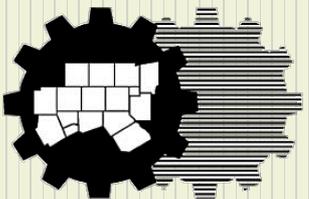


# **SH 360: A Corridor of Local, Regional and Statewide Significance**



**North Central Texas  
Council of Governments**

# Previous Commitments

**1966**

## **Freeway Authorization**

First Texas Transportation Commission Minute Order regarding SH 360 authorizes a full freeway between IH 20 and U.S. 287

**1977**

## **Advanced Planning**

SH 360 placed in the Texas Department of Transportation Project Development Plan with a Level I authorization for advanced planning

# Previous Commitments, cont.

**1986**

## **Right of Way Terms**

Texas Transportation Commission Minute Order 85179 regarding extension of SH 360 from IH 20 south to US 287 provided counties and/or cities furnish 59 percent of the necessary right of way free of cost to the State according to relevant procedures, policies and laws.

**1991**

## **Right of Way Donation**

Texas Transportation Commission resolution commending cities of Arlington, Grand Prairie and Mansfield, along with Tarrant and Ellis counties for presenting 493.563 acres of donated right of way fulfilling 59 percent right of way commitment and demonstrating the extent of local support for the project.

# Community Support

## Longstanding, Continuous Support

### 1986 Initial Construction Request

Delegation of area cities went before the Texas Transportation Commission requesting the construction of SH 360 from IH 20 to US 287

### 1990s - Continued Coordination, Support

#### Today

Efforts to advance construction continued as need increased. North Texas Tollway Authority, TxDOT and the North Central Texas Council of Governments concluded stakeholder meetings in March 2010. Following a public hearing, NTTA submitted Section 1 of the Environmental Assessment to the TxDOT-Fort Worth District for regional and state review.

# Regional Support

Included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas

Funding Approved by the Regional Transportation Council

North Texas Tollway Authority Approved a Memorandum of Understanding Outlining Partnership Terms

# Dallas-Fort Worth Gateway

## **Significant Statewide and Intercity Importance**

Extension of SH 360 provides access to both US 67 and US 287, making it a new Dallas-Fort Worth area gateway to and from the south

Truck traffic on US 287 from Port of Houston expected to increase with Panama Canal widening

## **Parallel to IH 35E and IH 35W, Potential Reliever Route**

Ten of the Top 100 congested roadway segments are on either IH 35E or IH 35W

# Corridor Congestion

## **Corridor Overlooked in Some Analyses Due to Existing Configuration as Frontage Roads**

**Year 2010 daily traffic count (total for both directions) at Camp Wisdom: 65,000**

This approximates volumes on “Gateway” Interstate Highway sites a similar distance from the region’s core, including: IH 35W north of Fort Worth, IH 20 east of Dallas, IH 45 south of Dallas, and IH 30 west of Fort Worth

## **TTI Does Not Appear to Analyze SH 360 South in Congested Corridor Rankings**

**(New Roadways are Unfairly Prioritized by 100 Most Congested)**

# Corridor Congestion, cont.

## **The Top 100 Corridors for 2012 Includes the Parallel Arterial of Matlock Road, But Not SH 360**

Matlock Road listed as 87<sup>th</sup> most congested corridor in state  
Matlock Road has lower volumes and better level of service (LOS) figures than SH 360 frontage roads  
LOS and congestion on Matlock Road would be expected to improve further with SH 360 Toll Road

**SH 360 Segment Just North of IH 20 is Listed as the 39<sup>th</sup> Most Congested with Much of its Congestion Resulting from Severe Bottleneck at Camp Wisdom Just South of IH 20. (Because the Roadway is Missing)**

# Corridor Congestion, cont.

## **SH 360 Frontage Road Congestion at Camp Wisdom Road**

Peak-period level of service: F

Peak volume/capacity ratio: 1.24

Congestion level similar to Central Expressway in Plano  
(ranked as 56<sup>th</sup> most congested corridor by TTI)

## **SH 360 Frontage Road Congestion South of New York Avenue**

Peak-period level of service: F

Peak volume/capacity ratio: 1.03

Congestion level similar to IH 30 over Lake Ray Hubbard  
(ranked as 94<sup>th</sup> most congested corridor by TTI)

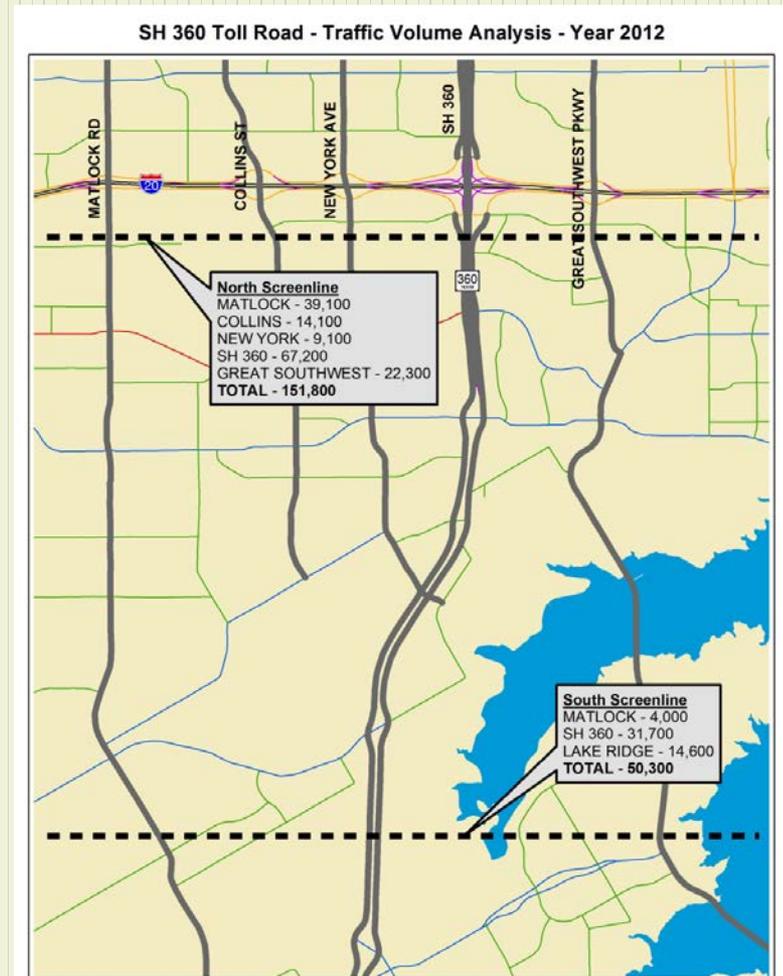
# Parallel Arterial Congestion

## Northern Part of Corridor

Total north/south demand:  
151,800 vehicles per day

SH 360 current share: 67,200

55% of the corridor demand is  
traveling on parallel arterials



# Parallel Arterial Congestion, cont.

## Southern Part of Corridor

Total north/south demand: 50,300 vehicles per day

SH 360 current share: 31,700

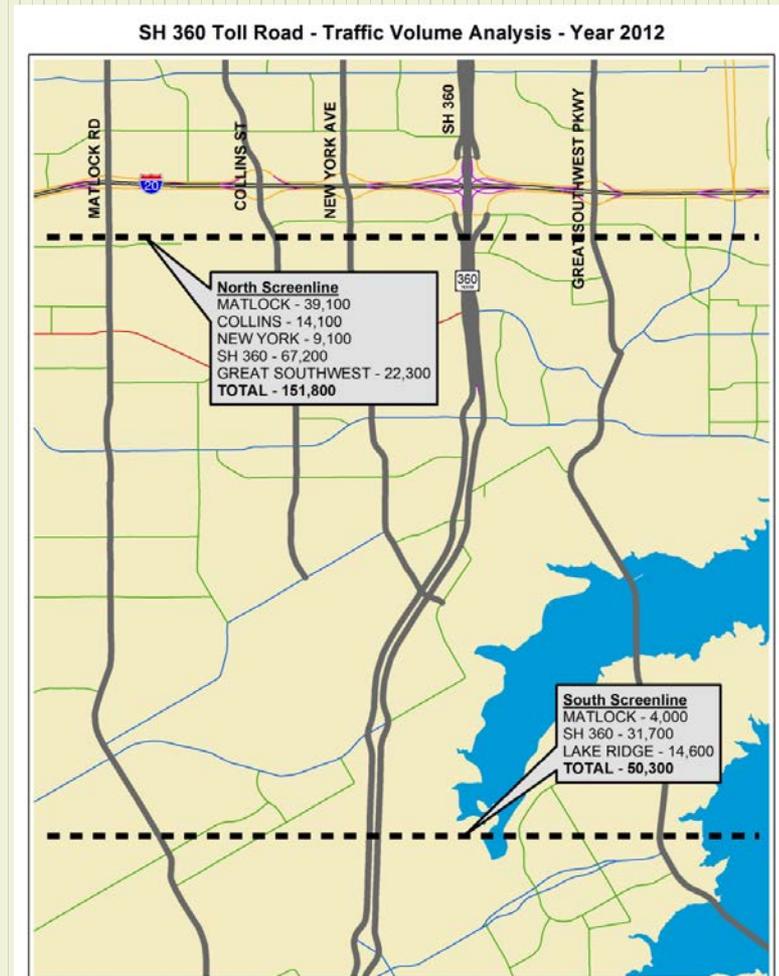
37% of the corridor demand is traveling on parallel arterials

Lack of parallel through capacity increases critical need for SH 360

## Parallel Capacity

Traffic shifts west to arterials

Limited options in the south part of the corridor due to lake on the east



# Safety

**In 2011, Over 60 Percent of the Crashes on This Corridor Occurred in the Transition Zone From a Freeway Facility to an Arterial (IH 20 to Camp Wisdom).**

**Over 80 Percent of These Crashes Indicate Contributing Factors Related to Rear-End Collisions Caused by Downstream Bottlenecks.**

# Leveraged Funding

**\$150 Million in Category 12 Funds From TxDOT is a Loan to the Region and Will be Repaid**

**Leverages \$2 Billion in Additional Transportation Revenue for Projects in the Region**

# Potential Transportation Reinvestment Zone (TRZ)

**Consistent with the 82<sup>nd</sup> Texas Legislature's Decision Relating to the Purposes and Designation of a Transportation Reinvestment Zone, SH 360, Along with Loop 9 in Dallas County, are Candidates for TRZs.**