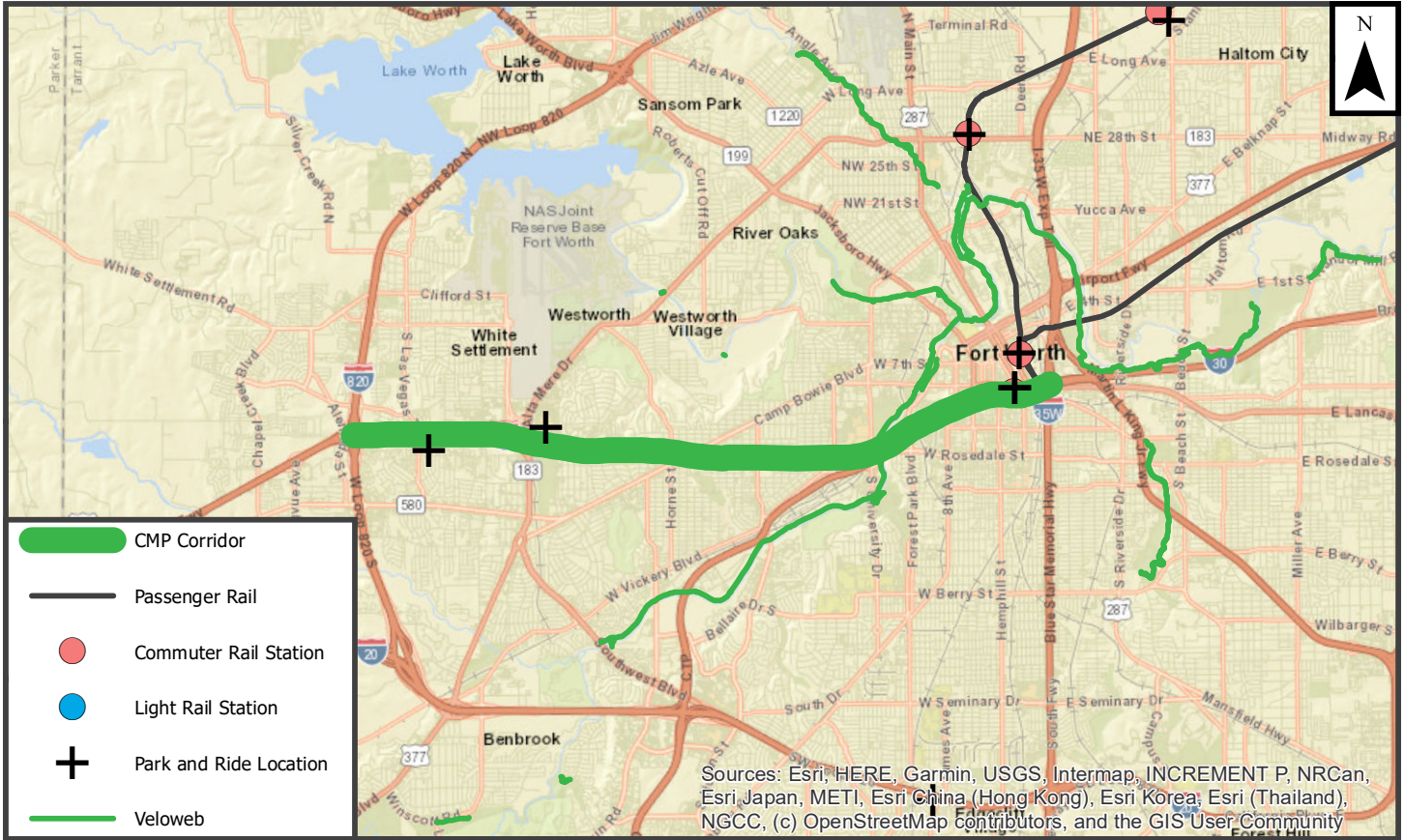
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.2

IH 30 between IH 820 (West) and IH 35W



Performance Statement

Continue to monitor

Asset Statement

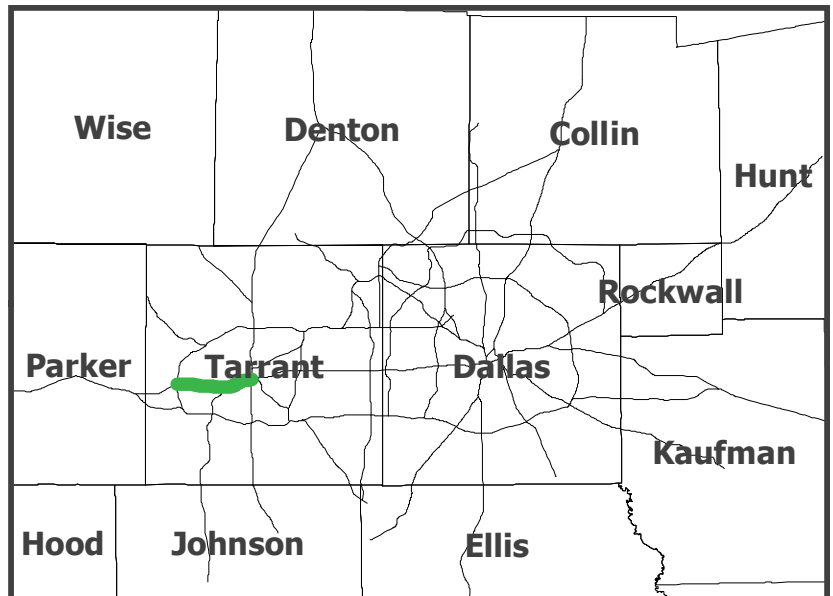
Promote options and needs operations

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.2
Facility	IH 20
From	IH 30
To	IH 820 (West)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	13	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	37	Roadway Infrastructure Score
Frontage Road Percentage	5	
Parallel Freeway Percentage	42	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	10	
<i>Bus Trip Density*</i>	2	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	1	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

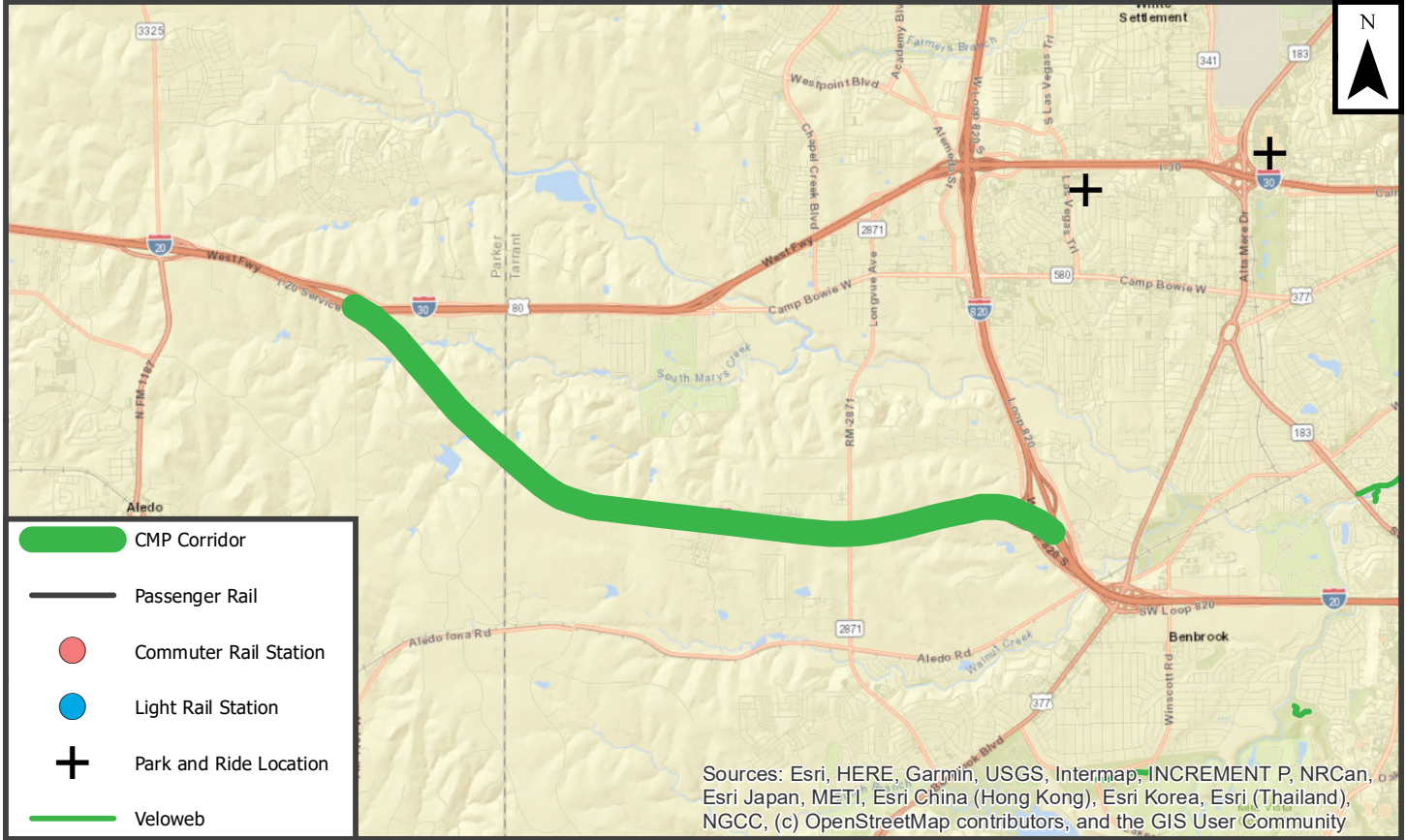
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.2

IH 20 between IH 30 and IH 820 (West)



Performance Statement

Continue to monitor

Asset Statement

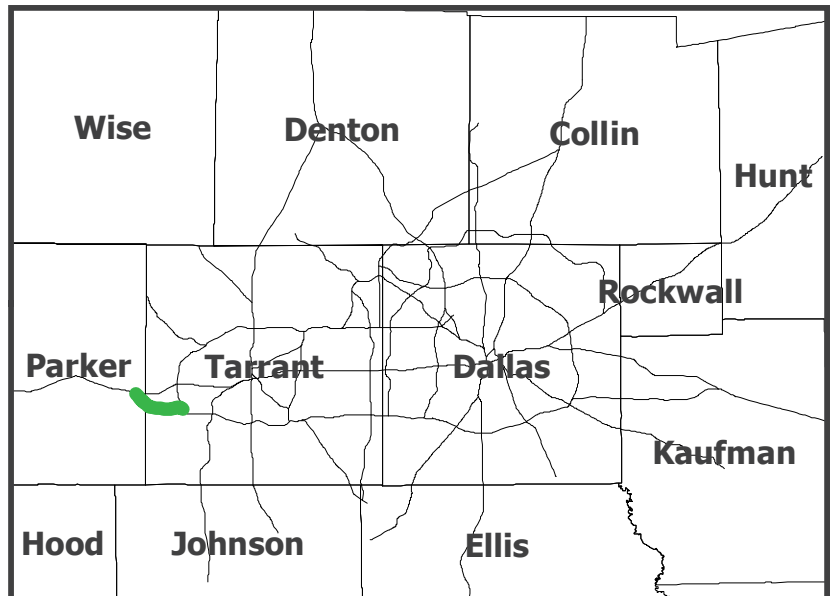
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.1
Facility	IH 30
From	IH 20
To	IH 820 (West)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	34	Sufficient
Travel Time Index (Recurring Congestion)	1.05	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.20	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	15	Roadway Infrastructure Score
Frontage Road Percentage	81	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	6	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

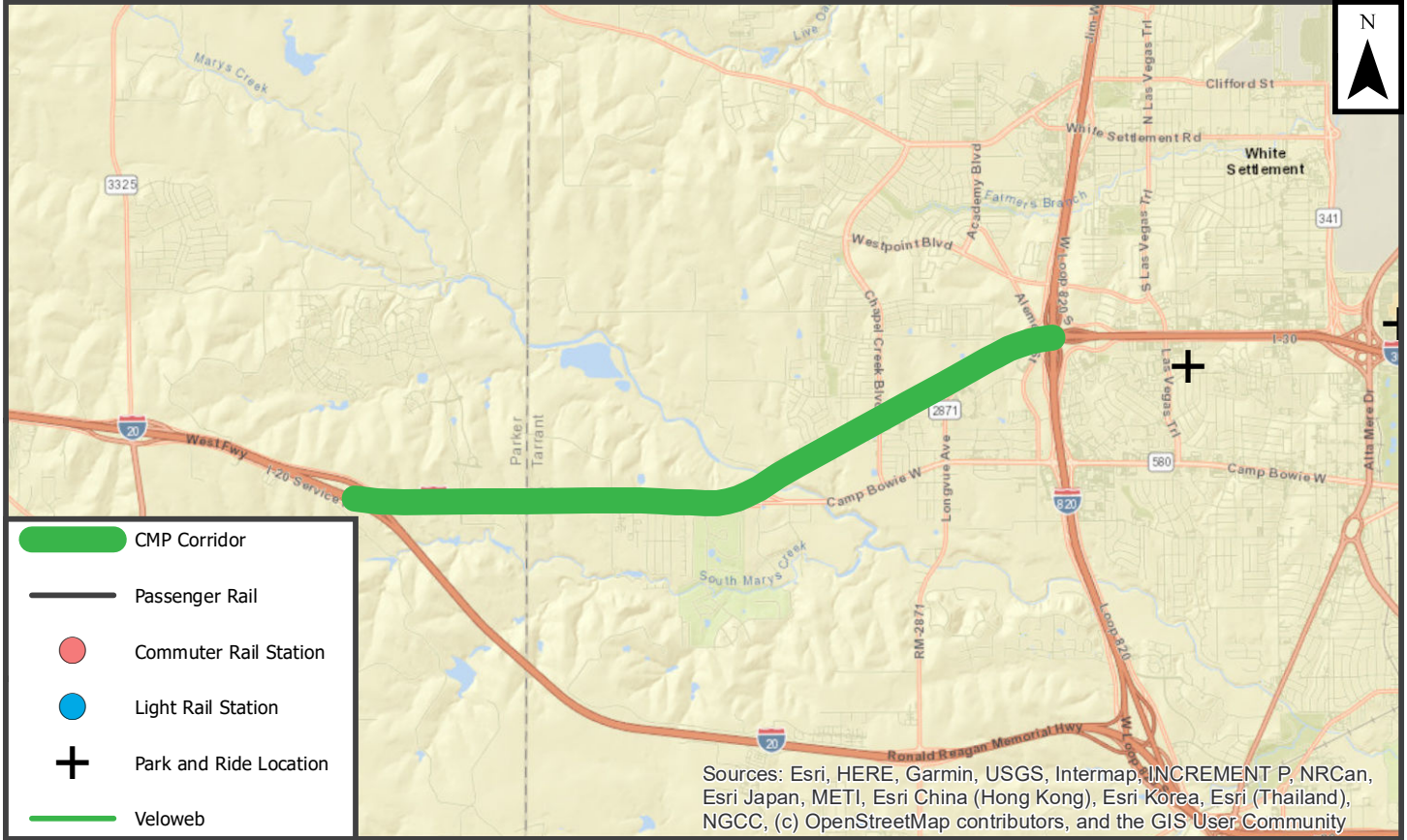
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	35	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 28.1

IH 30 between IH 20 and IH 820 (West)



Performance Statement

Continue to monitor

Asset Statement

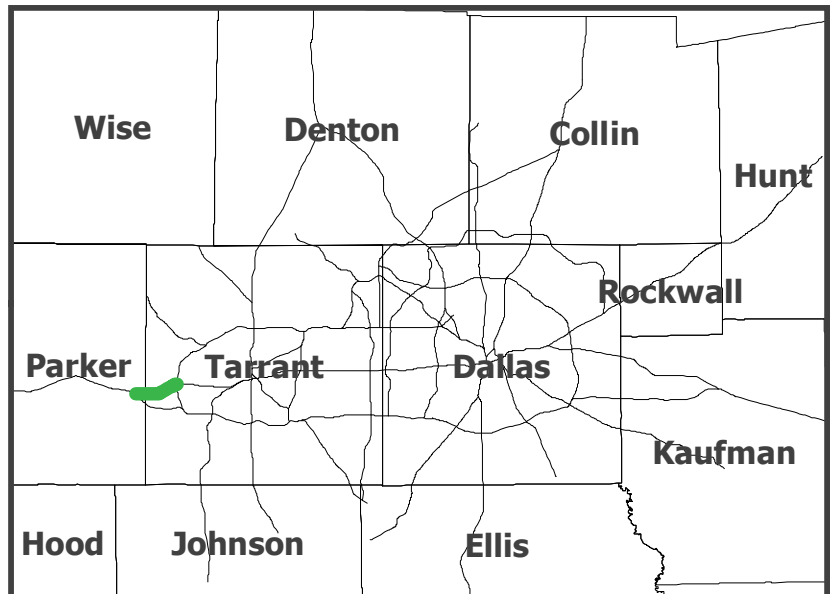
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.3
Facility	IH 20
From	IH 820 (West)
To	CTP
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	53	Sufficient
Travel Time Index (Recurring Congestion)	1.02	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	28	Roadway Infrastructure Score
Frontage Road Percentage	80	
Parallel Freeway Percentage	28	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	22	
<i>Bus Trip Density*</i>	19	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

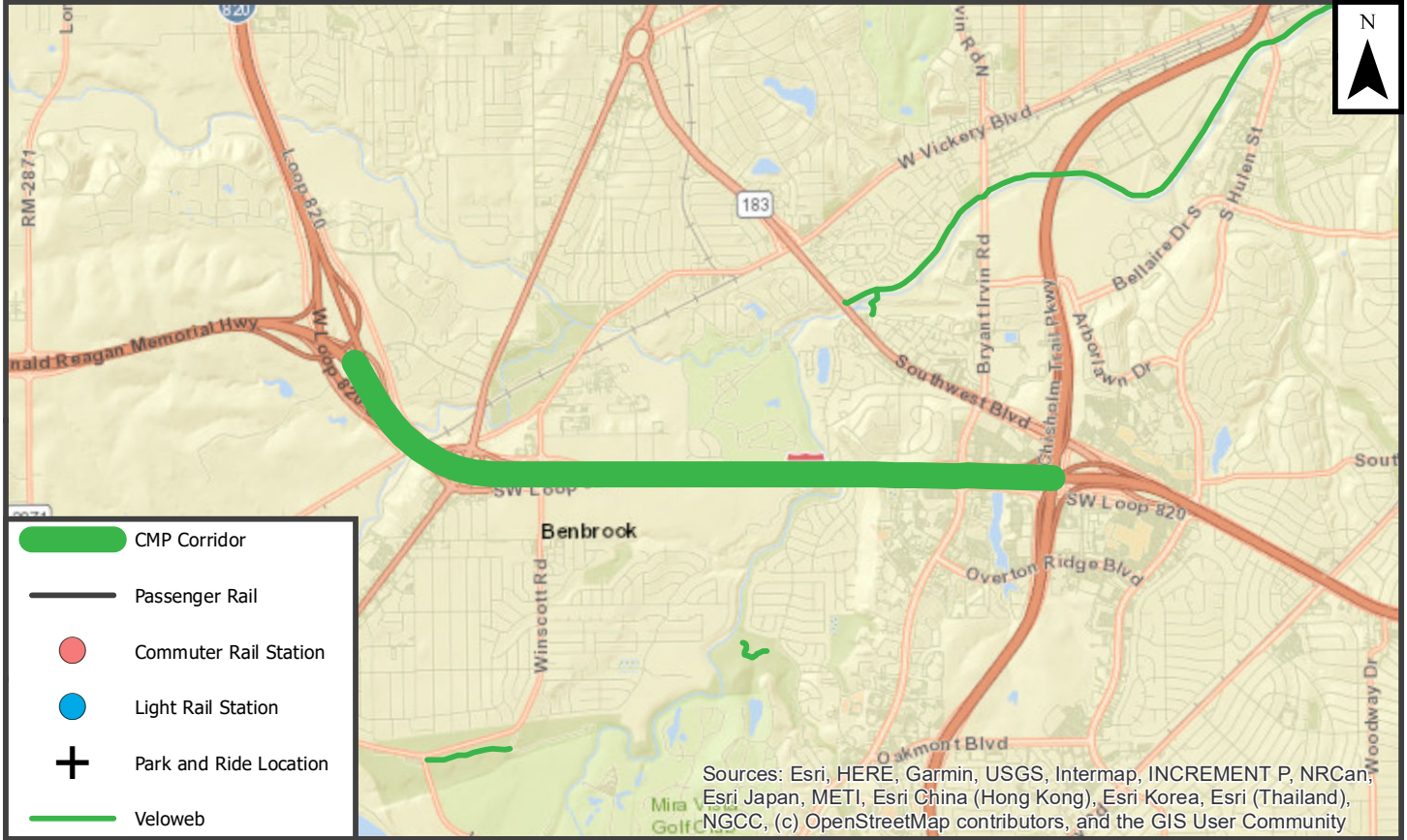
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	87	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 30.3

IH 20 between IH 820 (West) and CTP



Performance Statement

Continue to monitor

Asset Statement

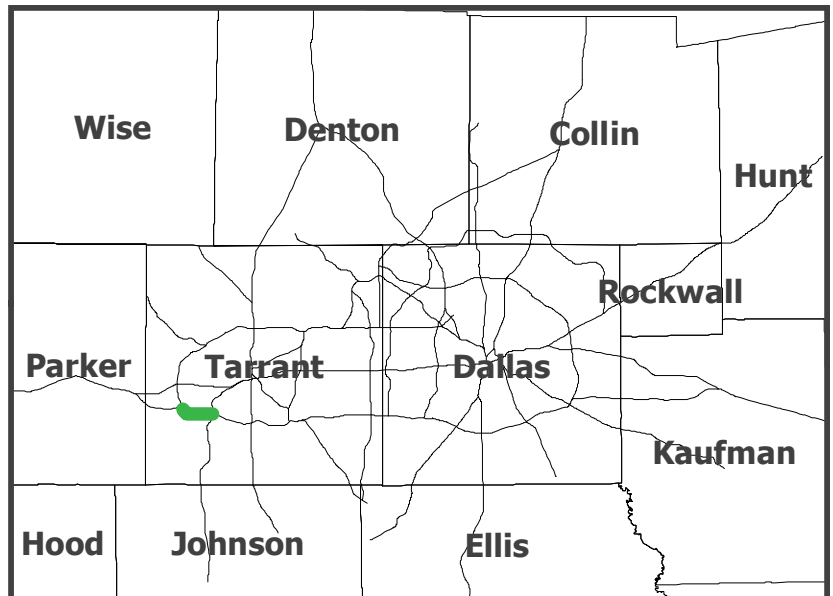
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.4
Facility	IH 20
From	CTP
To	IH 35W
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	69	Sufficient
Travel Time Index (Recurring Congestion)	1.04	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.11	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	46	Roadway Infrastructure Score
Frontage Road Percentage	83	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	89	
<i>Bus Trip Density*</i>	61	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D

Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.5
Facility	IH 20
From	IH 35W
To	IH 820 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	79	Sufficient
Travel Time Index (Recurring Congestion)	1.10	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.30	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	33	Roadway Infrastructure Score
Frontage Road Percentage	87	
Parallel Freeway Percentage	2	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	90	
<i>Bus Trip Density*</i>	59	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

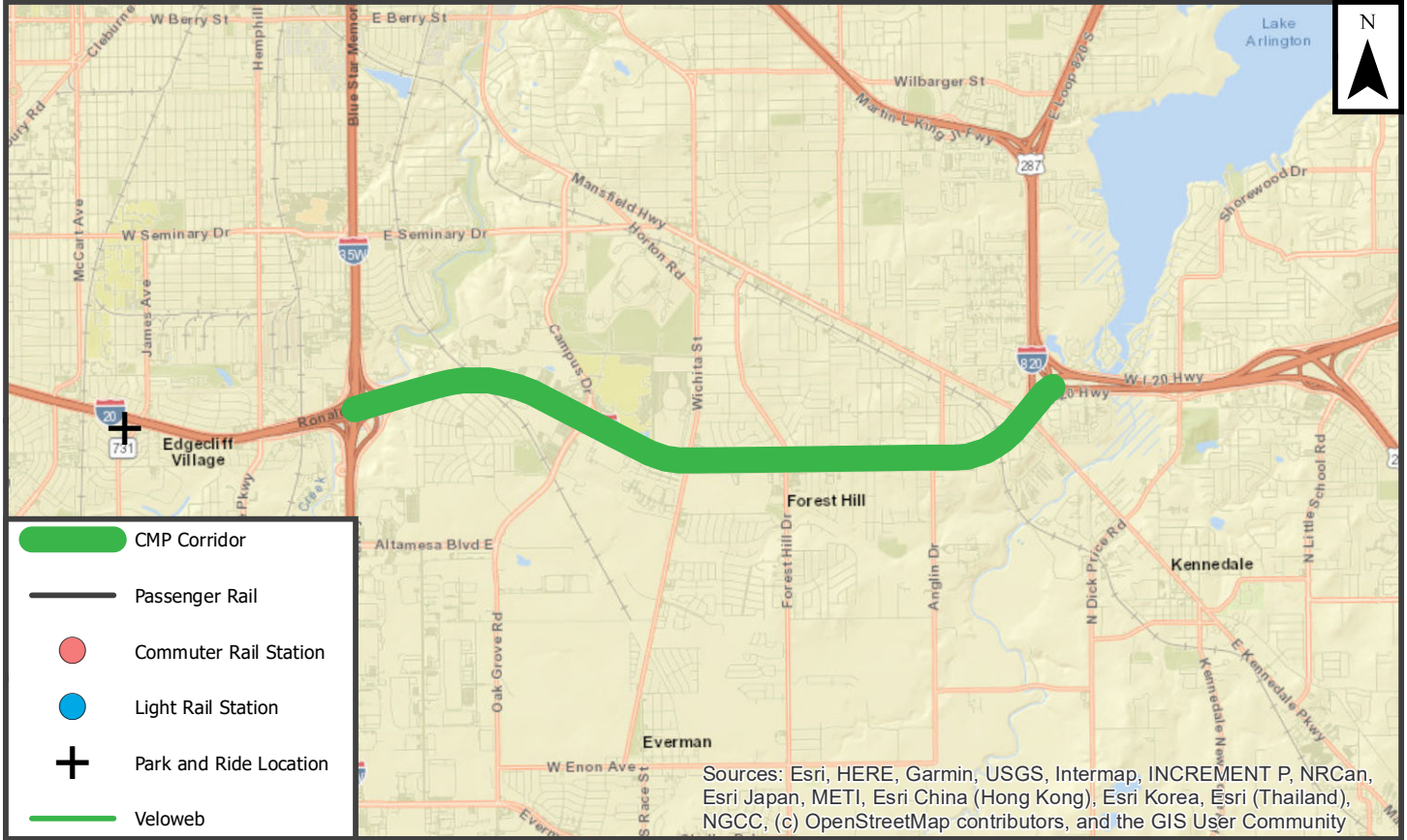
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 30.5

IH 20 between IH 35W and IH 820 (East)



Performance Statement

Continue to monitor

Asset Statement

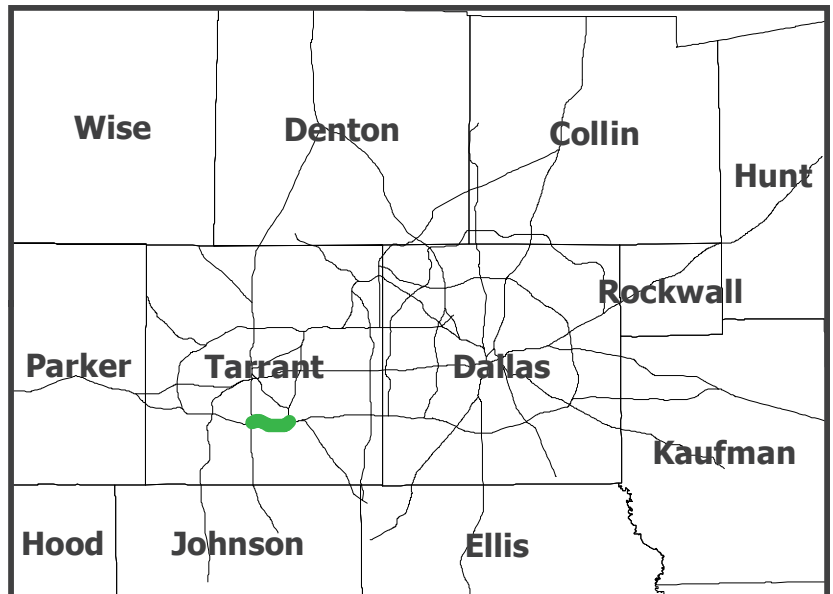
Promote modal options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.3
Facility	IH 30
From	IH 35W
To	IH 820 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	83	Sufficient
Travel Time Index (Recurring Congestion)	1.03	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	4	
Parallel Freeway Percentage	107	High

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	85	High
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	148	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	86	
Truck Lane Restriction Percentage	100	Medium
HOV/Managed Lane Percentage	0	

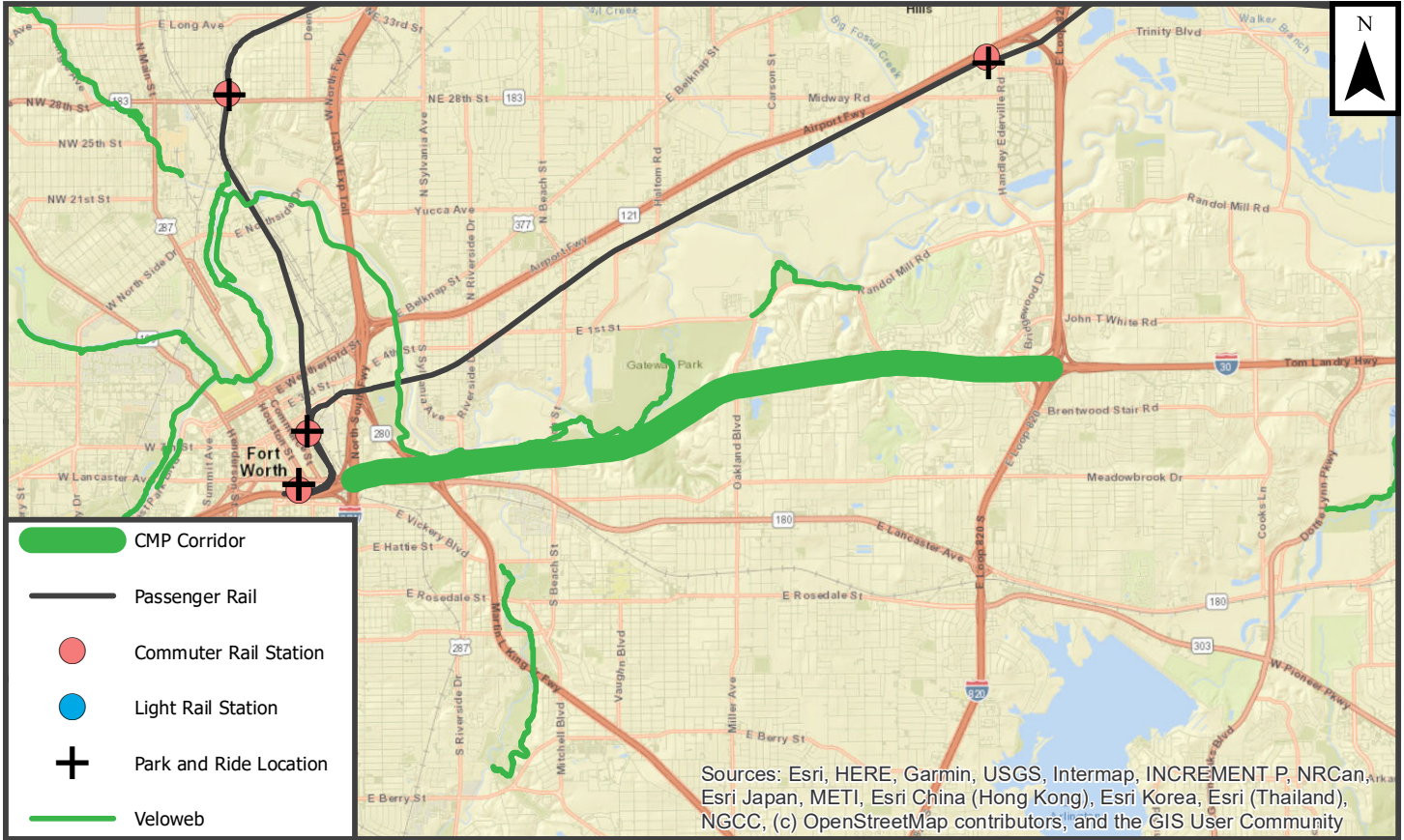
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.3

IH 30 between IH 35W and IH 820 (East)



Performance Statement

Continue to monitor

Asset Statement

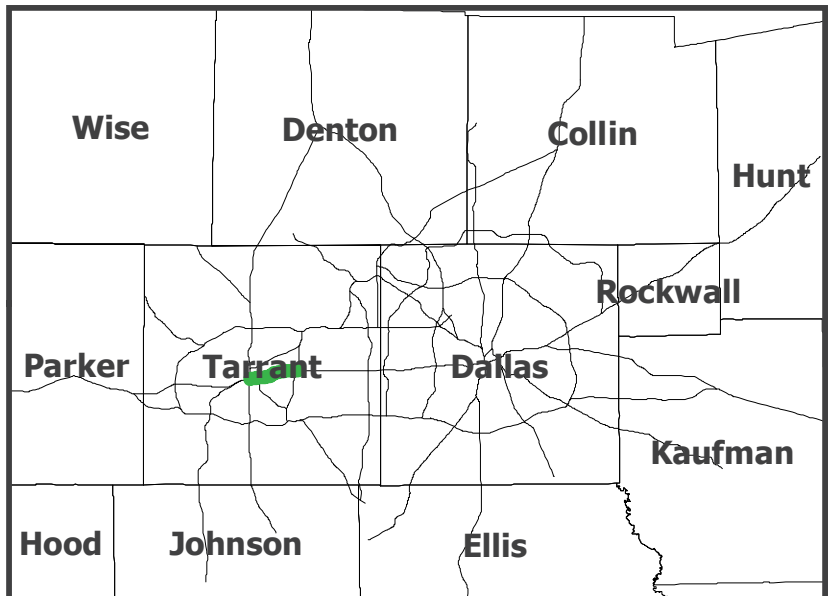
Promote options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.6
Facility	IH 35W
From	SH 121
To	IH 30
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	188	Needs Improvement
Travel Time Index (Recurring Congestion)	1.51	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.52	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	65	Roadway Infrastructure Score
Frontage Road Percentage	31	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	93	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	233	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

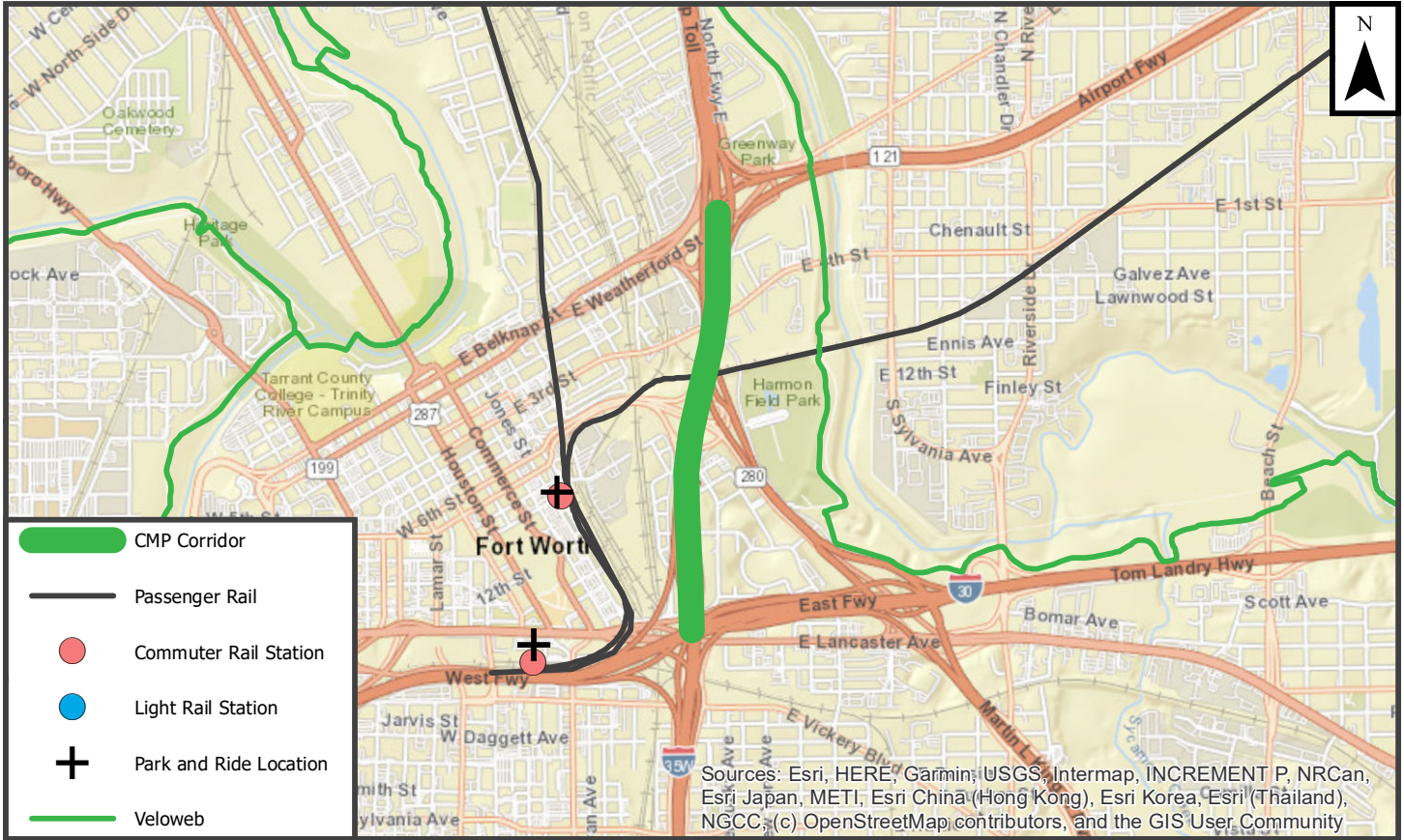
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 5.6

IH 35W between SH 121 and IH 30



Performance Statement

Demand reduction and operational

Asset Statement

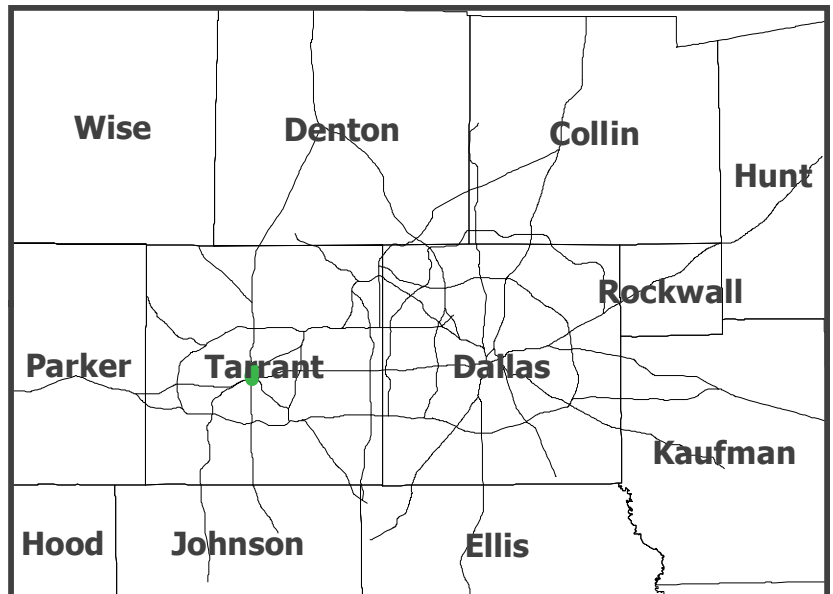
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	52.1
Facility	SS 280
From	IH 35W
To	IH 30
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	61	Sufficient
Travel Time Index (Recurring Congestion)	1.23	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.27	Sufficient
Pavement in Poor Condition	10	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	19	Roadway Infrastructure Score
Frontage Road Percentage	27	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	76	
<i>Bus Trip Density*</i>	240	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	15	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 52.1

SS 280 between IH 35W and IH 30



Performance Statement

Continue to monitor

Asset Statement

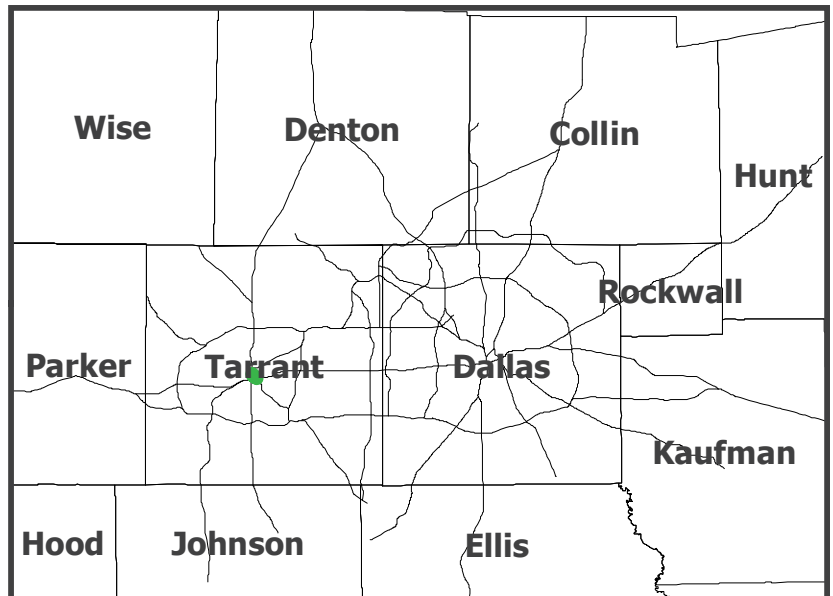
Promote options, may need roadway capacity

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	150.1
Facility	IH 820 (North)
From	SH 199
To	IH 35W
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	75	Sufficient
Travel Time Index (Recurring Congestion)	1.19	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.20	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	23	Roadway Infrastructure Score
Frontage Road Percentage	57	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	52	
<i>Bus Trip Density*</i>	31	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	94	
Truck Lane Restriction Percentage	94	Medium
HOV/Managed Lane Percentage	0	

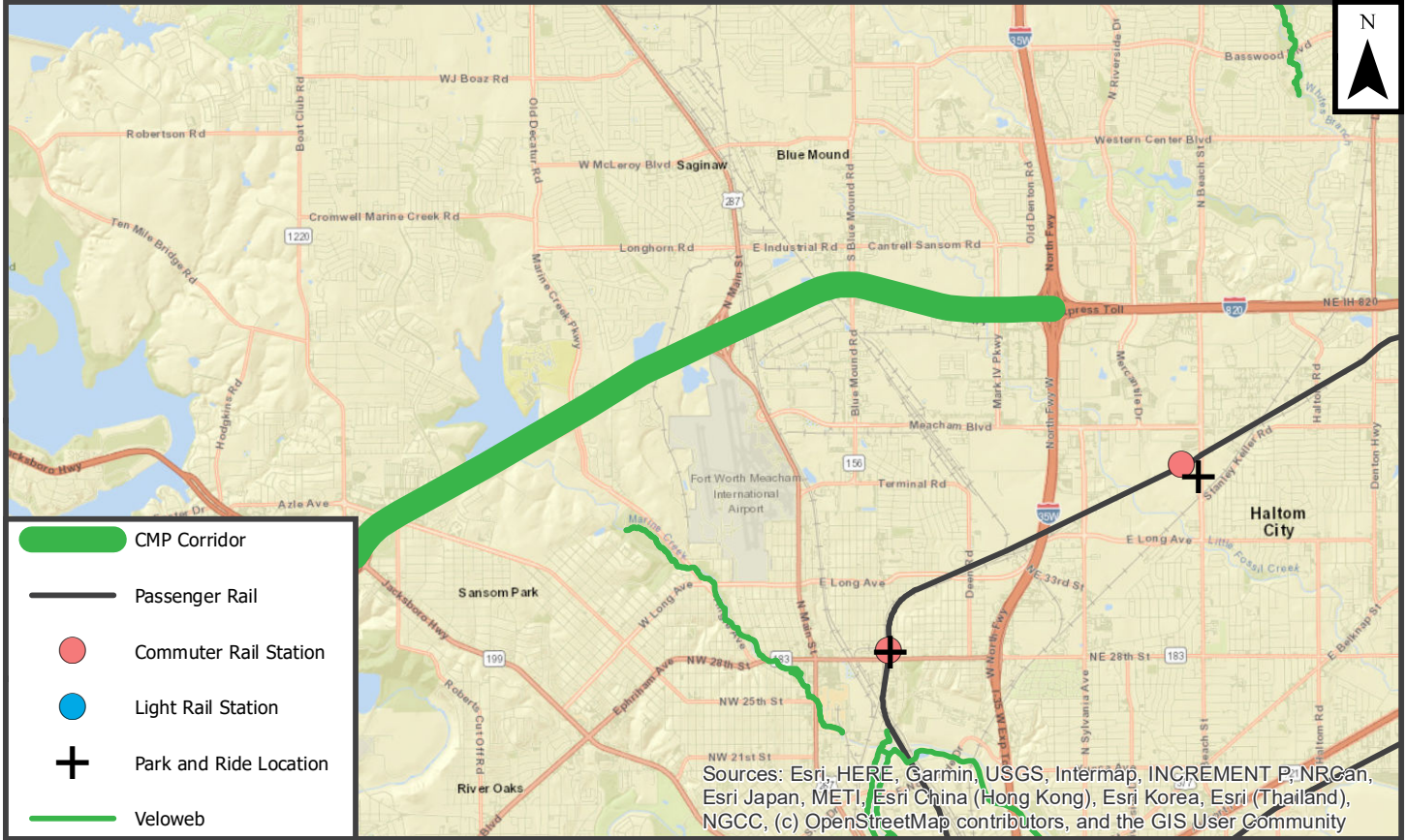
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 150.1

IH 820 (North) between SH 199 and IH 35W



Performance Statement

Continue to monitor

Asset Statement

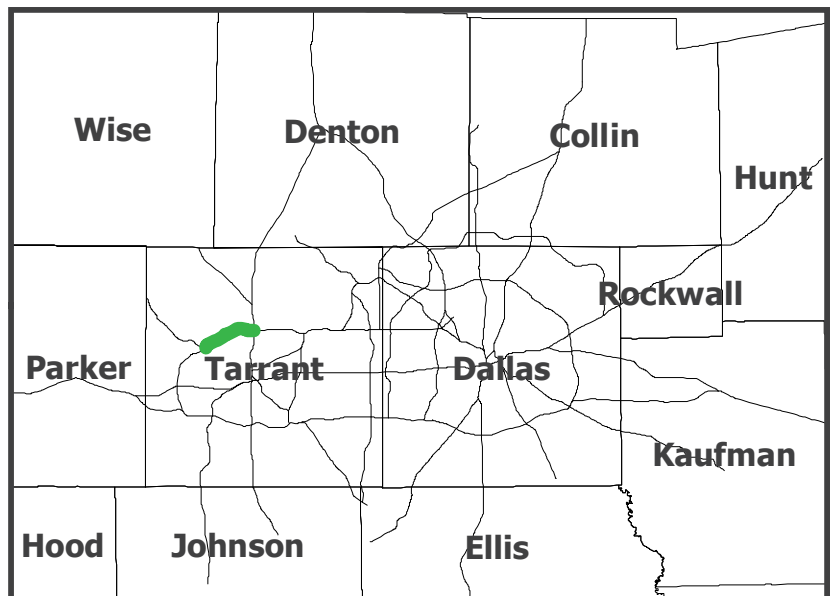
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	1.5
Facility	US 287
From	IH 35W
To	IH 820 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	29	Sufficient
Travel Time Index (Recurring Congestion)	1.18	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.18	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	21	Roadway Infrastructure Score
Frontage Road Percentage	84	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	51	
<i>Bus Trip Density*</i>	143	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	93	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D

Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	151.3
Facility	IH 820 (East)
From	IH 30
To	US 287
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	108	Needs Improvement
Travel Time Index (Recurring Congestion)	1.12	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.23	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	59	Roadway Infrastructure Score
Frontage Road Percentage	90	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	97	
<i>Bus Trip Density*</i>	66	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	91	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

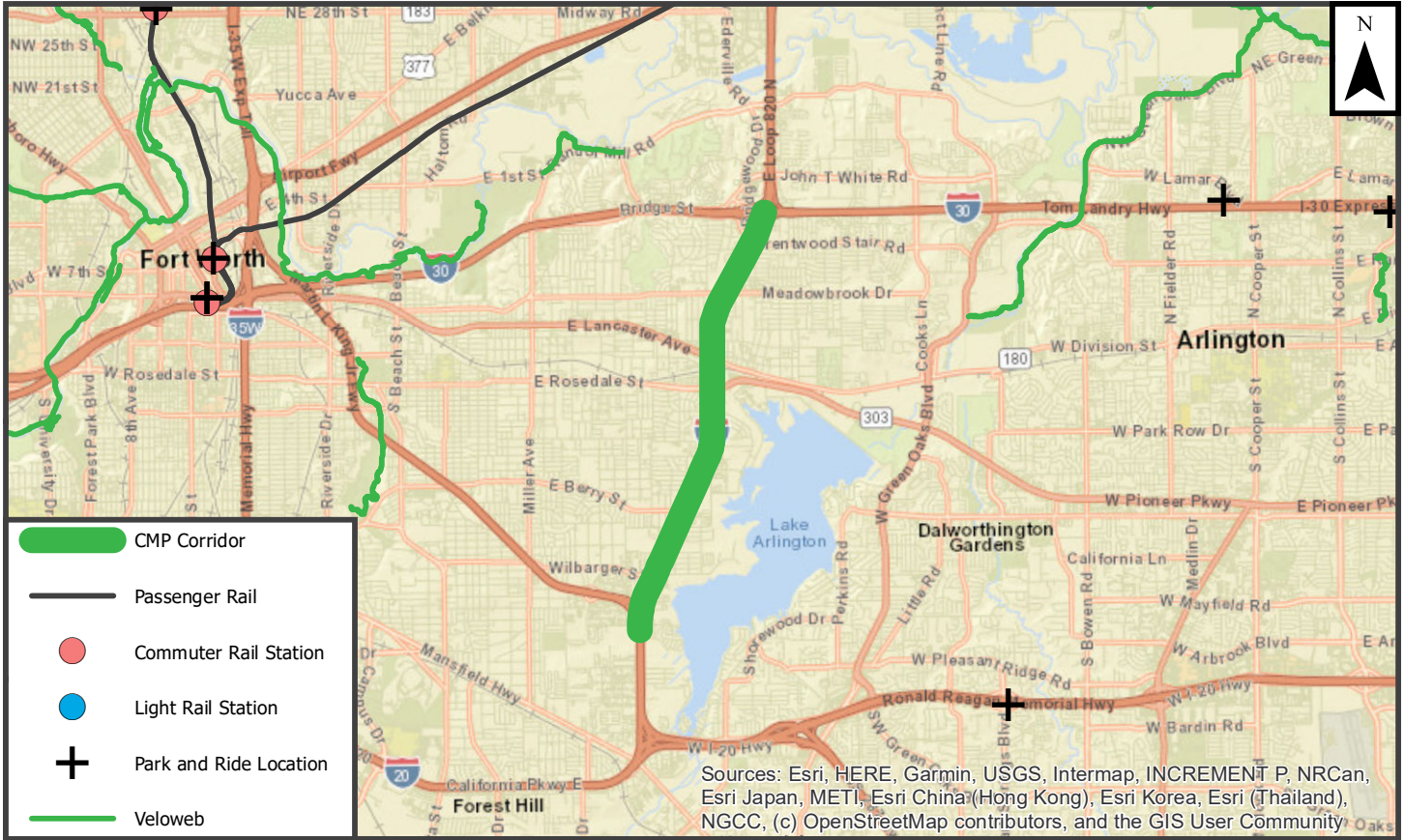
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 151.3

IH 820 (East) between IH 30 and US 287



Performance Statement

Operational

Asset Statement

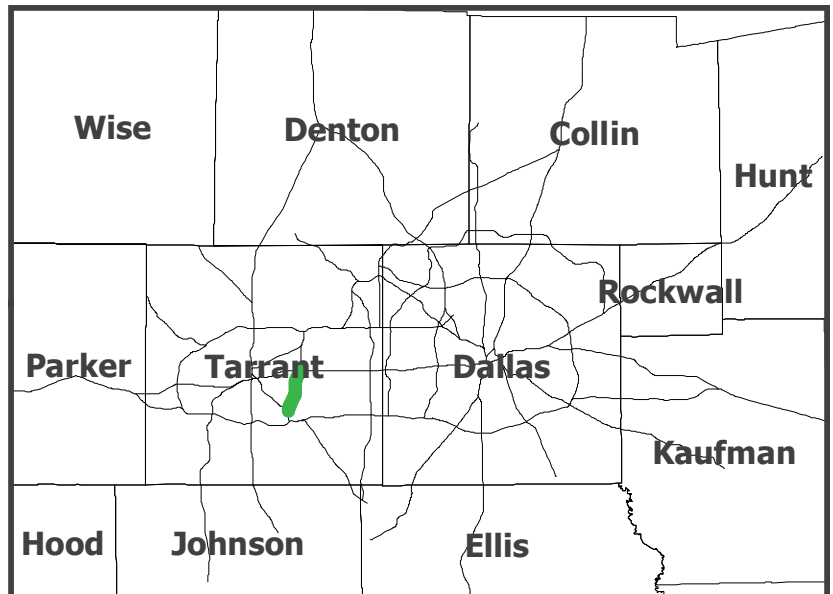
Needs help

Corridor Statement

Implement operational strategies

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	151.4
Facility	IH 820 (East)
From	US 287
To	IH 20
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	99	Sufficient
Travel Time Index (Recurring Congestion)	1.91	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.22	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	41	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	229	High

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	99	
<i>Bus Trip Density*</i>	34	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

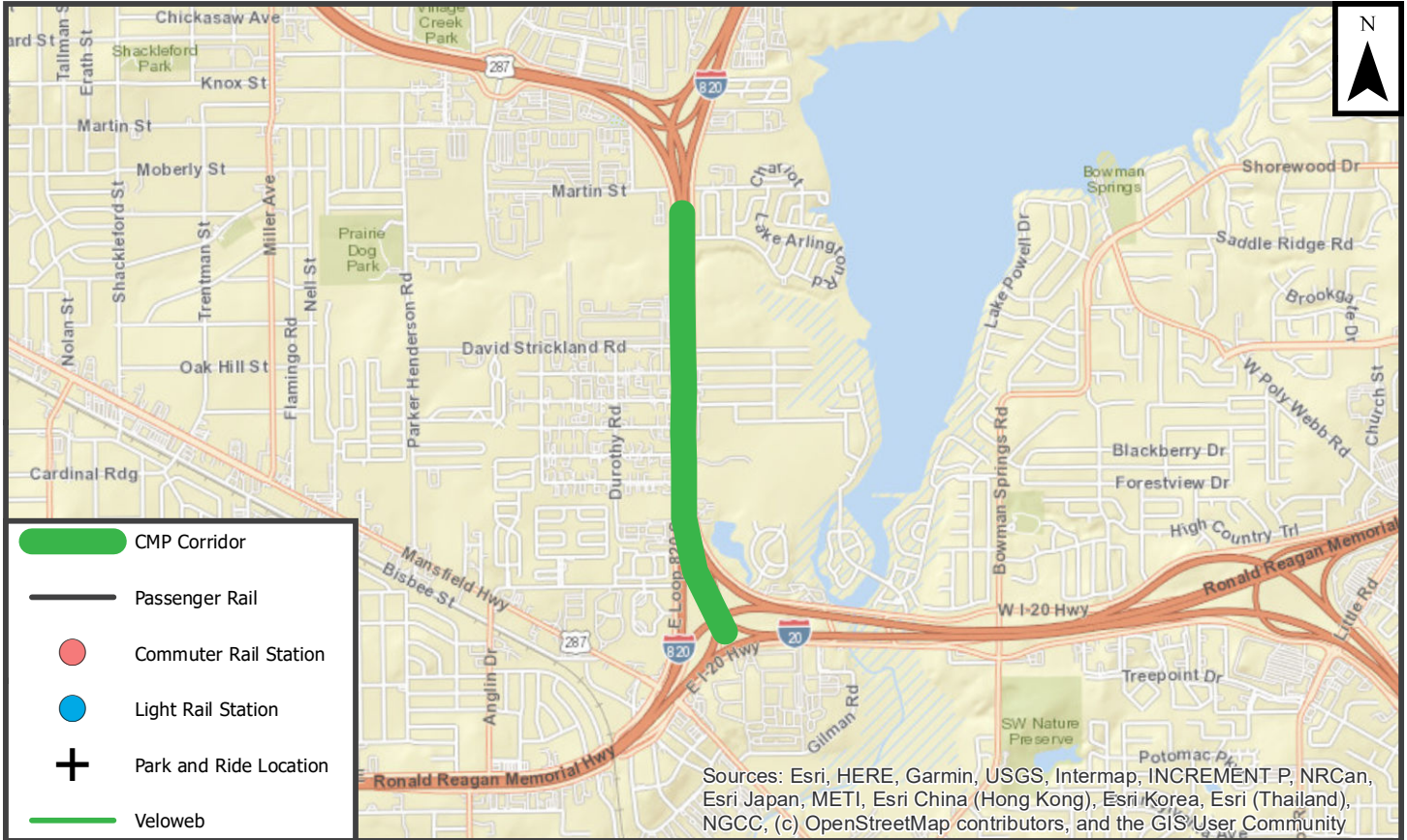
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	82	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 151.4

IH 820 (East) between US 287 and IH 20



Performance Statement

Demand reduction

Asset Statement

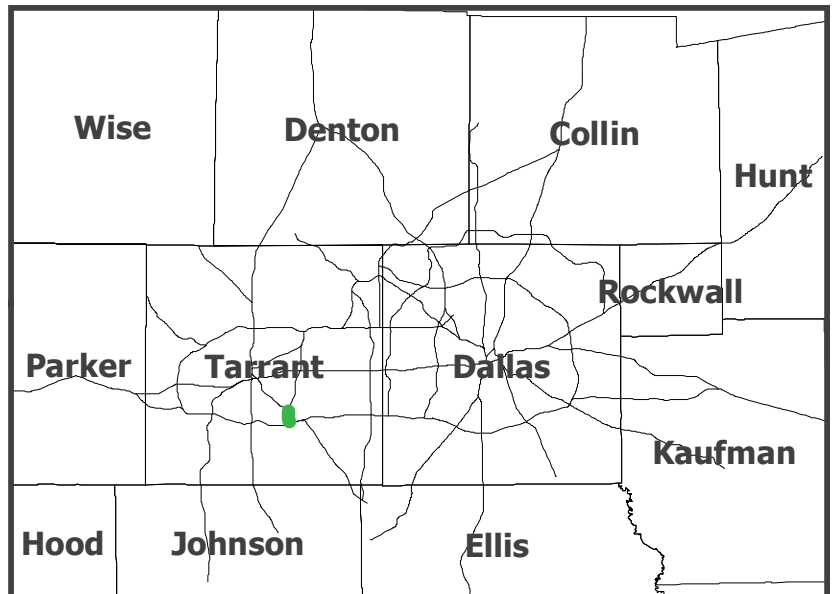
Promote alternate routes, need modal options and operations

Corridor Statement

Needs corridor study

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	151.2
Facility	IH 820 (East)
From	SH 121
To	IH 30
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	82	Sufficient
Travel Time Index (Recurring Congestion)	1.49	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.27	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	33	Roadway Infrastructure Score
Frontage Road Percentage	51	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	69	
<i>Bus Trip Density*</i>	44	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

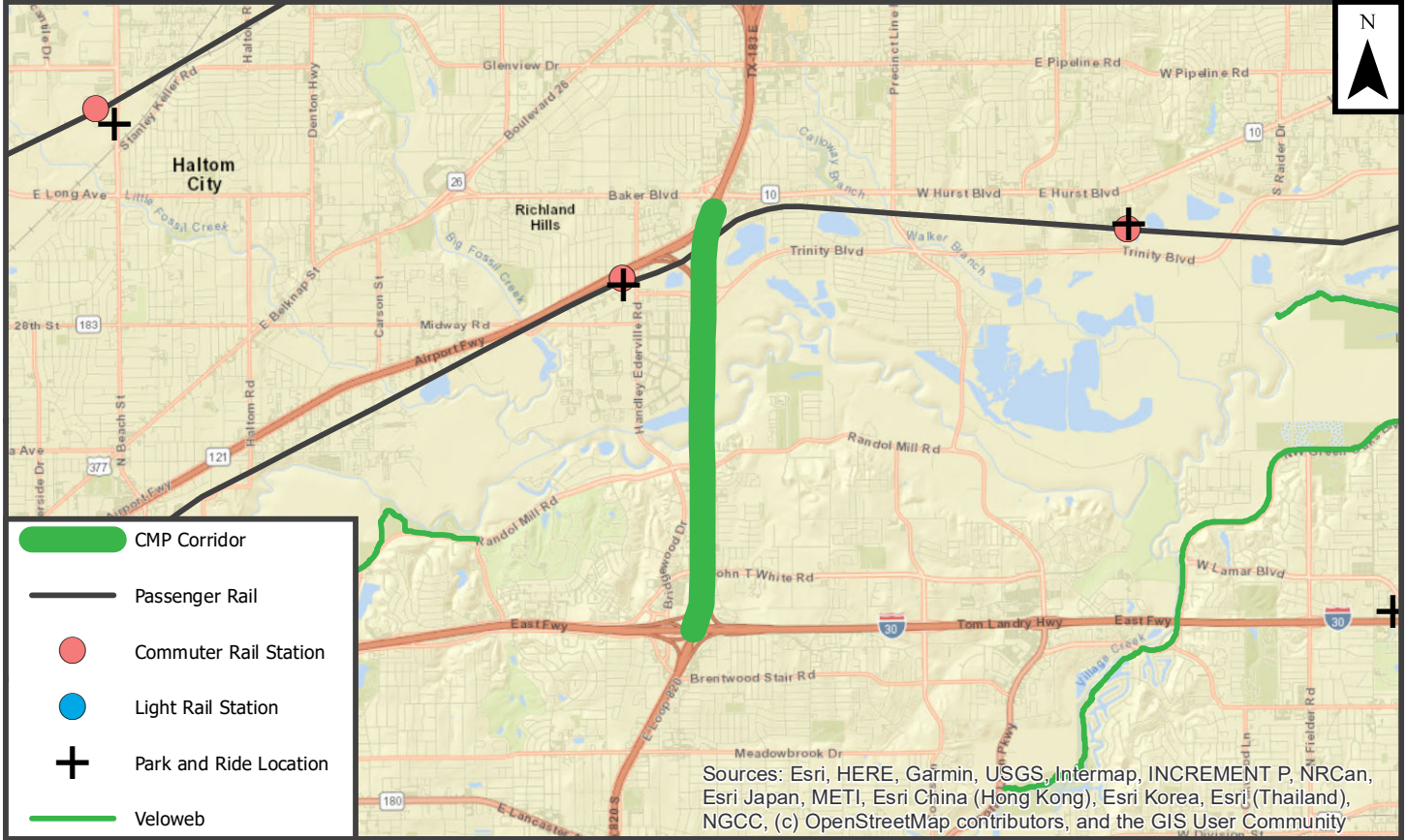
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	75	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 151.2

IH 820 (East) between SH 121 and IH 30



Performance Statement

Continue to monitor

Asset Statement

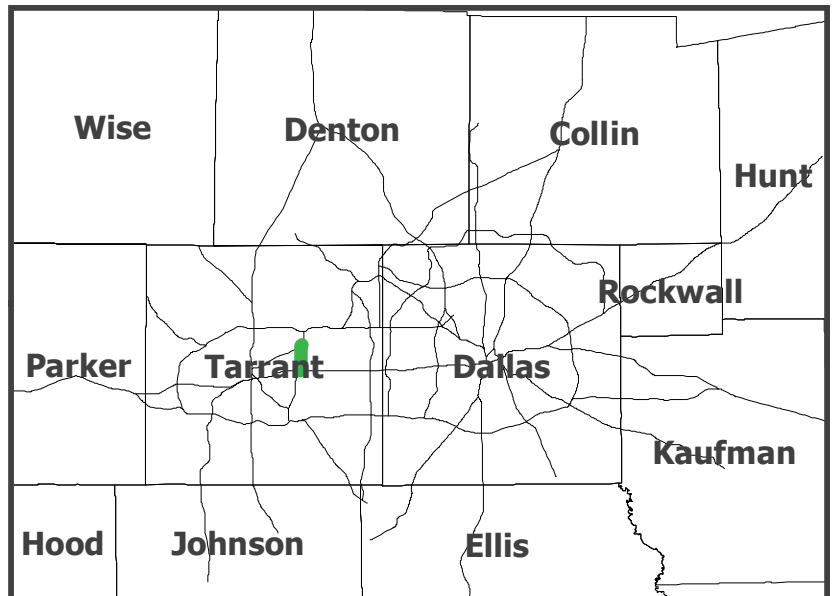
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	151.1
Facility	IH 820 (East)
From	SH 183
To	SH 121
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	148	Needs Improvement
Travel Time Index (Recurring Congestion)	1.83	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.47	Needs Improvement
Pavement in Poor Condition	6	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	40	Roadway Infrastructure Score
Frontage Road Percentage	90	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	89	
<i>Bus Trip Density*</i>	12	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

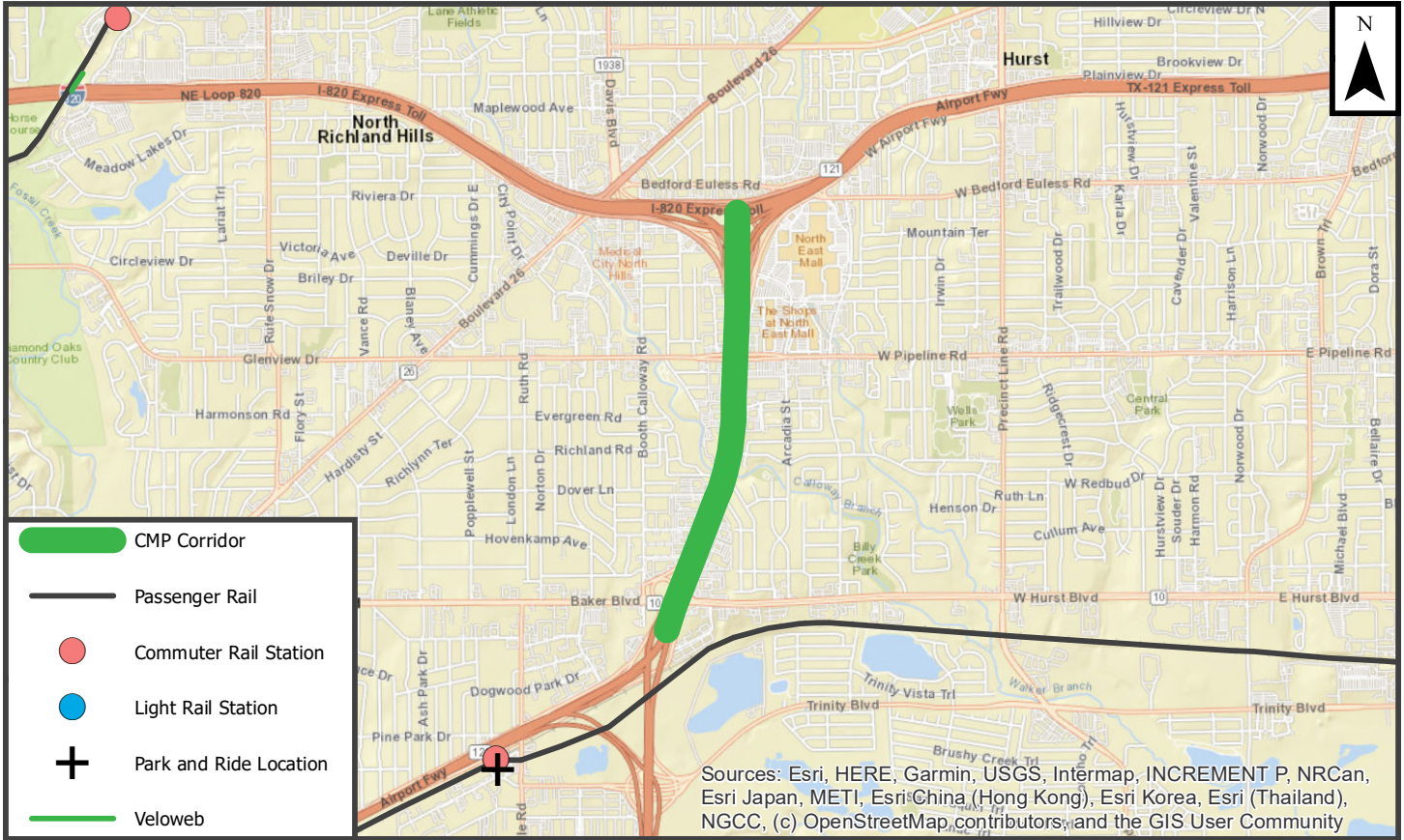
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	98	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 151.1

IH 820 (East) between SH 183 and SH 121



Performance Statement

Demand reduction and operational

Asset Statement

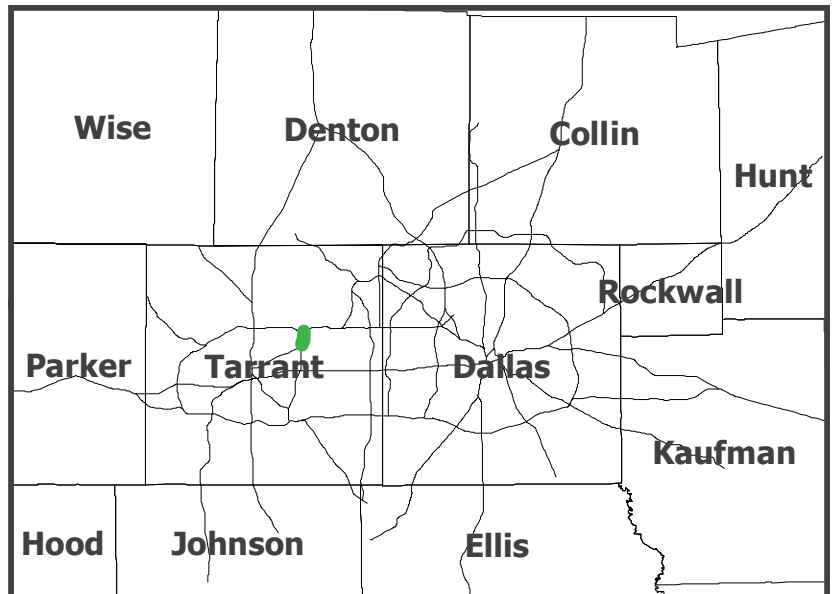
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.9
Facility	SH 183
From	SH 121
To	IH 820 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	80	Sufficient
Travel Time Index (Recurring Congestion)	1.23	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	44	Roadway Infrastructure Score
Frontage Road Percentage	98	
Parallel Freeway Percentage	18	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	26	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	17	
<i>Bus Trip Density*</i>	5	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

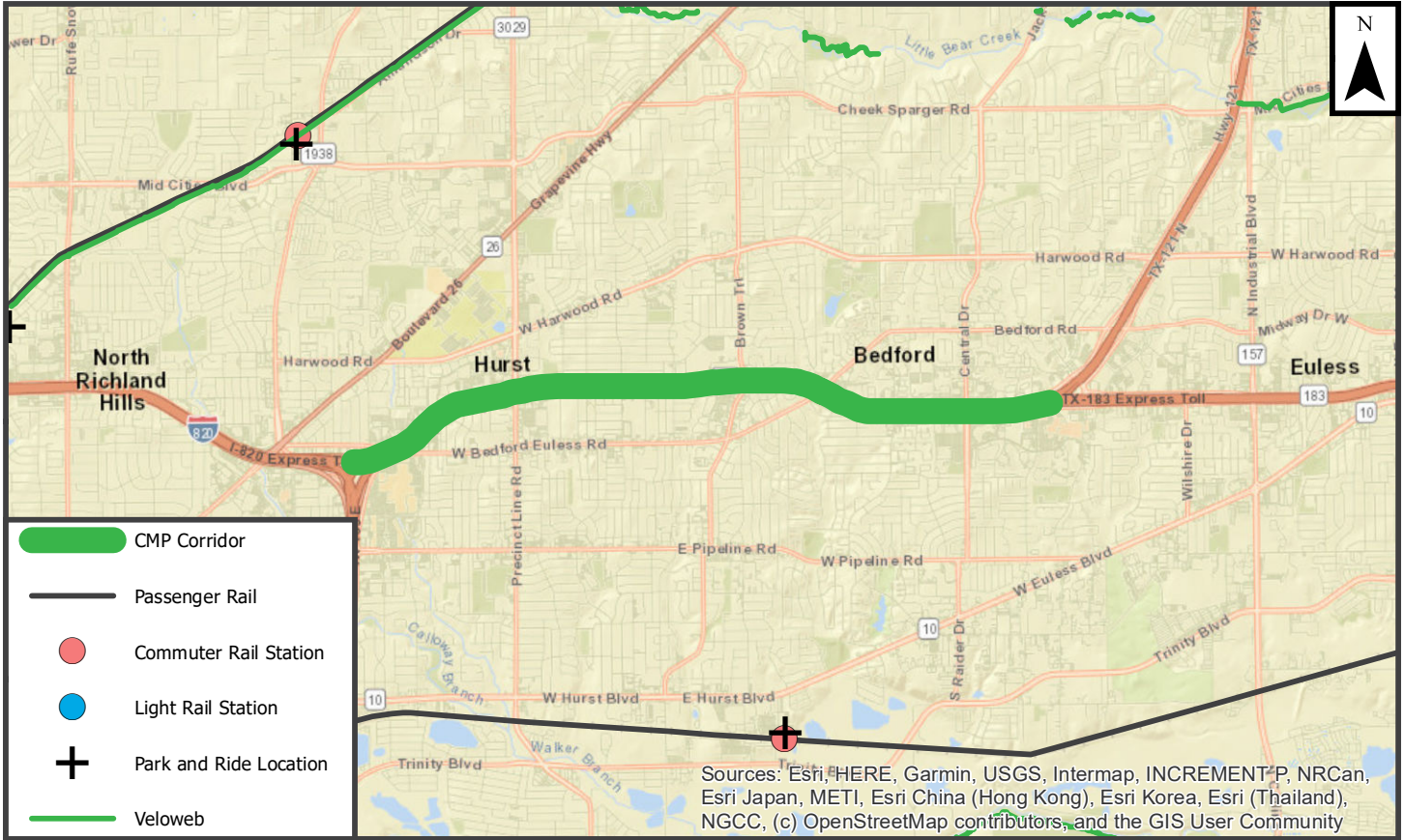
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	94	
Truck Lane Restriction Percentage	0	High
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 11.9

SH 183 between SH 121 and IH 820 (East)



Performance Statement

Continue to monitor

Asset Statement

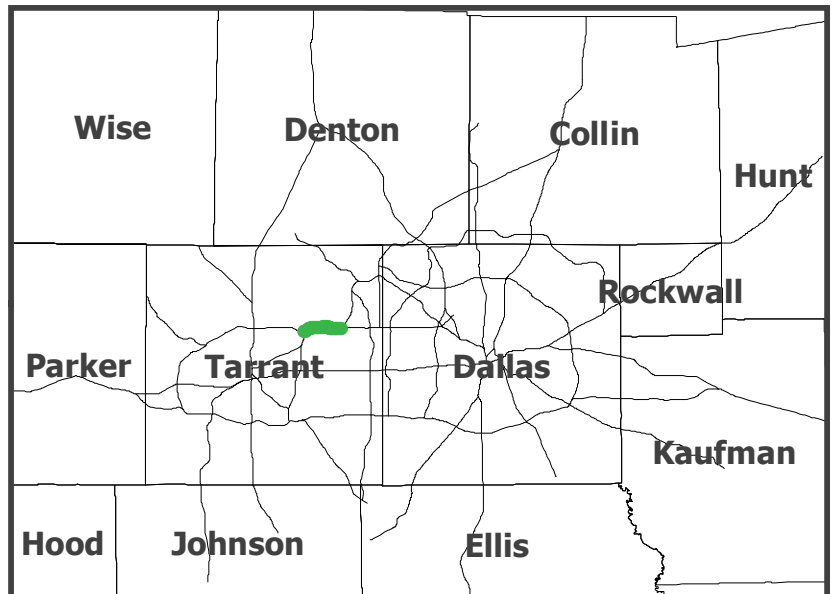
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.8
Facility	SH 121
From	SH 360
To	SH 183
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	69	Sufficient
Travel Time Index (Recurring Congestion)	1.70	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.21	Sufficient
Pavement in Poor Condition	2	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	5	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	14	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

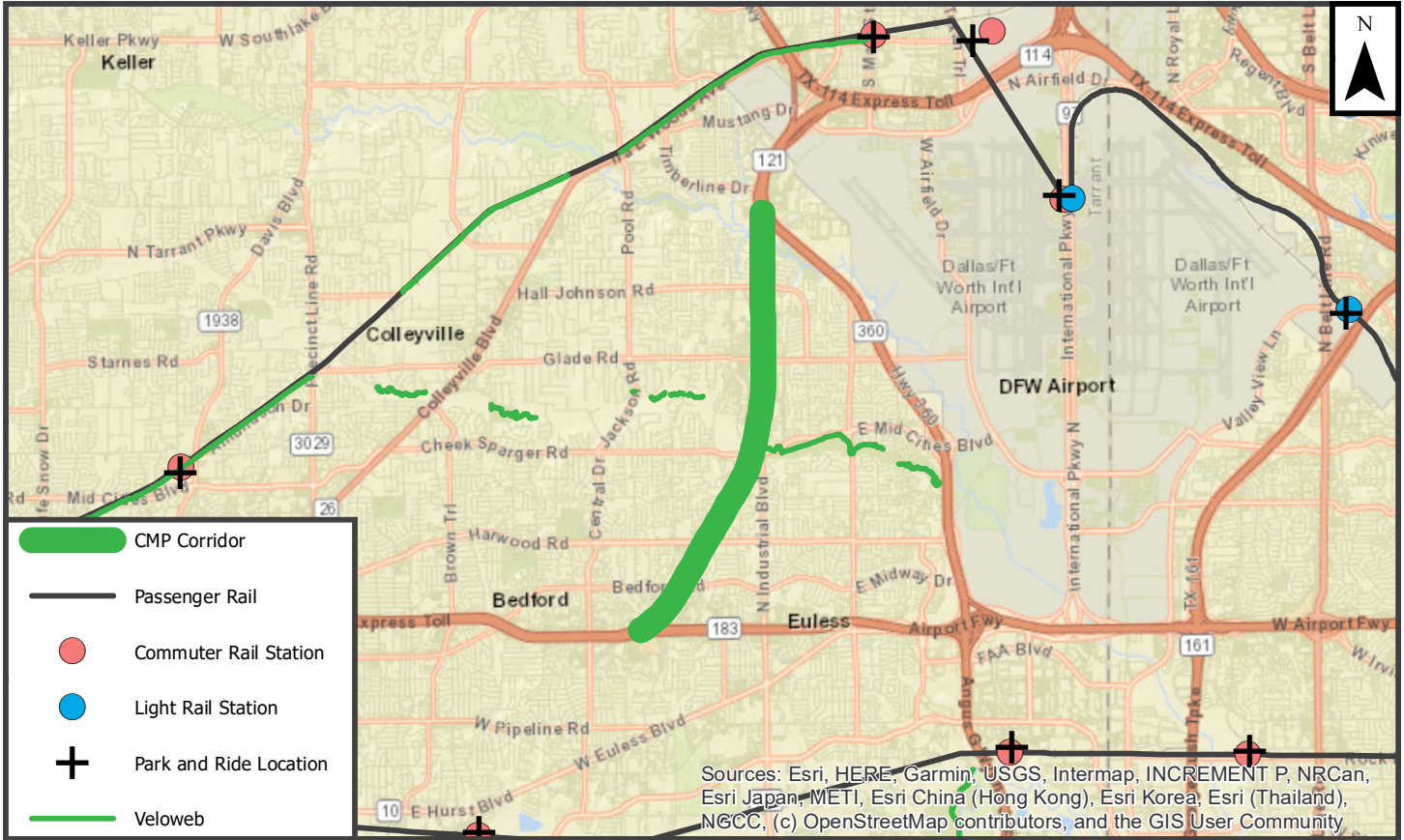
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	98	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 11.8

SH 121 between SH 360 and SH 183



Performance Statement

Demand reduction

Asset Statement

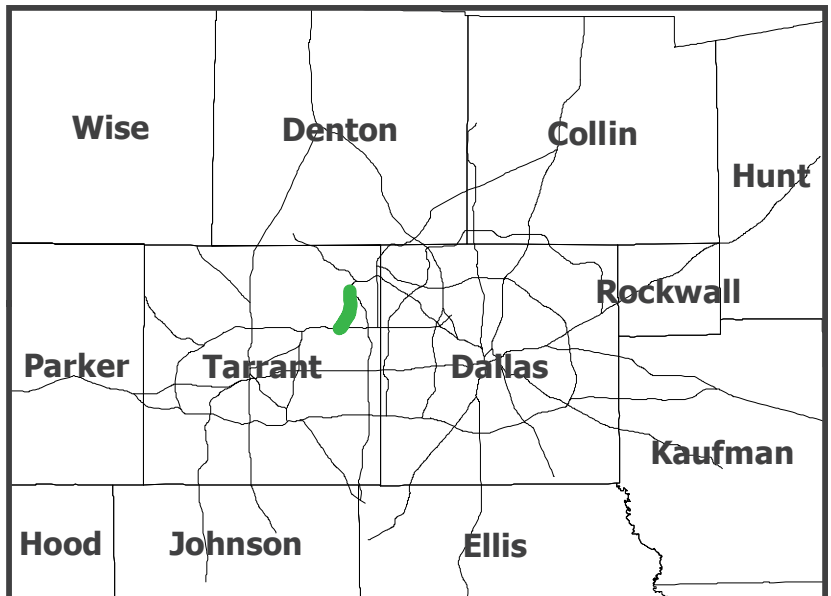
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	22.1
Facility	SH 183
From	SH 121
To	SH 360
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	76	Sufficient
Travel Time Index (Recurring Congestion)	1.26	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.22	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	54	Roadway Infrastructure Score
Frontage Road Percentage	87	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	79	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	19	
<i>Bus Trip Density*</i>	34	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	98	
Truck Lane Restriction Percentage	0	High
HOV/Managed Lane Percentage	100	

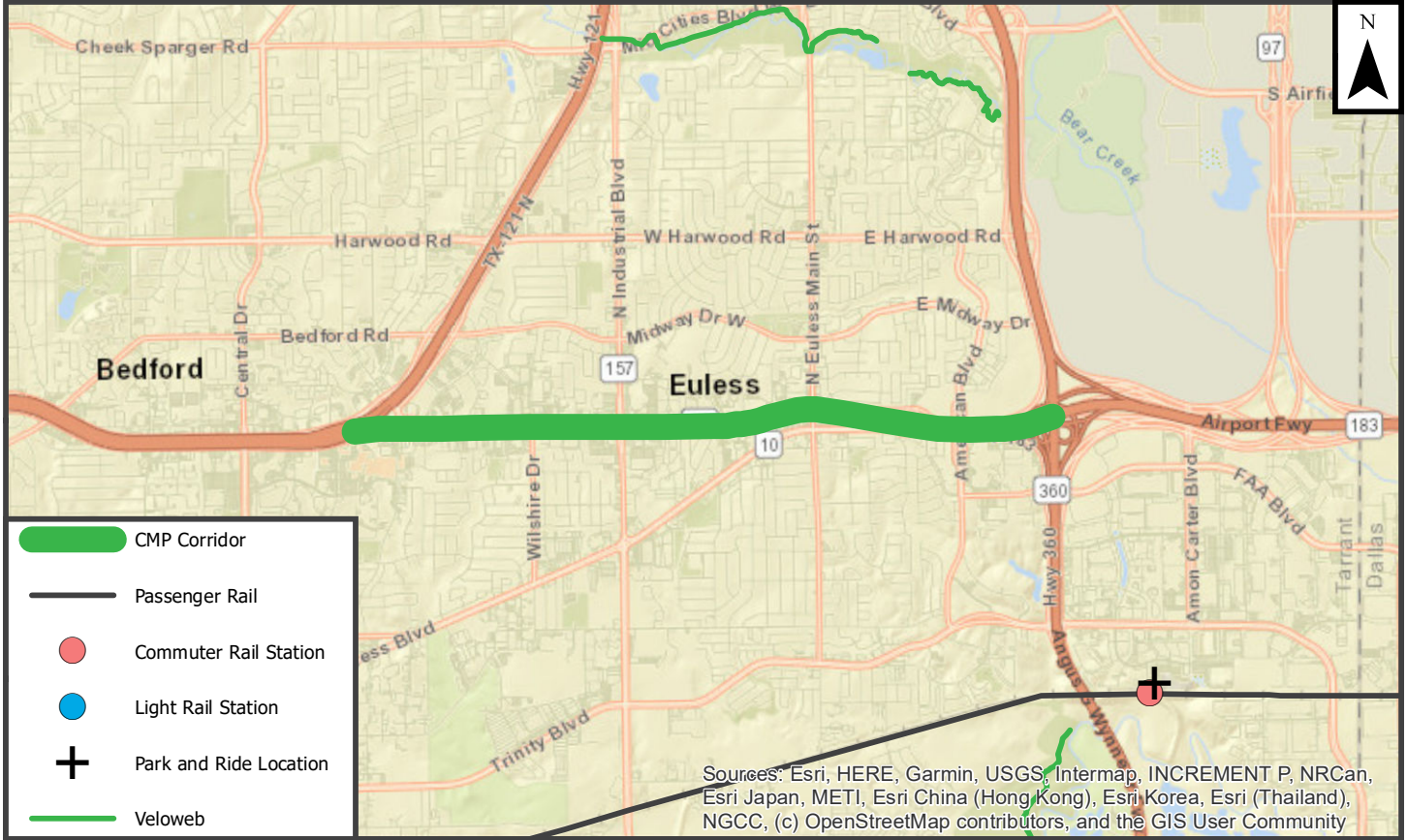
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 22.1

SH 183 between SH 121 and SH 360



Performance Statement

Continue to monitor

Asset Statement

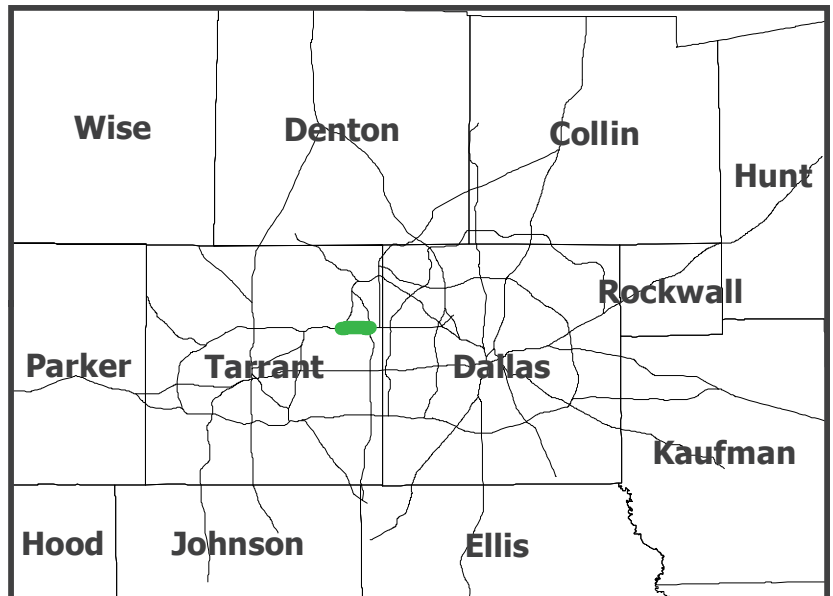
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	9.1
Facility	SH 360
From	SH 121
To	SH 183
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	28	Sufficient
Travel Time Index (Recurring Congestion)	1.07	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.11	Sufficient
Pavement in Poor Condition	2	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	29	Roadway Infrastructure Score
Frontage Road Percentage	94	
Parallel Freeway Percentage	59	Medium

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	32	
<i>Bus Trip Density*</i>	56	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

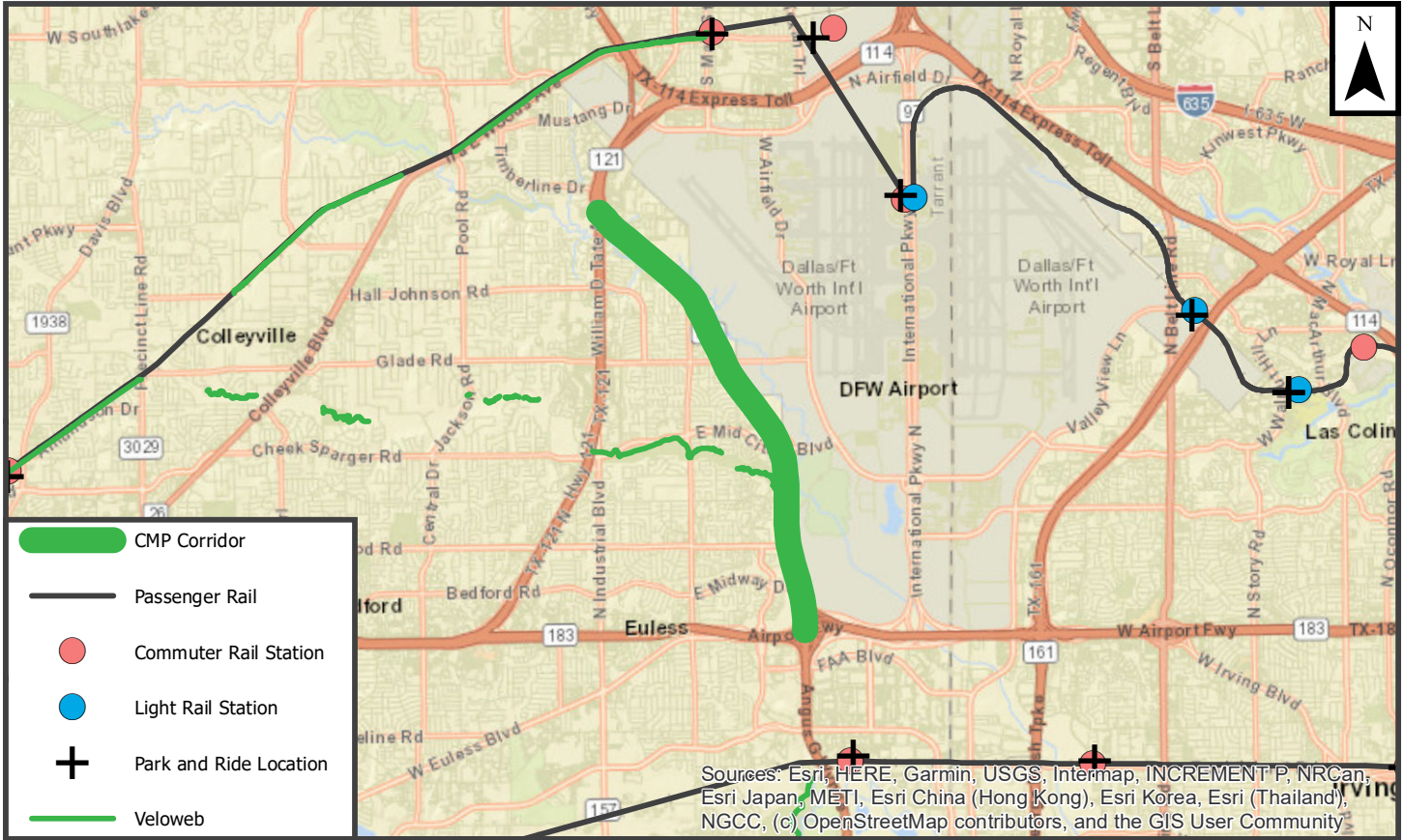
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	97	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 9.1

SH 360 between SH 121 and SH 183



Performance Statement

Continue to monitor

Asset Statement

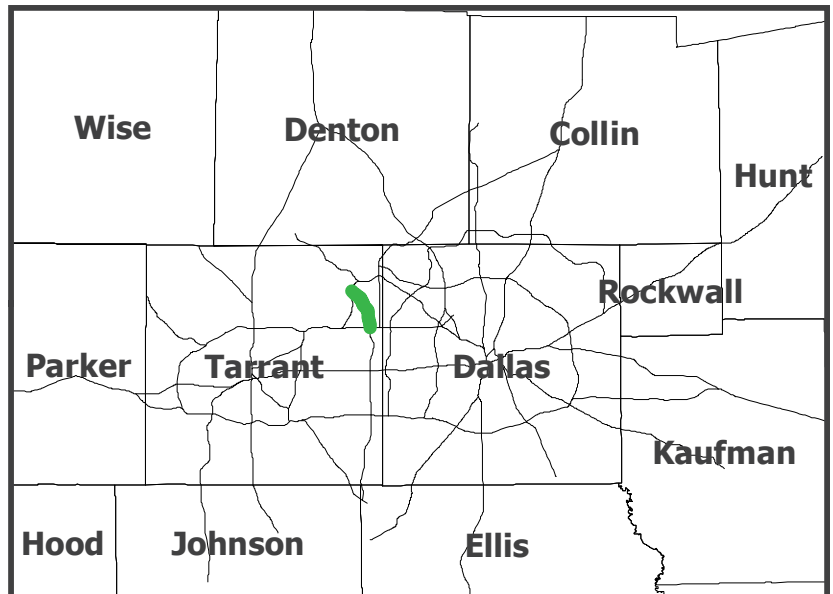
Need modal options and operations

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	22.2
Facility	SH 183
From	SH 360
To	PGBT
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	61	Sufficient
Travel Time Index (Recurring Congestion)	1.65	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.40	Needs Improvement
Pavement in Poor Condition	8	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	33	Roadway Infrastructure Score
Frontage Road Percentage	57	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	97	High
<i>Parallel Bus Route as percentage of corridor length*</i>	94	
<i>Bus Trip Density*</i>	84	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

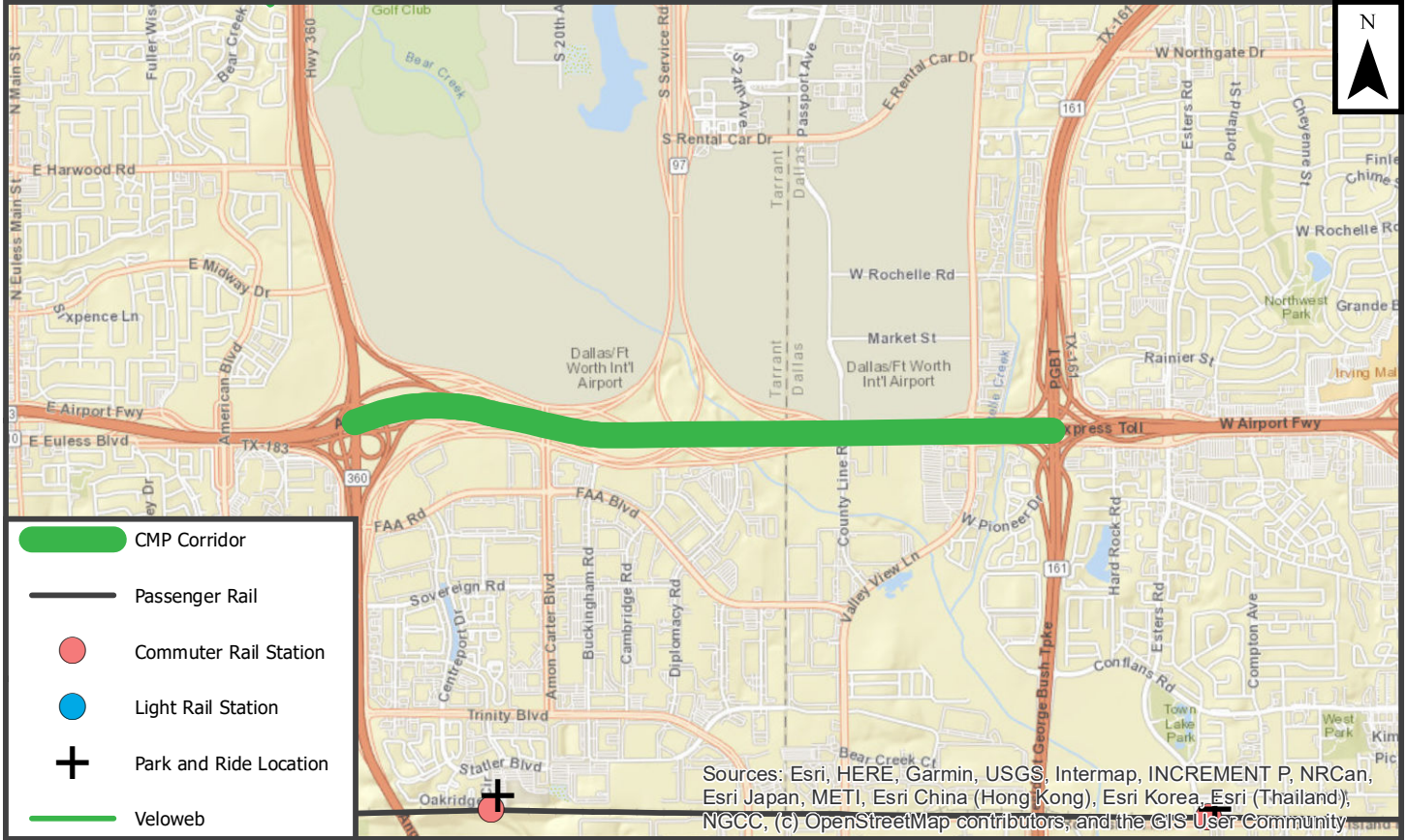
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	High
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 22.2

SH 183 between SH 360 and PGBT



Performance Statement

Demand reduction and operational

Asset Statement

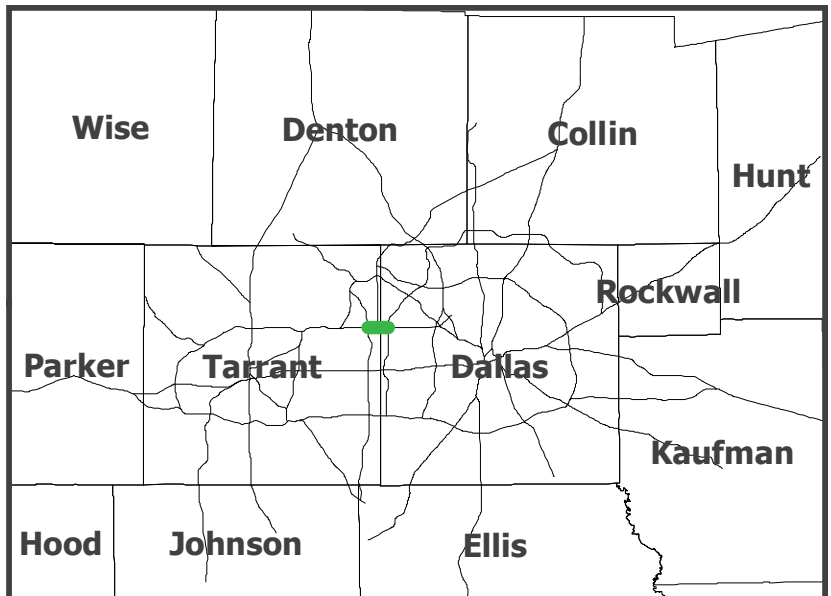
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	13.1
Facility	International Parkway
From	SH 114
To	SH 183
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	15	Sufficient
Travel Time Index (Recurring Congestion)	1.02	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.12	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	47	Roadway Infrastructure Score
Frontage Road Percentage	22	
Parallel Freeway Percentage	83	High

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	32	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	119	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

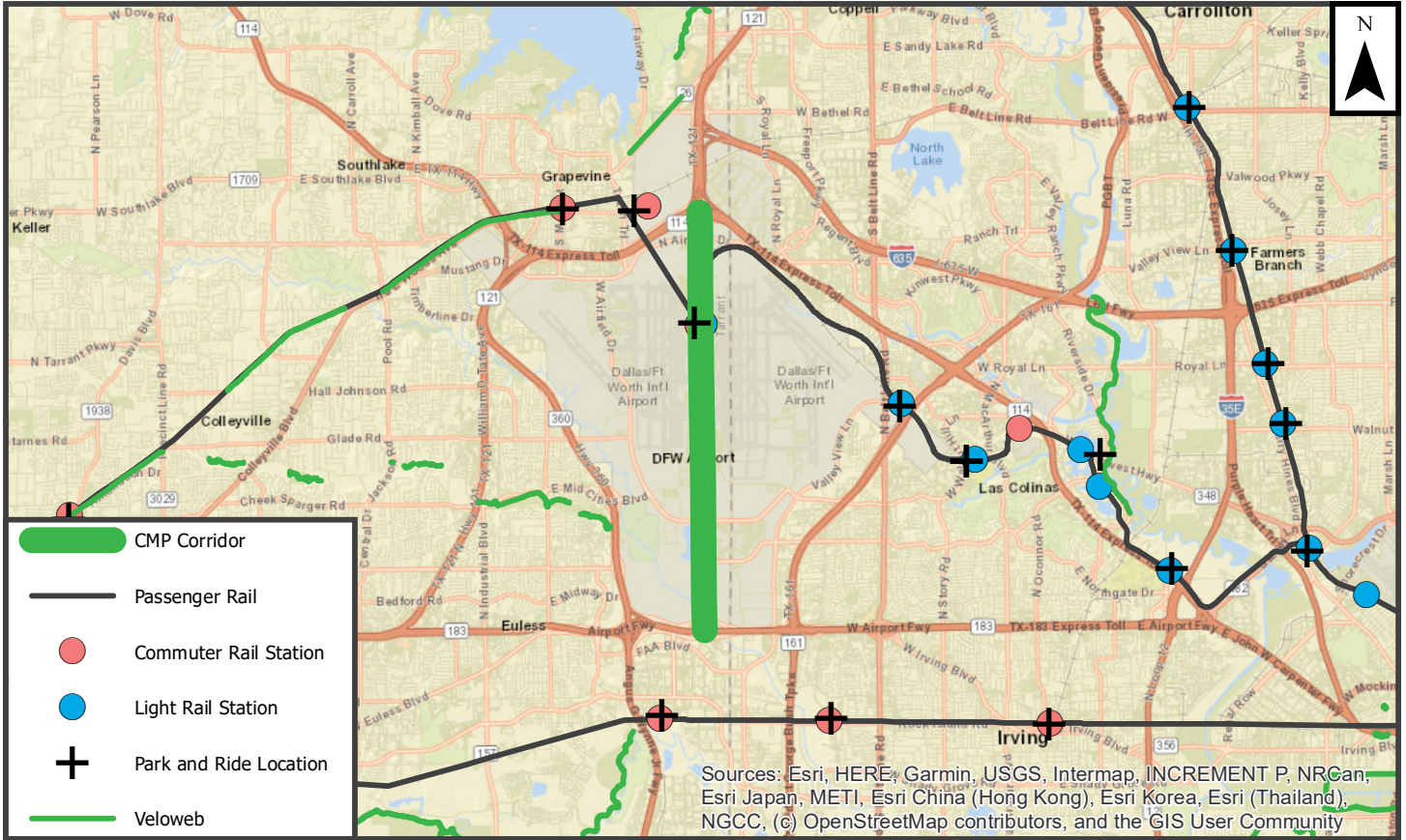
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	18	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 13.1

International Parkway between SH 114 and SH 183



Performance Statement

Continue to monitor

Asset Statement

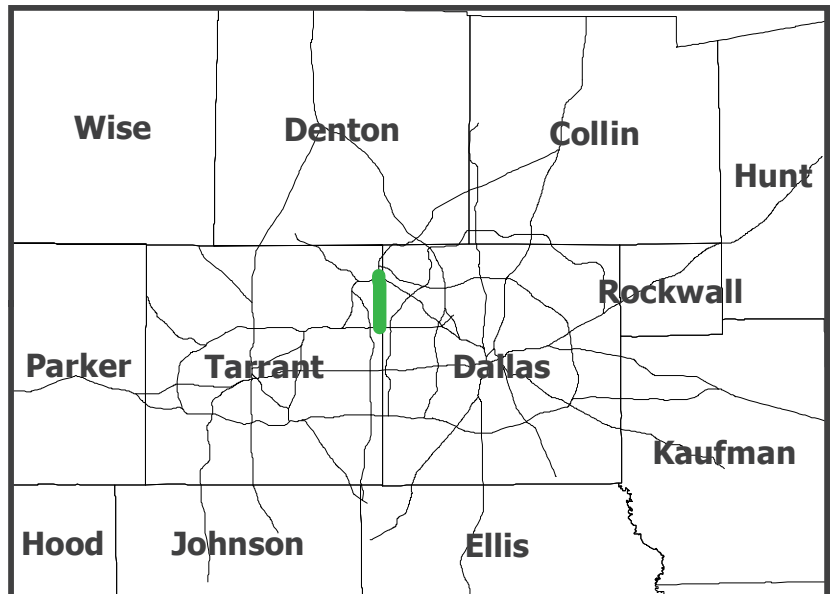
Promote options and needs operations

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.7
Facility	SH 121
From	SH 114
To	SH 360
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	41	Sufficient
Travel Time Index (Recurring Congestion)	1.32	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.25	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	18	Roadway Infrastructure Score
Frontage Road Percentage	89	
Parallel Freeway Percentage	12	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	18	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

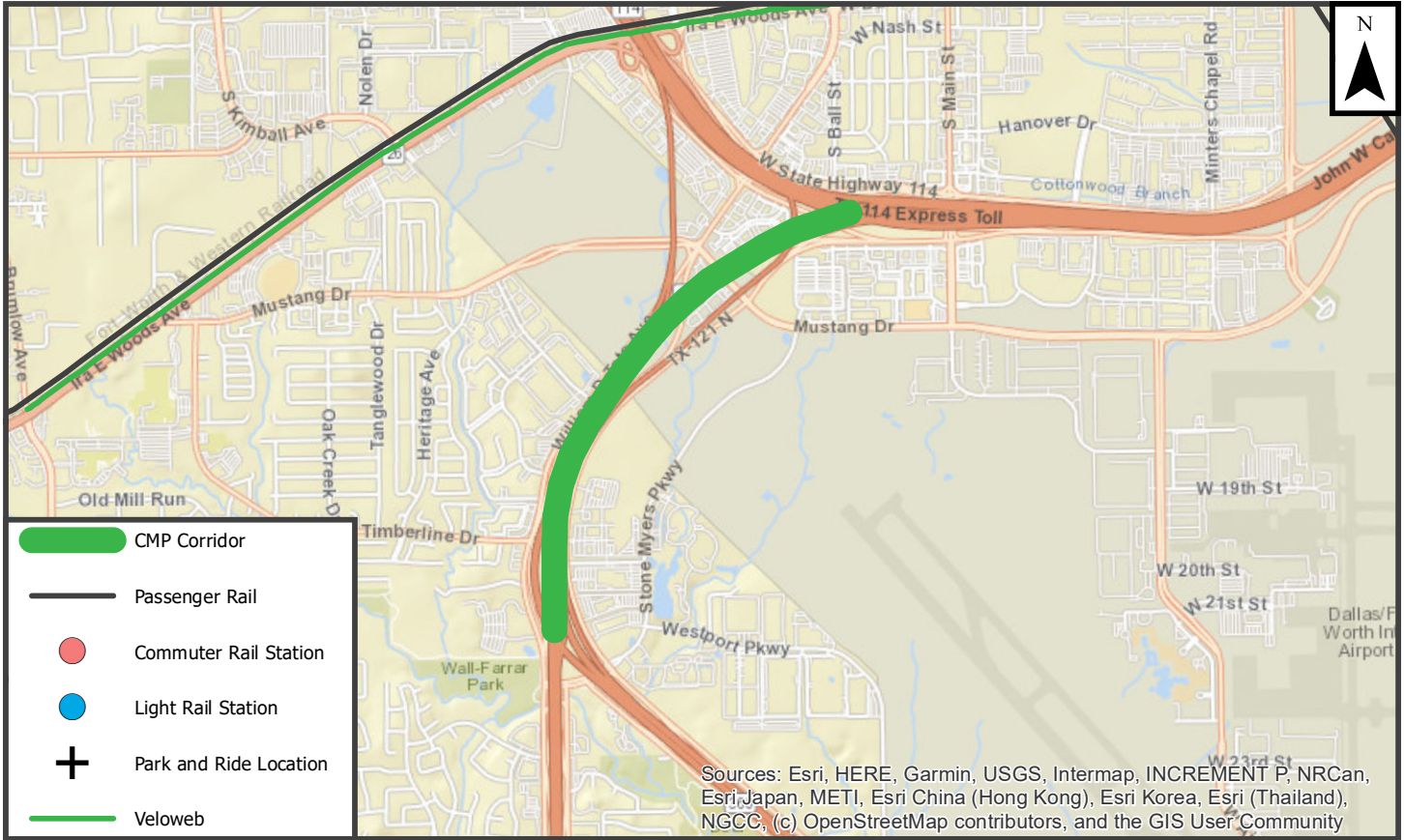
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 11.7

SH 121 between SH 114 and SH 360



Performance Statement

Continue to monitor

Asset Statement

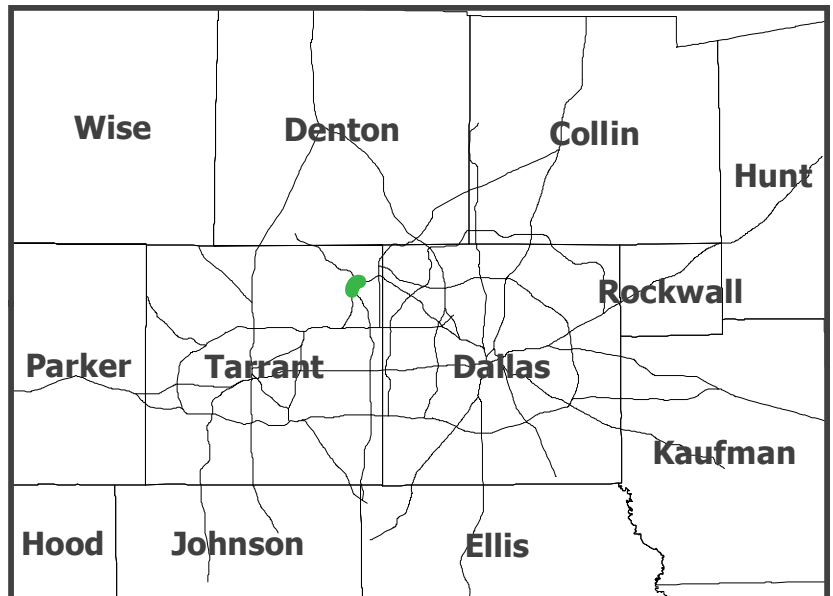
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	12.4
Facility	SH 114
From	SH 121
To	International Parkway/DFW Connector
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	33	Sufficient
Travel Time Index (Recurring Congestion)	1.15	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.30	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	19	Roadway Infrastructure Score
Frontage Road Percentage	74	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	44	
<i>Parallel Bus Route as percentage of corridor length*</i>	78	
<i>Bus Trip Density*</i>	68	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

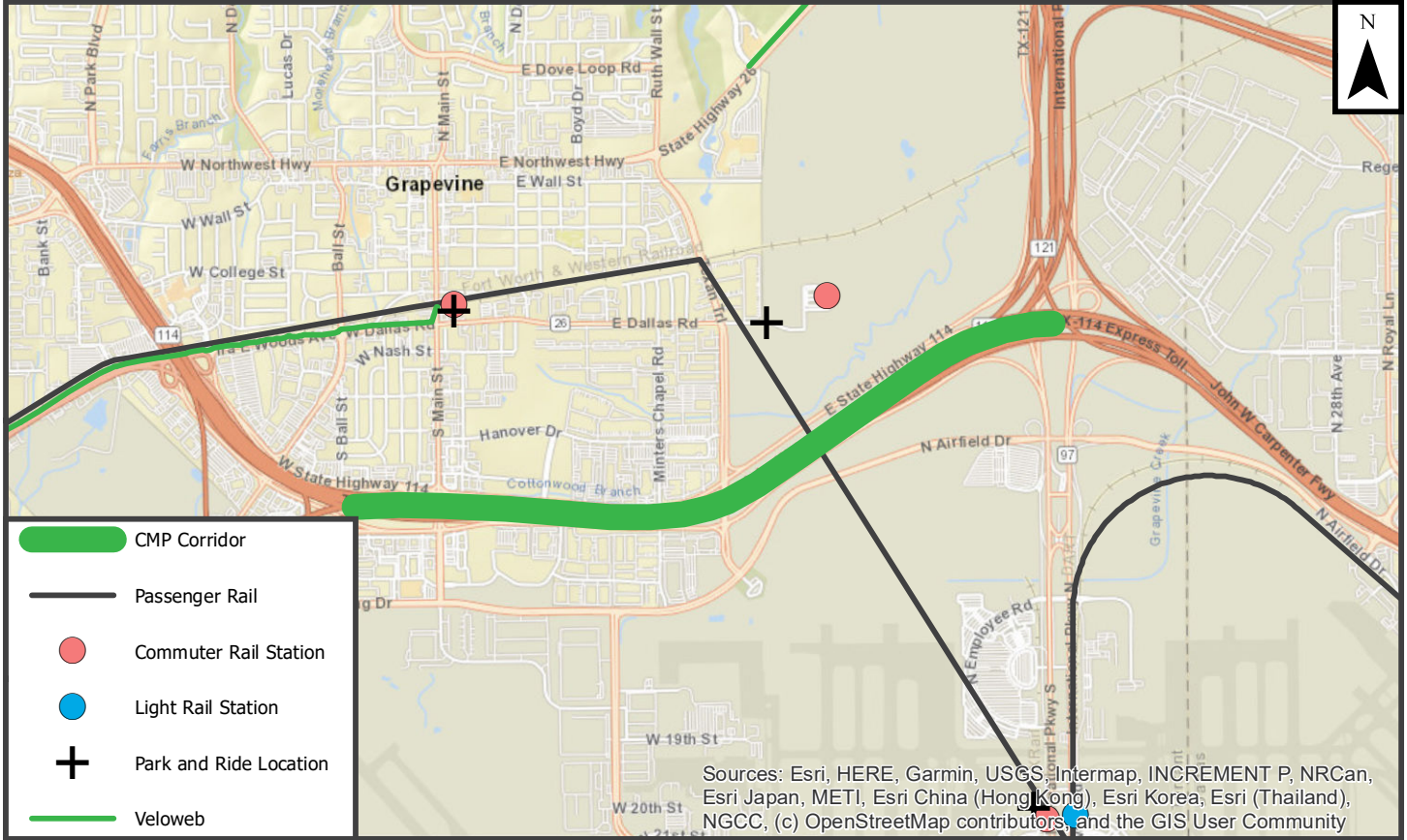
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 12.4

SH 114 between SH 121 and International Parkway/DFW Connector



Performance Statement

Continue to monitor

Asset Statement

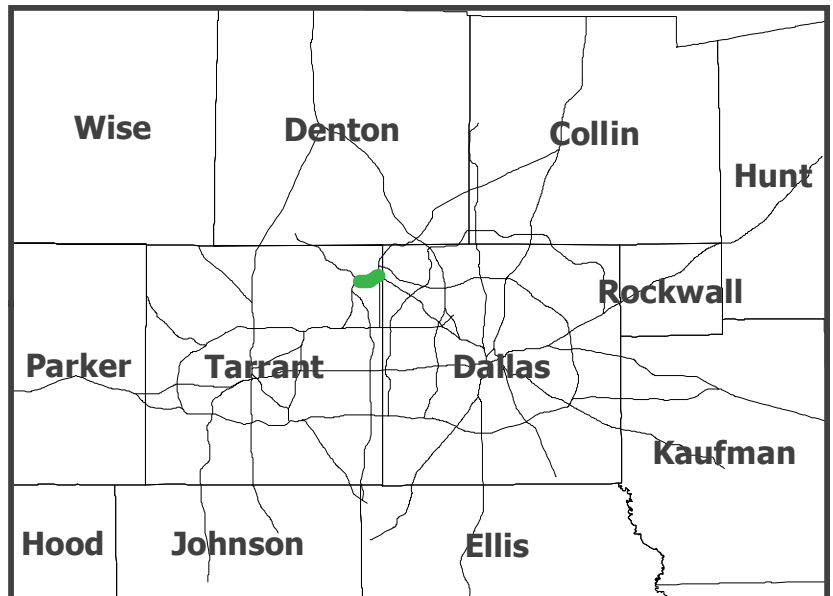
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	12.5
Facility	SH 114
From	International Parkway
To	PGBT (West)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	19	Sufficient
Travel Time Index (Recurring Congestion)	1.07	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.38	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	30	Roadway Infrastructure Score
Frontage Road Percentage	51	
Parallel Freeway Percentage	119	High

Modal Options

Park and Rides within 1 mile of corridor	5	Modal Options Score
Parallel Light Rail as percentage of corridor length	88	High
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	91	
<i>Bus Trip Density*</i>	100	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

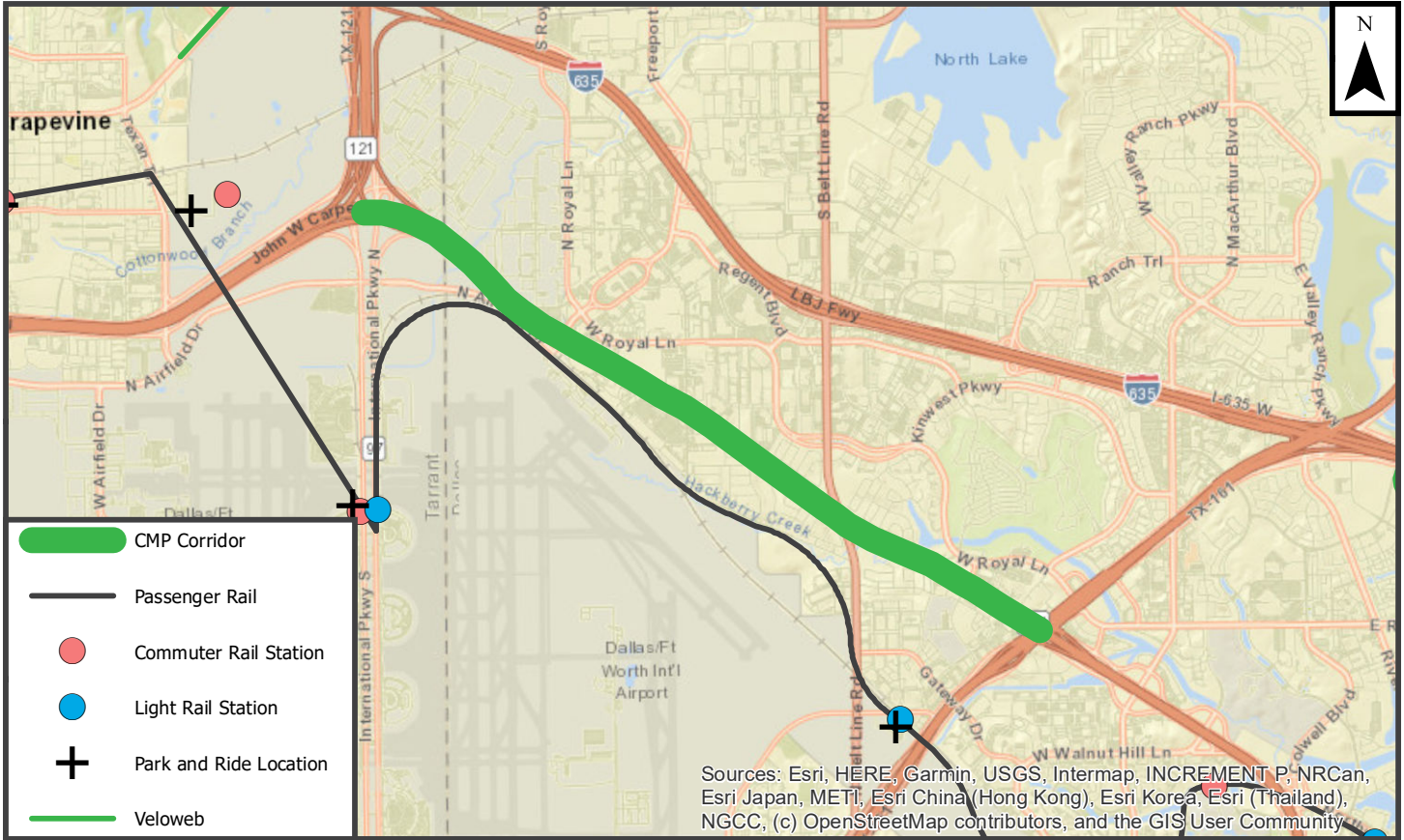
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 12.5

SH 114 between International Parkway and PGBT (West)



Performance Statement

Demand reduction and operational

Asset Statement

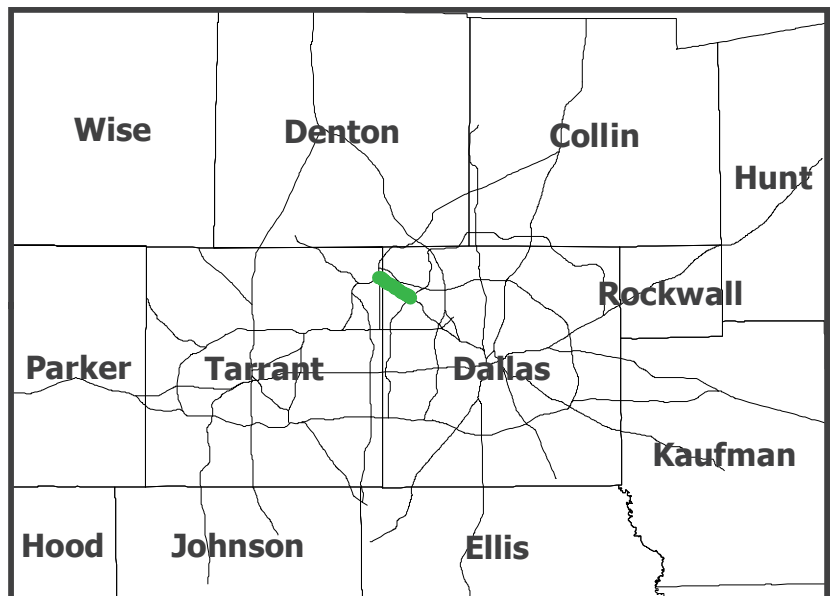
Promote options and operate

Corridor Statement

Promote options and operate

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	123.1
Facility	PGBT (West)
From	SL 12
To	IH 635 (North)
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	24	Sufficient
Travel Time Index (Recurring Congestion)	1.21	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.43	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	18	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	25	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	36	
<i>Bus Trip Density*</i>	78	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

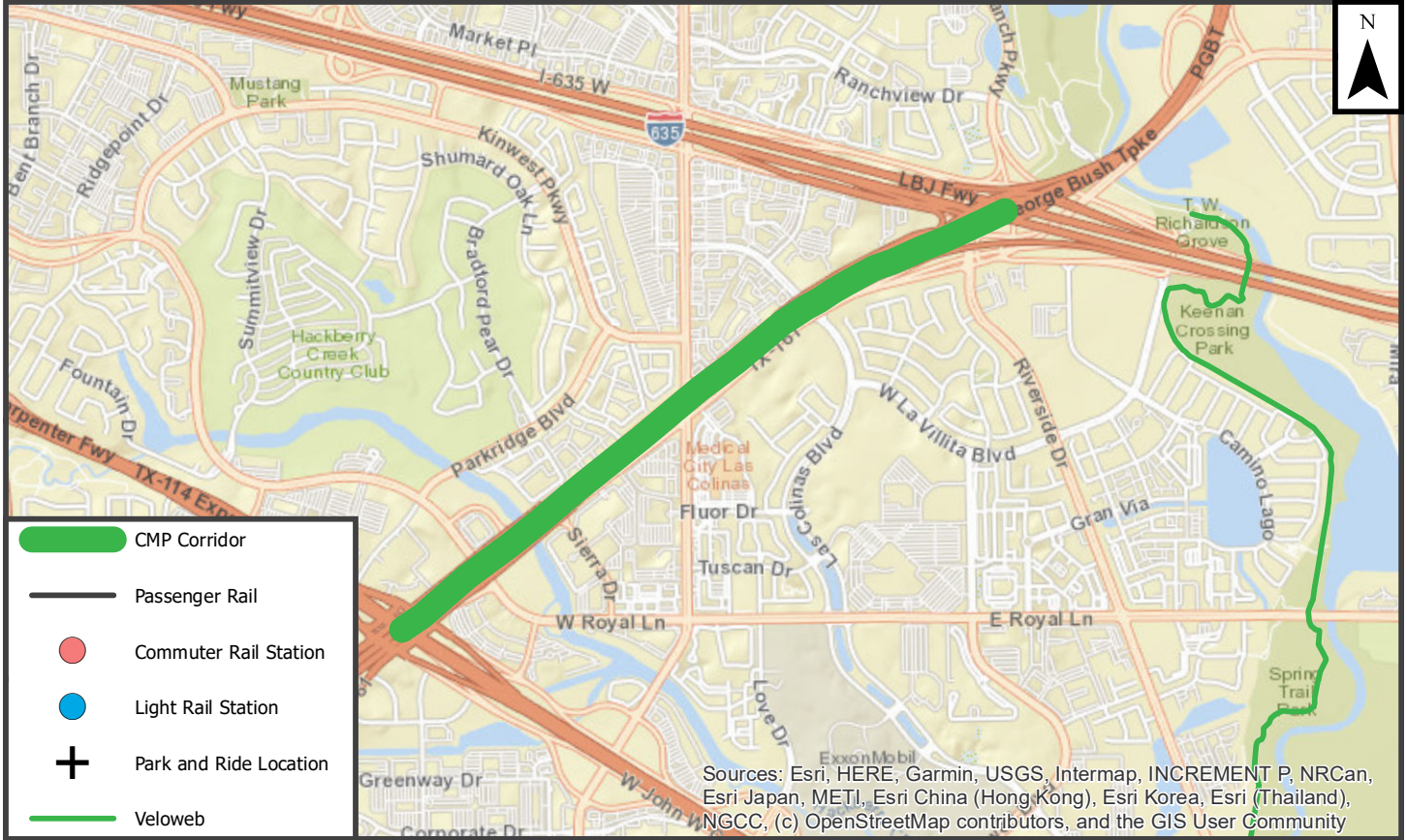
Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 123.1 PGBT (West) between SL 12 and IH 635 (North)



Performance Statement

Demand reduction and operational

Asset Statement

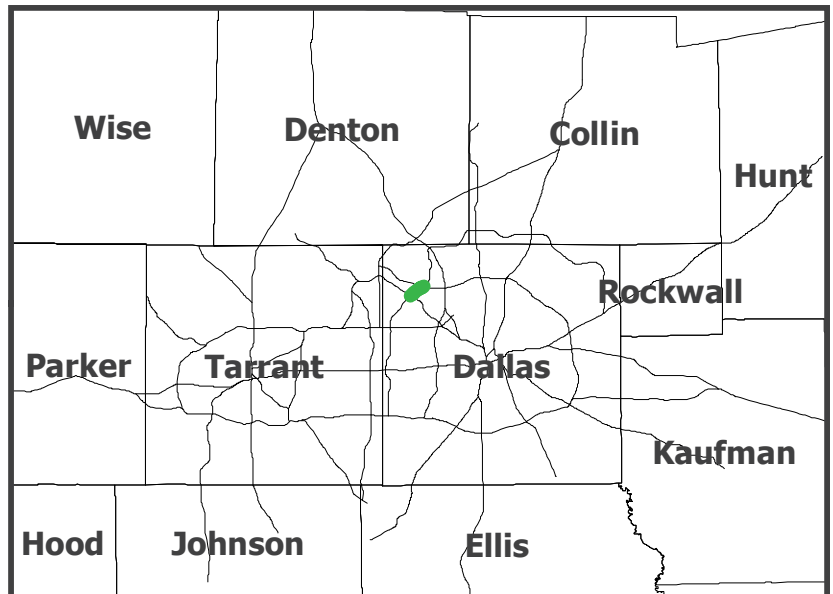
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	15.1
Facility	PGBT/SH 161
From	SH 114
To	SH 183
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	26	Sufficient
Travel Time Index (Recurring Congestion)	1.26	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	10	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	25	Low

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	16	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	53	
<i>Bus Trip Density*</i>	99	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	99	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

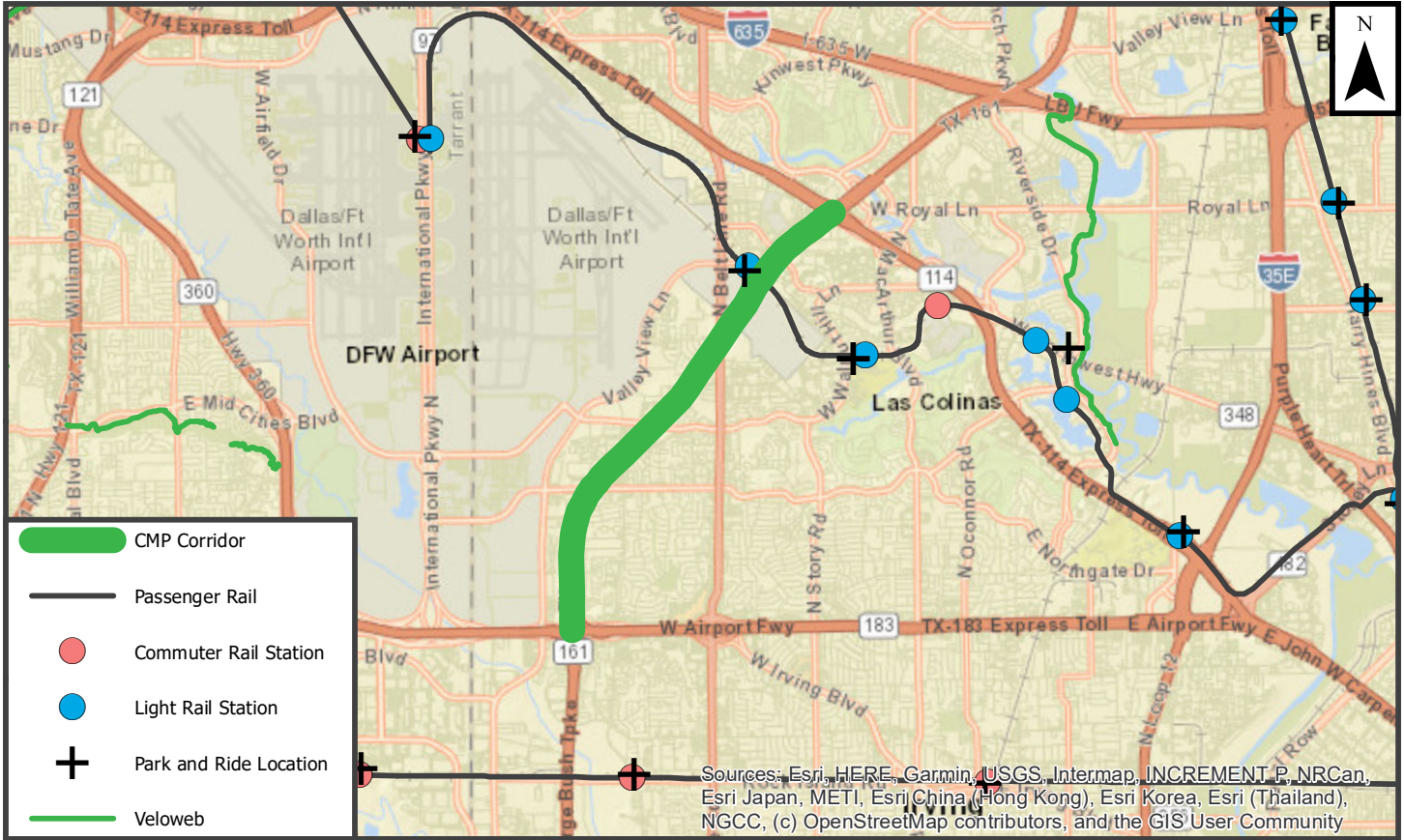
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 15.1

PGBT/SH 161 between SH 114 and SH 183



Performance Statement

Continue to monitor

Asset Statement

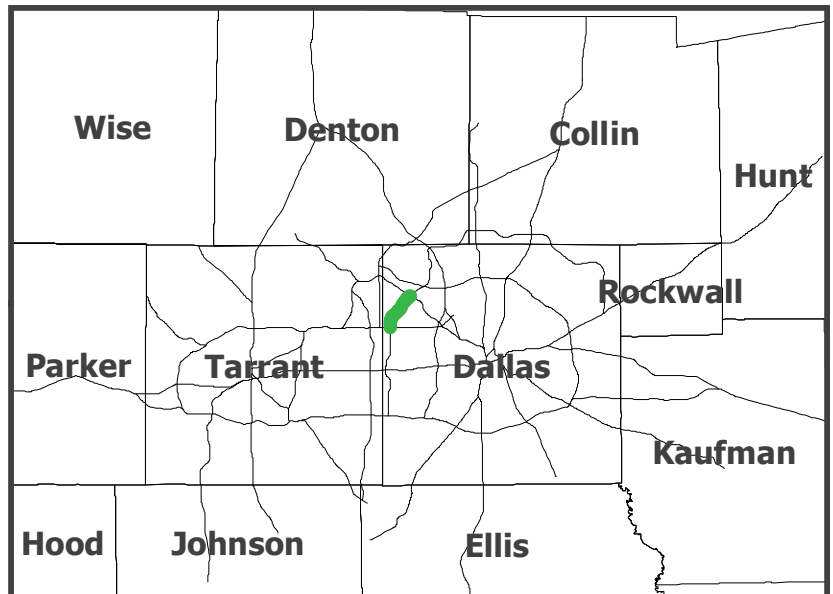
Promote options, may need roadway capacity

Corridor Statement

Continue to monitor

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	130.1
Facility	IH 635 (North)
From	SH 121
To	PGBT (West)
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	18	Sufficient
Travel Time Index (Recurring Congestion)	1.20	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.41	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	51	Roadway Infrastructure Score
Frontage Road Percentage	49	
Parallel Freeway Percentage	110	High

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	65	Low
Parallel Commuter Rail as percentage of corridor length	5	
<i>Parallel Bus Route as percentage of corridor length*</i>	74	
<i>Bus Trip Density*</i>	46	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

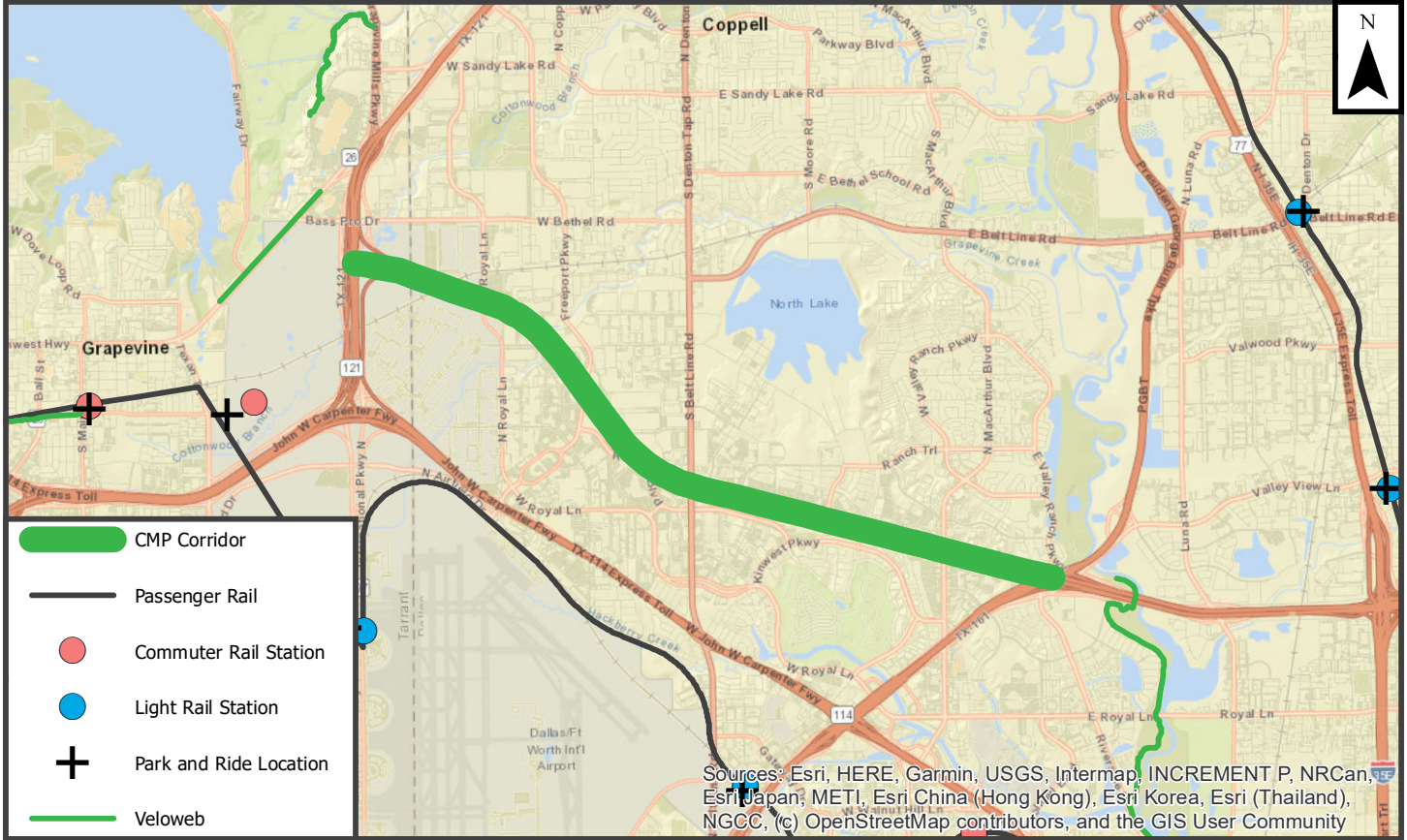
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	97	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 130.1

IH 635 (North) between SH 121 and PGBT (West)



Performance Statement

Demand reduction and operational

Asset Statement

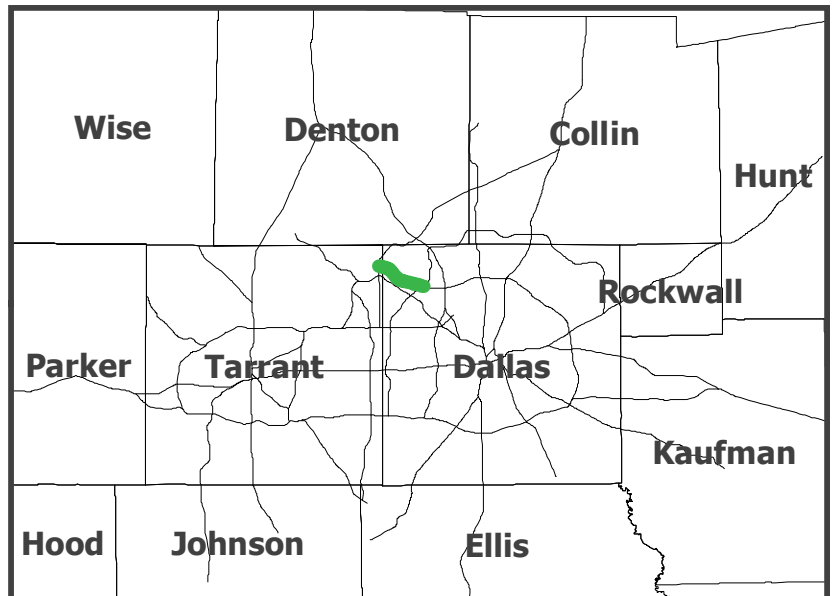
Promote alternate routes, need modal options and operations

Corridor Statement

Promote alternate routes

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	130.2
Facility	IH 635 (North)
From	PGBT (West)
To	IH 35E
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	59	Sufficient
Travel Time Index (Recurring Congestion)	1.10	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	26	Roadway Infrastructure Score
Frontage Road Percentage	73	
Parallel Freeway Percentage	107	High

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	82	
<i>Bus Trip Density*</i>	105	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

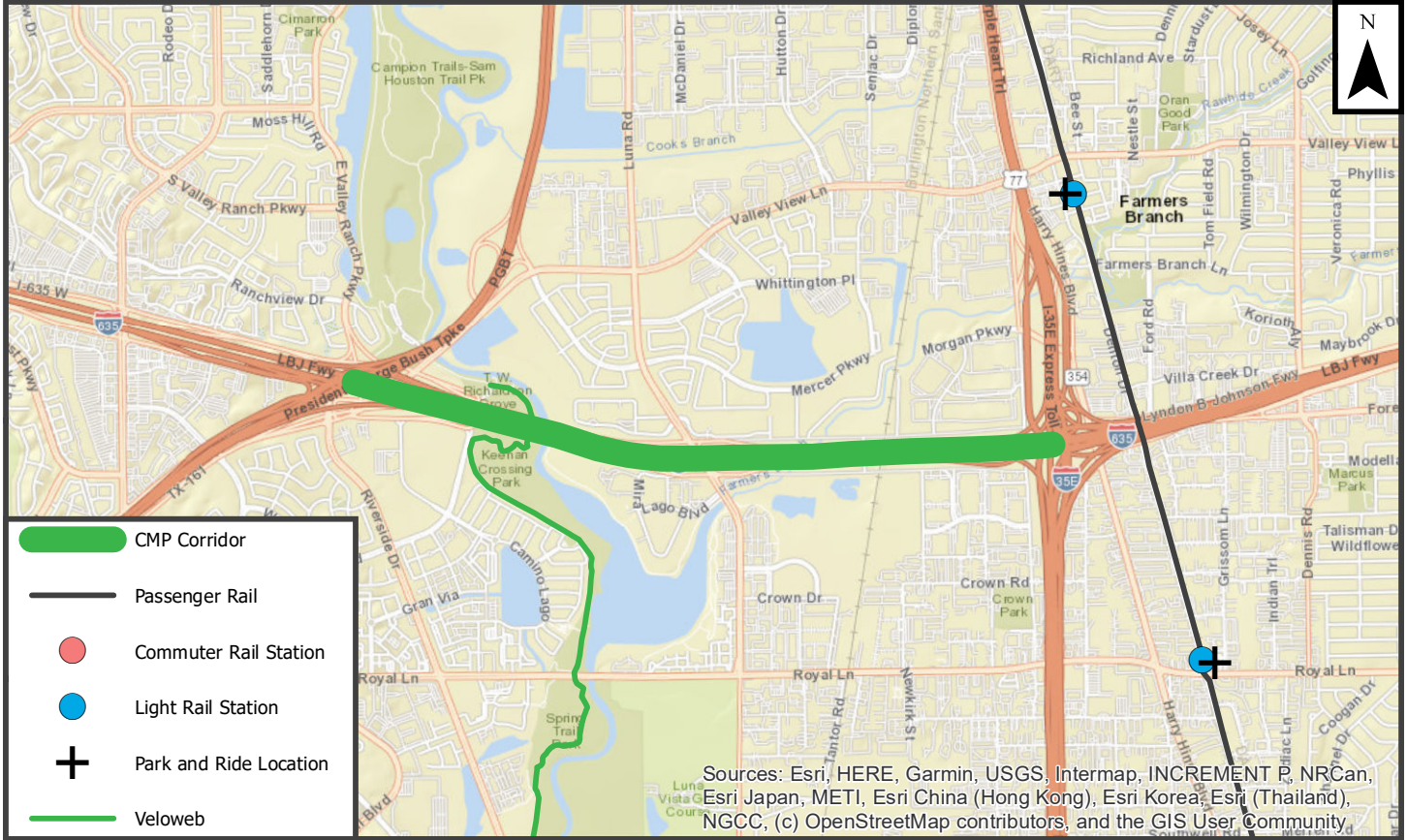
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	97	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 130.2

IH 635 (North) between PGBT (West) and IH 35E



Performance Statement

Continue to monitor

Asset Statement

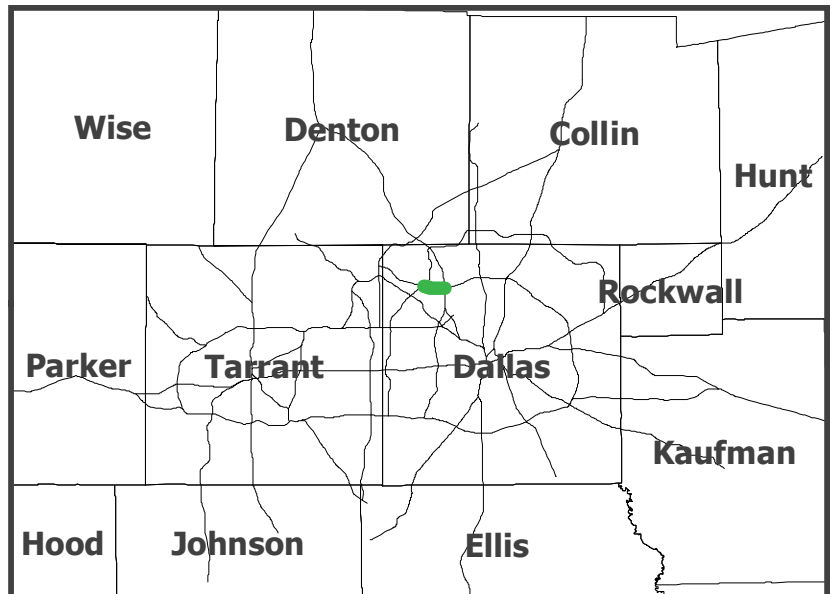
Promote options and needs operations

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	123.2
Facility	PGBT (West)
From	IH 635 (North)
To	IH 35E
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	44	Sufficient
Travel Time Index (Recurring Congestion)	1.03	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.30	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	17	Roadway Infrastructure Score
Frontage Road Percentage	15	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	28	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	30	
<i>Bus Trip Density*</i>	48	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

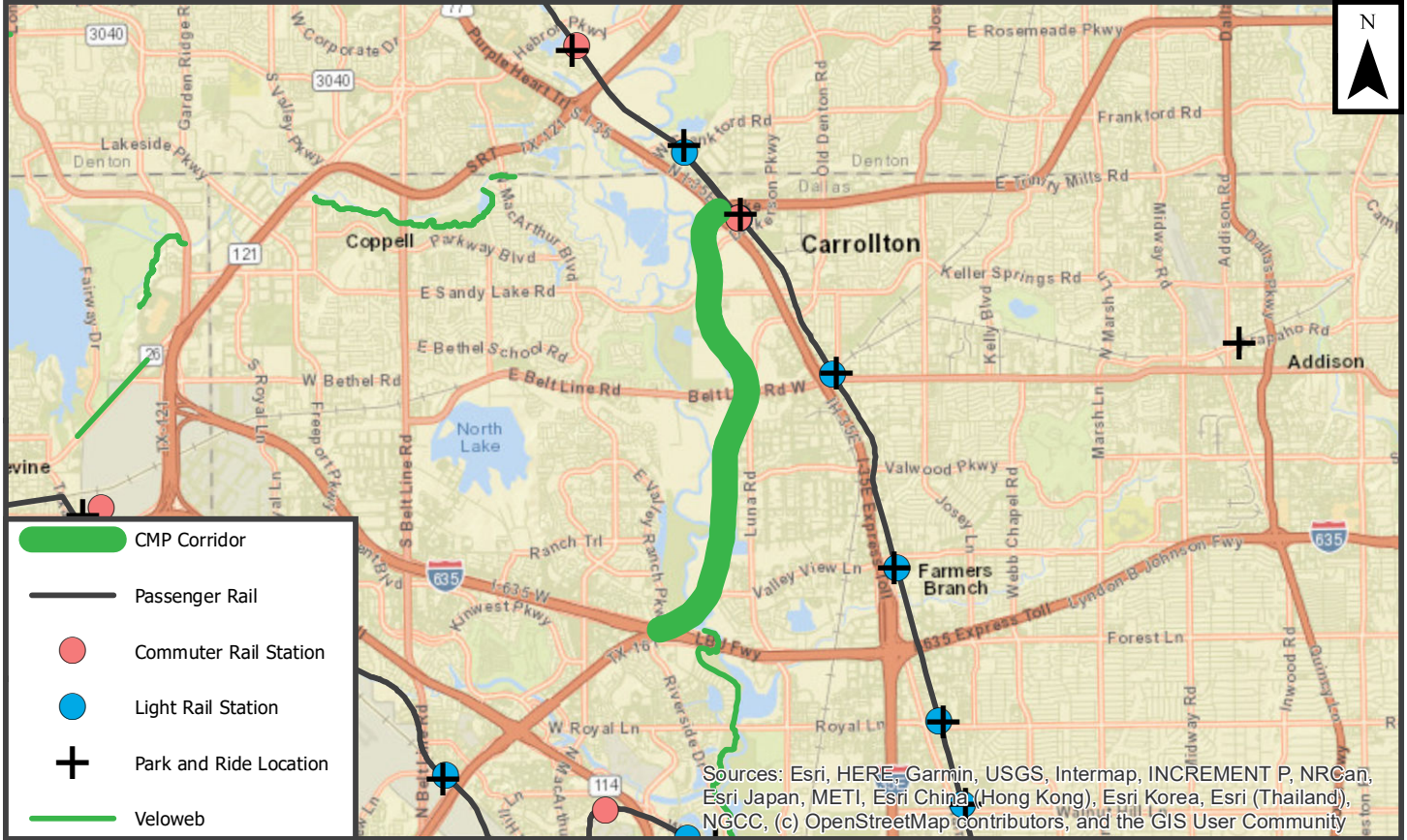
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Medium
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 123.2

PGBT (West) between IH 635 (North) and IH 35E



Performance Statement

Continue to monitor

Asset Statement

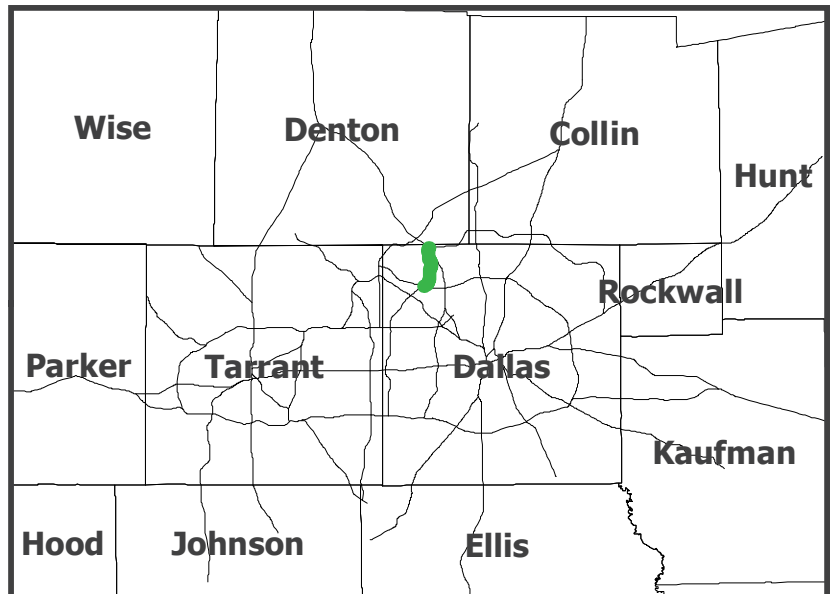
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.3
Facility	IH 35E
From	PGBT
To	IH 635 (North)
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	163	Needs Improvement
Travel Time Index (Recurring Congestion)	2.04	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.29	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	31	Roadway Infrastructure Score
Frontage Road Percentage	93	
Parallel Freeway Percentage	86	High

Modal Options

Park and Rides within 1 mile of corridor	6	Modal Options Score
Parallel Light Rail as percentage of corridor length	106	High
Parallel Commuter Rail as percentage of corridor length	6	
<i>Parallel Bus Route as percentage of corridor length*</i>	66	
<i>Bus Trip Density*</i>	76	
Combined Bus Availability	Medium	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

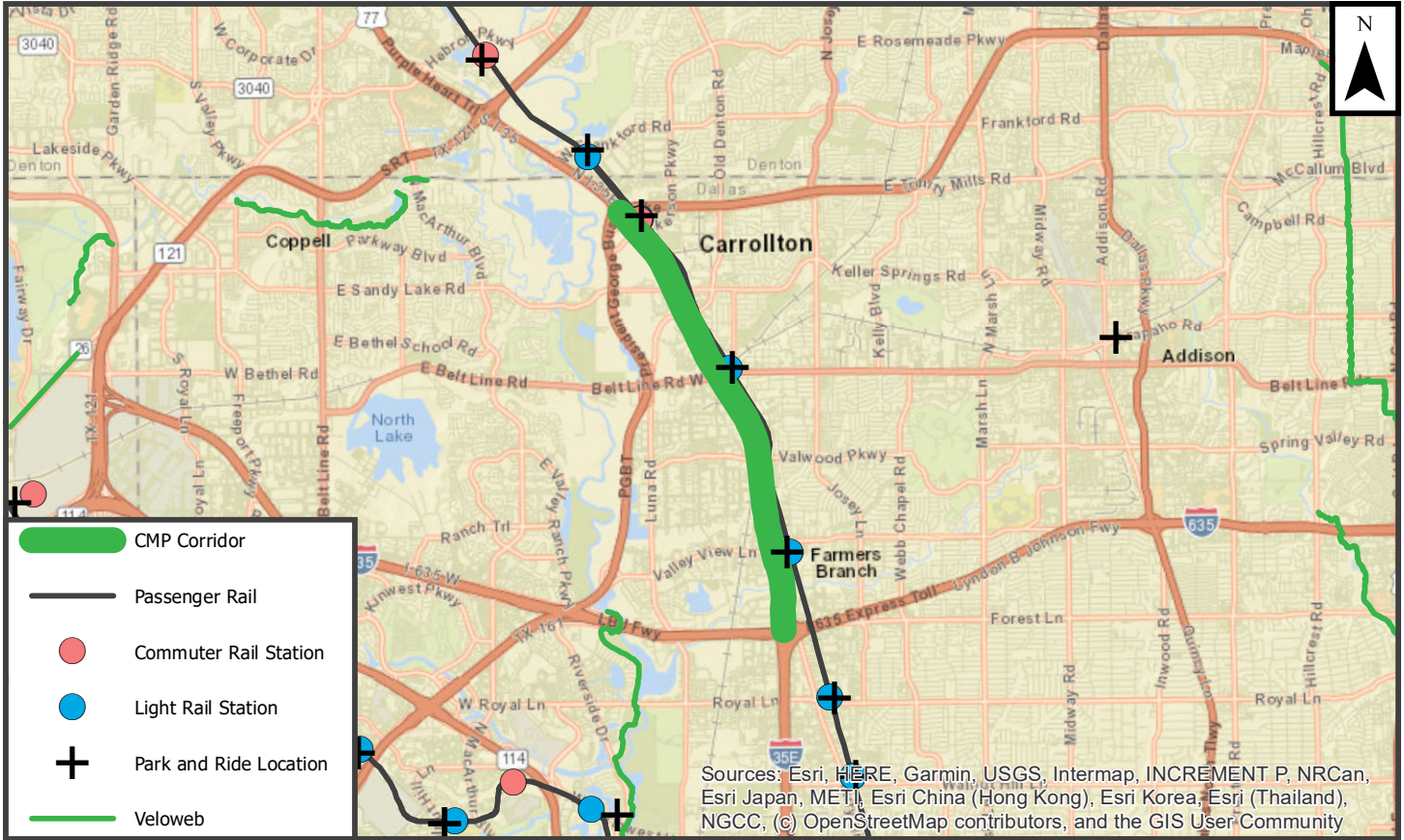
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 7.3

IH 35E between PGBT and IH 635 (North)



Performance Statement

Demand reduction and operational

Asset Statement

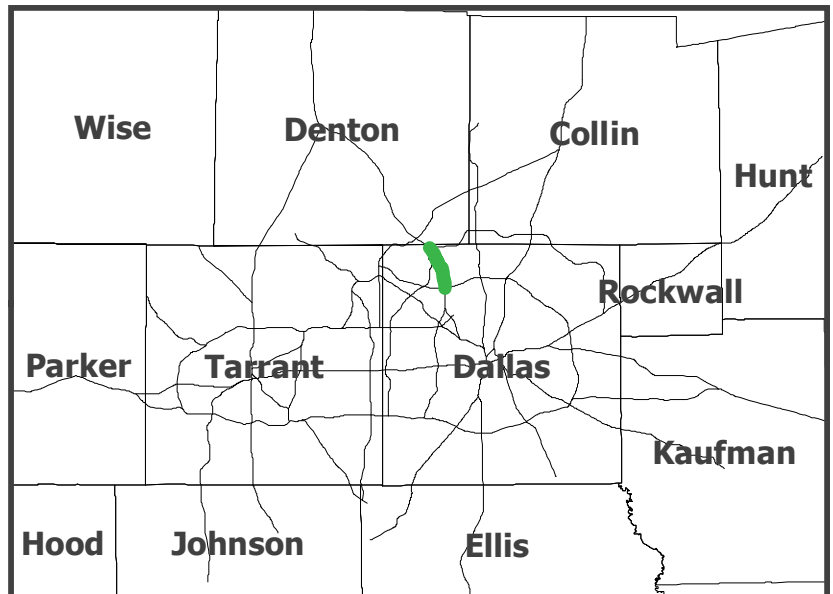
Promote options and operate

Corridor Statement

Promote options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.2
Facility	IH 35E
From	SRT
To	PGBT
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	124	Needs Improvement
Travel Time Index (Recurring Congestion)	1.09	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.16	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	8	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	41	High
Parallel Commuter Rail as percentage of corridor length	114	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	30	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

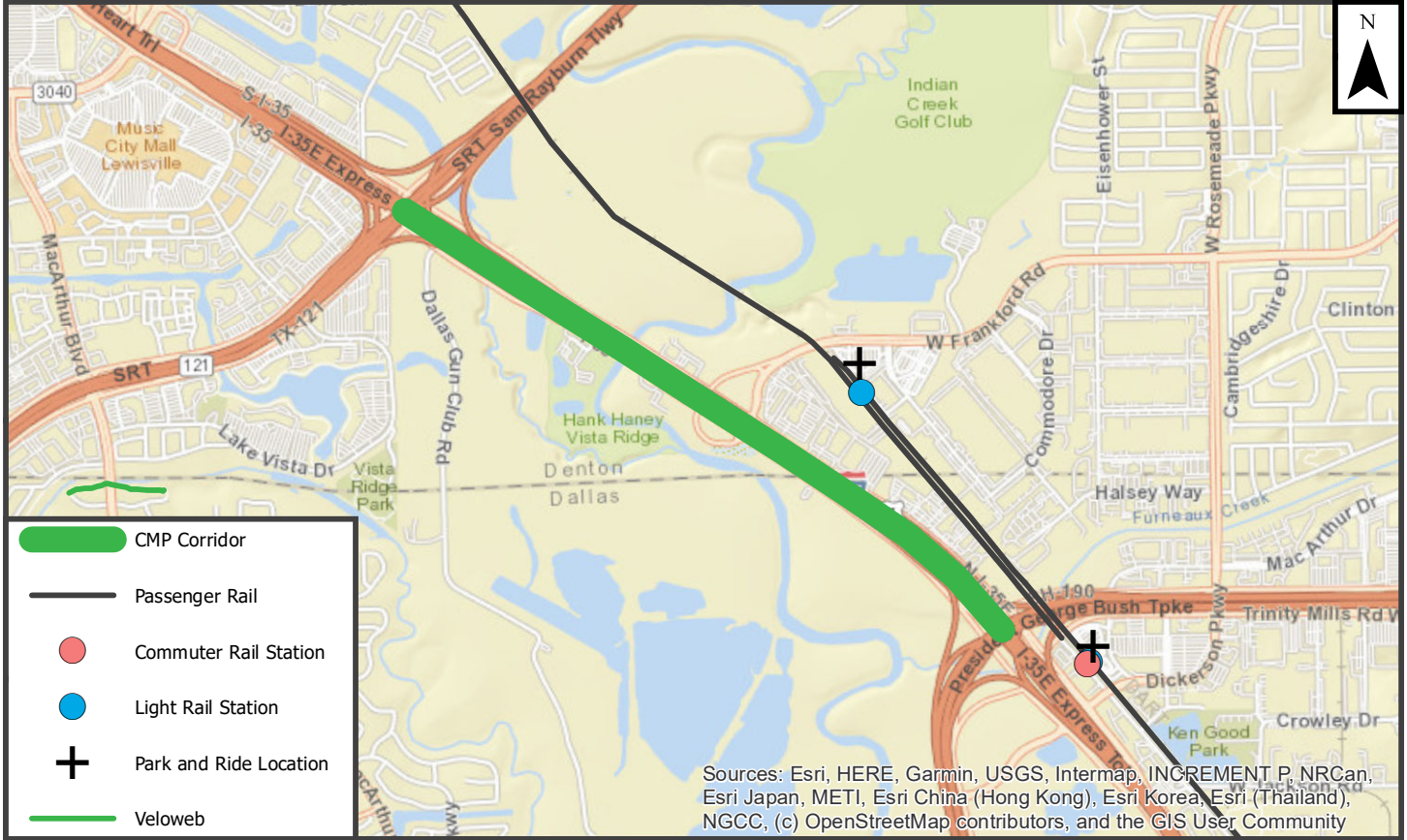
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 7.2

IH 35E between SRT and PGBT



Performance Statement

Operational

Asset Statement

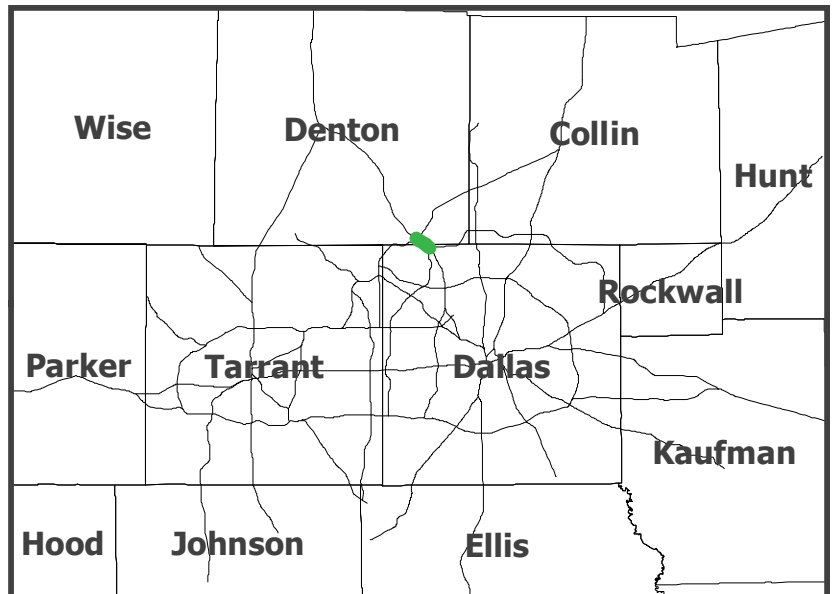
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.6
Facility	SH 121
From	IH 635 (North)
To	SH 114
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	21	Sufficient
Travel Time Index (Recurring Congestion)	1.18	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.21	Sufficient
Pavement in Poor Condition	9	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	29	Roadway Infrastructure Score
Frontage Road Percentage	20	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	72	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

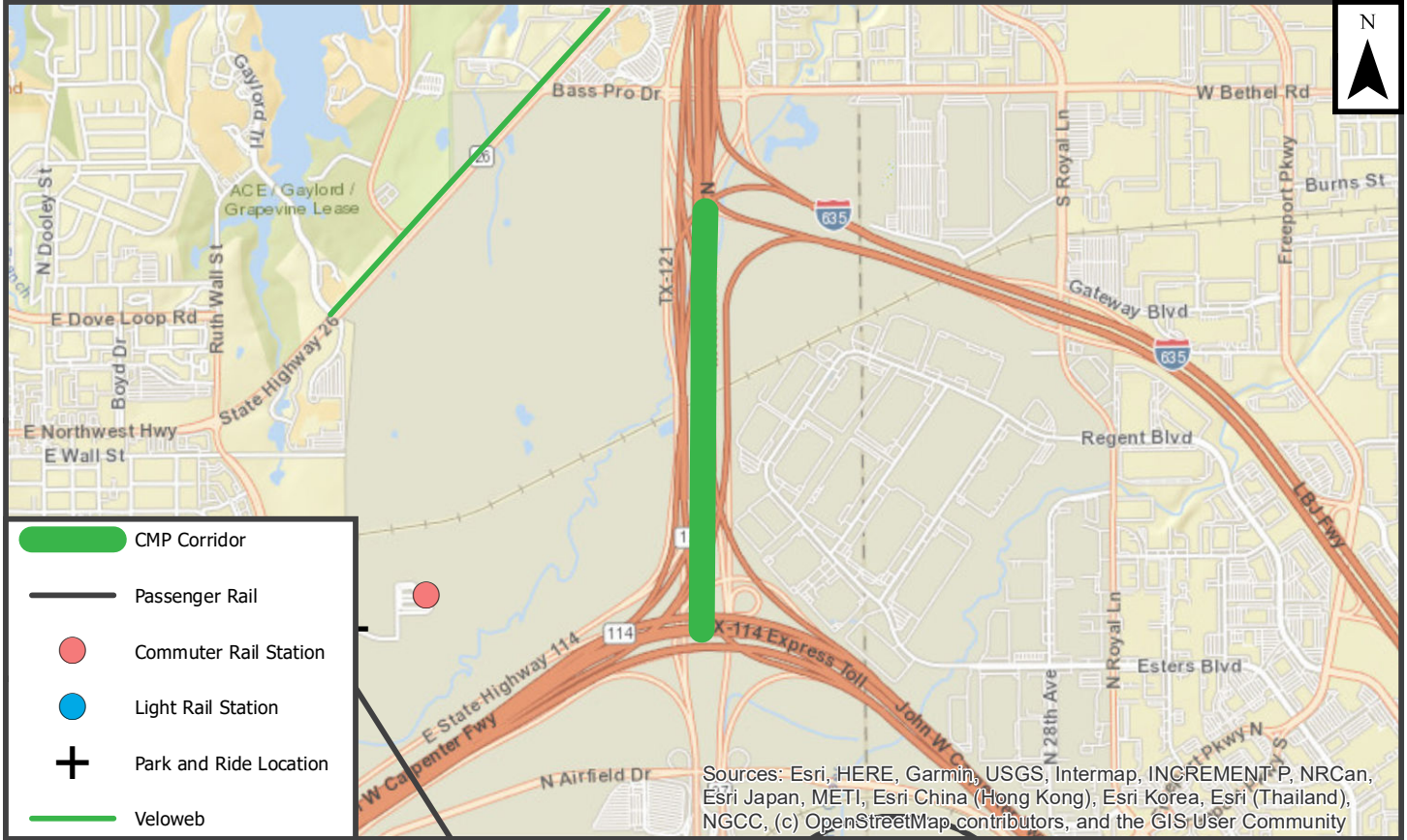
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 11.6

SH 121 between IH 635 (North) and SH 114



Performance Statement

Continue to monitor

Asset Statement

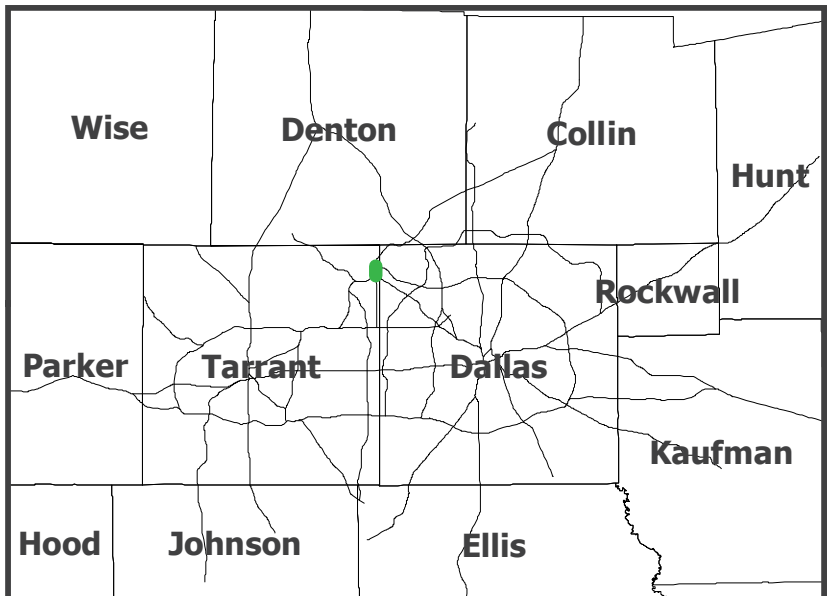
Promote options, may need roadway capacity

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.2
Facility	IH 35W
From	SH 114
To	US 287
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	28	Sufficient
Travel Time Index (Recurring Congestion)	1.82	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.23	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	42	Roadway Infrastructure Score
Frontage Road Percentage	89	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	95	
<i>Bus Trip Density*</i>	12	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	70	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

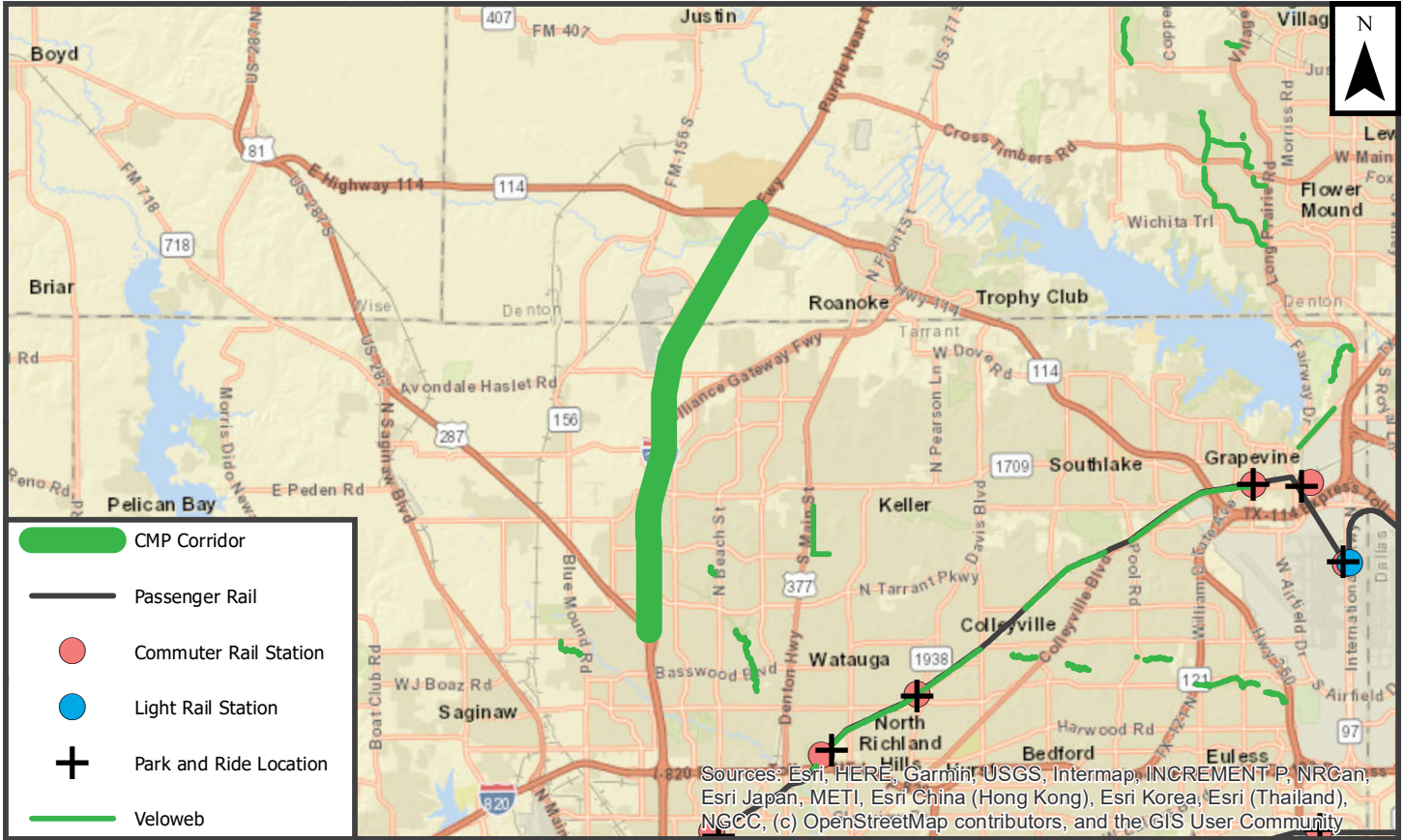
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 5.2

IH 35W between SH 114 and US 287



Performance Statement

Demand reduction

Asset Statement

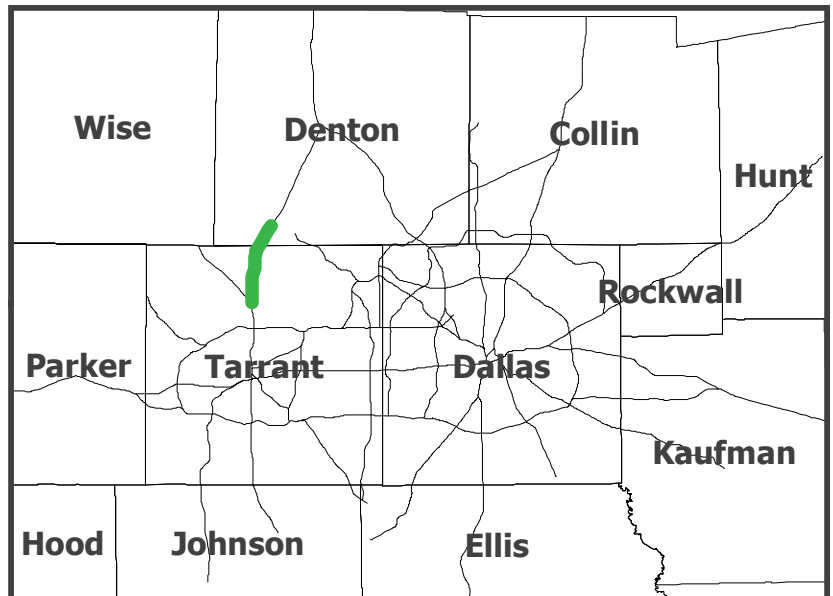
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	130.3
Facility	IH 635 (North)
From	IH 35E
To	DNT
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	80	Sufficient
Travel Time Index (Recurring Congestion)	1.40	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.21	Sufficient
Pavement in Poor Condition	2	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	42	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	51	Medium

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	99	
<i>Bus Trip Density*</i>	137	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	79	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 130.3

IH 635 (North) between IH 35E and DNT



Performance Statement

Continue to monitor

Asset Statement

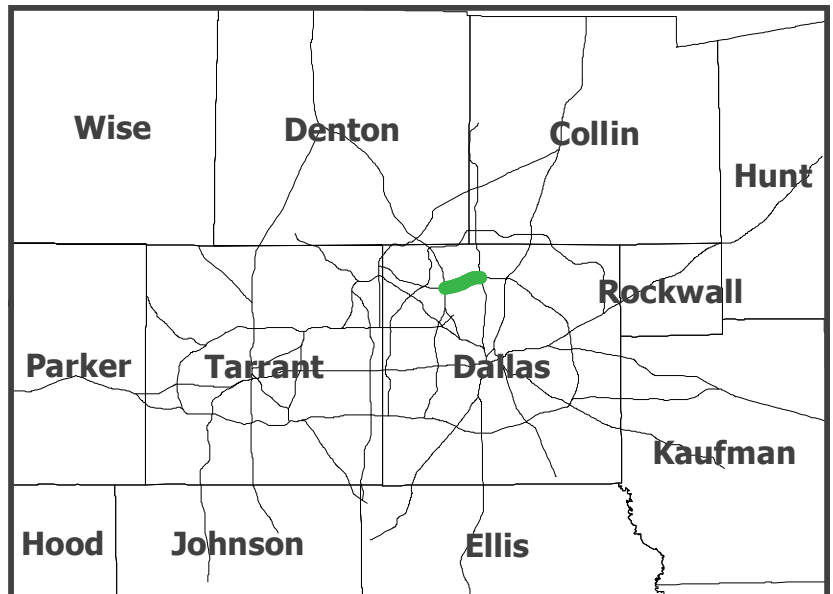
Promote options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	120.1
Facility	PGBT (North)
From	IH 35E
To	DNT
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	128	Needs Improvement
Travel Time Index (Recurring Congestion)	1.14	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.41	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	37	Roadway Infrastructure Score
Frontage Road Percentage	66	
Parallel Freeway Percentage	141	High

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	75	
<i>Bus Trip Density*</i>	48	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

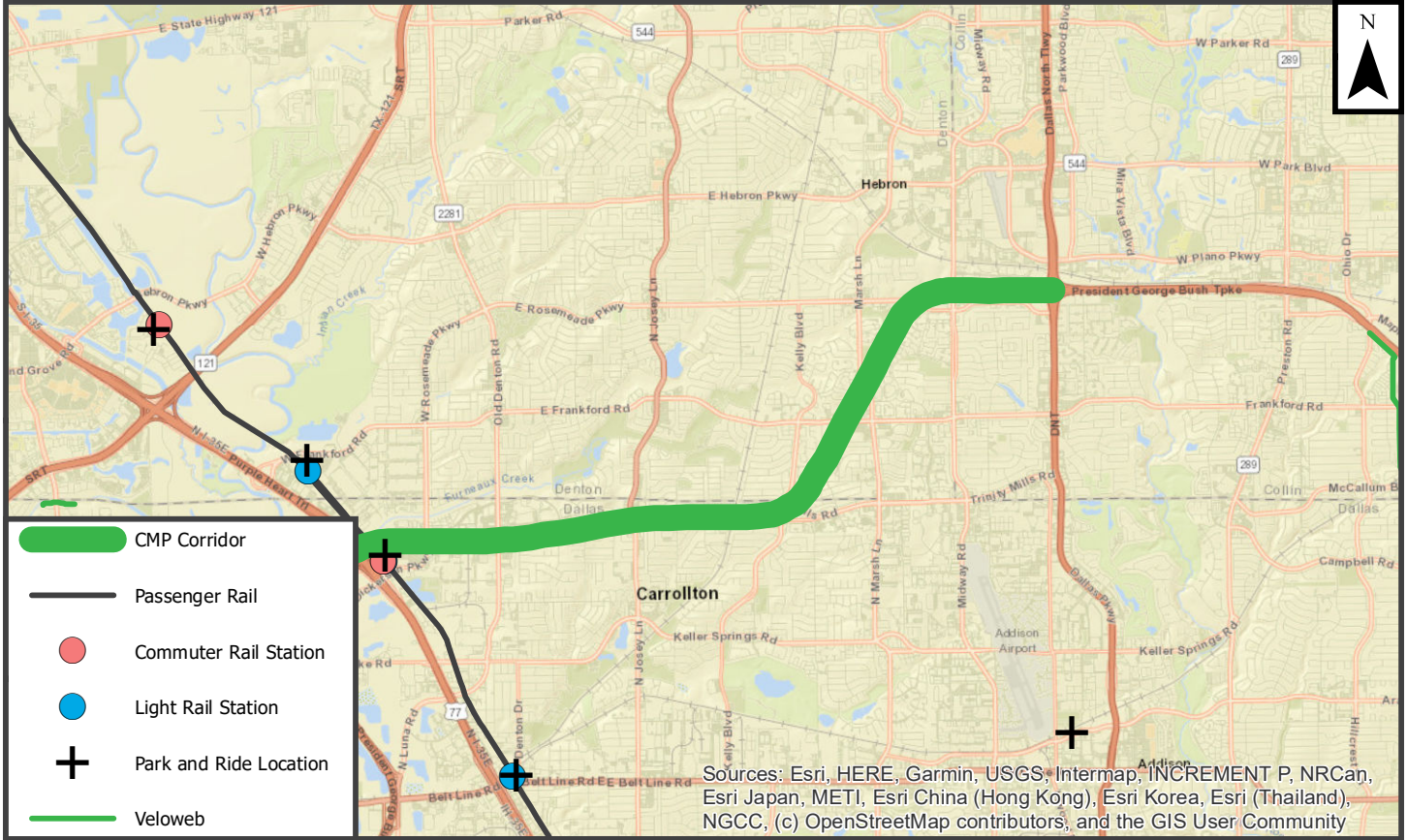
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 120.1

PGBT (North) between IH 35E and DNT



Performance Statement

Demand reduction and operational

Asset Statement

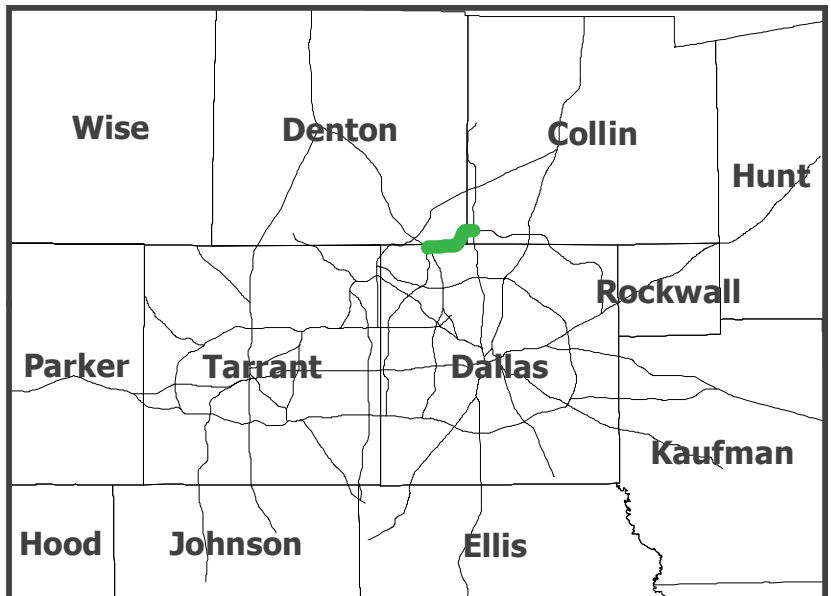
Promote alternate routes and operate

Corridor Statement

Promote alternate routes and operate

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	23.3
Facility	US 75
From	SH 121
To	SRT
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	53	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	1	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	50	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

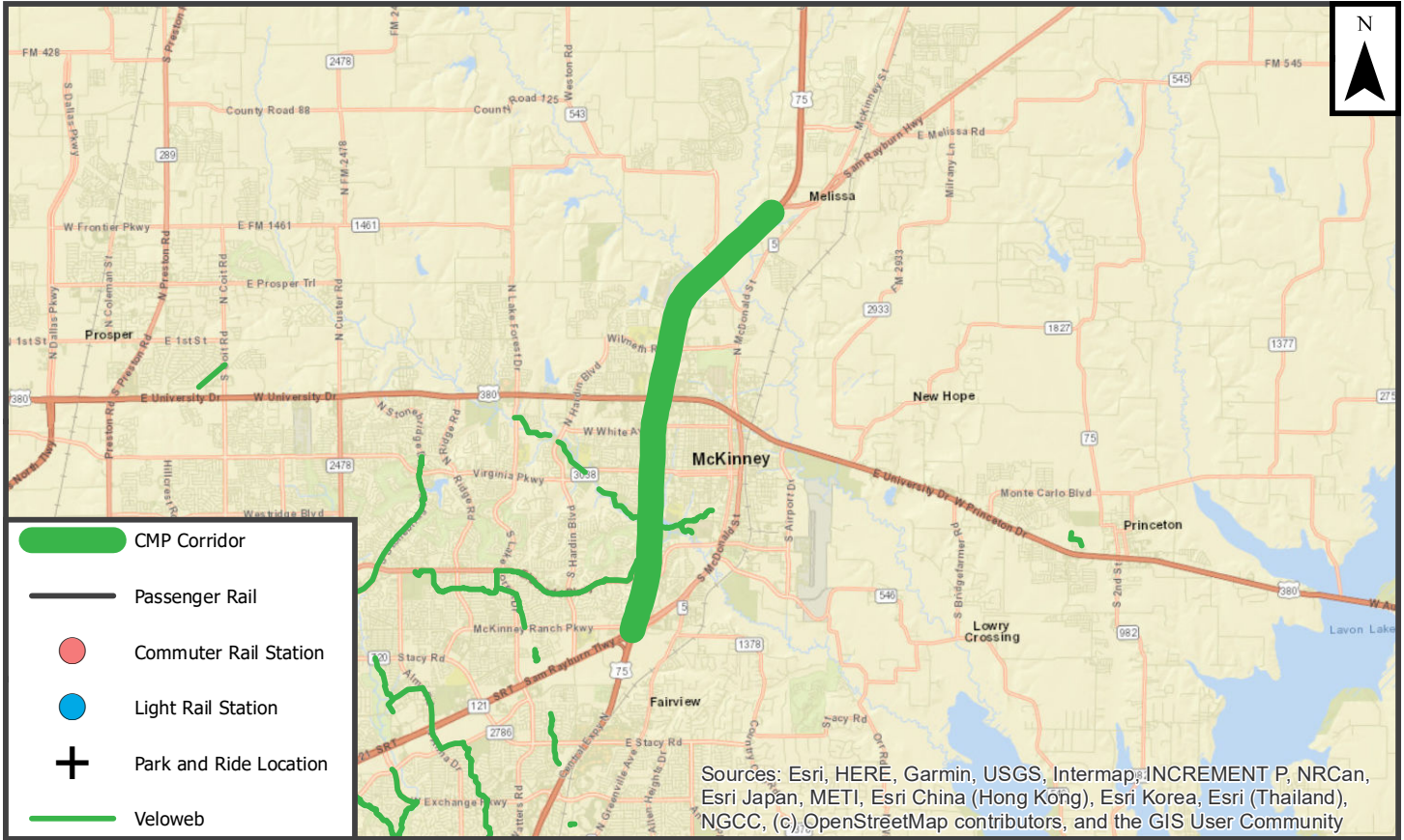
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	98	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 23.3

US 75 between SH 121 and SRT



Performance Statement

Continue to monitor

Asset Statement

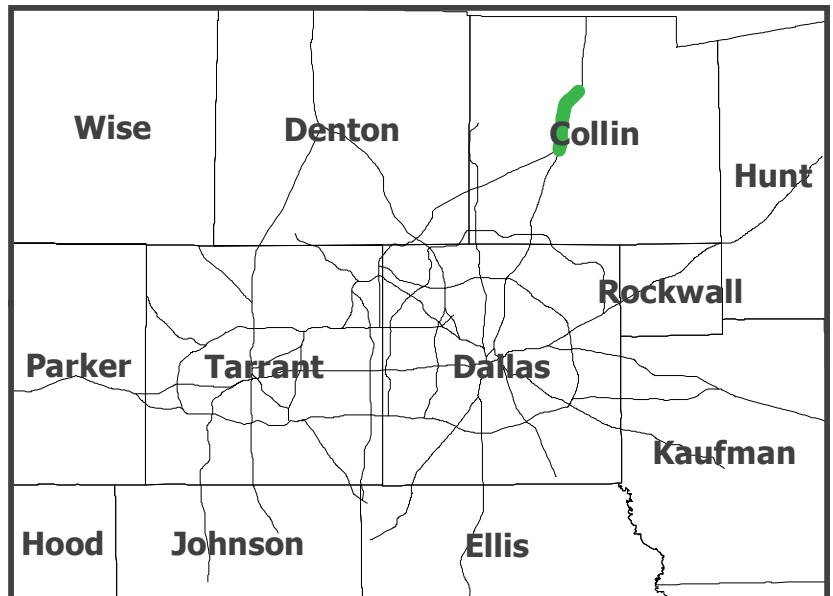
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	23.2
Facility	US 75
From	FM 545
To	SH 121
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	57	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition		Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Medium

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

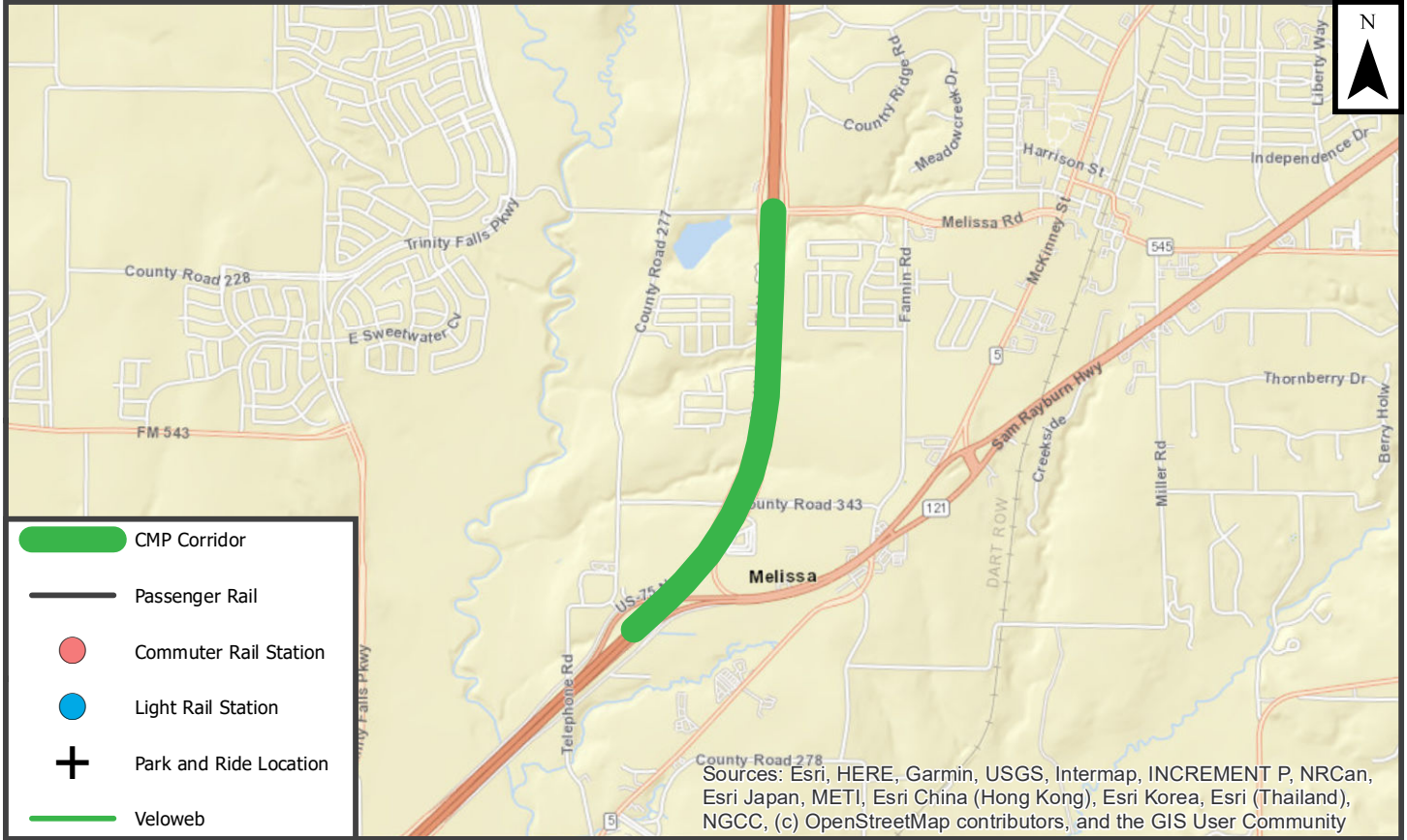
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	86	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 23.2

US 75 between FM 545 and SH 121



Performance Statement

Continue to monitor

Asset Statement

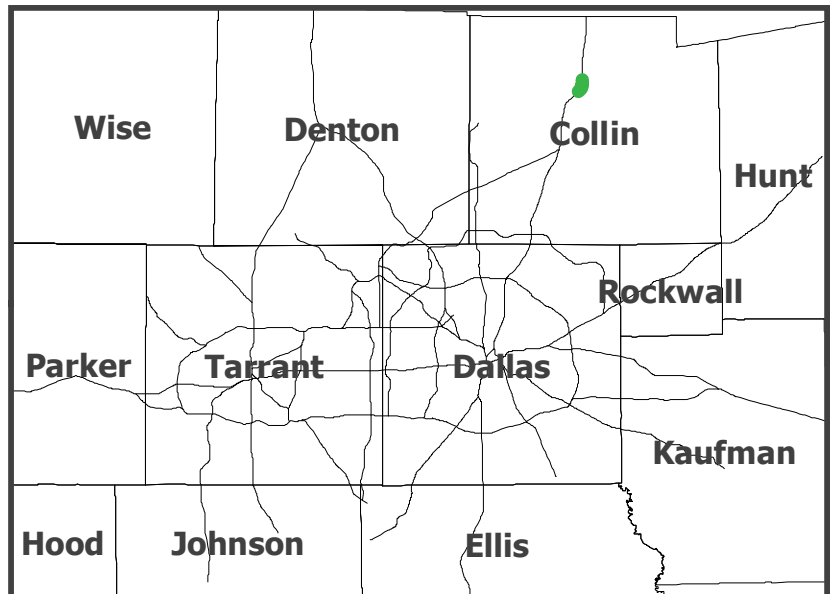
Need modal options and operations

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	23.1
Facility	US 75
From	Collin C/L
To	FM 545
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	76	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	57	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	56	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

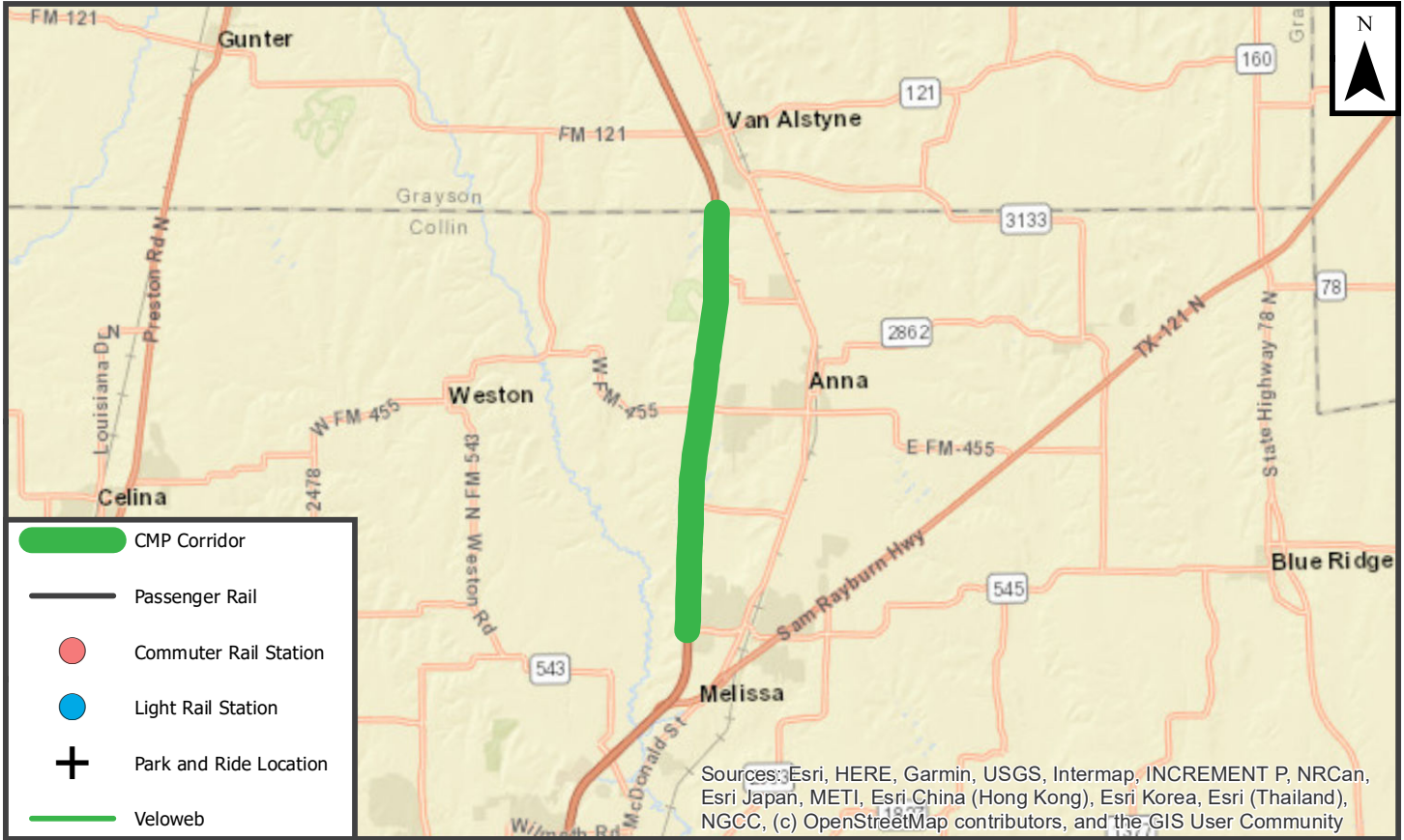
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 23.1

US 75 between Collin C/L and FM 545



Performance Statement

Continue to monitor

Asset Statement

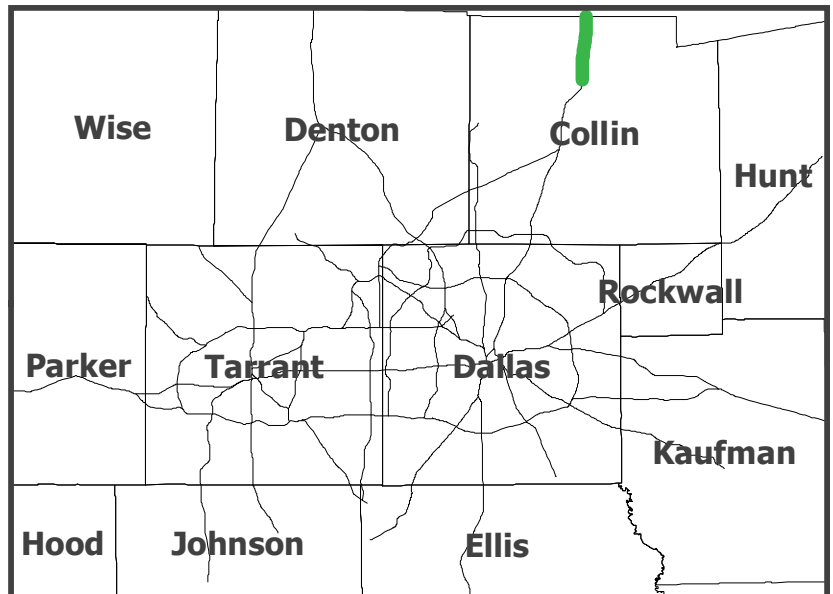
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	131.2
Facility	IH 635 (East)
From	IH 30
To	US 80
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	44	Sufficient
Travel Time Index (Recurring Congestion)	1.56	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.60	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	55	Roadway Infrastructure Score
Frontage Road Percentage	85	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	22	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 131.2

IH 635 (East) between IH 30 and US 80



Performance Statement

Demand reduction and operational

Asset Statement

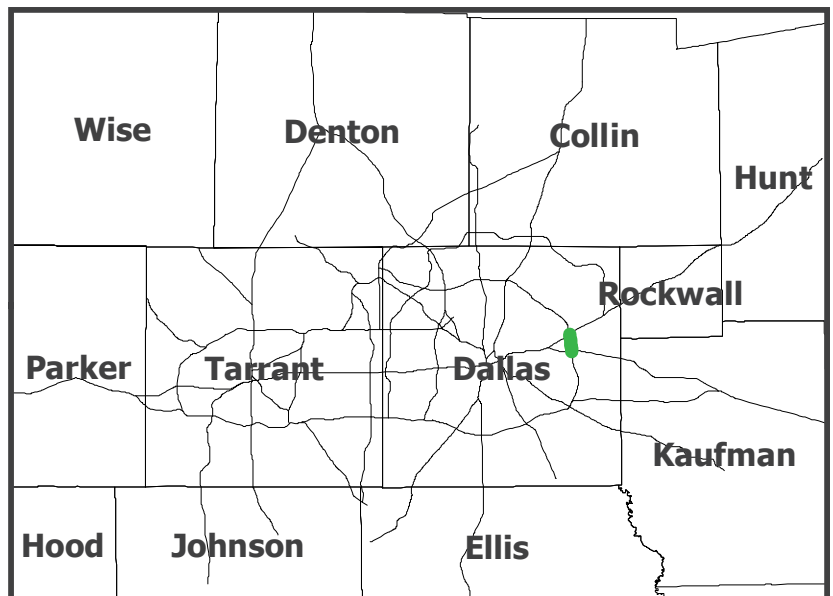
Operate and may need options

Corridor Statement

Promote trip reduction strategies and optimize existing operations

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	32.1
Facility	US 80
From	IH 30
To	IH 635 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	39	Sufficient
Travel Time Index (Recurring Congestion)	1.07	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.16	Sufficient
Pavement in Poor Condition	8	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Medium

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	84	
<i>Bus Trip Density*</i>	91	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

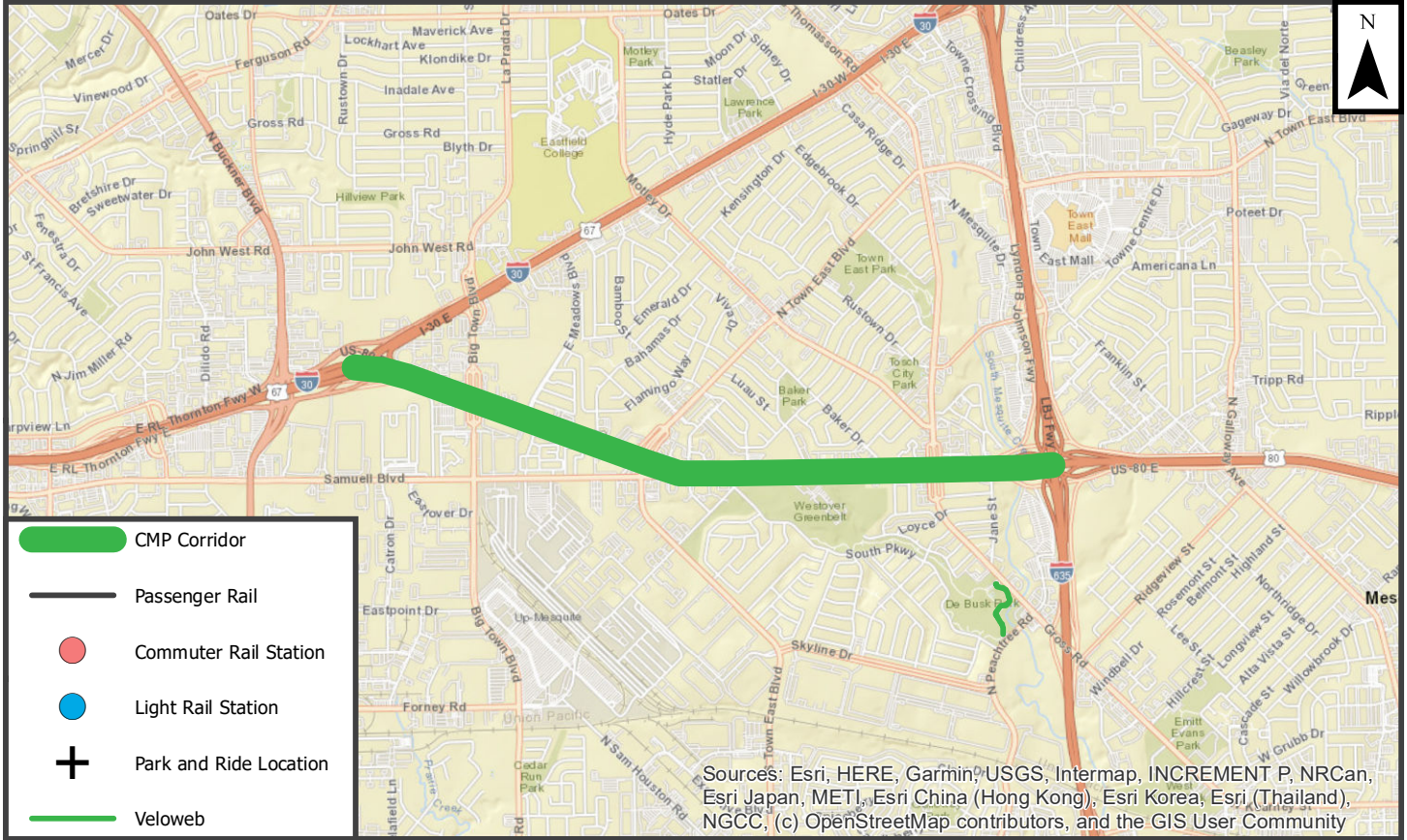
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 32.1

US 80 between IH 30 and IH 635 (East)



Performance Statement

Continue to monitor

Asset Statement

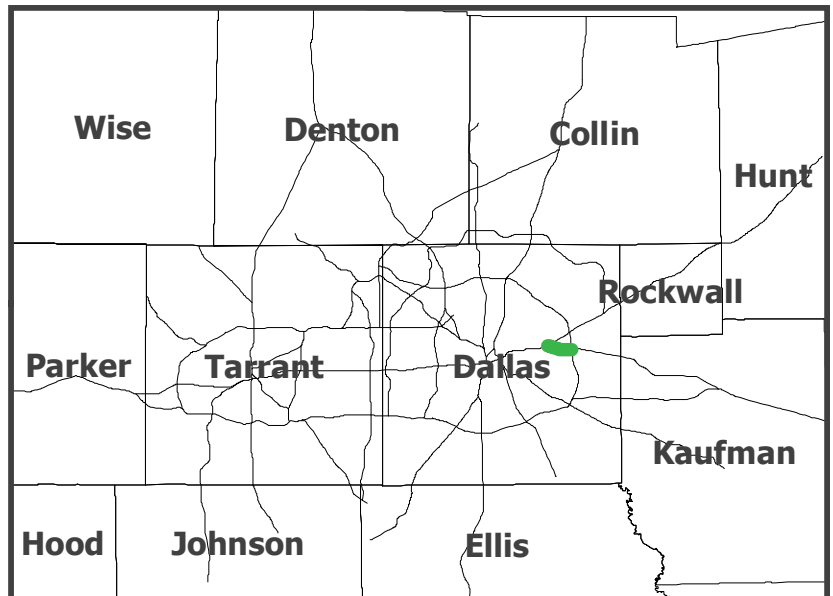
Need modal options and operations

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	32.2
Facility	US 80
From	IH 635 (East)
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	50	Sufficient
Travel Time Index (Recurring Congestion)	1.14	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient
Pavement in Poor Condition	4	Sufficient
Bridge Deck in Poor Condition	13	Needs Improvement

Roadway Infrastructure

Available Arterial Capacity %	40	Roadway Infrastructure Score
Frontage Road Percentage	79	
Parallel Freeway Percentage	47	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	16	
<i>Bus Trip Density*</i>	2	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	94	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

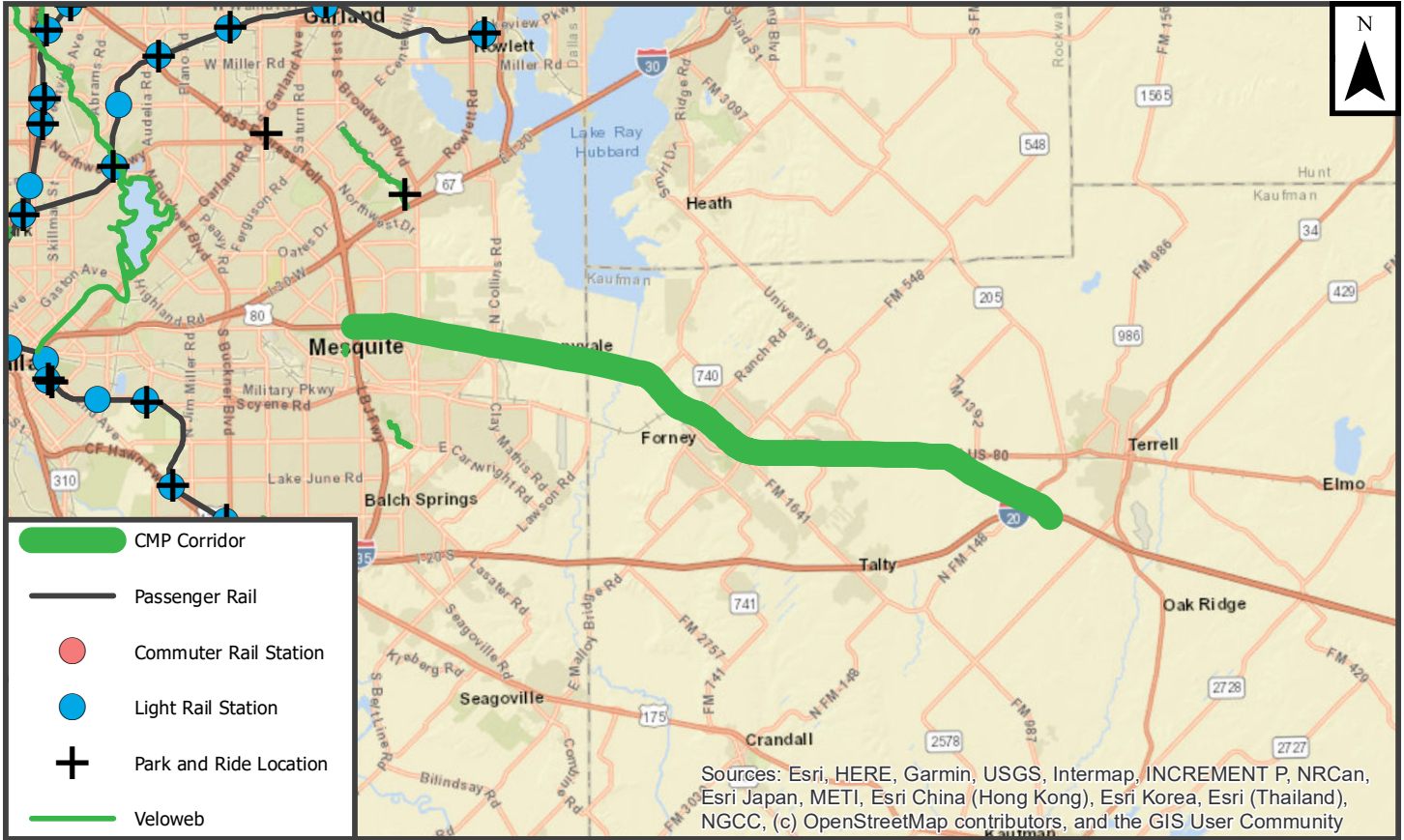
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 32.2

US 80 between IH 635 (East) and IH 20



Performance Statement

Rehab

Asset Statement

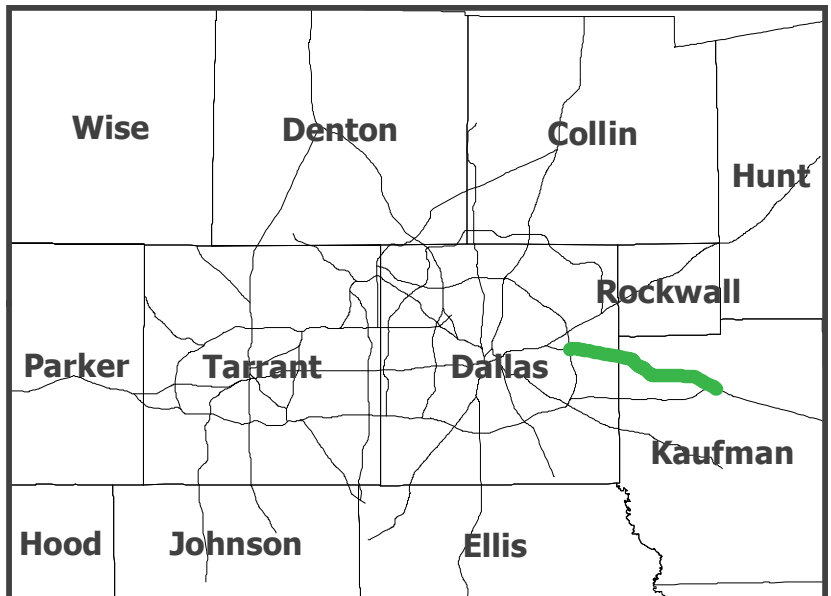
Needs help

Corridor Statement

Rehab only

Corridor Output

Rehab



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	131.3
Facility	IH 635 (East)
From	US 80
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	58	Sufficient
Travel Time Index (Recurring Congestion)	1.14	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.36	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	74	Roadway Infrastructure Score
Frontage Road Percentage	11	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	59	
<i>Bus Trip Density*</i>	21	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	90	Medium
HOV/Managed Lane Percentage	0	

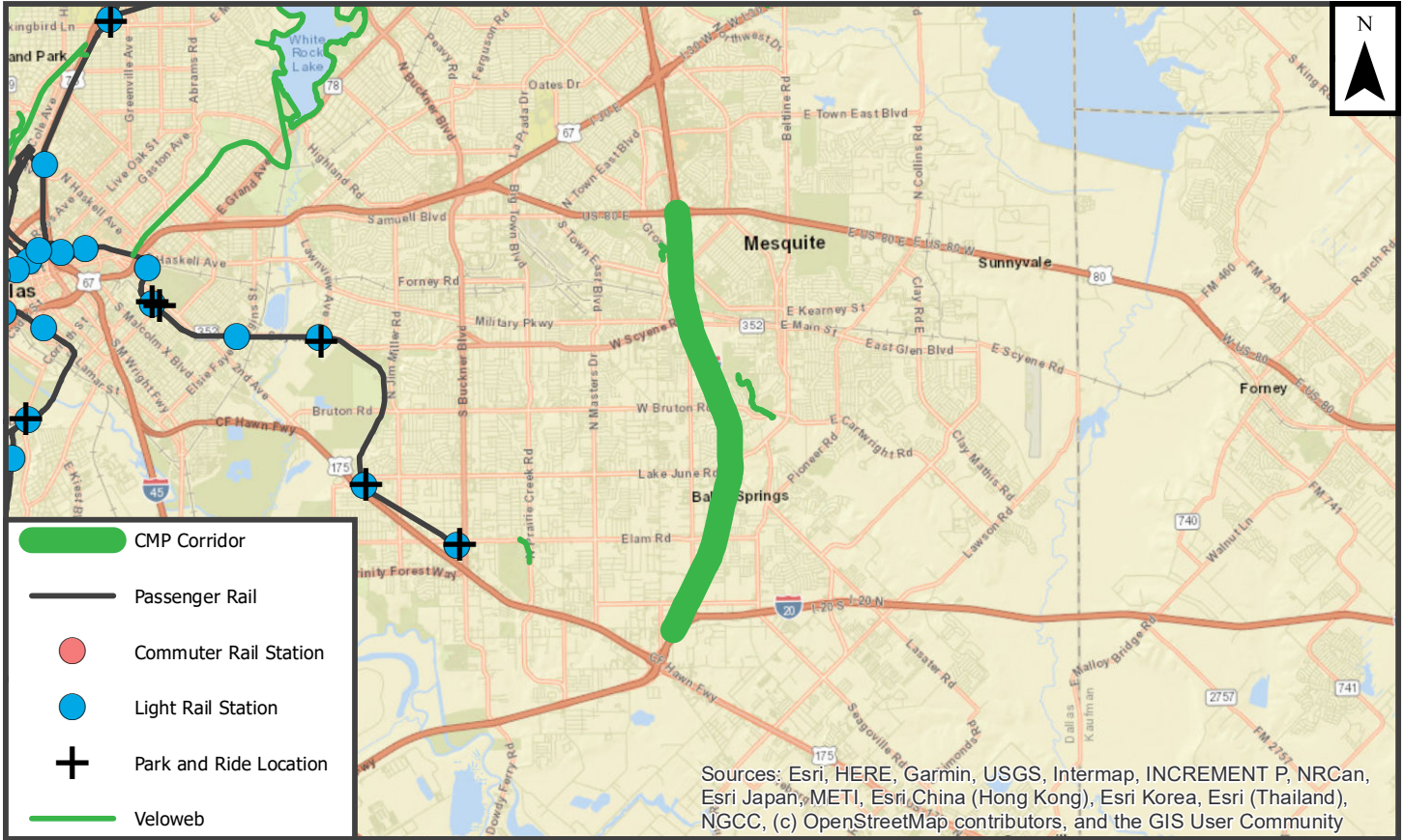
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 131.3

IH 635 (East) between US 80 and IH 20



Performance Statement

Continue to monitor

Asset Statement

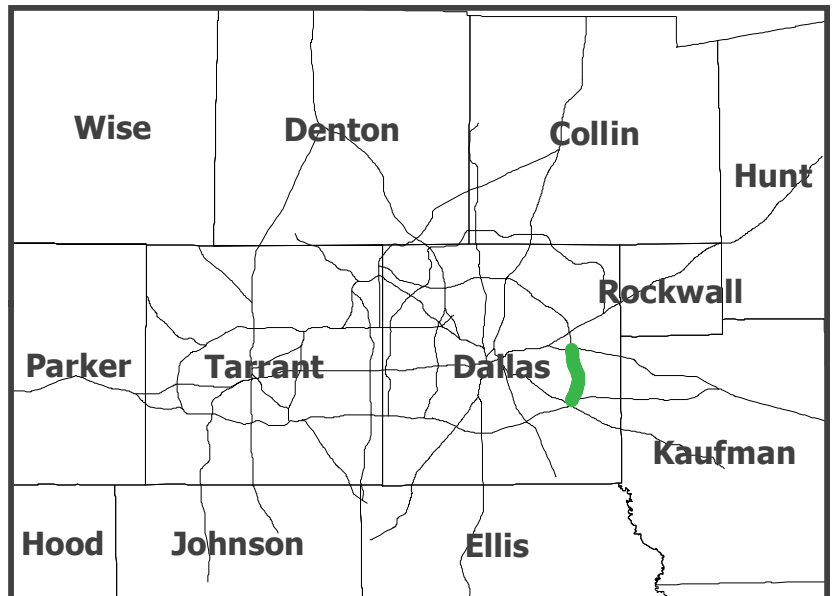
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.14
Facility	IH 20
From	US 175
To	IH 635 (East)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	136	Needs Improvement
Travel Time Index (Recurring Congestion)	1.07	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.17	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	76	Roadway Infrastructure Score
Frontage Road Percentage	17	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	23	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 30.14

IH 20 between US 175 and IH 635 (East)



Performance Statement

Operational

Asset Statement

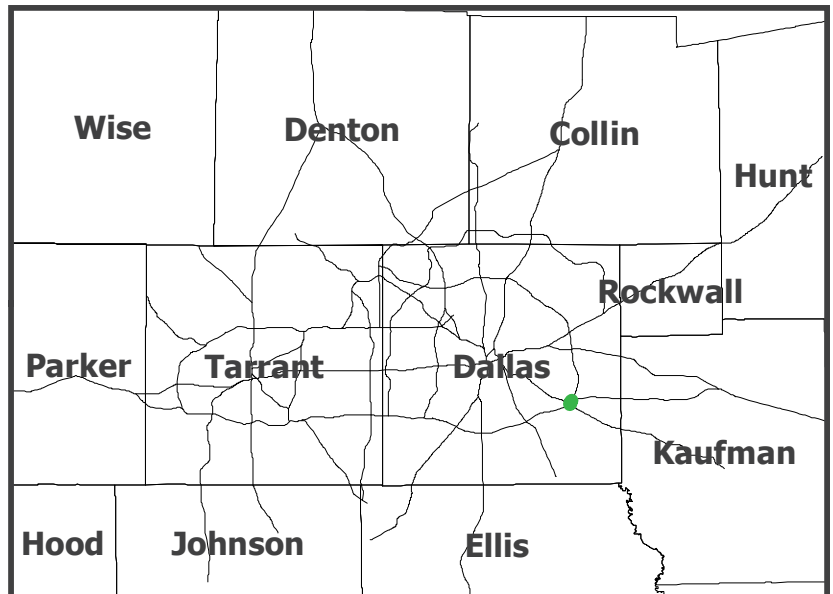
Needs help

Corridor Statement

Implement operational strategies

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.15
Facility	IH 20
From	IH 635 (East)
To	US 80
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	36	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.06	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	30	Roadway Infrastructure Score
Frontage Road Percentage	17	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	18	
<i>Bus Trip Density*</i>	4	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	73	
Truck Lane Restriction Percentage	31	Low
HOV/Managed Lane Percentage	0	

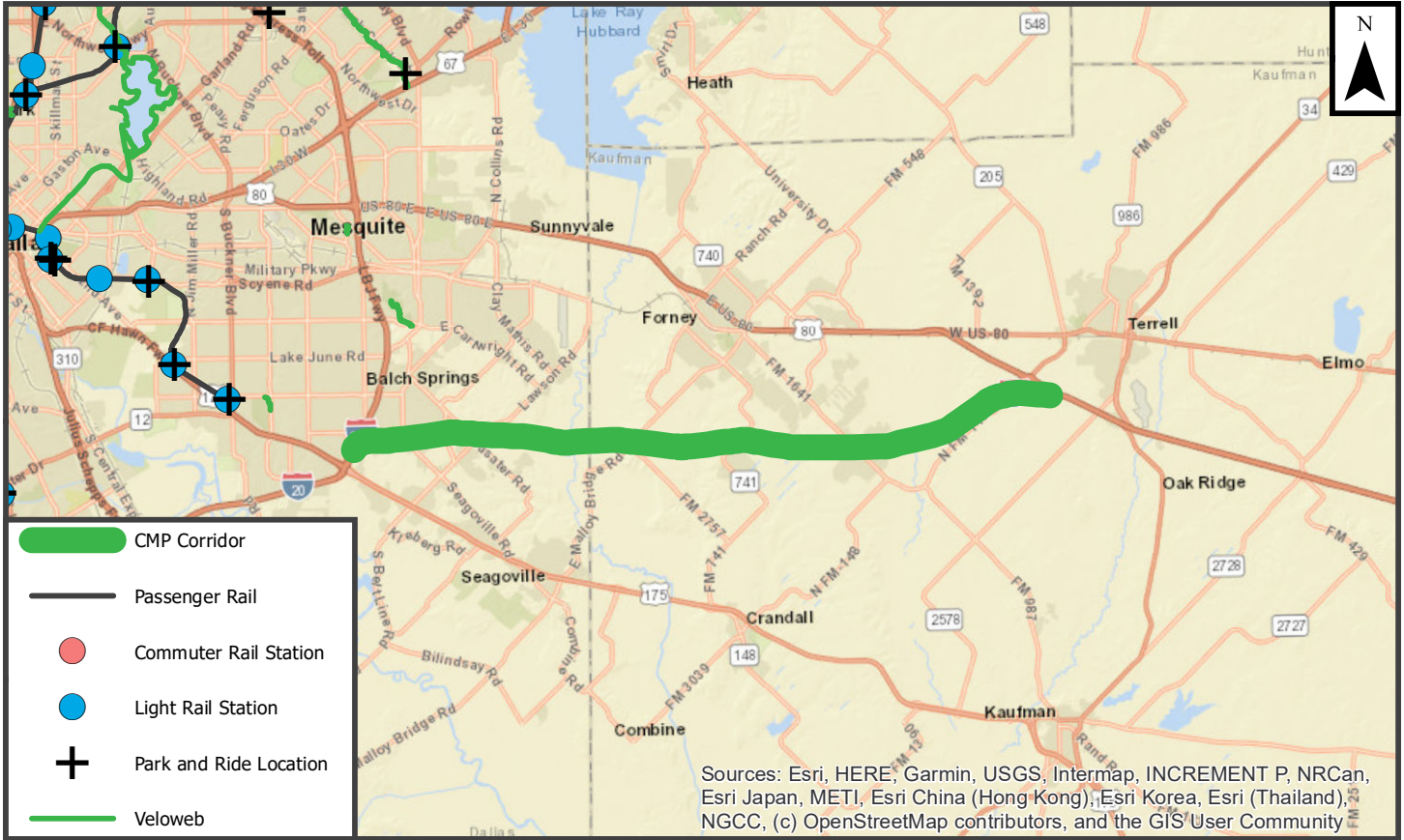
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.15

IH 20 between IH 635 (East) and US 80



Performance Statement

Continue to monitor

Asset Statement

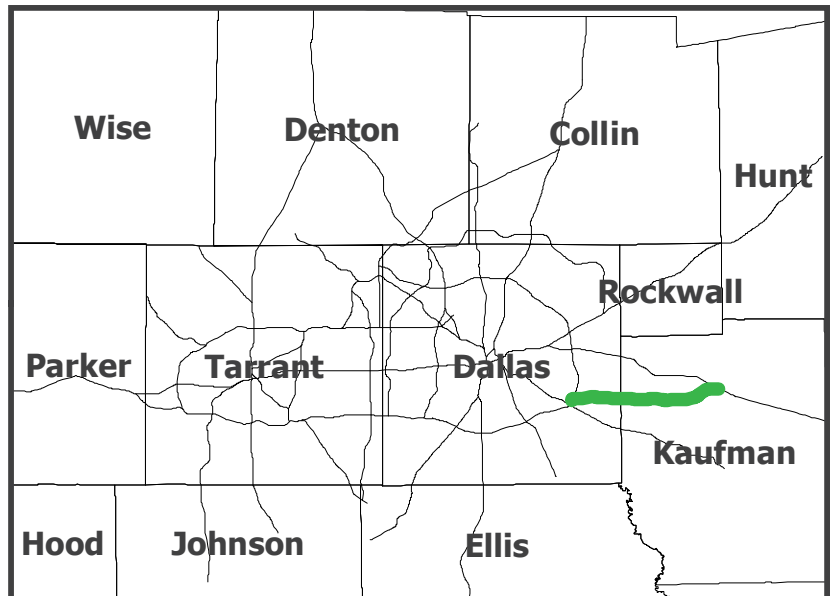
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.13
Facility	IH 20
From	IH 45
To	US 175
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	52	Sufficient
Travel Time Index (Recurring Congestion)	1.02	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.14	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	14	Roadway Infrastructure Score
Frontage Road Percentage	9	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	14	
<i>Bus Trip Density*</i>	16	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	78	Low
HOV/Managed Lane Percentage	0	

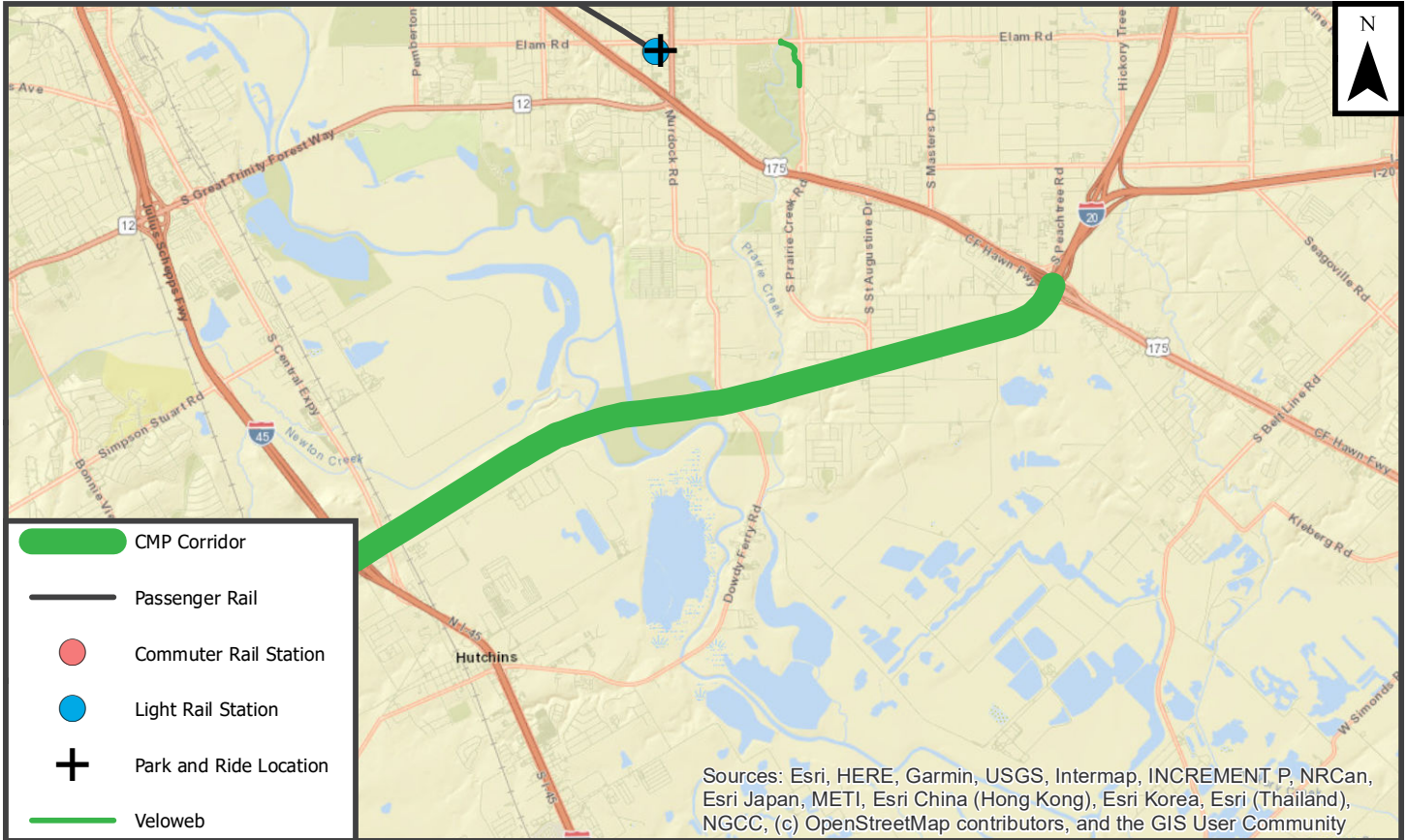
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.13

IH 20 between IH 45 and US 175



Performance Statement

Continue to monitor

Asset Statement

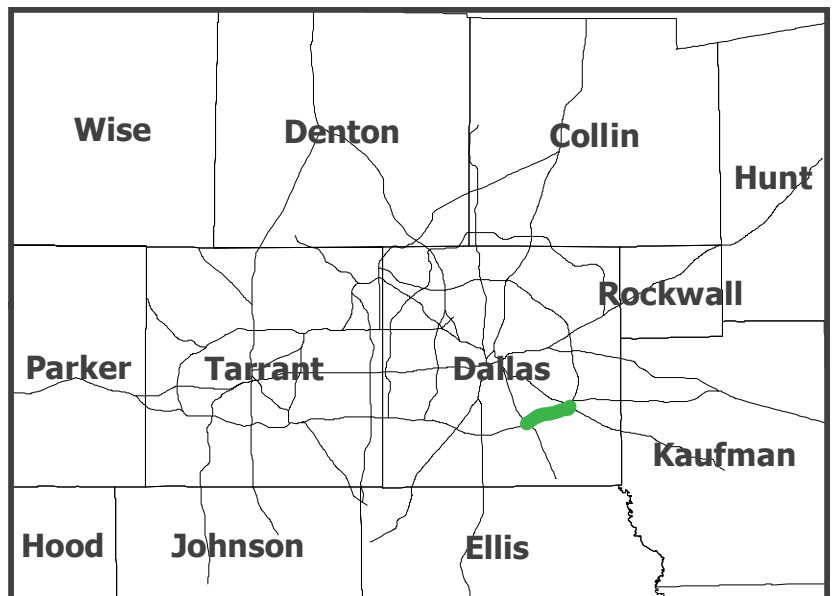
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.11
Facility	IH 20
From	US 67
To	IH 35E
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	105	Needs Improvement
Travel Time Index (Recurring Congestion)	1.19	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.21	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	90	Roadway Infrastructure Score
Frontage Road Percentage	91	
Parallel Freeway Percentage	0	Medium

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	96	
<i>Bus Trip Density*</i>	105	
Combined Bus Availability	High	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

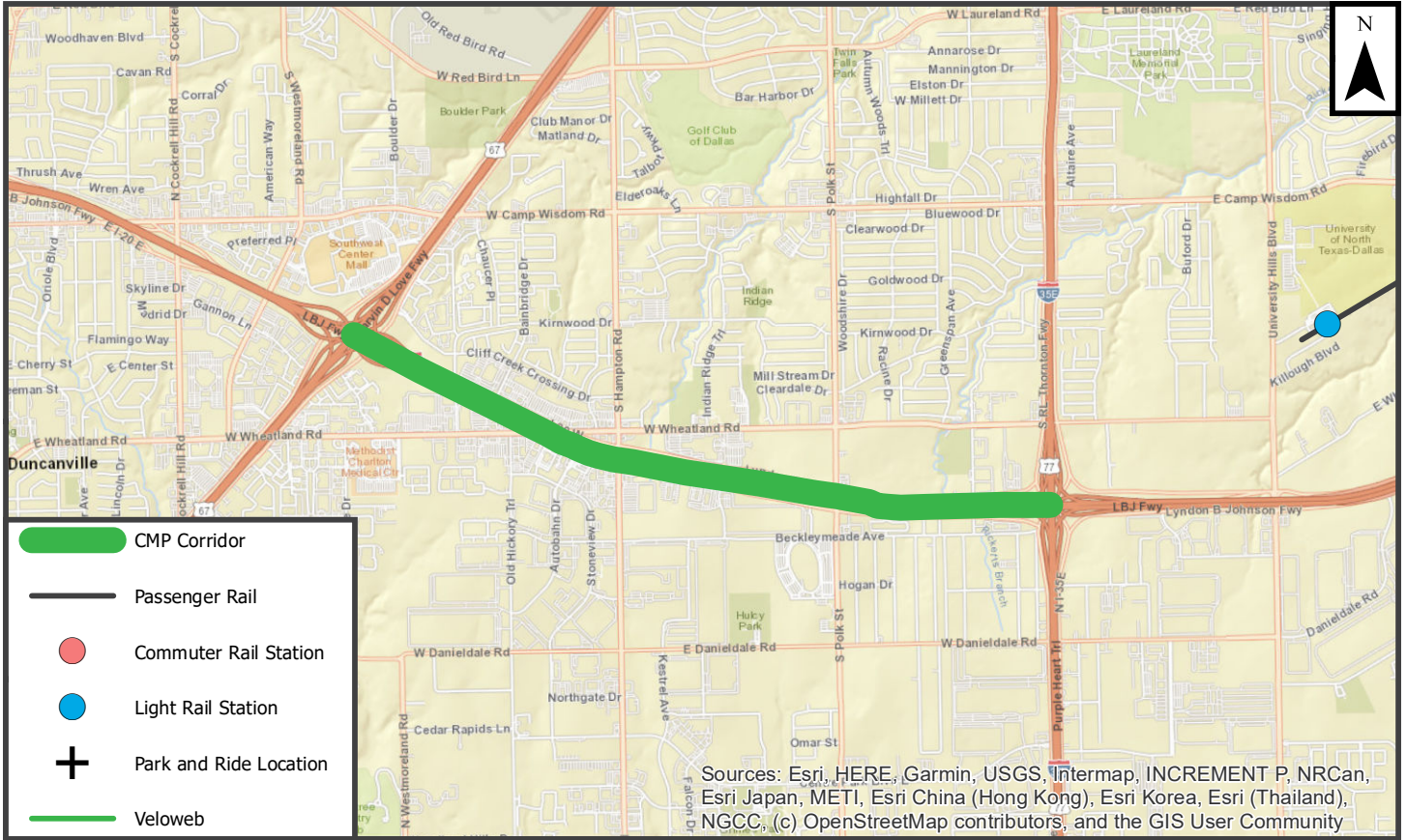
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.11

IH 20 between US 67 and IH 35E



Performance Statement

Operational

Asset Statement

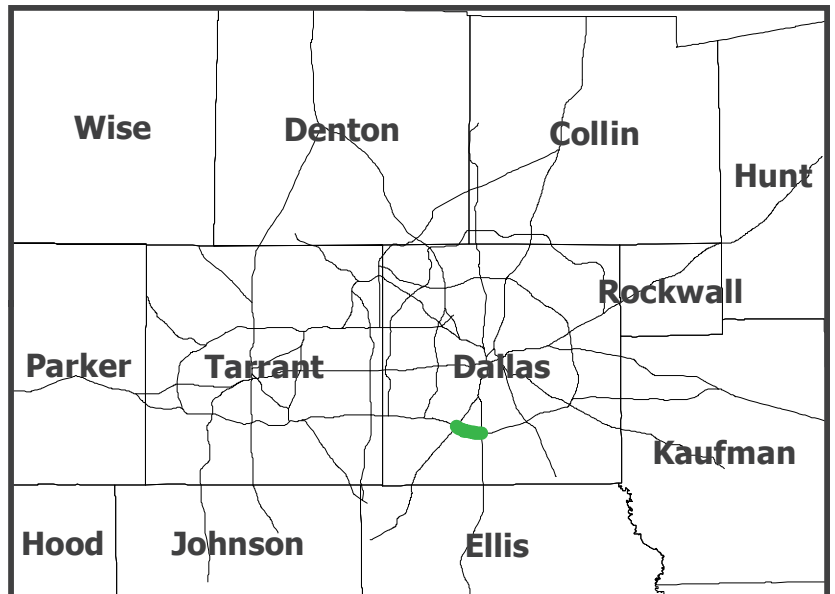
Promote alternate routes and operate, may need modal options

Corridor Statement

Optimize existing operations

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.9
Facility	IH 20
From	PGBT
To	SS 408
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	47	Sufficient
Travel Time Index (Recurring Congestion)	1.28	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.43	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	26	Roadway Infrastructure Score
Frontage Road Percentage	13	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	5	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	87	
HOV/Managed Lane Percentage	0	

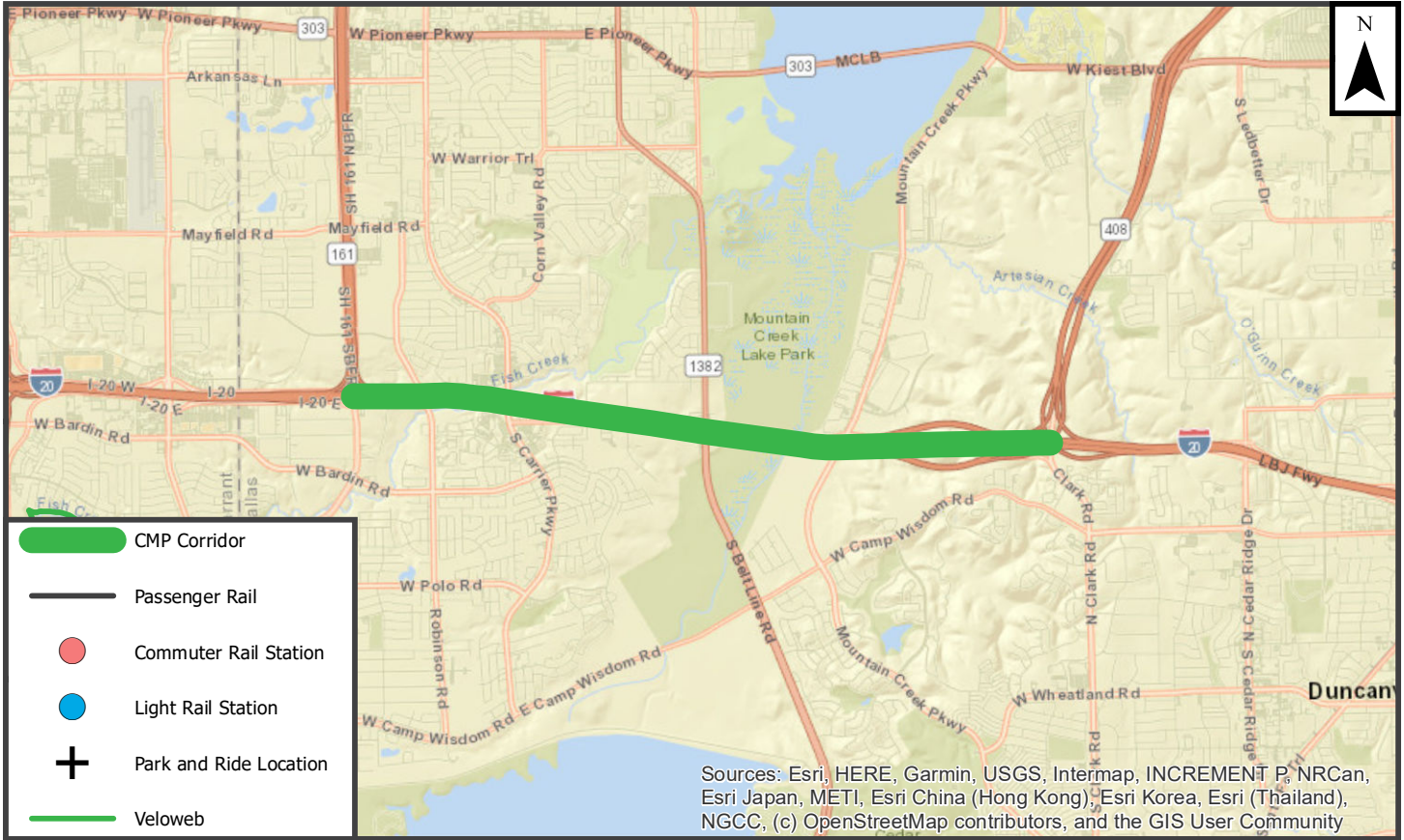
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.9

IH 20 between PGBT and SS 408



Performance Statement

Demand reduction and operational

Asset Statement

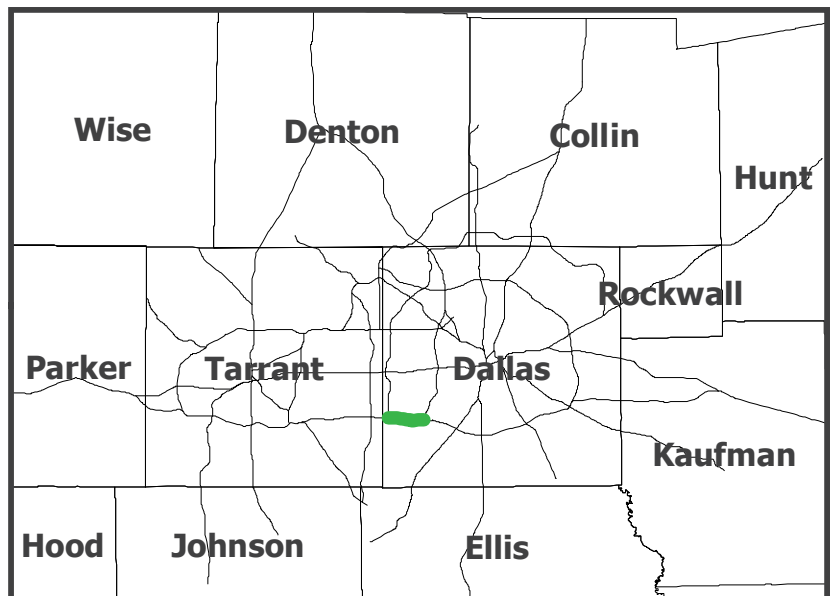
Operate and may need options

Corridor Statement

Promote trip reduction strategies and optimize existing operations

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.8
Facility	IH 20
From	SH 360
To	PGBT
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	80	Sufficient
Travel Time Index (Recurring Congestion)	1.88	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.43	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	73	Roadway Infrastructure Score
Frontage Road Percentage	95	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	4	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	92	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

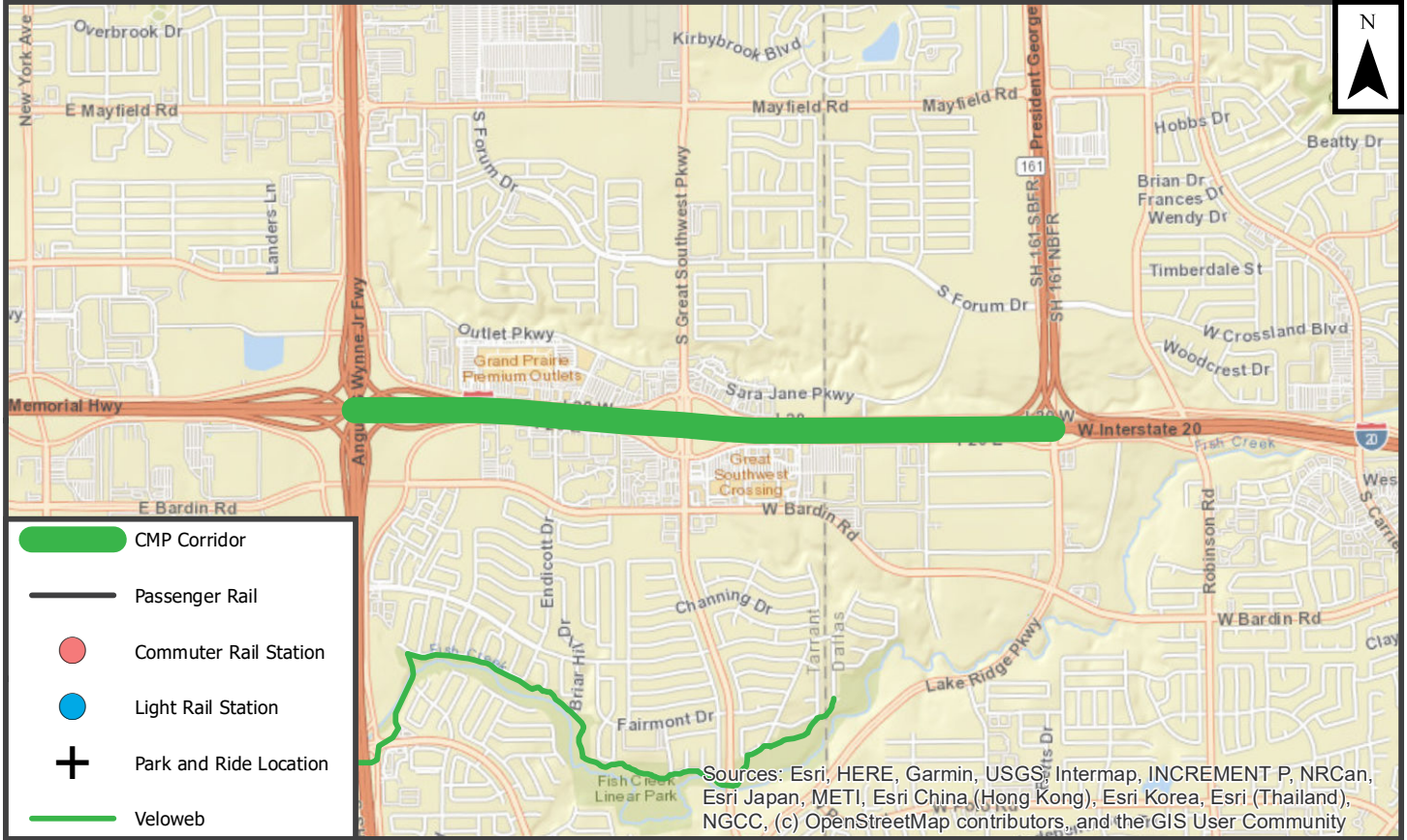
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.8

IH 20 between SH 360 and PGBT



Performance Statement

Demand reduction and operational

Asset Statement

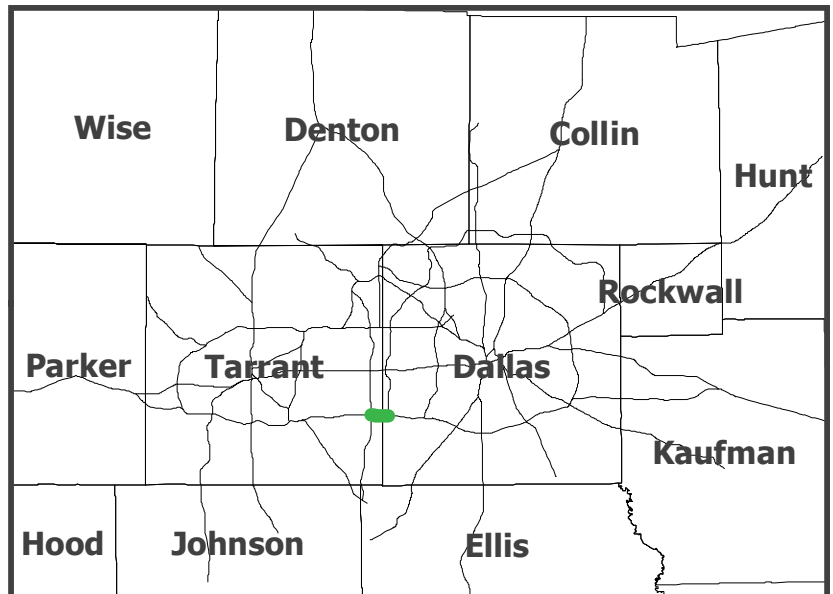
Operate and may need options

Corridor Statement

Promote trip reduction strategies and optimize existing operations

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.6
Facility	IH 20
From	IH 820 (East)
To	US 287
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	55	Sufficient
Travel Time Index (Recurring Congestion)	1.46	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	20	Roadway Infrastructure Score
Frontage Road Percentage	94	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	99	
<i>Bus Trip Density*</i>	18	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 30.6

IH 20 between IH 820 (East) and US 287



Performance Statement

Continue to monitor

Asset Statement

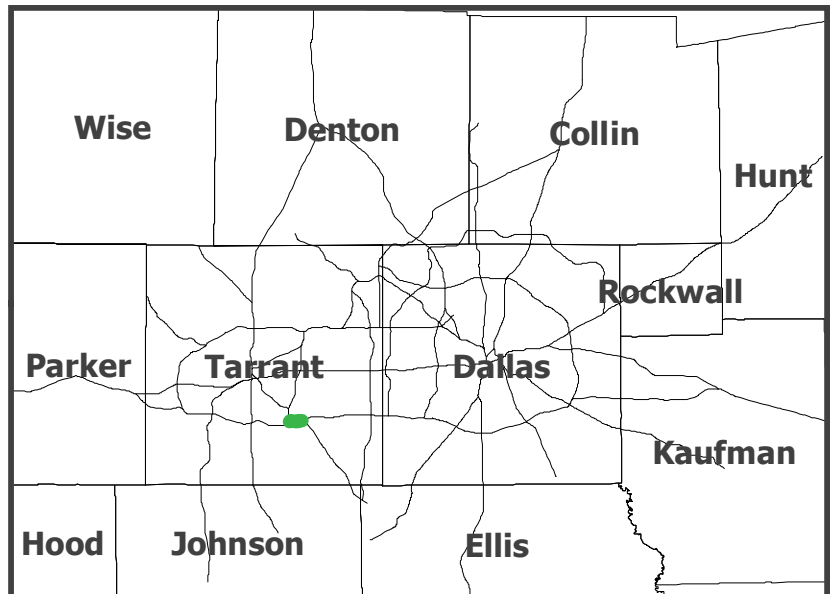
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	1.6
Facility	US 287
From	IH 20
To	SH 360
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	35	Sufficient
Travel Time Index (Recurring Congestion)	1.04	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.13	Sufficient
Pavement in Poor Condition	3	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	44	Roadway Infrastructure Score
Frontage Road Percentage	73	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	2	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	64	
Truck Lane Restriction Percentage	2	Low
HOV/Managed Lane Percentage	0	

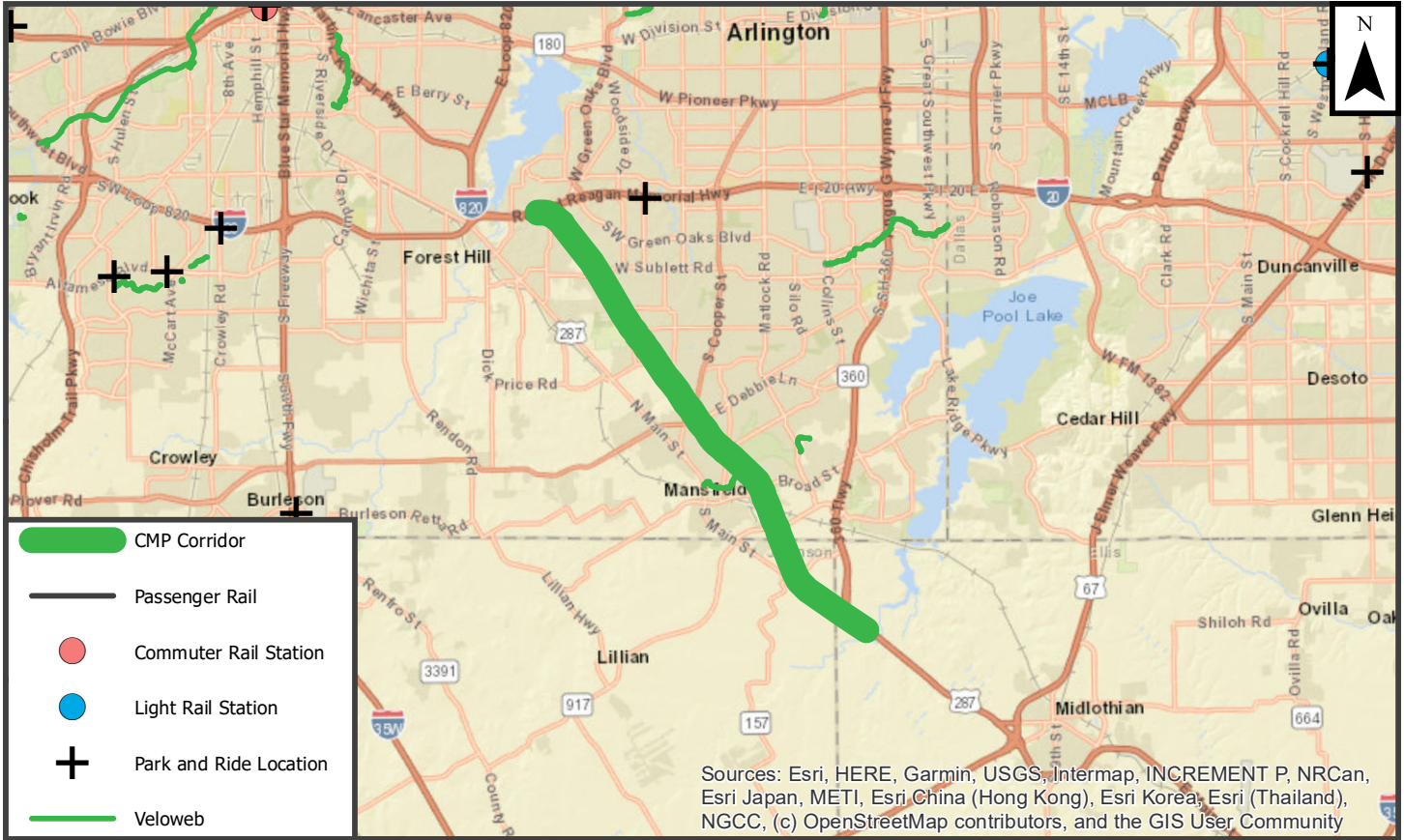
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 1.6

US 287 between IH 20 and SH 360



Performance Statement

Continue to monitor

Asset Statement

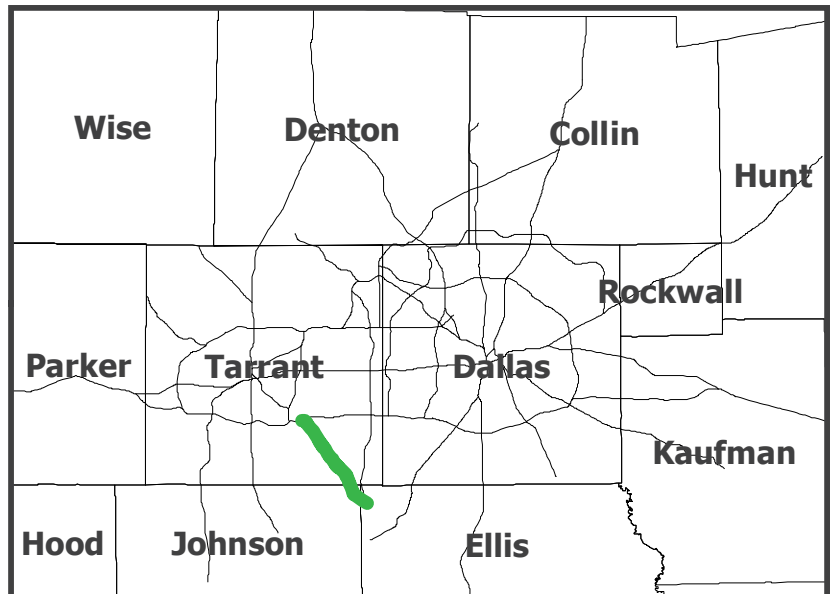
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	9.4
Facility	SH 360
From	IH 20
To	US 287
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	108	Needs Improvement
Travel Time Index (Recurring Congestion)	1.28	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.32	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	70	Roadway Infrastructure Score
Frontage Road Percentage	94	
Parallel Freeway Percentage	2	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	23	
<i>Bus Trip Density*</i>	2	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	99	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

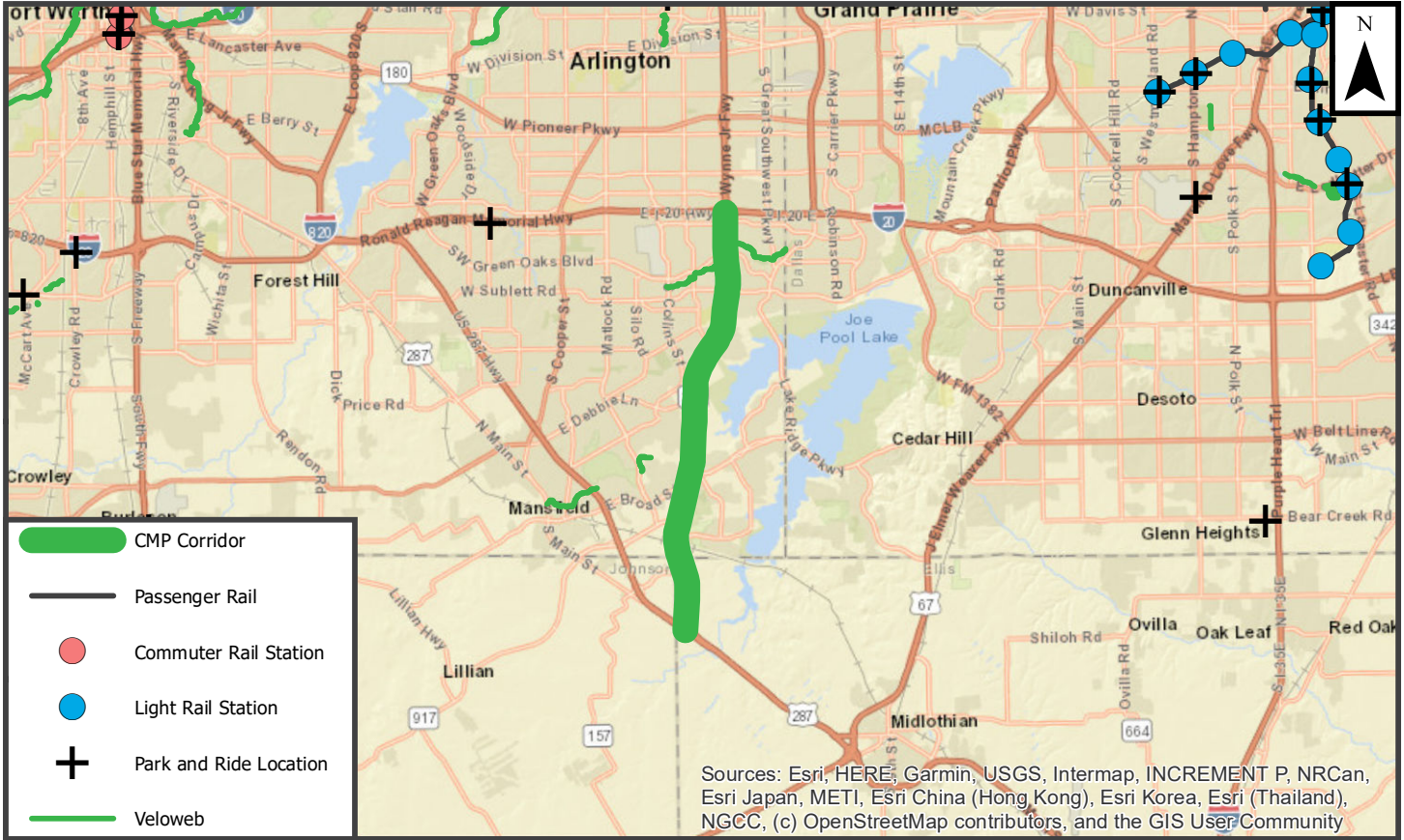
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 9.4

SH 360 between IH 20 and US 287



Performance Statement

Operational

Asset Statement

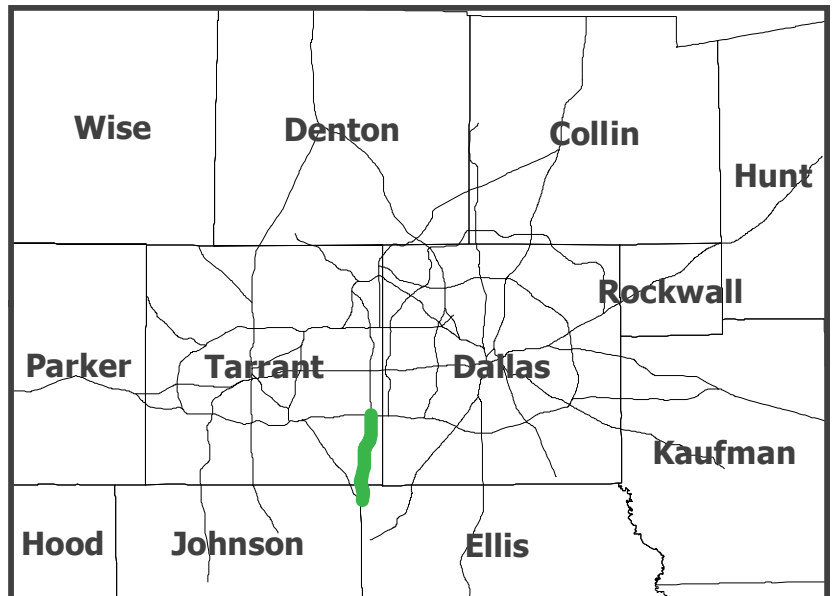
Operate and may need options

Corridor Statement

Implement operational strategies

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	9.3
Facility	SH 360
From	IH 30
To	IH 20
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	91	Sufficient
Travel Time Index (Recurring Congestion)	1.44	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.24	Sufficient
Pavement in Poor Condition	27	Needs Improvement
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	57	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	107	High

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	3	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

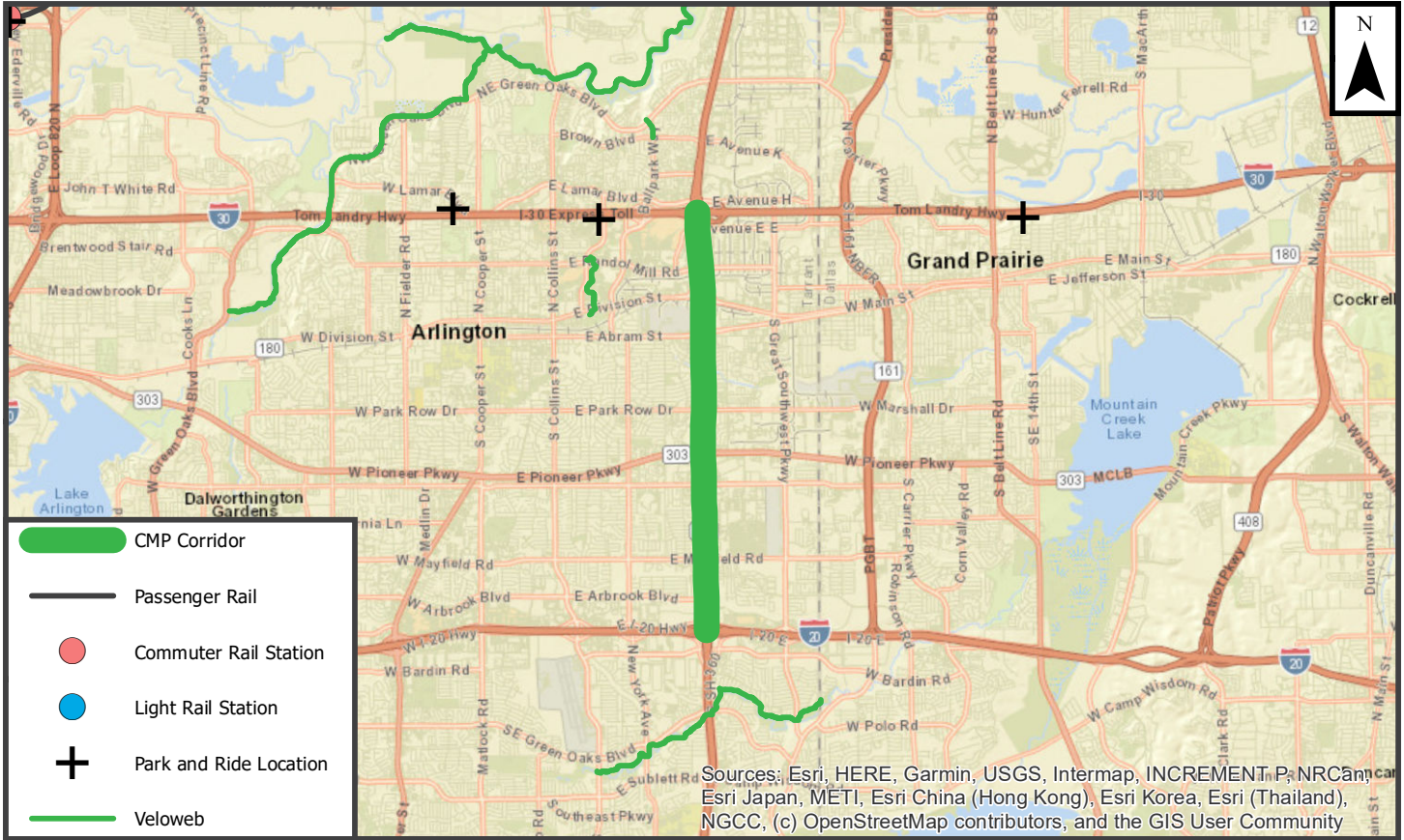
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 9.3

SH 360 between IH 30 and IH 20



Performance Statement

Rehab

Asset Statement

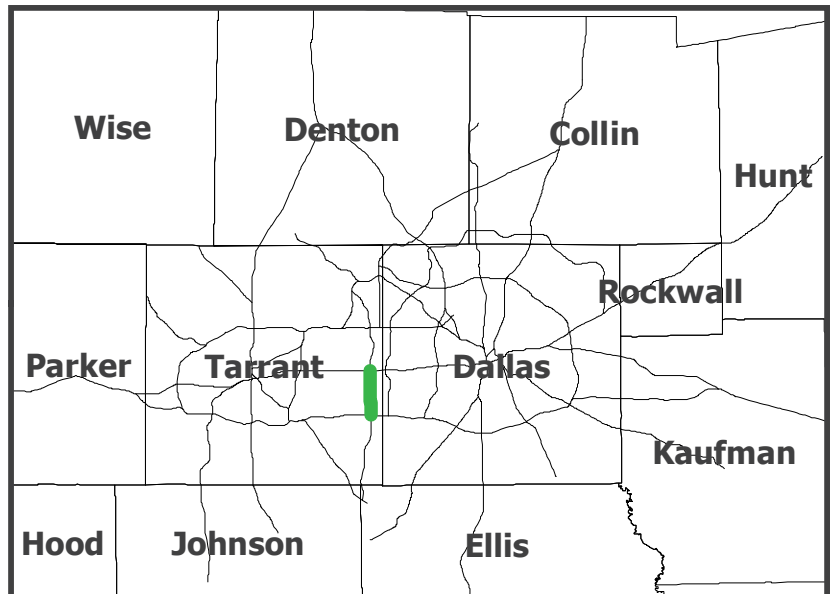
Promote alternate routes and operate

Corridor Statement

Rehab only

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	15.3
Facility	PGBT (West)
From	IH 30
To	IH 20
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	106	Needs Improvement
Travel Time Index (Recurring Congestion)	1.29	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.28	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	100	High

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

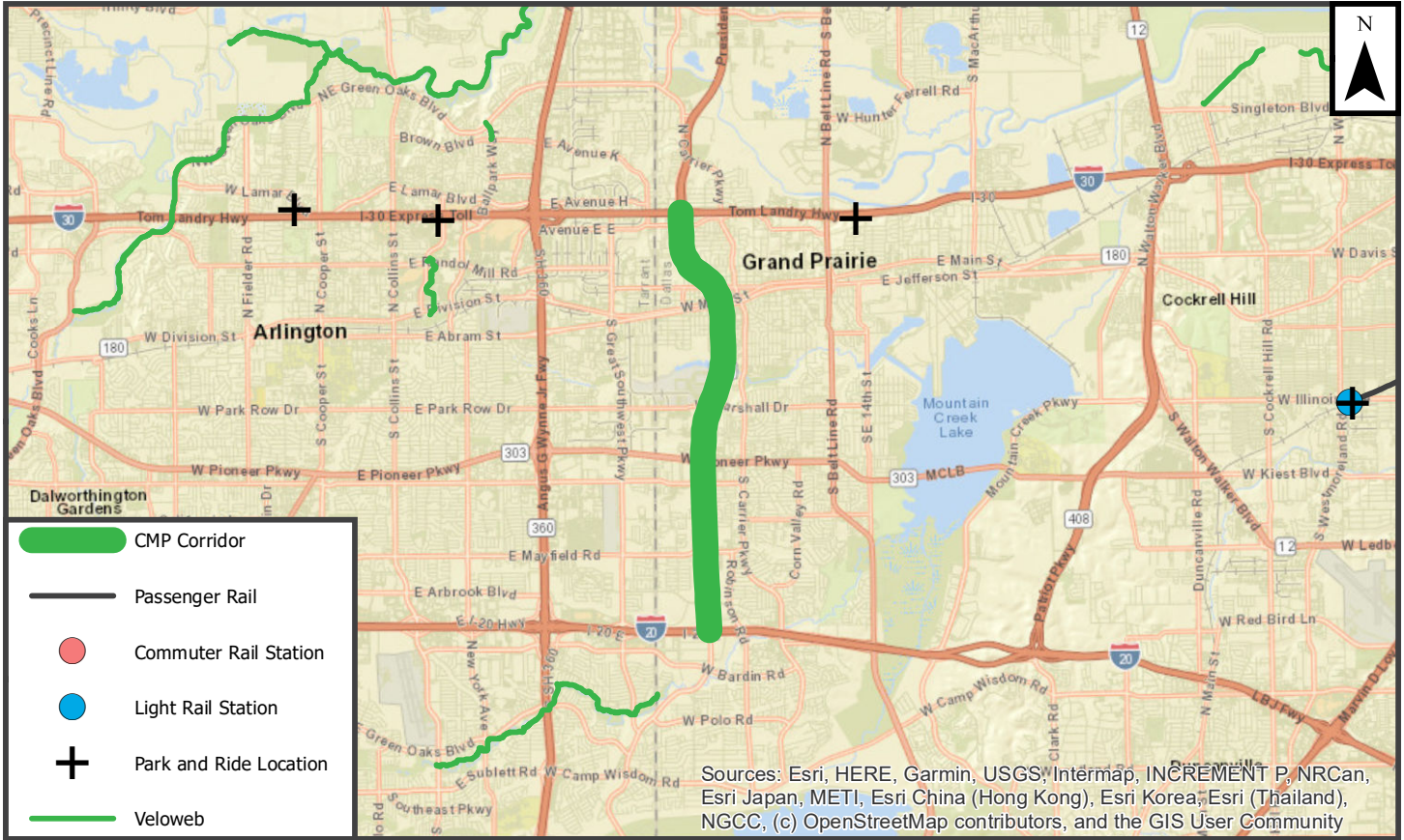
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 15.3

PGBT (West) between IH 30 and IH 20



Performance Statement

Operational

Asset Statement

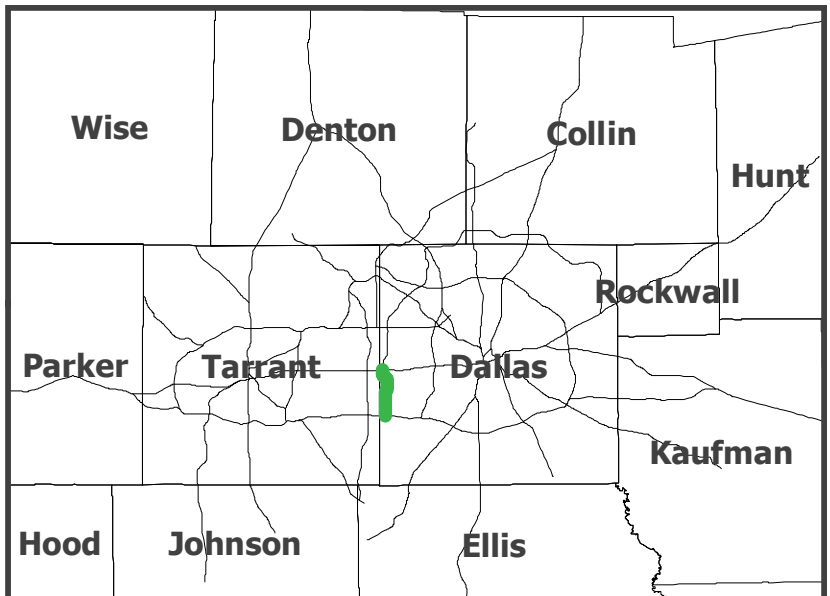
Promote alternate routes and operate

Corridor Statement

Promote options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	17.3
Facility	SL 12/SS 408
From	IH 30
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	30	Sufficient
Travel Time Index (Recurring Congestion)	1.26	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.24	Sufficient
Pavement in Poor Condition	15	Needs Improvement
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	32	Roadway Infrastructure Score
Frontage Road Percentage	41	
Parallel Freeway Percentage	34	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	87	
<i>Bus Trip Density*</i>	52	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

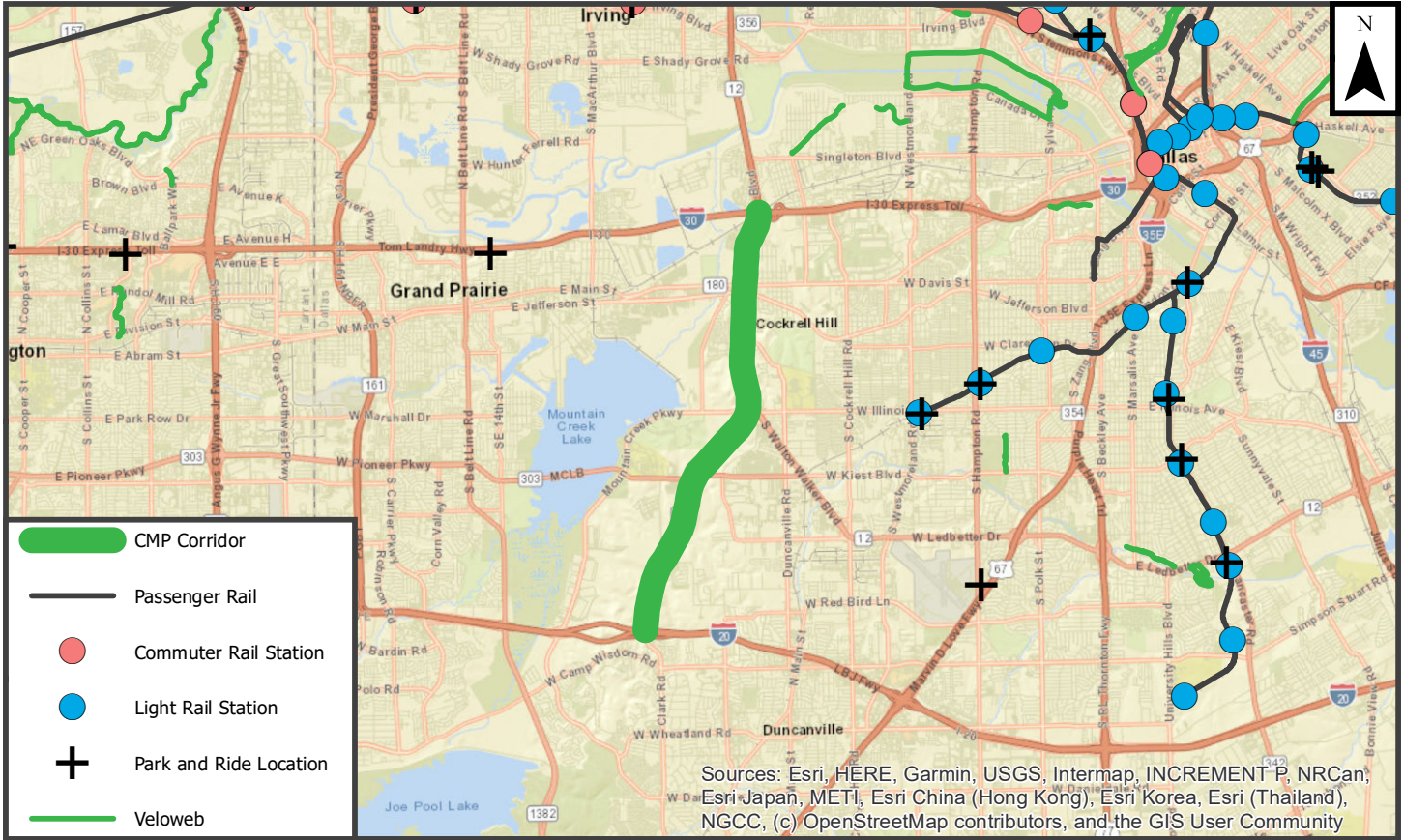
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	24	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 17.3

SL 12/SS 408 between IH 30 and IH 20



Performance Statement

Rehab

Asset Statement

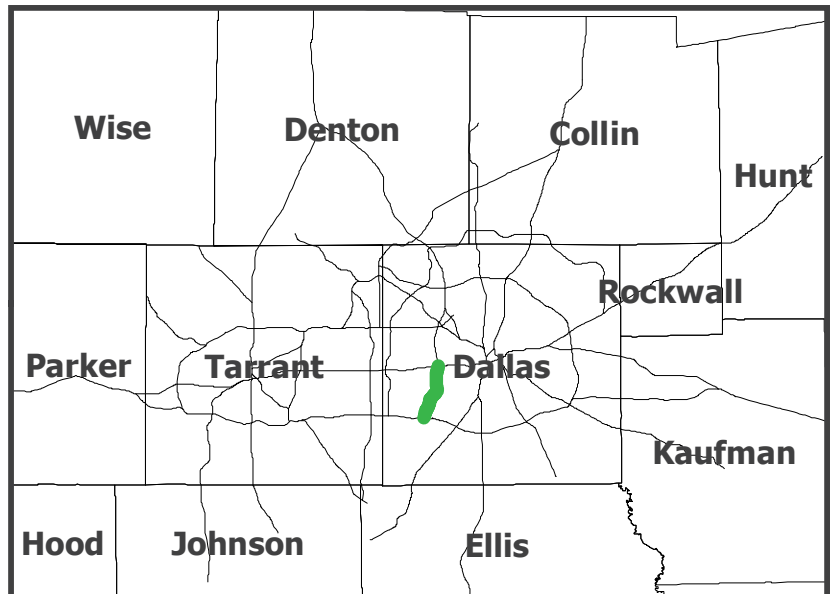
Needs help

Corridor Statement

Rehab only

Corridor Output

Rehab



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	38.1
Facility	US 67
From	IH 35E
To	IH 20
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	98	Sufficient
Travel Time Index (Recurring Congestion)	1.28	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.42	Needs Improvement
Pavement in Poor Condition	20	Needs Improvement
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	13	Roadway Infrastructure Score
Frontage Road Percentage	96	
Parallel Freeway Percentage	61	Medium

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	215	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

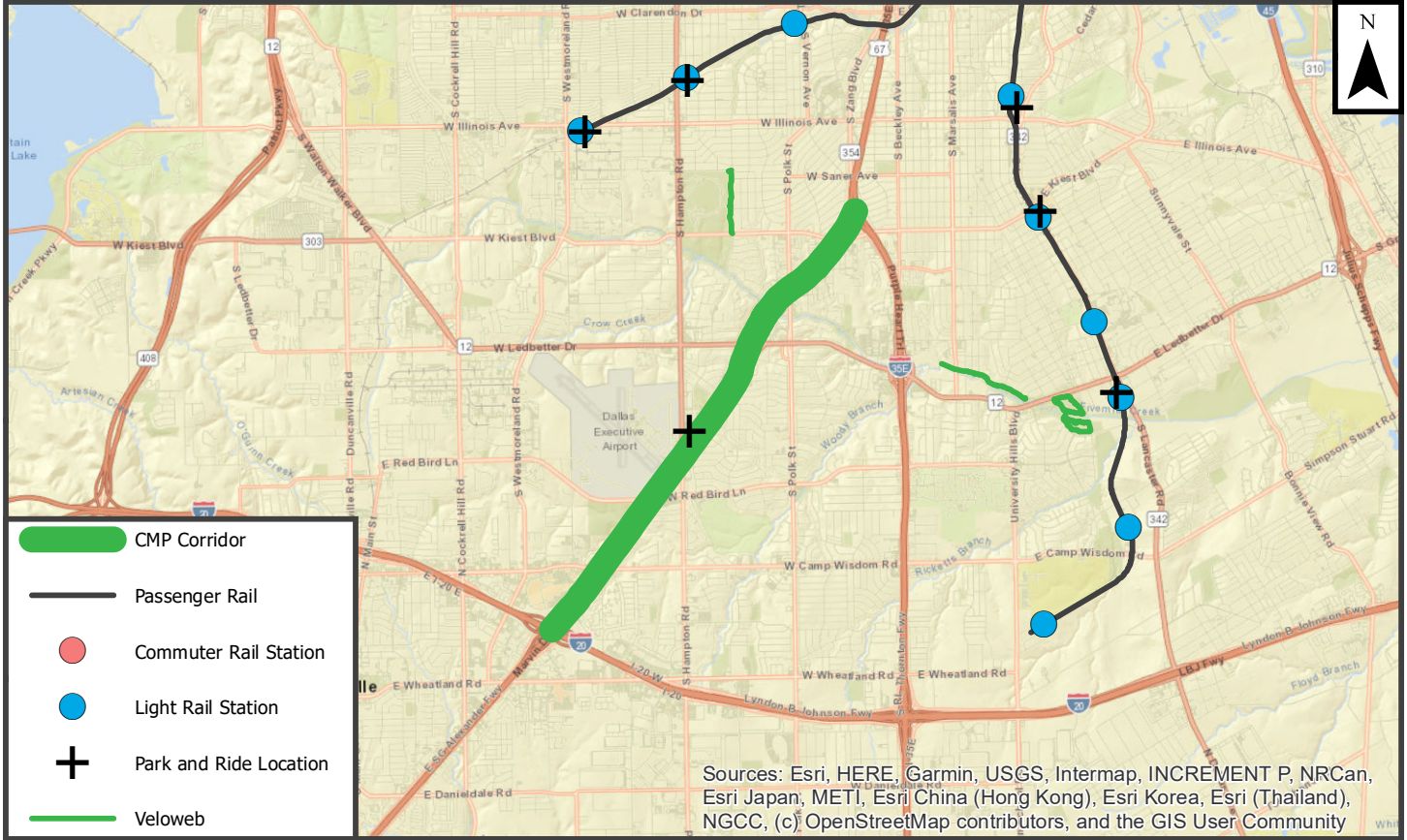
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	3	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 38.1

US 67 between IH 35E and IH 20



Performance Statement

Rehab, demand reduction and operational

Asset Statement

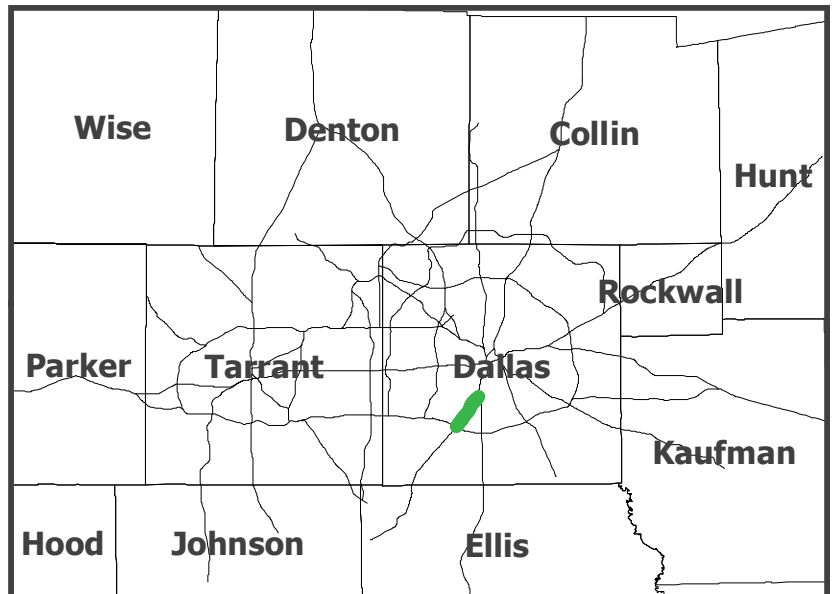
Promote options and operate

Corridor Statement

Promote options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.9
Facility	IH 35E
From	US 67
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	91	Sufficient
Travel Time Index (Recurring Congestion)	1.29	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.23	Sufficient
Pavement in Poor Condition	2	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	86	
Parallel Freeway Percentage	99	High

Modal Options

Park and Rides within 1 mile of corridor	5	Modal Options Score
Parallel Light Rail as percentage of corridor length	78	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	202	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

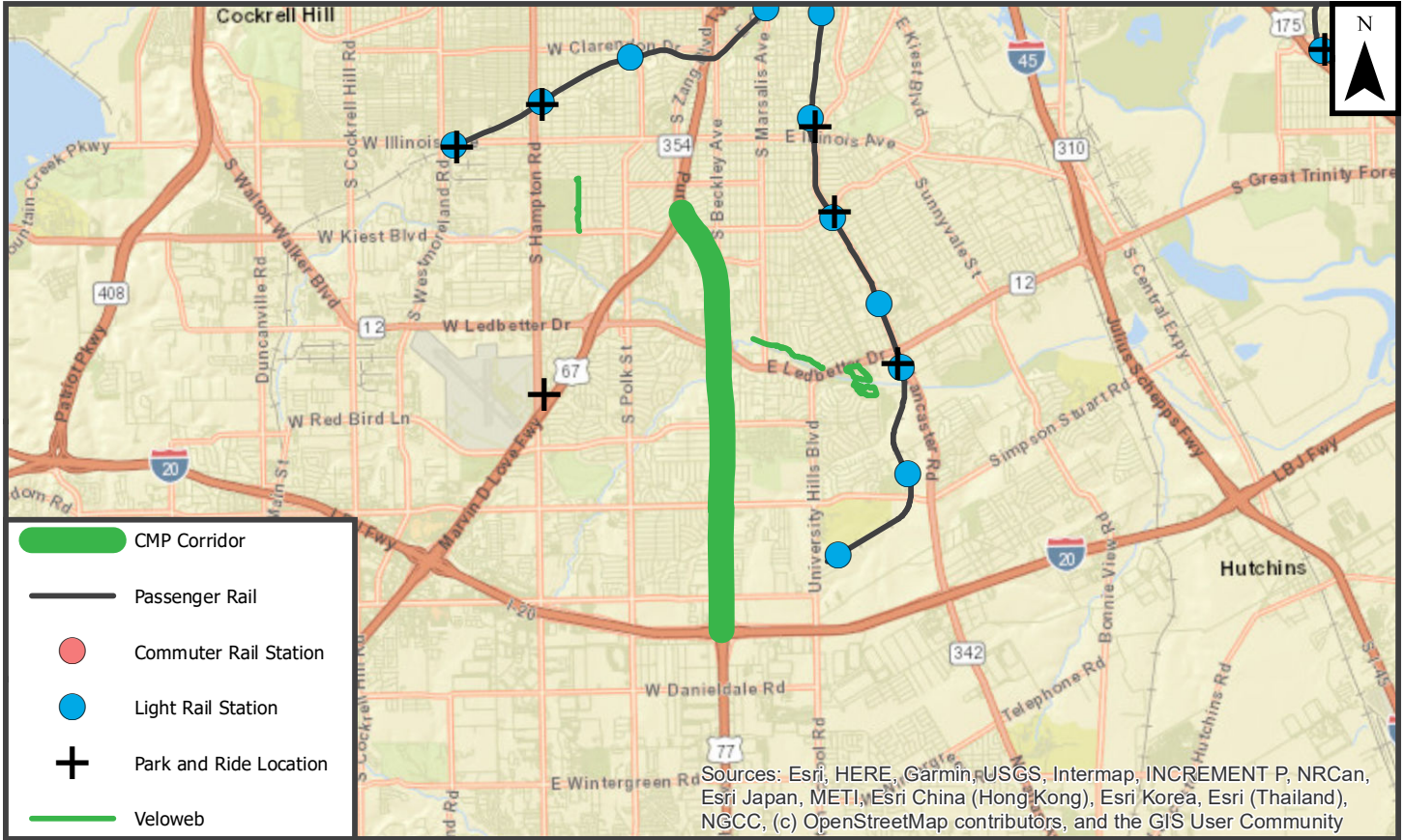
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 7.9

IH 35E between US 67 and IH 20



Performance Statement

Continue to monitor

Asset Statement

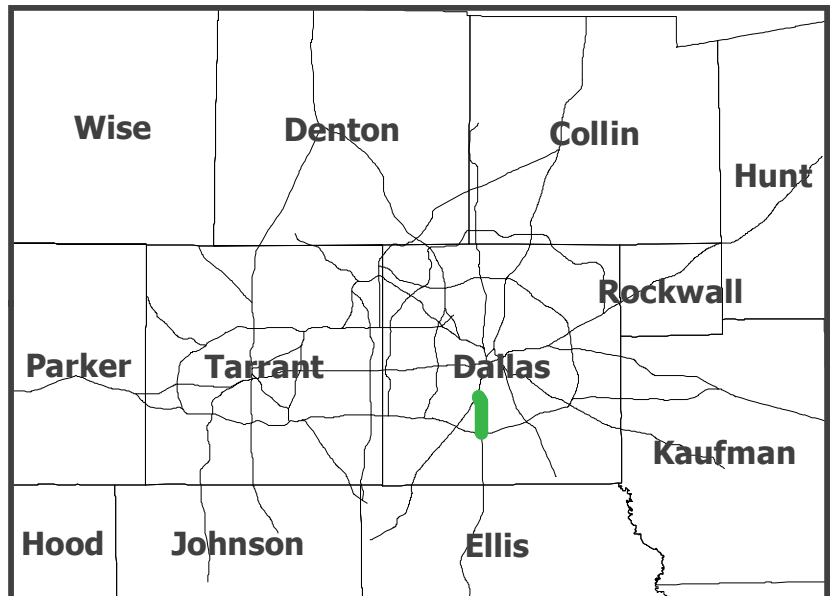
Promote options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.4
Facility	IH 30
From	IH 820 (East)
To	SH 360
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	64	Sufficient
Travel Time Index (Recurring Congestion)	1.37	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.44	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	35	
Parallel Freeway Percentage	11	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	38	
<i>Bus Trip Density*</i>	25	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

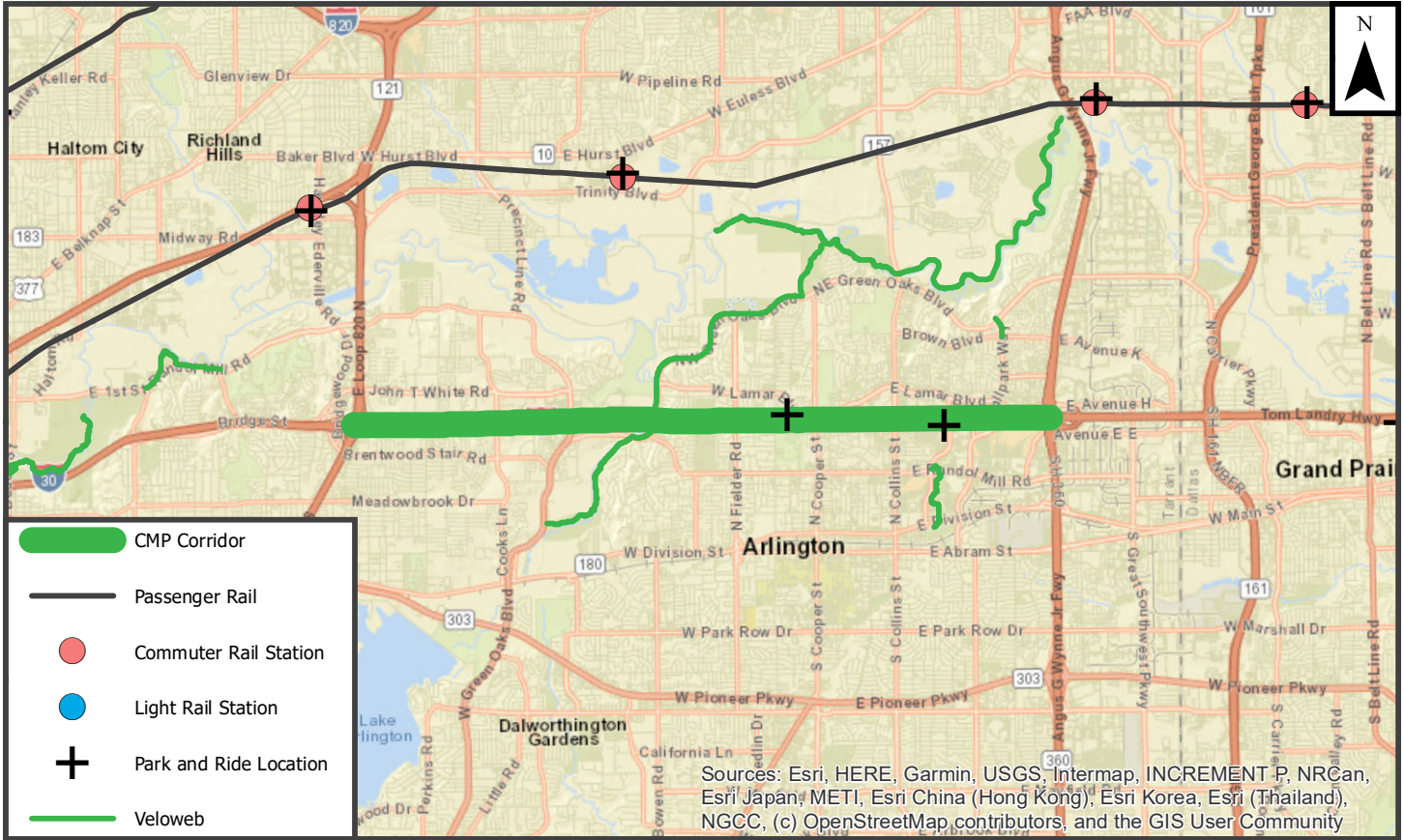
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	94	
Truck Lane Restriction Percentage	80	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 28.4

IH 30 between IH 820 (East) and SH 360



Performance Statement

Demand reduction and operational

Asset Statement

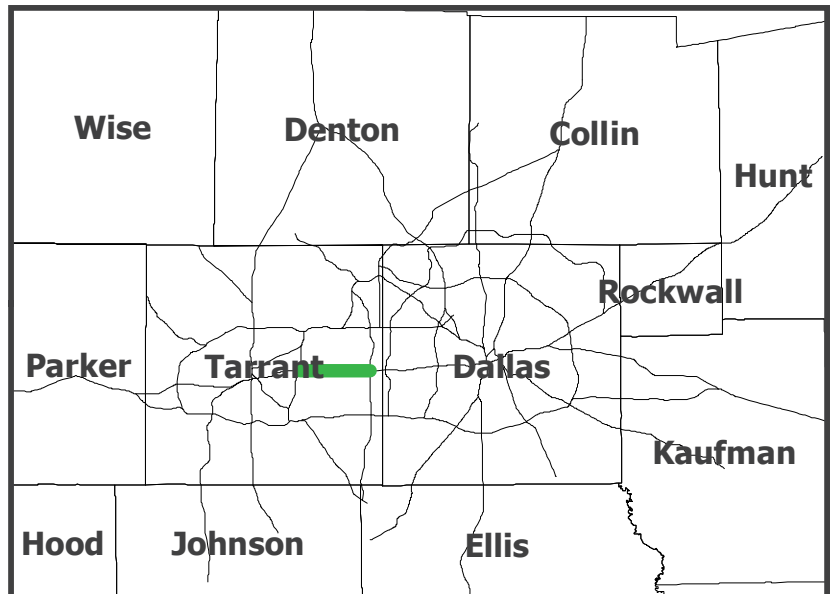
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.5
Facility	IH 30
From	SH 360
To	PGBT
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	35	Sufficient
Travel Time Index (Recurring Congestion)	1.52	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.19	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	4	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	55	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	28	
HOV/Managed Lane Percentage	0	

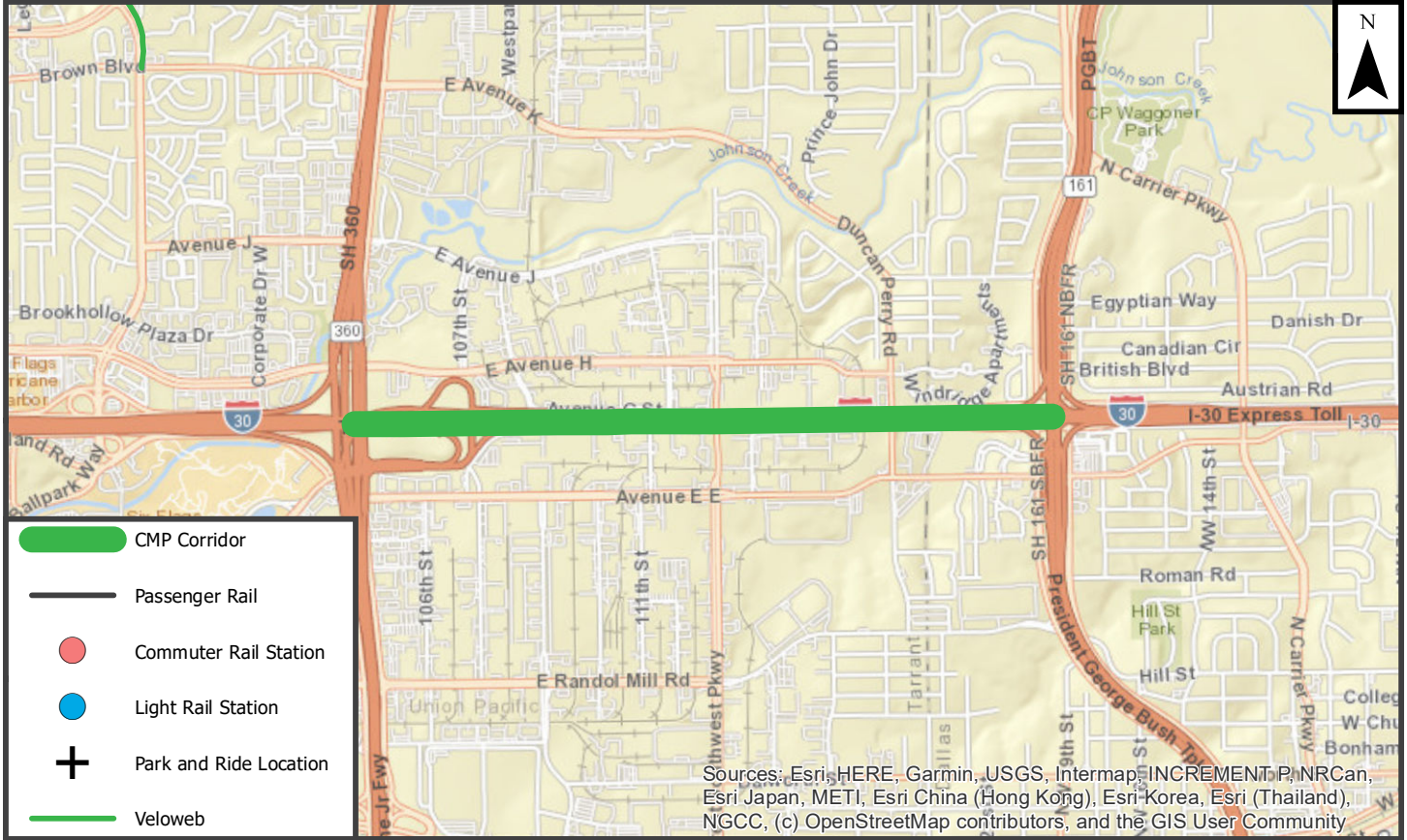
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.5

IH 30 between SH 360 and PGBT



Performance Statement

Demand reduction

Asset Statement

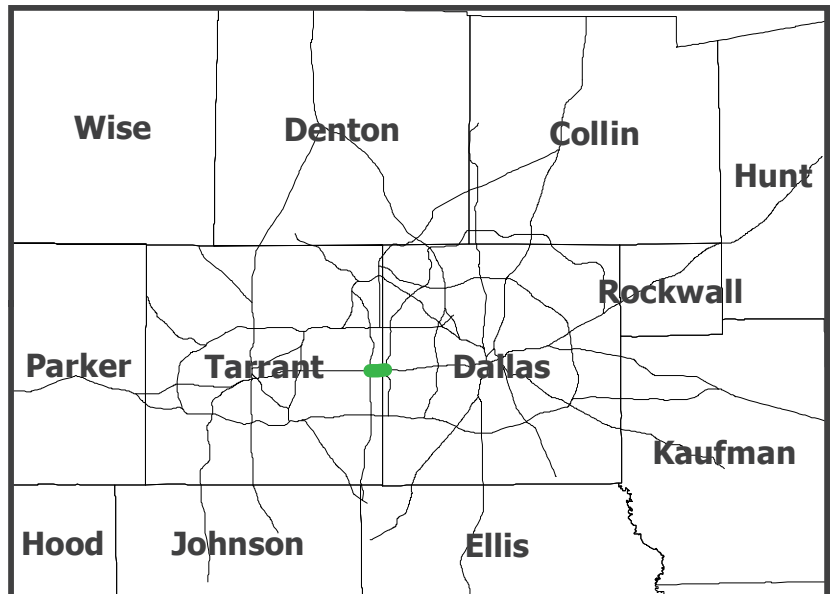
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.6
Facility	IH 30
From	PGBT
To	SL 12
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	49	Sufficient
Travel Time Index (Recurring Congestion)	1.04	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.16	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	61	Roadway Infrastructure Score
Frontage Road Percentage	58	
Parallel Freeway Percentage	33	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	20	
<i>Bus Trip Density*</i>	23	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	100	

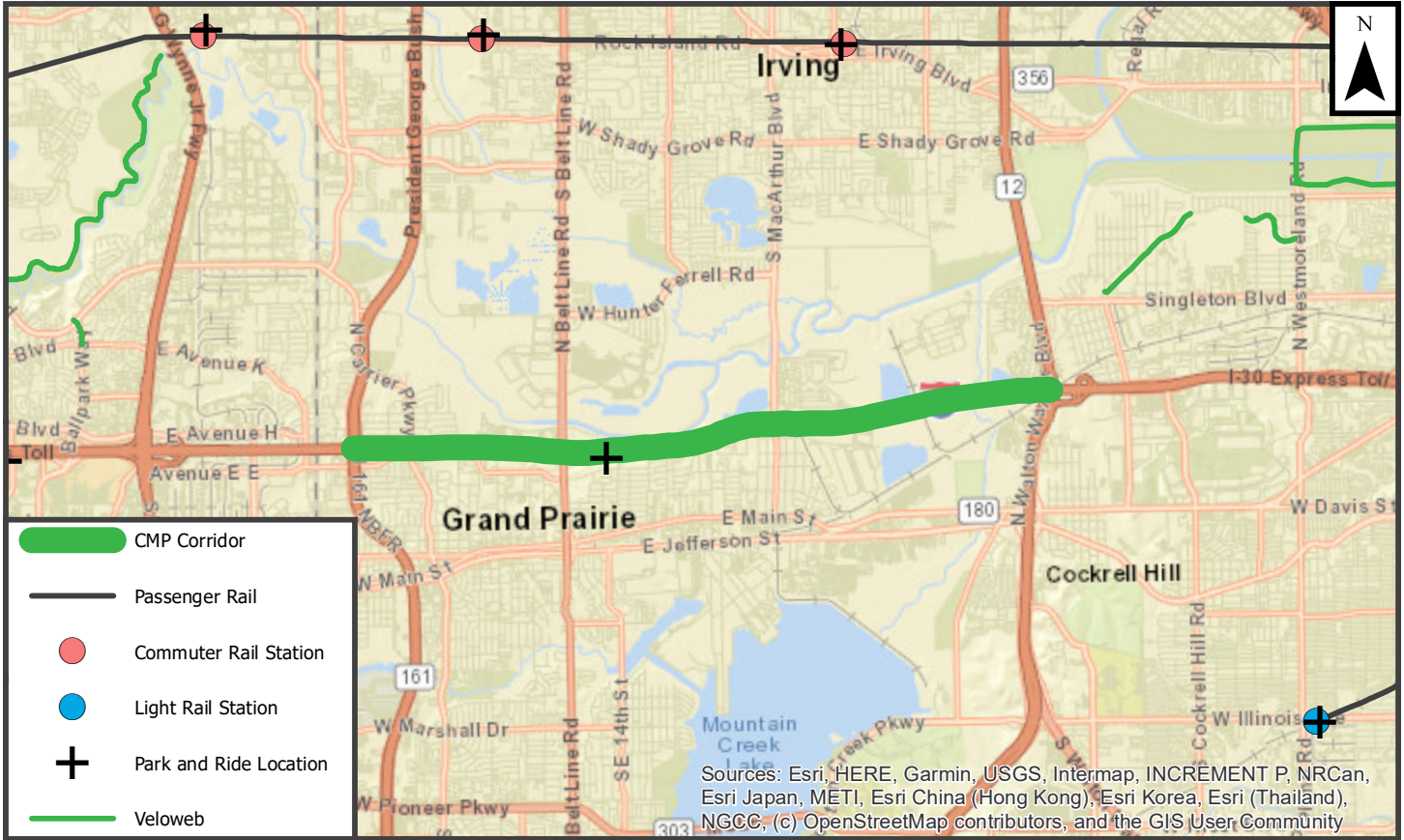
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.6

IH 30 between PGBT and SL 12



Performance Statement

Continue to monitor

Asset Statement

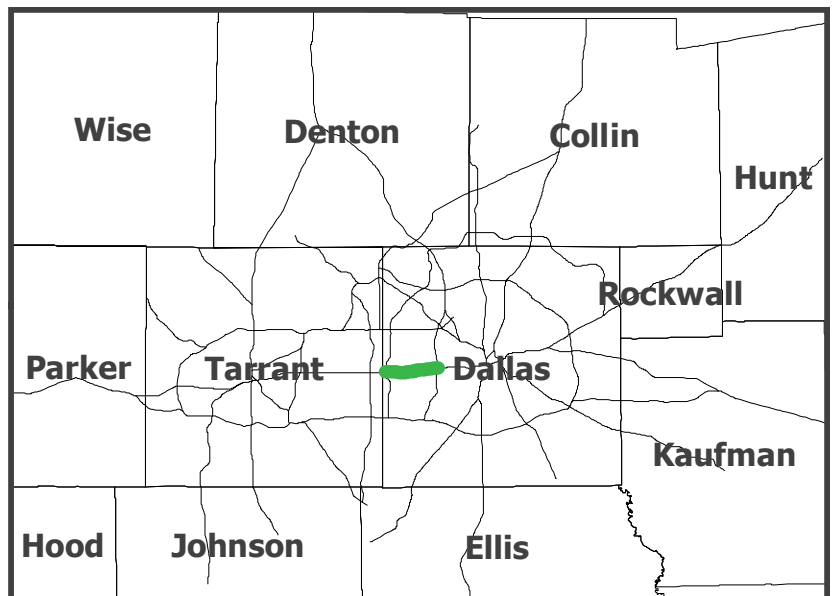
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	9.2
Facility	SH 360
From	SH 183
To	IH 30
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	64	Sufficient
Travel Time Index (Recurring Congestion)	1.52	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	5	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	41	Roadway Infrastructure Score
Frontage Road Percentage	78	
Parallel Freeway Percentage	107	High

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	42	
<i>Bus Trip Density*</i>	28	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	98	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

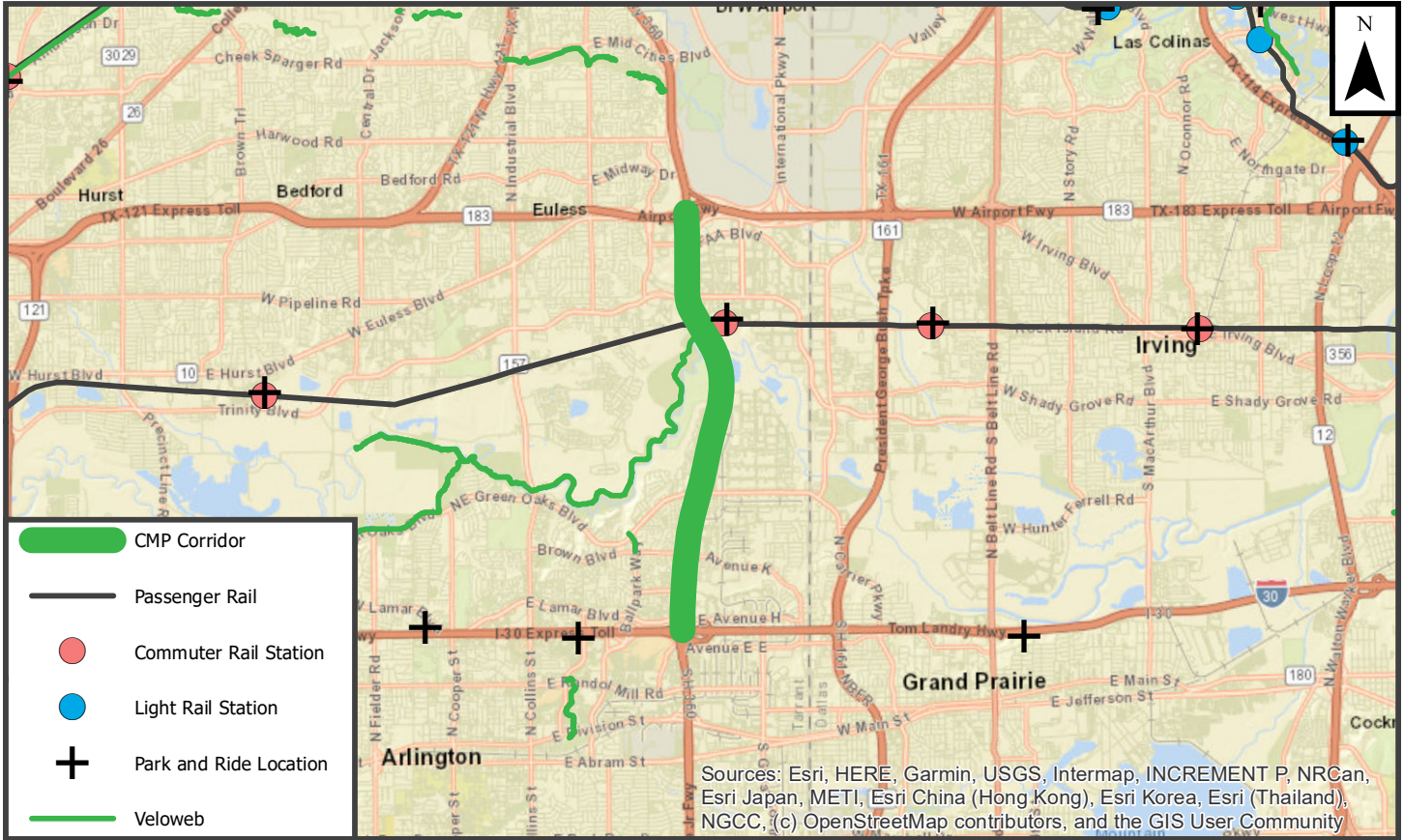
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 9.2

SH 360 between SH 183 and IH 30



Performance Statement

Demand reduction

Asset Statement

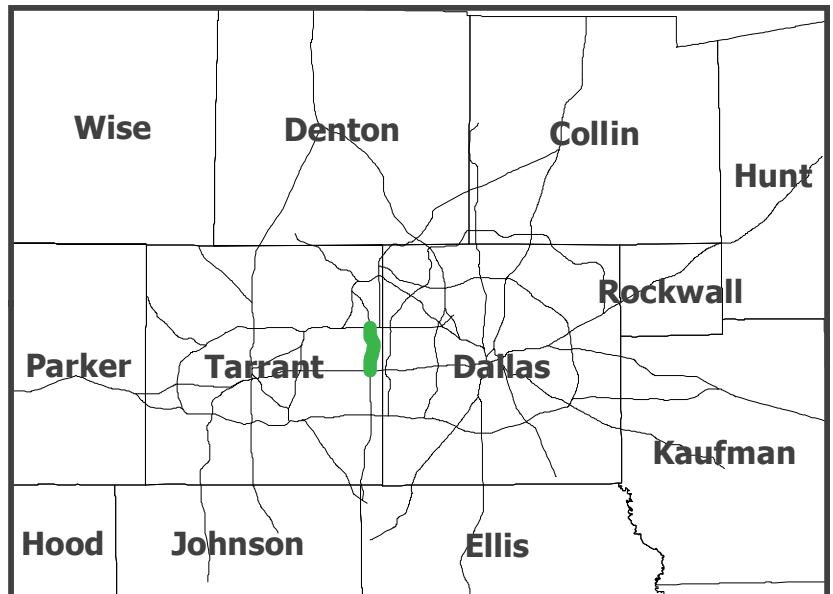
Promote alternate routes and operate

Corridor Statement

Promote trip reduction strategies and optimize existing operations

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	15.2
Facility	PGBT (West)
From	SH 183
To	IH 30
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	34	Sufficient
Travel Time Index (Recurring Congestion)	1.24	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.40	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	43	Roadway Infrastructure Score
Frontage Road Percentage	60	
Parallel Freeway Percentage	104	High

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	39	
<i>Bus Trip Density*</i>	44	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

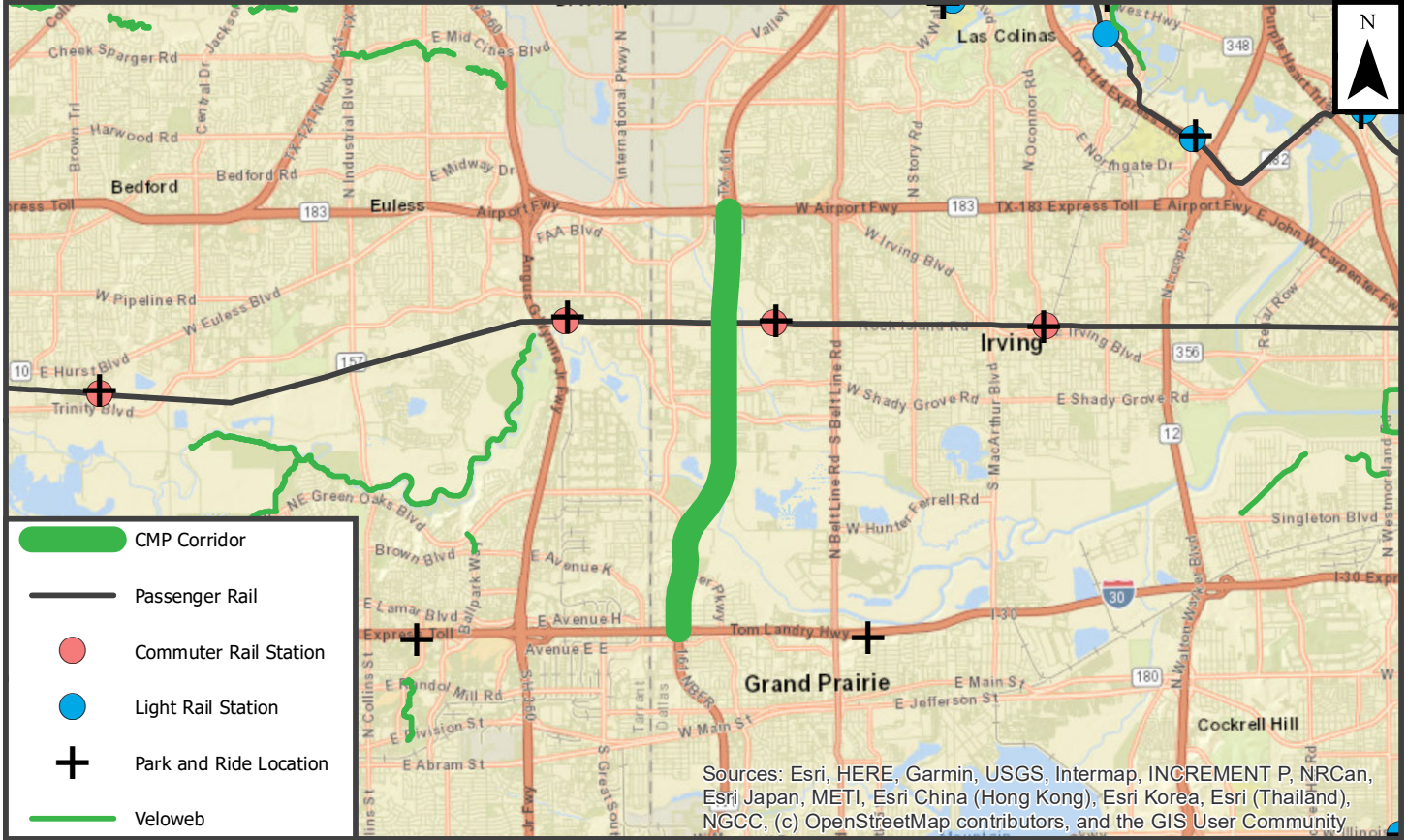
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 15.2

PGBT (West) between SH 183 and IH 30



Performance Statement

Demand reduction and operational

Asset Statement

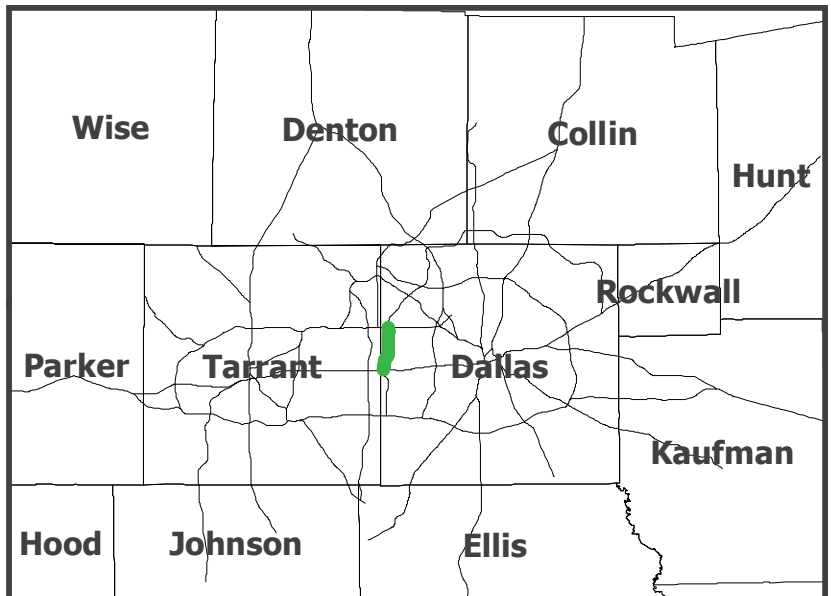
Promote alternate routes and operate

Corridor Statement

Promote alternate routes and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	17.2
Facility	SL 12
From	SH 183
To	IH 30
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	45	Sufficient
Travel Time Index (Recurring Congestion)	1.64	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.28	Sufficient
Pavement in Poor Condition	14	Needs Improvement
Bridge Deck in Poor Condition	2	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	21	Roadway Infrastructure Score
Frontage Road Percentage	84	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	94	
<i>Bus Trip Density*</i>	78	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

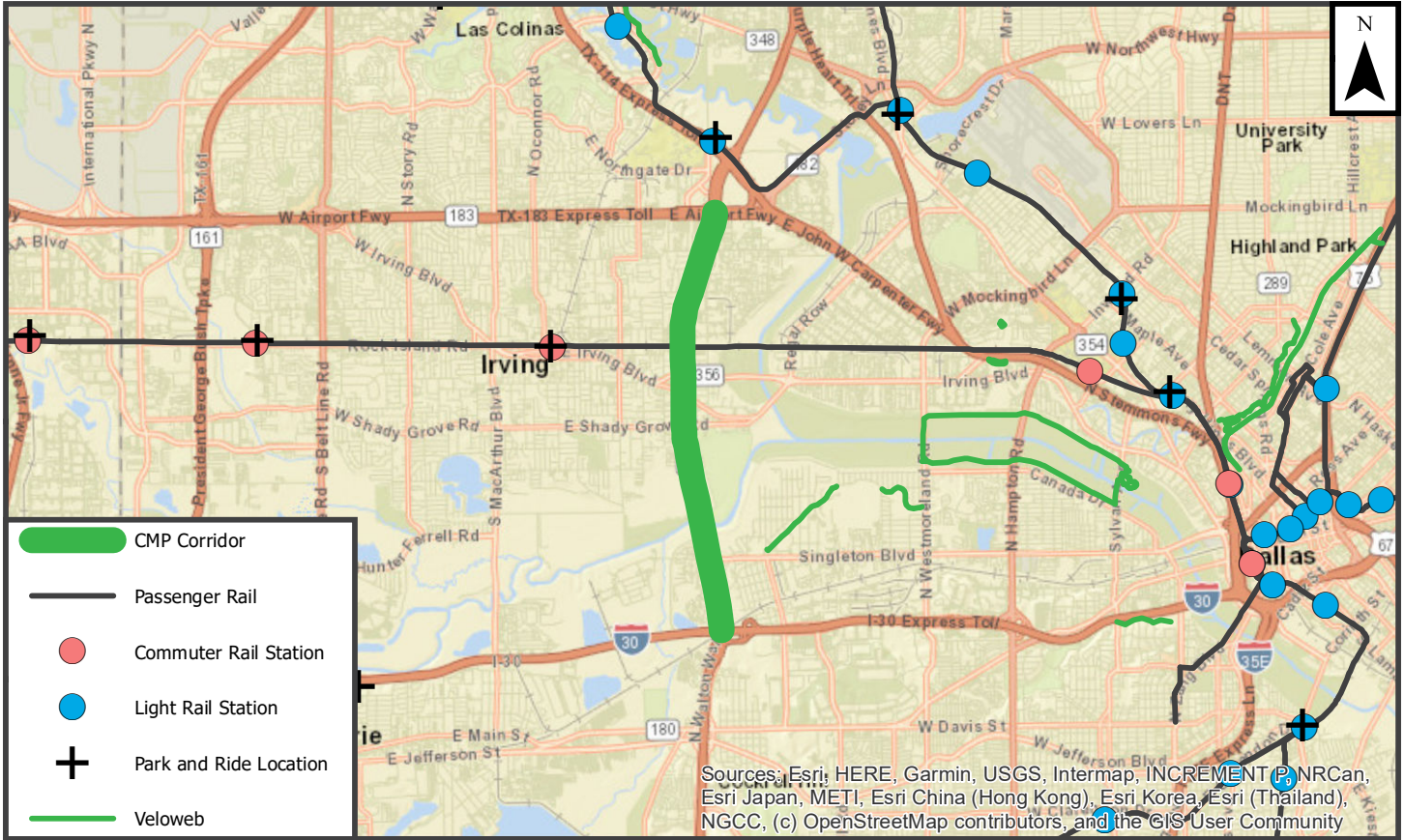
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	99	Low
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 17.2

SL 12 between SH 183 and IH 30



Performance Statement

Rehab and demand reduction

Asset Statement

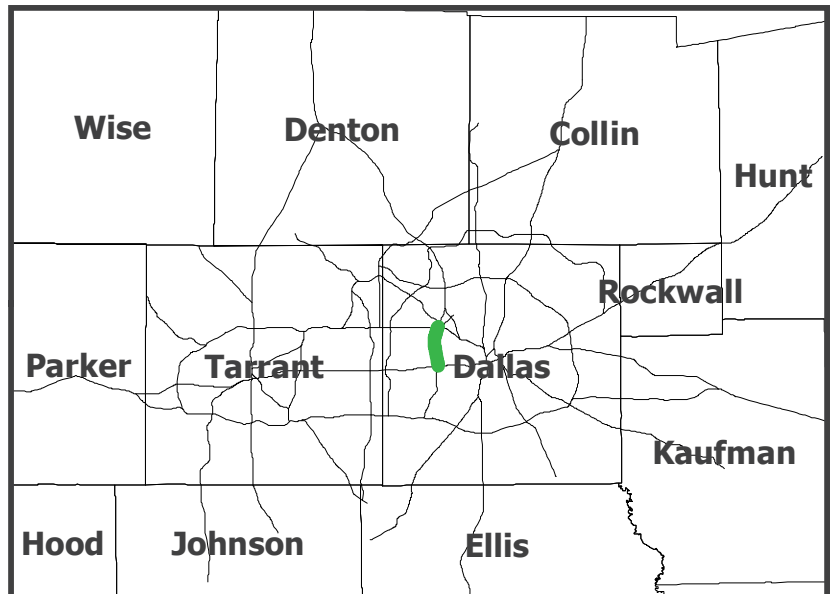
Promote options, may need roadway capacity

Corridor Statement

Promote modal options and implement operational strategies

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	22.3
Facility	SH 183
From	PGBT
To	SL 12
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	75	Sufficient
Travel Time Index (Recurring Congestion)	1.13	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.24	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	51	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	55	Medium

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	High
Parallel Commuter Rail as percentage of corridor length	103	
<i>Parallel Bus Route as percentage of corridor length*</i>	98	
<i>Bus Trip Density*</i>	97	
Combined Bus Availability	High	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

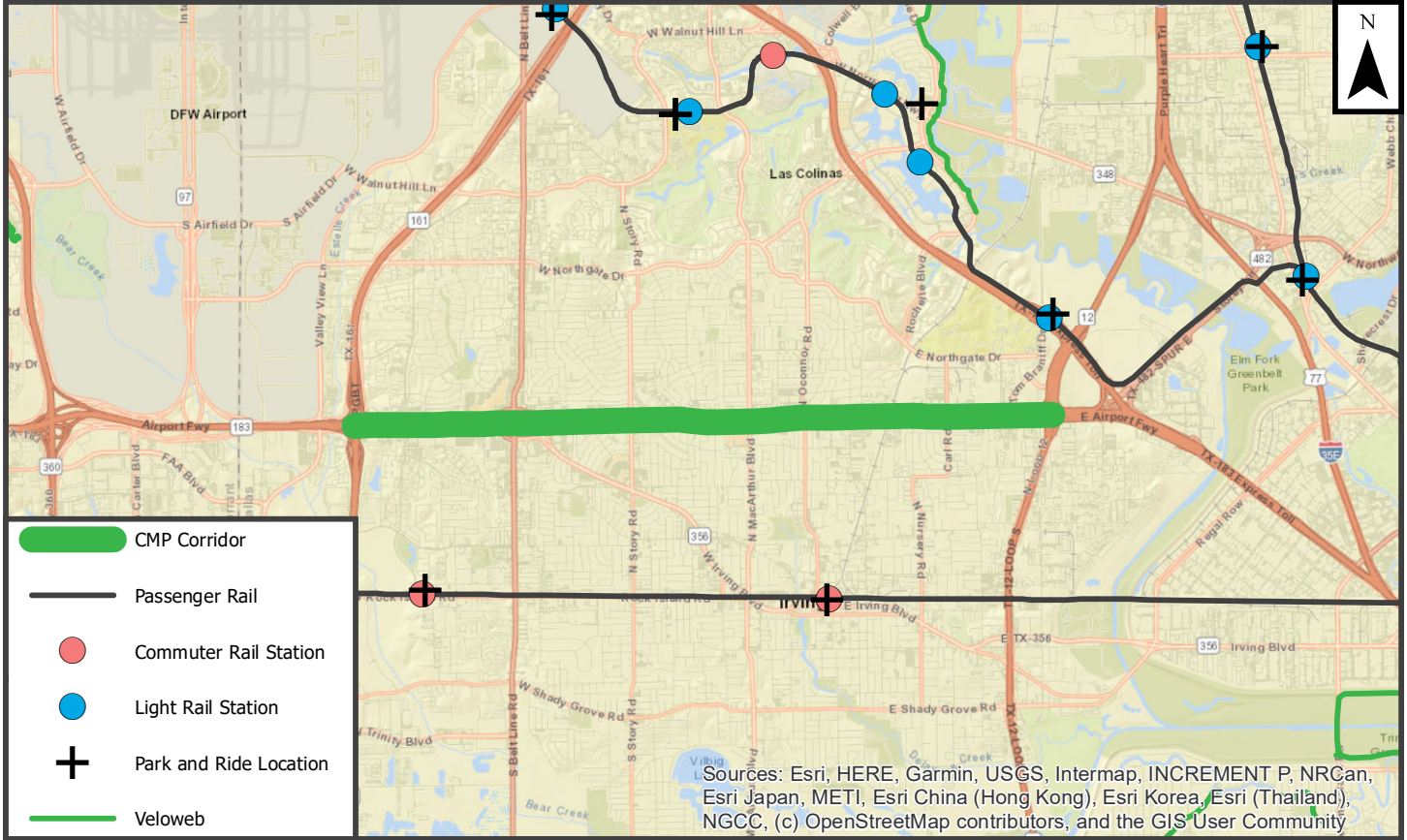
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 22.3

SH 183 between PGBT and SL 12



Performance Statement

Continue to monitor

Asset Statement

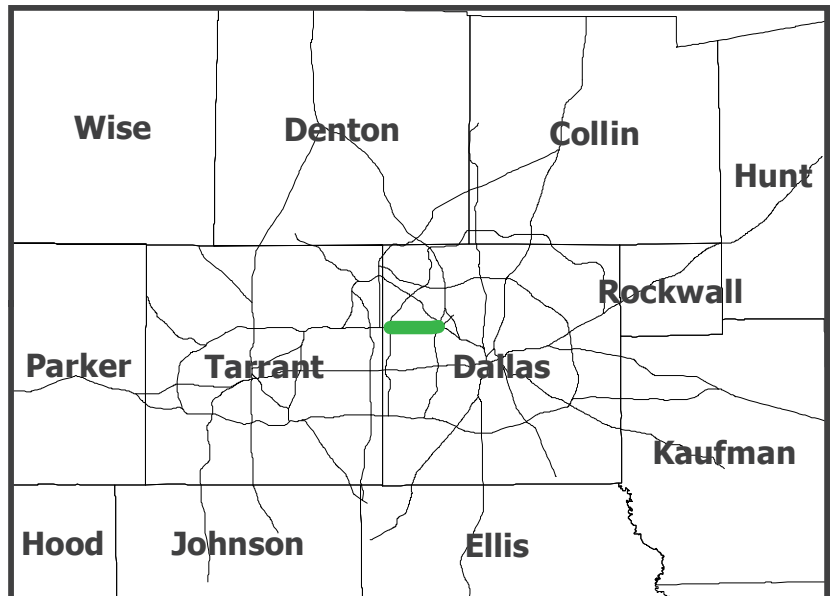
Promote options and operate

Corridor Statement

Continue to monitor

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.4
Facility	IH 35E
From	IH 635 (North)
To	SL 12
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	113	Needs Improvement
Travel Time Index (Recurring Congestion)	1.15	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.16	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	39	Roadway Infrastructure Score
Frontage Road Percentage	41	
Parallel Freeway Percentage	49	Low

Modal Options

Park and Rides within 1 mile of corridor	5	Modal Options Score
Parallel Light Rail as percentage of corridor length	113	High
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	136	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

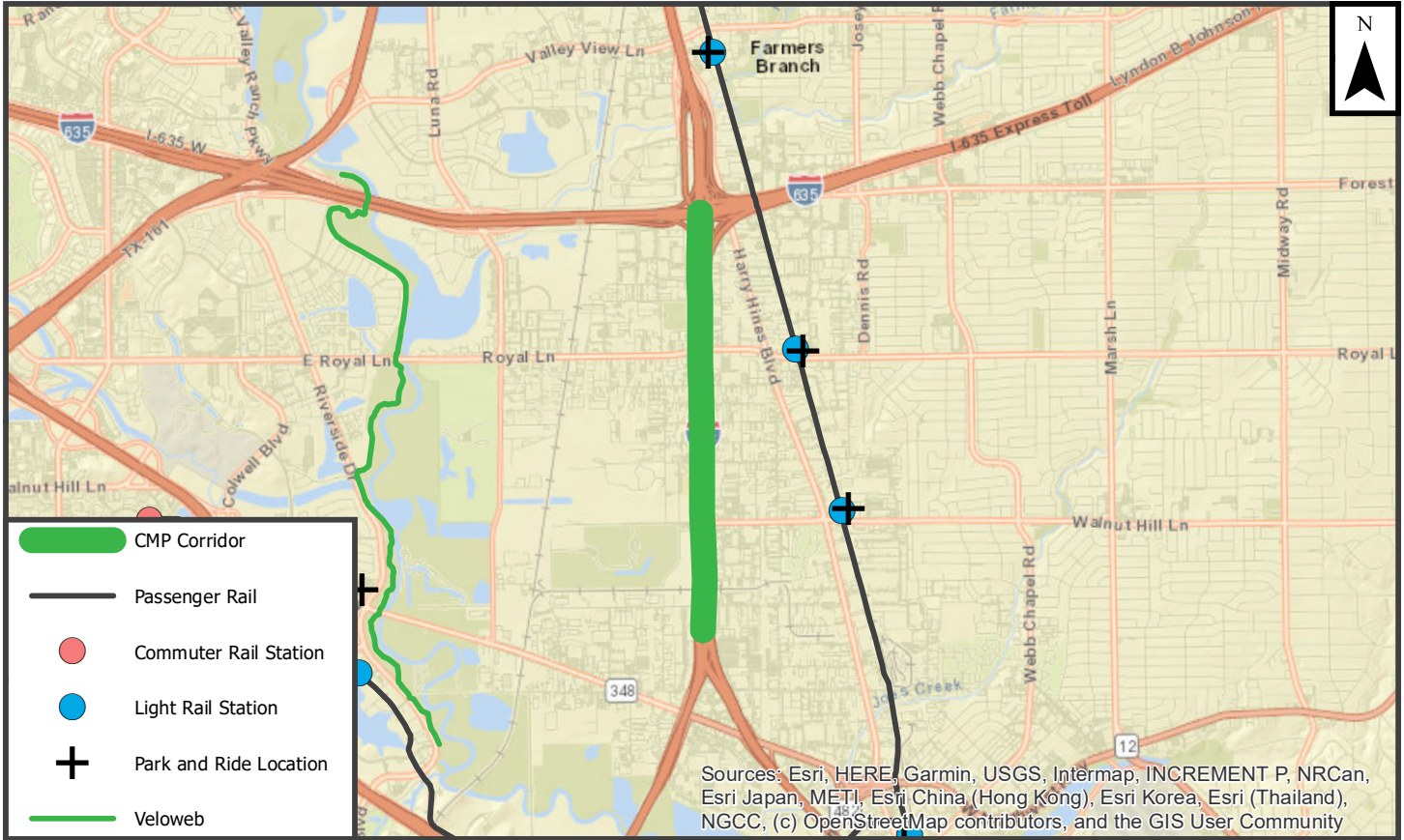
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 7.4

IH 35E between IH 635 (North) and SL 12



Performance Statement

Operational

Asset Statement

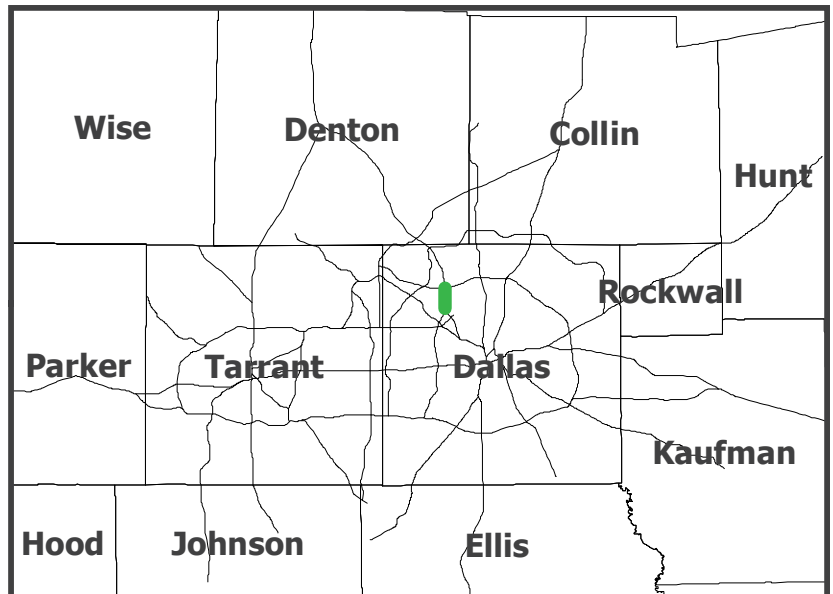
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	31.2
Facility	CTP
From	IH 20
To	US 67
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	35	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.06	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	4	
Parallel Freeway Percentage	4	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	13	
<i>Bus Trip Density*</i>	6	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	93	
Truck Lane Restriction Percentage	0	Medium
HOV/Managed Lane Percentage	0	

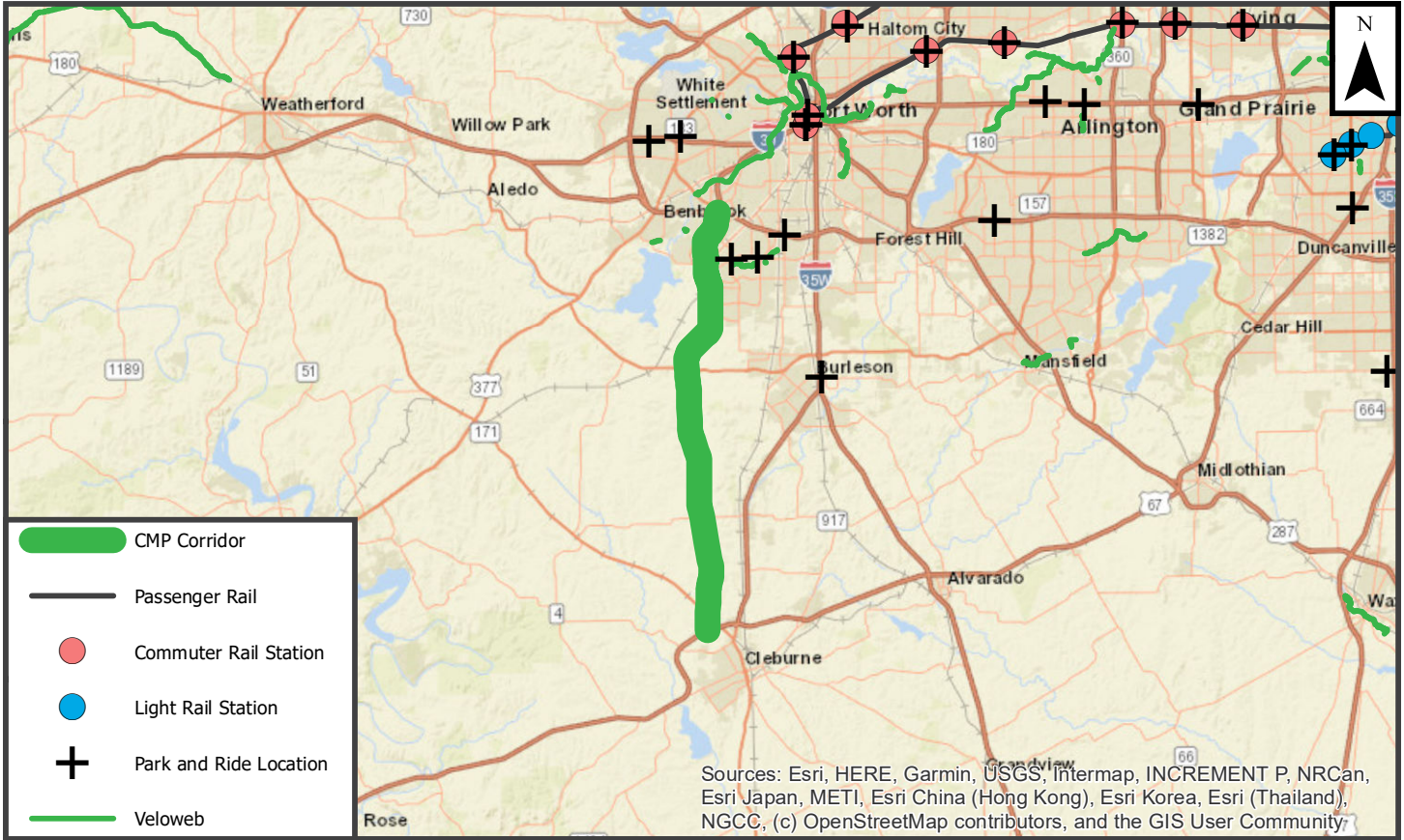
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 31.2

CTP between IH 20 and US 67



Performance Statement

Continue to monitor

Asset Statement

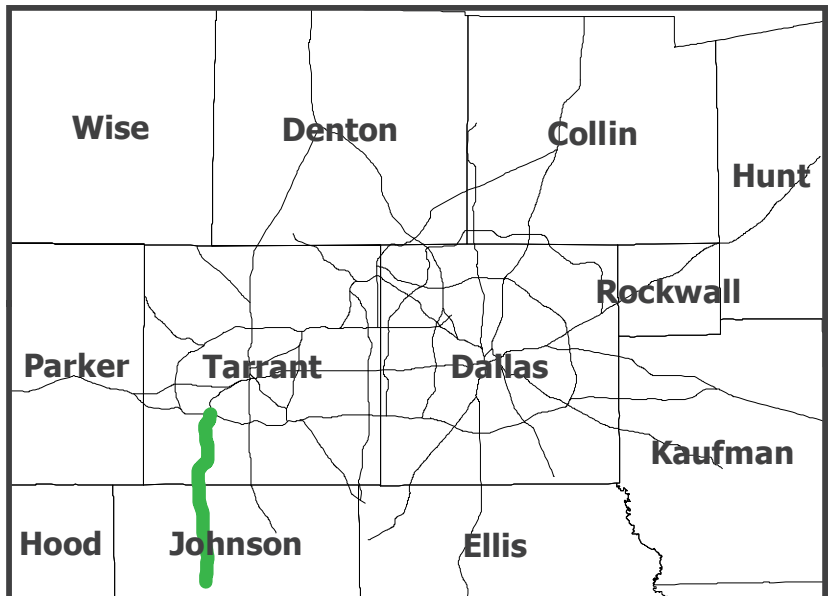
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.9
Facility	IH 35W
From	Tarrant C/L
To	FM 917
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	40	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	44	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	1	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

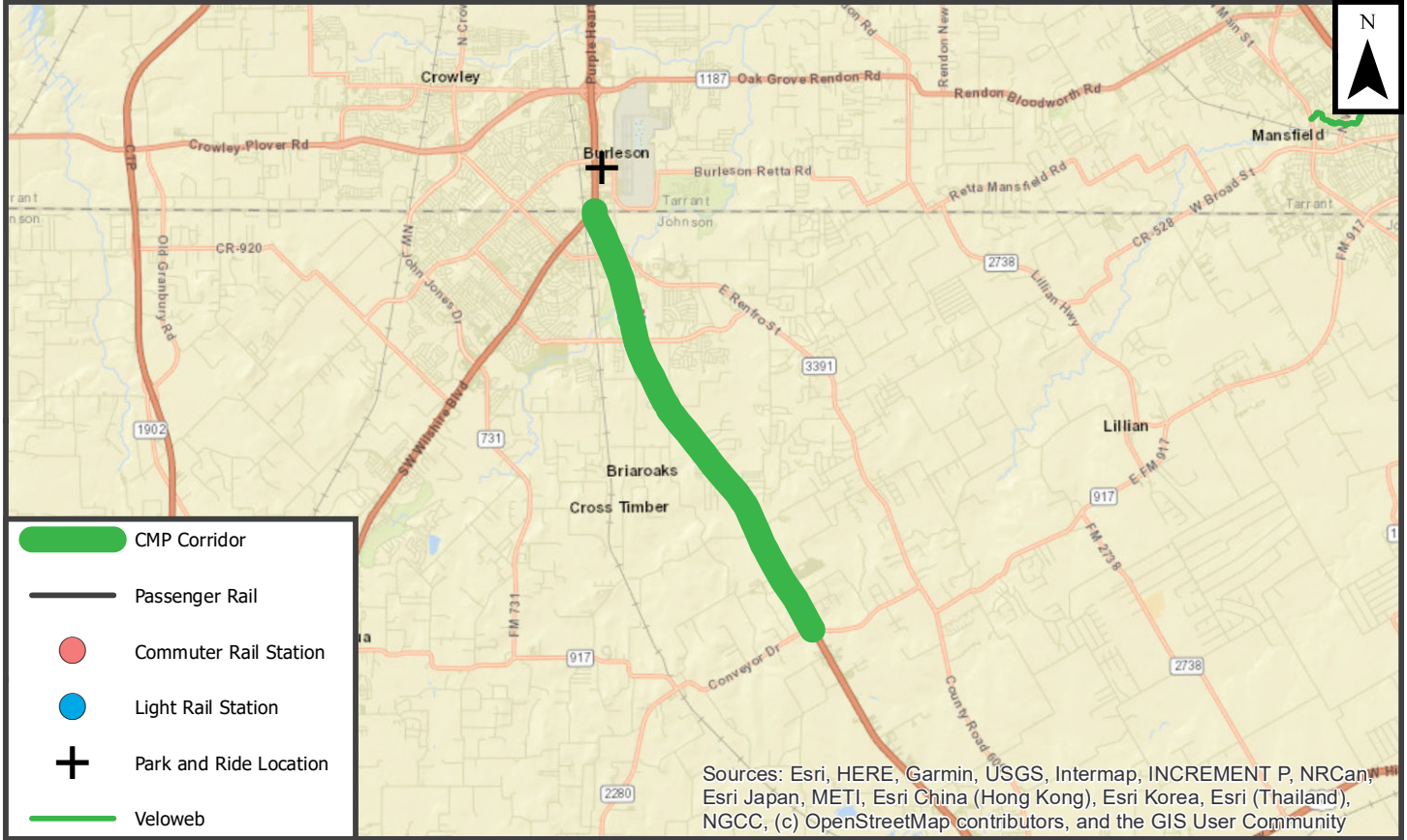
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	38	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 5.9

IH 35W between Tarrant C/L and FM 917



Performance Statement

Continue to monitor

Asset Statement

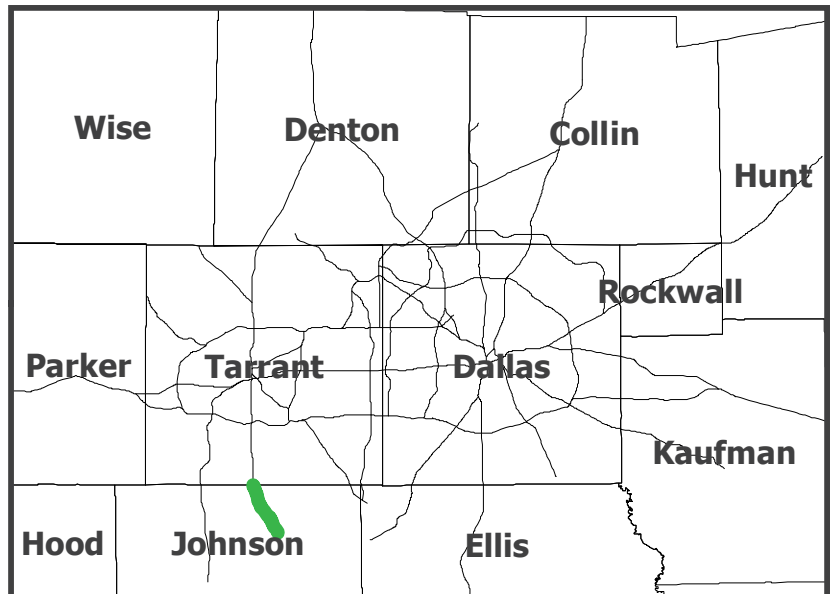
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	27.3
Facility	IH 45
From	IH 20
To	SL 9
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	29	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	27	Roadway Infrastructure Score
Frontage Road Percentage	89	
Parallel Freeway Percentage	5	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	8	
<i>Bus Trip Density*</i>	6	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	34	
Truck Lane Restriction Percentage	100	Low
HOV/Managed Lane Percentage	0	

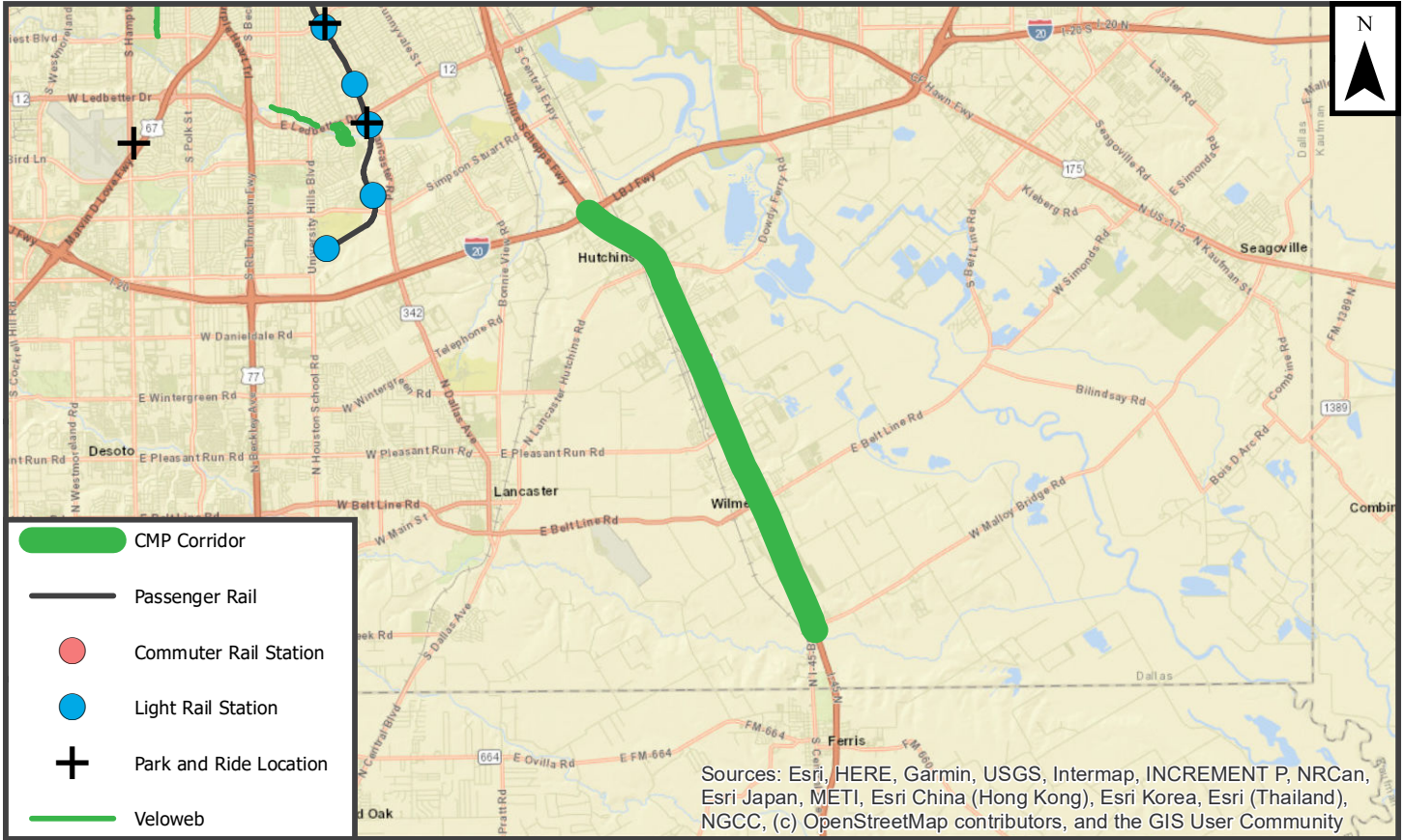
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 27.3

IH 45 between IH 20 and SL 9



Performance Statement

Continue to monitor

Asset Statement

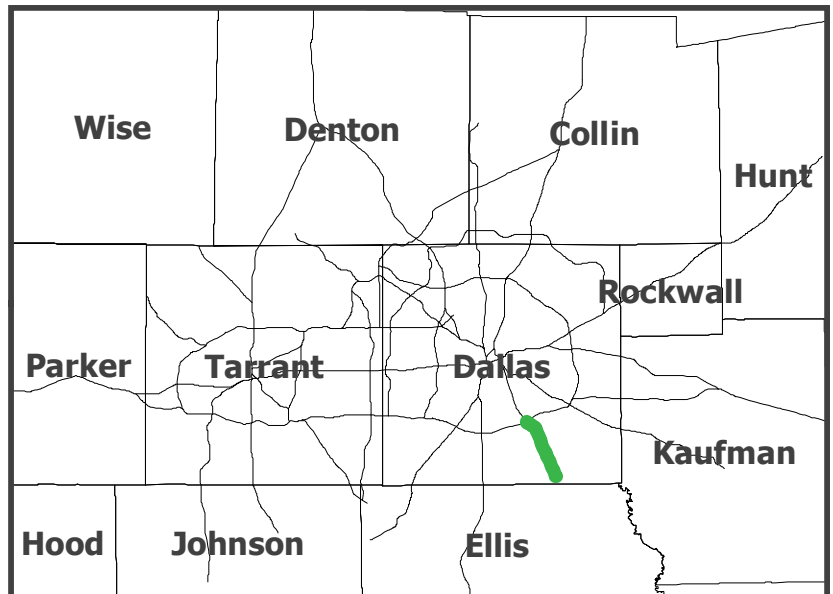
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	36.3
Facility	US 175
From	IH 20
To	SH 34
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	37	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.09	Sufficient
Pavement in Poor Condition	4	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	17	Roadway Infrastructure Score
Frontage Road Percentage	79	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	32	
<i>Bus Trip Density*</i>	3	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	7	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

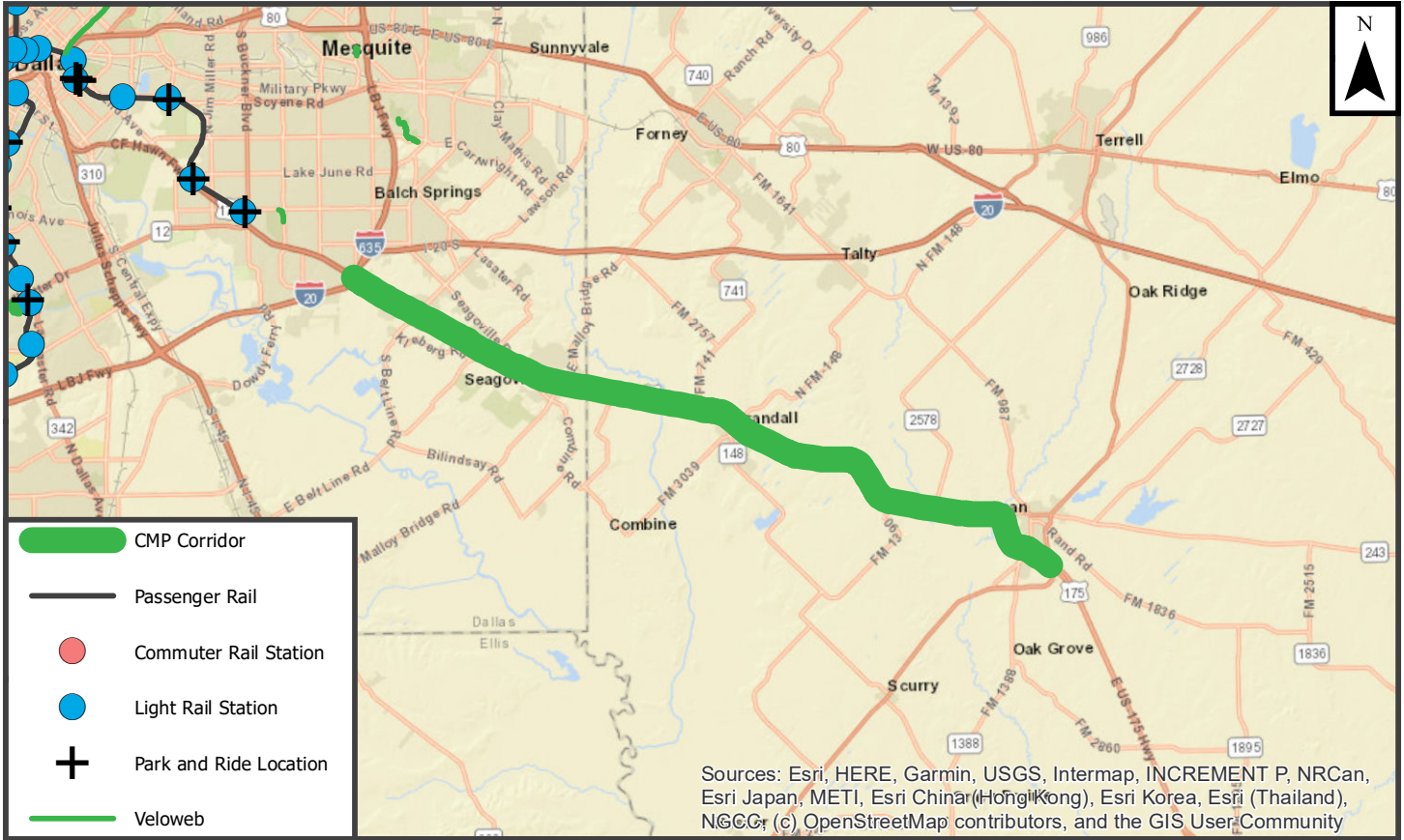
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 36.3

US 175 between IH 20 and SH 34



Performance Statement

Continue to monitor

Asset Statement

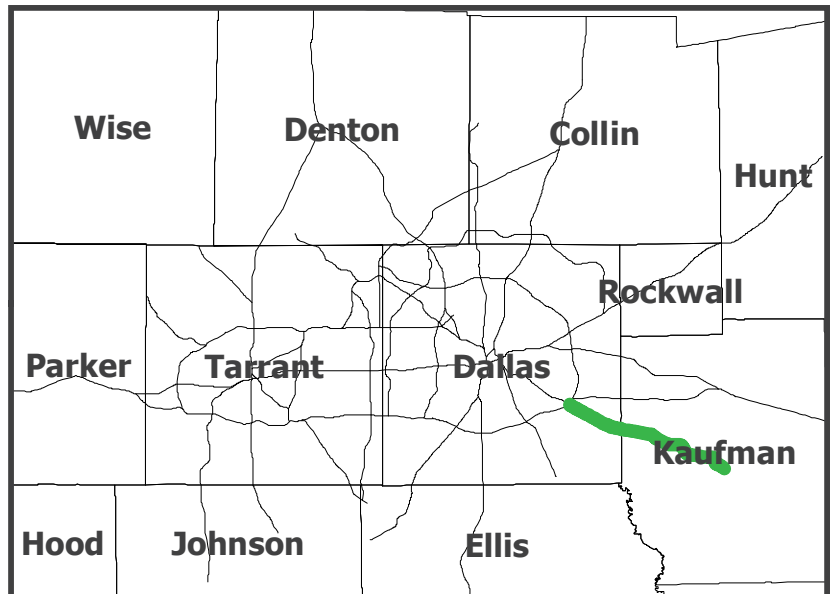
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.16
Facility	IH 20
From	US 80
To	Kaufman C/L
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	40	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.03	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	28	Roadway Infrastructure Score
Frontage Road Percentage	4	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	15	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	66	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.16

IH 20 between US 80 and Kaufman C/L



Performance Statement

Continue to monitor

Asset Statement

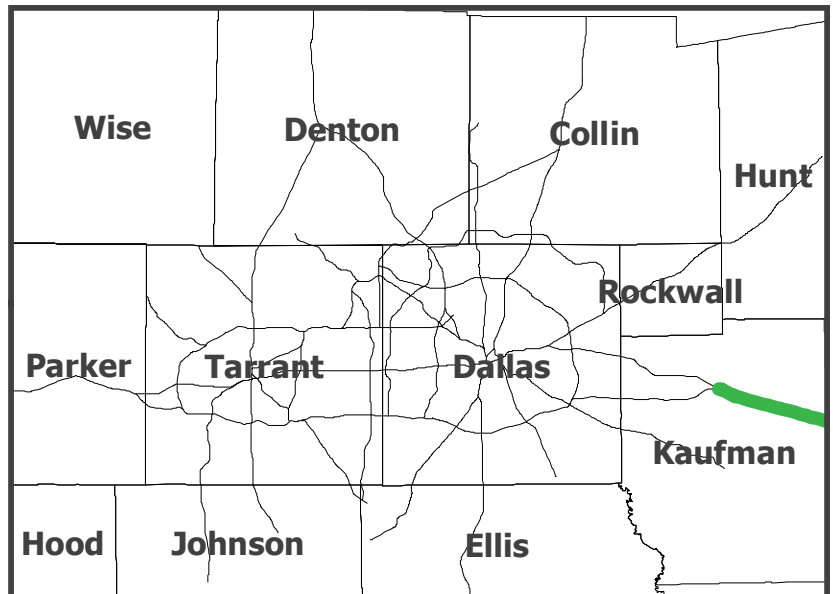
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	23.6
Facility	US 75
From	IH 635 (North)
To	SS 366
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	97	Sufficient
Travel Time Index (Recurring Congestion)	2.37	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.53	Needs Improvement
Pavement in Poor Condition	3	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	52	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	118	High

Modal Options

Park and Rides within 1 mile of corridor	7	Modal Options Score
Parallel Light Rail as percentage of corridor length	90	
Parallel Commuter Rail as percentage of corridor length	0	High
<i>Parallel Bus Route as percentage of corridor length*</i>	99	
<i>Bus Trip Density*</i>	315	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 23.6

US 75 between IH 635 (North) and SS 366



Performance Statement

Demand reduction and operational

Asset Statement

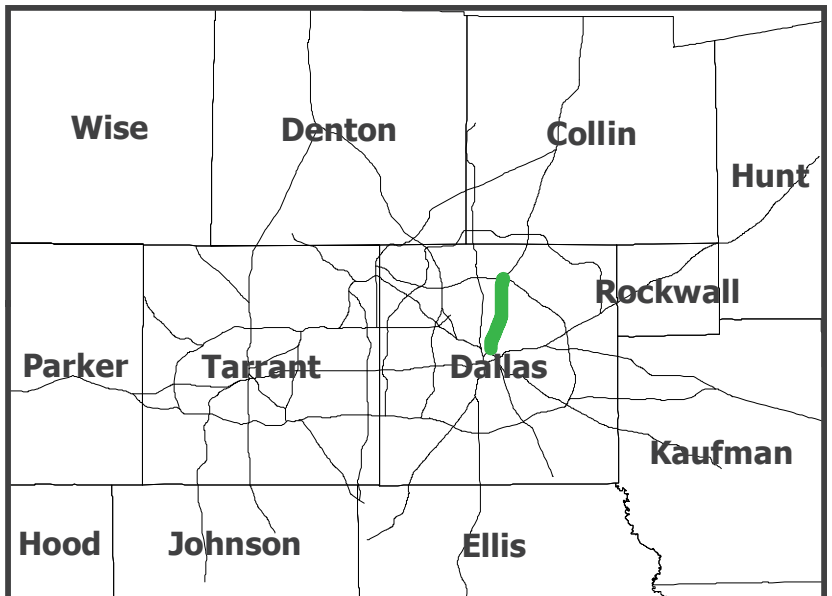
Promote options

Corridor Statement

Promote alternate routes and modal options

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.5
Facility	IH 35E
From	SL 12
To	SH 183
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	94	Sufficient
Travel Time Index (Recurring Congestion)	1.62	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.67	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	30	Roadway Infrastructure Score
Frontage Road Percentage	45	
Parallel Freeway Percentage	17	Low

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	83	High
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	96	
<i>Bus Trip Density*</i>	200	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

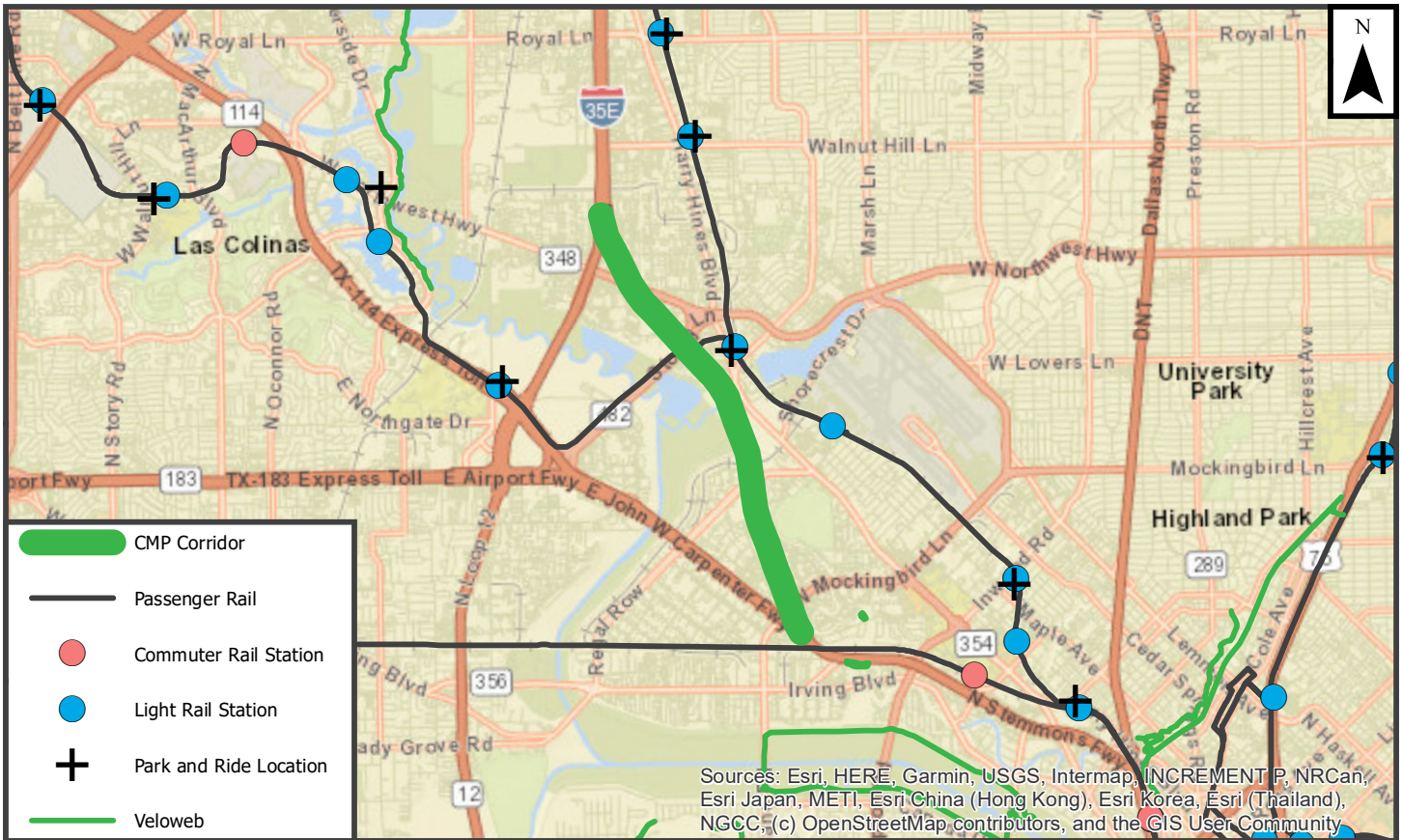
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	2	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 7.5

IH 35E between SL 12 and SH 183



Performance Statement

Demand reduction and operational

Asset Statement

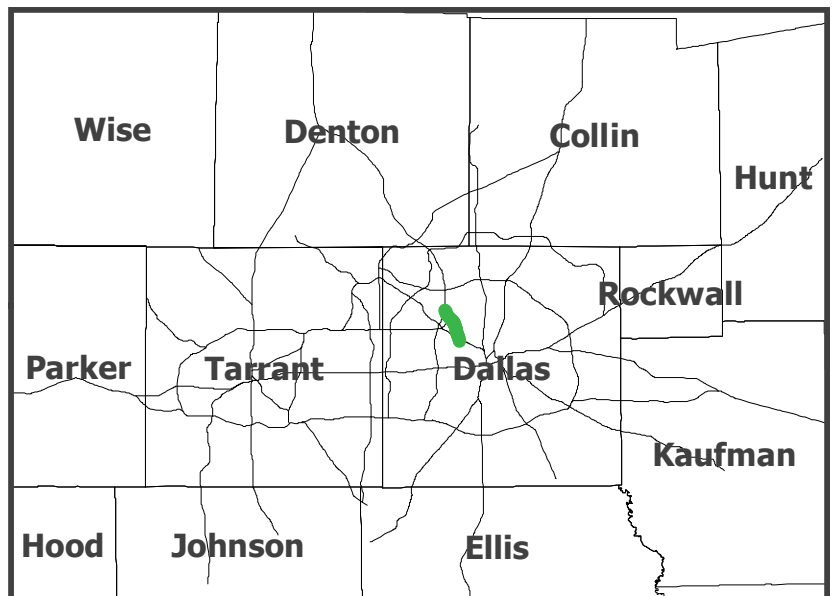
Promote modal options and needs operations

Corridor Statement

Promote modal options

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	42.1
Facility	SS 482
From	SH 183
To	IH 35E
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	74	Sufficient
Travel Time Index (Recurring Congestion)	1.04	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.16	Sufficient
Pavement in Poor Condition	13	Needs Improvement
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	44	Roadway Infrastructure Score
Frontage Road Percentage	46	
Parallel Freeway Percentage	74	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	59	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	83	
<i>Bus Trip Density*</i>	118	
Combined Bus Availability	High	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	73	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

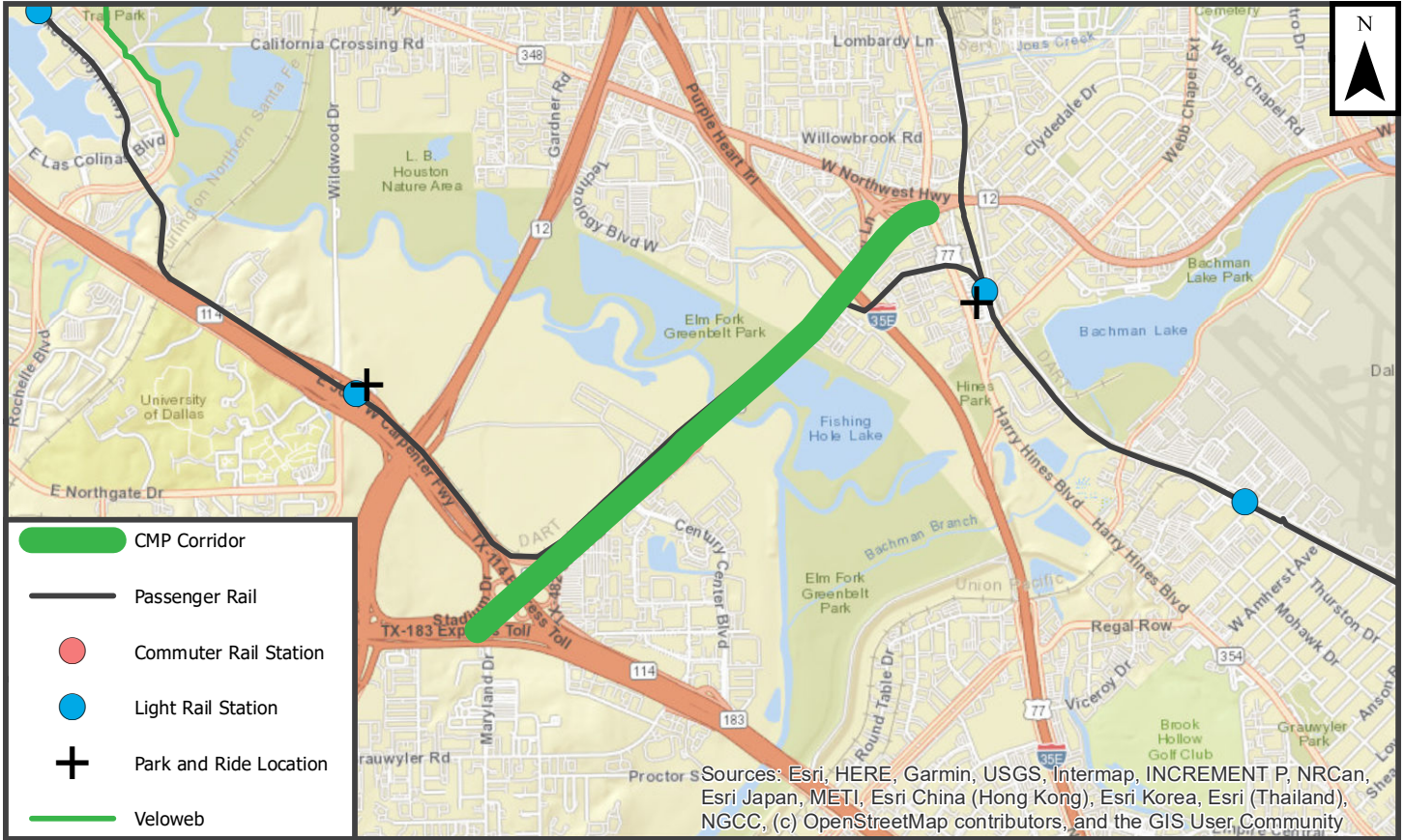
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 42.1

SS 482 between SH 183 and IH 35E



Performance Statement

Rehab

Asset Statement

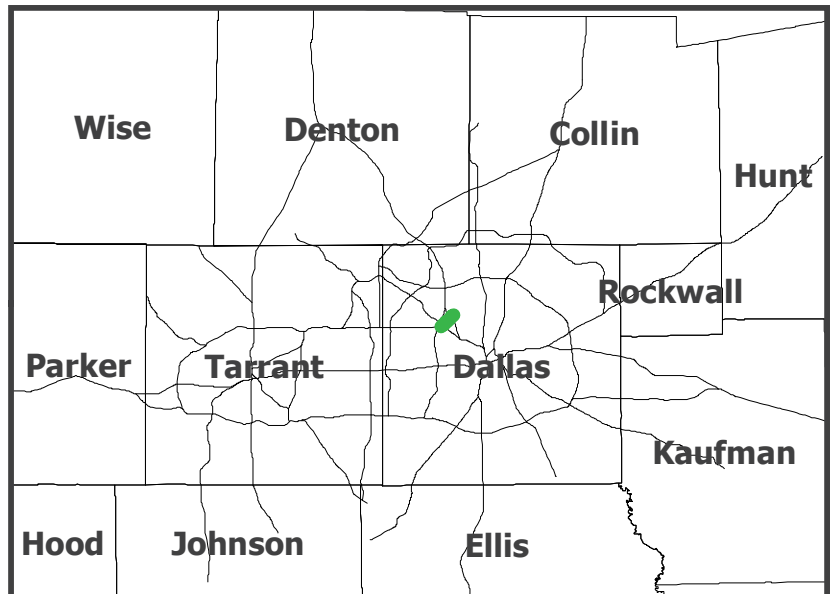
Promote options, may need roadway capacity

Corridor Statement

Rehab only

Corridor Output

Rehab



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	17.1
Facility	SL 12
From	IH 35E
To	SH 183
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	78	Sufficient
Travel Time Index (Recurring Congestion)	2.16	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.58	Needs Improvement
Pavement in Poor Condition	12	Needs Improvement
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	17	Roadway Infrastructure Score
Frontage Road Percentage	90	
Parallel Freeway Percentage	95	High

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	49	
<i>Bus Trip Density*</i>	102	
Combined Bus Availability	Medium	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	40	
HOV/Managed Lane Percentage	100	

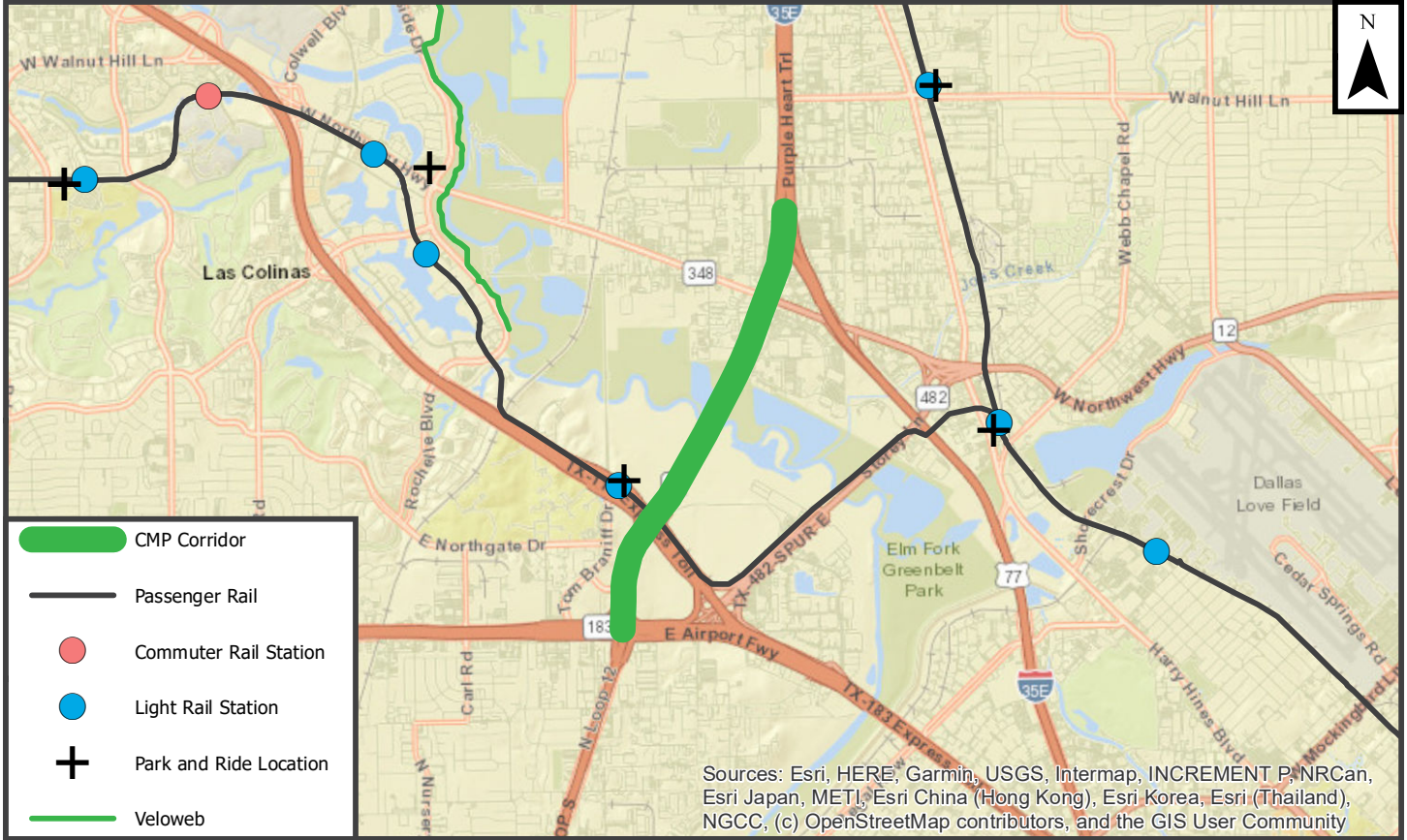
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 17.1

SL 12 between IH 35E and SH 183



Performance Statement

Rehab, demand reduction and operational

Asset Statement

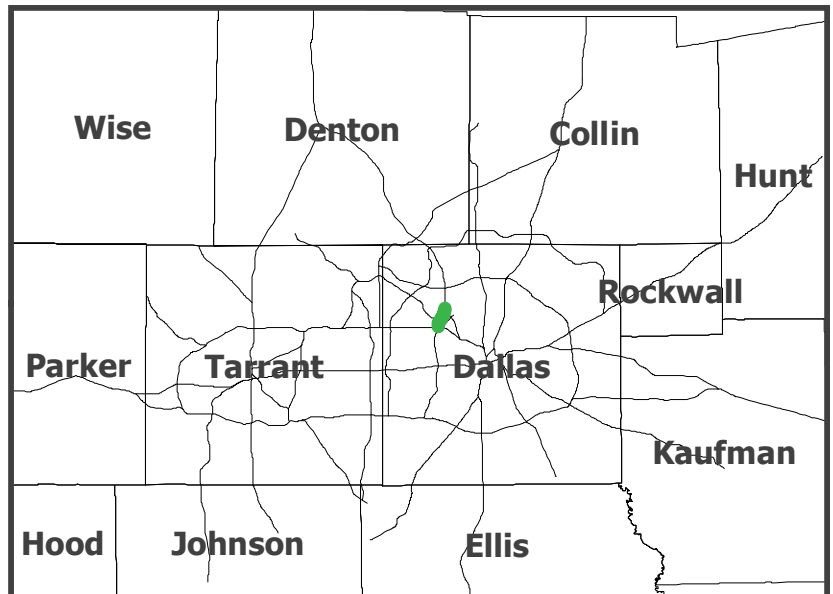
Promote alternate routes and operate

Corridor Statement

Needs corridor study

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	22.4
Facility	SH 183
From	SL 12
To	SH 114
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	56	Sufficient
Travel Time Index (Recurring Congestion)	1.04	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.11	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	87	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	227	High

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	164	
Parallel Commuter Rail as percentage of corridor length	79	High
<i>Parallel Bus Route as percentage of corridor length*</i>	90	
<i>Bus Trip Density*</i>	91	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

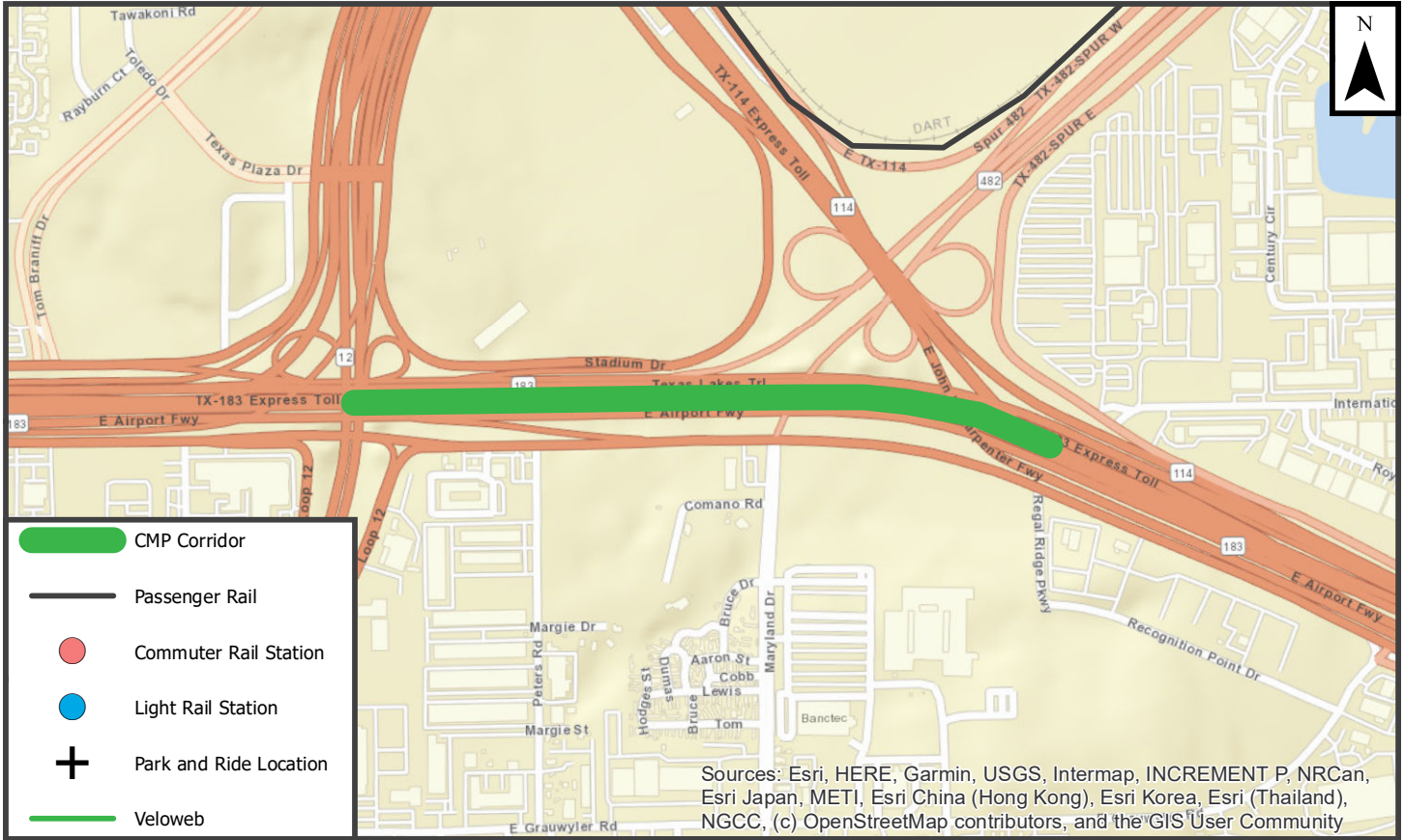
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	High
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 22.4

SH 183 between SL 12 and SH 114



Performance Statement

Continue to monitor

Asset Statement

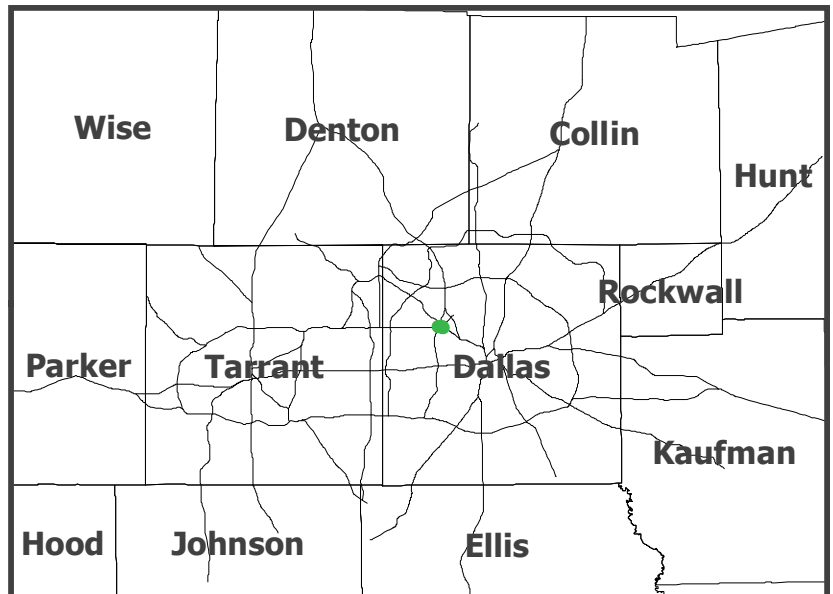
Promote options and operate

Corridor Statement

Continue to monitor

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	44.1
Facility	SS 366
From	IH 35E
To	US 75
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	187	Needs Improvement
Travel Time Index (Recurring Congestion)	2.73	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.67	Needs Improvement
Pavement in Poor Condition	43	Needs Improvement
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	99	Roadway Infrastructure Score
Frontage Road Percentage	98	
Parallel Freeway Percentage	119	High

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	33	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	522	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

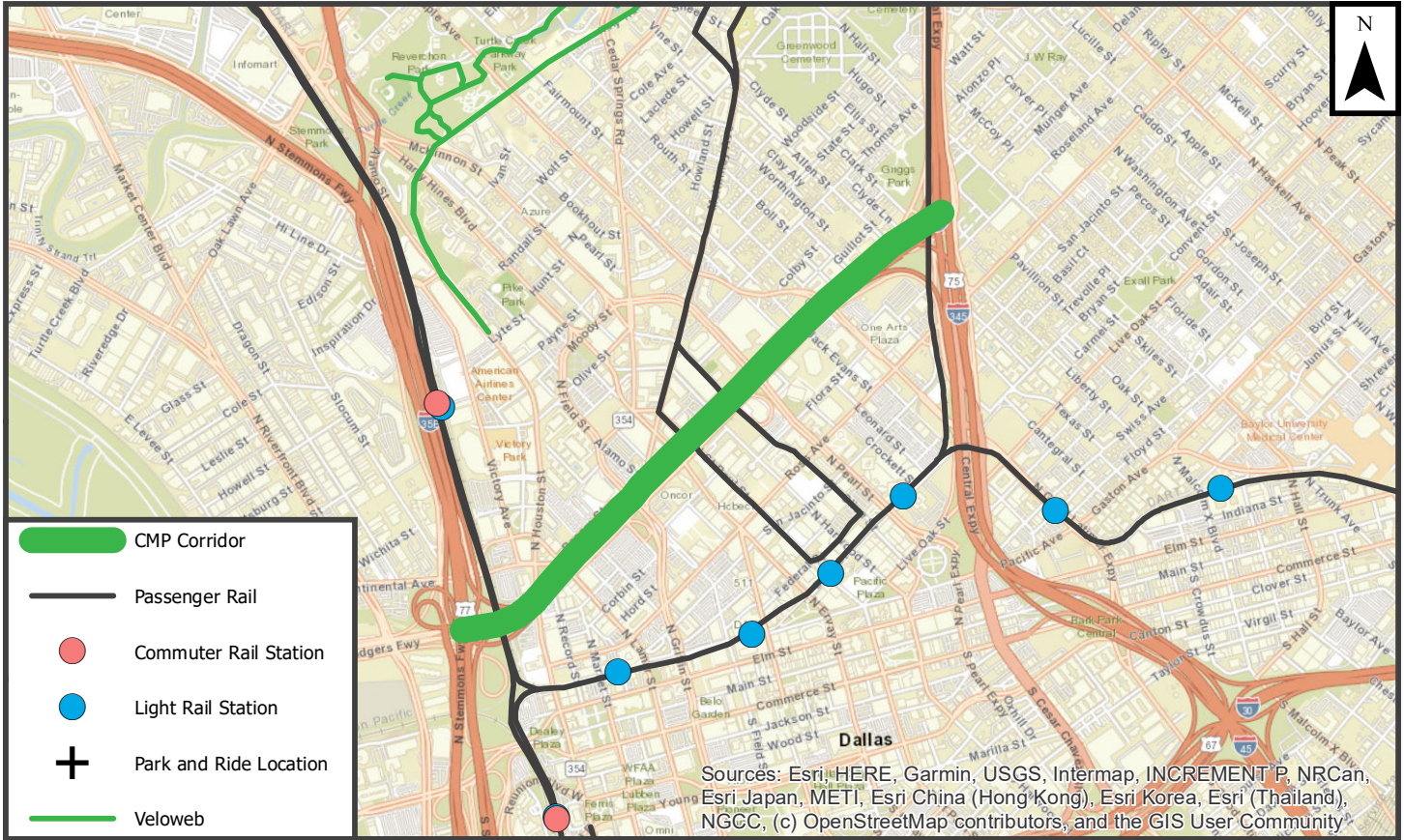
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 44.1

SS 366 between IH 35E and US 75



Performance Statement

Rebuild with capacity

Asset Statement

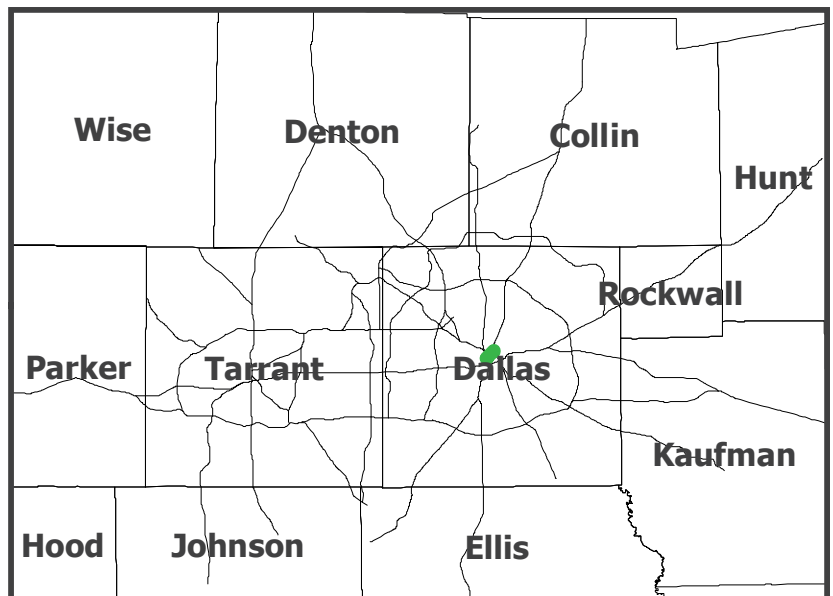
Promote options and needs operations

Corridor Statement

Promote alternate routes and modal options, implement operational strategies

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	25.1
Facility	IH 345
From	SS 366
To	IH 30
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	98	Sufficient
Travel Time Index (Recurring Congestion)	1.94	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.30	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	69	Needs Improvement

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	44	
Parallel Freeway Percentage	22	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	144	
Parallel Commuter Rail as percentage of corridor length	96	High
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	535	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

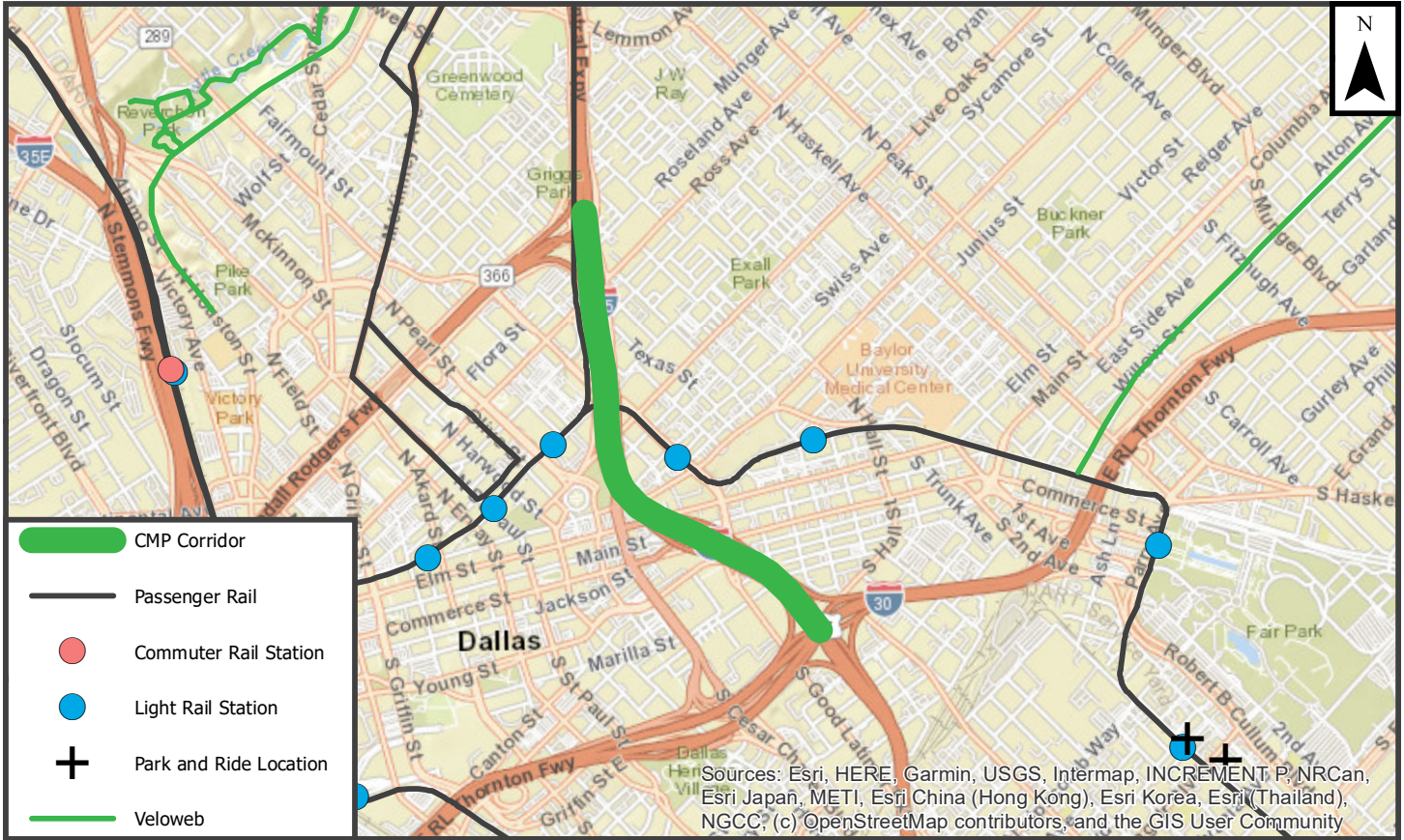
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 25.1

IH 345 between SS 366 and IH 30



Performance Statement

Rehab and demand reduction

Asset Statement

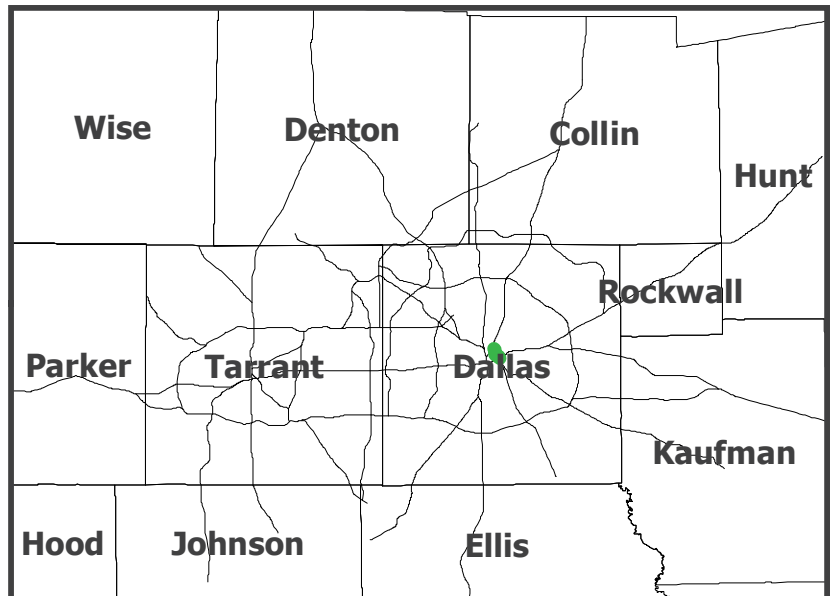
Promote modal options and needs operations

Corridor Statement

Promote modal options

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.7
Facility	IH 35E
From	DNT
To	IH 30
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	205	Needs Improvement
Travel Time Index (Recurring Congestion)	2.15	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.33	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	58	Roadway Infrastructure Score
Frontage Road Percentage	54	
Parallel Freeway Percentage	32	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	98	High
Parallel Commuter Rail as percentage of corridor length	91	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	539	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

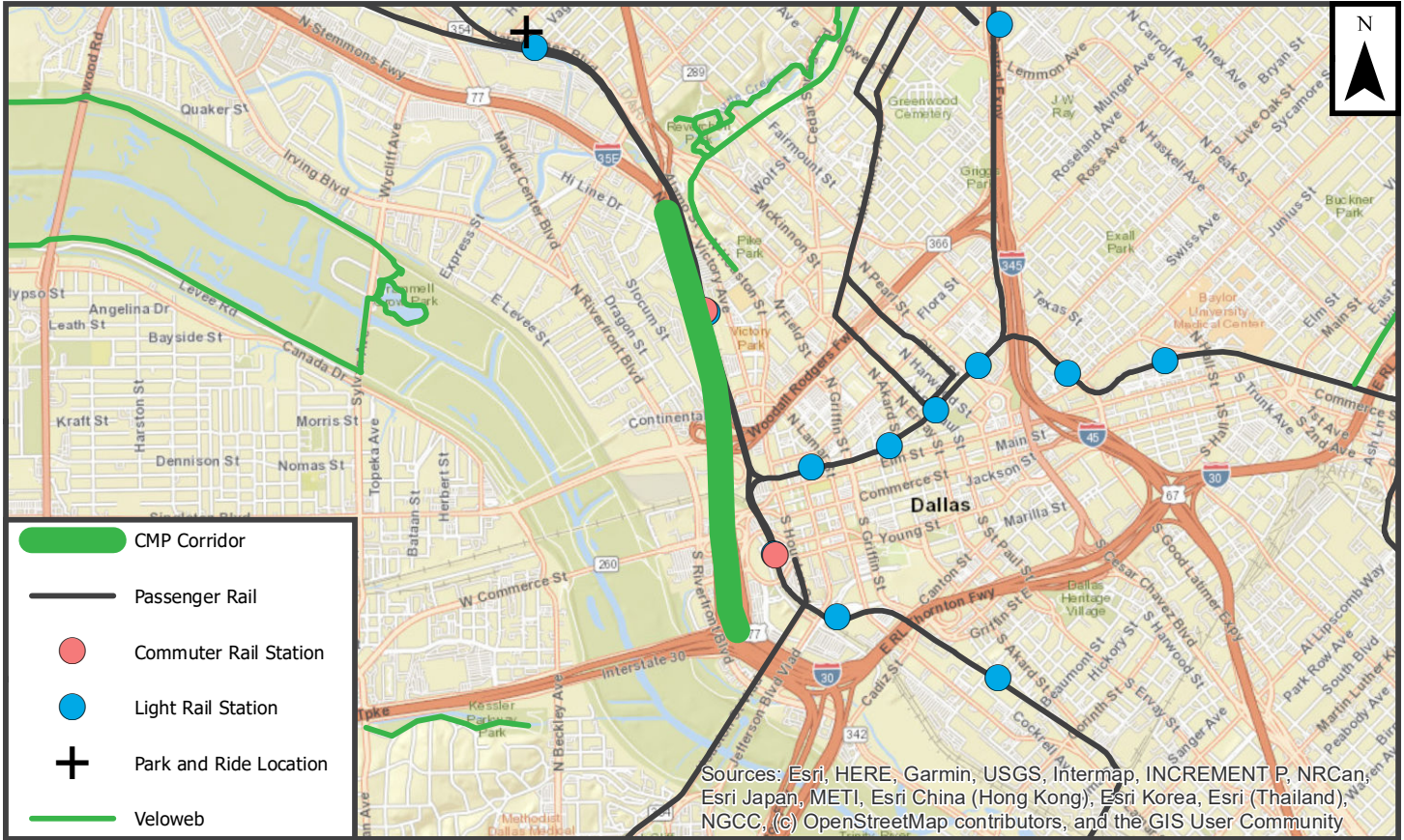
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 7.7

IH 35E between DNT and IH 30



Performance Statement

Demand reduction and operational

Asset Statement

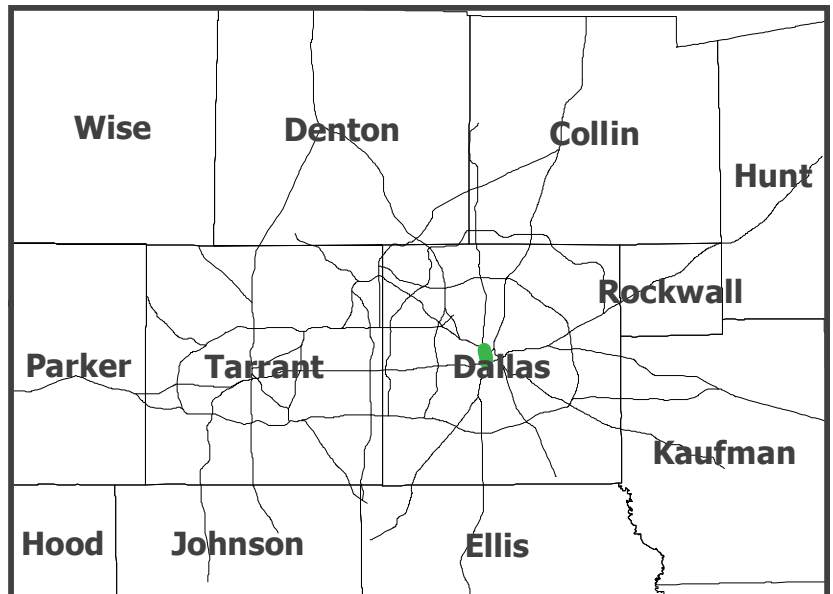
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	36.1
Facility	US 175
From	IH 45
To	IH 20
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	85	Sufficient
Travel Time Index (Recurring Congestion)	1.23	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.16	Sufficient
Pavement in Poor Condition	4	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	36	Roadway Infrastructure Score
Frontage Road Percentage	71	
Parallel Freeway Percentage	33	Low

Modal Options

Park and Rides within 1 mile of corridor	6	Modal Options Score
Parallel Light Rail as percentage of corridor length	31	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	62	
<i>Bus Trip Density*</i>	182	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	97	Low
Truck Lane Restriction Percentage	85	
HOV/Managed Lane Percentage	0	

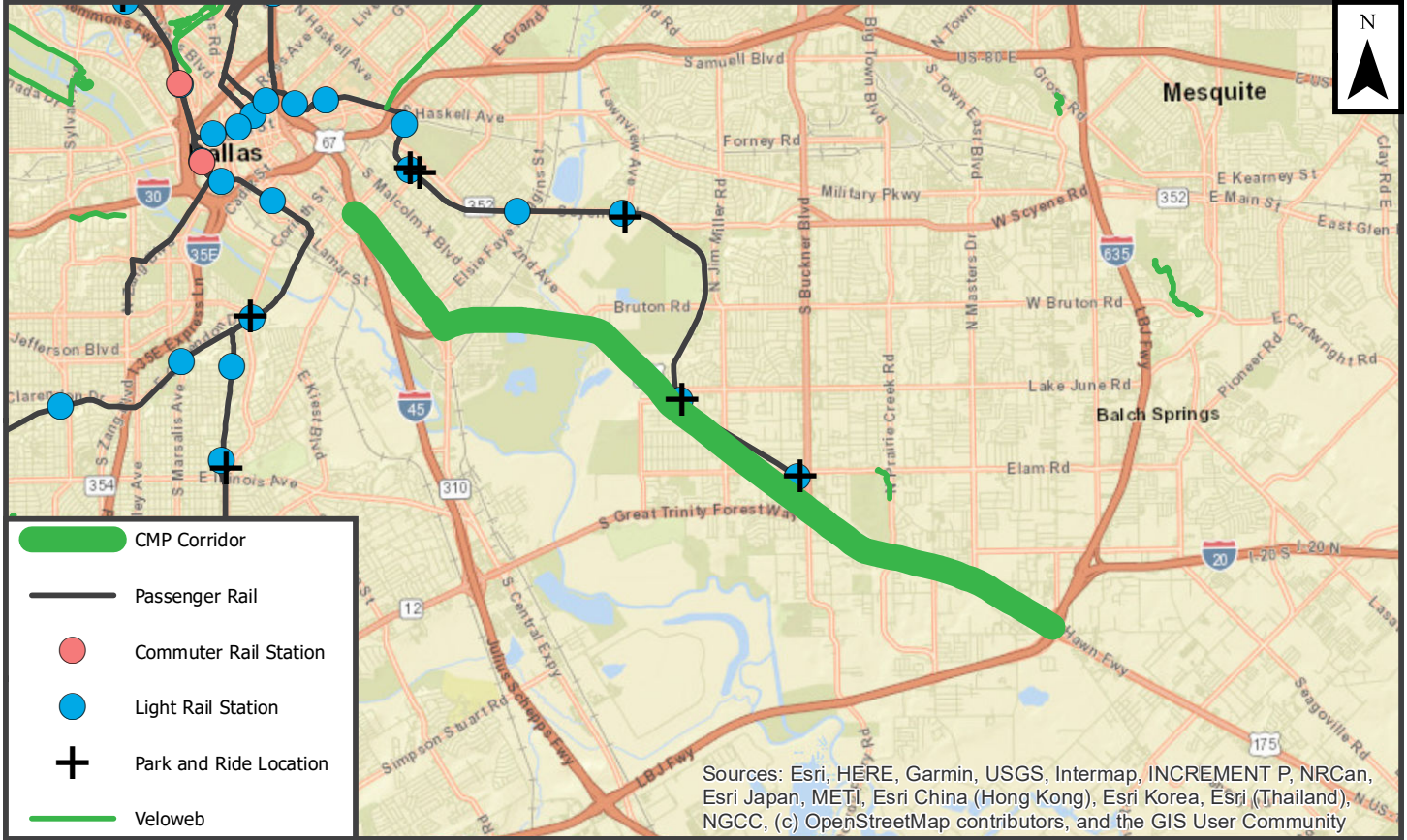
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 36.1

US 175 between IH 45 and IH 20



Performance Statement

Continue to monitor

Asset Statement

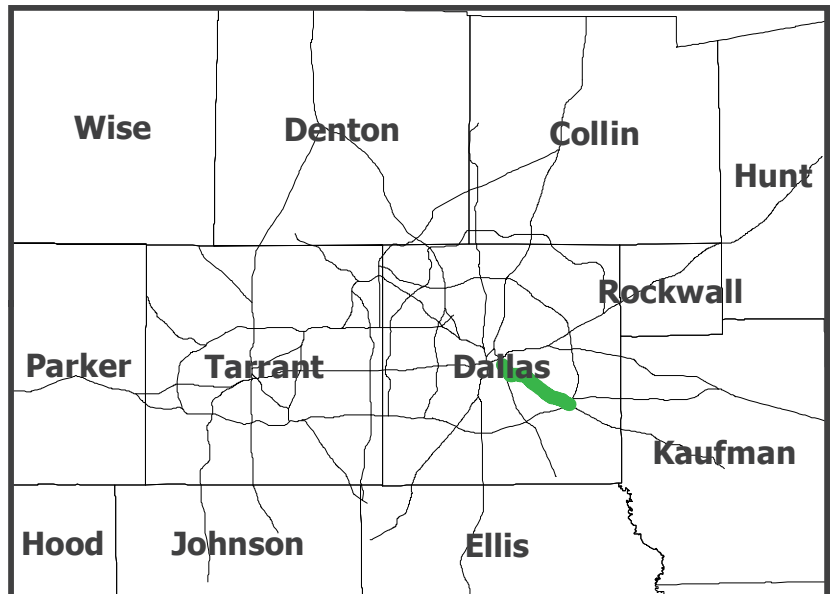
Promote options, may need roadway capacity

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	27.2
Facility	IH 45
From	US 175
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	64	Sufficient
Travel Time Index (Recurring Congestion)	1.16	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.22	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	73	Roadway Infrastructure Score
Frontage Road Percentage	15	
Parallel Freeway Percentage	53	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	77	
<i>Bus Trip Density*</i>	207	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	87	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

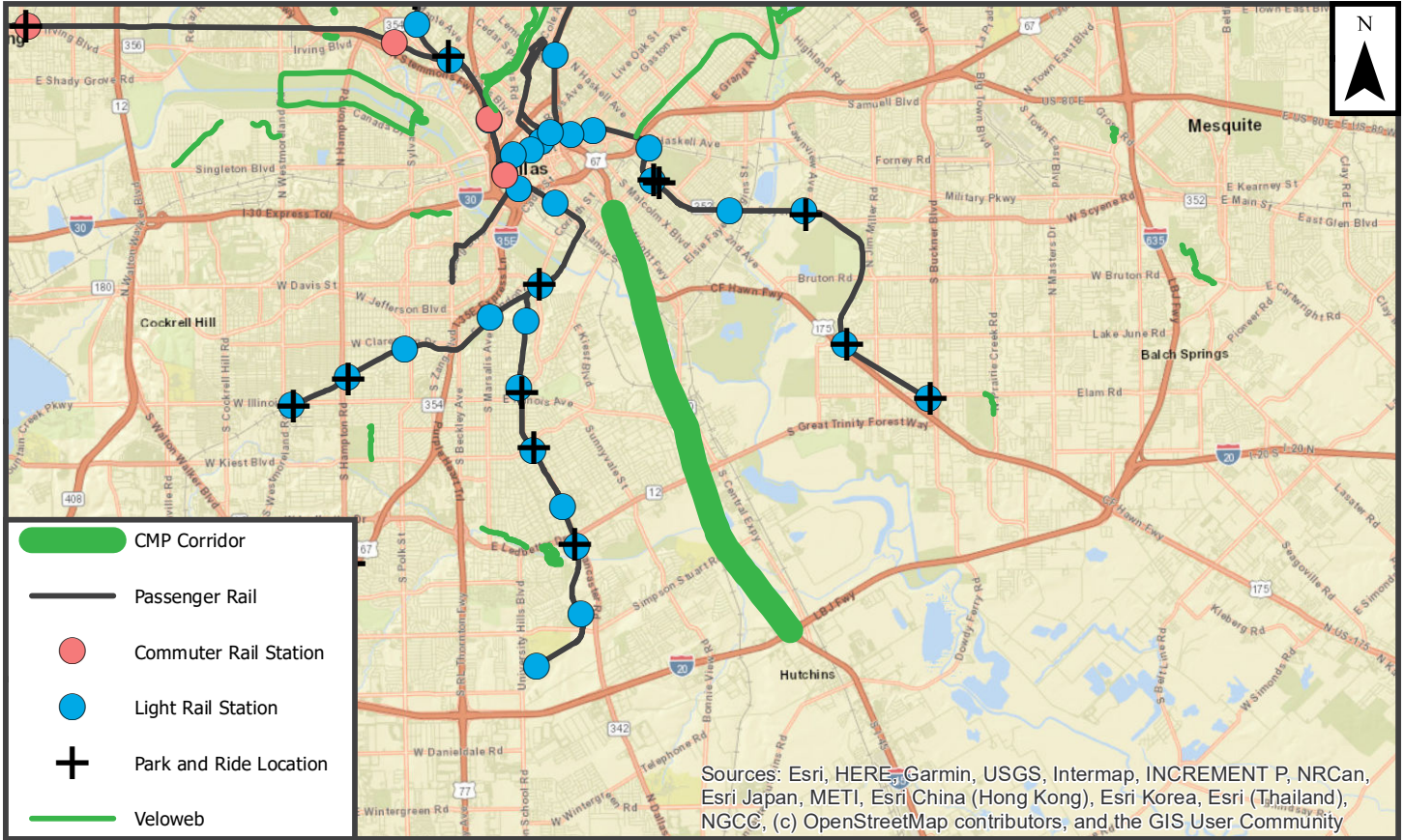
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 27.2

IH 45 between US 175 and IH 20



Performance Statement

Continue to monitor

Asset Statement

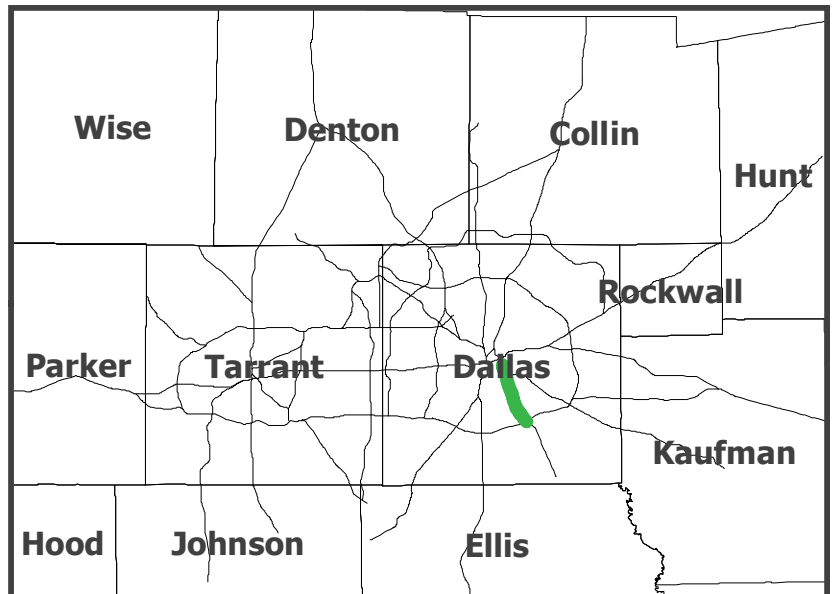
Promote modal options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	27.1
Facility	IH 45
From	IH 30
To	US 175
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	109	Needs Improvement
Travel Time Index (Recurring Congestion)	1.92	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.24	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	91	Roadway Infrastructure Score
Frontage Road Percentage	3	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	184	
Parallel Commuter Rail as percentage of corridor length	0	High
<i>Parallel Bus Route as percentage of corridor length*</i>	73	
<i>Bus Trip Density*</i>	533	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	100	Medium
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 27.1

IH 45 between IH 30 and US 175



Performance Statement

Demand reduction and operational

Asset Statement

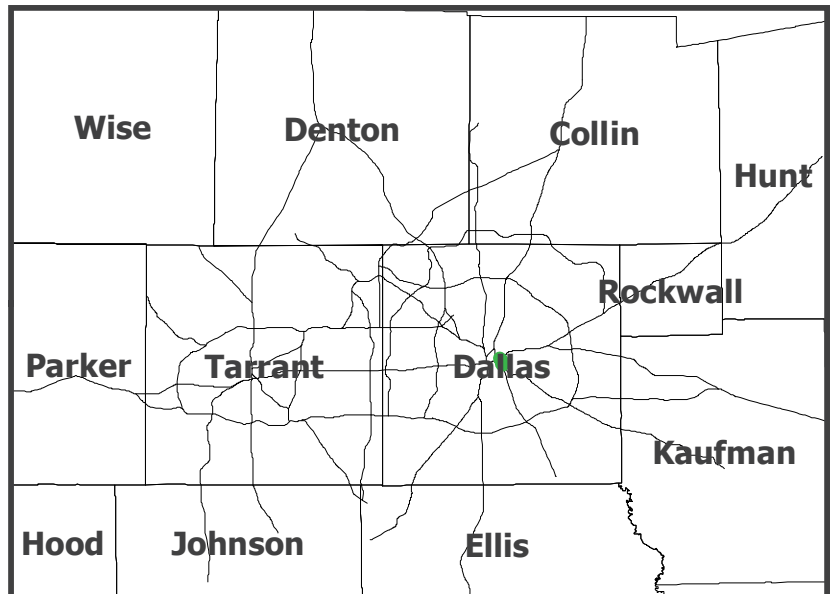
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.8
Facility	IH 30 "Horseshoe"
From	IH 35E
To	IH 35E
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	531	Needs Improvement
Travel Time Index (Recurring Congestion)	2.26	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.51	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	79	Needs Improvement

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	70	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	158	
Parallel Commuter Rail as percentage of corridor length	0	High
<i>Parallel Bus Route as percentage of corridor length*</i>	94	
<i>Bus Trip Density*</i>	542	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

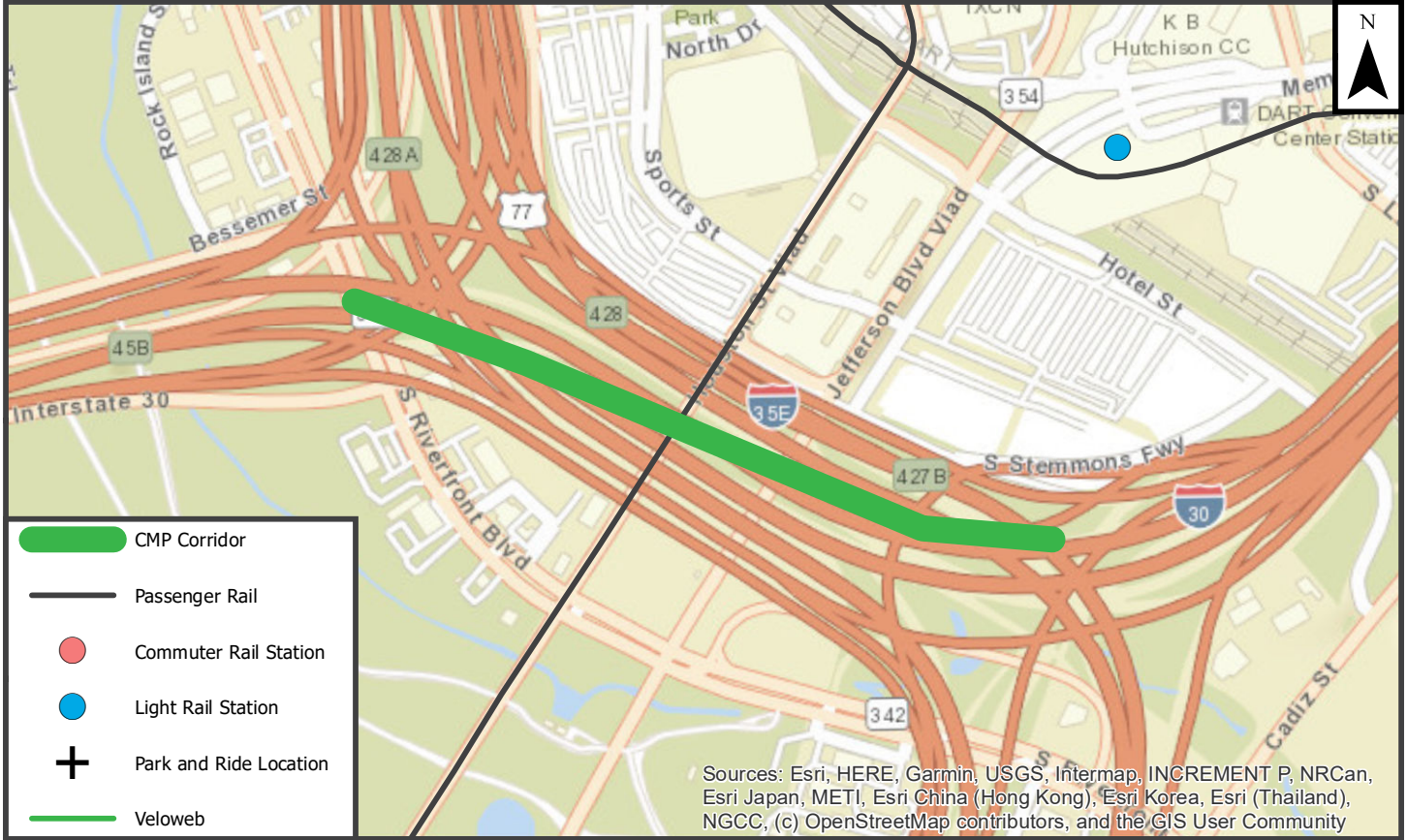
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 28.8

IH 30 "Horseshoe" between IH 35E and IH 35E



Performance Statement

Rebuild with capacity

Asset Statement

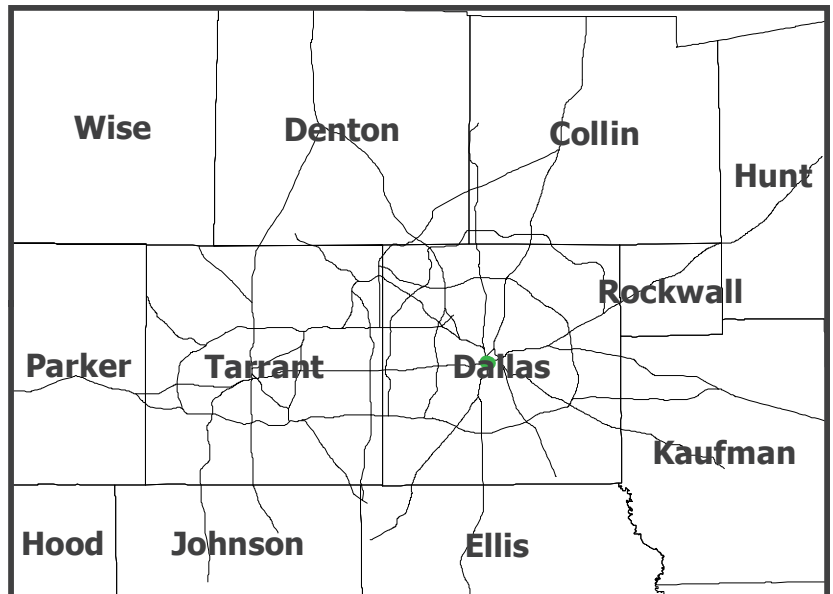
Promote modal options and needs operations

Corridor Statement

Promote modal options

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.8
Facility	IH 35E
From	IH 30
To	US 67
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	122	Needs Improvement
Travel Time Index (Recurring Congestion)	1.49	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.21	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	35	Needs Improvement

Roadway Infrastructure

Available Arterial Capacity %	14	Roadway Infrastructure Score
Frontage Road Percentage	36	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	82	High
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	90	
<i>Bus Trip Density*</i>	406	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

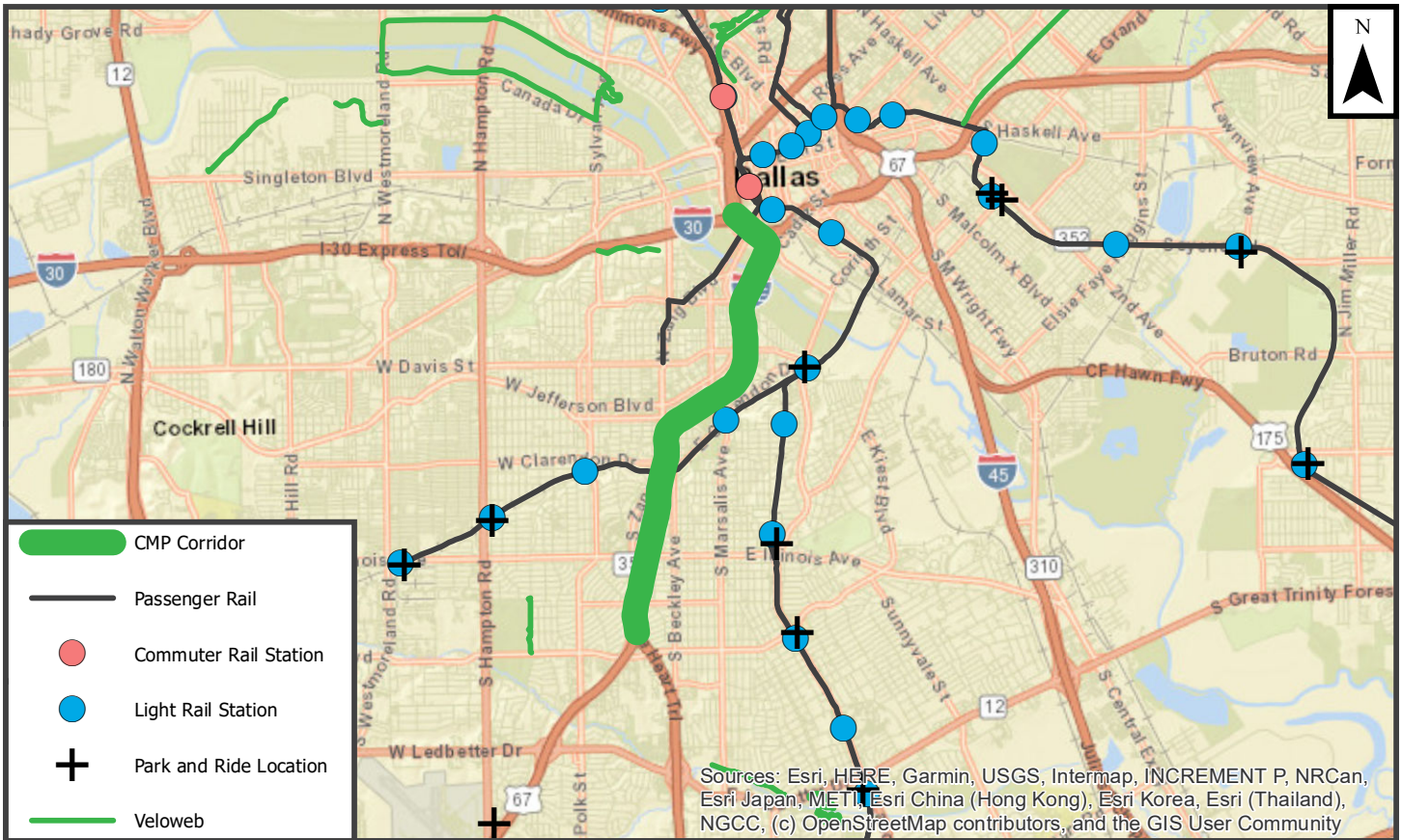
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	95	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 7.8

IH 35E between IH 30 and US 67



Performance Statement

Rehab and operational

Asset Statement

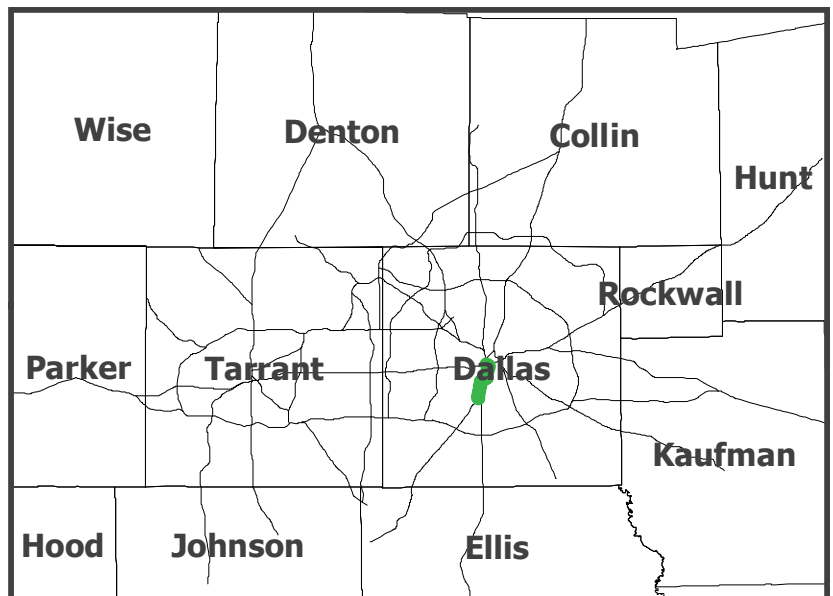
Promote modal options and needs operations

Corridor Statement

Implement operational strategies

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.9
Facility	IH 30
From	IH 35E
To	IH 45
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	225	Needs Improvement
Travel Time Index (Recurring Congestion)	2.31	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.31	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	44	
Parallel Freeway Percentage	95	High

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	102	
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	540	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	27	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.9

IH 30 between IH 35E and IH 45



Performance Statement

Demand reduction and operational

Asset Statement

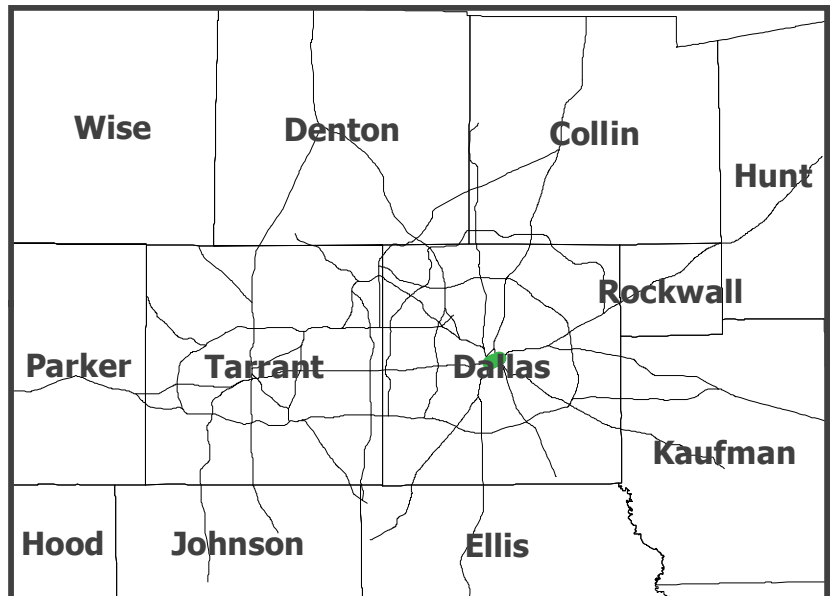
Promote options and operate

Corridor Statement

Promote options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.7
Facility	IH 30
From	SL 12
To	IH 35E
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	63	Sufficient
Travel Time Index (Recurring Congestion)	1.18	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.22	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	65	Roadway Infrastructure Score
Frontage Road Percentage	69	
Parallel Freeway Percentage	16	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	293	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	75	
HOV/Managed Lane Percentage	100	

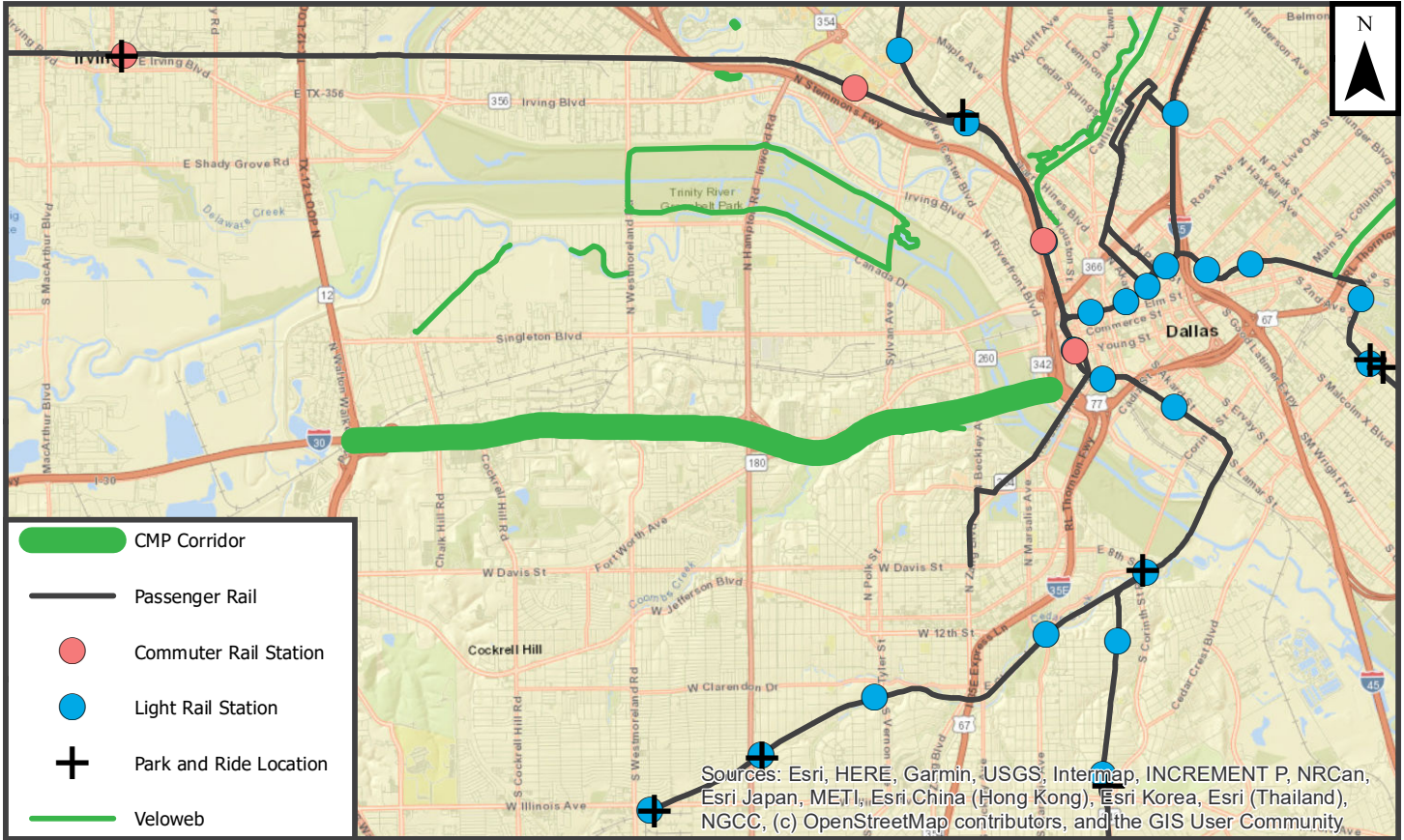
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.7

IH 30 between SL 12 and IH 35E



Performance Statement

Continue to monitor

Asset Statement

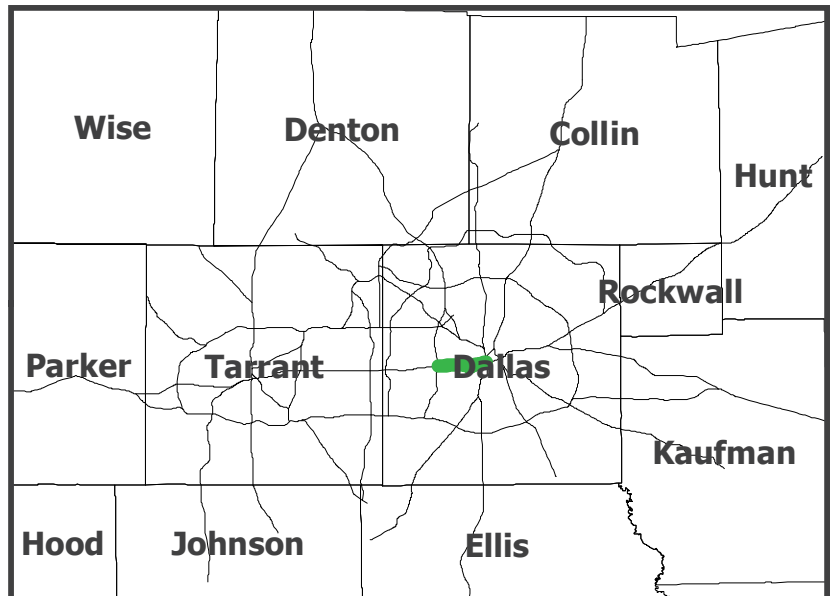
Promote modal options and operate

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	21.3
Facility	DNT
From	PGBT (North)
To	IH 635 (North)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	115	Needs Improvement
Travel Time Index (Recurring Congestion)	1.72	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.58	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	38	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	55	Medium

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	130	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

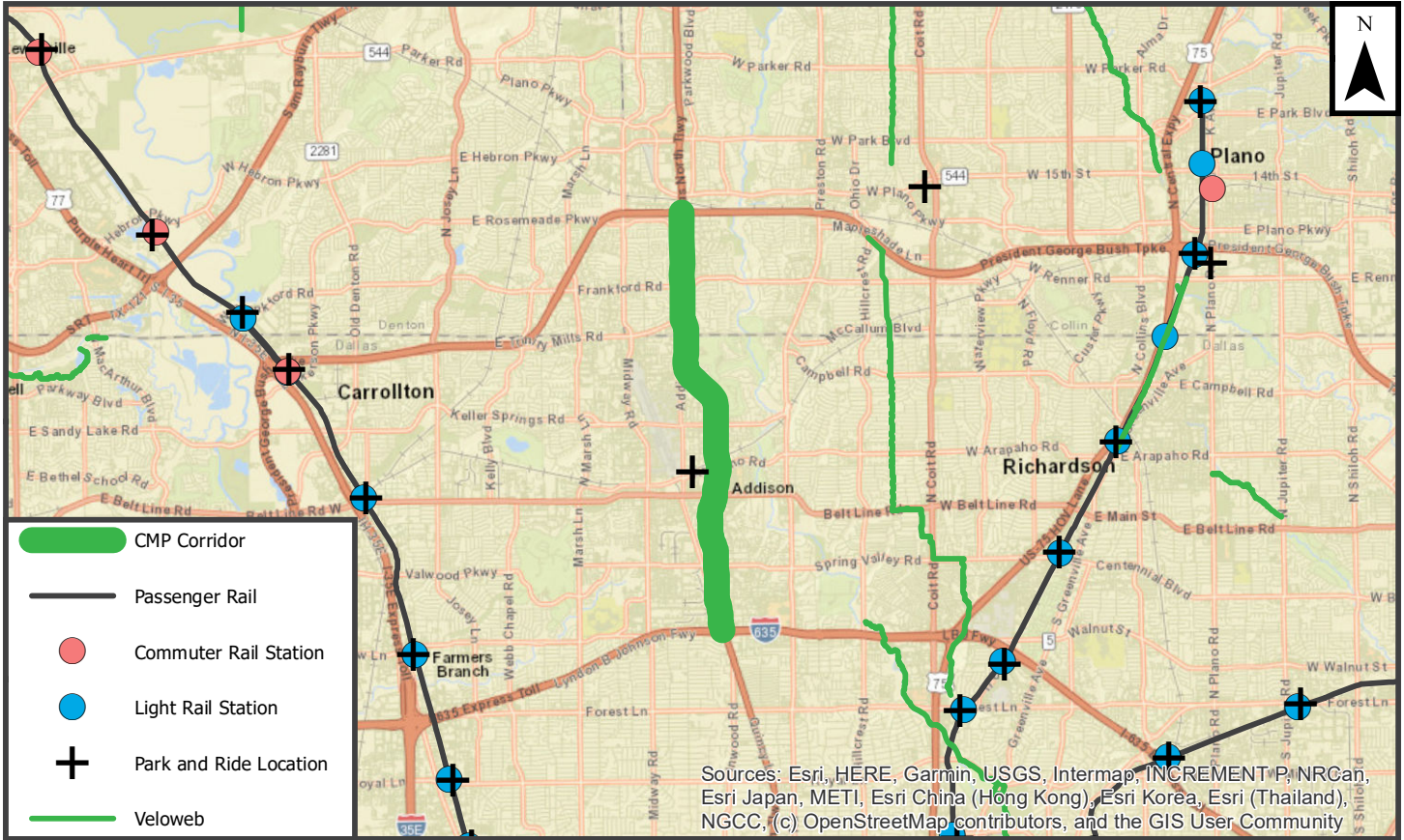
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 21.3

DNT between PGBT (North) and IH 635 (North)



Performance Statement

Demand reduction and operational

Asset Statement

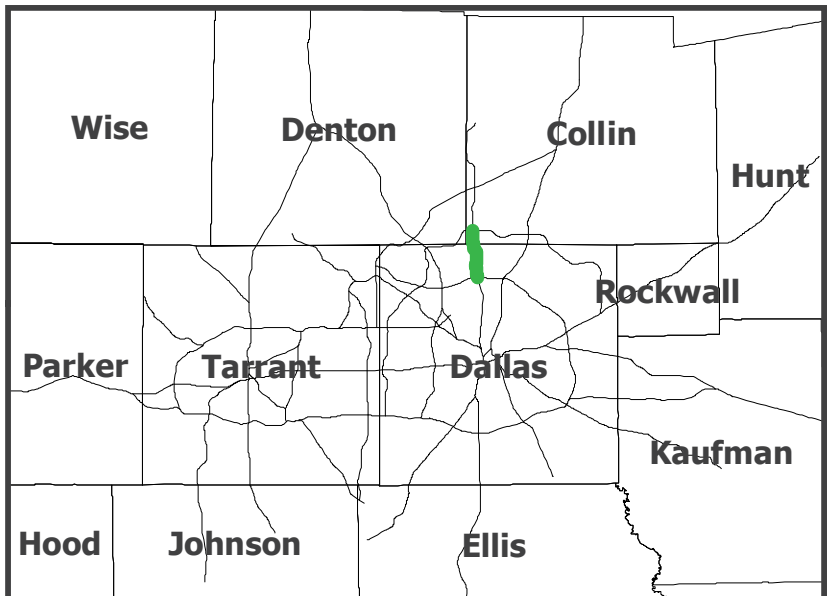
Promote options and operate

Corridor Statement

Promote options and operate

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	23.5
Facility	US 75
From	PGBT
To	IH 635 (North)
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	84	Sufficient
Travel Time Index (Recurring Congestion)	1.54	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.50	Needs Improvement
Pavement in Poor Condition	22	Needs Improvement
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	12	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	6	Modal Options Score
Parallel Light Rail as percentage of corridor length	102	
Parallel Commuter Rail as percentage of corridor length	0	High
<i>Parallel Bus Route as percentage of corridor length*</i>	69	
<i>Bus Trip Density*</i>	135	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	93	Low
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 23.5

US 75 between PGBT and IH 635 (North)



Performance Statement

Rehab, demand reduction and operational

Asset Statement

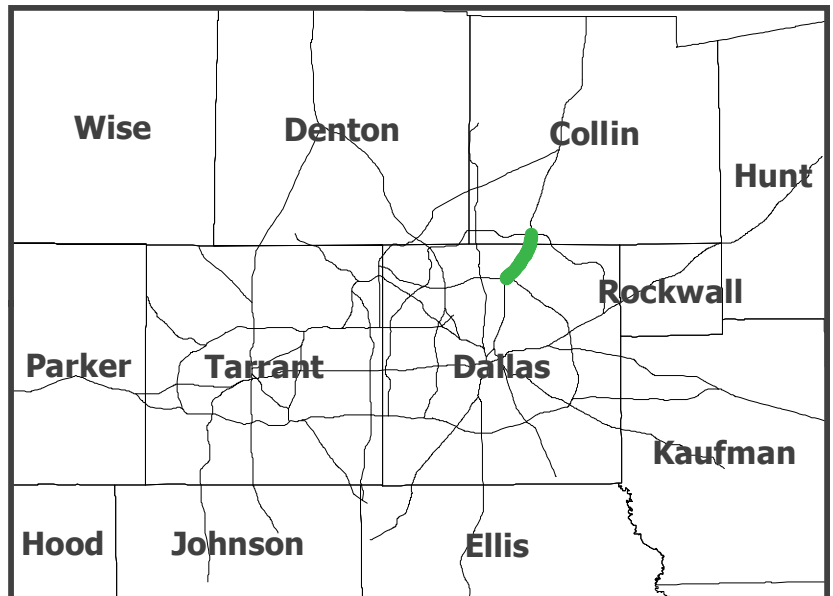
Promote modal options and needs operations

Corridor Statement

Promote modal options and implement operational strategies

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	14.2
Facility	SH 199
From	Tarrant C/L
To	IH 820 (North)
Construction Status	Recent Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	134	Needs Improvement
Travel Time Index (Recurring Congestion)	1.13	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.18	Sufficient
Pavement in Poor Condition	7	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	44	Roadway Infrastructure Score
Frontage Road Percentage	93	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	5	
<i>Bus Trip Density*</i>	7	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

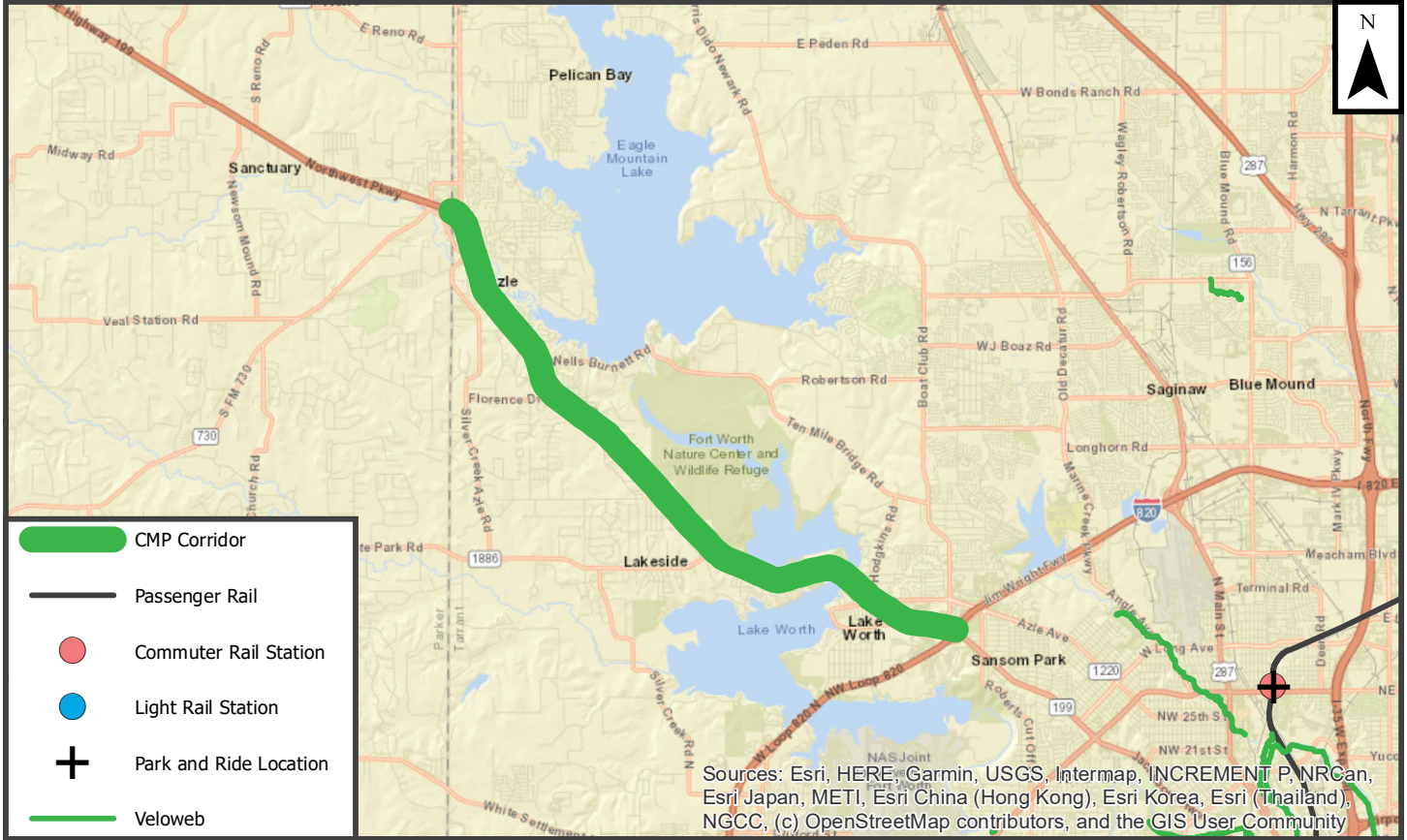
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	75	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 14.2

SH 199 between Tarrant C/L and IH 820 (North)



Performance Statement

Operational

Asset Statement

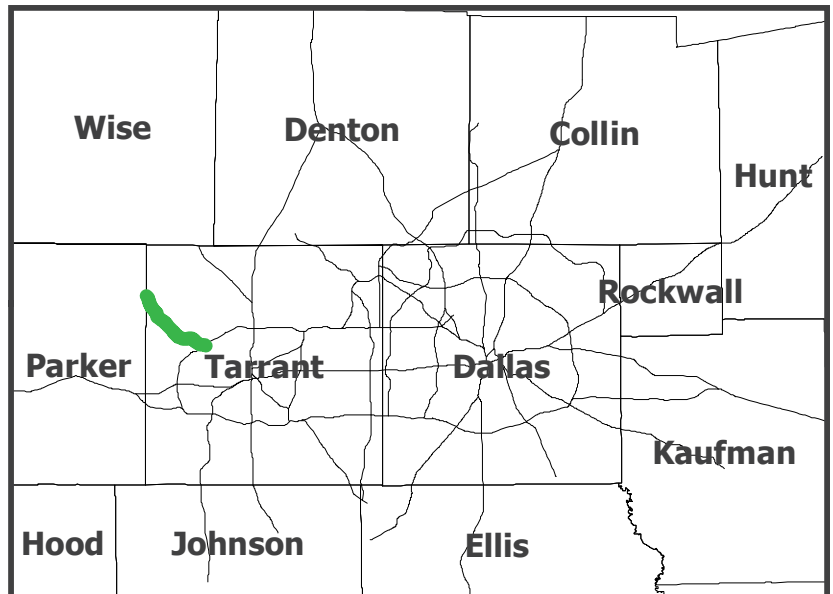
Needs help

Corridor Statement

Implement operational strategies

Corridor Output

Recent Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	153.2
Facility	IH 820 (West)
From	IH 30
To	SH 199
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	29	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.04	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	18	Roadway Infrastructure Score
Frontage Road Percentage	85	
Parallel Freeway Percentage	1	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	8	
<i>Bus Trip Density*</i>	15	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

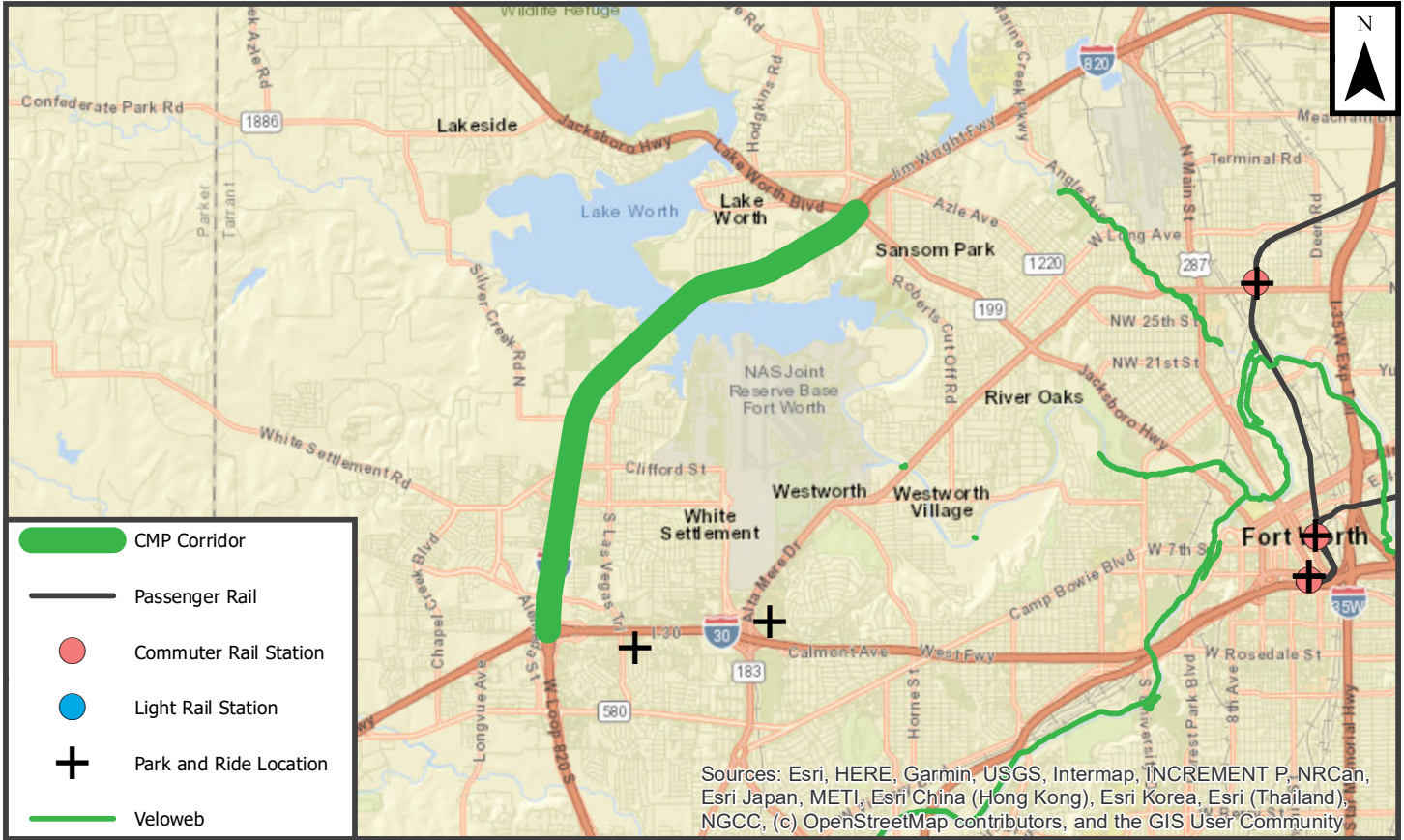
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	94	
Truck Lane Restriction Percentage	100	Medium
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 153.2

IH 820 (West) between IH 30 and SH 199



Performance Statement

Continue to monitor

Asset Statement

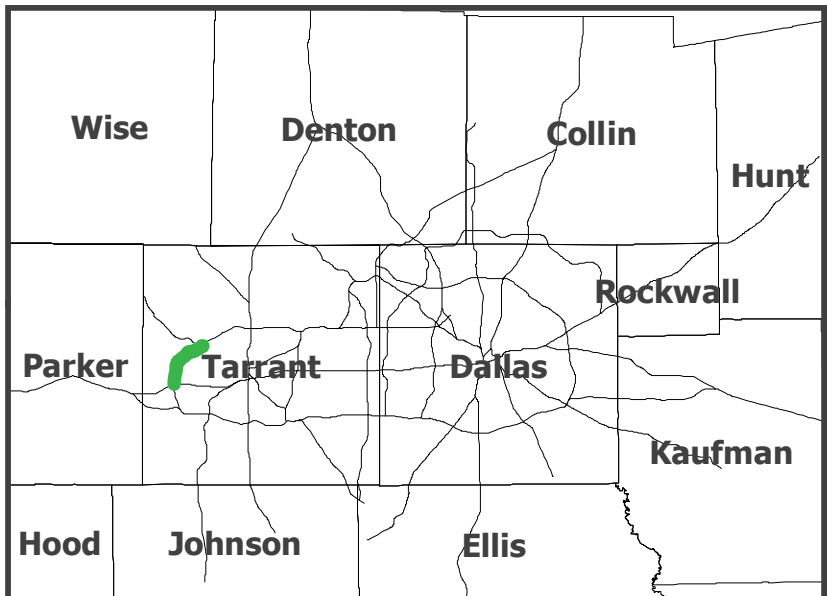
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	153.1
Facility	IH 820 (West)
From	IH 20
To	IH 30
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	37	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.05	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	80	
Parallel Freeway Percentage	0	Medium

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	47	
<i>Bus Trip Density*</i>	9	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

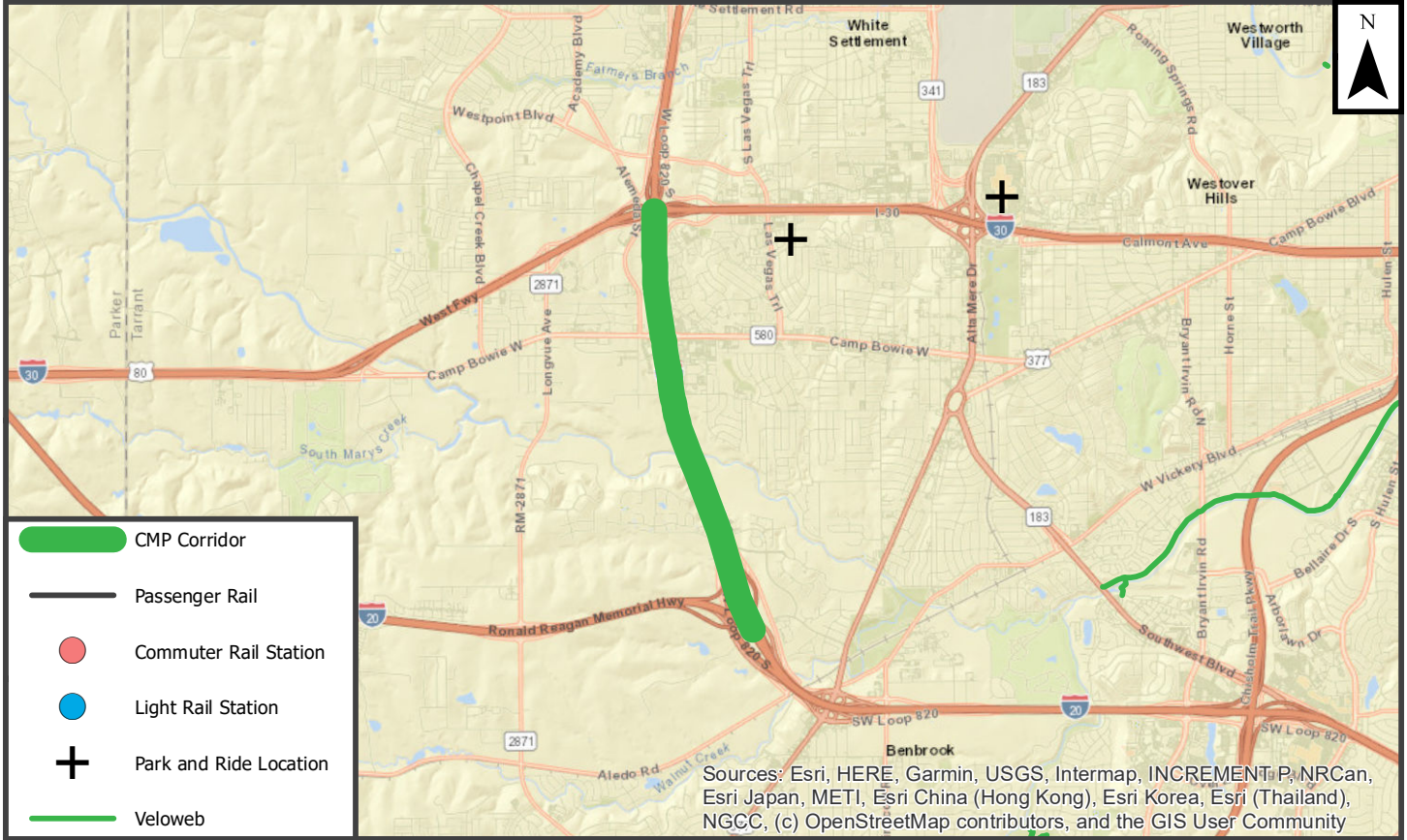
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	89	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 153.1

IH 820 (West) between IH 20 and IH 30



Performance Statement

Continue to monitor

Asset Statement

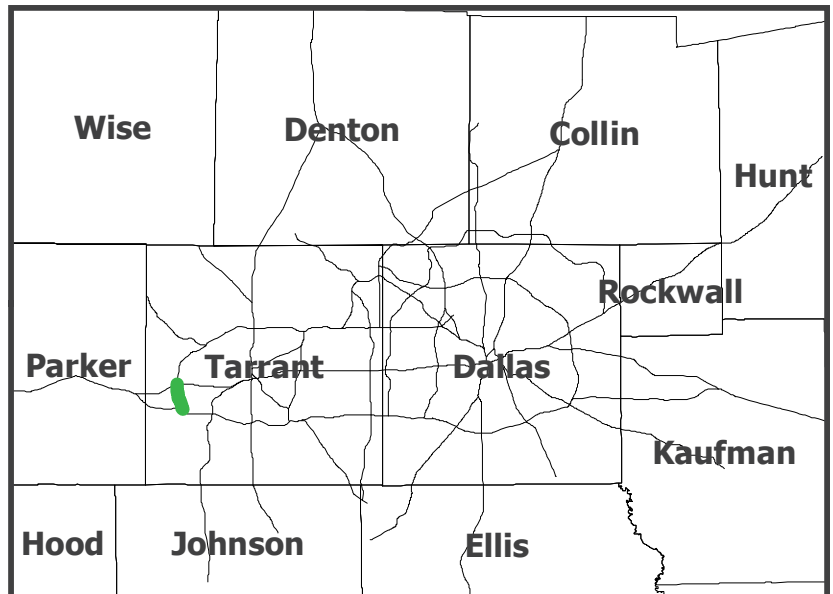
Promote alternate routes and operate, may need modal options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.7
Facility	IH 35W
From	IH 30
To	IH 20
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	81	Sufficient
Travel Time Index (Recurring Congestion)	1.31	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	2	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	65	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	59	Medium

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	173	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	97	
HOV/Managed Lane Percentage	0	

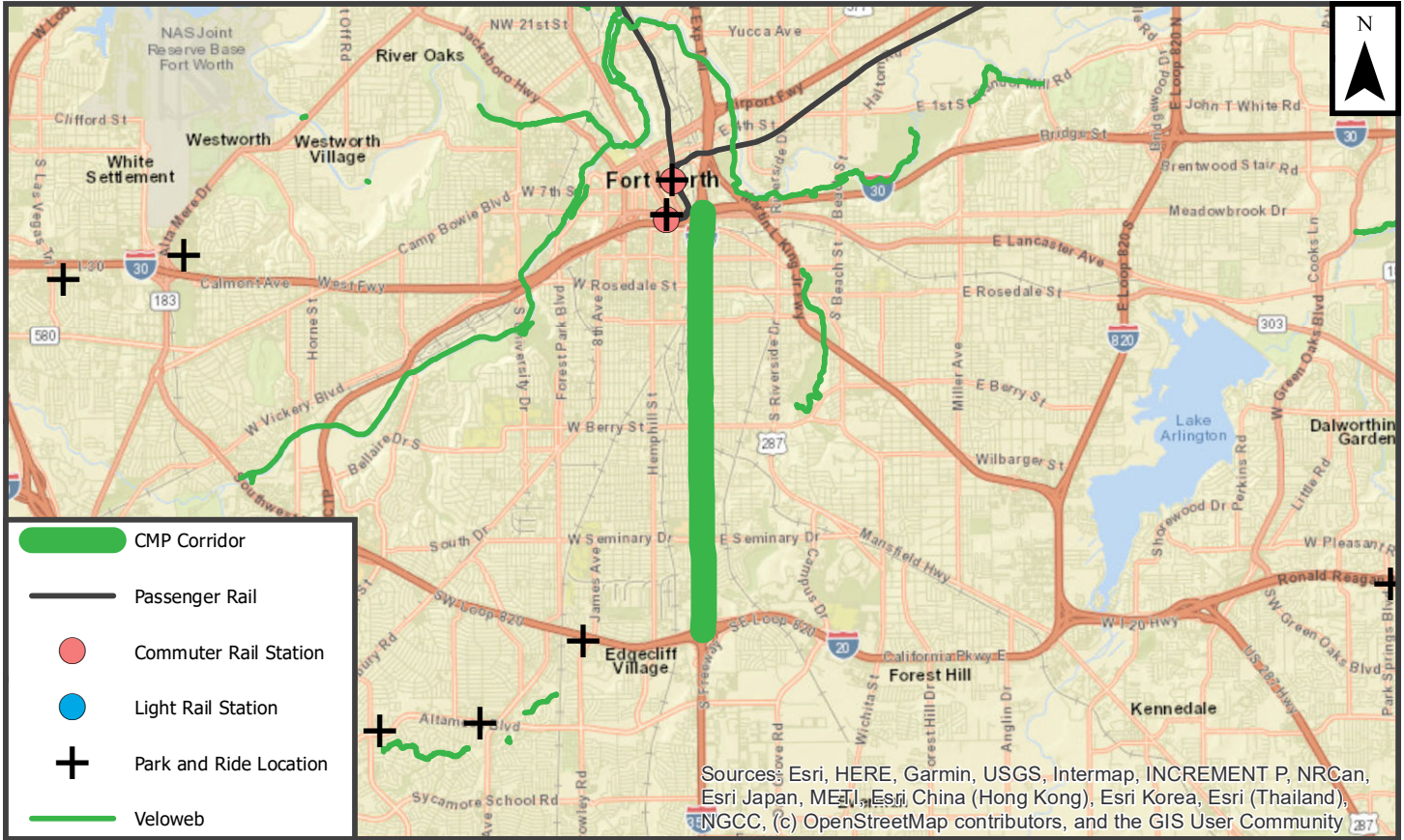
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 5.7

IH 35W between IH 30 and IH 20



Performance Statement

Continue to monitor

Asset Statement

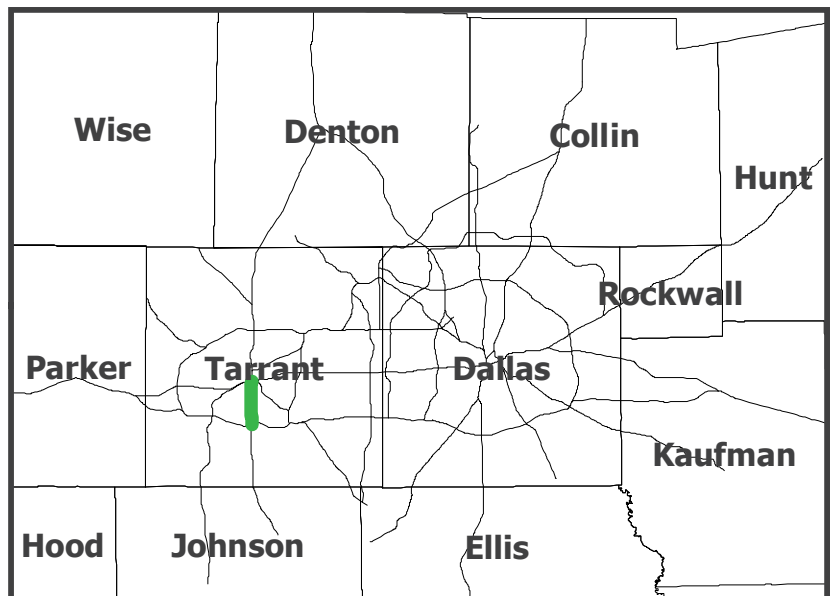
Promote options and operate

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.8
Facility	IH 35W
From	IH 20
To	Tarrant C/L
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	46	Sufficient
Travel Time Index (Recurring Congestion)	1.28	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.27	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	25	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	4	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	91	
<i>Bus Trip Density*</i>	31	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	85	
Truck Lane Restriction Percentage	92	Medium
HOV/Managed Lane Percentage	0	

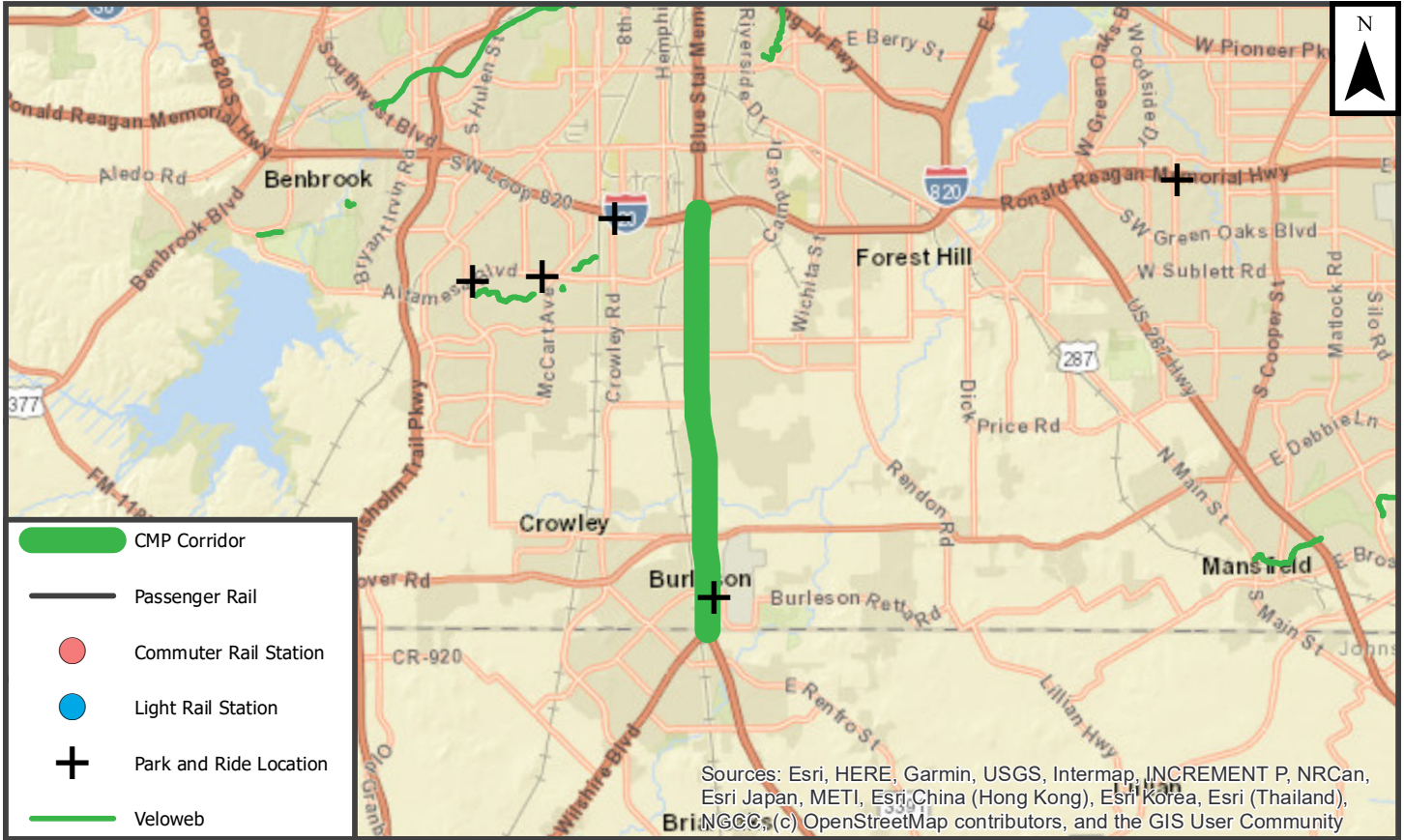
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 5.8

IH 35W between IH 20 and Tarrant C/L



Performance Statement

Continue to monitor

Asset Statement

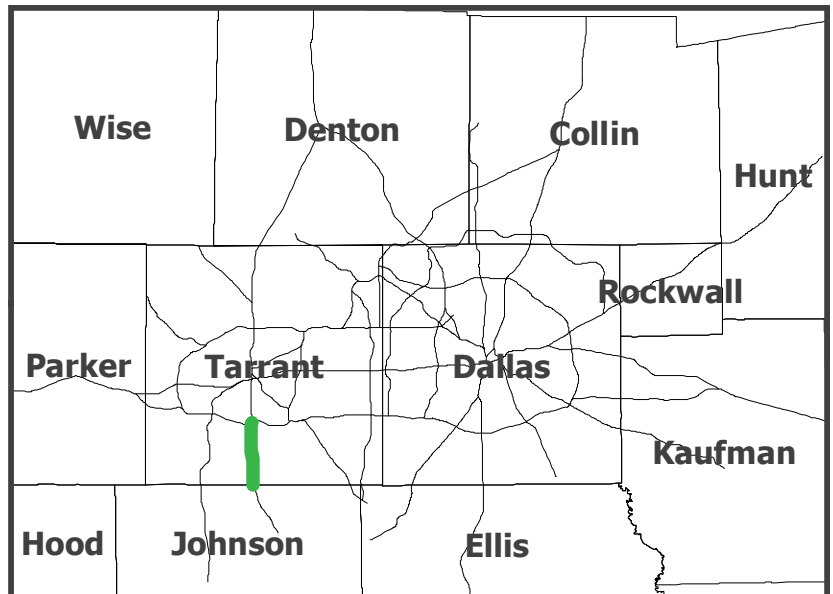
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.5
Facility	IH 35W
From	IH 820 (North)
To	SH 121
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	145	Needs Improvement
Travel Time Index (Recurring Congestion)	1.56	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.27	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	43	Roadway Infrastructure Score
Frontage Road Percentage	64	
Parallel Freeway Percentage	2	Low

Modal Options

Park and Rides within 1 mile of corridor	5	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Medium
Parallel Commuter Rail as percentage of corridor length	48	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	144	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

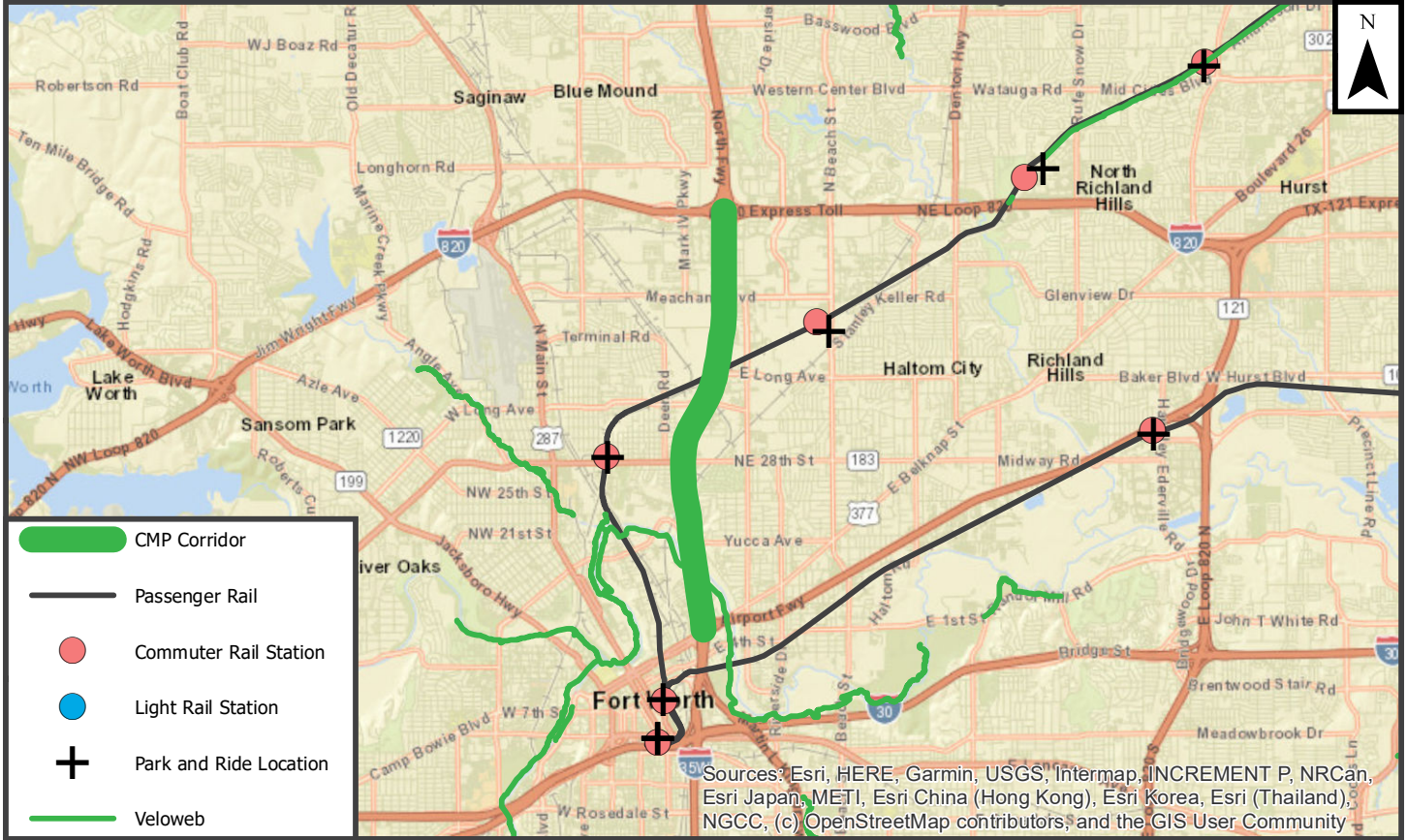
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	70	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 5.5

IH 35W between IH 820 (North) and SH 121



Performance Statement

Demand reduction and operational

Asset Statement

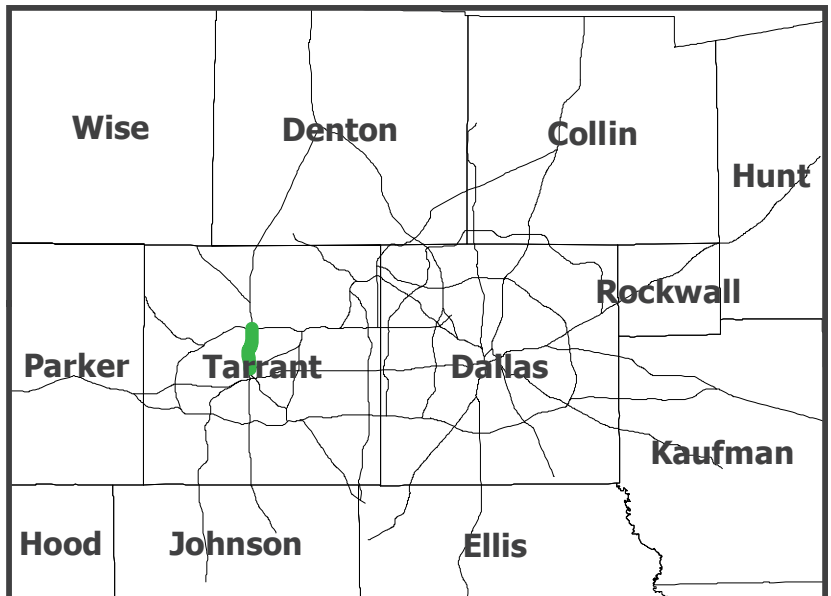
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.10
Facility	SH 121
From	IH 820 (East)
To	IH 35W
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	34	Sufficient
Travel Time Index (Recurring Congestion)	1.11	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.23	Sufficient
Pavement in Poor Condition	1	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	33	Roadway Infrastructure Score
Frontage Road Percentage	85	
Parallel Freeway Percentage	49	Low

Modal Options

Park and Rides within 1 mile of corridor	4	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	High
Parallel Commuter Rail as percentage of corridor length	104	
<i>Parallel Bus Route as percentage of corridor length*</i>	35	
<i>Bus Trip Density*</i>	90	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	99	Low
Truck Lane Restriction Percentage	77	
HOV/Managed Lane Percentage	0	

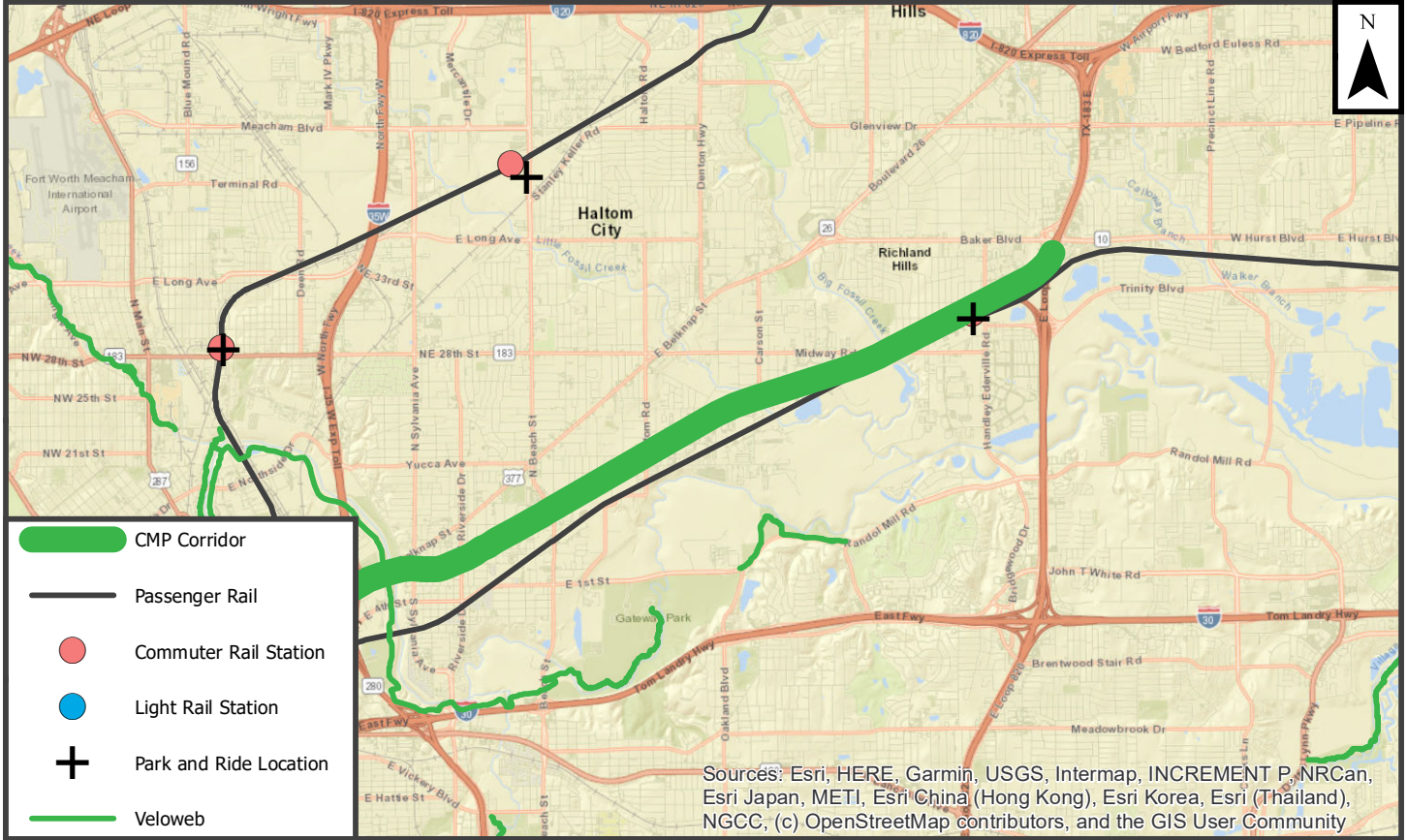
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 11.10

SH 121 between IH 820 (East) and IH 35W



Performance Statement

Continue to monitor

Asset Statement

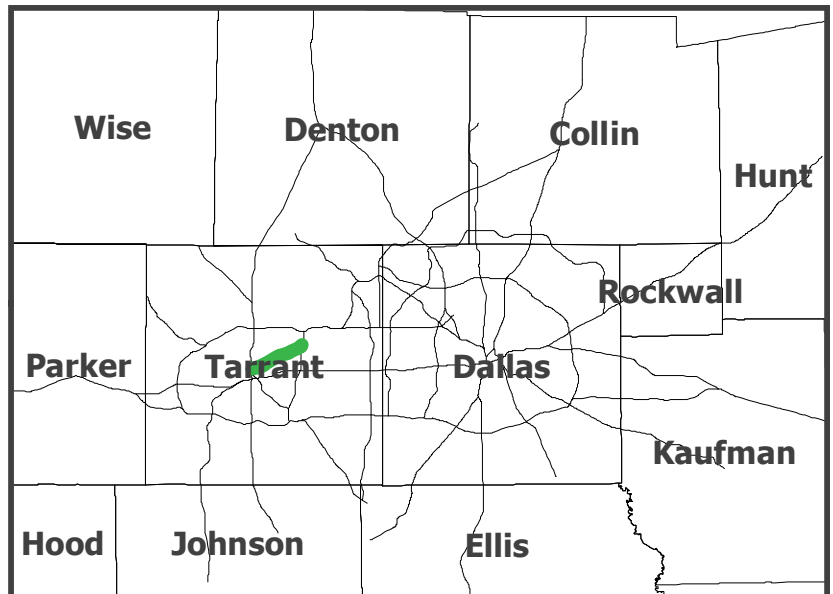
Promote modal options and needs operations

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	1.4
Facility	US 287
From	Tarrant C/L
To	IH 35W
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	22	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.05	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	9	Roadway Infrastructure Score
Frontage Road Percentage	37	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	7	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

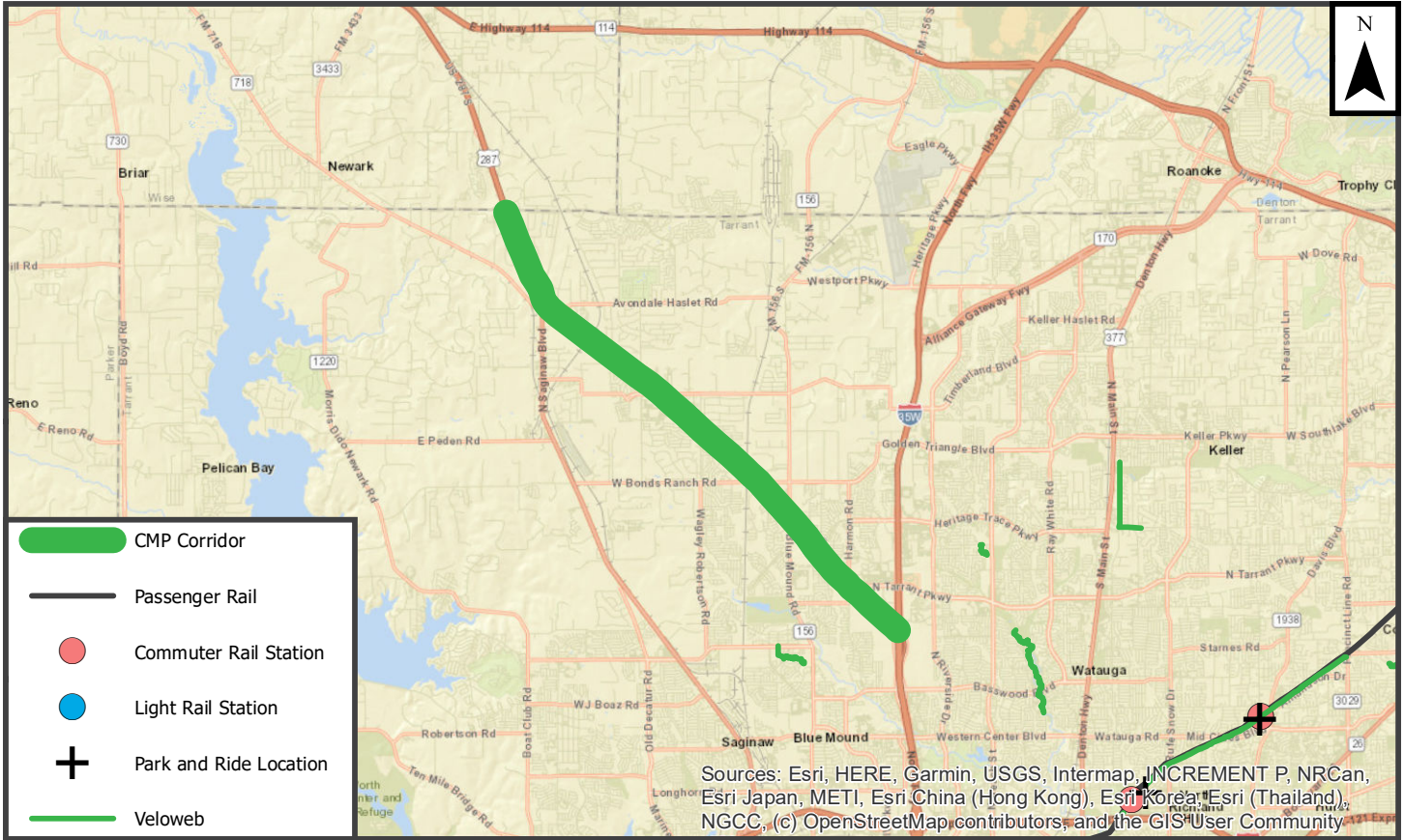
Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	27	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 1.4

US 287 between Tarrant C/L and IH 35W



Performance Statement

Continue to monitor

Asset Statement

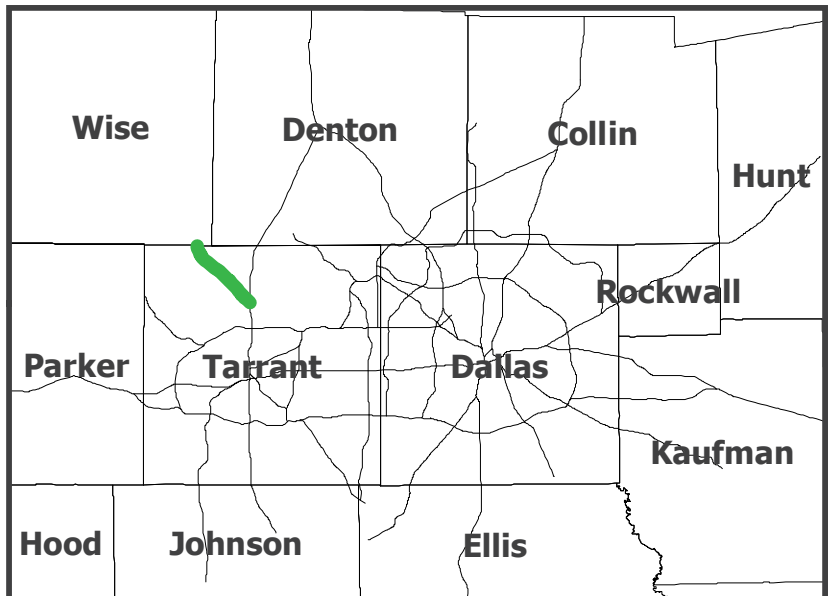
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	5.4
Facility	IH 35W
From	US 287
To	IH 820 (North)
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	158	Needs Improvement
Travel Time Index (Recurring Congestion)	1.46	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.42	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	40	Roadway Infrastructure Score
Frontage Road Percentage	71	
Parallel Freeway Percentage	3	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	34	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

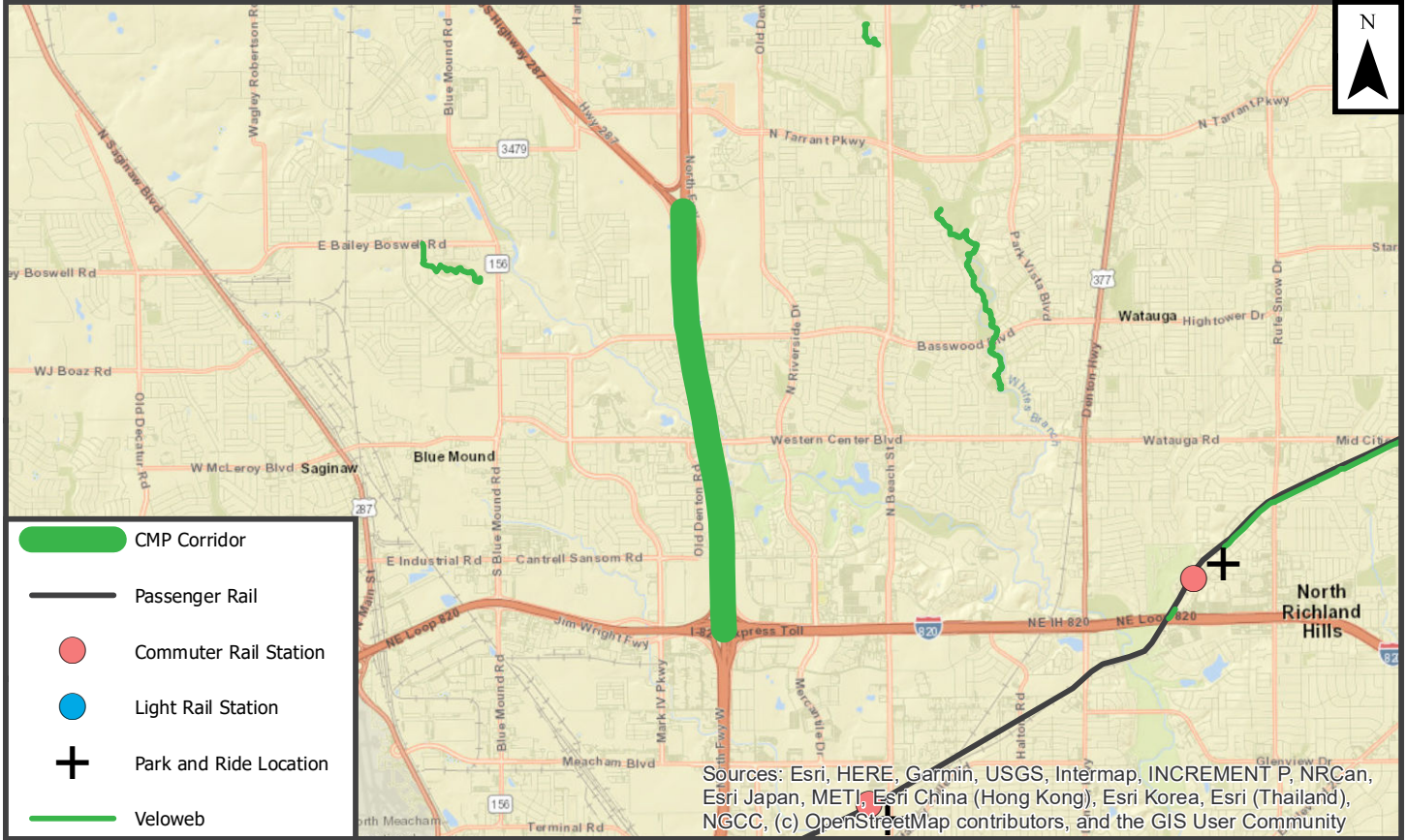
Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	30	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	72	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 5.4

IH 35W between US 287 and IH 820 (North)



Performance Statement

Demand reduction and operational

Asset Statement

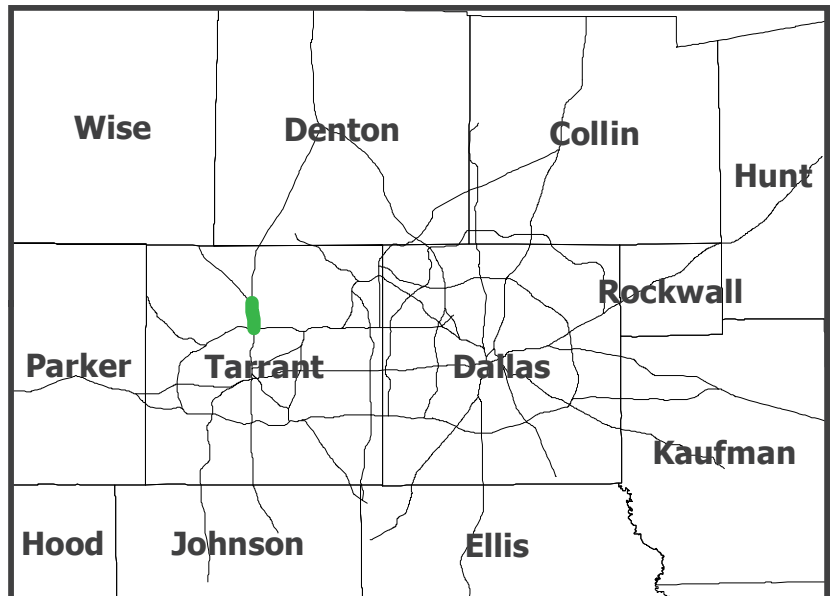
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	150.2
Facility	IH 820 (North)
From	IH 35W
To	SH 183
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	69	Sufficient
Travel Time Index (Recurring Congestion)	1.37	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.23	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	55	Roadway Infrastructure Score
Frontage Road Percentage	80	
Parallel Freeway Percentage	20	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	27	
<i>Bus Trip Density*</i>	20	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	67	
Truck Lane Restriction Percentage	0	High
HOV/Managed Lane Percentage	100	

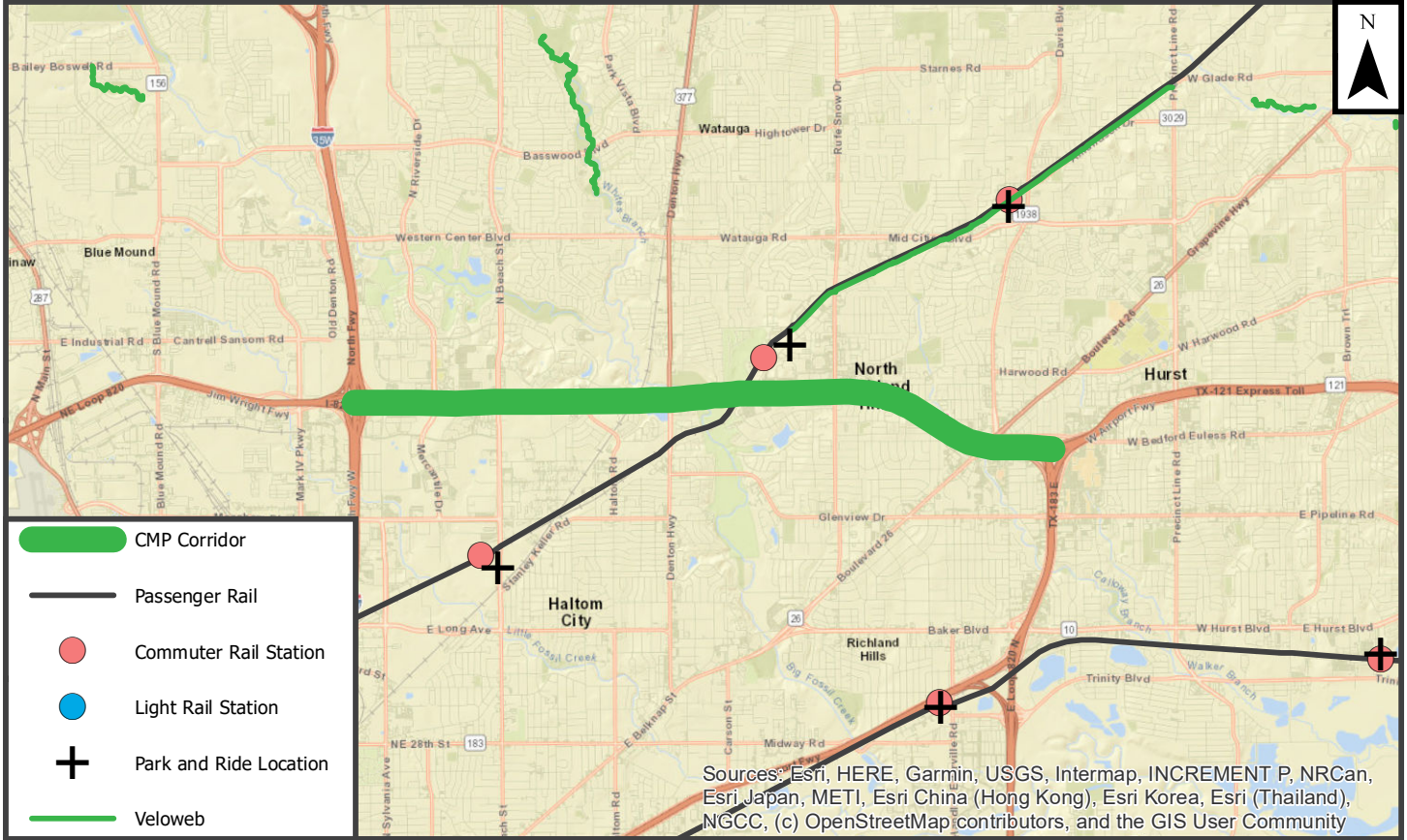
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 150.2

IH 820 (North) between IH 35W and SH 183



Performance Statement

Continue to monitor

Asset Statement

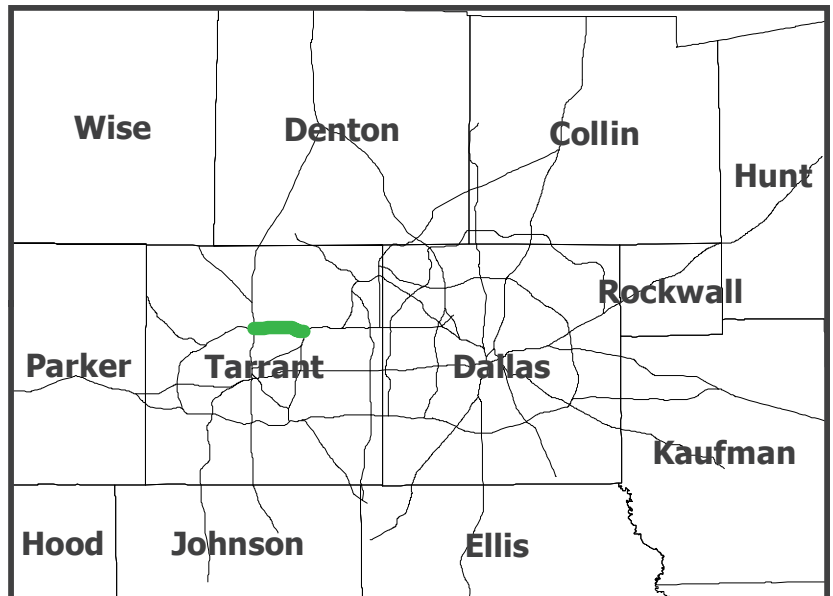
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.1
Facility	IH 35E
From	IH 35W
To	SRT
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	104	Needs Improvement
Travel Time Index (Recurring Congestion)	1.12	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.14	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	16	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	7	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	94	
<i>Parallel Bus Route as percentage of corridor length*</i>	79	
<i>Bus Trip Density*</i>	47	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	62	

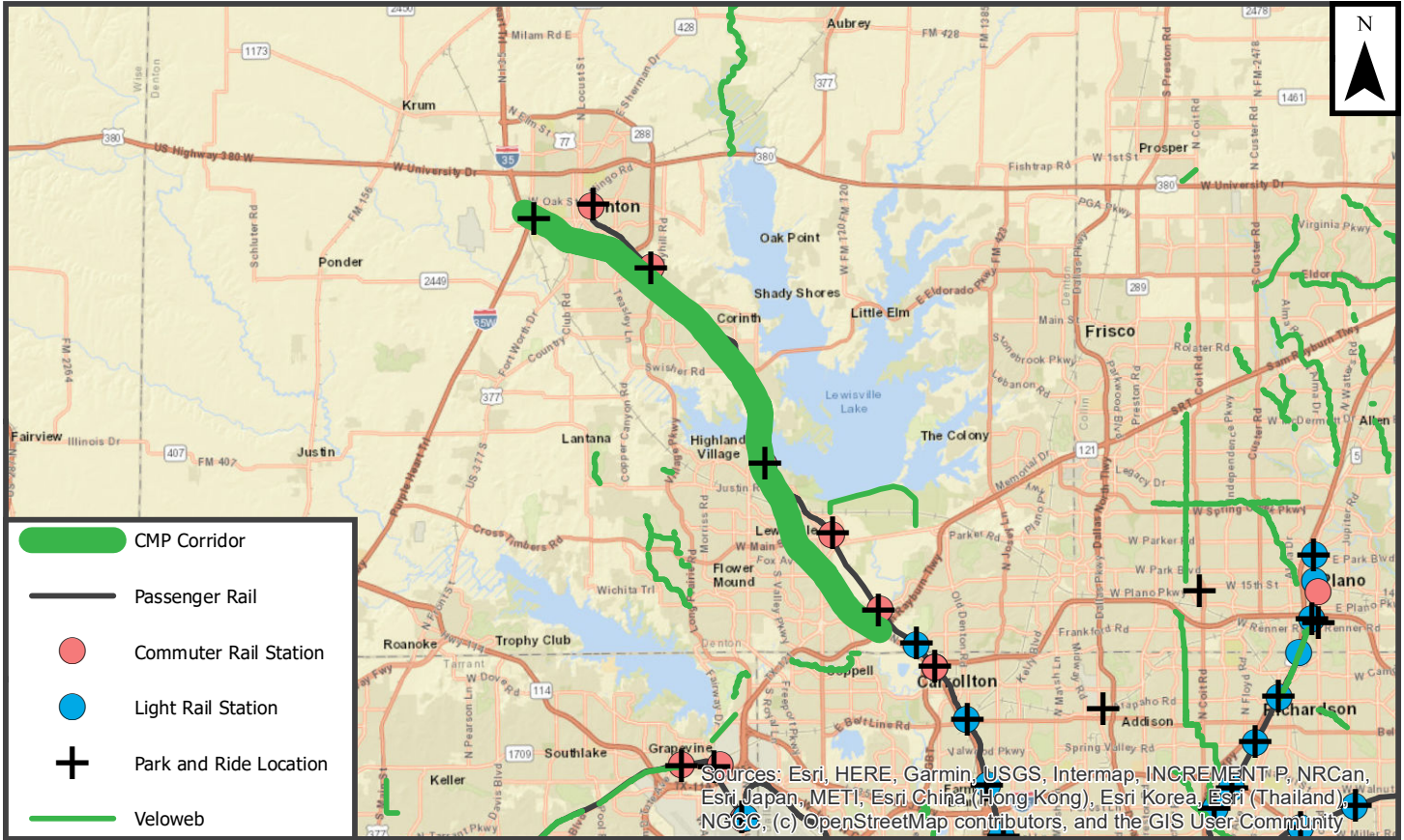
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 7.1

IH 35E between IH 35W and SRT



Performance Statement

Operational

Asset Statement

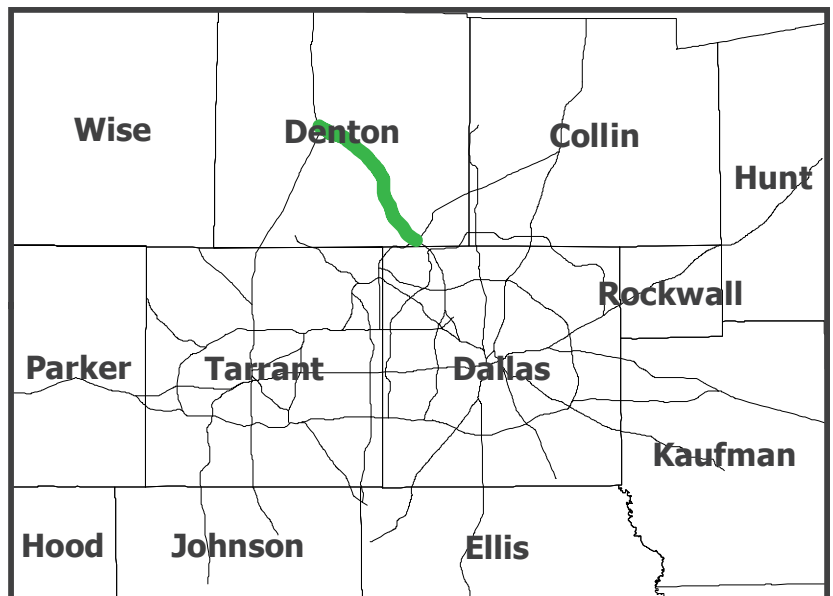
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.5
Facility	SH 121
From	IH 35E
To	IH 635 (North)
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	14	Sufficient
Travel Time Index (Recurring Congestion)	1.23	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.39	Needs Improvement
Pavement in Poor Condition	15	Needs Improvement
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	27	Roadway Infrastructure Score
Frontage Road Percentage	93	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	33	
<i>Bus Trip Density*</i>	20	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	72	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

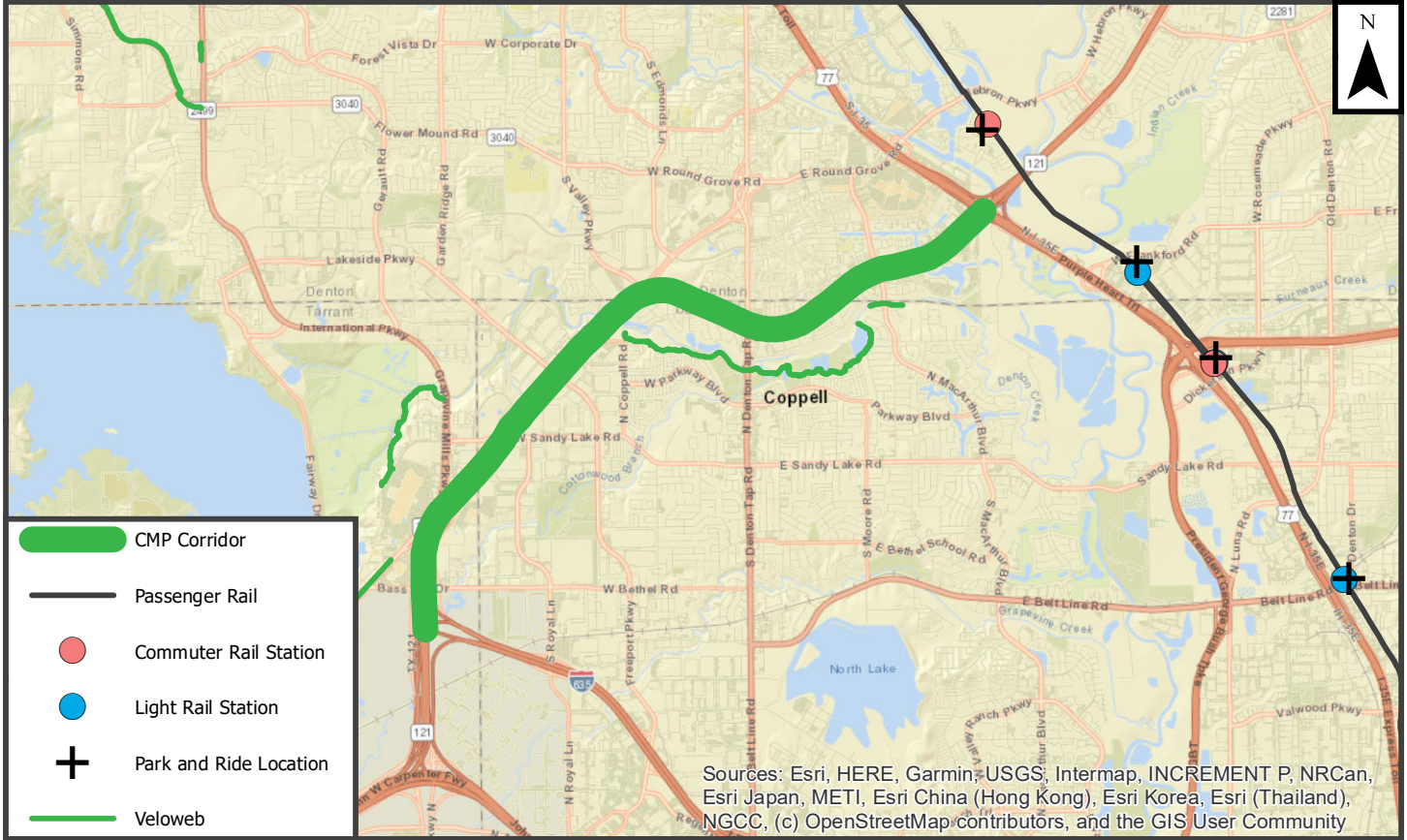
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 11.5

SH 121 between IH 35E and IH 635 (North)



Performance Statement

Rehab, demand reduction and operational

Asset Statement

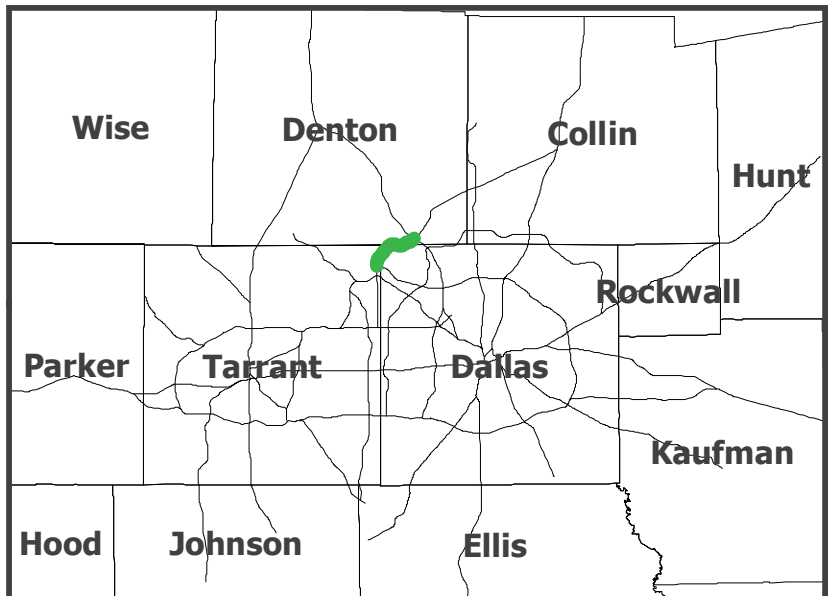
Needs help

Corridor Statement

Needs corridor study

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	12.3
Facility	SH 114
From	SH 170
To	SH 121
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	29	Sufficient
Travel Time Index (Recurring Congestion)	1.12	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.38	Sufficient
Pavement in Poor Condition	1	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	11	Roadway Infrastructure Score
Frontage Road Percentage	87	
Parallel Freeway Percentage	5	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	2	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	56	
Truck Lane Restriction Percentage	0	Low
HOV/Managed Lane Percentage	0	

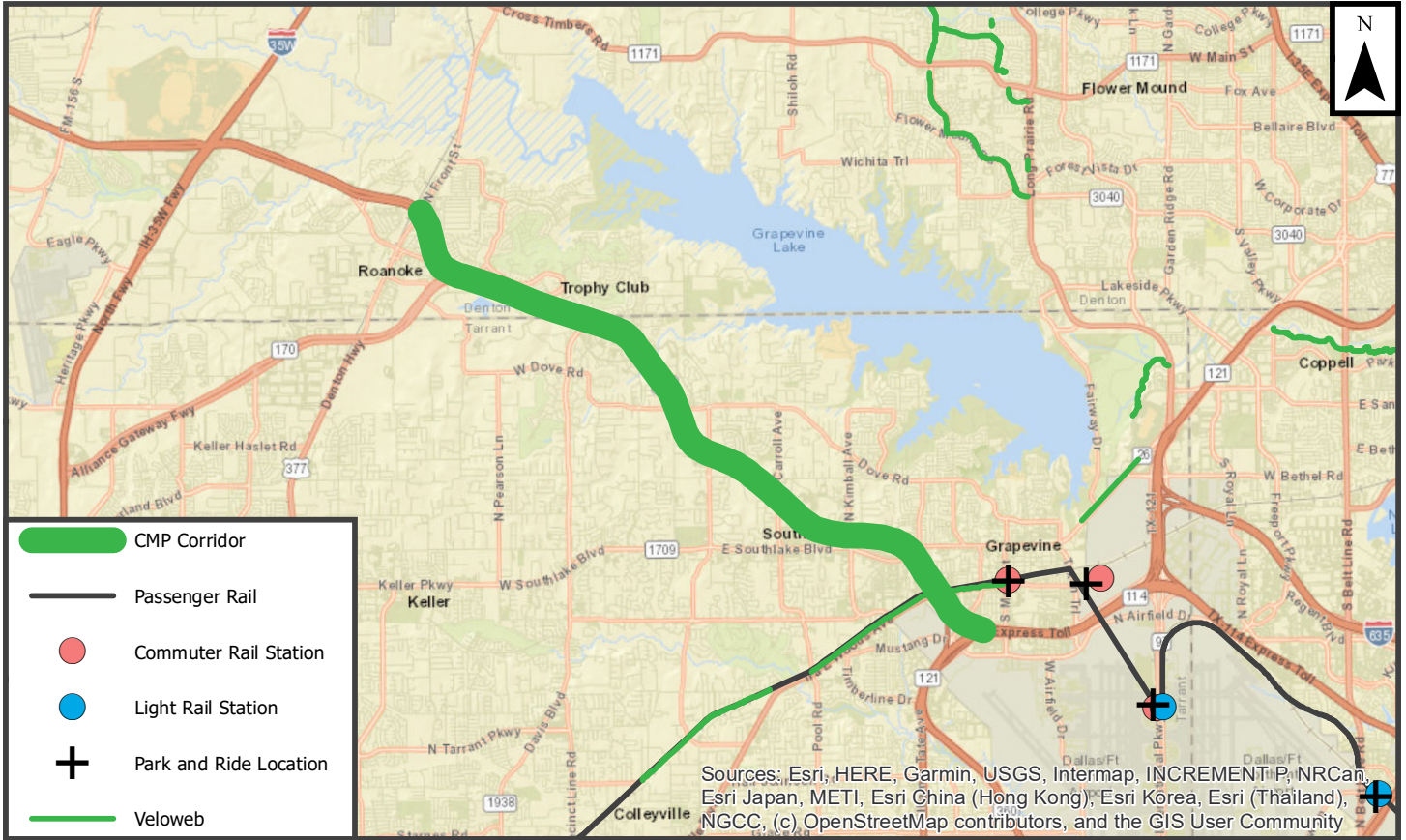
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 12.3

SH 114 between SH 170 and SH 121



Performance Statement

Continue to monitor

Asset Statement

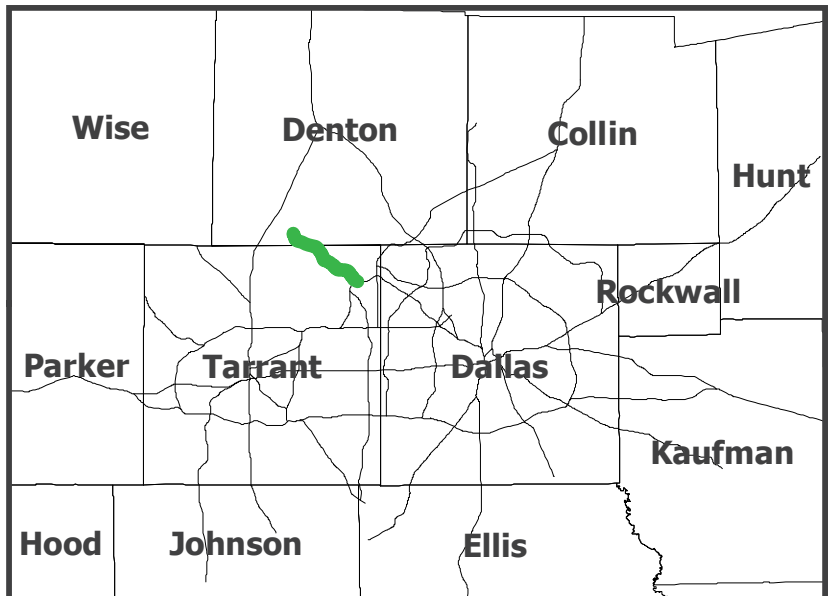
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.7
Facility	IH 20
From	US 287
To	SH 360
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	66	Sufficient
Travel Time Index (Recurring Congestion)	1.26	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.35	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	54	Roadway Infrastructure Score
Frontage Road Percentage	61	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	99	
<i>Bus Trip Density*</i>	6	
Combined Bus Availability	Medium	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	98	
Truck Lane Restriction Percentage	100	Medium
HOV/Managed Lane Percentage	0	

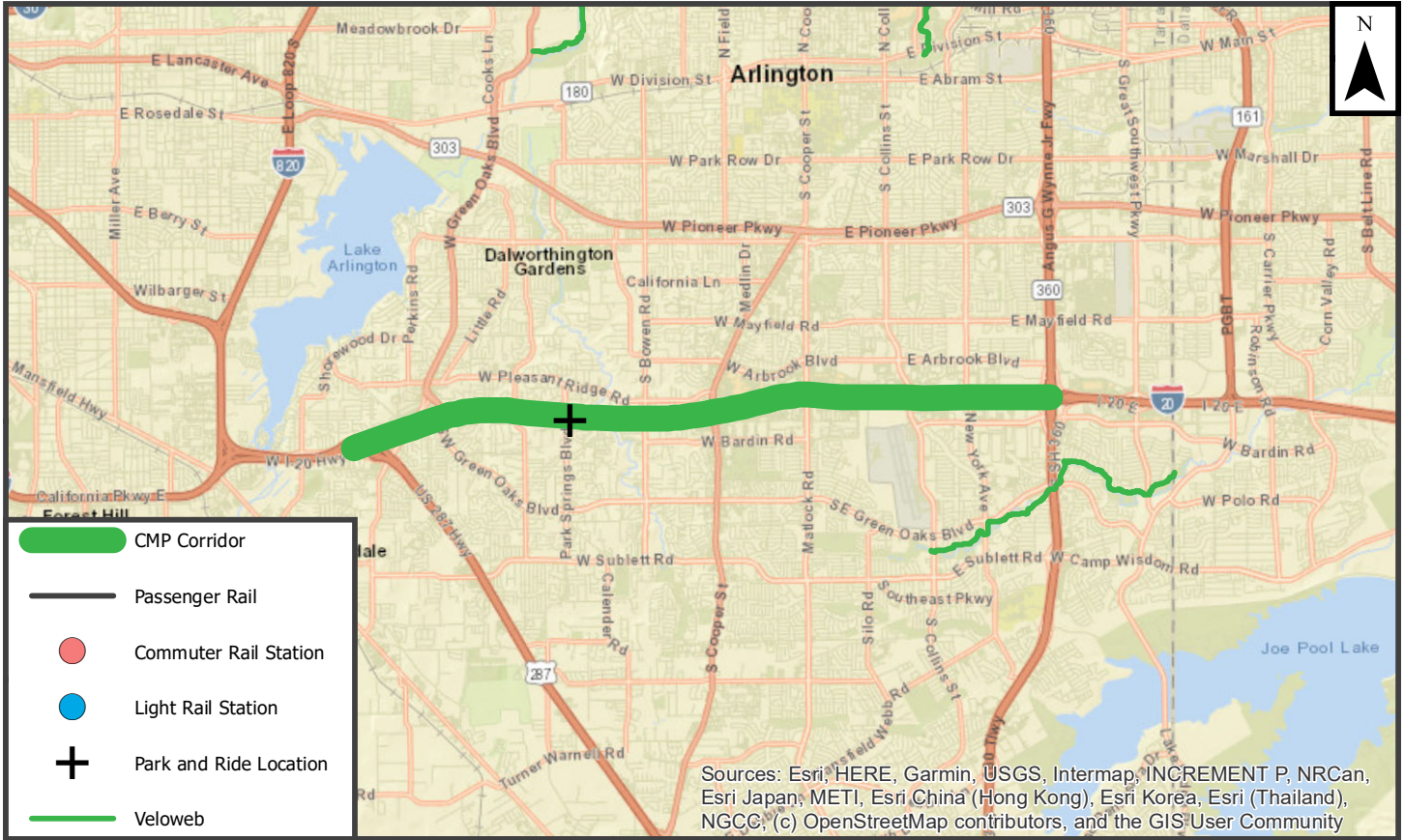
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.7

IH 20 between US 287 and SH 360



Performance Statement

Continue to monitor

Asset Statement

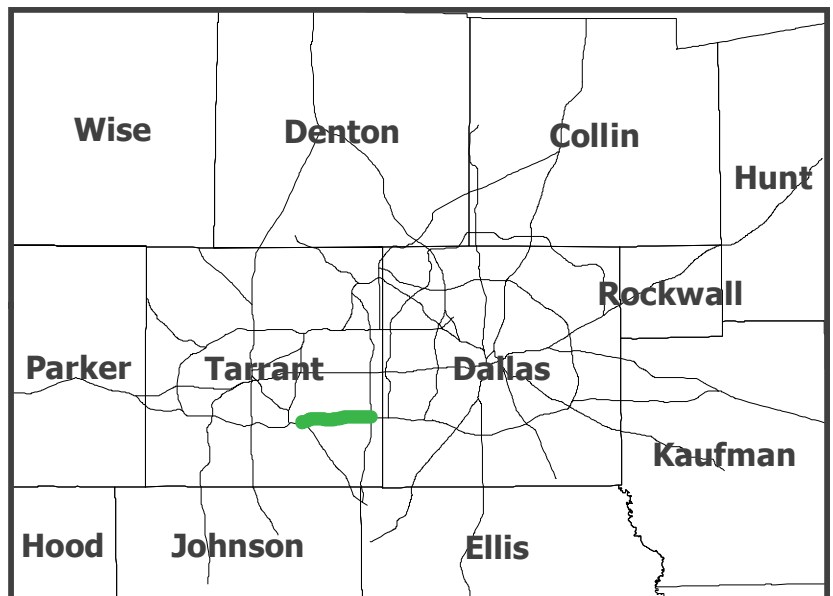
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	38.2
Facility	US 67
From	IH 20
To	SH 360
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	38	Sufficient
Travel Time Index (Recurring Congestion)	1.05	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.12	Sufficient
Pavement in Poor Condition	4	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	18	Roadway Infrastructure Score
Frontage Road Percentage	87	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	2	
<i>Bus Trip Density*</i>	19	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

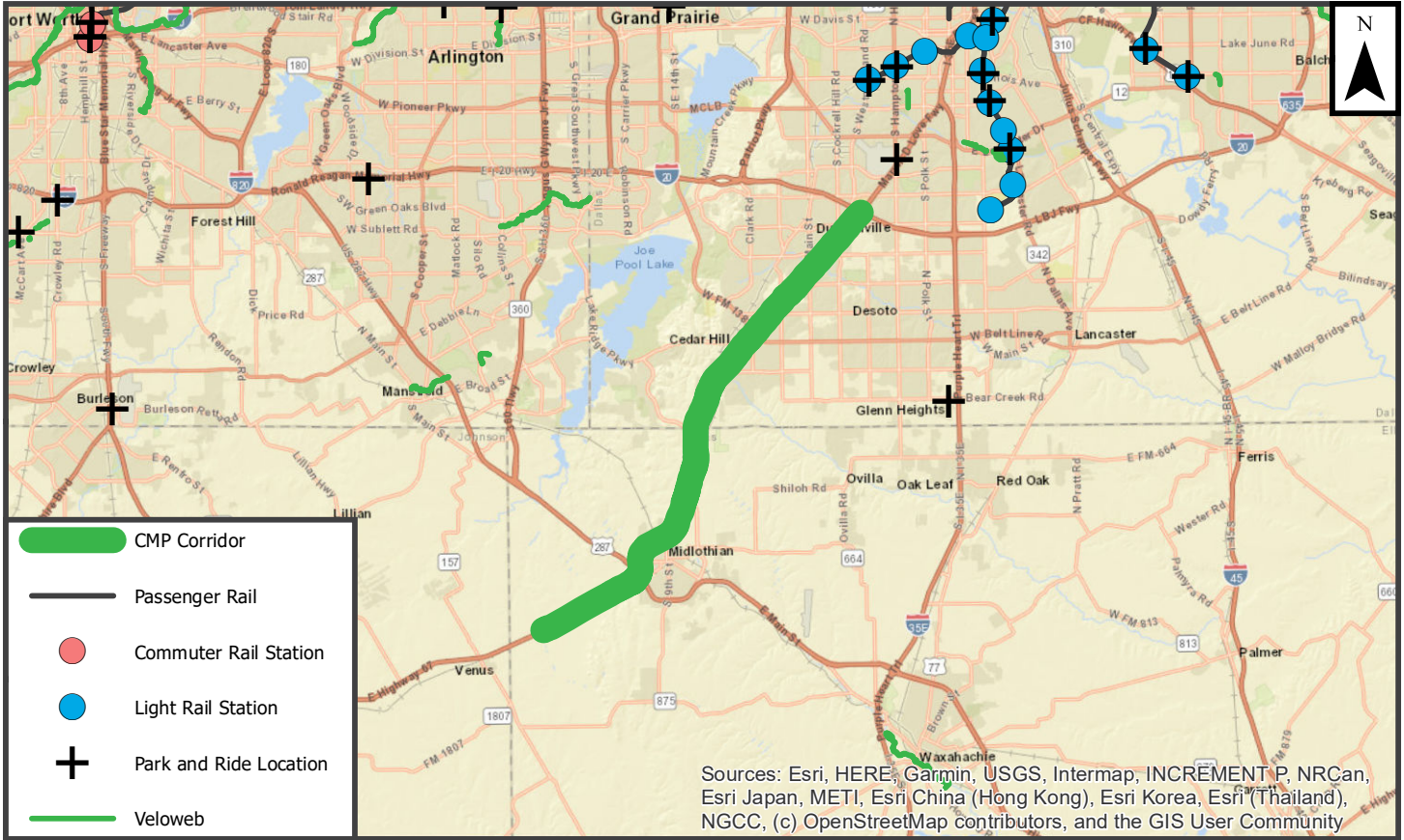
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	35	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 38.2

US 67 between IH 20 and SH 360



Performance Statement

Continue to monitor

Asset Statement

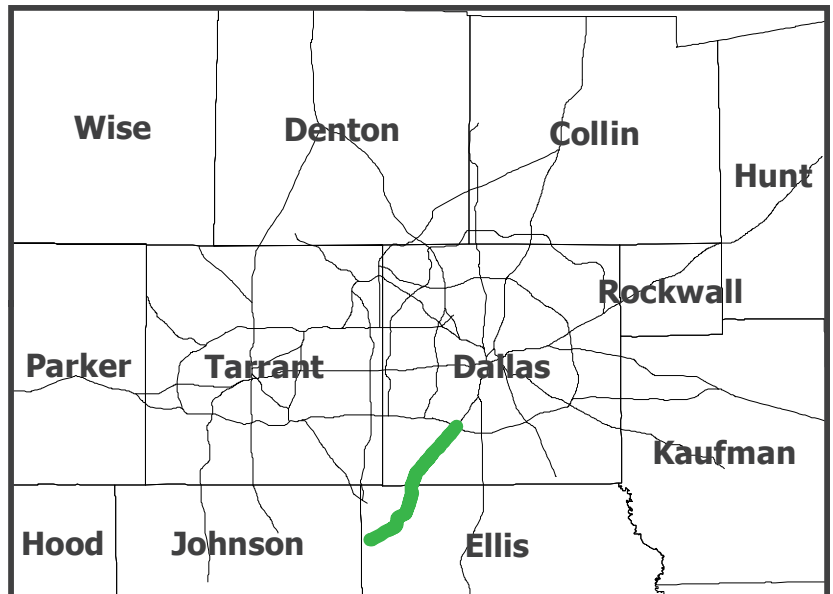
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.10
Facility	IH 35E
From	IH 20
To	US 77
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	43	Sufficient
Travel Time Index (Recurring Congestion)	1.01	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.05	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	41	Roadway Infrastructure Score
Frontage Road Percentage	92	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	1	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	26	
<i>Bus Trip Density*</i>	14	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	90	Low
Truck Lane Restriction Percentage	44	
HOV/Managed Lane Percentage	0	

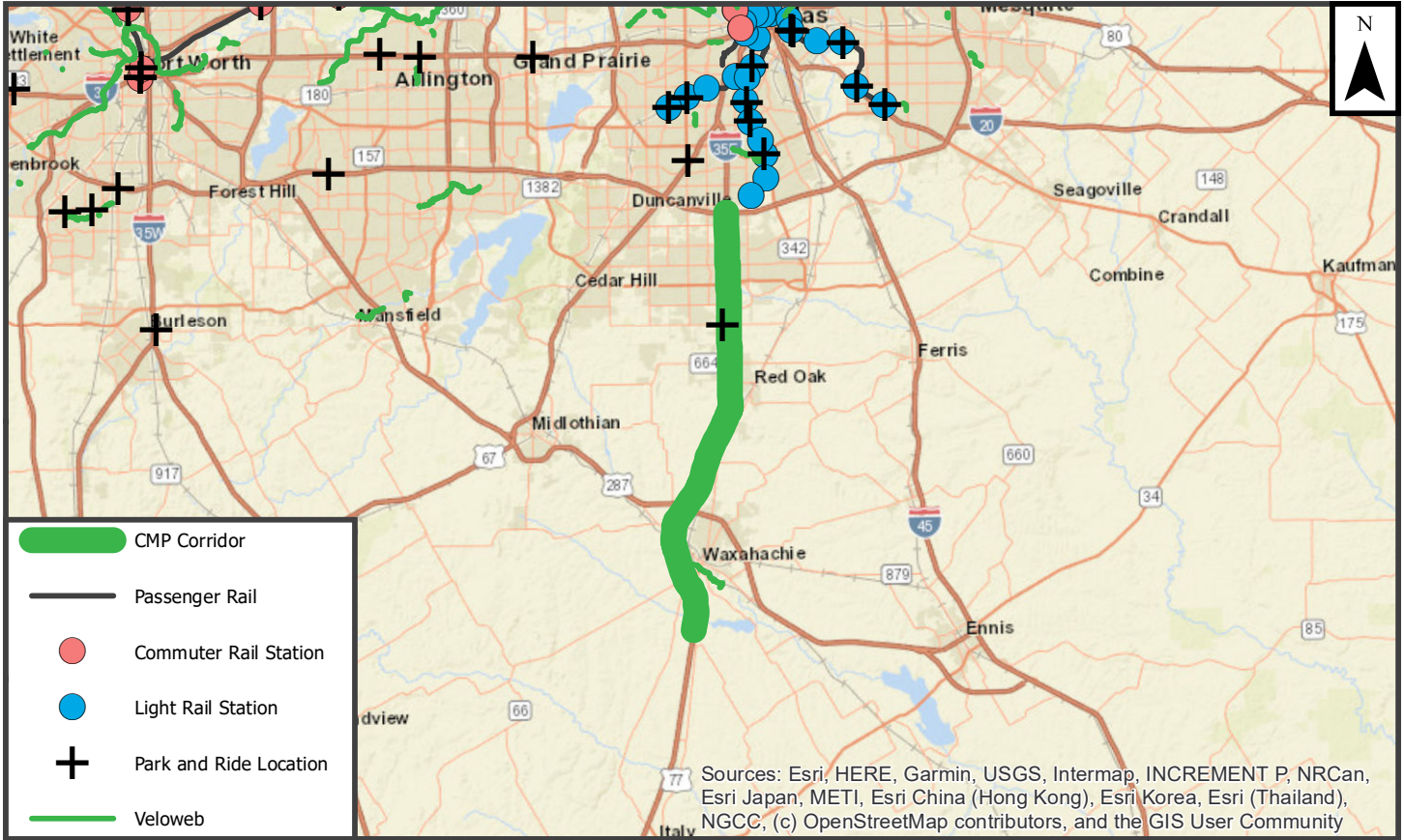
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 7.10

IH 35E between IH 20 and US 77



Performance Statement

Continue to monitor

Asset Statement

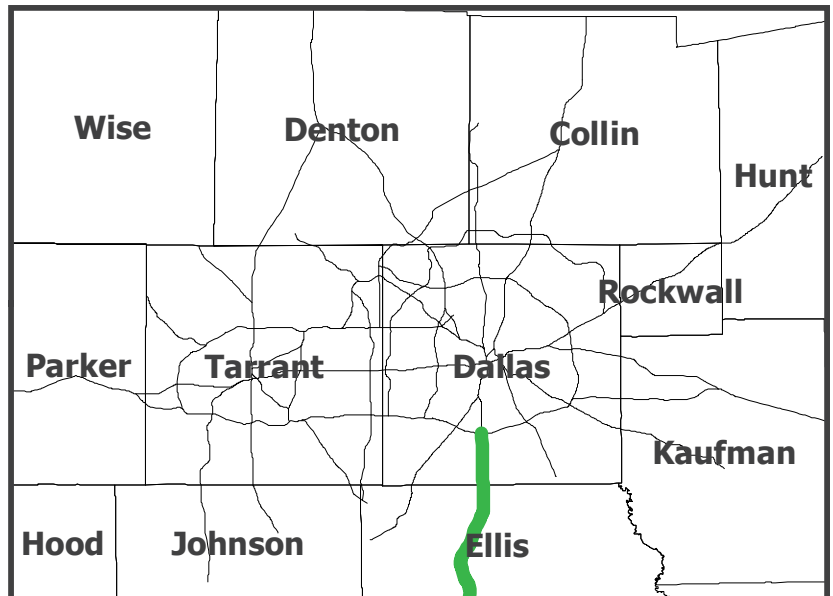
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.10
Facility	IH 20
From	SL 12
To	US 67
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	73	Sufficient
Travel Time Index (Recurring Congestion)	1.05	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.20	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	100	Roadway Infrastructure Score
Frontage Road Percentage	28	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	40	
<i>Bus Trip Density*</i>	69	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	99	
Truck Lane Restriction Percentage	100	Low
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.10

IH 20 between SL 12 and US 67



Performance Statement

Continue to monitor

Asset Statement

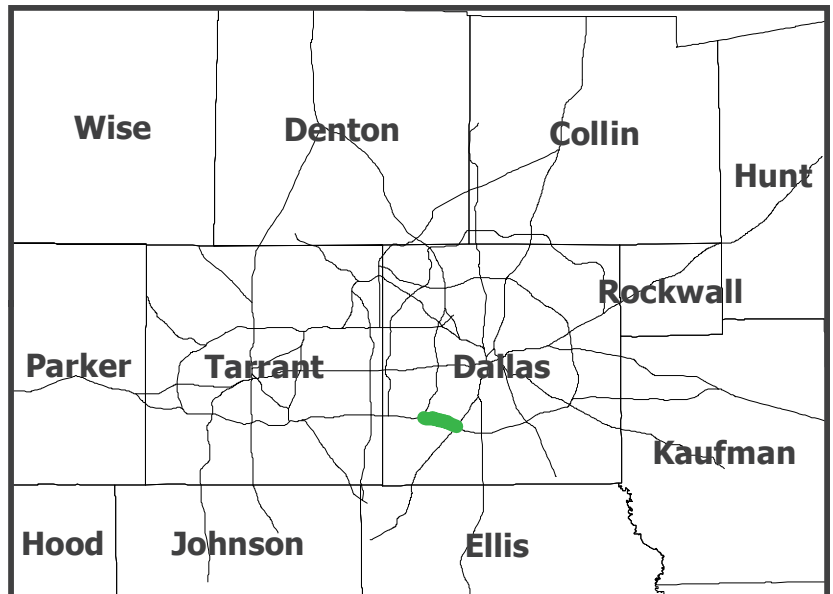
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	7.6
Facility	IH 35E
From	SH 183
To	DNT
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	94	Sufficient
Travel Time Index (Recurring Congestion)	1.89	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.47	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	20	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	77	High
Parallel Commuter Rail as percentage of corridor length	113	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	441	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	100	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 7.6

IH 35E between SH 183 and DNT



Performance Statement

Demand reduction and operational

Asset Statement

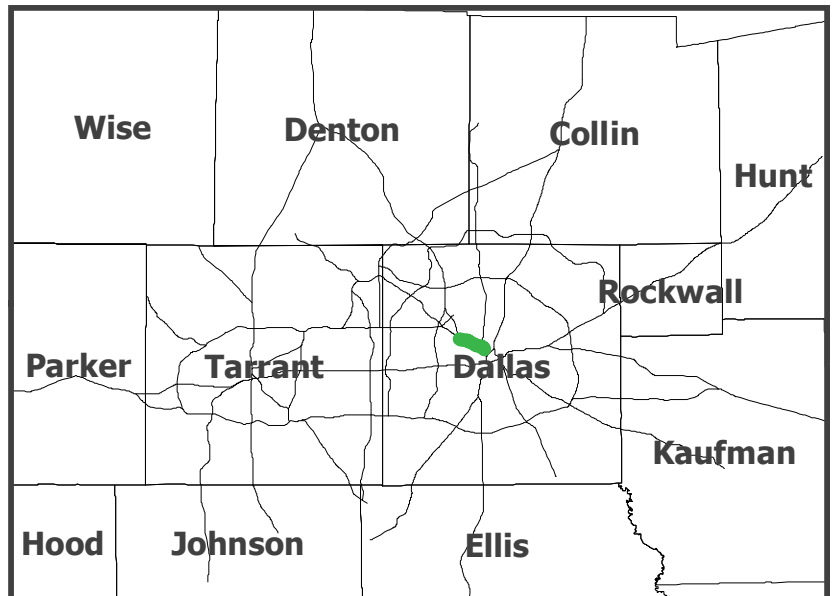
Promote modal options and needs operations

Corridor Statement

Promote modal options

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	22.5
Facility	SH 183
From	SH 114
To	IH 35E
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	85	Sufficient
Travel Time Index (Recurring Congestion)	1.51	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.27	Sufficient
Pavement in Poor Condition	4	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	14	Roadway Infrastructure Score
Frontage Road Percentage	90	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	72	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	95	
<i>Bus Trip Density*</i>	208	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Medium	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	68	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 22.5

SH 183 between SH 114 and IH 35E



Performance Statement

Demand reduction

Asset Statement

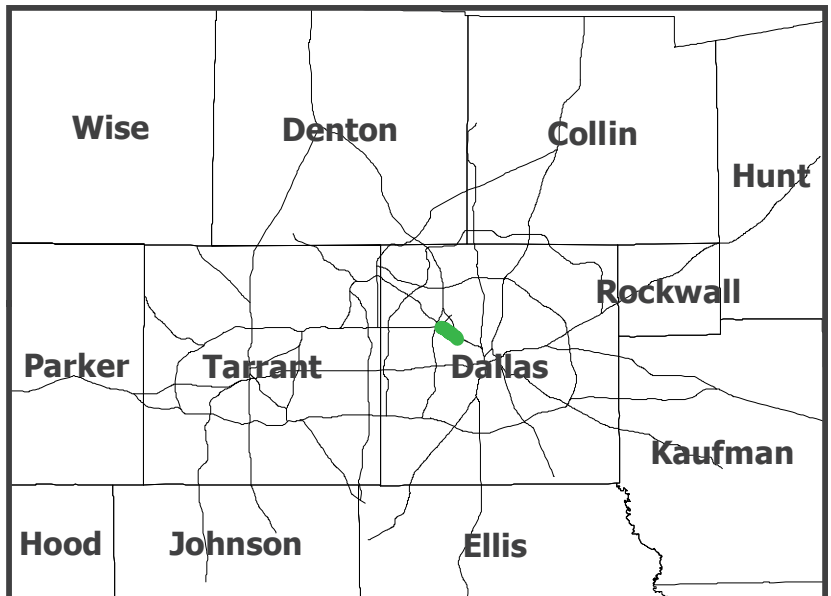
Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	12.6
Facility	SH 114
From	PGBT (West)
To	SH 183
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	34	Sufficient
Travel Time Index (Recurring Congestion)	1.18	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.29	Sufficient
Pavement in Poor Condition	2	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	44	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	30	Low

Modal Options

Park and Rides within 1 mile of corridor	6	Modal Options Score
Parallel Light Rail as percentage of corridor length	63	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	63	
<i>Bus Trip Density*</i>	91	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	High
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	

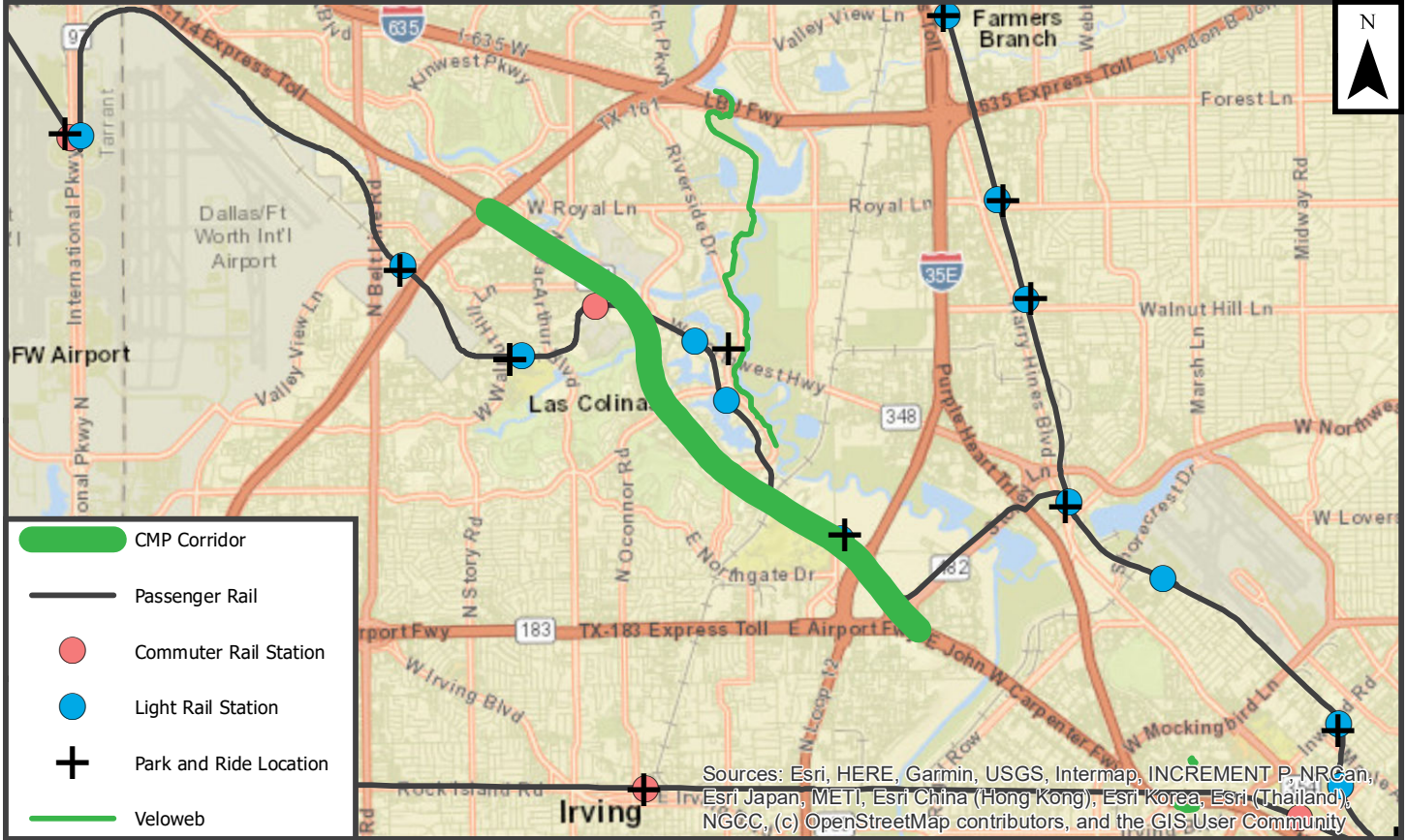
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 12.6

SH 114 between PGBT (West) and SH 183



Performance Statement

Continue to monitor

Asset Statement

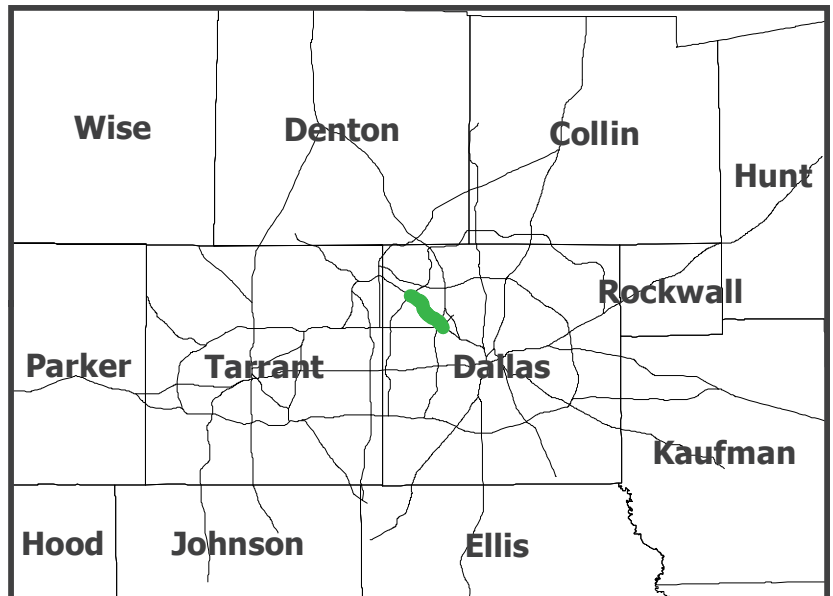
Promote modal options and operate

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	11.3
Facility	SRT
From	US 75
To	DNT
Construction Status	Full Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	73	Sufficient
Travel Time Index (Recurring Congestion)	1.24	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.26	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	40	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	5	
<i>Bus Trip Density*</i>	9	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

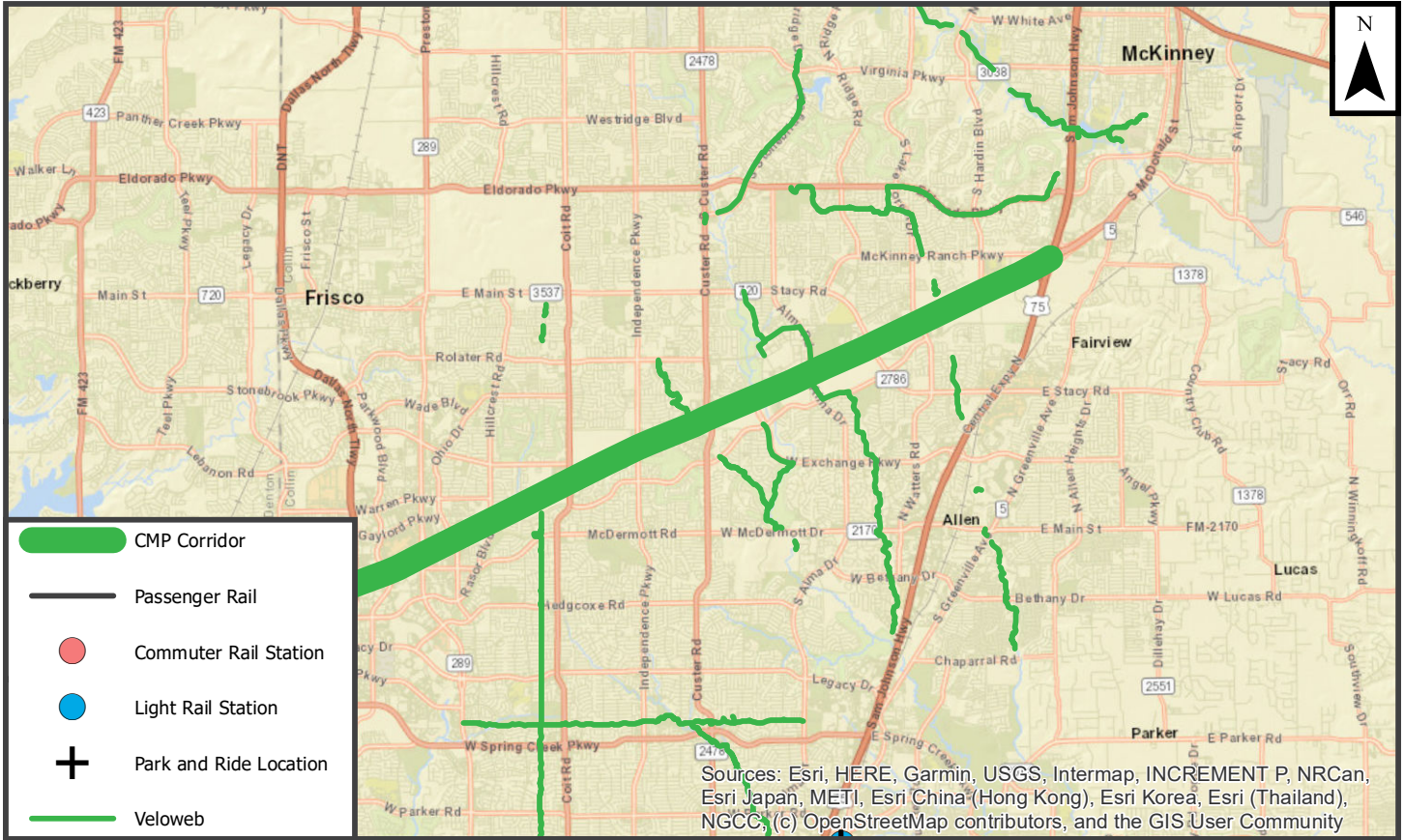
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	
Truck Lane Restriction Percentage	0	Medium
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



Congestion Management Process Corridor 11.3

SRT between US 75 and DNT



Performance Statement

Continue to monitor

Asset Statement

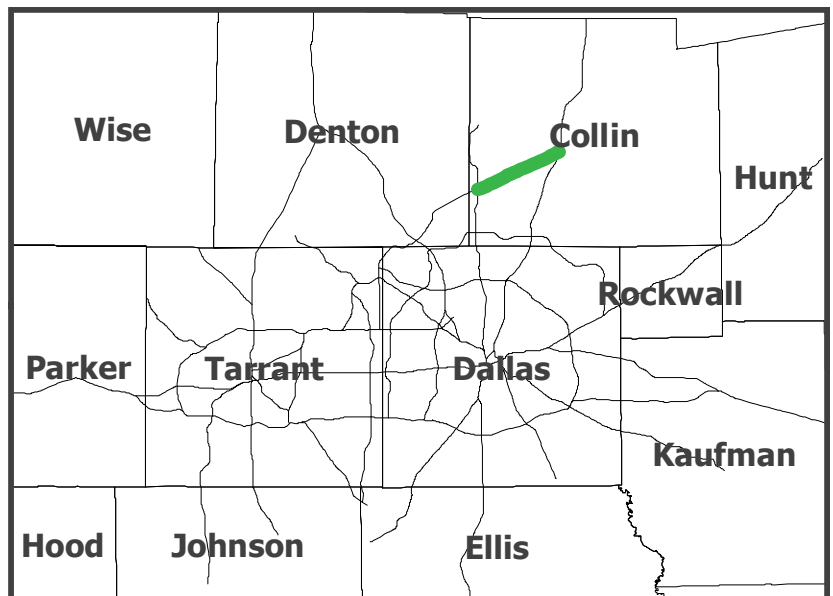
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Full Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	23.4
Facility	US 75
From	SRT
To	PGBT
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	92	Sufficient
Travel Time Index (Recurring Congestion)	1.22	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.36	Sufficient
Pavement in Poor Condition	6	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	35	Roadway Infrastructure Score
Frontage Road Percentage	100	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	19	
Parallel Commuter Rail as percentage of corridor length	0	Low
<i>Parallel Bus Route as percentage of corridor length*</i>	30	
<i>Bus Trip Density*</i>	23	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	96	
Truck Lane Restriction Percentage	100	Low
HOV/Managed Lane Percentage	55	

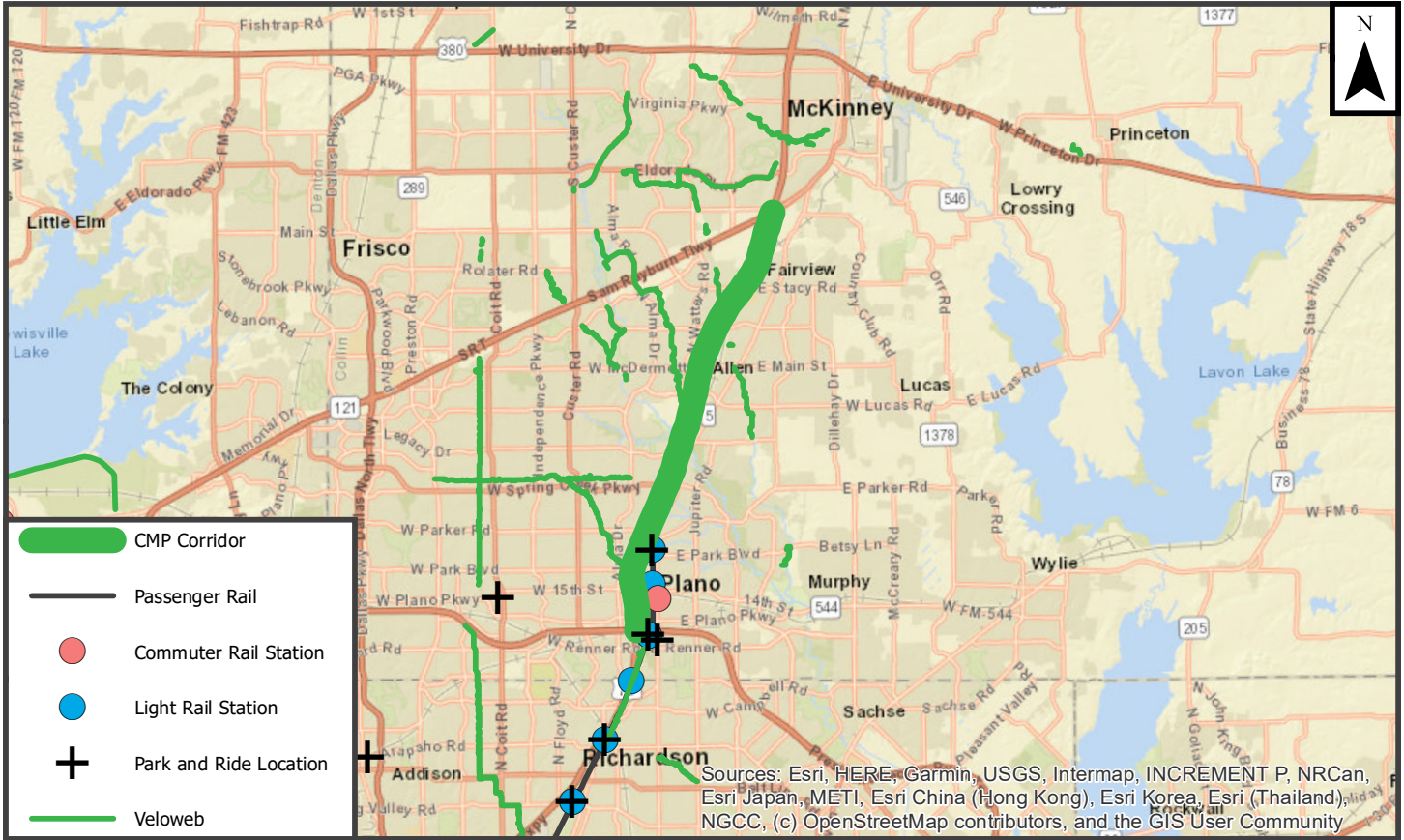
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 23.4

US 75 between SRT and PG&T



Performance Statement

Continue to monitor

Asset Statement

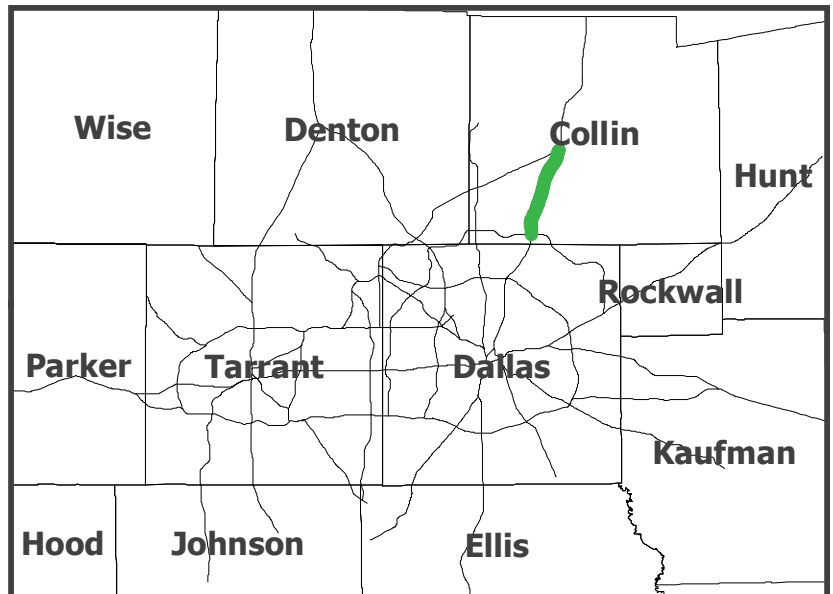
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	21.4
Facility	DNT
From	IH 635 (North)
To	IH 35E
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	67	Sufficient
Travel Time Index (Recurring Congestion)	1.42	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.65	Needs Improvement
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	71	Roadway Infrastructure Score
Frontage Road Percentage	10	
Parallel Freeway Percentage	126	High

Modal Options

Park and Rides within 1 mile of corridor	2	Modal Options Score
Parallel Light Rail as percentage of corridor length	38	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	279	
Combined Bus Availability	High	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 21.4

DNT between IH 635 (North) and IH 35E



Performance Statement

Demand reduction and operational

Asset Statement

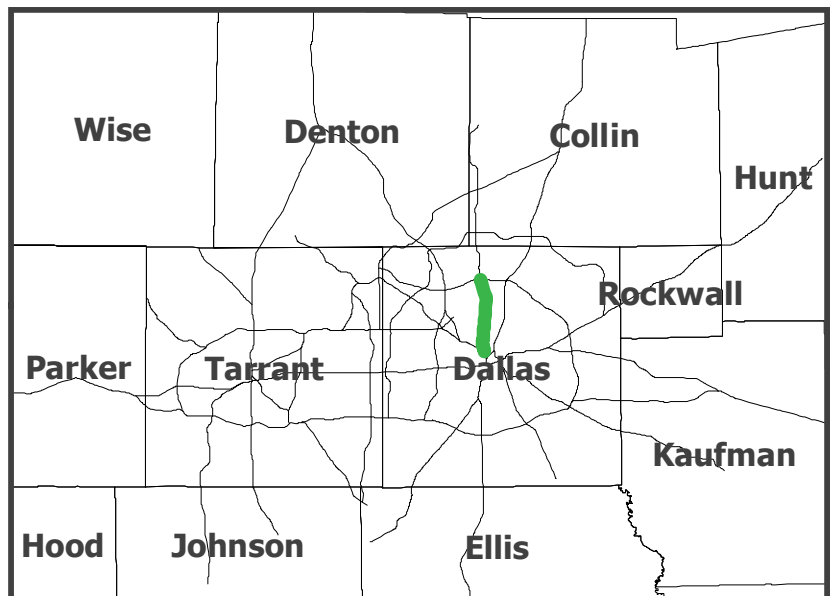
Promote options and operate

Corridor Statement

Promote options and operate

Corridor Output

CMP Strategy



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	30.12
Facility	IH 20
From	IH 35E
To	IH 45
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	85	Sufficient
Travel Time Index (Recurring Congestion)	1.20	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.35	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	0	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	67	Roadway Infrastructure Score
Frontage Road Percentage	98	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	100	
<i>Bus Trip Density*</i>	62	
Combined Bus Availability	High	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

Shoulder Availability	High	Operations Score
ITS Device Coverage Percentage	98	Medium
Truck Lane Restriction Percentage	100	
HOV/Managed Lane Percentage	0	

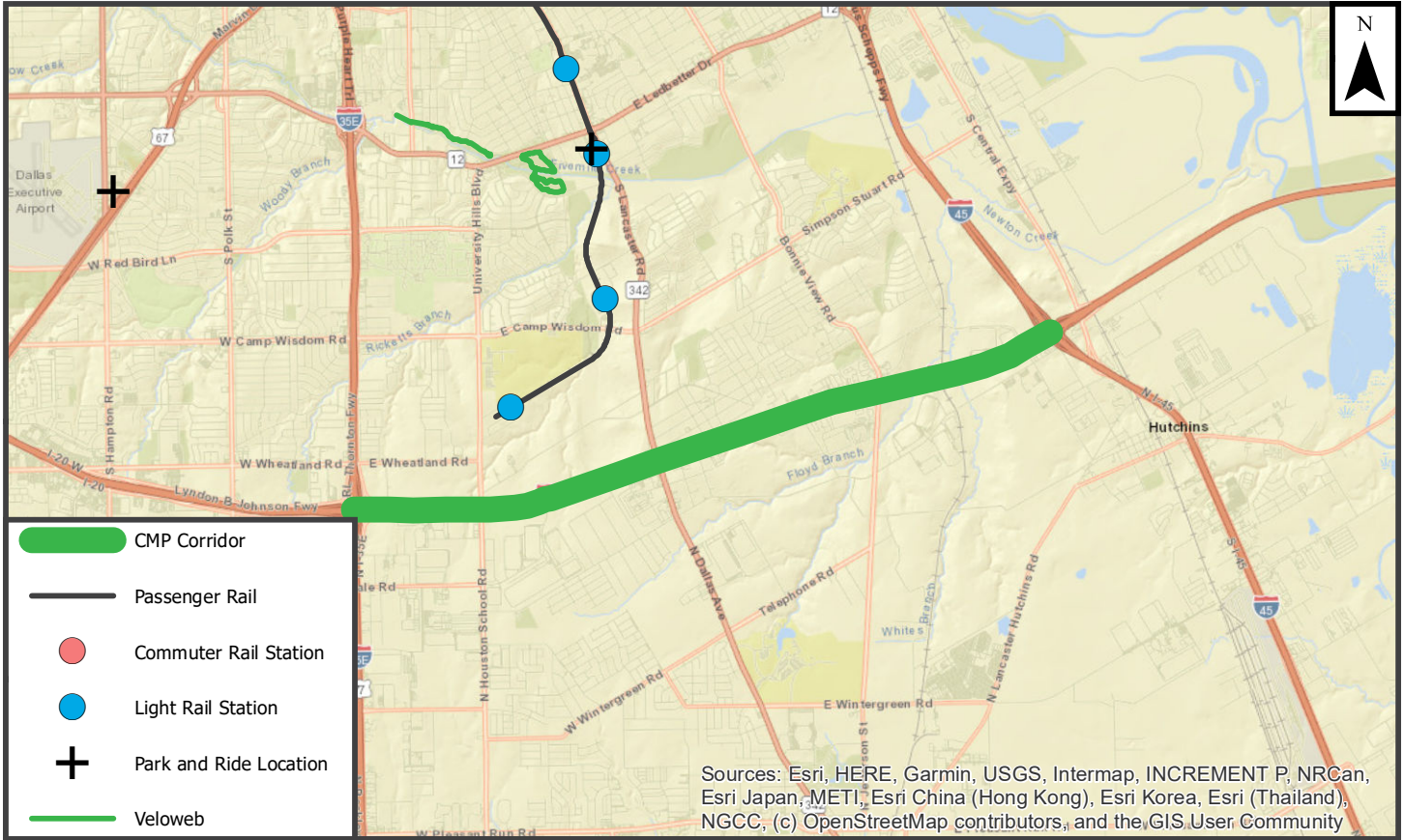
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 30.12

IH 20 between IH 35E and IH 45



Performance Statement

Continue to monitor

Asset Statement

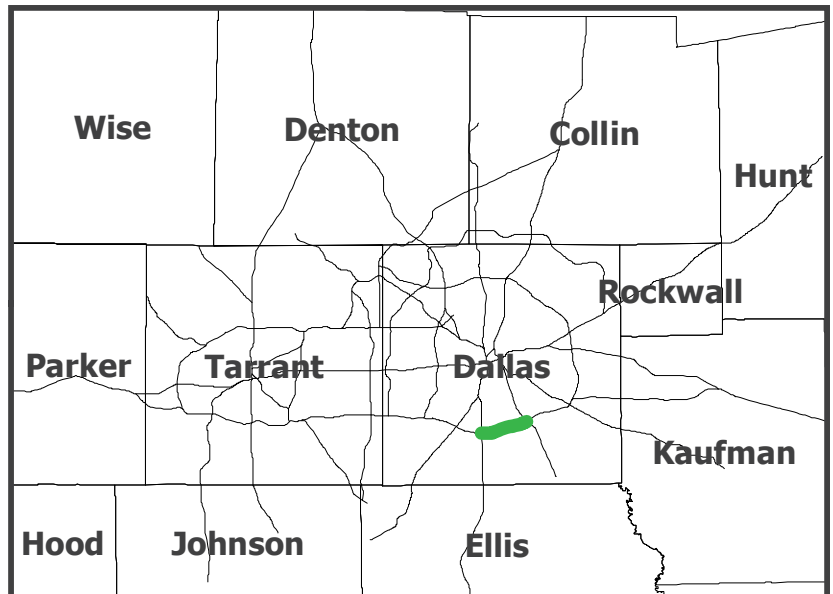
Operate and may need options

Corridor Statement

Continue to monitor

Corridor Output

Continue to Monitor



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.14
Facility	IH 30
From	Rockwall C/L
To	SS 302
Construction Status	Partial Construction

Performance Measures

Crash Rate (Crashes per 100 million VMT)	50	Sufficient
Travel Time Index (Recurring Congestion)	1.00	Sufficient
Level of Travel Time Reliability (Non-Recurring Congestion)	1.02	Sufficient
Pavement in Poor Condition	1	Sufficient
Bridge Deck in Poor Condition	3	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	17	Roadway Infrastructure Score
Frontage Road Percentage	99	
Parallel Freeway Percentage	0	Low

Modal Options

Park and Rides within 1 mile of corridor	0	Modal Options Score
Parallel Light Rail as percentage of corridor length	0	Low
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	0	
<i>Bus Trip Density*</i>	0	
Combined Bus Availability	Low	<i>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</i>

Operations

Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	2	Low
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	0	

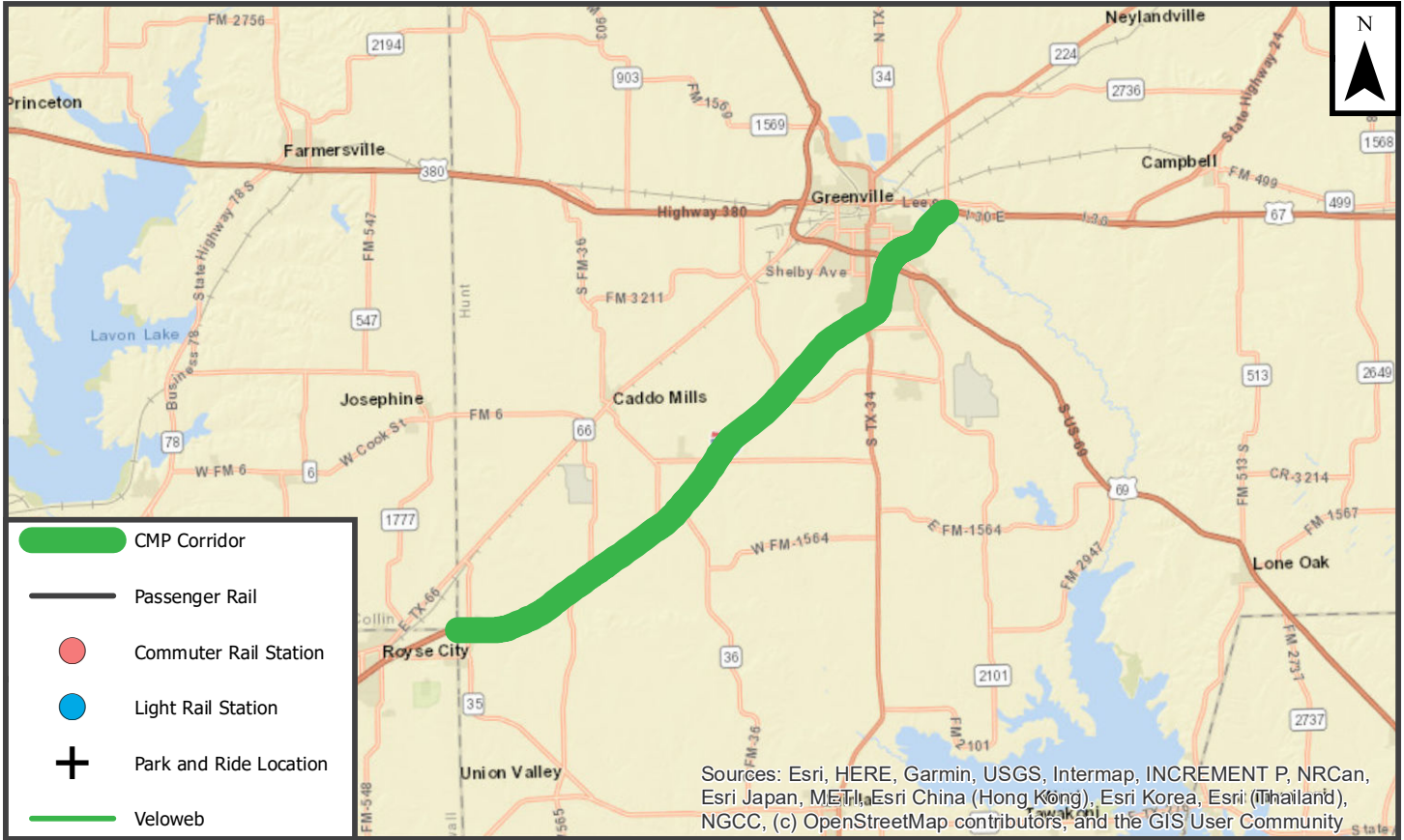
More detail on corridor evaluation and scoring criteria available in Appendix D



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.14

IH 30 between Rockwall C/L and SS 302



Performance Statement

Continue to monitor

Asset Statement

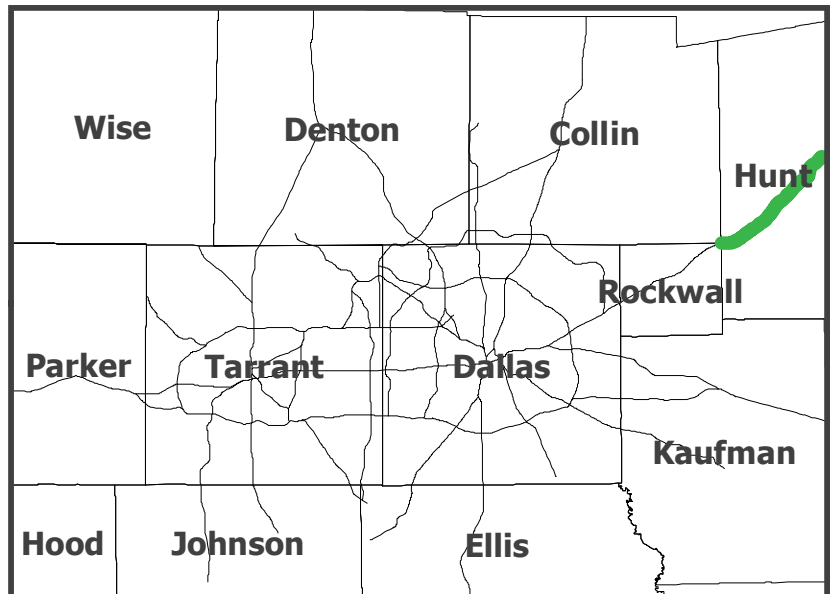
Needs help

Corridor Statement

Continue to monitor

Corridor Output

Partial Construction



Congestion Management Corridor Fact Sheet



Corridor Information

Corridor Number	28.10
Facility	IH 30
From	IH 45
To	US 80
Construction Status	None

Performance Measures

Crash Rate (Crashes per 100 million VMT)	124	Needs Improvement
Travel Time Index (Recurring Congestion)	1.68	Needs Improvement
Level of Travel Time Reliability (Non-Recurring Congestion)	1.33	Sufficient
Pavement in Poor Condition	0	Sufficient
Bridge Deck in Poor Condition	1	Sufficient

Roadway Infrastructure

Available Arterial Capacity %	56	Roadway Infrastructure Score
Frontage Road Percentage	47	
Parallel Freeway Percentage	48	Low

Modal Options

Park and Rides within 1 mile of corridor	3	Modal Options Score
Parallel Light Rail as percentage of corridor length	26	Medium
Parallel Commuter Rail as percentage of corridor length	0	
<i>Parallel Bus Route as percentage of corridor length*</i>	99	
<i>Bus Trip Density*</i>	327	
Combined Bus Availability	High	<small>*Parallel Bus Route and Bus Density combine to form Combined Bus Availability, which impacts Modal Options Score</small>

Operations

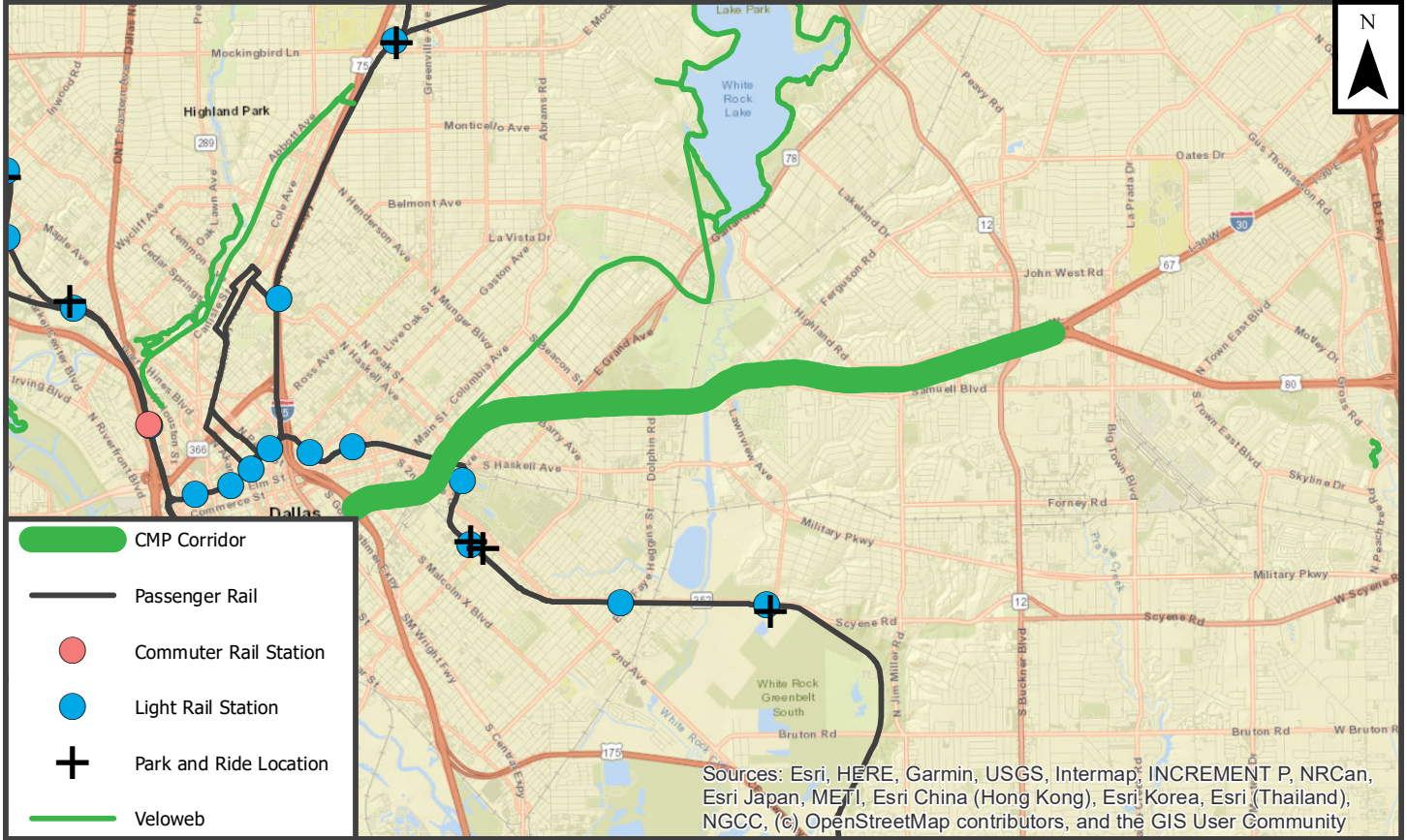
Shoulder Availability	Low	Operations Score
ITS Device Coverage Percentage	100	Medium
Truck Lane Restriction Percentage	0	
HOV/Managed Lane Percentage	100	



CMP
CONGESTION MANAGEMENT PROCESS

Congestion Management Process Corridor 28.10

IH 30 between IH 45 and US 80



Performance Statement

Demand reduction and operational

Asset Statement

Promote modal options and operate

Corridor Statement

Promote modal options and operate

Corridor Output

CMP Strategy

