

# SH 360 CORRIDOR

Since 1958, the Texas Department of Transportation (TxDOT) has been developing and widening SH 360 as a north-south corridor and alternate route for motorists in the D/FW Metroplex. Today, SH 360 is 28 miles long and passes through six cities — Grapevine, Euless, Fort Worth, Grand Prairie, Arlington and Mansfield. Currently, two of the corridor's four sections are being developed. This map shows projects with the greatest impact on this corridor.\*

\*Future projects, estimated costs and timelines are based on 2006 estimates and subject to change. Future mobility projects are dependent on the North Central Texas Council of Governments Metropolitan Mobility Plan.

## SH 121 to SH 183

In the early '90s, frontage roads provided immediate relief on SH 360 north of SH 183. Work was completed in 2006 to build the main lanes to meet the area's increasing demands.

## SH 183 to I-30

In 1958, construction began on the first stretch of SH 360, from SH 183 to I-30. Originally Watson Road, this was conceived as a north-south route needed over the Trinity River, which would provide important access for the Greater Southwest Industrial District to the Amon G. Carter Field. This major undertaking included construction of the SH 183/SH 360 interchange — at the time the most expensive interchange in Texas at \$10 million. In the '70s, when I-20 became a part of the regional plan, traffic flow increased significantly on SH 360 between I-20 and SH 183. In the '80s, SH 360 was integrated into a six-lane highway from SH 183 to SH 180, and a four-lane highway from SH 180 to I-20. By the '90s, it became critical to extend SH 360 north and south to accommodate the growth of the Metroplex and to improve access to the Dallas/Fort Worth International Airport.

## I-30 to I-20

TxDOT is planning improvements for SH 360 between I-30 and I-20 including new main lanes, frontage roads, and direct-connecting ramps at the I-30 interchange. The main lanes of SH 360 from I-30 to Abram Street will be totally reconstructed as an eight-lane highway, with allowance for possible future expansion to 10 lanes. SH 360 from Abram Street to I-20 will be expanded to eight lanes using the existing median. Other improvements include the reconstruction of Division Street and the adjacent Union Pacific Railroad bridge.

## South of I-20 to U.S. 287

The SH 360 south extension to U.S. 287 was constructed in three individual phases to provide frontage roads, with allowance for future main lanes as traffic warrants. The first phase completed the frontage roads from south of I-20 to New York Avenue in 1994. The second phase completed the frontage roads from New York Avenue to East Broad Street in 1997. The final phase from East Broad Street to U.S. 287 opened in 2003. As the corridor has developed, TxDOT has worked with the cities of Arlington, Grand Prairie and Mansfield to fund intersection improvements, turn lanes and traffic signals to safely accommodate the increasing traffic demands.

SH 360 is currently on the 2030 Regional Mobility Plan as a toll road south of I-20. The North Texas Tollway Authority has initiated the environmental reassessment process, and TxDOT and the North Central Texas Council of Governments have partnered with them to collaborate and advance this effort. Toll financial feasibility will be performed accordingly while project partners seek additional financing mechanisms.

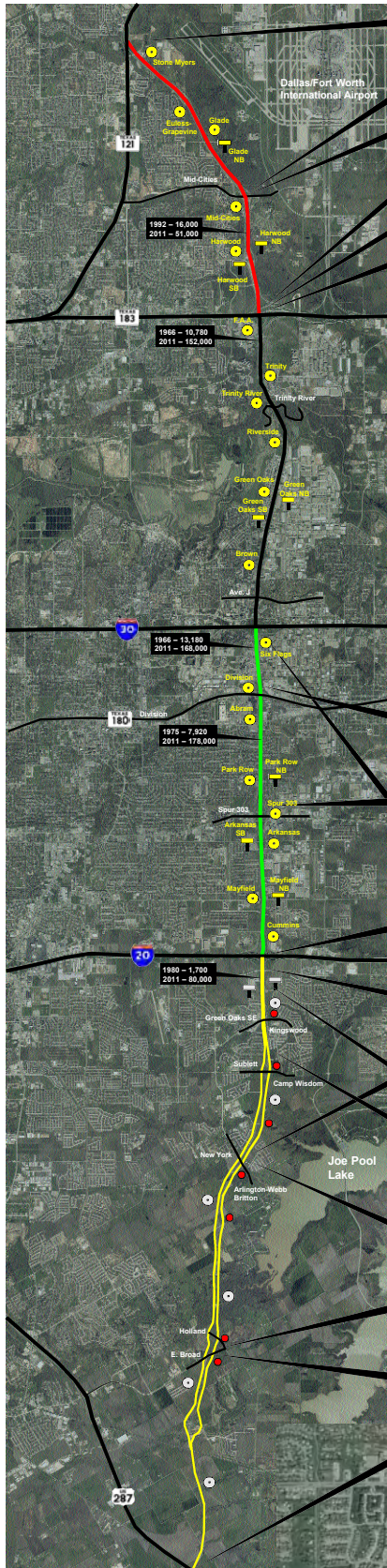
## Traffic Management Key

- Operational Electronic Message Board
- To Be Installed Electronic Message Board
- Operational Closed Circuit Television Camera
- To Be Installed Closed Circuit Television Camera
- Traffic Signals and Intersection Improvements

- E. Broad
- Debbie
- Green Oaks
- Holland
- New York
- Sublett
- Webb-Lynn
- Holland

## 5,999 Traffic Counts

Vehicles Per Day  
(Lists the first and most recent year of traffic counts.)  
2030 NCTCOG Est. Traffic Projections:  
North of I-30: 165,900  
South of I-30: 243,200



**SH 121 to Mid-Cities Blvd.**  
Four Main Lanes  
\$15 million  
Completion: June 2005  
2.8 miles

**Mid-Cities Blvd. to SH 183**  
Six Main Lanes  
\$2.6 million  
Completion: February 2006  
1.9 miles

**SH 183**  
D/FW Airport Connection Improvements  
\$2.5 million  
Completion: November 2004  
1 mile

1992 SH 360 frontage roads completed from SH 121 to SH 183 at a cost of \$31 million.

1959 SH 360 completed from SH 183 to SH 180 as a two-lane roadway.

1968 SH 360 designated a controlled access highway from SH 183 to I-20.

1969 Public Hearing held on SH 360 from SH 183 to I-20.

1972 Public hearing held on SH 360 from SH 121 to SH 183, and from I-20 to U.S. 287.

1973 Environmental Impact Statement received a Record of Decision for SH 360 from SH 121 to U.S. 287.

1976 SH 360 completed from Ave. J. to SH 180 as a six-lane roadway at a cost of \$9.3 million.

1983 SH 360 completed from SH 183 to the Trinity River as a six-lane roadway with frontage roads at a cost of \$16.7 million.

1987 SH 360 completed from the Trinity River to Johnson Creek (Ave. J) as a six-lane roadway with some frontage roads at a cost of \$22 million.

**SH 180 (Division St.)**  
Intersection Improvements  
Construction Cost: \$63 million  
Completion: 2012

**Spur 303 (Pioneer Pkwy.)**  
Intersection Improvements  
Construction Cost: \$3.5 million  
Completion: February 2011

**I-30 to I-20**  
Improvements  
Est. Construction Cost: \$228 million  
Est. Lettings: Next 5-10 years  
5.7 miles

1981-85 SH 360 completed from SH 180 to Spur 303 as a four-lane roadway with frontage roads at a cost of \$15 million.

**I-20 to New York Ave.**  
Frontage Roads  
\$14.9 million  
Completion: November 1994  
3 miles

**I-20 to Green Oaks Blvd. SE**  
Main lanes and ramps  
\$16.8 million  
Completion: December 2006  
1 mile

**New York Ave. to E. Broad St.**  
Frontage Roads  
\$11.1 million  
Completion: January 1997  
3.3 miles

**E. Broad St. to U.S. 287**  
Frontage Roads  
\$14.5 million  
Completion: September 2003  
3.7 miles

