WISE MOVES

Wise County 2026 Thoroughfare Plan

Adopted March 9, 2026



THE STATE OF TEXAS
WISE COUNTY

Prepared by

FREESE AND NICHOLS

Acknowledgments

Wise County Commissioners Court

J.D. Clark | County Judge

Biff Hayes | Commissioner Precinct 1

Kevin Burns | Commissioner Precinct 2

Danny Lambert | Commissioner Precinct 3

Colby Shawn | Commissioner Precinct 4

Wise County Staff

Chad Davis, PE, CFM | County Engineer

Freese and Nichols, Inc.

Edmund Haas, AICP | Vice-President/ Transportation Planning Manager

Kevin St. Jacques, PE, PTOE, PTP, CNU-A, RSP1 | Senior Transportation Engineer

Brian Crooks, AICP, PTP | Project Manager/ Transportation Planner

Daniela Kosnacova, AICP | Transportation Planner

Kelly Brasseaux, AICP | Transportation Planner

Stanford Lynch, PE | Account Director/Client Representative

Project Steering Committee

J.D. Clark | Wise County Judge

Chad Davis, PE, CFM | Wise County Engineer

Nathan Mara, CPM | City Manager, City of Decatur

Chance Willeford | City Administrator, City of Paradise

Mike Murray | City Manager, City of Bridgeport

Troy Gregg | City Administrator, City of Alvord

Amanda DeGan, ICMA-CM | City Administrator, City of Rhome

William D. Taylor | City Manager, City of Boyd

John Cabrales, Jr. | City Administrator, City of New Fairview

Kristi Gilbert | City Administrator, City of Aurora

Kevin Holzbog | Director of Economic Development Corporation, City of Decatur

Leah Clark | Director of Economic Development Corporation, City of Bridgeport

Table of Contents

01 | Introduction 1

Introduction 2
Background & Purpose 2
Study Area 3
Vision, Goals and Objectives 6
Thoroughfare Planning Process 9
Review of Existing Plans 10

02 | Existing Transportation Conditions 24

Community Snapshot 25
Travel Behavior 31
Traffic Volumes 33
Level of Service 39
Crash Analysis 42
Freight Transportation 46
Barriers to Development 48

03 | Public and Stakeholder Engagement 50

Engagement Efforts 51
Identified Issues and Needs 56

04 | Thoroughfare Network Development 58

Development Process 59
Thoroughfare Plan 61
Network Coverage 64
Compatibility with Municipal and County Thoroughfare Plans 66
Corridor Selection 67

05 | Design Standards 69

Functional Classification 70
Thoroughfare Design Criteria 76
Design Standards Recommendations 77

06 | Implementation and Recommendation Strategies ... 83

Implementation Strategies 84
Project Recommendations 88
Policy and Program Recommendations 94
Transportation Asset Strategies 98
Funding Strategies 100

Appendix A: Public Engagement Summary

Appendix B: Design Elements

Appendix C: Funding Opportunities

Appendix D: Tier I Corridor Segments

List of Figures

Figure 1. Wise County Population, 1950-2020 2
Figure 2. Study Area 3
Figure 3. Project Timeline 9
Figure 4. List of Reviewed Plans 10
Figure 5. City of Bridgeport Master Thoroughfare Plan 11
Figure 6. City of Decatur Thoroughfare Plan 12
Figure 7. City of Paradise Master Thoroughfare Plan 13
Figure 8. City of Rhome Thoroughfare Plan 14
Figure 9. City of New Fairview CIP Map 15
Figure 10. City of Boyd Draft Master Thoroughfare Plan (2025) 16
Figure 11. Wise County 2009 Master Thoroughfare Plan 18
Figure 12. NCTCOG Mobility 2050 Roadway Recommendations for Wise County 19
Figure 13. List of NCTCOG Mobility 2050 Regionally Significant Arterial Projects in Wise County 20
Figure 14. List of TxDOT Projects in Wise County 21
Figure 15. Projected Population Growth (2023 - 2050) 25
Figure 16. Population Growth of Municipalities in Wise County (2010 - 2050) 25
Figure 17. NCTCOG Employment Growth (2023 - 2050) 28
Figure 18. Median Household Income (2019 - 2023) 28
Figure 19. Major Employers 28
Figure 20. Top 10 Destinations of Workers Who Live in Wise County (2022) 31
Figure 21. Means of Transportation to Work in Wise County 32
Figure 22. Travel Time to Work in Wise County 32
Figure 23. Projected Growth in Volumes (2023 - 2045) 36
Figure 24. Level of Service Grades 39
Figure 25. Severity of Injury in Vehicle Crashes by Roadway Class 44
Figure 26. Rural Crash Rate Comparison 44
Figure 27. Urban Crash Rate Comparison 44
Figure 28. Contributing Factors in Vehicle Crashes 45
Figure 29. Summary of Engagement Efforts 51
Figure 30. The Most Important Transportation Topics - Public Input Voting Summary 54
Figure 31. Mileage of Existing and Proposed Network 61
Figure 32. Recommended Roadway Spacing 64
Figure 33. Corridors Selected for Evaluation 67
Figure 34. Land Access in Relation to Functional Classification and Mode of Transport 74
Figure 35. General Roadway Classification Characteristics 75
Figure 36. Rural Design Standards 77
Figure 37. Rural Major Arterial 5 Lane (140') 78
Figure 38. Rural Major Arterial 4 Lane Divided (130') 78
Figure 39. Rural Minor Arterial 3 Lane (110') 78
Figure 40. Rural Minor Arterial 2 Lane (100') 78
Figure 41. Rural Collector 2 Lane (80') 79
Figure 42. Urban Design Standards 79
Figure 43. Urban Major Arterial 6 Lane Divided (120') 79
Figure 44. Urban Major Arterial 5 Lane (120') 80
Figure 45. Urban Major Arterial 4 Lane Divided (100') 80
Figure 46. Urban Minor Arterial 3 Lane (70') 80
Figure 47. Urban Collector 3 Lane (60') 81
Figure 48. Urban Collector 2 Lane (60') 81
Figure 49. Review of Municipal Design Standards 82
Figure 50. Cost Trends 84
Figure 51. TxDOT Bid Item Trends (5-Year Increase) 84
Figure 52. Project Implementation Process 85
Figure 53. Incremental Construction Strategy 86
Figure 54. Project Corridors Evaluation Criteria Categories 87
Figure 55. Grade Separation Evaluation Criteria Categories 87
Figure 56. List of Tier I Project Recommendations 88
Figure 57. List of Tier I Projects' Segment Recommendations 89
Figure 58. List of Tier II Project Recommendations 91
Figure 59. List of Tier III Project Recommendations 92
Figure 60. List of Regionally Significant Corridors 93
Figure 61. Plan Action Item Recommendations 94
Figure 62. Pavement Life Cycle Timeline 98
Figure 63. NCTCOG Mobility 2045 Update Asset Optimization Recommendations 99

List of Maps

Map 1. Wise County 4
Map 2. TxDOT Planned Projects in Wise County 23
Map 3. Population (2023) 26
Map 4. Projected Population (2045) 26
Map 5. Wise County Population Change (2023-2045) 27
Map 6. Employment (2023) 29
Map 7. Projected Employment (2045) 29
Map 8. Wise County Employment Change (2023-2045) 30
Map 9. Destinations and Inflow/Outflow of Workers Who Live in Wise County (2022) 31
Map 10. Cordon Analysis 34
Map 11. Observed Traffic Volumes 35
Map 12. Daily Traffic Volumes (2023) 37
Map 13. Projected Daily Traffic Volumes (2045) 38
Map 14. Level of Service (2023) 40
Map 15. Projected Level of Service (2045) 41
Map 16. Crashes (2020 - 2024) 43
Map 17. Truck Volumes in Wise County (2023) 46
Map 18. Freight Transportation 47
Map 19. Barriers to Development 48
Map 20. Issues and Needs 57
Map 21. Wise County 2026 Thoroughfare Plan Map 62
Map 22. Key Improvements to the 2026 Wise County Thoroughfare Plan 63
Map 23. Thoroughfare Plan Network Coverage 65
Map 24. Wise County Thoroughfare Plan Compatibility with Adjacent Thoroughfare Plans 66
Map 25. Corridors Selected for Evaluation 68
Map 26. Tier I Project Recommendations 88
Map 27. Tier I Project Segments Recommendation 90
Map 28. Tier II Project Recommendations 91
Map 29. Tier III Project Recommendations 92
Map 30. Map of Regionally Significant Corridors 93

Executive Summary

The Wise County 2026 Thoroughfare Plan (the Plan) establishes a countywide framework to guide transportation planning, infrastructure investment, and right-of-way preservation as the County continues to experience rapid population and economic growth. Developed through coordination with local municipalities, regional and state agencies, and extensive public and stakeholder engagement, the Plan provides a clear and fiscally responsible roadmap to enhance mobility, safety, economic opportunity and quality of life throughout Wise County.

Purpose and Need

Wise County has transitioned from a predominantly rural county to a growing suburban and exurban community on the northwest edge of the Dallas–Fort Worth Metroplex. Since 1990, the County's population has doubled and regional forecasts project continued growth through 2050, particularly in the southeastern portion of the County. This growth is placing increasing demands on a transportation network that was not designed to accommodate current or future traffic volumes, freight activity or development patterns.

Key challenges facing the County include congestion along major corridors such as US 287, US 380, SH 114 and FM 51; limited east–west connectivity; frequent roadway flooding; heavy truck traffic on local roads; and safety concerns at high-speed intersections. Without proactive planning, these issues are expected to worsen as population, employment and travel demand increase. The Plan responds to these challenges by establishing a coordinated, long-range transportation strategy that supports orderly growth while preserving Wise County's rural character.

Planning Process and Public Engagement

The Plan was developed through a transparent and inclusive process emphasizing coordination and shared ownership. Wise County worked closely with the Commissioners Court, County staff, and a Project Steering Committee representing municipalities, TxDOT (Texas Department of Transportation) and key partners. Engagement activities included:

- Initial input sessions and regular coordination with County staff and the Commissioners Court
- Project Steering Committee
- Stakeholder interviews
- Developers roundtables
- Town Hall public meetings

Public and stakeholder input consistently emphasized the need to improve safety, expand east–west mobility, reduce congestion on major corridors, limit heavy truck traffic on local roads and ensure that infrastructure keeps pace with growth. This feedback directly informed the Plan's vision, goals, network recommendations and project priorities.

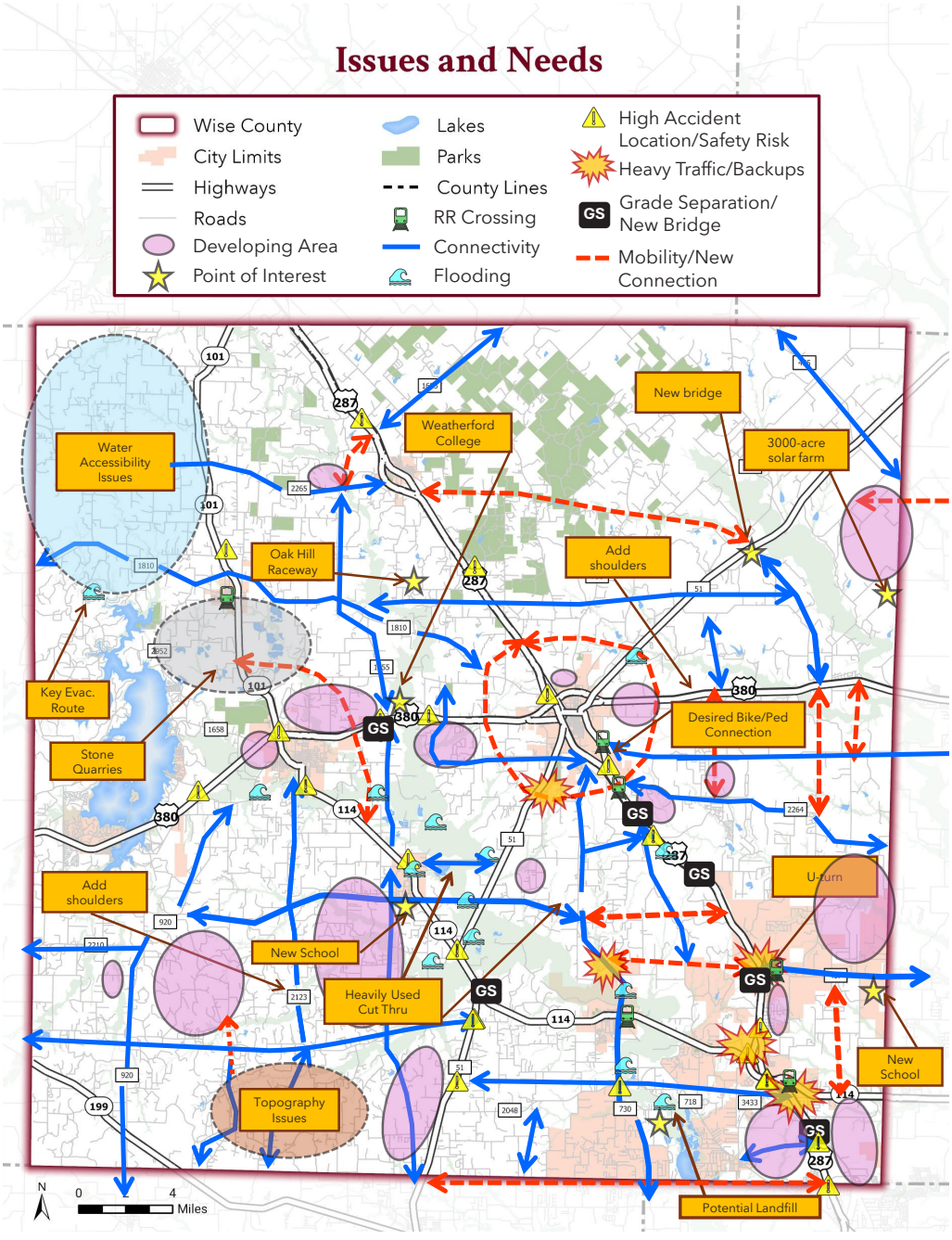


Existing Conditions and Key Findings

Analysis of existing conditions confirms that Wise County is at a critical point; population is projected to more than double between 2023 and 2050, while employment is expected to increase by more than 90%. Travel patterns show long commute times, high automobile dependence, and substantial daily travel to and from neighboring counties.

Traffic volumes have grown significantly along US 287, US 380, FM 51, and SH 114, and future modeling indicates that congestion will become severe on many of these corridors by 2045 without additional capacity and network redundancy. A safety analysis identified and prioritized reported crashes over a five-year period, with the highest concentrations occurring along US 287 and at major highway intersections.

Flood-prone roadways, rail crossings, industrial land uses, utilities, and protected environmental areas further constrain roadway development and emergency access.

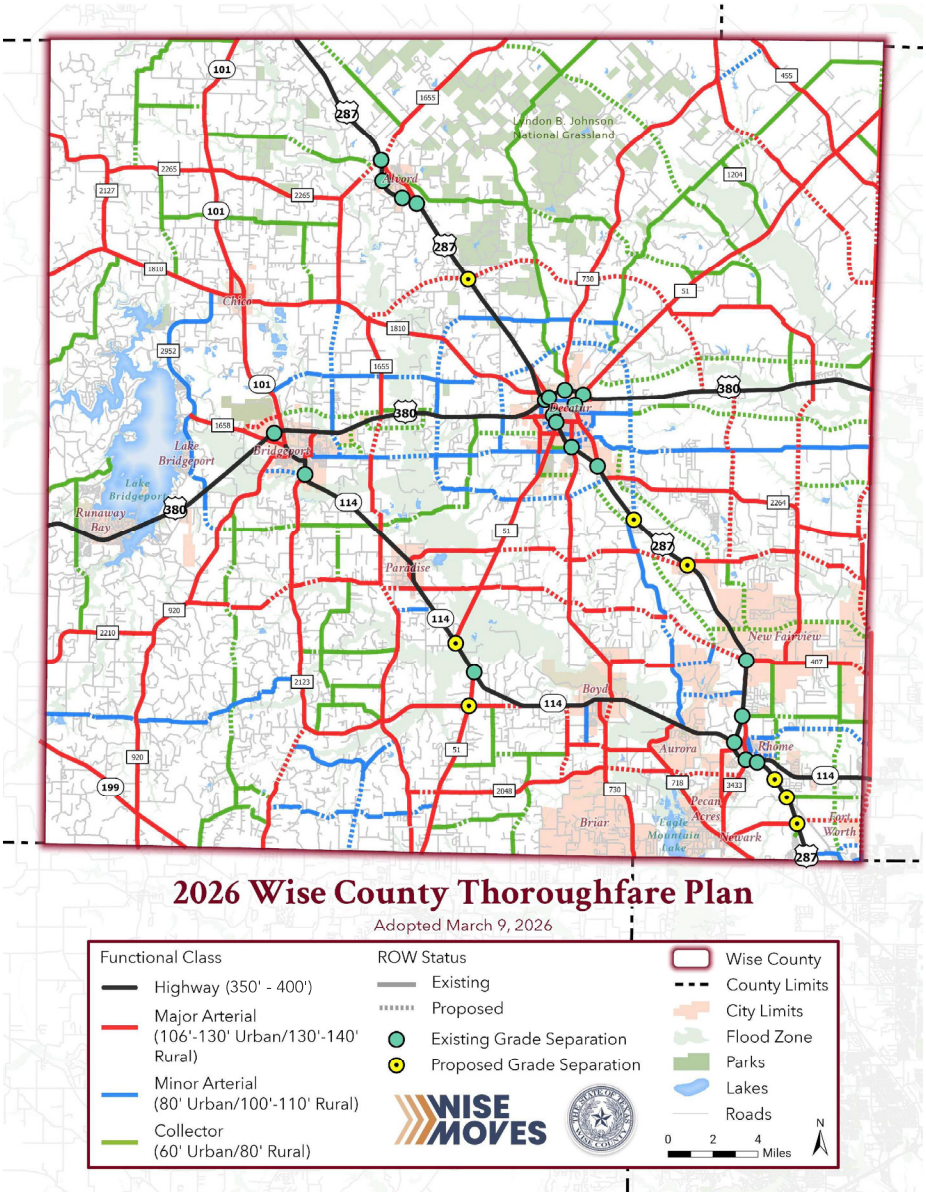


Recommended Thoroughfare Network

To address current and future needs, the Plan updates and expands the Wise County thoroughfare network. The recommended system totals approximately 795 miles, including about 553 miles of existing corridors and 242 miles of new proposed alignments. The network is designed to improve connectivity, distribute traffic more evenly, and provide redundancy for emergency response and flood resilience. Key components of the recommended network include:

- Completion of missing east–west and north–south arterial connections
- Parallel routes to US 287, US 380, and SH 114 to relieve congestion and improve freight mobility
- New and improved collector roadways to enhance local access
- Strategic grade separations to improve safety and traffic operations
- Alignment choices that prioritize the use of existing right-of-way and avoid flood-prone areas where feasible

Updated rural and urban design standards accompany the network recommendations, providing consistent guidance for right-of-way preservation and roadway design while allowing flexibility to respond to site-specific conditions and municipal standards. roadway design while allowing flexibility to respond to site-specific



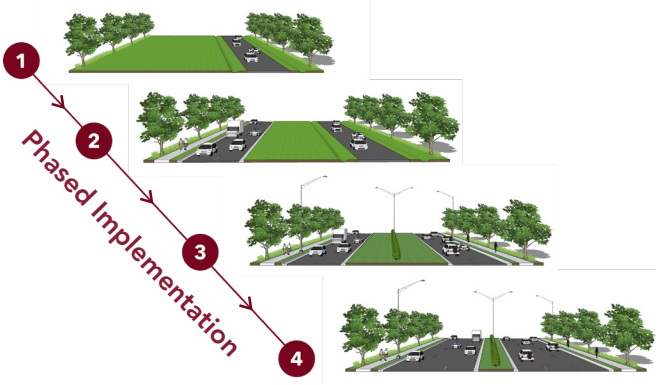
conditions and municipal standards.

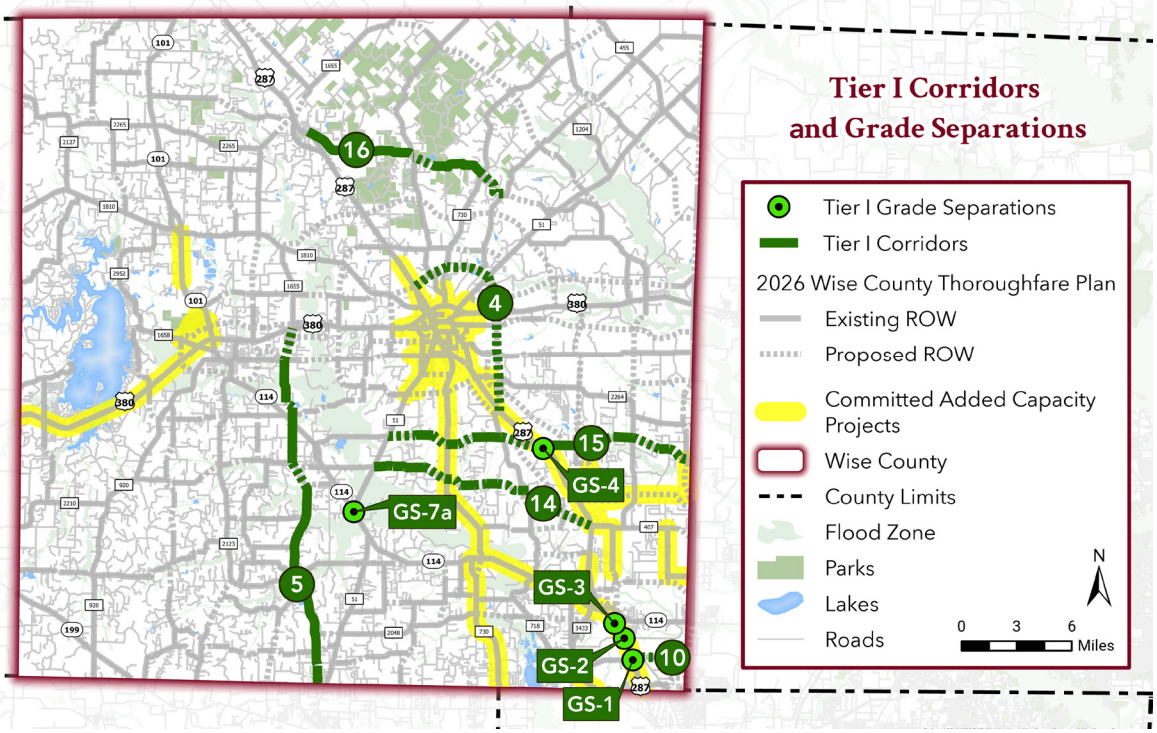
Project Prioritization and Implementation

Recognizing funding and resource limitations, the Plan establishes a clear project prioritization and implementation framework. Sixteen corridors and multiple grade separations were evaluated using criteria tied to mobility, safety, economic benefit, and practicality. Projects were then organized into three tiers:

- **Tier I** Projects address the County's most pressing safety issues, congestion hot spots and critical network gaps.
- **Tier II** Projects address emerging needs and help prevent future congestion and safety concerns.
- **Tier III** Projects preserve right-of-way and establish the foundation for long-term network completion.

The Plan emphasizes phased and incremental construction, allowing projects to be delivered as funding becomes available while preserving

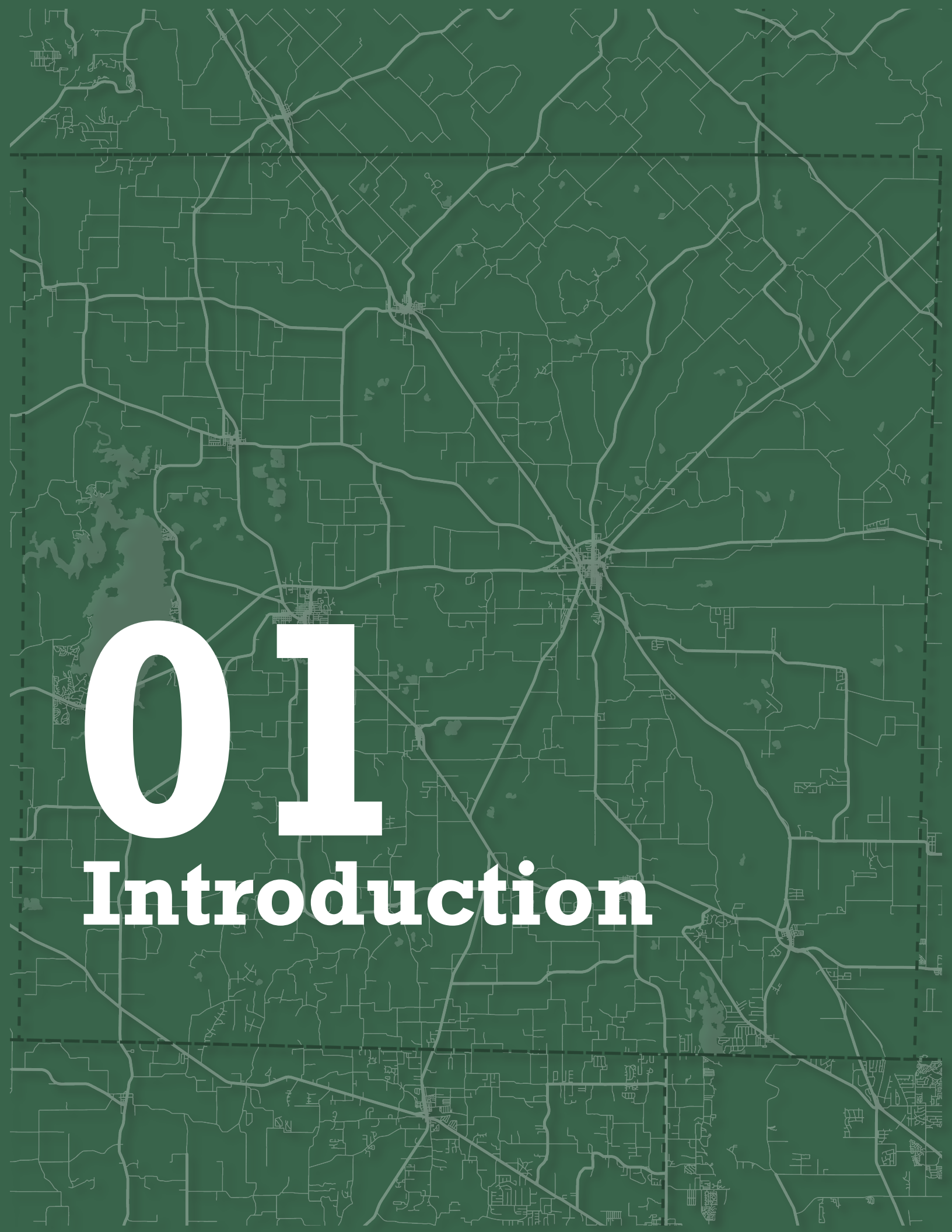




right-of-way for future expansion. This approach balances immediate needs with long-term fiscal responsibility.

Policy, Funding and Long-Range Strategies

In addition to roadway recommendations, the Plan identifies policy and program actions to support implementation. These include continued coordination with TxDOT and NCTCOG (North Central Texas Council of Governments) strengthening traffic impact analysis requirements, enhancing asset management practices, and pursuing future planning efforts related to safety, and freight.



01 Introduction

Introduction

Planning transportation systems to support future growth represents an increasingly complex challenge for Texas counties, including Wise County. Increased traffic demand due to residential and commercial growth, new schools, and an aging and outdated infrastructure contribute to roadway congestion and unsafe travel conditions that strain Wise County's limited resources.

Compounding these challenges are the rise of special-purpose districts such as Municipal Utility Districts (MUDs) and large master planned developments. Thoroughfare plans serve as vital tools to guide decision-makers in developing transportation networks that are safe, well-connected, financially sustainable, and inclusive. These plans enhance mobility for all users and provide a strategic framework to accommodate and support long-term growth.

Background & Purpose

The County is undergoing a period of significant population and development growth (Figure 1), particularly in the southeastern portion of the County, where expansion from the Dallas–Fort Worth (DFW) Metroplex is extending outward from adjacent Denton and Tarrant Counties. This growth is placing increased pressure on Wise County and its partner municipalities to accommodate new subdivisions, accompanying schools and commercial development in what has historically been rural areas.

New subdivisions, schools and commercial developments place new demands on rural roadway systems that were constructed on narrow, prescriptive rights-of-way unsuitable for suburban commuter traffic. Limited connections between state highways and the adjacent collector and arterial network limits travel choices and local access, creating bottlenecks and safety concerns. Major rain events flood key arterials, compromising network connectivity, increasing travel times and congestion across the network.

To address these concerns, Wise County has initiated an update to its Thoroughfare Plan (the Plan). The Plan will establish a framework to guide transportation decisions. Through coordination with local and regional transportation efforts, the Plan will support Wise County's needs while improving connectivity, mobility, promoting safety and enabling the infrastructure investments necessary to accommodate growth in a coordinated manner.

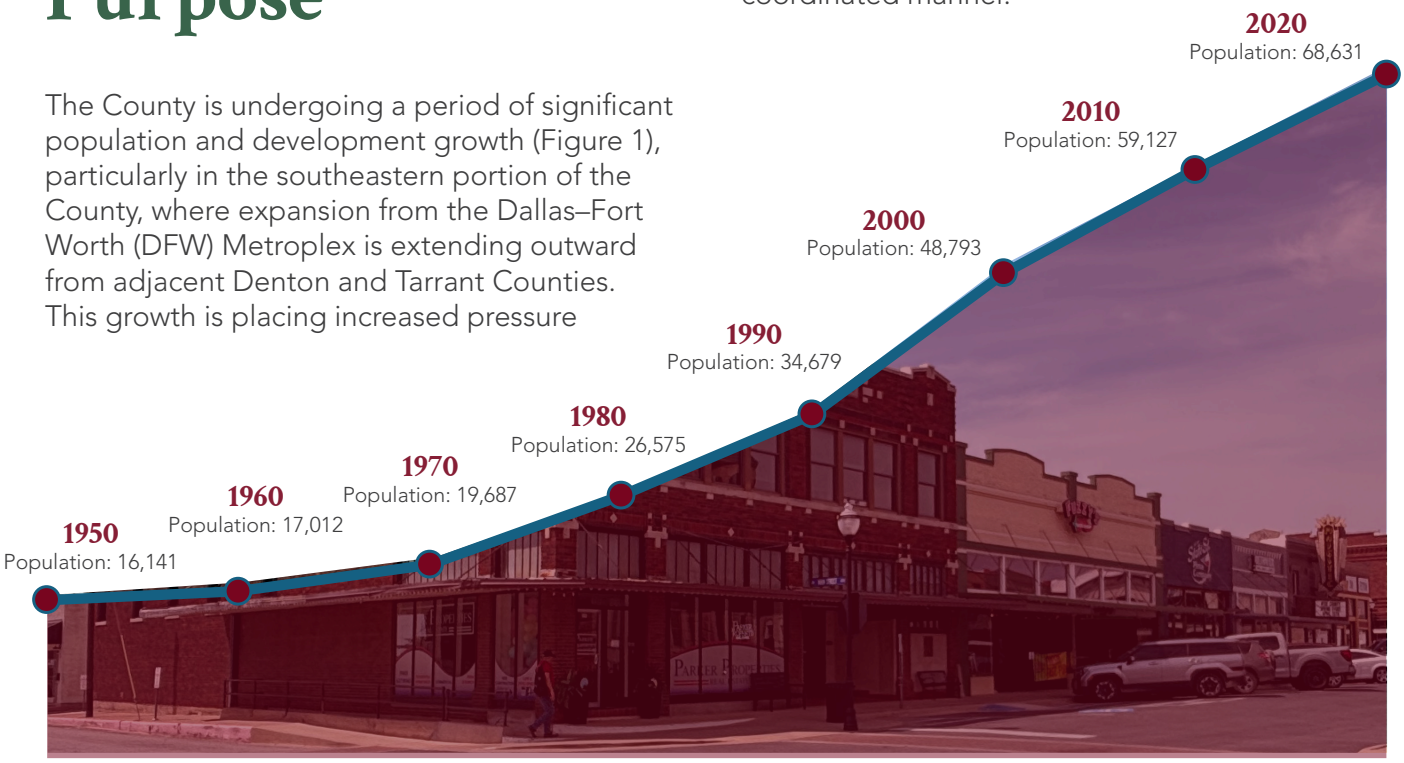


Figure 1. Wise County Population, 1950-2020

Source: U.S. Census Bureau, Texas State Historical Association

Study Area

Wise County is located in the North Central Plains Region of Texas, within the northwest portion of the DFW Metroplex (Figure 2). Map 1 on page 4 illustrates the major features and communities in Wise County.

The County experiences a humid subtropical climate with hot summers and mild winters. The geography is a combination of flat and undulating terrain. Natural resources include stone, clay, gas and oil.

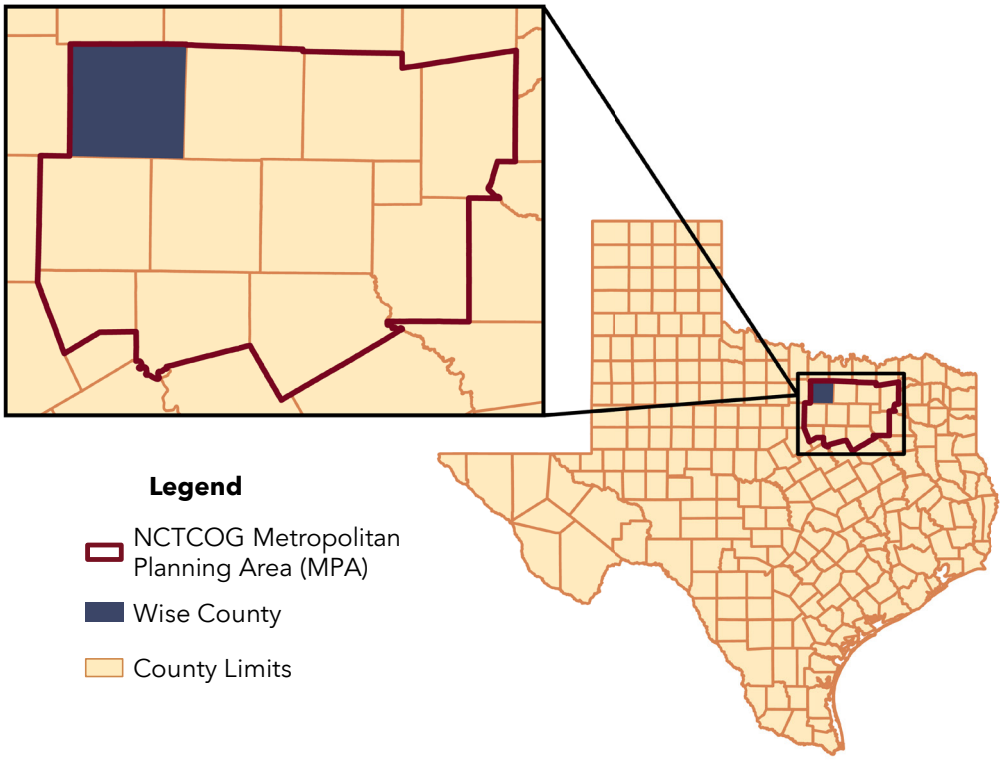
The County was officially established in 1856 and named after Henry A. Wise, a U.S. Congressman from Virginia who supported Texas' annexation into the United States. Decatur, originally named Taylorsville, became the county seat in 1858.

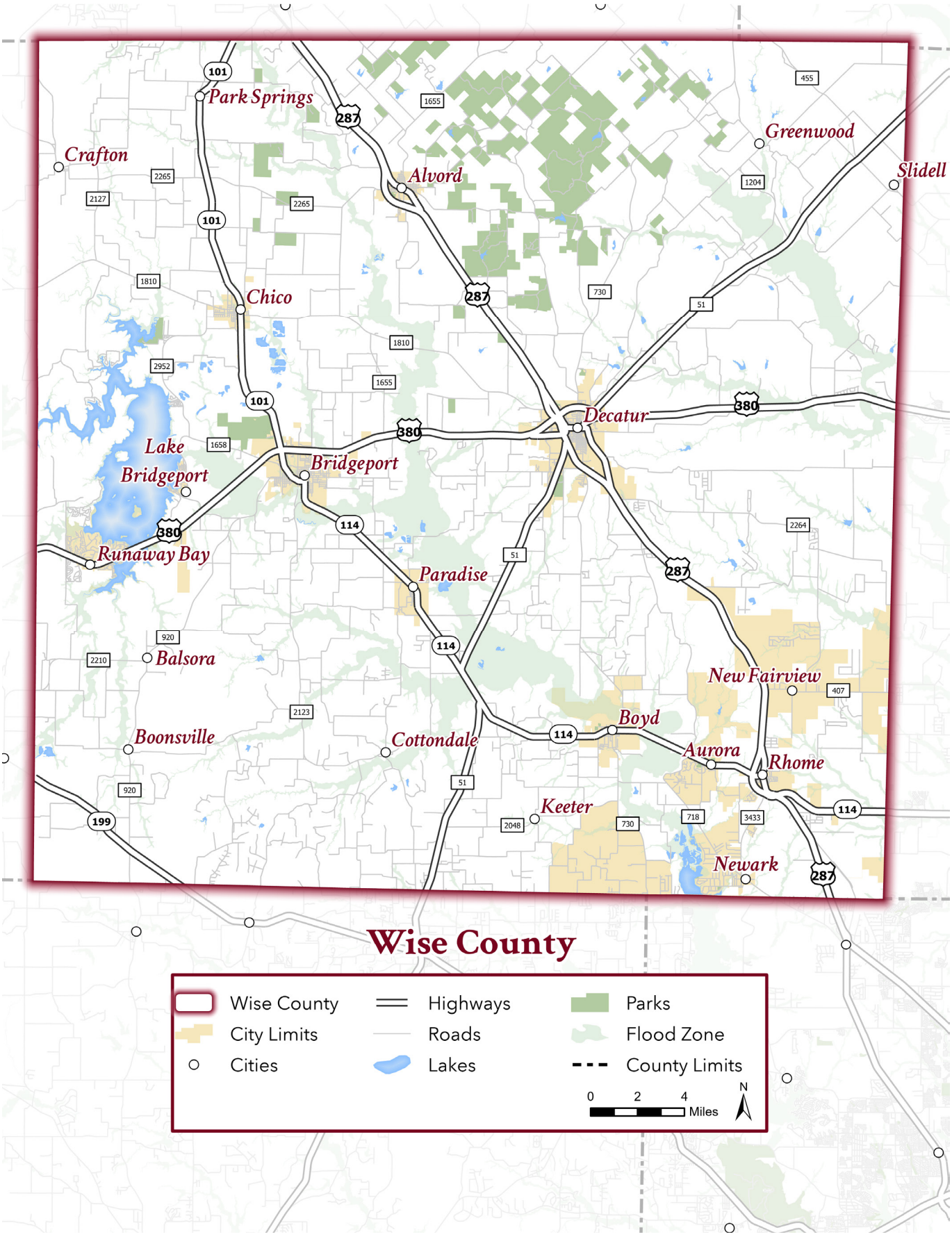
In its early years, Wise County's economy was based on agriculture, especially cattle ranching and wheat farming, which supported the rural population for decades. By the early 20th century, the County saw a major shift with the discovery of oil and gas, bringing in new residents and revenue. Later, limestone quarries and sand mining also contributed to the local economy. In recent decades, Wise County has seen growth in construction, logistics, and professional services, spurred by its location in the growing DFW region and major highways like US Highway (US) 287 and State Highway (SH) 114.

Wise County was largely a rural county with nominal population growth until the 1980s. Since the 1990s, the population has surged, doubling from 34,000 people in 1990 and to 68,000 in 2020, as people sought affordable living outside the urban core of DFW. This rapid growth brought new housing developments, schools, and infrastructure needs, reshaping once-rural areas into suburban communities while still retaining a strong rural identity in many parts.

Wise County also offers numerous outoor attractions. The Lyndon B. Johnson (LBJ) National Grassland is a protected grassland located in northern Wise County. With an area of over 20,000 acres, the land welcomes visitors for fishing, camping, and other activities. Lake Bridgeport, located in west central Wise County, is another important environmental and recreational resource in the County.

Figure 2. Study Area





Map 1. Wise County



Wise County Courthouse in Decatur

Cities and Communities

The following are the cities, towns, and unincorporated communities in Wise County:

- Alvord
- Aurora
- Balsora
- Boonsville
- Boyd
- Briar*
- Bridgeport
- Chico
- Cottondale
- Crafton
- Decatur
- Fort Worth*
- Greenwood
- Keeter
- Lake Bridgeport
- New Fairview*
- Newark*
- Paradise
- Park Springs
- Pecan Acres*
- Rhome
- Runaway Bay
- Slidell

*Located in multiple counties

Major Corridors

Several U.S. and state highways provide Wise County with regional connectivity and include:

- US 287 (north-south)
- US 380 (east-west)
- SH 114 (southeast-northwest)
- SH 101 (north-south)
- SH 199 (southeast-northwest)

Vision, Goals and Objectives

The vision, goals and objectives of the Wise County 2026 Thoroughfare Plan were developed in coordination with Wise County staff and the Project Steering Committee. The vision statement is intended to support the long-term goals of the County, as identified through public and stakeholder engagement. Objectives follow the SMART principles - specific, measurable, achievable, realistic and timely. These goals and objectives set the intention for the future of the transportation system within Wise County.

Vision Statement

Wise County envisions a future thoroughfare network that enhances mobility and safety for all users, supports and guides development, optimizes economic opportunities, is built on fiscal responsibility, is well maintained, preserves its rural culture and character, and enhances overall quality of life.

Goals

Goal 1: Mobility

Provide Wise County with a resilient transportation system that consistently and effectively serves its mobility needs.

Objective: Develop a coordinated, efficient and unified thoroughfare network that considers the concerns of all system users and jurisdictions within the County.

- Ensure that proposed thoroughfares provide sufficient capacity to accommodate forecasted travel demand.
- Reduce the severity and frequency of roadway congestion.
- Coordinate planning activities with municipalities, adjacent counties and key agencies. Promote connections to regional networks.
- Create route options that provide multiple paths for travelers. Discourage developments that create obstacles to network connectivity.
- Develop and grow partnerships between local governments and federal and state agencies to facilitate and accelerate the implementation of key mobility projects.
- Place a priority on easily implementable solutions.
- Develop and maintain roadway design standards that provide seamless transitions between county and municipal roadway systems.

Objective: Enhance Mobility and Accessibility.

- Consider backage roads where possible along specified inter-regional corridors to improve goods delivery and reduce congestion.
- Develop access management strategies, such as intersection and driveway spacing, medians as necessary, and driveway standards on targeted corridors.

Objective: Identify structurally deficient corridors and bridges.

- Utilize existing pavement and bridge maintenance data to identify potential structural deficiencies in the existing network.
- Incorporate rehabilitation of substandard bridges and roads into proposed transportation projects.
- Maintain a pavement management system for all county roads.

Goal 2: Safety

Create a thoroughfare network that is increasingly safer for all users.

Objective: Improve roadway and intersection safety, working toward achieving the Vision Zero goal of zero traffic deaths by 2050.

- Identify and assess critical and high-accident intersections. Prioritize cost-effective solutions to reduce collisions along county roadways.
- Identify best practices for safety in roadway design.
- Consider innovative intersection designs to promote system resiliency, safety, and fiscal realities.

Objective: Provide for safe and effective freight movement throughout Wise County.

- Designate a freight network that avoids residential areas and is appropriately sized to accommodate trucks.
- Regularly monitor pavement conditions, freight-related accidents, and truck activity on existing and proposed truck routes.
- Promote projects that discourage truck traffic in environmentally sensitive areas.
- Mitigate any negative impact of proposed truck stops and intermodal terminals on the adjacent roadway network and surrounding communities.
- Reduce the number of at-grade railroad crossings in Wise County.

Goal 3: Economic Benefit

Invest in transportation improvements that promote the economic benefit to Wise County.

Objective: Align transportation investments with areas of economic growth and opportunities to support development and job creation.

- Identify and prioritize improvements on roadway corridors that serve employment centers, business parks, and targeted growth areas.
- Coordinate with stakeholders to ensure that proposed investments support planned development initiatives.
- Collaborate with local entities to coordinate transportation investments that support development.
- Enhance connectivity to support infill development, redevelopment, or revitalization.
- Consider projects where the County can be the primary driver of project development and implementation.

Objective: Protect the culture and character of local communities.

- Invest in transportation solutions that preserve the character and quality of adjacent communities.
- Identify solutions to potential negative impacts associated with proposed investments.



US 287 in New Fairview

Goal 4: Reasonableness / Practicality

Proposed projects and programs must be practical, fiscally responsible solutions to identified issues and provide achievable outcomes within the Plan's time horizon.

Objective: Identify and implement policies, programs, and projects that leverage a diverse selection of funding options to accelerate network development and reduce the County's share of the overall project cost.

- Partner with Texas Department of Transportation (TxDOT), North Central Texas Council of Governments (NCTCOG) and local municipalities to fund the construction and/or enhancement of mobility improvements on targeted corridors.
- Ensure that new developments promote the consistent and coordinated development of the transportation network.
- Promote Safety Action Planning and programming from local, state and federal programs working toward achieving Vision Zero.
- Consider the use of bond programs and other alternative funding strategies to fund future roadway projects.
- Increase awareness and monitor opportunities to implement innovative funding strategies for proposed transportation projects.

Objective: Effectively implement and manage proposed investments.

- Promote phased and cost-efficient improvements that are scalable with growth and minimize long-term maintenance needs.
- Prioritize improvements that support multiple initiatives or resolve several needs.
- Optimize investments by balancing short-term needs with long-term goals.
- Track project outcomes to inform future investment decisions and improve fiscal stewardship.

Objective: Provide transparency and meaningful public awareness, ongoing citizen input and participation opportunities to implement the Plan.

- Provide feedback on the development and implementation of the Plan to ensure it remains part of future transportation decisions throughout the County.
- Maintain transparency and accountability in funding decisions to build public trust.
- Promote online surveys as an effective and efficient means of soliciting public input.
- Coordinate with municipalities to create a web page that shows the status of all current roadway projects within Wise County.



US 380 and US 287 interchange in Decatur

Thoroughfare Planning Process

The work program for the development of the Wise County Thoroughfare Plan can be broken down into four main elements:

1. Data Collection and Plan Input

- Project Initiation and Data Collection
- Thoroughfare Plan Vision, Goals and Objectives
- Stakeholder Input and Issues Identification
- Public Review of Existing Conditions

2. Thoroughfare Planning and Development

- Review of Regional Travel Demand Forecasts
- Network Alternatives and Coordination
- Thoroughfare Planning
- Functional Street Classification and Design Standards

3. Thoroughfare Plan Review

- Review and Comment of Draft Plan by Key Stakeholders
- Presentation of Plan to County for Adoption
- Public Review

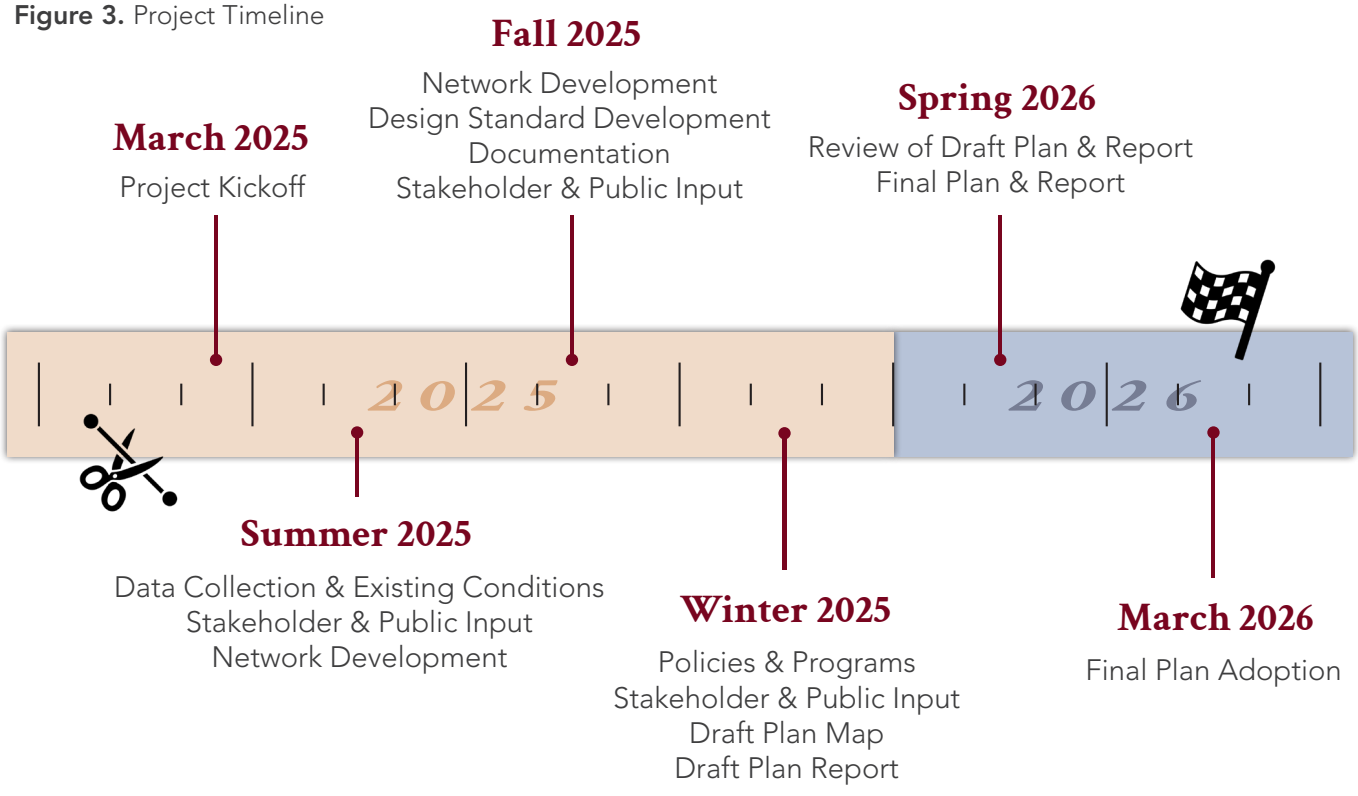
4. Quality Assurance

- Project Quality Assurance and Quality Control

Project Timeline

Figure 3 below illustrates the timeline for creating and adopting the Plan.

Figure 3. Project Timeline



Review of Existing Plans

Previous planning efforts from local municipalities, regional agencies, and adjactent counties were reviewed to identify existing policies, roadway designs, needs and planned improvements. Figure 4 lists the plans that were reviewed and summarized during the Plan's development process.

Figure 4. List of Reviewed Plans

Agency	Name
City of Bridgeport	Bridgeport Community Plan (2009)
City of Boyd	Boyd Draft Master Thoroughfare Plan (2025)
City of Decatur	Decatur 2050 Comprehensive Plan (2020)
City of New Fairview	New Fairview Comprehensive Plan (2024)
City of Paradise	Paradise Master Thoroughfare Plan (2020)
City of Rhome	Rhome Comprehensive Plan (2020)
	Rhome Master Thoroughfare Plan (2020)
NCTCOG	Mobility 2050 Metropolitan Transportation Plan (2025)
	Wise County Thoroughfare Plan (2022)
TxDOT	Statewide Long-Range Transportation Plan (2024)
	Unified Transportation Program (2025)
Wise County	Master Thoroughfare Plan (2009)



TxDOT District Office in Decatur

Municipal Plans

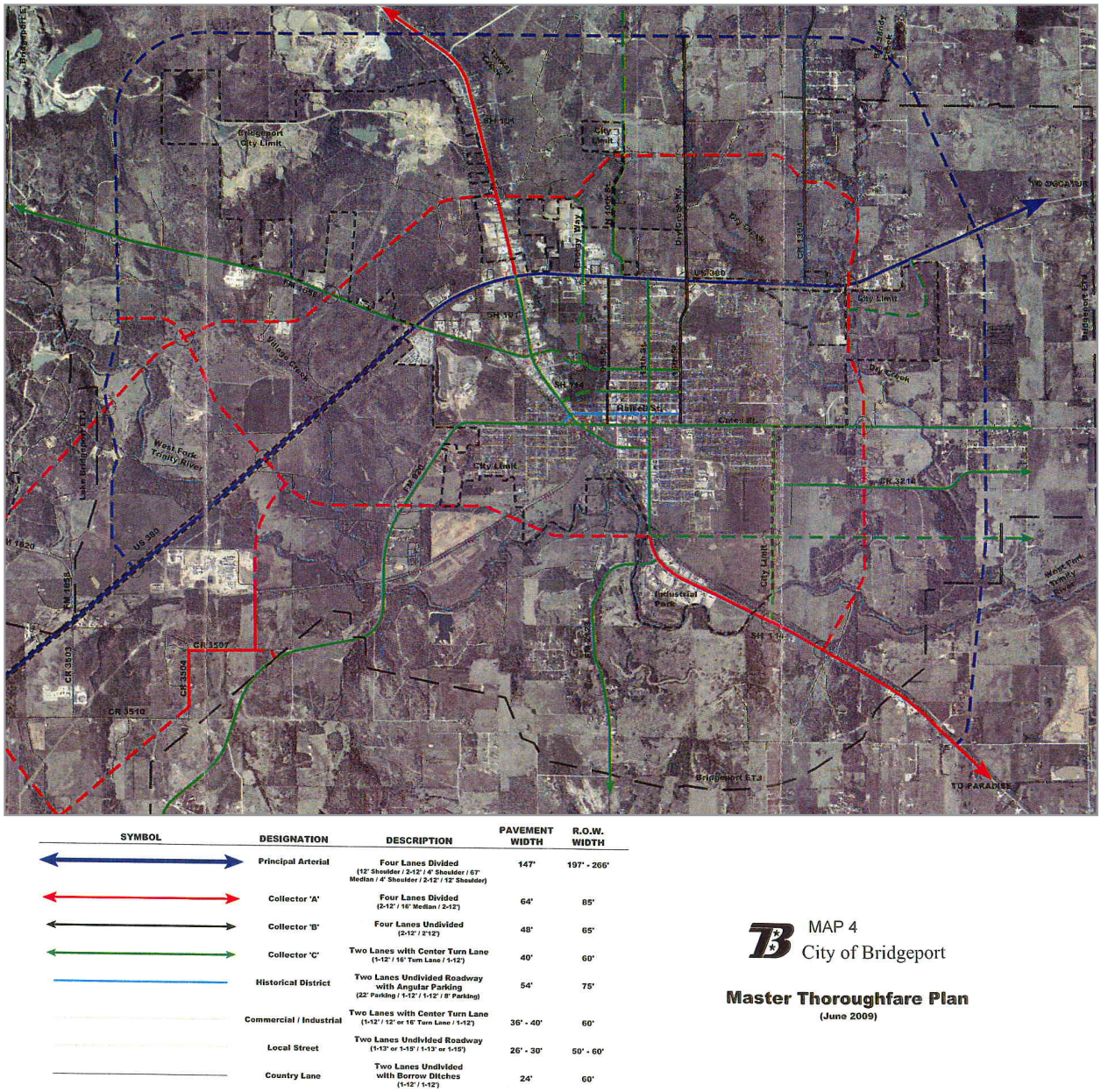
Bridgeport Community Plan 2009-2029 (2009)

The Bridgeport Community Plan 2009-2029 is the city's official document for guiding its future growth and development. It highlighted the city's previous planning efforts, including the thoroughfare plan and the Parks and Trails Master Plan.

The thoroughfare plan (Figure 5) identified a future extension of the proposed outer loop toward SH 114 in the east section and an outward adjustment of the northwest section. Both proposed new roadways are classified as collector A (four lanes divided). The thoroughfare plan also proposed a new collector C east of SH 114, which will have two lanes with a center turn lane.

The Parks and Trails Master Plan (2007) proposed locations for future community parks, revised the boundaries of Northwest OHV Park and added three connections to the trail system.

Figure 5. City of Bridgeport Master Thoroughfare Plan



SYMBOL	DESIGNATION	DESCRIPTION	PAVEMENT WIDTH	R.O.W. WIDTH
	Principal Arterial	Four Lanes Divided (12' Shoulder / 2-12' / 4' Shoulder / 67' Median / 4' Shoulder / 2-12' / 12' Shoulder)	147'	197' - 266'
	Collector 'A'	Four Lanes Divided (2-12' / 16' Median / 2-12')	64'	85'
	Collector 'B'	Four Lanes Undivided (2-12' / 2'12')	48'	65'
	Collector 'C'	Two Lanes with Center Turn Lane (1-12' / 16' Turn Lane / 1-12')	40'	60'
	Historical District	Two Lanes Undivided Roadway with Angular Parking (22' Parking / 1-12' / 1-12' / 8' Parking)	54'	75'
	Commercial / Industrial	Two Lanes with Center Turn Lane (1-12' / 12' or 16' Turn Lane / 1-12')	36' - 40'	60'
	Local Street	Two Lanes Undivided Roadway (1-13' or 1-15' / 1-13' or 1-15')	26' - 30'	50' - 60'
	Country Lane	Two Lanes Undivided with Borrow Ditches (1-12' / 1-12')	24'	60'

MAP 4
City of Bridgeport

Master Thoroughfare Plan
(June 2009)

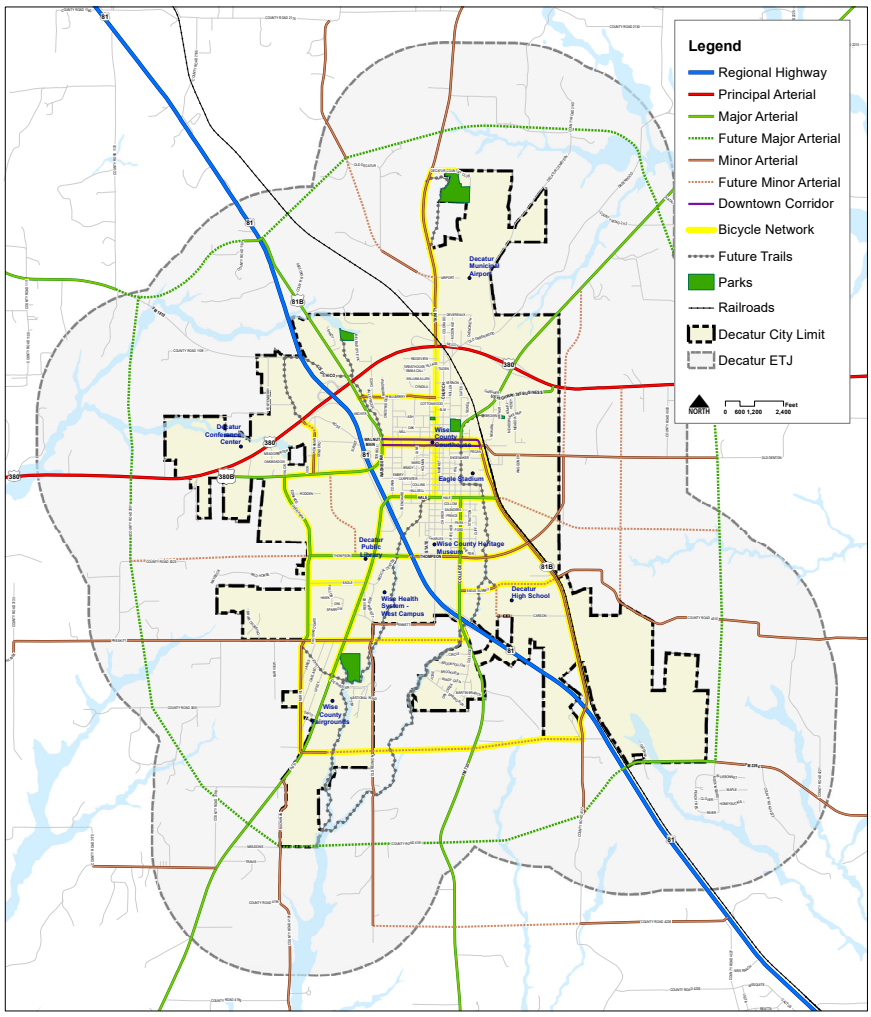
Decatur 2050 Comprehensive Plan (2020)

The Decatur 2050 Comprehensive Plan detailed the city's plan for transportation network improvements out to 2050. The overarching goals of the mobility section included modernizing and maintaining the quality of existing infrastructure, establishing a multimodal mobility network, and implementing street designs that support bicycle and pedestrian activities.

Key recommendations include:

- Future study on the alignment of the proposed Regional Future Loop in the Wise County Thoroughfare Plan
- New roadway construction:
  - Extending S. Murvil Street/Private Road (PR) 4195 to the east as a minor arterial
  - Extending W. Thomspon Street to the west as a minor arterial
  - Extending Preskitt Road to the east as a minor arterial
  - Extending E. Eagle Summit Drive to the east as a minor arterial
  - Adding a minor arterial from Thompson Street to Business 380
  - Adding minor arterials providing north-south and east-west connections east of the city limits
- Alignment projects on S. Murvil Street, Workman Road, and Old Decatur Road
- Updates to cross-sections of existing functional classifications

Figure 6. City of Decatur Thoroughfare Plan

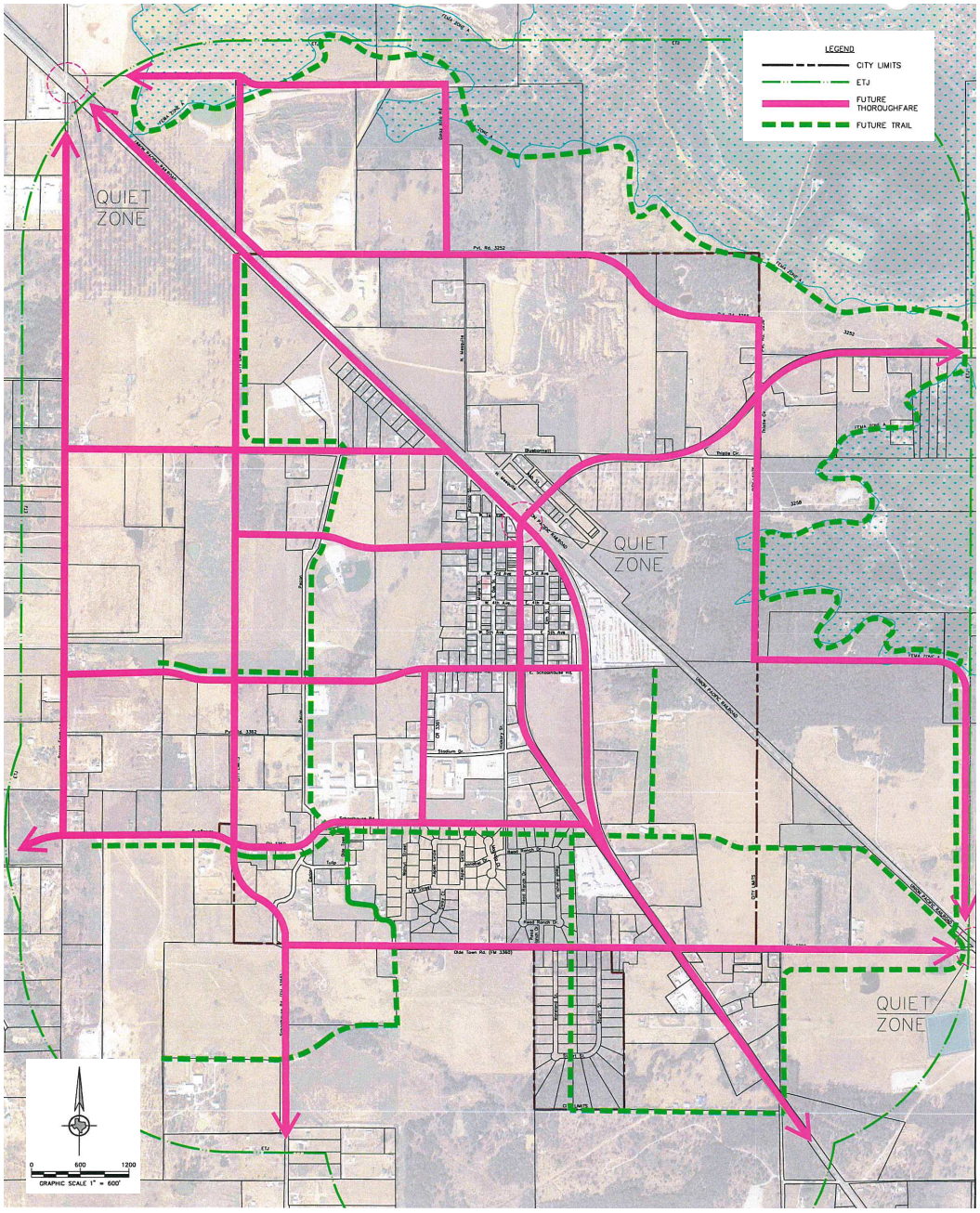


City of Paradise Master Thoroughfare Plan (2020)

The City of Paradise Master Thoroughfare Plan (Figure 7) is a map portraying the city's future thoroughfares and trails. The plan proposes six new east-west roads and three north-south roads that would create a roadway grid network through the city:

- New alignment to connect School House Road to Private Road 3362
- New alignment for Olde Towne Road
- New roadway connecting FM 3253 and FM 3258
- New roadway east of Private Road 3362 in the extra-territorial jurisdiction (ETJ)
- Extending FM 3253 to the east along the city limit
- New roadway east of FM 3253 in the ETJ
- New road along the city limit in the western part of the City
- Extending FM 3258 to the south, which connects to FM 3390

Figure 7. City of Paradise Master Thoroughfare Plan



City of Rhome Comprehensive Plan (2020)

The City of Rhome Comprehensive Plan envisions the city as a safe and friendly community with a rural and small-town character that welcomes all residents. Its transportation plan identified a number of transportation issues and needs, which include, but are not limited to:

- Lack of railroad crossings
- Lack of crosswalks and infrastructure that support pedestrian activities
- Aging roadway infrastructure
- Unsafe ramps to and from highways
- Unsafe transportation conditions along highways
- Inaccessible and pedestrian unfriendly downtown

In response to these issues, the comprehensive plan outlined four transportation goals:

- Develop and improve sidewalks, especially in downtown Rhome, to provide safe walking and biking opportunities for residents and visitors.
- Ensure the location of appropriate crosswalks and/or stoplights along Main Street.
- Locate a non-grade railroad crossing in downtown Rhome.
- Develop an efficient, safe roadway system that provides adequate access to all parts of Rhome and adjacent cities.

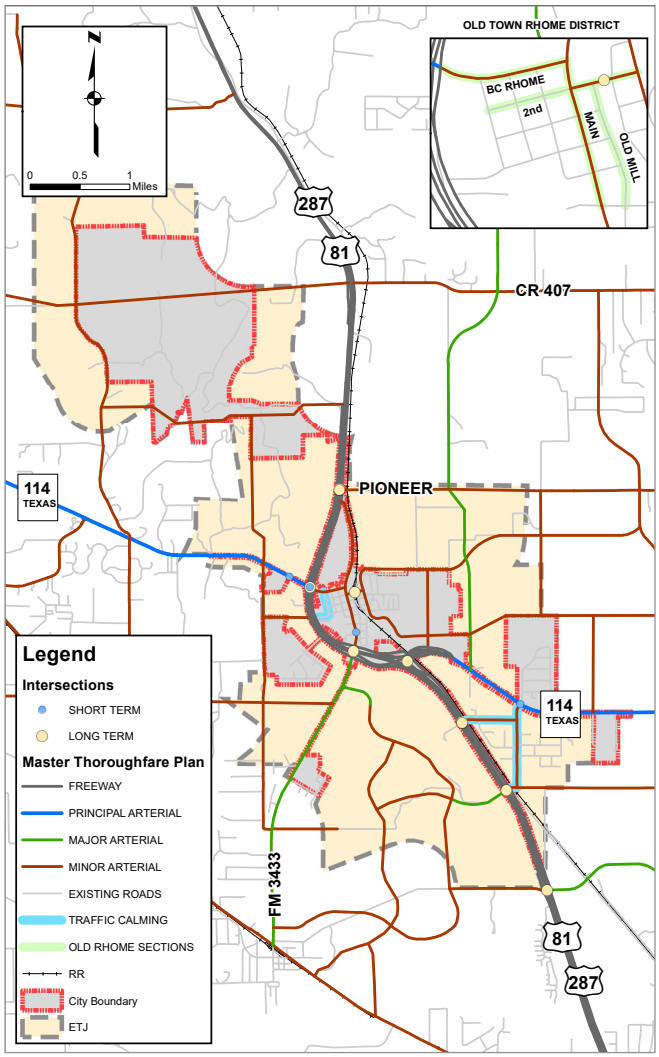
City of Rhome Master Thoroughfare Plan (2020)

The Master Thoroughfare Plan (Figure 8) illustrates the proposed thoroughfare network. The plan proposes a number of new thoroughfares. Key recommendations include, but are not limited to:

- Extending B.C. Rhome Avenue to Hickory Street with new alignment
- Adding new east-west minor arterial east of US 287
- Adding new north-south major arterial from north of CR 407 to Pioneer Road
- Adding new north-south minor arterial in the eastern part of the City
- Adding new minor arterials south of US 287 in the ETJ

The map also identified short-term and long-term intersection improvements as well as roadways with traffic-calming needs.

Figure 8. City of Rhome Thoroughfare Plan



City of New Fairview Comprehensive Plan (2024)

The transportation chapter of New Fairview's Comprehensive Plan outlined the city's existing transportation conditions, issues and needs and future opportunities. The report noted that residents were concerned about the inadequate maintenance of transportation infrastructure, largely attributed to the use of asphalt for roads, which have a shorter lifespan than concrete roadways. As a result, one of the city's major mobility priorities is roadway maintenance.

The plan discusses New Fairview's Capital Improvement Plan (CIP) (Figure 9) which guides futures roadway projects and aims to improve connectivity and efficiency.

As New Fairview does not have a public trail network, the plan recommends that the City explore a trail network and create a Master Trail Plan. The City is also interested in exploring opportunities related to the BNSF Railway that runs through the western part of the city.

Figure 9. City of New Fairview CIP Map

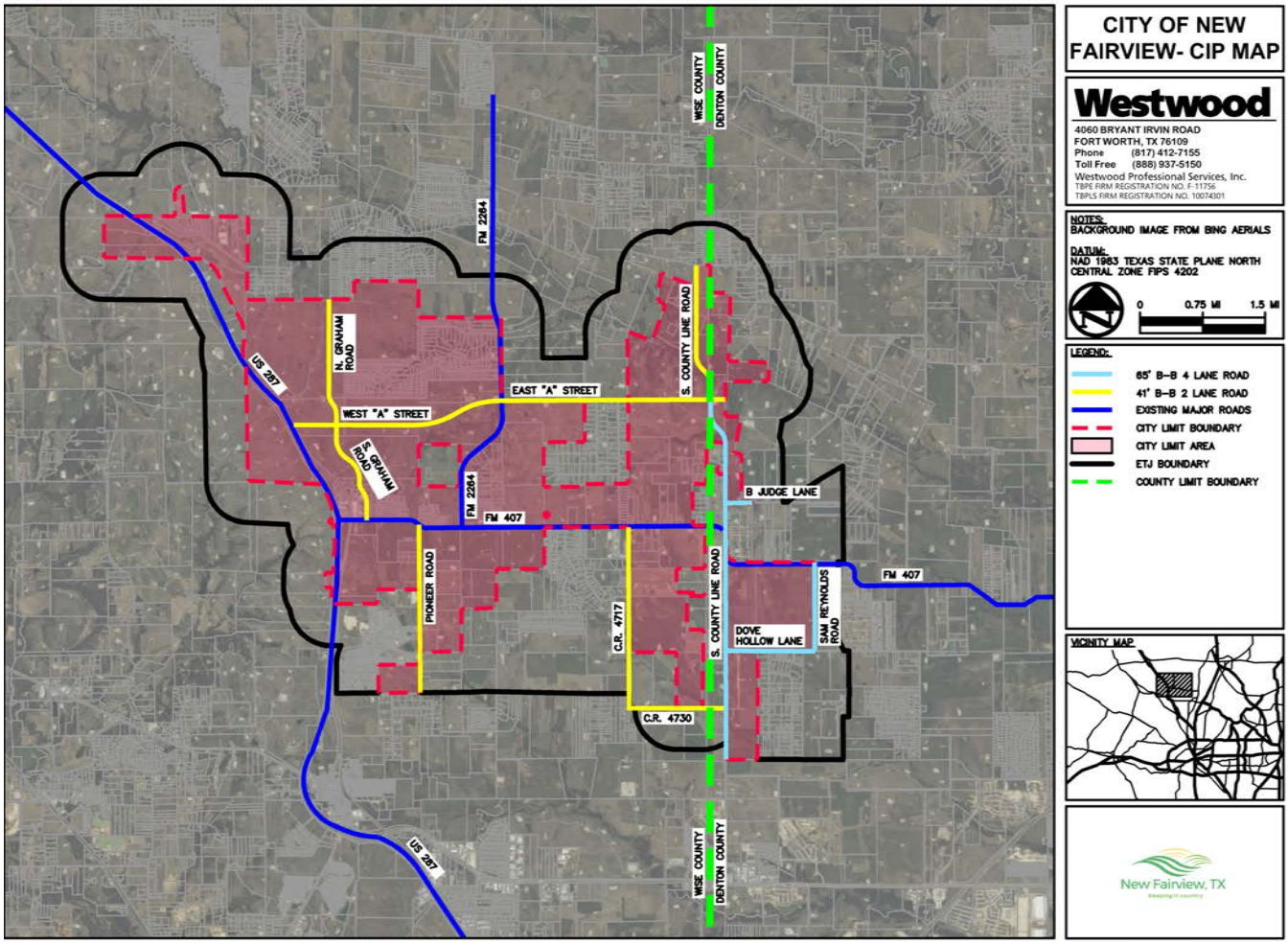
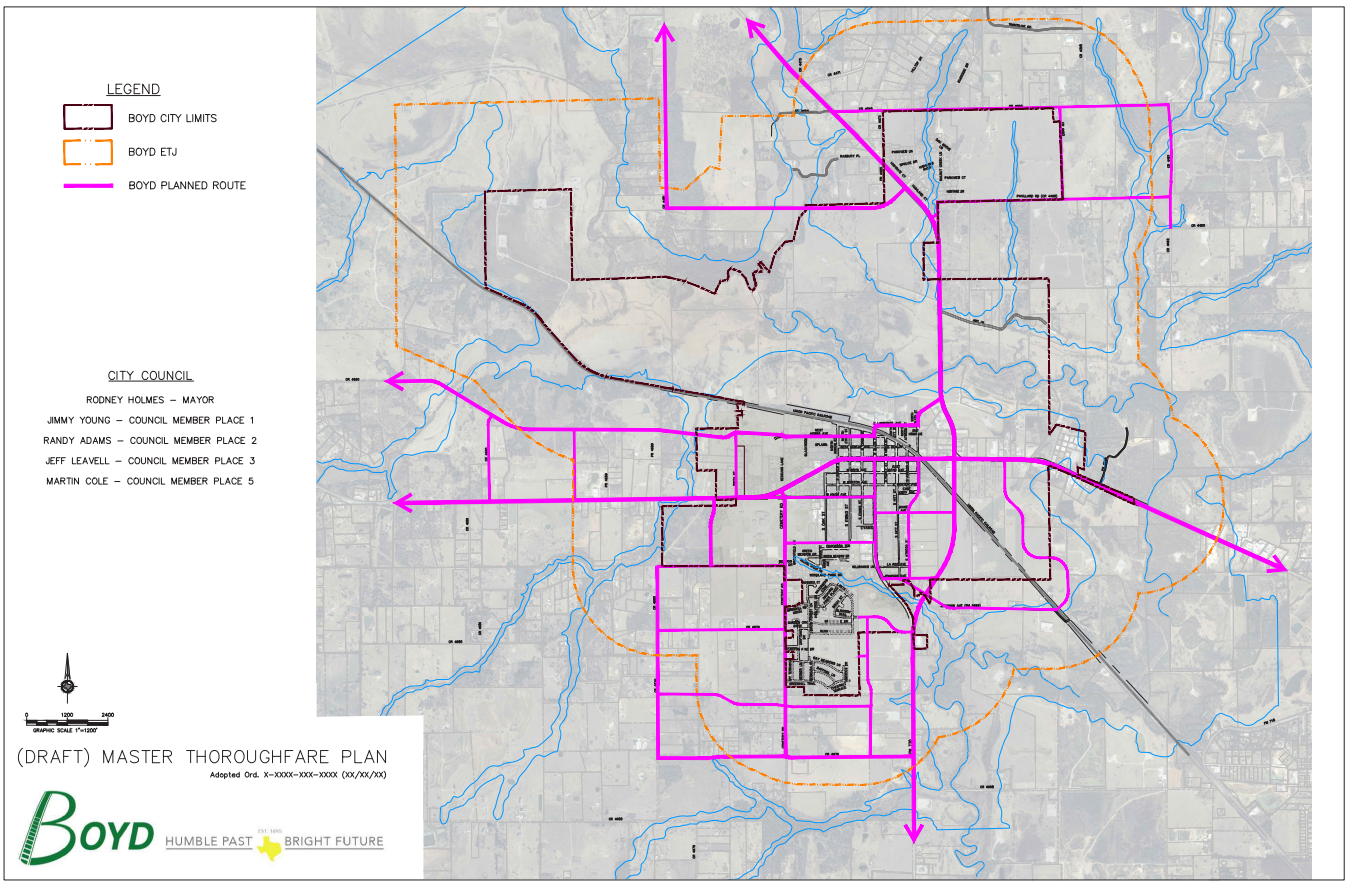


Figure 10. City of Boyd Draft Master Thoroughfare Plan (2025)



City of Boyd Draft Master Thoroughfare Plan (2025)

The City of Boyd Master Thoroughfare Plan Map outlines the city's future roadway network and identifies key routes to improve connectivity. The plan proposes multiple new east–west and north–south collector roads that would establish a more complete grid throughout Boyd and its surrounding ETJ. The plan has not yet been adopted.

These improvements are intended to support future growth and enhance local and regional mobility, with proposed improvements such as:

- New alignment to connect FM 730 North and South
- Connection between Hobbs Avenue and Allen Street
- Extension of Hobbs Avenue to the west
- New road extending Jennings Avenue to the north
- Extension of FM 4679 North
- Connection between FM 4360 and FM 4461
- New road connecting Cemetery Road and FM 730
- New road connecting FM 730 to Blossom Trail
- New road connecting FM 4679 to FM 730 along Private Road 4926
- New road from FM 4679 to Cemetery Road
- New road from CR 4481 to Highland Parkway

Wise County Plans

Wise County Master Thoroughfare Plan (2009)

Adopted in 2009, the Wise County Master Thoroughfare Plan (Figure 11 on page 18) introduced the County's first thoroughfare plan network, with proposed major and minor arterials throughout the County to supplement the existing freeways and arterials. The plan had the following goals:

- Preserve the rural nature of the County and provide for adequate transportation facilities
- Preserve right-of-way for future roadways
- Identify short-term transportation capacity and safety improvement needs

NCTCOG Wise County Transportation Plan (2018)

In 2017, NCTCOG produced an update to the 2009 Wise County Master Thoroughfare Plan which included reworked recommendations, an updated Thoroughfare Plan Map, and revised short and long-term projects.

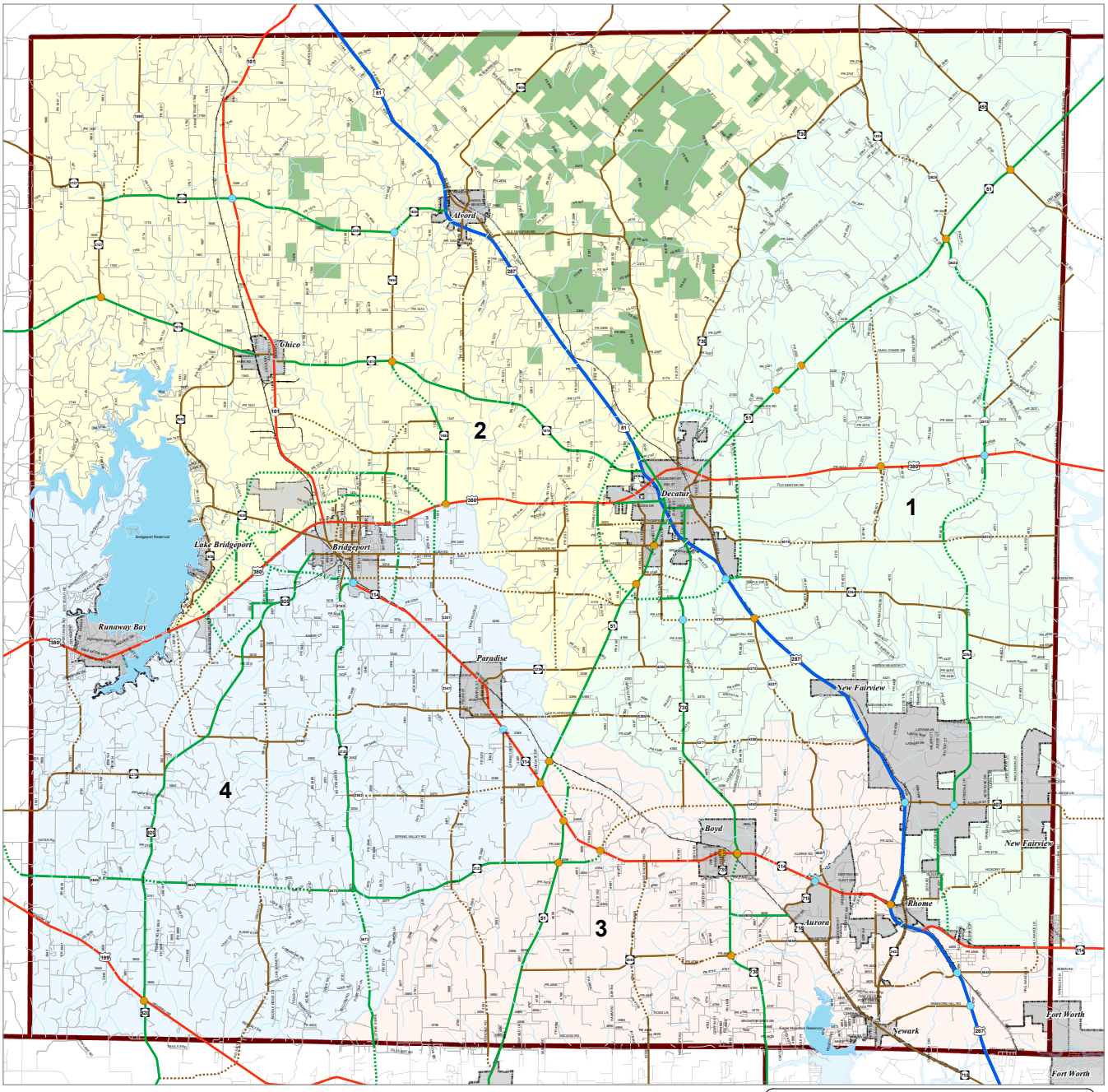
Key long-term recommendations included, but were not limited to:

- Construct frontage roads along a segment of US 287 south of Decatur
- Complete frontage connections along the entire US 287
- Capacity improvements along SH 114
- Widen US 380 and FM 51
- Construct a loop around Decatur and Bridgeport
- Create continuous 2-4 lane undivided east-west thoroughfares between SH 114 and east county limits
- Create continuous 2-4 lane undivided north-south thoroughfares between Bridgeport loop and south county limits



US 380 west of Runaway Bay, facing east

Figure 11. Wise County 2009 Master Thoroughfare Plan



Wise County

Master Thoroughfare Plan

0 1 2 4 Miles

N W E S



GOALS

- **Preserve the Rural Nature of the County and Provide for Adequate Transportation Facilities**
- **Preserve Right-of-Way for Future Roadways**
- **Identify Short-Term Transportation Capacity and Safety Improvement Needs**

Legend

- Freeway (ROW Varies)
- Principal Parkway (120' ROW)
- Major Arterial Existing Alignment (80' - 100' ROW)
- Major Arterial Proposed Alignment (80' - 100' ROW)
- Minor Arterial Existing Alignment (68' ROW)
- Minor Arterial Proposed Alignment (68' ROW)
- Short-Term Intersection Enhancements
- Long-Term Intersection Enhancements
- LBJ Grasslands
- Wise County Rail
- Counties
- Cities

State and Regional Plans

NCTCOG Mobility 2050 Metropolitan Transportation Plan (2025)

NCTCOG is a voluntary and non-binding association of governments in North Texas. As the designated Metropolitan Planning Organization for North Central Texas, NCTCOG is responsible for coordinating transportation planning initiatives and disbursing federal and state funds for transportation.

Mobility 2050 proposes several projects within Wise County, as shown on the map in Figure 12. Figure 13 on page 20 lists the proposed improvements on regionally significant corridors.

Mobility 2050 Update also includes bicycle/pedestrian recommendations. An off-street shared-use path is planned as part of the regional Veloweb along US 287 from Decatur to the southern Wise County boundary.

Figure 12. NCTCOG Mobility 2050 Roadway Recommendations for Wise County

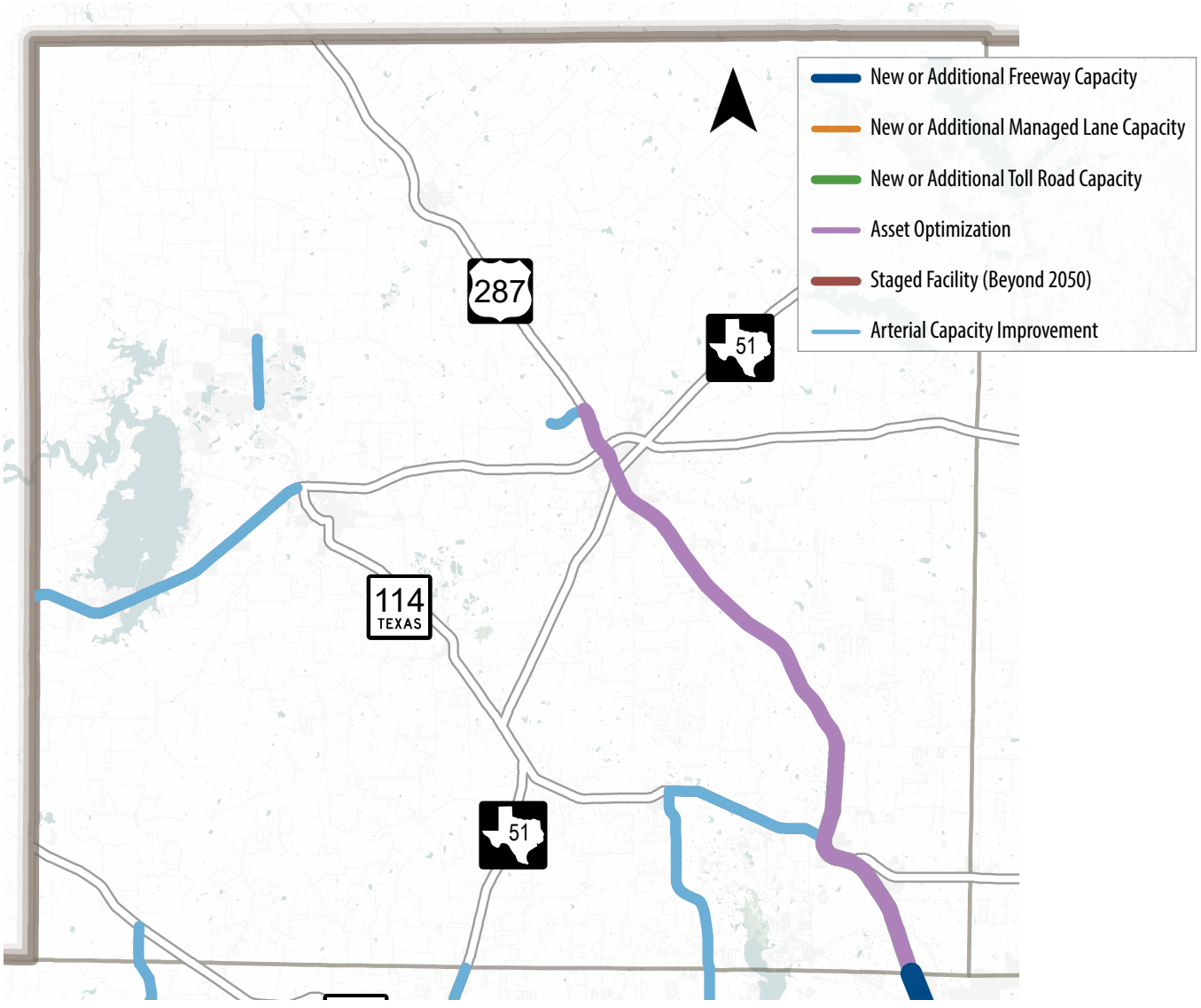


Figure 13. List of NCTCOG Mobility 2050 Regionally Significant Arterial Projects in Wise County

Road	From	To	Type of Work	Description	MTP ID
SH 101	FM 1810 Maginnis St	South of CR 1536	Capacity	Expand 2 to 4 lanes	RSA 1.195.275
FM 920	SH 199	South of SH 199	Capacity	Expand 2 to 4 lanes	RSA 1.210.225
US 287/US 81	BU 81/Future FM 1810	FM 1810 (Current)	Non-Capacity	Asset optimization	RSA 1.220.250
US 287/US 81	FM 1810 (Current)	US 380	Non-Capacity	Asset optimization	RSA 1.220.275
US 287	US 380	BU 81	Non-Capacity	Asset optimization	RSA 1.220.300
US 287	BU 81	FM FM 407 Illinois Street	Non-Capacity	Asset optimization	RSA 1.220.315
FM 730/Allen Street	SH 114 EB Rock Island Avenue	Briar Road	Capacity	Expand 2 to 4 lanes	RSA 1.280.250
SH 114/Rock Island Avenue	FM 730	US 81	Capacity	Expand 2 to 4 lanes	RSA 2.205.325
US 380/SH 114	West of FM 3701	East of FM 1658	Capacity	Expand 2 to 4 lanes	RSA 2.225.100
US 380/SH 114	East of FM 1658	SH 101	Capacity	Expand 2 to 4 lanes	RSA 2.225.125

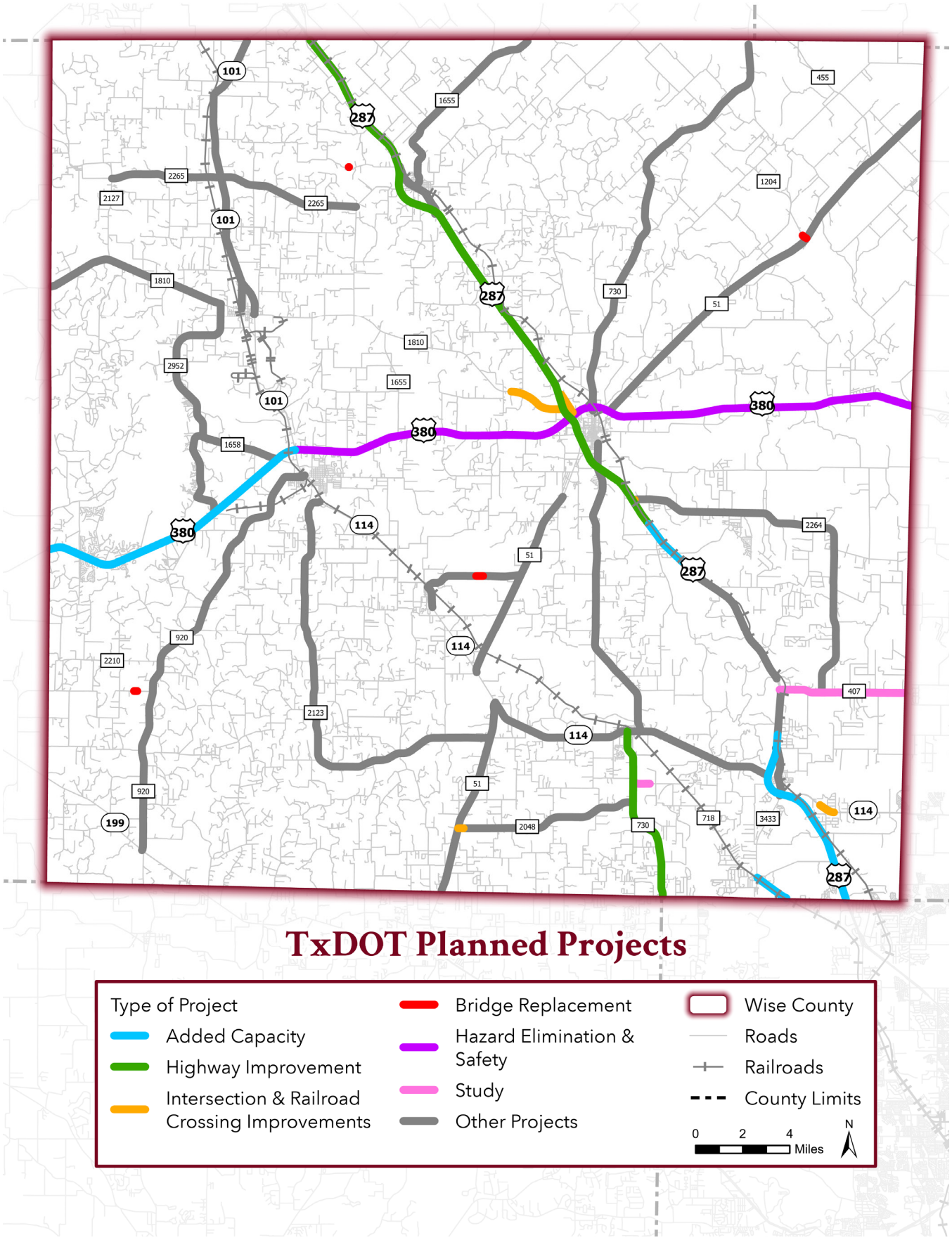
TxDOT Projects

TxDOT has outlined a diverse set of transportation improvements across Wise County, with projects categorized into six main types: added capacity, highway improvement, intersection and railroad crossing improvements, bridge replacement, hazard elimination and safety, and studies. These projects are strategically dispersed throughout the County, indicating a balanced approach to addressing congestion, safety, and infrastructure modernization. Figure 14 lists the active TxDOT projects in Wise County. The table excludes seal coat, preventative maintenance and roadway resurfacing, rehabilitation or reconstruction projects. The location of these projects can be seen on Map 2 on page 23.

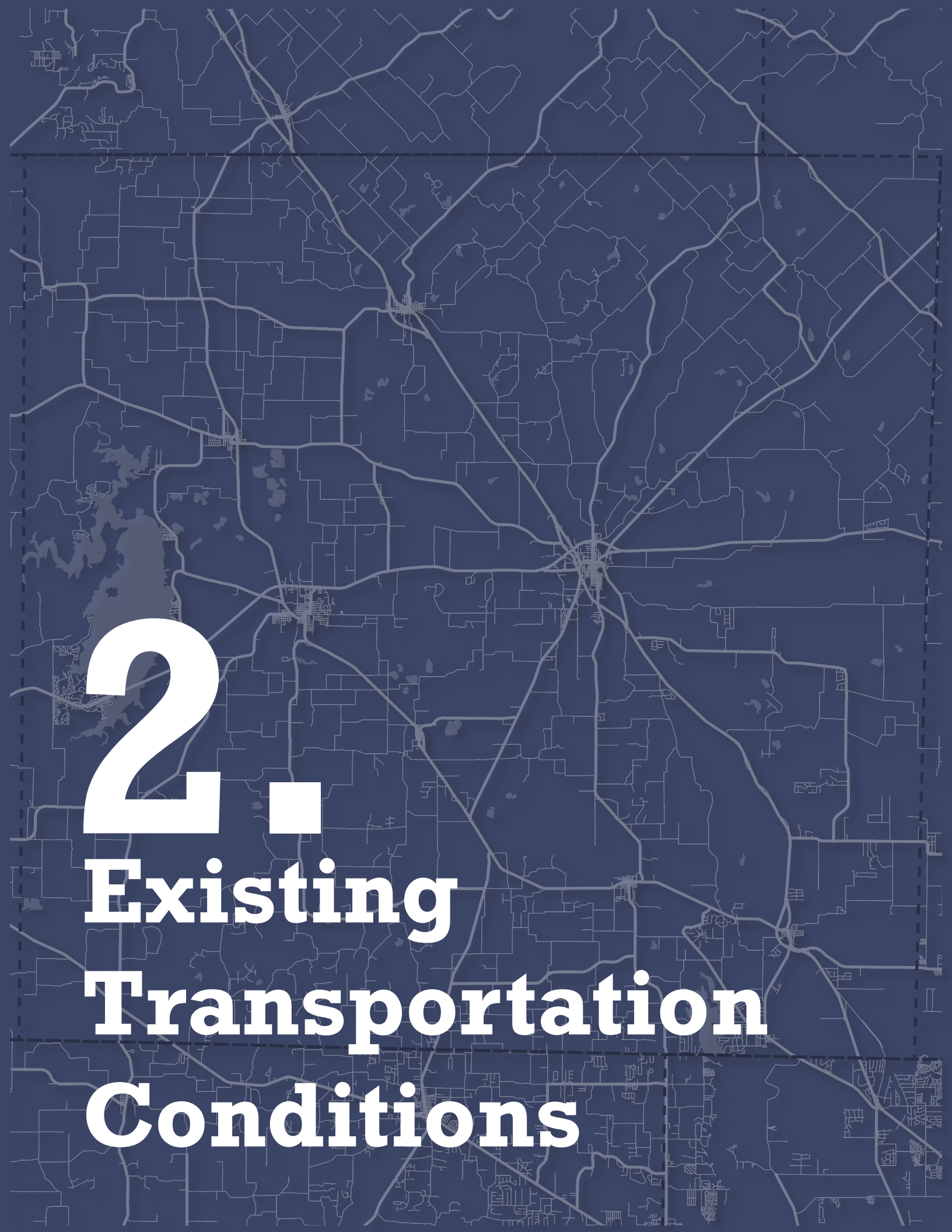
Figure 14. List of TxDOT Projects in Wise County

Road	From	To	Type of Work	Phase
US 81	North of Pioneer Rd	Wise/Tarrant County Line	Widen Road - Add Lanes	Planning, 10+ years
US 380	SH 101	Jack County Line	Construct New Roadway Lanes	Construction begins in 5 to 10 years
US 380	At Union Pacific/Missouri Pacific RR	.	Construct New Roadway Lanes	Construction begins in 5 to 10 years
FM 1810	West of CR 1170	Cr 1160 realigned by 81D intersection	Intersection Improvement	Construction begins within 4 years
US 81	North of CR 2195	NORTH OF US 380	Widen Non-Freeway	Construction begins within 4 years
US 81	North of Ramhorn Hill Rd	S. of Ramhorn Hill Rd	Intersection Improvement	Planning, 10+ years
US 81	BU 380F	0.5 mi south of CR 4225	Highway Improvement	Construction underway or begins soon
US 81	Montague County Line	FM 1655	Highway Improvement	Construction underway or begins soon
BU 81D	CR 1160- Realigned FM 1810 Intersection	North of CR 2090	Intersection Improvement	Construction begins within 4 years
US 380	BU 380F	Denton County Line	Hazard Elimination & Safety	Construction underway or begins soon
US 81	North of Northstar Parkway	Wise/Tarrant County Line	Interchange Improvement (New or Update)	Construction begins within 4 years
FM 2048	FM 51	0.20 mi east of FM 51	Install Traffic Signal	Construction underway or begins soon
US 81	.455 mi north of CR 1596	.057 mi north of CR 1596	Install Traffic Signal	Construction underway or begins soon
US 380	.300 mi east of SH 101	BU 380F	Hazard Elimination & Safety	Construction underway or begins soon
FM 730	North of Country Club Dr	US 380	Widen Road - Add Shoulders	Construction begins in 5 to 10 years
FM 730	SH 114	Briar Rd	Highway Improvement	Planning, 10+ years
US 81	North of CR 4228	South of NRS Ranch Road	Widen Road - Add Lanes	Construction begins in 5 to 10 years
FM 407	US 81/US 287	County Line	Feasibility Study	Feasibility Studies
US 81	FM 1655	BU 380F	Highway Improvement	Construction underway or begins soon

Road	From	To	Type of Work	Phase
US 81	0.3 mi north of CR 1591	CR 1591	Install Traffic Signal	Construction underway or begins soon
FM 3259	West of W Fork Trinity River	East of W Fork Trinity River	Bridge Replacement	Construction begins within 4 years
US 380	SH 101	.300 mi east of SH 101	Hazard Elimination & Safety	Construction underway or begins soon
FM 718	0.25 mi south of FM 3433	Tarrant County Line	Widen Road - Add Lanes	Planning, 10+ years
SH 114	At CR 4841	.	Install Traffic Signal	Construction begins in 5 to 10 years
CR 3736	Over Willow Creek	.	Bridge Replacement	Construction begins within 4 years
FM 1204	FM 1204 at Tributary	Denton Creek	Bridge Replacement	Construction begins within 4 years
US 81	CR 4838	CR 4843	Railroad Crossing Improvements	Construction begins within 4 years
FM 2264	FM 2264	N US 81 North Frontage Road	Intersection Improvements With Right and/or Left Turn	Construction begins within 4 years
CR 1590	At Big Sandy Creek	.	Bridge Replacement	Construction begins within 4 years



Map 2. TxDOT Planned Projects in Wise County



2. Existing Transportation Conditions

Community Snapshot

Demographics

Population

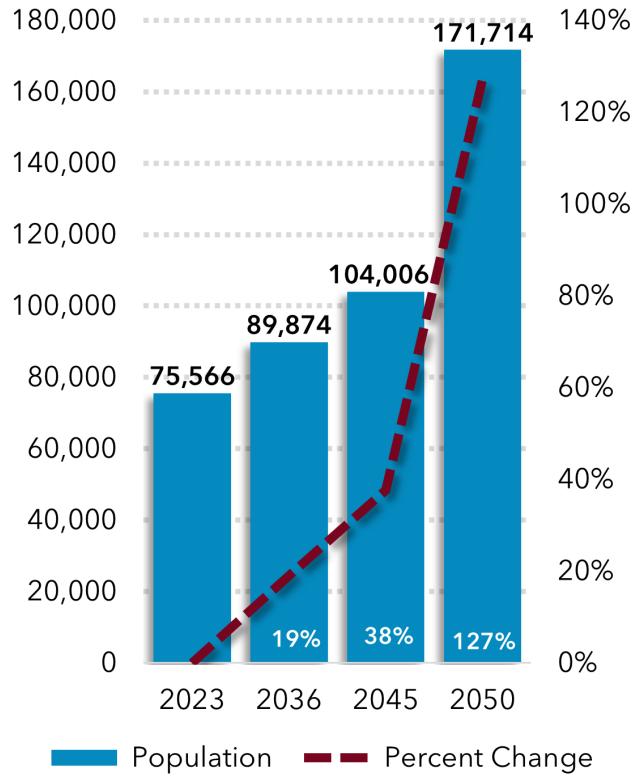
NCTCOG forecasts Wise County's population to increase by 127.2% from 75,566 in 2023 to 171,714 in 2050 (Figure 15), with a compound annual growth rate (CAGR) of 3.1%.

Map 3 and Map 4 on page 26 show the population by Traffic Analysis Zone (TAZs) for 2023 and 2045, respectively. Map 5 on page 27 shows the population change in the TAZs from 2023 to 2045.

The areas with the highest population growth are forecasted to be southwest of Decatur and southeast of New Fairview, followed by areas east and west of Decatur. This is consistent with planned housing developments, as identified by stakeholders.

A comparison of growth rates from different agencies (Texas Demographic Center, NCTCOG, and Texas Water Development Board) were used to estimate the population in 2050 of the County and its major cities (Figure 16). The cities of New Fairview and Runaway Bay are estimated to grow the fastest, with 4.4% and 3.1% CAGR, respectively.

Figure 15. Projected Population Growth (2023 - 2050)

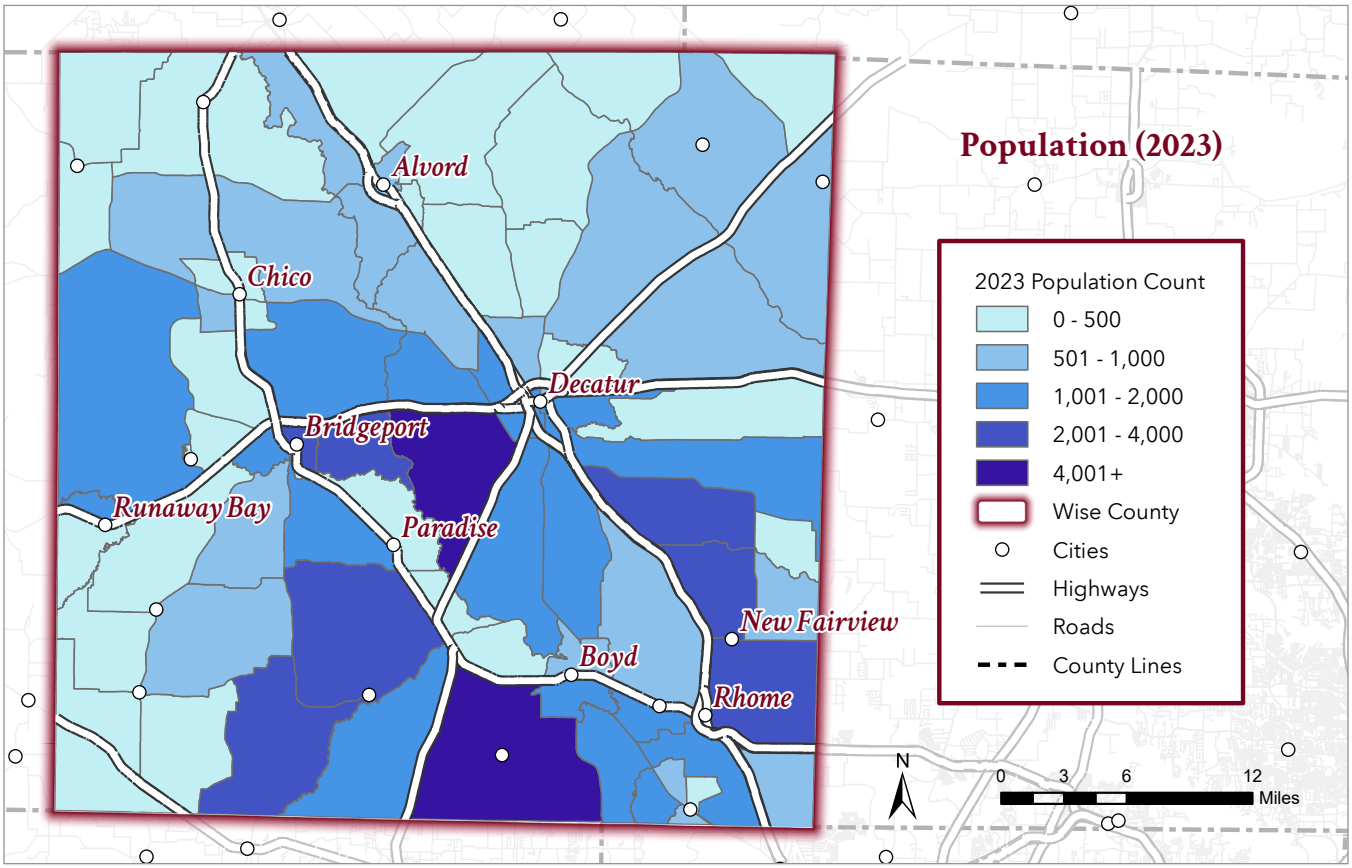


Source: NCTCOG

Figure 16. Population Growth of Municipalities in Wise County (2010 - 2050)

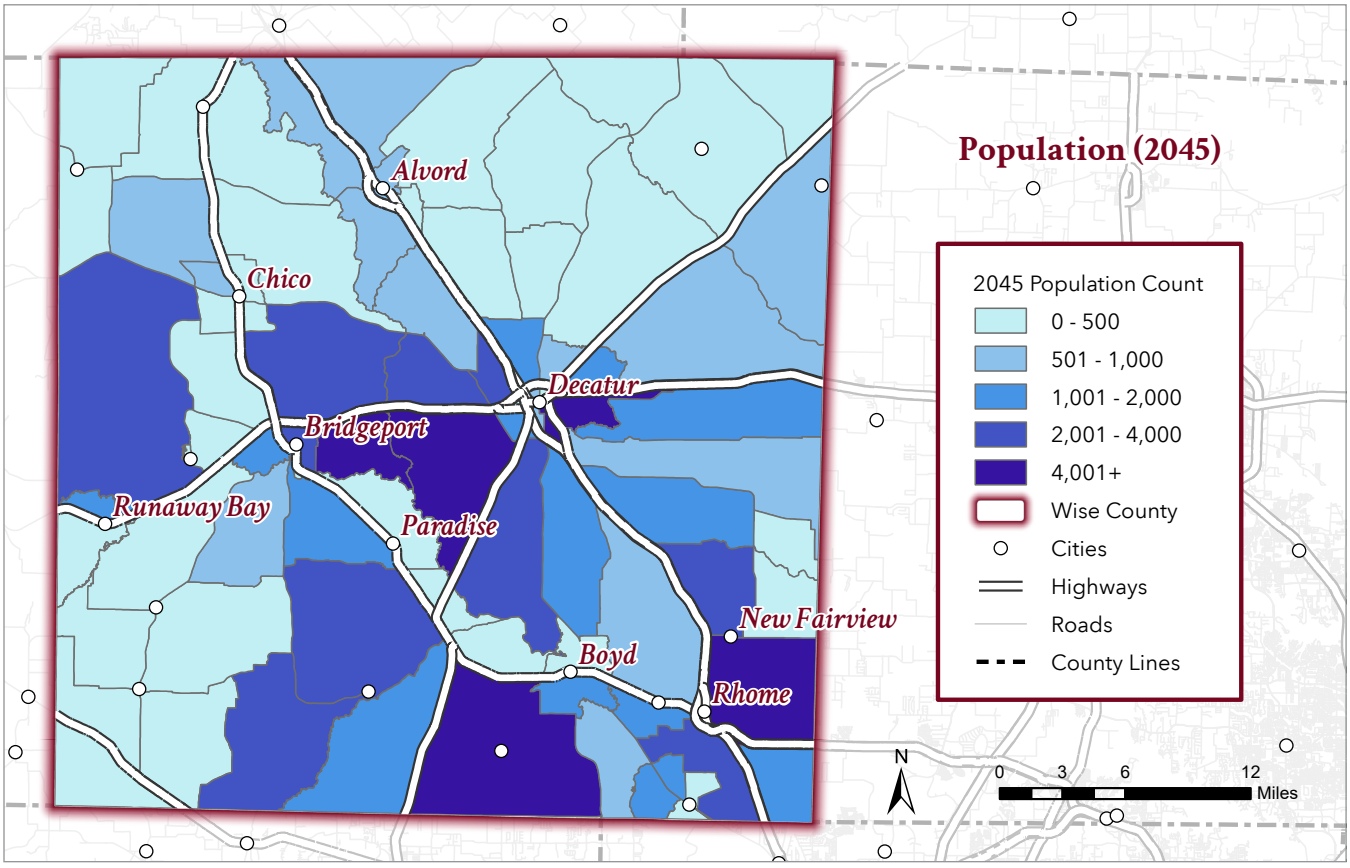
Name	2010	2015	2020	2024	2050 (Estimated)	CAGR (%)
Alvord	1,334	1,340	1,351	1,375	1,588	0.4%
Aurora	1,220	1,340	1,390	1,417	1,967	1.2%
Boyd	1,207	1,300	1,416	1,737	3,752	2.9%
Bridgeport	5,976	6,080	5,923	6,000	6,564	0.2%
Chico	1,002	1,010	946	1,084	1,666	1.3%
Decatur	6,042	6,390	6,538	7,102	16,667	2.6%
New Fairview	1,258	1,410	1,386	2,171	7,041	4.4%
Newark	1,005	1,010	1,096	1,139	2,164	1.9%
Rhome	1,522	1,590	1,630	1,680	2,771	1.5%
Runaway Bay	1,286	1,340	1,546	1,887	4,321	3.1%
Wise County	**59,127**	**61,970**	**68,632**	**70,763**	**171,760**	**2.7%**

Source: NCTCOG, US Census Bureau, Texas Water Development Board



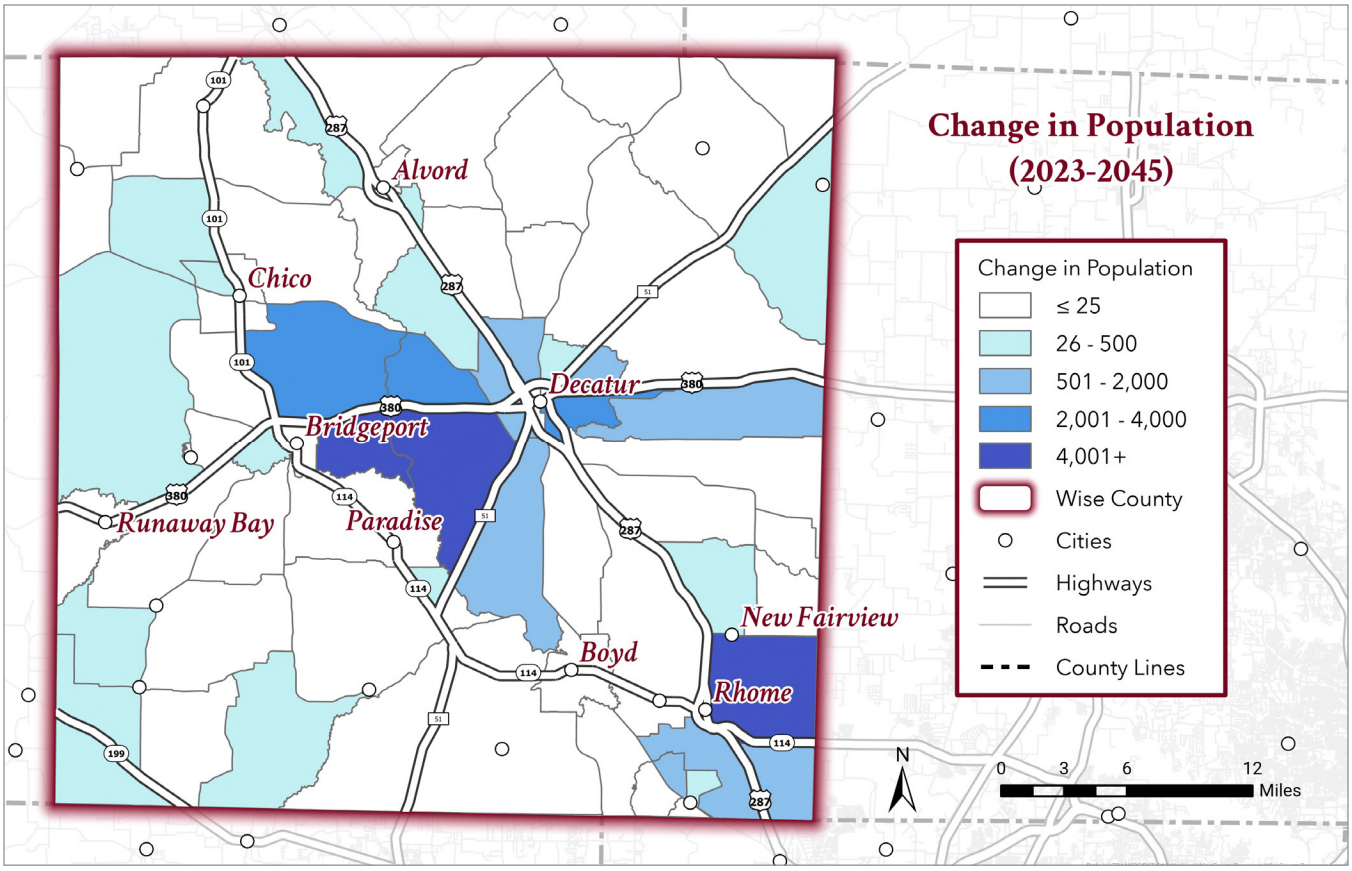
Map 3. Population (2023)

Source: NCTCOG



Map 4. Projected Population (2045)

Source: NCTCOG



Map 5. Wise County Population Change (2023-2045)

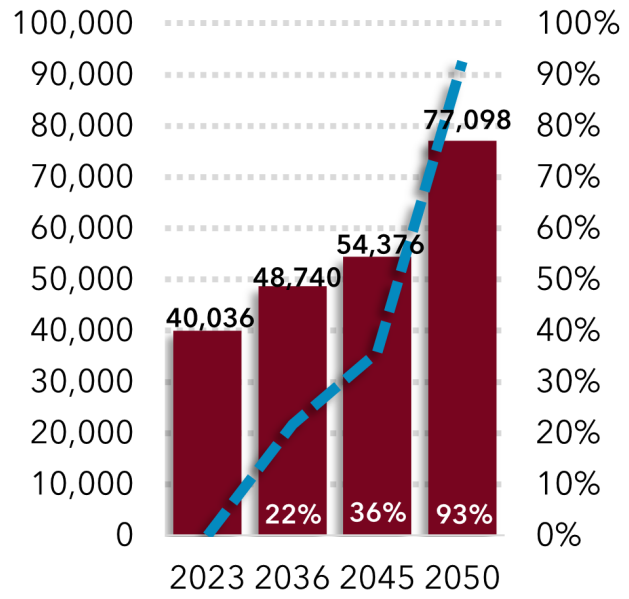
Source: NCTCOG

Employment

NCTCOG forecasts Wise County's employment to increase by 92.57% from 40,036 in 2023 to 77,098 in 2050, with a CAGR of 2.5% (Figure 17).

Map 6 and Map 7 on page 29 show the 2023 and 2045 employment, respectively. Map 8 on page 30 shows the areas in the County with the highest projected employment growth: southwest of Decatur and the southeast section of the County, near Rhome and New Fairview. The areas with the highest employment in 2045 are in the center and southeast of the County, adjacent to key mobility corridors such as US 287, SH 114, SH 101 and US 380.

Figure 17. NCTCOG Employment Growth (2023 - 2050)



Source: NCTCOG

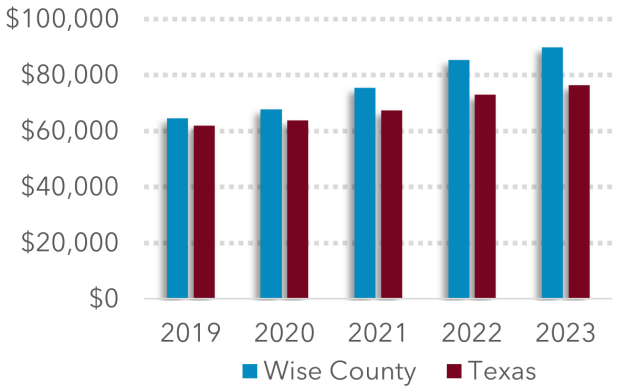
Median Household Income (MHI)

Income often correlates with trip activity and auto use; the higher the household income, the greater the likelihood of more auto trips. Figure 18 shows that the MHI in Wise County has been increasing steadily in the past five years. It grew from $64,536 in 2019 to $89,897 in 2023 – a 28% increase and higher than the 19% rate for the State of Texas over the same time period.

Major Employers

Major employers can generate significant travel demand; understanding these employment hubs helps planners provide network improvements that safely accommodate associated traffic demand from these facilities. Figure 19 shows the top eight employers in Wise County by number of employees. Most major employers are located in Decatur. The largest employer is Wise Regional Health System, with a total of 1,950 employees at its two locations.

Figure 18. Median Household Income (2019 - 2023)

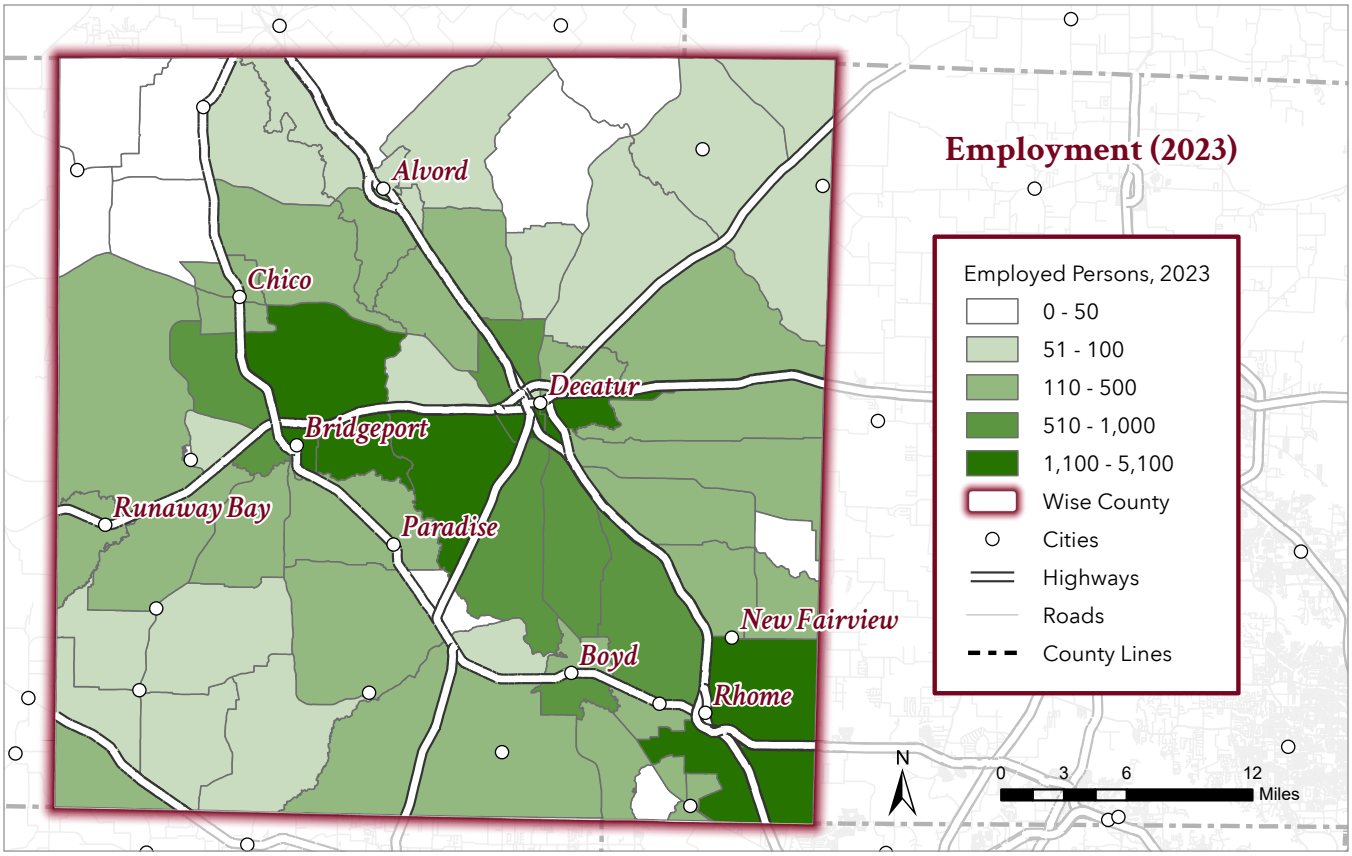


Source: NCTCOG

Figure 19. Major Employers

Employer Name	Employees	City	Industry (NAICS*)
Wise Regional Health System East Campus	1,400	Decatur	Health Care and Social Assistance
Wise Regional Health System	550	Decatur/ Bridgeport	Health Care and Social Assistance
Kenneth Copeland Ministries and Bible College	500	Newark	Other Services (except Public Administration)
James Wood Motors Decatur	361	Decatur	Retail Trade
Devon Energy Corp	350	Bridgeport	Mining
Imperial Group	325	Decatur	Manufacturing
Poco Group Inc	325	Decatur	Manufacturing
Walmart Supercenter	300	Decatur	Retail Trade

Source: NCTCOG | *North American Industry Classification System



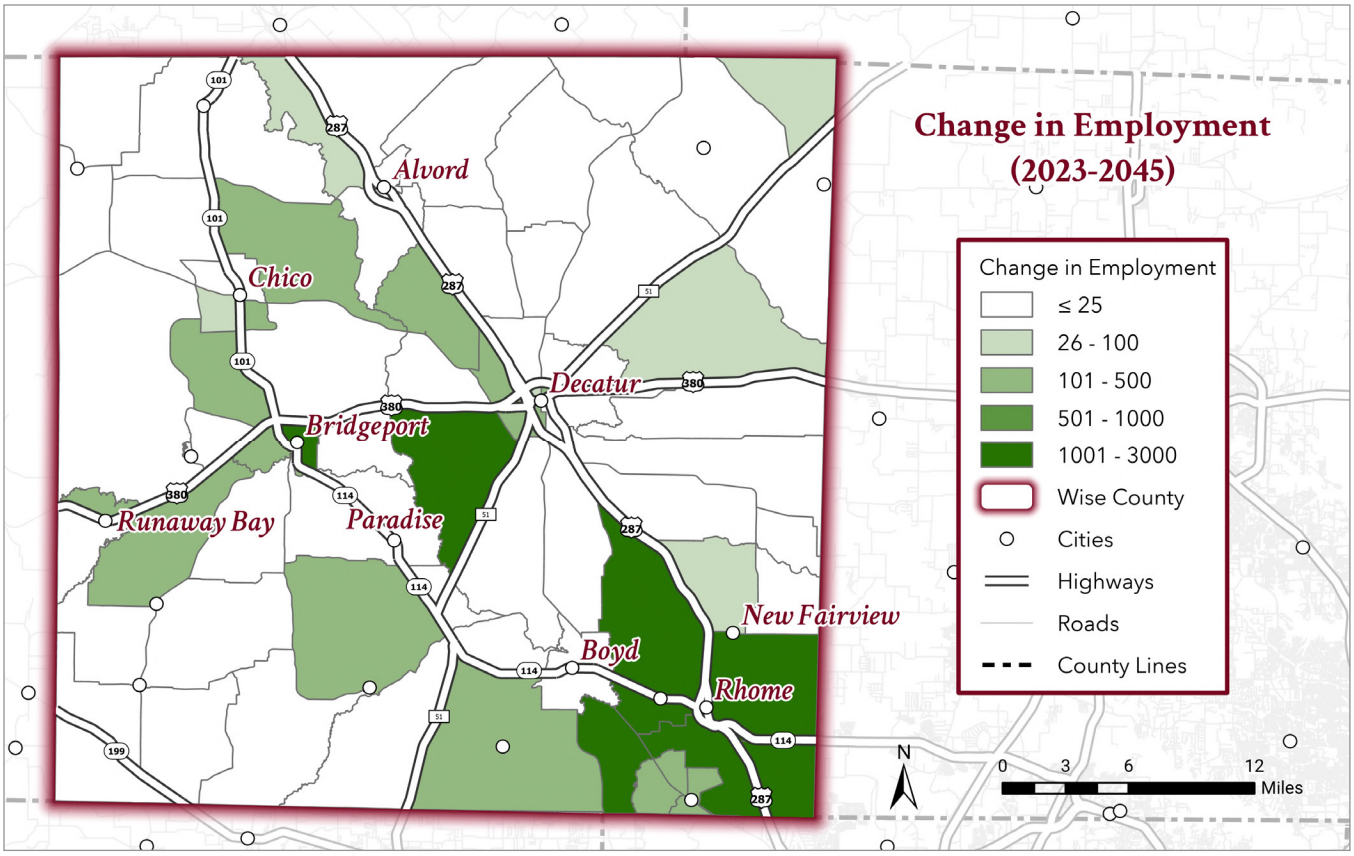
Map 6. Employment (2023)

Source: NCTCOG



Map 7. Projected Employment (2045)

Source: NCTCOG



Map 8. Wise County Employment Change (2023-2045)

Source: NCTCOG

Did you know?

» TxDOT's 2015-2024 10-year Unified Transportation Program (UTP) allocated a **$104 billion investment** in construction projects and an additional $44 billion in maintenance and project development. According to the Texas A&M Transportation Institute, these investments equal an estimated **$29.4 billion in economic benefits** every year and support about **71,500 direct and indirect jobs** across Texas.

(Source: TxDOT Progress Report 2015-2024, "Connecting you with Texas")

Transportation and Socio-Economic Factors

Transportation access is closely tied to economic and social outcomes. In areas where residents face limited mobility options, access to jobs, schools, healthcare and other essential services can be more difficult. Reliable connections allow residents to better participate in the workforce, pursue education, engage in the local economy and overall improve their quality of life.

Mobility options also make communities more attractive for investment and growth that supports a stronger tax base, contributing to long-term stability and economic prosperity.

As the County develops its thoroughfare plan, considering these benefits will help ensure the transportation network supports both current needs and long-term opportunities for all Wise County residents.

Travel Behavior

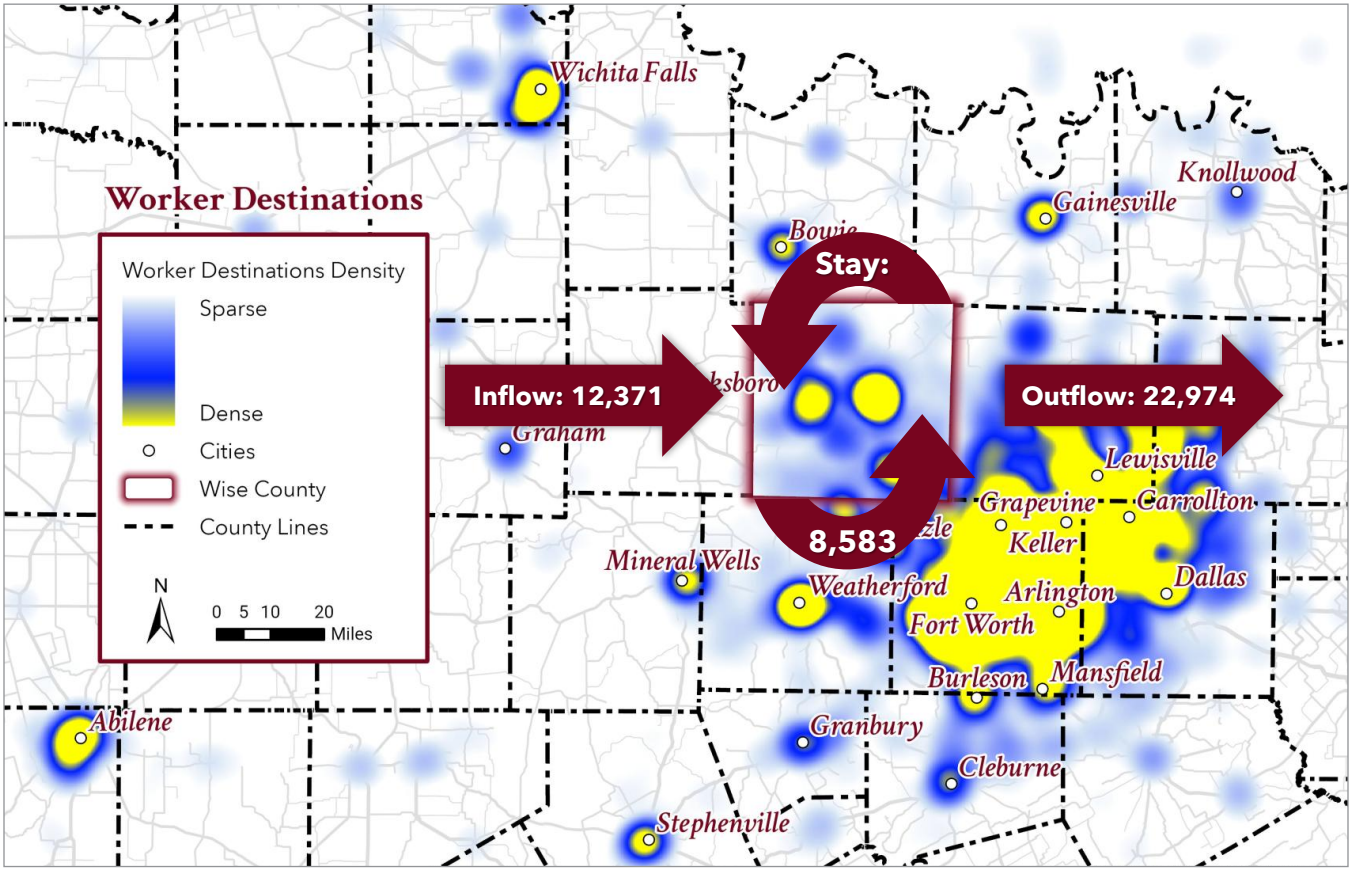
Inflow and Outflow of Workers

An analysis of commuter travel patterns shows that most workers in Wise County either come from, or travel to adjacent counties for work (Map 9). Almost twice as many workers leave Wise County to work (22,974) as those who commute into the County (12,371). As shown in Figure 20, the top destinations of workers who live in Wise County are the Cities of Fort Worth, Decatur, Bridgeport, Denton and Irving. Note that some commuters travel even further distances for work.

Figure 20. Top 10 Destinations of Workers Who Live in Wise County (2022)

Where are the Workers Employed	Percent Share
Fort Worth, TX	15.9%
Decatur, TX	10.5%
Bridgeport, TX	4.0%
Denton, TX	3.8%
Irving, TX	3.0%
Arlington, TX	2.4%
Dallas, TX	2.3%
Grapevine, TX	2.1%
Boyd, TX	1.5%
Lewisville, TX	1.3%

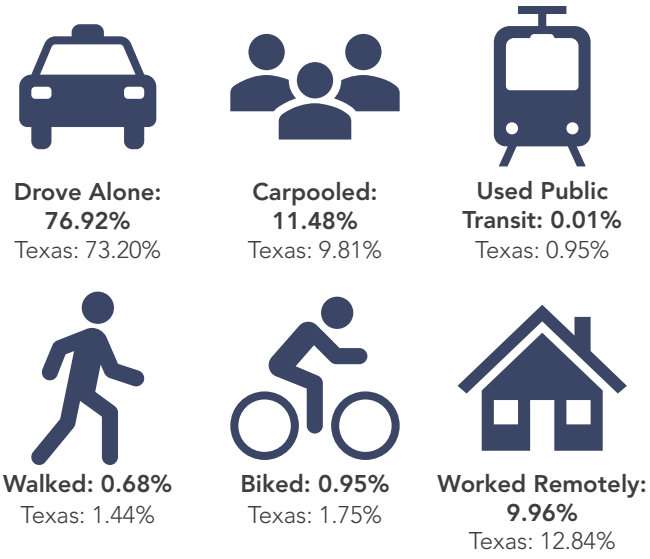
Source: U.S. Census Bureau, OnTheMap Application, https://onthemap.ces.census.gov



Map 9. Destinations and Inflow/Outflow of Workers Who Live in Wise County (2022)

Source: U.S. Census Bureau, OnTheMap Application, https://onthemap.ces.census.gov

Figure 21. Means of Transportation to Work in Wise County



Source: U.S. Census Bureau, 2023 ACS 5-Year Estimate, Table S0801

Commuting

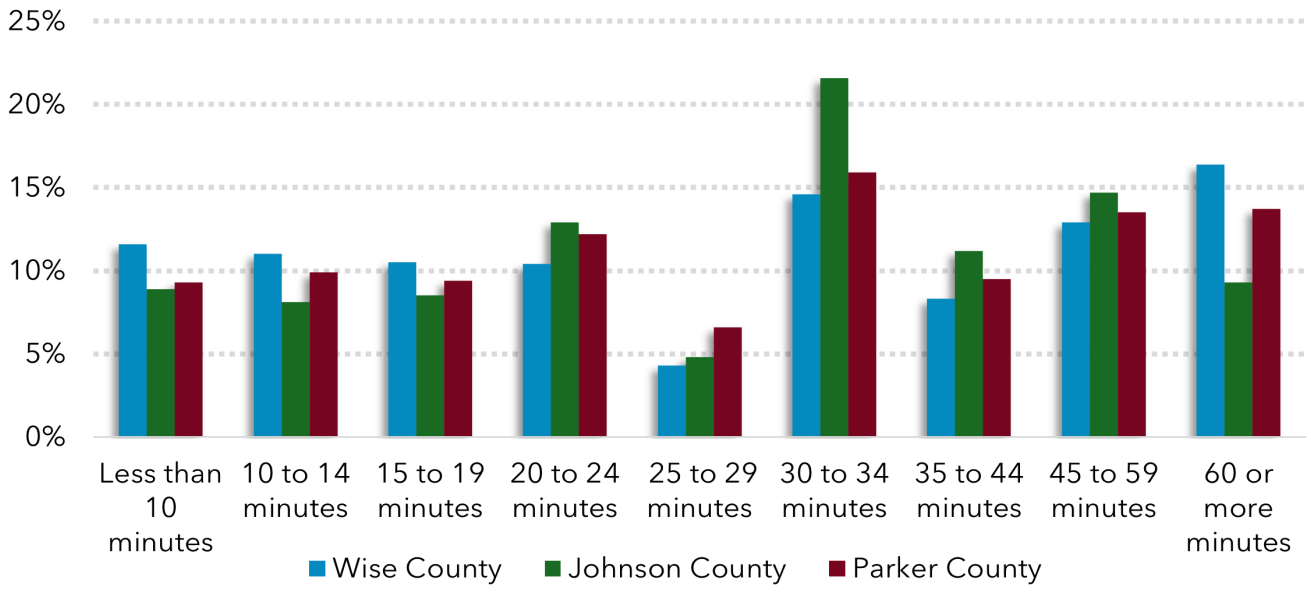
Figure 21 reveals that the dominant mode of transportation in Wise County is driving; 76.92% of Wise County residents drove to work alone, slightly higher than the state average of 73.20%. When combined with carpooling, over 88% used a vehicle. Less than 2% of all trips involved transit, walking or biking. Nearly 10% of Wise County residents worked from home, which is higher than all non-auto modes combined.

Figure 22 shows that 16.4% of Wise County residents had a travel time to work of more than 60 minutes, which is double the state average of 8.2%. This is high compared to other counties in the region such as Parker County (13.7%) and Johnson County (9.3%). The average commute time in Wise County is 33.9 minutes, longer than both Parker and Johnson Counties which have an average commute time of 32.4 and 31.3 minutes, respectively.

Transit Service

Texoma Area Paratransit System (TAPS) is the only agency that provides a transit service in Wise County. The agency's service is available to residents in six North Texas counties: Clay, Cooke, Fannie, Grayson, Montague and Wise. The Get-a-Ride service is a shared-ride, on-demand, curb-to-curb transit service, in which users must schedule the service at least 48 hours in advance. Passengers are charged according to their age group and travel distance. In 2023, TAPS had 34,316 unlinked passenger trips, up 3.3% from the previous year.

Figure 22. Travel Time to Work in Wise County



Source: U.S. Census Bureau, 2023 ACS 5-Year Estimate, Table S0801

Traffic Volumes

Cordon Analysis

As shown in Map 10 on page 34, cordon counts illustrate traffic flows moving in and out of Wise County to adjacent counties. Flows show a relatively equal balance between inbound and outbound flows along all boundaries and roadway cordons.

Key observations include:

- Most of the traffic movement occurs in the southeast and northwest areas of the County
  - Secondary movements occur along the eastern border
  - The western and southwestern areas have the lowest traffic inflows/outflows
- Directional travel along major roadways is generally well balanced
  - US 287 and SH 114 east of Rhome have the highest observed traffic volumes
- SH 199, FM 51 north of Decatur, and US 380 west of Bridgeport have the lowest observed traffic volumes

Observed Traffic Counts

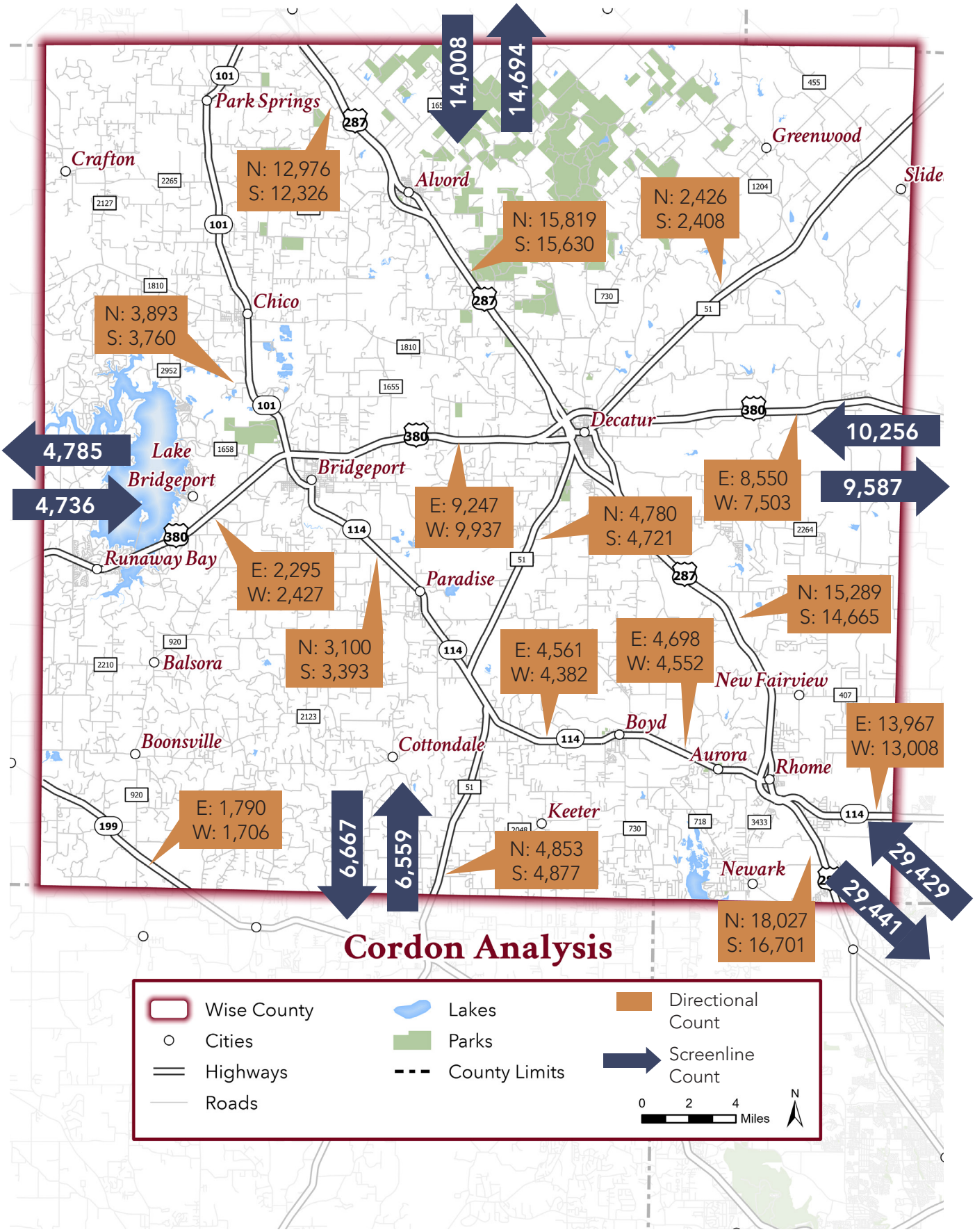
In order to predict where traffic volumes will grow in the future, the project team utilized observed historical traffic counts as well as a traffic model data from NCTCOG.

Map 11 on page 35 shows total observed traffic counts at key locations along with the CAGR along key corridors. This historical data, can indicate where the highest growth areas may be in the future if the rate of growth continues.

Key observatiosn include:

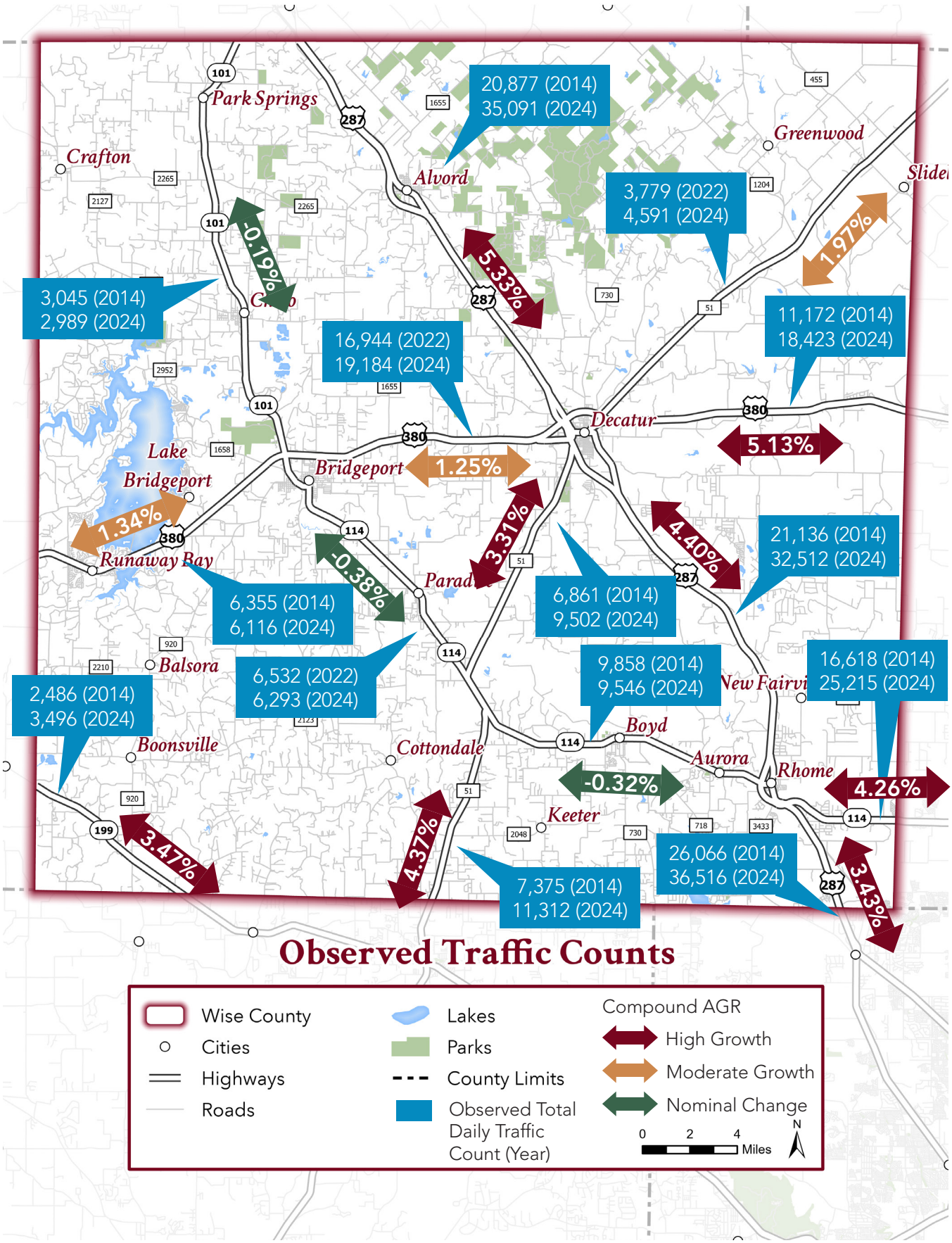
- SH 114 shows nominal growth over the past 10 years west of Rhome
- US 287 shows some of the highest increases in traffic volume over the past 10 years, especially north of Decatur
- US 380 east of Decatur shows some of the highest increases in traffic
- FM 51 has consistently high levels of increased traffic in all sections in Wise County
- US 380 traffic volume increases are noticeably smaller west of Decatur
- SH 199 also shows increases in demand over the past decade





Map 10. Cordon Analysis

Source: Texas Traffic County Database System



Map 11. Observed Traffic Volumes

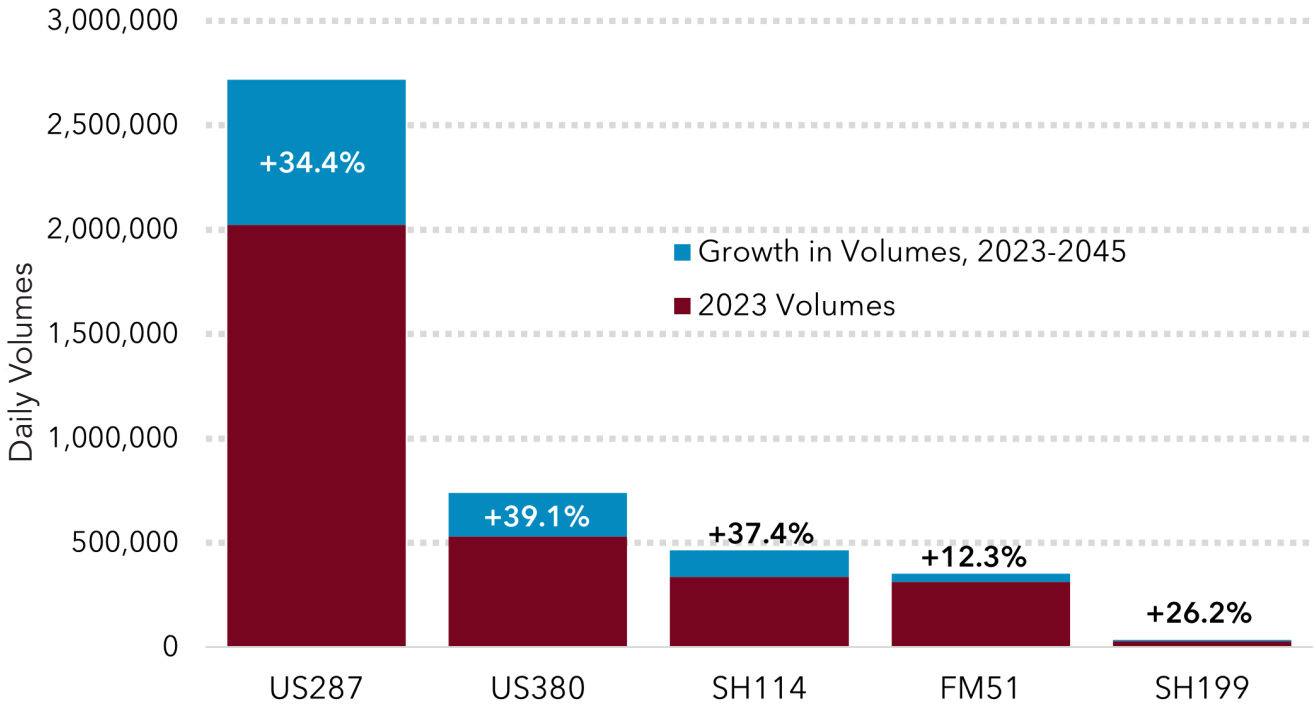
Source: Texas Traffic County Database System

Modeled Volumes

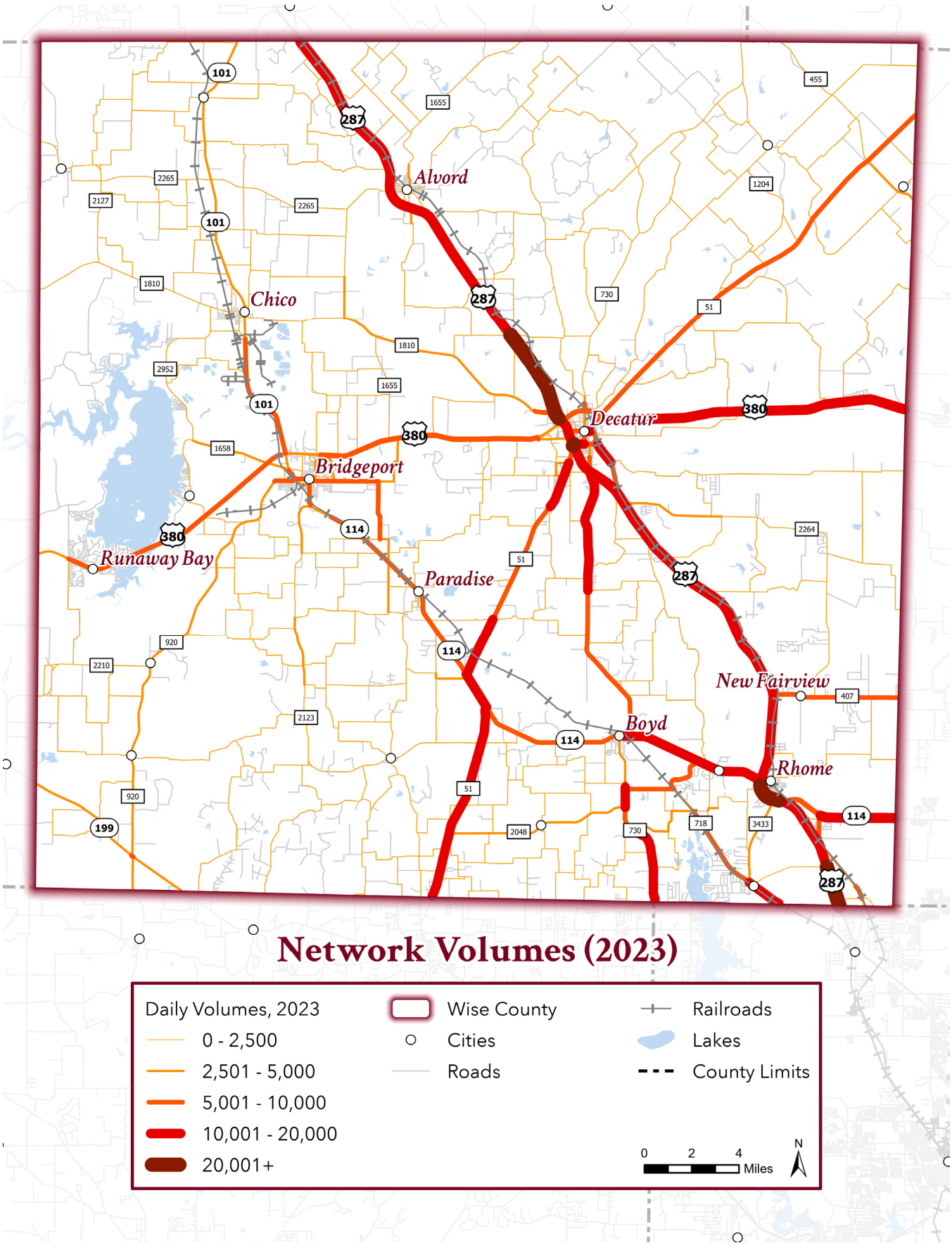
The Wise County roadway network was also analyzed using the NCTCOG Regional Model to assess forecast demand from 2023 to 2045. Forecasts show increased demand along US 287, SH 114, and US 380, as well as the general roadway network in the southeastern area of the County.

Figure 23 lists corridors with the highest volumes in 2023 and their projected growth in volumes in 2045. These findings are illustrated on Map 12 and Map 13 on the following pages.

Figure 23. Projected Growth in Volumes (2023 - 2045)

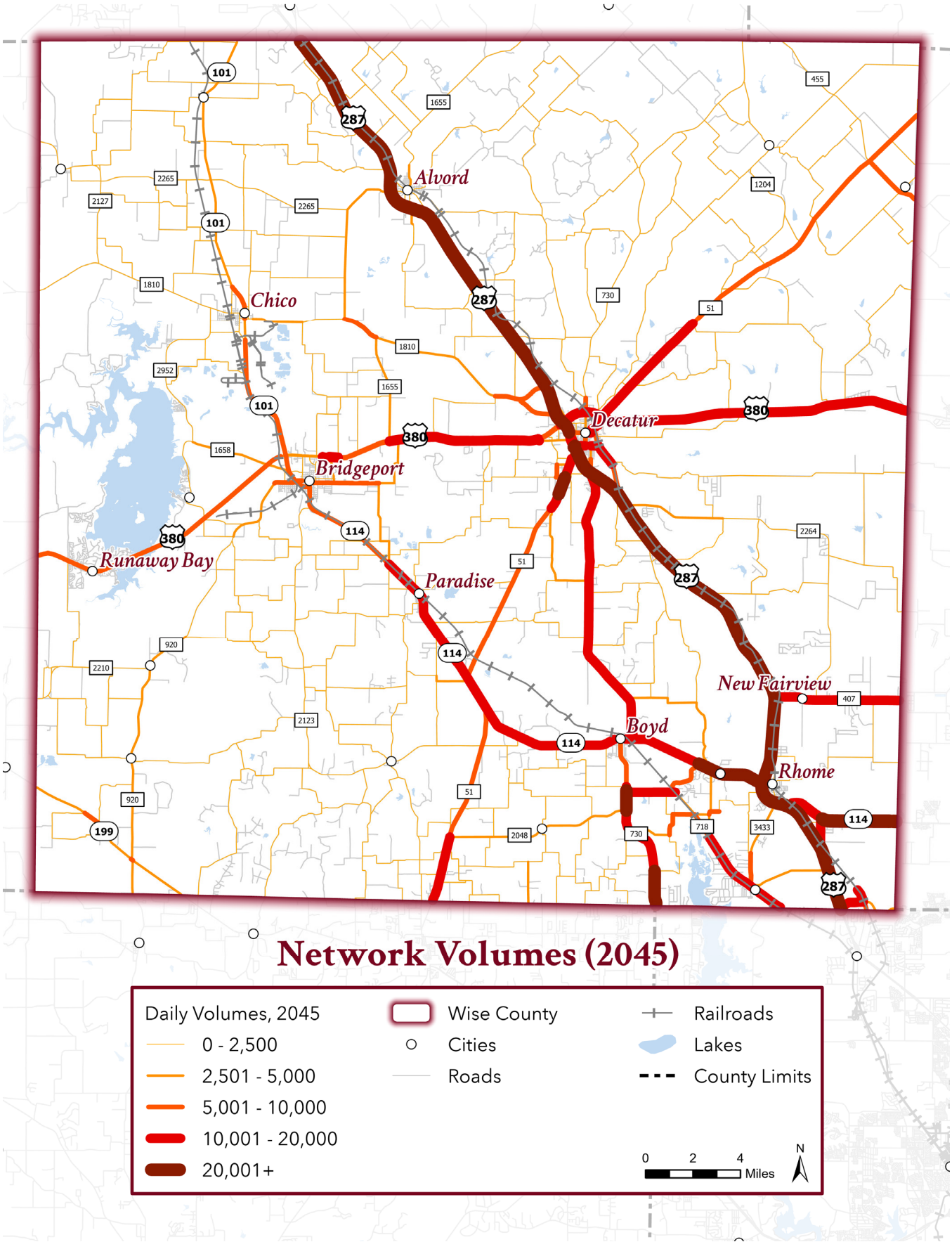


Source: NCTCOG



Map 12. Daily Traffic Volumes (2023)

Source: NCTCOG



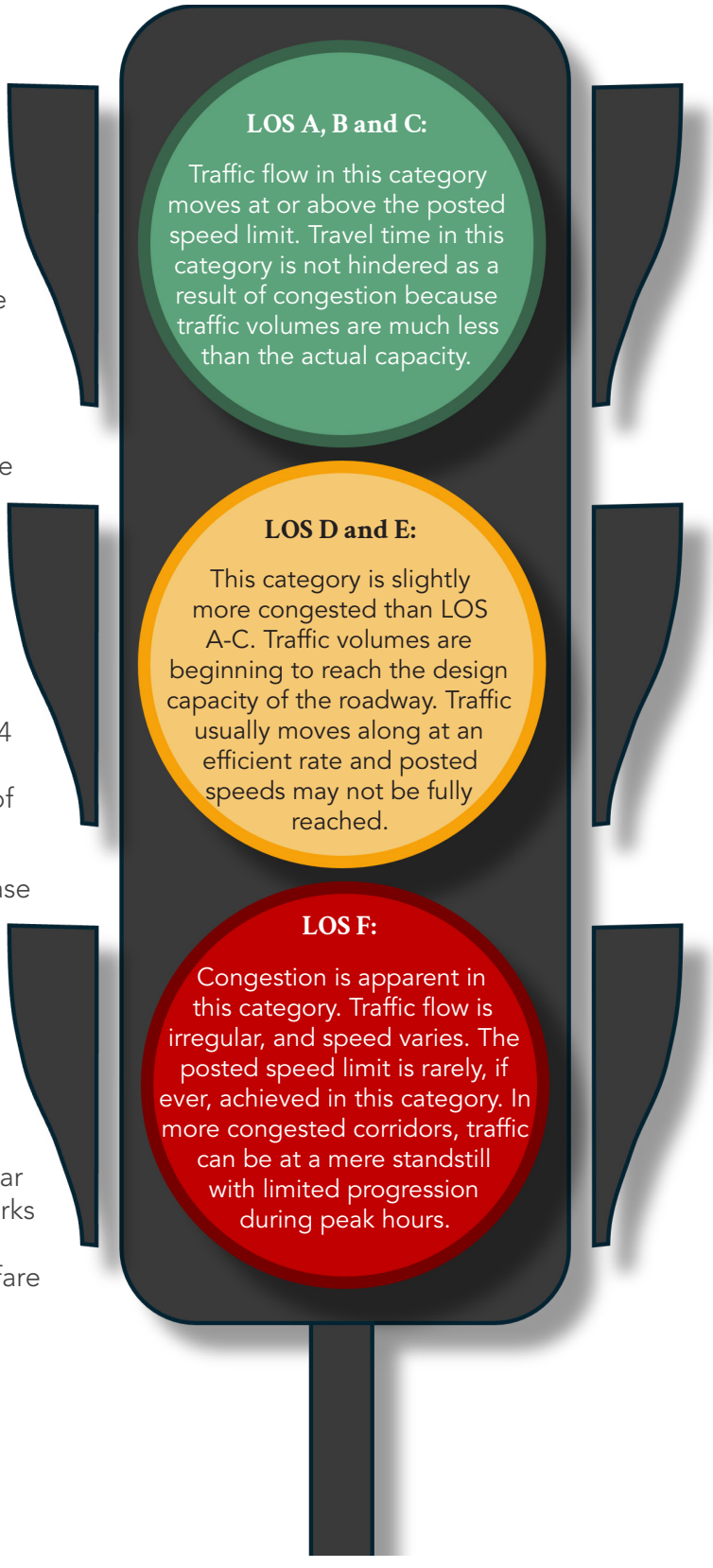
Map 13. Projected Daily Traffic Volumes (2045)

Source: NCTCOG

Level of Service

Level of Service (LOS) is a performance measure used to evaluate the function and flow of traffic through a roadway network. LOS is a measure of congestion expressed as the volume-to-capacity ratio of a roadway. Volumes represent an estimated number of vehicles observed on a road segment, while capacity is the maximum number of vehicles a roadway was designed to accommodate within that segment. Traffic operational performance is based on an LOS grading scale of A through F, with A referring to free-flow traffic conditions and F representing severely congested facilities. The closer a roadway's volumes are to equaling or exceeding their capacity, the lower the LOS will be (D-F). Figure 24 describes the operational conditions for each LOS grade.

Figure 24. Level of Service Grades

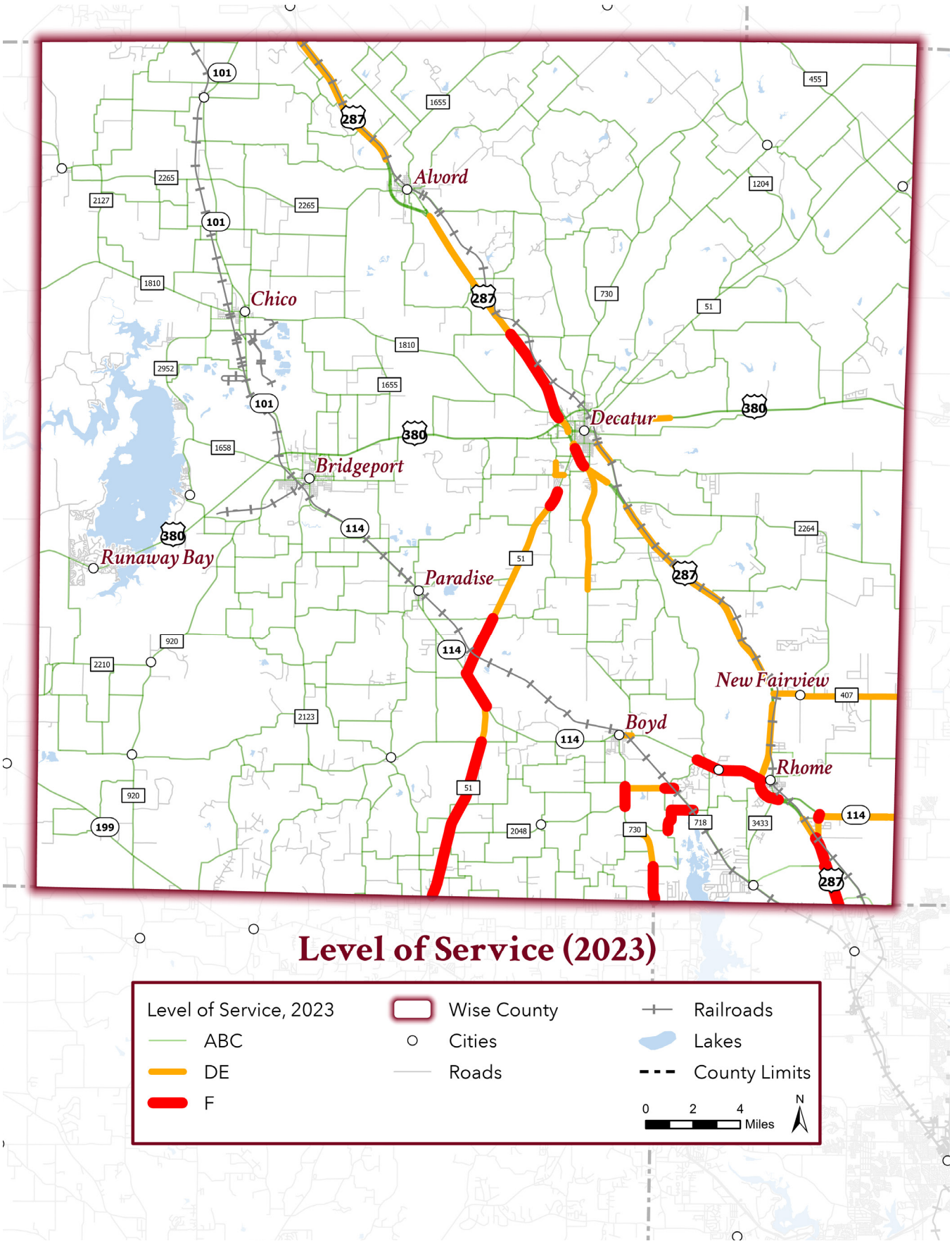


Congestion in Wise County

In 2023, the most congested areas were in the southeastern part of the County, most notably on FM 51 south and around the SH 114 intersection. Congestion is also present on US 287 and is severe north of Decatur and south of Rhome.

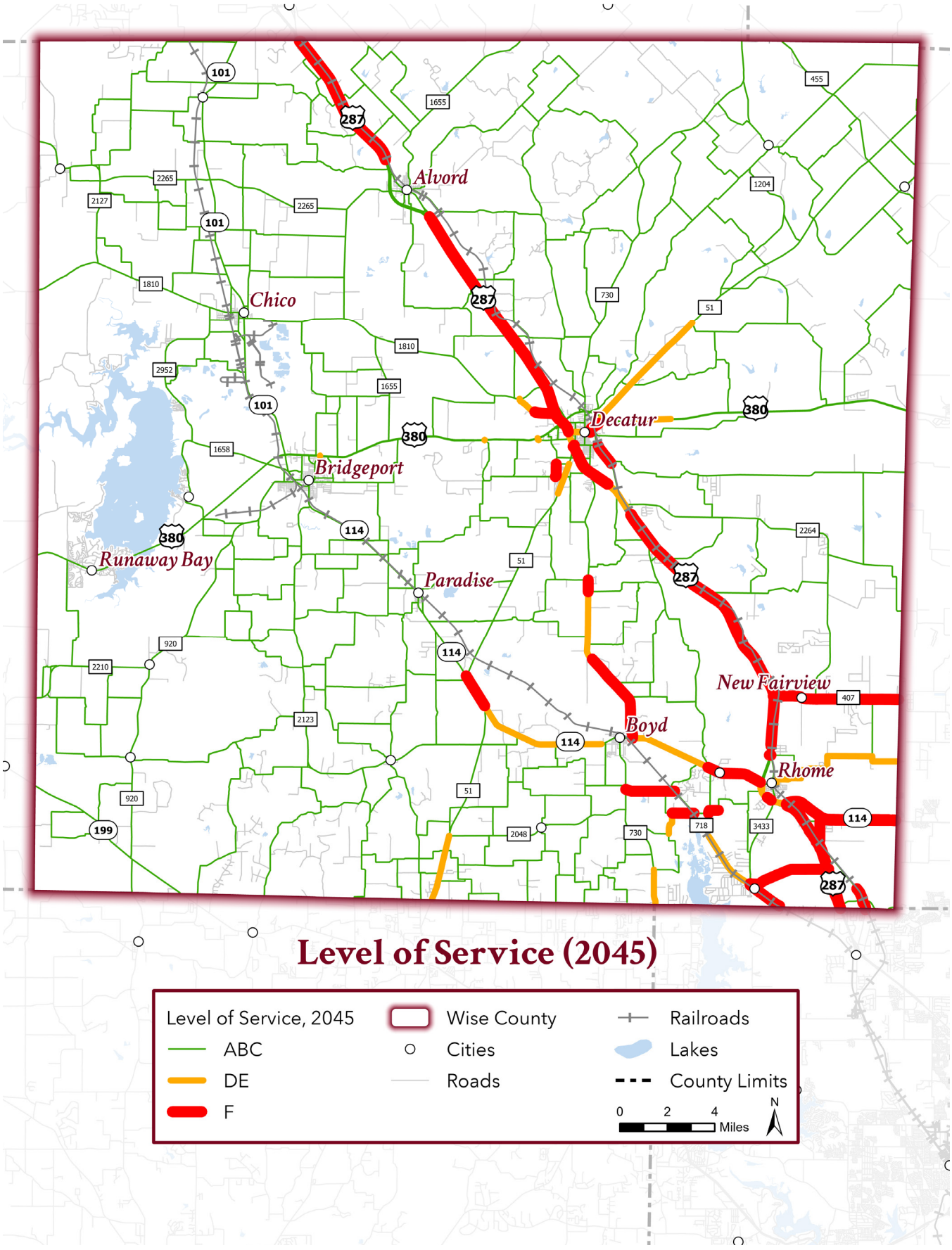
By 2045, the congestion is forecasted to increase with almost all of US 287 and roadways in the southeastern portion of the County showing severe levels of congestion. Some of the roadways include, but are not limited to, SH 114, FM 718, FM 4668 and FM 4659. US 380 is not congested in either model year.

Map 14 and Map 15 on the following pages illustrate the LOS on the existing 2023 base year and 2045 forecast horizon year roadway networks for Wise County. The network shown with the LOS does not include the proposed thoroughfare network and recommended projects.



Map 14. Level of Service (2023)

Source: NCTCOG



Map 15. Projected Level of Service (2045)

Source: NCTCOG

Crash Analysis

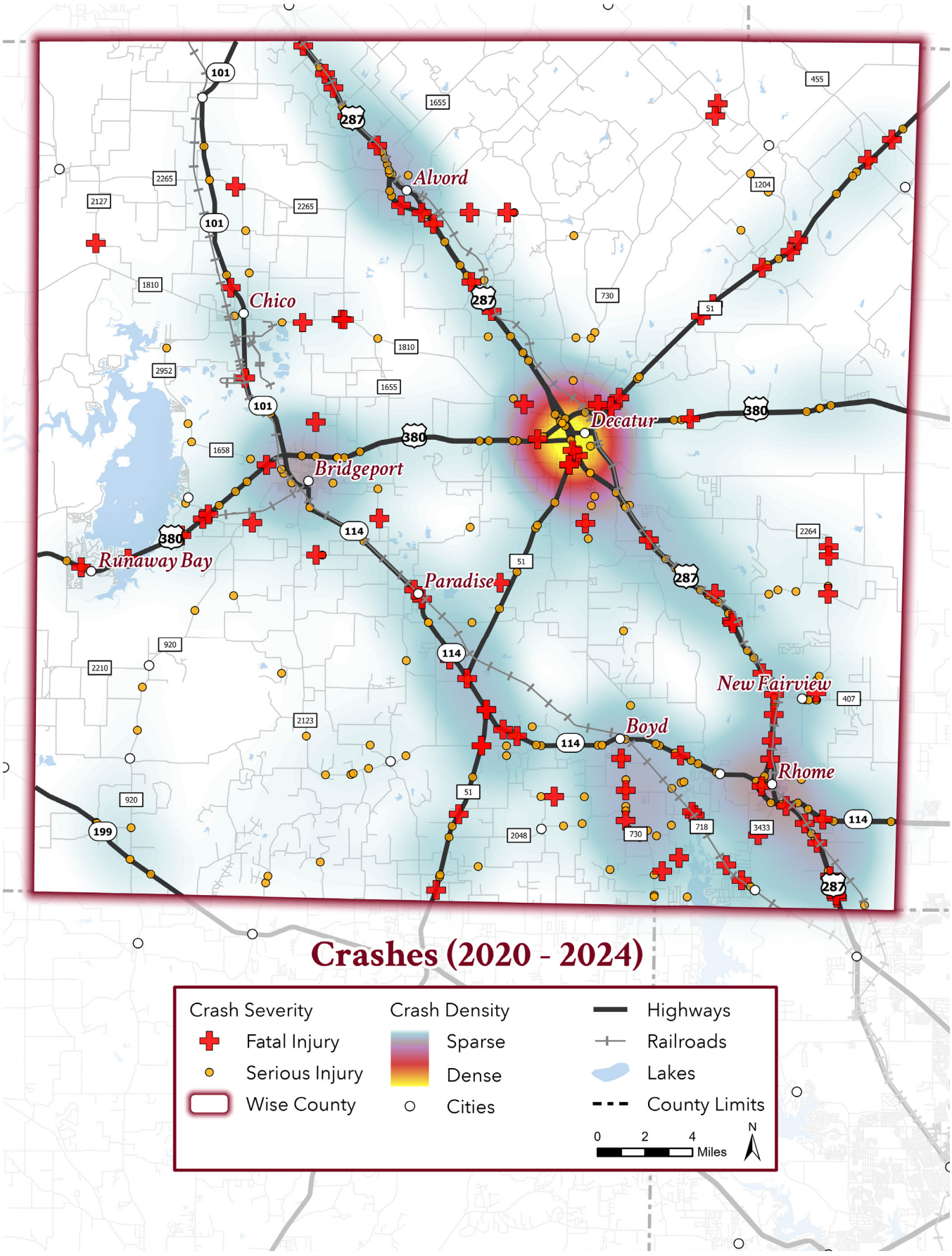
Roadway safety considerations are essential in transportation planning to reduce the risk of crashes, injuries and fatalities for all road users, including drivers, pedestrians and cyclists. Prioritizing safety helps ensure that new and existing roadways support efficient travel while minimizing public health and emergency response burdens.

Accidents also impose substantial costs on the community and its residents. According to the U.S. Department of Transportation (USDOT), in 2024, the average total cost to society of a fatality crash was $13.7 million, critical injuries were $8,124,100, severe injuries were $3,644,200, and moderate injuries were $643,900. Minor injuries were $41,100. While insurance companies and the people involved absorb the majority of these costs, the community pays much of them indirectly through higher insurance premiums, increased property and income taxes, and other additional fees.

Crashes in Wise County

An analysis of traffic accidents was conducted using the TxDOT Crash Records Information System (CRIS). The analysis shows Wise County recorded 5,881 crashes in the five-year period of 2020 through 2024. Map 16 on page 43 shows the density of all crashes across Wise County during this period as well as the locations of fatal and serious injury crashes. The majority of fatal accidents and crashes are along US 287, with the densest cluster in the City of Decatur. Areas surrounding the cities of Boyd, New Fairvew, and Rhome have a higher concentration of fatal crashes than anywhere else in the County, including Decatur.





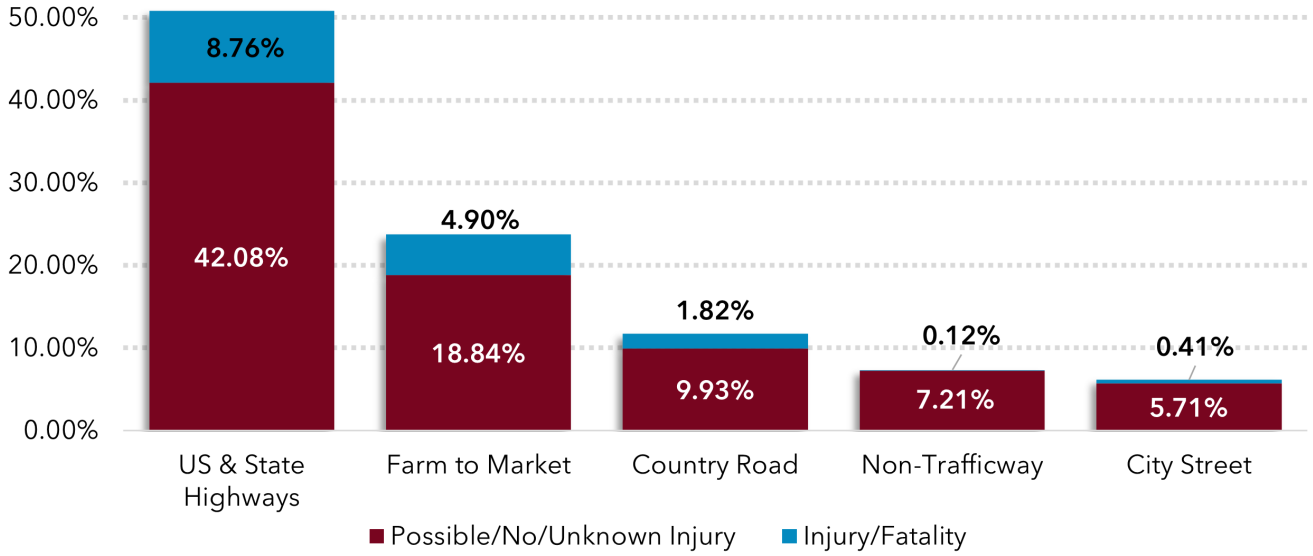
Map 16. Crashes (2020 - 2024)

Source: TxDOT CRIS

Crashes by Roadway Class

Figure 25 on page 44 suggests that most crashes in Wise County occur along U.S. and state highways and Farm to Market (FM) roads. Crash rates were calculated for these road classes to compare the number of crashes per 100 million vehicle-miles traveled in Wise County to that of Texas.

Figure 25. Severity of Injury in Vehicle Crashes by Roadway Class



Source: TxDOT CRIS

As shown in Figure 26 and Figure 27, U.S. highways in Wise County have lower crash rates than in the State of Texas in both urban and rural areas. Crashes on State Highways occur more frequently in rural areas in Wise County compared to the state. Crash rates on FM roads are higher in urban and rural areas of Wise County than Texas as a whole.

Specific roads with high rates of crashes compared to traffic volumes were identified during the crash analysis. Those locations included, but are not limited to: FM 2264, FM 51, SH 114, FM 718 and FM 1655.

Figure 26. Rural Crash Rate Comparison

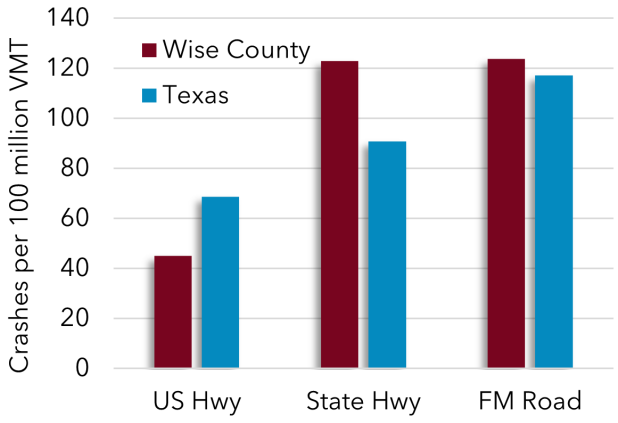
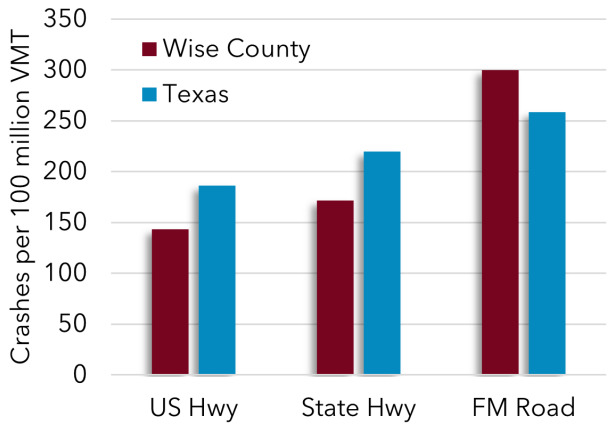


Figure 27. Urban Crash Rate Comparison



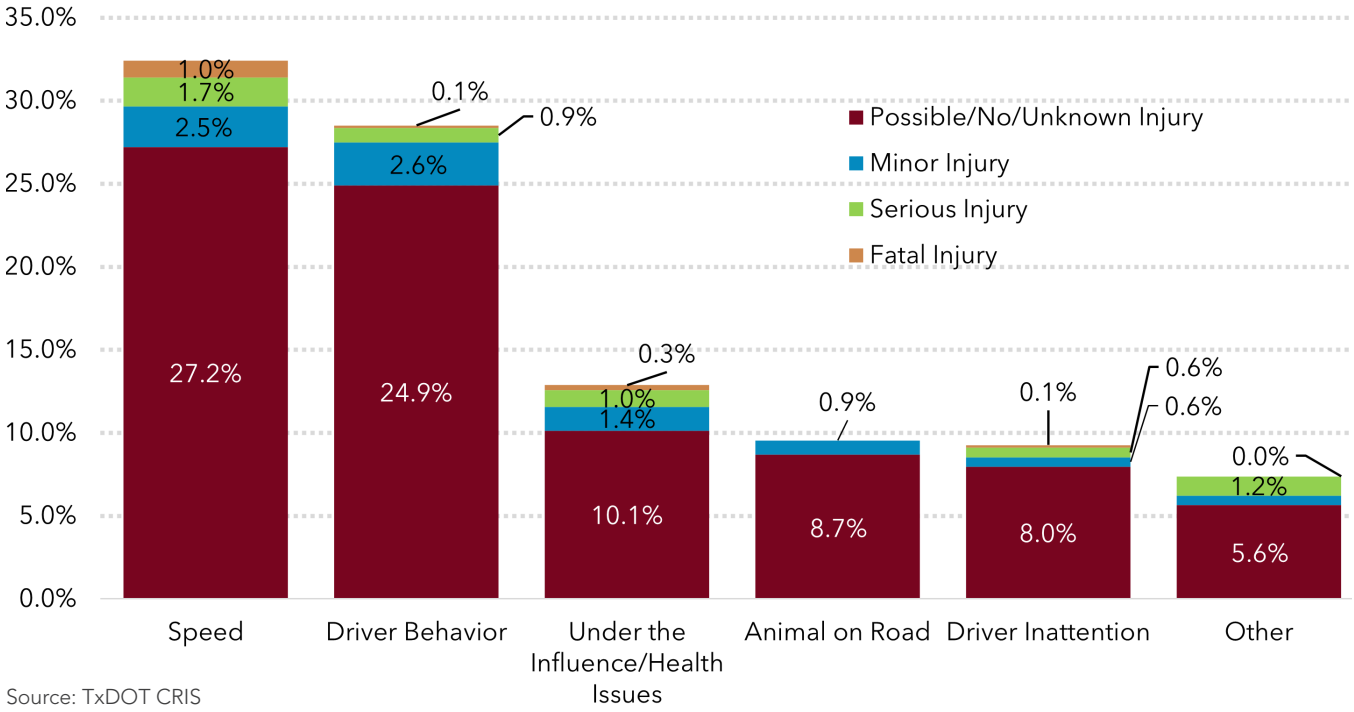
Contributing Factors

Figure 28 presents contributing factors in vehicle crashes categorized by their severity of injury.

Speeding was the most common contributing factor, responsible for over 30% of all crashes in Wise County. Driver behavior was the second most common factor – this includes any actions and decisions made by the driver that deviate from safe driving practices. Examples include, but are not limited to, failing to stop or disregarding a stop sign or a traffic light, making an improper or unsafe turn, and driving in the wrong way or on the wrong side of the roadway. These types of crashes account for nearly 29% of all crashes in Wise County, regardless of severity.

Animals on the road were a significant contributing factor to crashes, responsible for 6.4% of all crashes in Wise County, while driving under the influence/health issues contributed to 5.8% of all crashes.

Figure 28. Contributing Factors in Vehicle Crashes

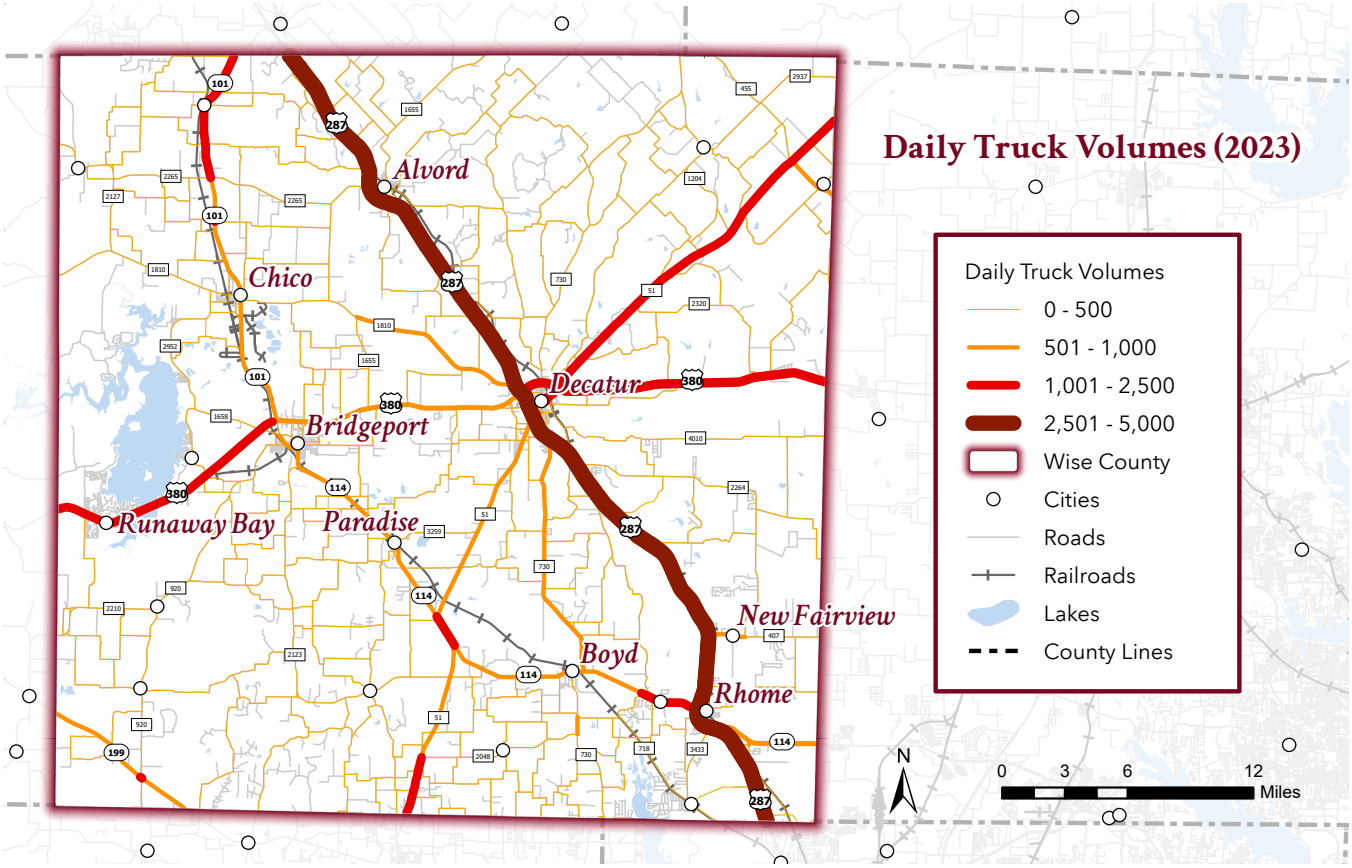


Source: TxDOT CRIS

Freight Transportation

Trucking

Designated national and state truck routes are US 380, SH 114. SH 101, SH 199 and FM 51. Trucking and intermodal freight corridors are prevalent throughout Wise County. Truck volumes are highest along the entire length of US 287 through the County and on US 380 east of Decatur and west of Bridgeport, as shown in Map 17.



Map 17. Truck Volumes in Wise County (2023)

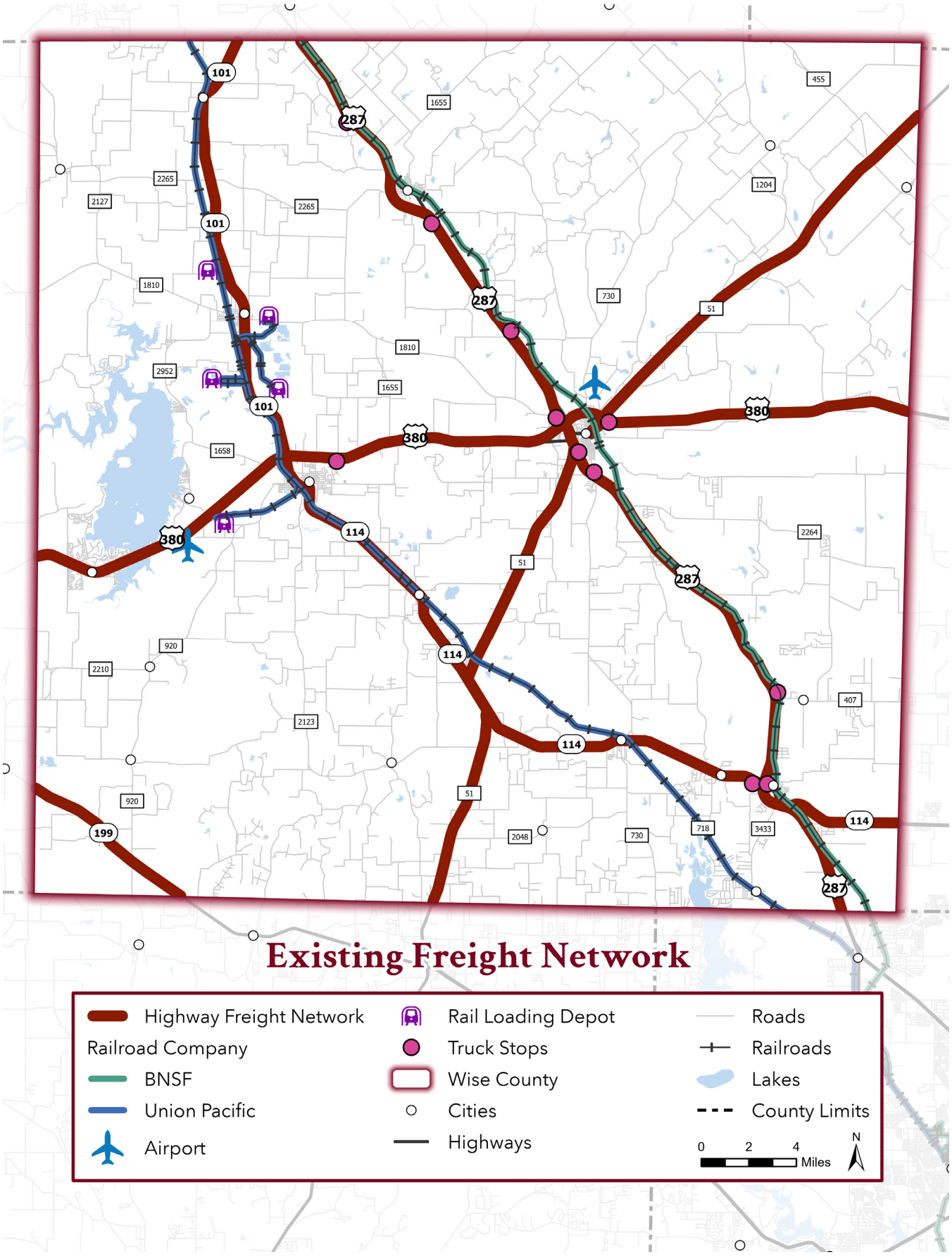
Source: NCTCOG

Freight Rail

Union Pacific (UP) and BNSF are the railways operating in Wise County (Map 18 on page 47). BNSF operates one north-south line going from Tarrant County to Montague County. Union Pacific (UP) has one major north-south line with five small offshoots, one heading west from Bridgeport and four offshoots around Cinco, which service the quarries in the area. Each offshoot has a rail loading depot.

Aviation

Wise County is home to two municipal airports, Decatur Municipal Airport and Bridgeport Municipal Airport KXBP. Decatur Municipal Airport was the first airport in the State of Texas, founded in 1915.

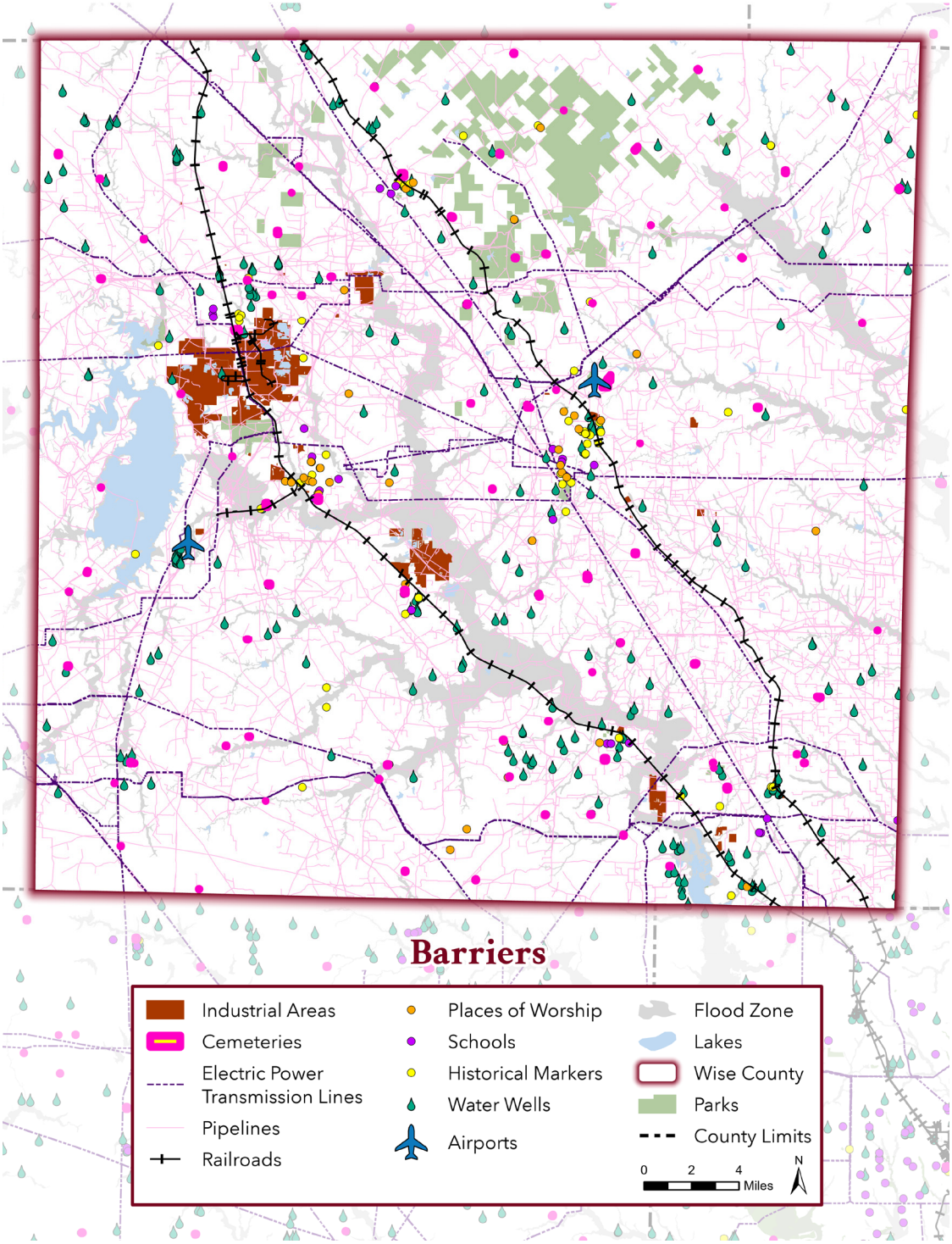


Map 18. Freight Transportation

Source: TxDOT, NCTCOG

Barriers to Development

When developing thoroughfare networks, the built and natural environments often dictate where adequate road networks can be built at the lowest cost. Map 19 reveals known barriers to roadway development in Wise County. Other barriers, such as schools, also pose barriers but are usually easier to accommodate through changes in roadway alignment, design and/or negotiations with landowners.



Map 19. Barriers to Development

Natural Features

The natural features of Wise County, such as its lakes, rivers, and grasslands, are highly valued by residents for their environmental and recreational benefits. However, these same features can present challenges to the development of a comprehensive transportation network. Major water bodies, particularly Lake Bridgeport, act as substantial physical barriers that often require time-consuming environmental reviews and expensive bridgework.

Flood Zones

Flood-prone areas, shown in gray on the map, pose a major challenge to thoroughfare development in Wise County. These zones are especially prominent in the central and southern regions. Constructing roadways in or near flood zones is costly due to required drainage infrastructure and environmental review. Once constructed, roadways may be subjected to flooding and washouts, leading to rehabilitation or full reconstruction.

LBJ National Grass Land

The LBJ National Grassland, located in northern Wise County and southern Montague County, is a federally managed area under the U.S. Forest Service that provides public land for recreation, wildlife habitat and conservation. As a national grassland, it is protected under federal law, which limits certain types of development and requires environmental reviews and permitting for infrastructure projects, including road construction. These protections help preserve native ecosystems, prevent erosion and maintain the area's ecological and recreational value.

However, these same protections present significant challenges for transportation planning. Building or expanding roadways through the grassland involves complex environmental assessments, public input and coordination with federal agencies. Construction, reconstruction, or maintenance of roads within National Forests and Grasslands requires written authorization from the Forest Service.

Industrial Land Use

Industrial areas, highlighted in dark red on the map, present another critical barrier. Large industrial land uses near Bridgeport, Chico, and Decatur restrict the development, realignment, or expansion of roadways. Roads cannot easily be cut through or rerouted around these active industrial sites.

Utilities and Wells

Electric power transmission corridors, shown in orange, cut across many parts of Wise County and create additional potential barriers for network development. These high-voltage lines require safety clearances and typically restrict nearby development. Pipelines can also potentially be a major barrier to network development. The purpose and sizing of pipelines may be difficult for new roadways to traverse, while pumping stations and tank facilities cannot be easily moved without great expense.

Active oil and gas wells pose a barrier to network development, as their relocation would cost millions of dollars. There are hundreds of active oil and gas wells in Wise County, and they require a minimum 200-foot buffer to be built around them.

Cemeteries & Places of Worship

Cemeteries (dark blue) and places of worship (orange) are culturally sensitive and often legally protected sites that limit development. These features are particularly concentrated in and around Decatur and Bridgeport.

03

Public and Stakeholder Engagement

Engagement Efforts

Throughout the development of the Plan, Wise County and the project team actively engaged with the public and a wide range of key stakeholders to better understand local transportation concerns, needs and priorities. Engaging a broad range of voices fosters trust, promotes transparency, and supports more informed, effective decision-making.

The project team coordinated with Wise County staff and the Commissioners Court to create a Project Steering Committee, conduct stakeholder and developer interviews and hold Town Hall public meetings. Additionally, the project team met with Wise County staff at regular intervals in coordination meetings to review current progress and interim deliverables. Figure 29 summarizes all engagement efforts that were conducted during the Plan development process.

Materials presented and feedback receive from teh engagement efforts can be viewed in Appendix A.

Figure 29. Summary of Engagement Efforts

Meeting	Date	Location
Commissioners Court Input Session	April 17, 2025	Decatur
	April 29, 2025	Decatur
Project Coordination Meetings	July 2, 2025	Virtual
	July 24, 2025	Virtual
	August 6, 2025	Virtual
	September 25, 2025	Virtual
Stakeholder Interviews	April 29, 2025	Decatur
Developers Roundtable	April 29, 2025	Decatur
	November 6, 2025	Decatur
Project Steering Committee Meetings	May 14, 2025	Decatur
	October 8, 2025	Decatur
	January 21, 2026	Virtual
Town Hall Meetings	May 14, 2025	Boyd
	November 6, 2025	Decatur
Plan Adoption	March 9, 2026	Decatur

Stakeholder Input

Commissioners Court

The Wise County Commissioners Court provided oversight and guidance throughout the process and was regularly updated on project milestones and feedback from stakeholders and the public.

The Court and the County Engineer also met with the project team in the early stages of planning to provide input on key decisions and/or considerations in the development of the Plan. With over 25,000 new homes planned, the Court emphasized the need for a countywide plan that guides future development, prioritizes safety, protects sensitive areas, and promotes collaboration with key stakeholders. Strengthening developer contributions and educating the public on infrastructure needs were highlighted as priorities.









Project Steering Committee

The Wise County Thoroughfare Plan Project Steering Committee was established to offer guidance on key issues and needs, help shape the plan's goals and objectives, and review materials at important milestones throughout the planning process.

The appointed members included representatives from the cities of Aurora, Boyd, Bridgeport, Decatur, New Fairview, Paradise and Rhome, as well as representatives from Wise County and TxDOT.

The County held three workshops with the Project Steering Committee at three different stages of the planning process to:

1. Provide input on existing conditions; key issues and needs; and the development of the Plan's vision, goals and objectives

2. Review the initial draft of the Plan map and analyze performance criteria for project prioritization.

3. Review the final draft of the Plan map and final report, and provide recommendation to adopt the Wise County Thoroughfare Plan to the Commissioners Court.

Stakeholder Interviews

Input from stakeholders is essential to thoroughfare planning, as it brings valuable insights from local leaders and ensures the plan reflects the varied needs of the community.

Stakeholder interviews were held in the Decatur Conference Center on April 29, 2025, where each stakeholder met with the project team for an individual 30-minute interview. Those in attendance included city and county leadership, independent school district (ISD) officials, county law enforcement and emergency services, chamber of commerce members and TxDOT staff.

Developers Roundtable

The Commissioners Court requested a special stakeholders meeting with developers to ensure their participation in the Plan development process. Consequently, Wise County convened a "Developers Roundtable" as part of their engagement effort. The first meeting provided a forum to discuss timing and scale of proposed developments as well as roadway construction associated with new development. The second meeting gave the developers the platform to provide feedback on the proposed Plan map.





Public Input

The public plays a crucial role in the thoroughfare planning process, providing communities opportunities to ensure that network development reflects their desires and concerns. Input from residents and workers helps identify safety concerns, access issues, and future travel demands that technical analysis alone may not capture.

Town Hall #1

The first Town Hall meeting was held on May 14, 2025 at the Boyd Community Center, and was attended by citizens from Alvord, Aurora, Azle, Boyd, Decatur, Denton, Newark, Paradise and Rhome. The Town Hall meeting featured a presentation outlining the thoroughfare planning process and existing conditions. After the presentation, attendees participated in interactive small group discussions, where they had the opportunity to speak with the project team, provide feedback, and annotate maps to identify concerns and needs.

The Town Hall also featured an opinion board, an opportunity for the meeting attendees to vote on the most important transportation issues and needs, but also share insights on non-transportation-related questions. Figure 30 shows the results of the voting exercise.

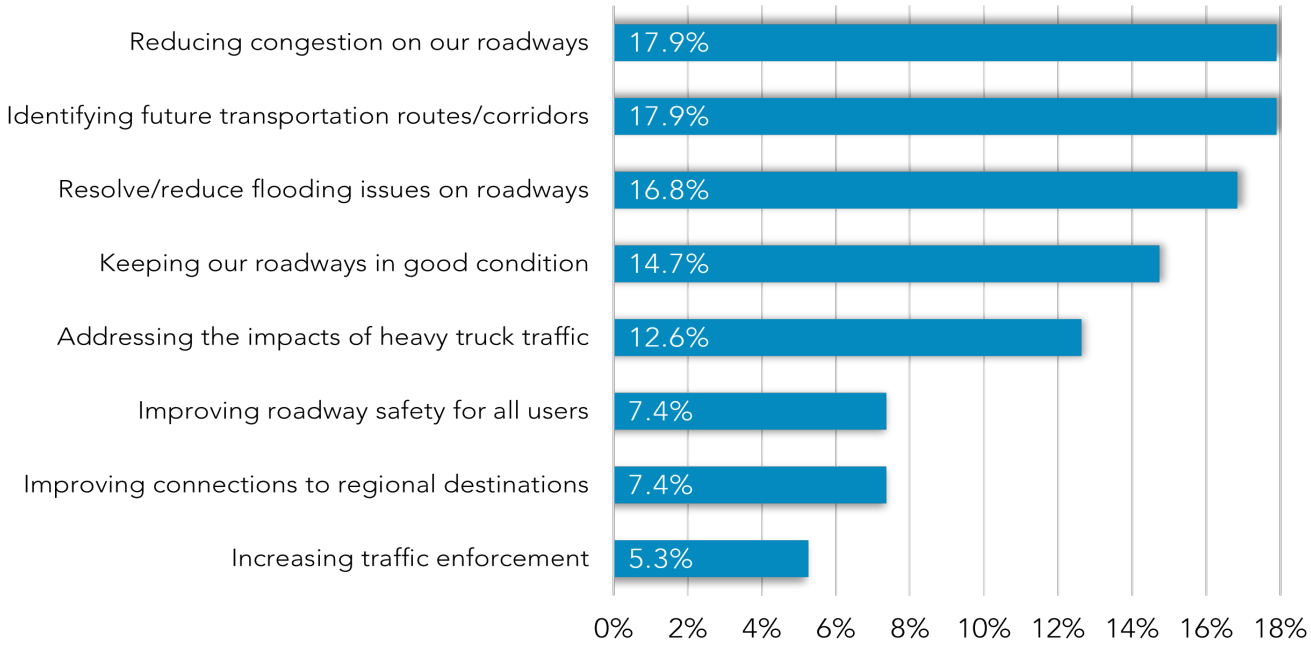


Attendees also provided guidance on expected outcomes from the Plan.

These included:

- Improving east-west mobility across the County, as current routes are limited and often congested
- Reducing overall traffic congestion, especially along US 287, SH 114 and FM 51
- Limiting large traffic in residential and high-traffic areas to improve safety and reduce road wear
- Ensuring that growth does not outpace the County's transportation capacity

Figure 30. The Most Important Transportation Topics - Public Input Voting Summary





Town Hall #2

Town Hall #2 was held on November 6, 2025, in Decatur and was well attended by residents, developers, business owners and representatives from Wise County. During the second Town Hall, the attendees were able to view the detailed analysis that went into the Plan development and the prioritization process, and provide final feedback on the draft Plan map, and the 16 projects prioritized into Tier I, Tier II and Tier III categories.

The public generally shared positive feedback on the draft and prioritized projects. A couple of minor changes were proposed, which were subsequently addressed in the final Plan map draft.





Identified Issues and Needs

Drawing from data analysis and input from the public and stakeholders, Wise County identified key issues and needs that helped guide the Plan development. A map showing these identified issues and needs is shown on Map 20 on page 57.

Safety

In Wise County, stakeholders identified intersections as a major safety concern, especially where lower-speed county roads connect at-grade to high-speed highways such as US 287, SH 114, and US 380. Misaligned geometry, lack of traffic signals, inadequate signage and high-traffic volumes have the potential to create unsafe driving conditions.



Network Connectivity

One of the main issues affecting mobility in Wise County is the lack of continuous east-west and north-south major roadways. This deficiency limits route choice for residents and increases congestion on the existing major corridors and adjacent connecting roadways.

Heavy Truck Traffic

Heavy truck traffic is a widespread concern in Wise County, particularly with trucks hauling aggregate material from the quarries near Chico southwest to central DFW. During public meetings, attendees noted concerns with flying rocks from these trucks hitting passing vehicles and unwanted cut through traffic on local roads.

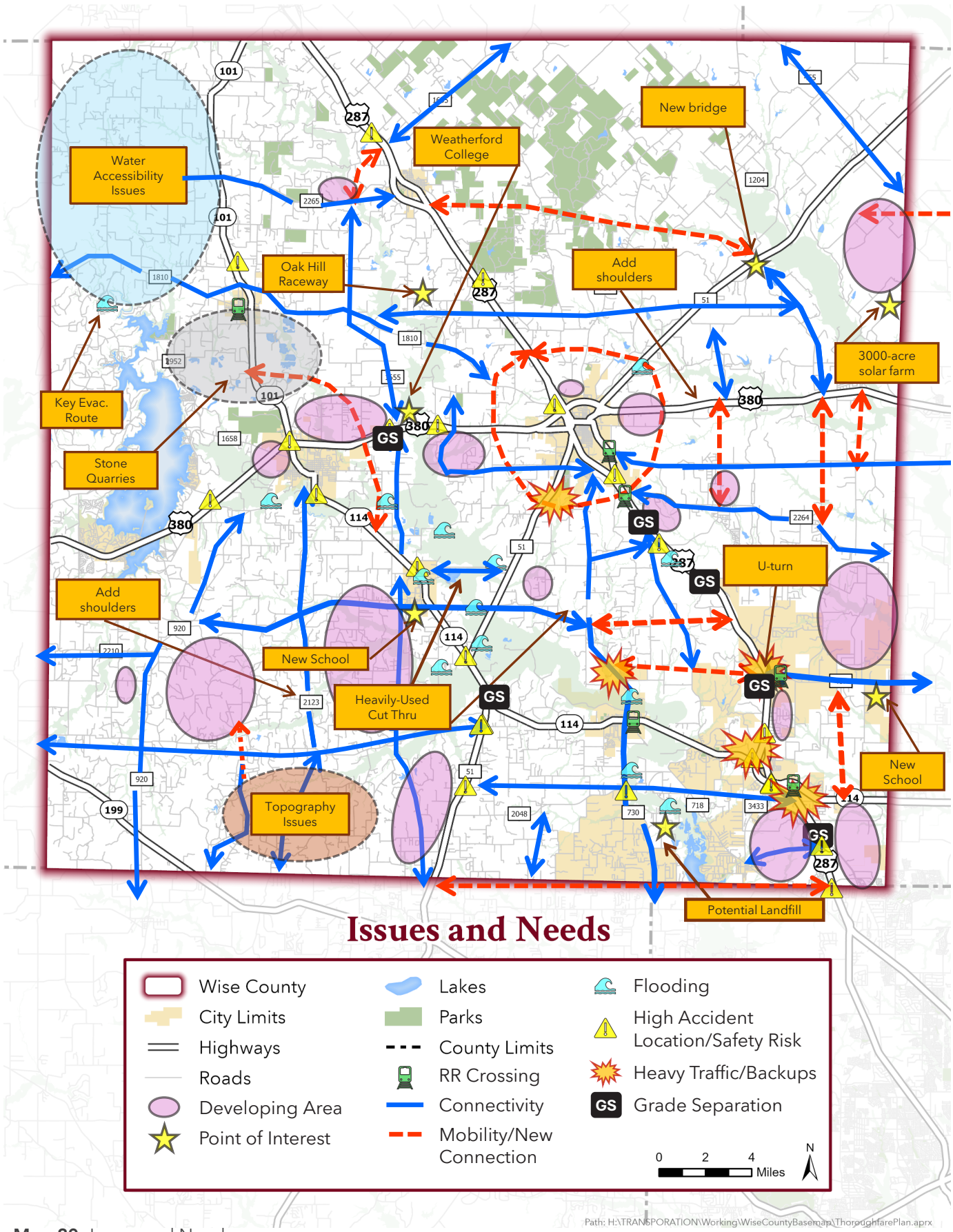
Frequent Flooding

Flooding presents a significant challenge to transportation and thoroughfare planning in Wise County. Many low-lying roadways flood regularly during heavy rain, cutting off access and forcing drivers to take detours. These closures disrupt daily travel and destroy flooded roadway surface and subgrade. Most importantly, closures due to flooding impact emergency response times and put the general public at risk. As growth continues, planning for flood-resilient infrastructure and reliable alternate routes will be critical to maintaining mobility and safety.

Forecasted Growth

Wise County is expected to experience significant population growth, with approximately 28,000 new households currently planned or under construction. Using the average household size in Wise County of 2.9 persons, this translates to an influx of roughly 81,200 new residents. Much of this growth is occurring through Municipal Utility Districts (MUDs) and Planned Unit Developments (PUDs), which are often located outside of established municipal boundaries and may not be subject to the same development standards or oversight. The scale of the projected growth highlights the critical need for proactive and comprehensive transportation planning to meet future demand.





Map 20. Issues and Needs

04 Thoroughfare Network Development

Development Process

The development of the thoroughfare network for Wise County followed a comprehensive, multi-step process that balanced existing conditions, coordination with local and regional partners, agency initiatives, and long-term transportation needs. The following guiding principles shaped the thoroughfare alignments:

Maximize Use of Existing Right-of-Way

Where feasible, the plan prioritizes alignments that utilize existing public rights-of-way to reduce acquisition costs, minimize disruption to adjacent properties, and streamline implementation. This includes aligning with current roadways, section/parcel lines, utility corridors, or other public easements.

Establish a Network of North-South and East-West Connections

The plan emphasizes the creation of a connected roadway network by identifying new or upgraded parallel routes that complement the existing north-south and east-west corridors. This approach improves regional mobility, helps distribute traffic more evenly, reduces reliance on heavily traveled routes, encourages the separation of local and regional traffic, and provides redundancy in the transportation system.

Support Planned and Anticipated Development

Thoroughfare alignments are evaluated against future land use plans and known development activity to ensure the network supports orderly growth. Alignments are coordinated with development trends to serve future travel demand, provide appropriate access, and preserve connectivity across jurisdictional boundaries.

Consider Floodplains Constraints

The plan avoids floodplains where possible to limit environmental impacts and disruptions to traffic flow, and to reduce construction and long-term maintenance costs. When it is not feasible to avoid a floodplain in an area of high demand, the alignment is placed at the narrowest crossing point to reduce the length and cost of potential structures and minimize disruption to natural systems.

Preserve Right-of-Way for Long-Term Needs

The plan identifies corridors for future transportation infrastructure; preserving right-of-way in advance helps avoid costly relocations or land use conflicts as the area develops.



A local road in Wise County

Addressing Identified Issues and Needs

PROBLEM	SOLUTION
Safety along County roadways and intersections	Proposed new grade separations, updated design standards, and reclassified thoroughfares with more appropriate designs that increase right-of-way and provide space for installing safety features.
Lack of continuous east-west major thoroughfares	Established new arterial and collector thoroughfares that complete the east-west and north-south network. Provided parallel corridors to relieve congestion on major highways, US 287, US 380 and SH 114.
Heavy truck traffic on local streets	Created a network of major arterials that increases route options for inter-modal freight and pulls truck traffic away from local streets.
Frequent flooding causing road closures	Avoided flood-prone areas where whenever possible and prioritized alignments where right-of-way or bridge crossing across a floodplain already exists. Developed a grid of major thoroughfares to provide alternative routes in case of road closure.
Rapid growth outpacing infrastructure capacity	Ensured that areas with known development had adequate provision of thoroughfare capacity to meet forecast demand, especially in southeastern Wise County.





Thoroughfare Plan

As shown in Figure 31 below, the Plan proposes over 240 (center line) miles of new network in addition to the 552 miles of network where right-of-way already exists. Figure 31 also outlines the mileage per each functional classification. The Wise County 2026 Thoroughfare Plan is shown in Map 21 on page 62.

Figure 31. Mileage of Existing and Proposed Network

Functional Classification	Existing	Proposed	Grand Total
Major Arterial	320.9	85.2	**406.1**
Minor Arterial	79.1	63.5	**142.6**
Collector	152.7	93.8	**246.5**
Grand Total	**552.7**	**242.5**	**795.2**

Key Improvements to the Thoroughfare Network

The improvements to the thoroughfare network include improved connectivity, expanded access, and enhanced overall mobility. See Map 22 on page 63 for highlighted improvements proposed in the Plan.

All improvements are subject to further engineering and environmental review as they move toward consideration for construction.

New North-South Thoroughfares

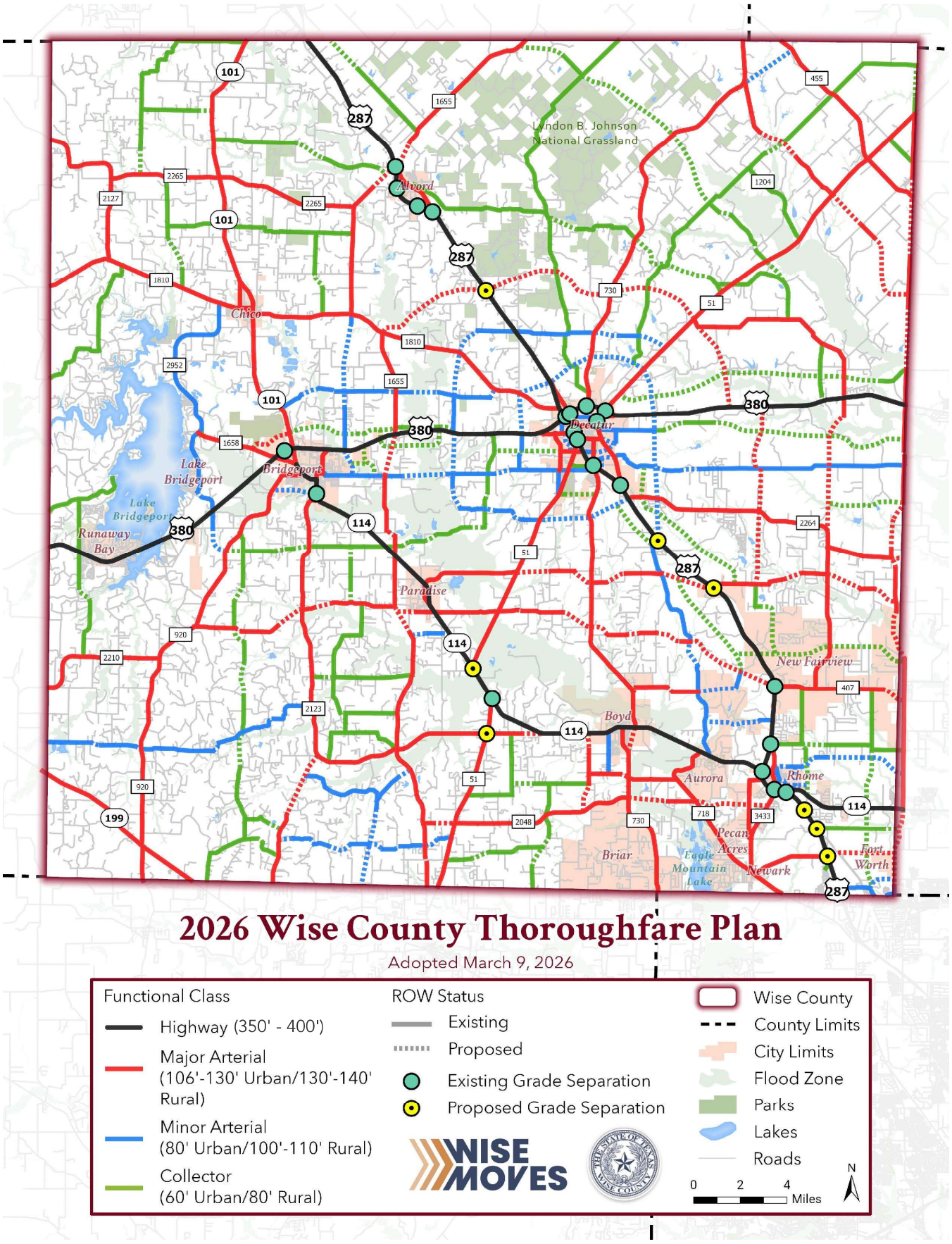
- To provide parallel thoroughfares to US 287, FM 51, FM 730 and SH 114:
  - County Line Road - Closed gaps and realigned 90-degree curves to create a continuous corridor from SH 114 to FM 51
  - Additional connections between US 380 and FM 2264
  - Extended Schoolhouse Road west of Paradise to US 380
  - Closed gaps and realigned existing roadways to create a continuous north-south collector in the southwestern portion of the County

New East-West Thoroughfares

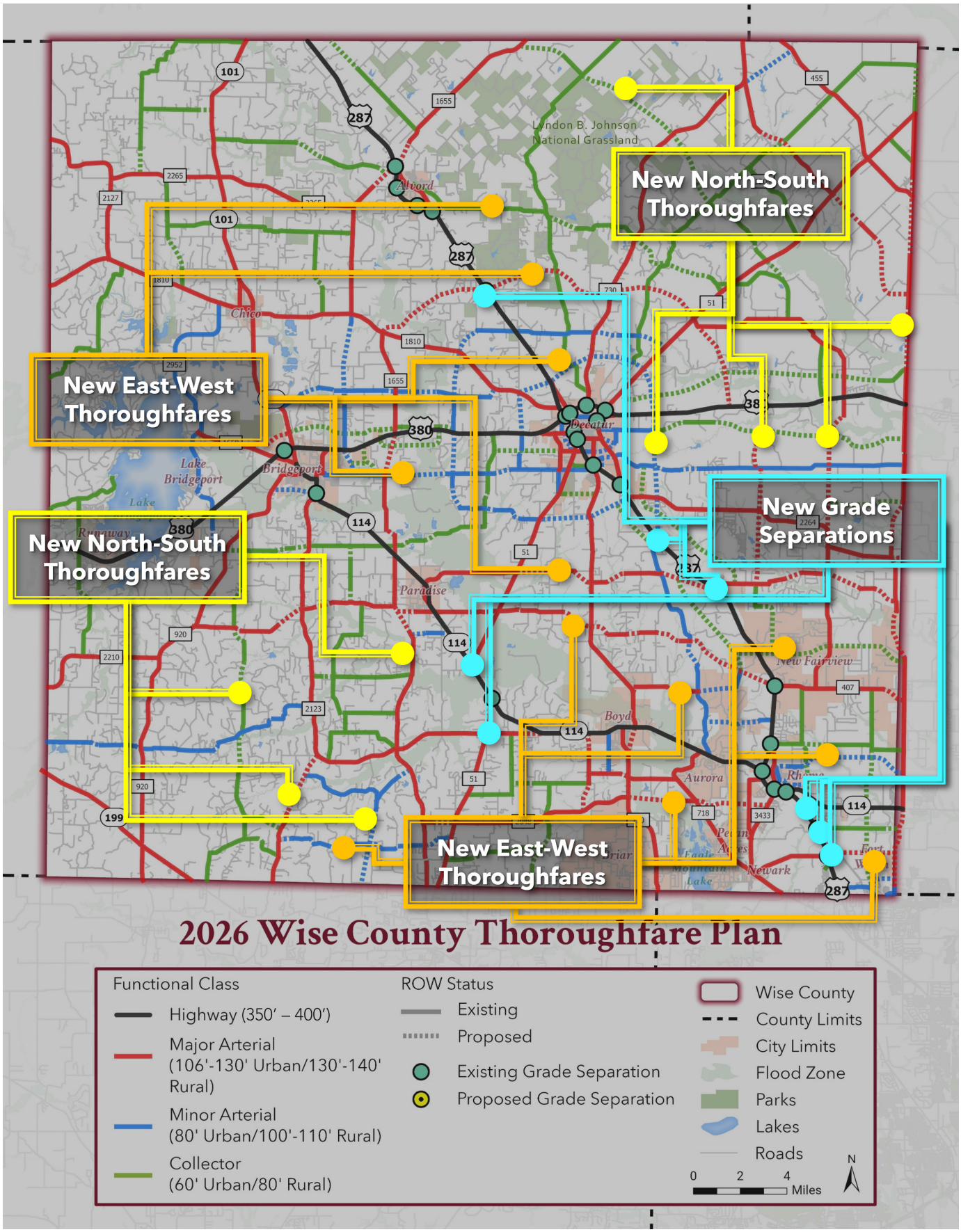
- To create new connections between US 287 and SH 114, the Plan extends and realigns:
  - Ramhorn Hill Road
  - FM 407, FM 2048, FM 2264, FM 1810, etc.
  - CR 4421, CR 3655, etc.
- Proposed collector class roadways parallel to US 380 to serve as backage roads

Grade Separations

- Proposed six grade separations along US 287
- Proposed grade separation on SH 114 at FM 51
- Proposed grade separation on FM 51 at FM 2123



Map 21. Wise County 2026 Thoroughfare Plan Map



Map 22. Key Improvements to the 2026 Wise County Thoroughfare Plan

Network Coverage

Evaluating network coverage in thoroughfare planning ensures that arterial and collector roadways are spaced appropriately to serve all areas of the County, providing every community with reliable access for daily travel, regional connectivity and emergency response.

Roadway Spacing by Functional Classifications

Roadway spacing refers to the recommended distance between parallel roadways of the same functional classification. Proper spacing helps create a balanced and efficient network by ensuring consistent access and managing traffic flow. Well-spaced roads reduce congestion by distributing traffic across multiple routes and help ensure each road functions as intended.

Figure 32 lists the recommended minimum and maximum required spacing for each functional classification.

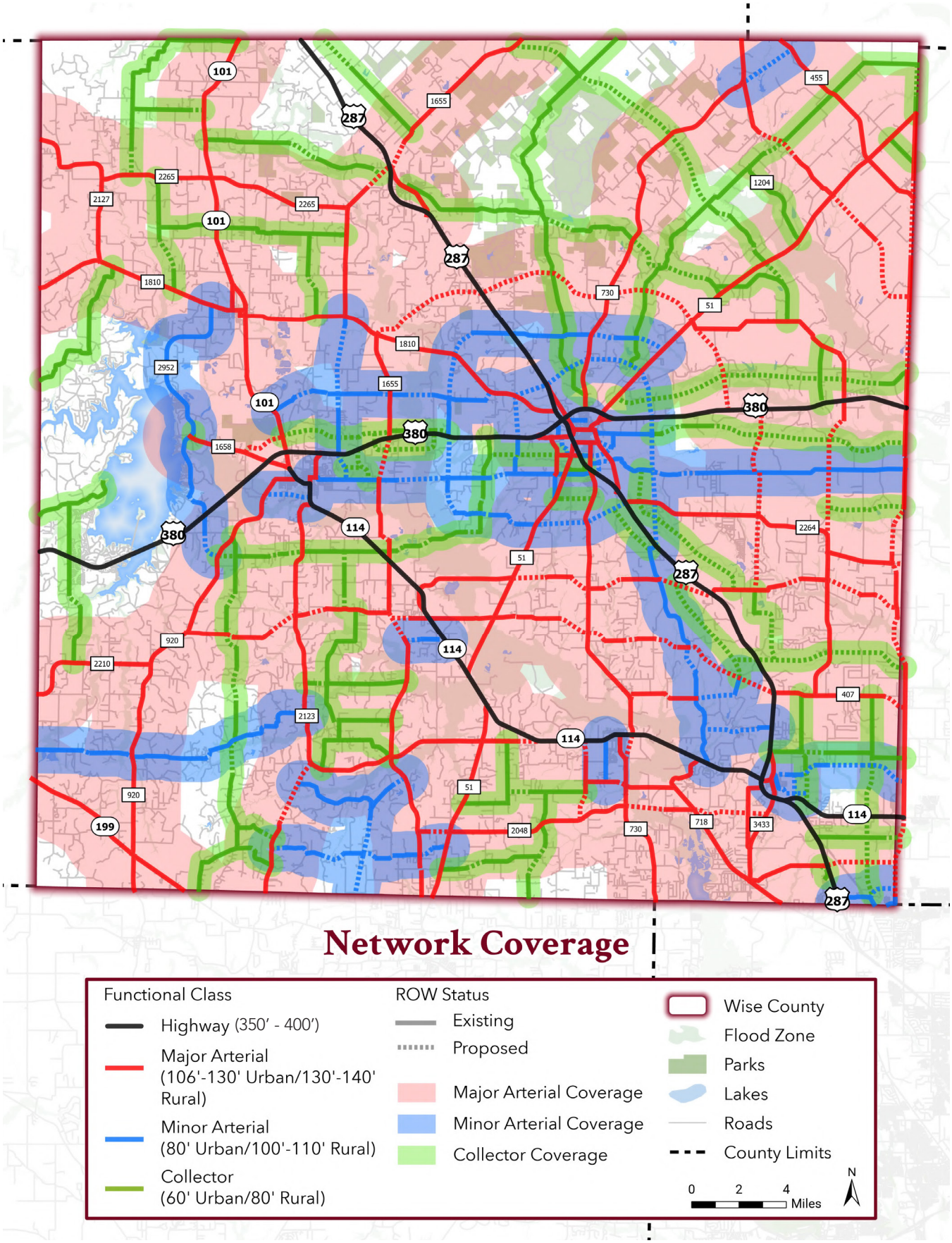
The proposed Plan covers around 90% of the County area. The remaining gaps are expected to be filled in as development drives future network expansion. Major arterials by themselves provide extensive network coverage within Wise County with a 2-mile buffer. Minor arterials, set at a 1-mile buffer, serve to fill in various gaps between major arterials. Collectors provide supporting coverage to the arterial network at a 0.5 mile buffer.

Figure 32. Recommended Roadway Spacing

Functional Classification	Spacing
Freeway/Highway	5 - 10 miles
Major Arterial	1 - 2 miles
Minor Arterial	0.25 - 1 mile
Collector	0.1 – 0.25 miles
Local Road	200 - 500 feet

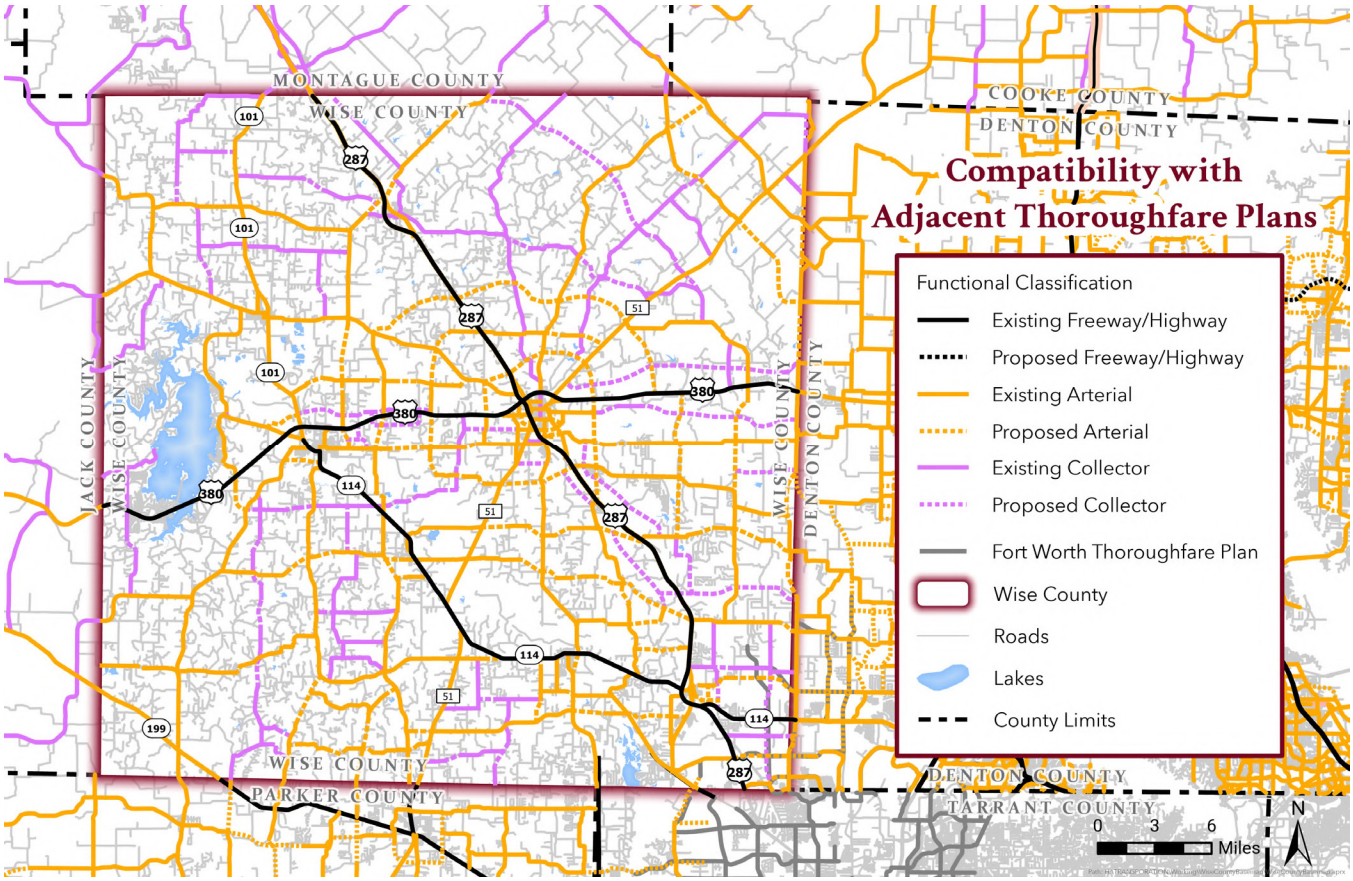


US 380 and US 287 interchange in Decatur



Map 23. Thoroughfare Plan Network Coverage

Compatibility with Municipal and County Thoroughfare Plans



Map 24. Wise County Thoroughfare Plan Compatibility with Adjacent Thoroughfare Plans

All adopted municipal thoroughfare plans were reviewed and integrated into the Plan to ensure seamless network integration. While municipal plans address community-level priorities, the Wise County Thoroughfare Plan supports countywide mobility.

Special coordination took place with Denton County, which was updating its own thoroughfare plan at the same time as Wise County. Network connections between the Wise and Denton Counties were carefully aligned to create continuous connections.

Additional network expansion focused on the rapidly growing southeastern portion of the County, as well as forecast growth areas between Decatur, Bridgeport and Paradise. Roadway coverage north of US 380 was enhanced to support regional mobility and to preserve the right-of-way for future needs.

Corridor Selection

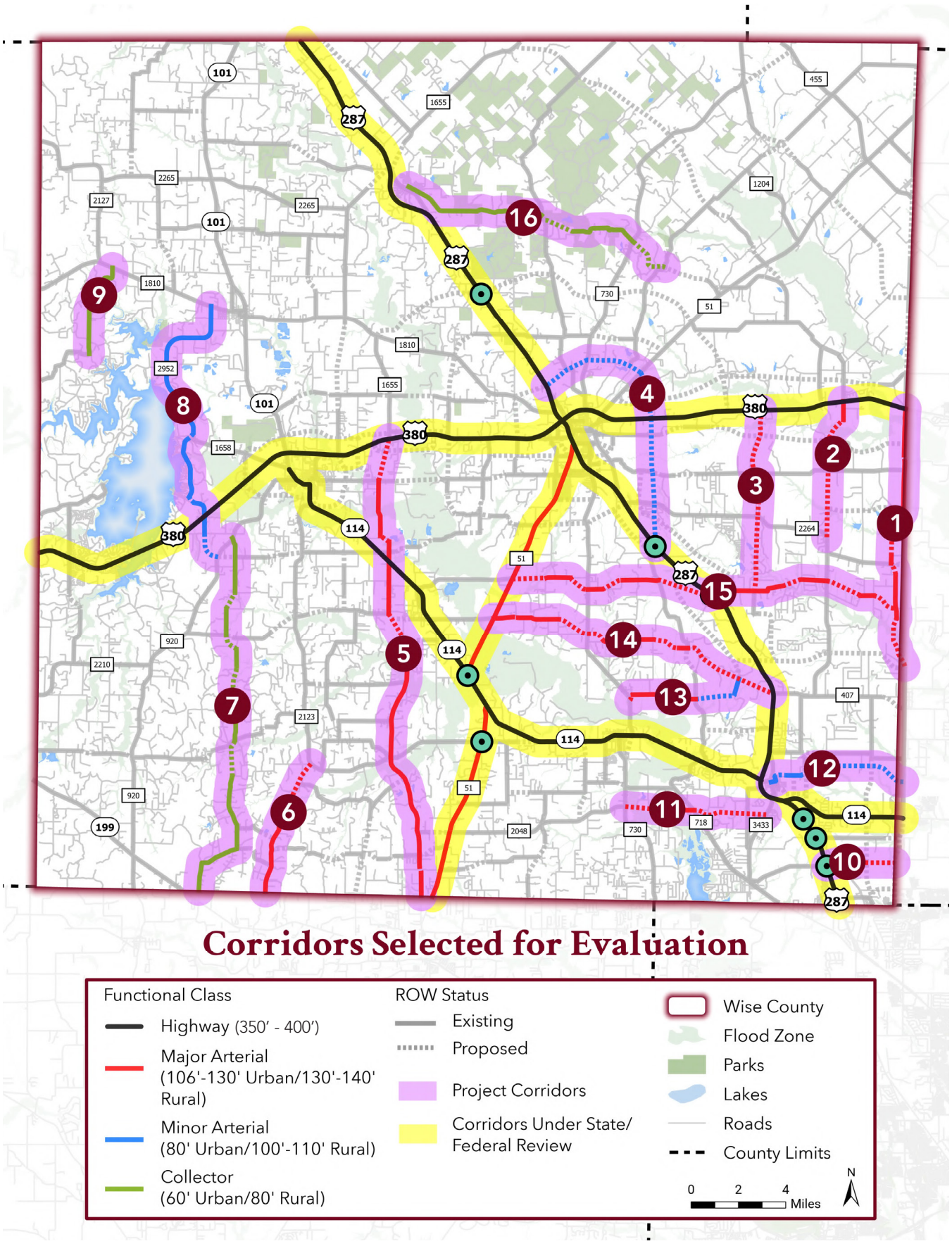
With limited funding and resources, it is not feasible to advance all potential improvements at once. As such, Wise County identified a set of corridors for more detailed evaluation. Selecting specific corridors prioritizes projects that will have the greatest benefit for Wise County.

Corridors Selected for Evaluation

Corridors were selected based on stakeholder and public input and findings from the existing conditions analysis. Evaluation criteria included crash frequency, development activity, travel demand, and roadway congestion. Figure 33 outlines and Map 25 on page 68 shows the 16 corridors that were selected for further evaluation, and includes corridors with active projects being led by state or federal agencies.

Figure 33. Corridors Selected for Evaluation

ID #	Corridor Name	Limits From	Limits To	Functional Class	Length (miles)
1	County Line Connector	US 380	Judge Lane	Major Arterial	9.3
2	New Fairview Parkway	US 380	FM 2264	Major Arterial	5.0
3	Decatur Outer Loop	US 380	Wise County Parkway	Major Arterial	6.4
4	Decatur Loop	US 287 (S)	US 287 (N)	Minor Arterial	9.9
5	Bridgeport Connector	Parker County Line	US 380	Major Arterial	16.9
6	Southwest Connector	Parker County Line	FM 2123	Major Arterial	4.9
7	Western Connector	Parker County Line	FM 920	Collector	13.7
8	Lake Bridgeport Parkway	FM 920	FM 1810	Minor Arterial	11.8
9	North Side Corridor	FM 1810	CR 1744	Collector	3.5
10	Ramhorn Hill Road Extension	US 287 (S)	Sendera Ranch Blvd Extension	Major Arterial	2.4
11	Rhome Connector - South	FM 730	CR 4651	Major Arterial	5.1
12	Rhome Connector - North	BUS 287 (S)	S County Line Rd	Minor Arterial	4.9
13	Boyd Connector	FM 730	FM 407 / Paradise Parkway	Major Arterial	4.5
14	FM 407 / Paradise Parkway	US 287 (S)	FM 51	Major Arterial	10.7
15	Wise County Parkway	FM 51	CR 4522	Major Arterial	14.4
16	Grasslands Parkway	BUS 287 (N)	Old Greenwood Rd	Collector	10.5



Map 25. Corridors Selected for Evaluation



05 Design Standards

Functional Classification

The functional classification of streets is a planning tool used to organize roadways based on their design, purpose, and capacity. Roads are grouped into a hierarchy—ranging from local streets to major highways—based on factors such as geometry, design speed, and capacity. This hierarchy supports two primary functions: providing mobility for through traffic and access to adjacent properties. As land use and population density change, a road's functional class may shift accordingly. For instance, a road might move up in the hierarchy with increased development and traffic or move down if the area becomes more walkable and pedestrian-focused.

A well-defined classification system helps optimize the roadway network by guiding design standards and land use planning. Benefits include enhanced safety, better traffic flow, preserved residential areas, and more stable property values. Efficient networks can also reduce the amount of land devoted to streets—typically around 20% in urban settings, compared to over 30% in grid-style layouts. In Texas, most counties use traditional classification systems to communicate roadway types and design standards to the public, developers, and planners, ensuring consistency in transportation planning and infrastructure development.

Functional Classification in Wise County

The 2026 Wise County Major Thoroughfare Plan consists of all major thoroughfares in the County, categorized by their functional classification. This classification sets the required right-of-way to be acquired or preserved to accommodate future traffic demand in the region. Typical functional classification of thoroughfares includes freeways and frontage roads, major and minor arterials, collectors, and sometimes specific local roadways.

Freeways, Highways and Frontage Roads

Thoroughfare plans have little influence on decisions involving constructing freeways, highways, and tollways. State and federal agencies or tollway authorities oversee the development of major highways, limiting County involvement; however, the impact and connectivity to these facilities must be considered when developing thoroughfare plans.



Local road in Bridgeport

Freeways and Highways

Freeways and highways are roadways whose primary purpose is to move large volumes of traffic with limited access to adjacent land uses. Traffic along these facilities is usually focused on longer regional, state, interstate or even international trips.

While some highways may have signalized intersections, freeways are designed to provide unimpeded travel. Large multi-level interchanges and other types of grade separations are usually found along these types of roadways to provide direct connections to other freeways or tollways. Tollways provide a higher level of service than freeways, but at a cost to the user in the form of a toll, which may vary by time of day.

In Wise County, US 287 is a major north-south corridor for international, national, and regional travel and freight. Discussions are currently underway to possibly turn US 287 into an interstate. SH 114 cuts diagonally across the County, entering from the southeast and heading northwest until it connects with US 380 in Bridgeport. US 380 serves as the main east-west route through the entirety of Wise County. SH 101 provides additional north-south access in the western portion of the County, north of US 380. There are currently no tollways in Wise County.



A segment of US 380 in a rural area

Frontage Roads

Frontage roads play a key role by providing access and reducing congestion near limited-access freeways. They are vital for adjacent businesses that rely on direct visibility and access. In Wise County, frontage roads are limited to a relatively short segment along US 287 in the southeastern portion of the County (around Rhome). Other major routes like US 380 or SH 114 currently operate without frontage roads.



Frontage roads in an urbanized area

Arterial Roadways

Arterial roads are major routes that move large volumes of traffic across longer distances and connect different parts of a region. While they are designed to support large traffic volumes at higher speeds, they may also provide direct access to adjacent land uses.



Southbound FM 51 approaching SH 114

Major Arterials

Major arterials support high traffic volumes and are intended for longer-distance travel, connecting major activity centers and nearby cities. To maintain traffic flow, access should be limited—preferably only connecting to other arterials or freeways—with minimal driveways and no on-street parking. Driveway consolidation is strongly encouraged to reduce conflicts and improve safety. In Wise County, FM 407 and FM 51 are examples of major arterials. These roads often serve as alternatives or feed traffic onto highways like US 287 and US 380.


FM 730 in Decatur. FM 730 currently functions as a minor and major arterial in different segments

Minor Arterials

These arterials connect local streets and collector roads to major arterials, focusing on access within towns and between neighborhoods. They carry less traffic, may permit more driveways, and often allow on-street parking in developed areas. These roads typically have lower speeds and shorter trips than major arterials. In Wise County, Sunflower Road near Paradise and Ramhorn Hill Road near Newark are examples of minor arterials, balancing traffic movement with direct access to homes, businesses and local destinations.

Collectors

Collector roadways are designed for short trips at low speeds, linking neighborhoods and directing traffic to higher-class roads. They carry moderate volumes and allow easier access to adjacent properties, typically with two to four lanes based on current or future needs.

Collectors may include two-way left-turn lanes (TWLTLs) and are often categorized as major or minor. Major collectors offer greater mobility, accommodate more traffic, and have fewer driveways and intersections than minor collectors. An example of a collector in Wise County is Meadow Vista Drive in Rhome.



Meadow Vista Drive near Rhome, TX. (Souce: Google Earth)

Local Streets

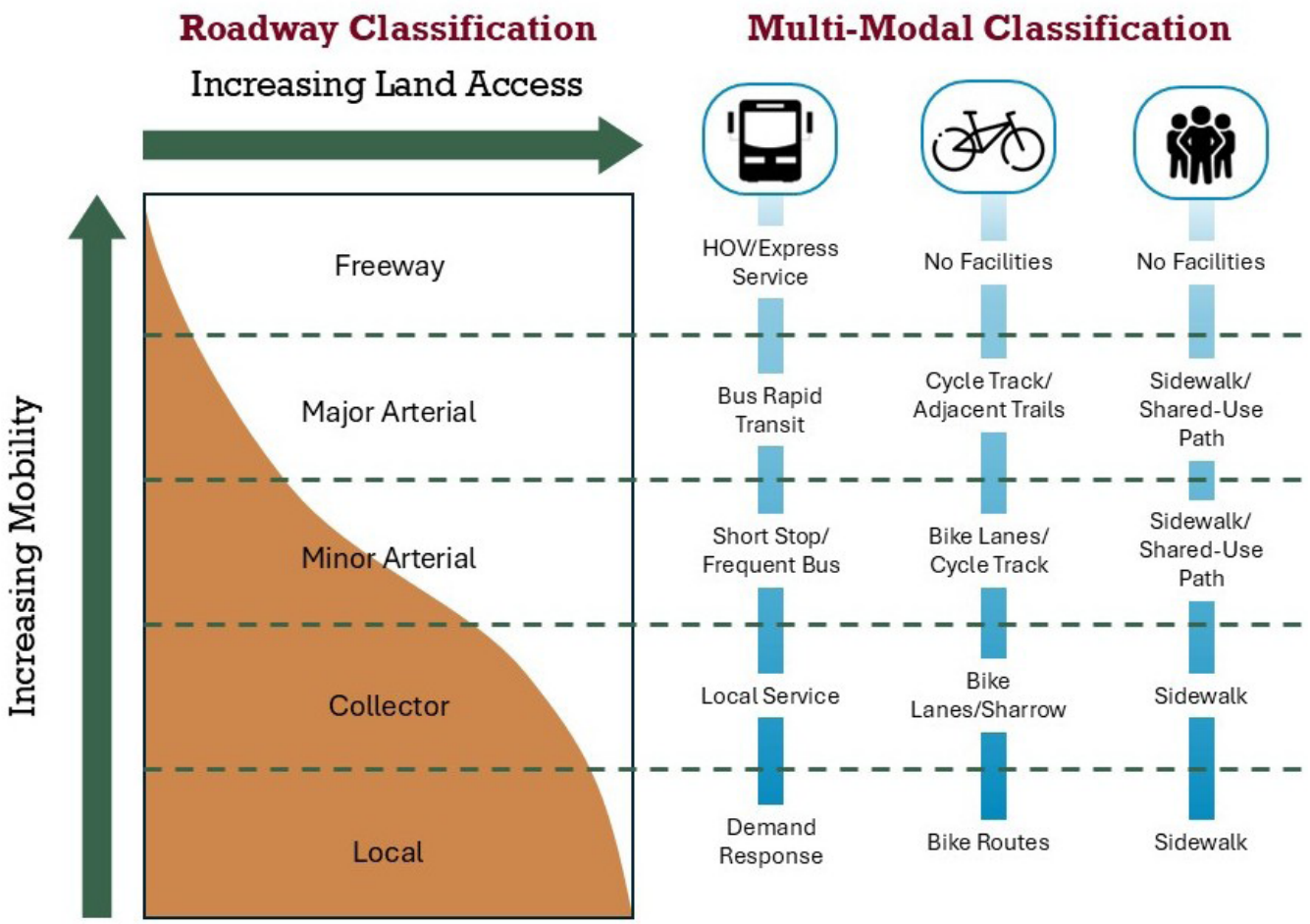
Local streets are typically excluded from thoroughfare plans, as they do not require right-of-way dedication. Instead, developers build them within new subdivisions or site developments, with maintenance responsibilities later transferred to the city or county.

These streets provide direct access to homes, serve only local traffic, and operate at low speeds—usually below 30 mph. They carry the least traffic in the roadway system, often lack lane striping, and generally allow on-street parking.



Crest Lane near Decatur, TX. (Source: Google Earth)

Figure 34. Land Access in Relation to Functional Classification and Mode of Transport



Rural versus Urban Roadway Designations

Rural roadway designs differ fundamentally from those of urban roadways due to the absence of underground drainage systems, requiring open ditches along both sides. With fewer driveways, center turn lanes are often favored over medians on higher-class roads.

Sidewalks and on-street parking are typically absent, replaced by wide shoulders to support vehicle emergencies and cyclists. These wide shoulders may also support equestrian use and farm vehicles.

Land Access, Functional Classification and Mode Type

Functional classification directly reflects the balance between land access and travel modes. As roads progress up the hierarchy, the focus shifts from access to mobility.

As portrayed in Figure 34 above, local streets prioritize access to nearby properties and support walking, biking, and local transit. Collectors serve as a middle ground, accommodating both access and movement. Arterials emphasize efficient vehicle travel over longer distances. At the top of the hierarchy, freeways and tollways are designed exclusively for high-speed, long-distance travel, with limited access and no accommodations for pedestrians or cyclists. Only regional or express transit services operate on these facilities.

General Roadway Classification Characteristics

All functional classes have general characteristics, such as spacing, capacity, speed, required right-of-way, and specific design criteria to delineate where and how each facility should be constructed (Figure 35).

While functional classification does have defined engineering design standards, there is a degree of flexibility in assigning functional classifications due to overlap between class characteristics. Guidance on classification on roadways should generally adhere to the following:

1. Determine if the roadway will be for access to adjacent land uses or for the mobility of through traffic.

2. Functional class consideration should address the needs of adjacent land uses and be compatible with the adjacent environment.

3. Evaluate existing roadway characteristics, such as existing or proposed right-of-way, number of lanes, observed and forecasted traffic volumes, medians or TWLTL, on-street parking, roadway drainage and length of the roadway segment in question. In rural areas, farm vehicles and equestrian activities should also be considered. Speed characteristics should be examined based on observed speeds, congested speeds and/or desired speeds for the facility.

4. Confirm that the facility's operating characteristics are consistent with the desired functional classification. Changing a roadway from its set functional class may require re-evaluating the classification, assigning the roadway to another class or creating an entirely new functional class.

Figure 35. General Roadway Classification Characteristics

Characteristics	Freeway/ Highway	Major Arterial	Minor Arterial	Collector	Local Road
Roadway Spacing (miles)	5 - 10	1 - 2	0.25 - 1	0.1 - 0.25	200 - 500 feet
Facility Length (miles)	15+	5-15	1-5	0.25-1	<0.25
Volume (vehicles/day)	100,000+	35,000 - 80,000	10,000 - 35,000	1,000 - 10,000	<1,000
Right-of-Way (feet)	350-400	100 - 140	70 - 100	60 - 70	50 - 60
Number of Lanes	Main + Frontage Roads	4 - 6	2 - 5	2 - 4	2
Median	Yes	Usually	Often	Not Usually	Very Rarely
Speed Limit (mph)	55+	35 - 55	30 - 45	25 - 35	30 Max

Thoroughfare Design Criteria

Versatility is a strength in any policy document because it gives policymakers the flexibility to address unforeseen issues that may arise during project implementation. Throughfare design standards were developed to accommodate a variety of land uses adjacent to both urban and rural rights-of-way. including potential future developments. The various design criteria and elements presented in this section will be used to accommodate the expected traffic volume and provide consistency in traffic operations.

Proposed design standards are based on established roadway designs utilized by communities across the United States based upon decades of research and field experience.

Design Criteria

Clear Zones/Parkways

Clear zones or parkways are the spaces between the roadway edge and the edge of the street right-of-way. In urban settings, they vary in width but generally have a minimum of about 8 feet. Parkways enhance roadway function by providing space for edge utilities and clear zones to allow errant vehicles to return to the travel lanes.

Sidewalks and utilities are commonly located within the parkway, with a recommended minimum 4-foot buffer between the sidewalk and the back of the curb for safety.

Sidewalks

Sidewalks must be built within the public right-of-way, typically in the parkway or easement, with a cross-slope of 1–2% toward the street for proper drainage. They should be at least 5 feet wide, with a longitudinal grade not exceeding 5% unless the adjacent roadway necessitates it.

All new sidewalks must comply with Americans with Disabilities Act (ADA) standards to ensure accessibility. Where possible, accessible ramps should be provided at pedestrian street crossings, and crosswalks should be clearly marked.

Lane Width

Driving lane widths typically range from 11 to 12 feet. For high-speed, high-capacity principal arterials, 12-foot-wide lanes are preferred to enhance safety.

Right-of-Way

Right-of-way width is primarily based on the pavement needed to support the roadway's intended function and traffic volume. It also includes space beyond the pavement for sidewalks, utilities, drainage, and safety zones to ensure a complete and functional corridor.

Medians

Median widths vary depending on right-of-way constraints, future expansion needs, and other site-specific factors. In urban areas, a typical standard is a 16-foot-wide raised median, allowing for a 12-foot left-turn lane and a 4-foot buffer to separate opposing traffic. In rural areas, medians either delineated with pavement markings as continuous left turn lanes or as median ditches for drainage purposes.

Design Standards Recommendations

Flexibility is key in transportation planning, allowing policies to adapt to changing conditions during implementation. These revised standards, listed in Figure 36 (rural) and Figure 42 on page 79 (urban) and illustrated in cross-sections in the following pages, align with those of nearby cities and counties, incorporate multimodal options, and offer greater flexibility in thoroughfare planning.

The Plan includes design standards that accommodate a mix of land uses along both rural and urban corridors. Decisions between urban and rural cross-sections will depend heavily on stormwater and drainage considerations, adjacent land uses and existing interlocal agreements.

These standards aim to support expected traffic volumes and ensure consistent operations. The proposed guidelines are rooted in nationally recognized roadway design practices informed by decades of research and field experience and were developed in coordination with Wise County officials.

County Engineer Disclaimer

The Wise County Engineer reserves the right to determine the final roadway design for both urban and rural roadways at their discretion, including deviating from the roadway design criteria in the Plan if necessary.

Rural Design Standards and Typical Coss-Sections

Figure 36. Rural Design Standards

Roadway Class	Minimum Right-of-Way	Number of Lanes	Pavement Width	Median (Flushed/ Raised)	Shoulder (Inner/ Outer)
Major Arterial	140′	5	82′	14′ TWLTL*	10′
	130′	4	76′	12′	10′
Minor Arterial	110′	3	58′	14′ TWLTL	10′
	100′	2	44′	None	10′
Collector	80′	2	36′	None	6′

* Two-Way Left-Turn Lane

Major Arterials

Figure 37. Rural Major Arterial 5 Lane (140')

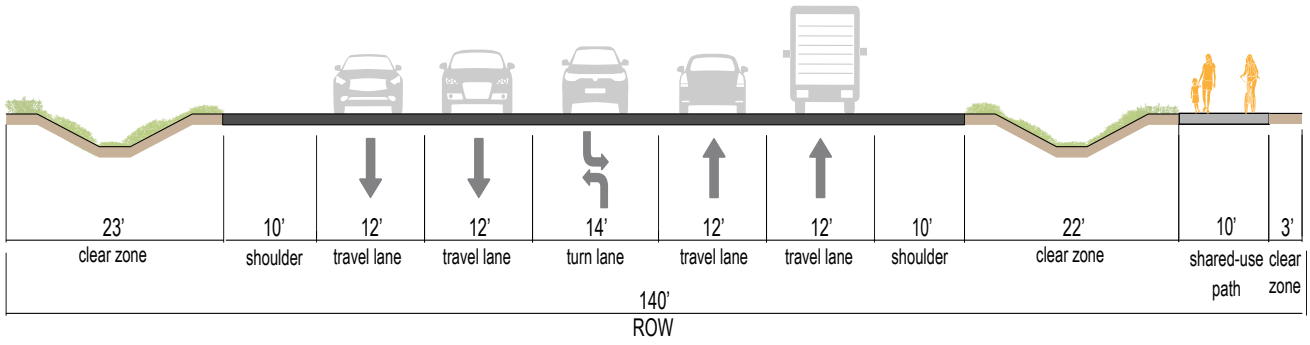
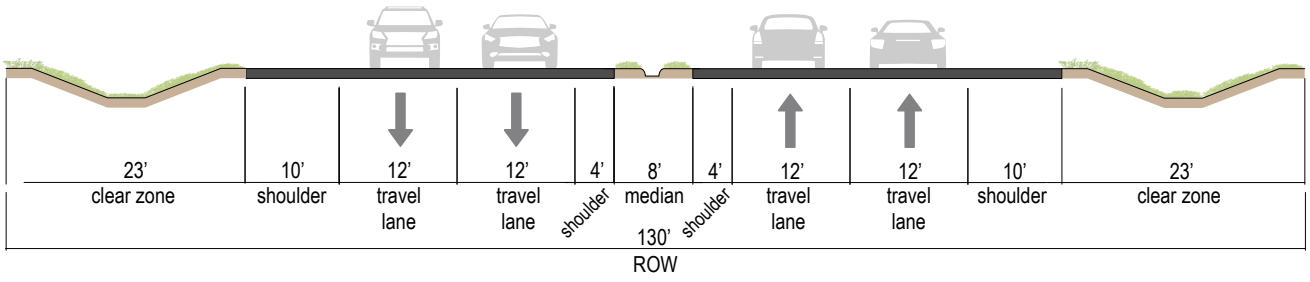


Figure 38. Rural Major Arterial 4 Lane Divided (130')



Minor Arterials

Figure 39. Rural Minor Arterial 3 Lane (110')

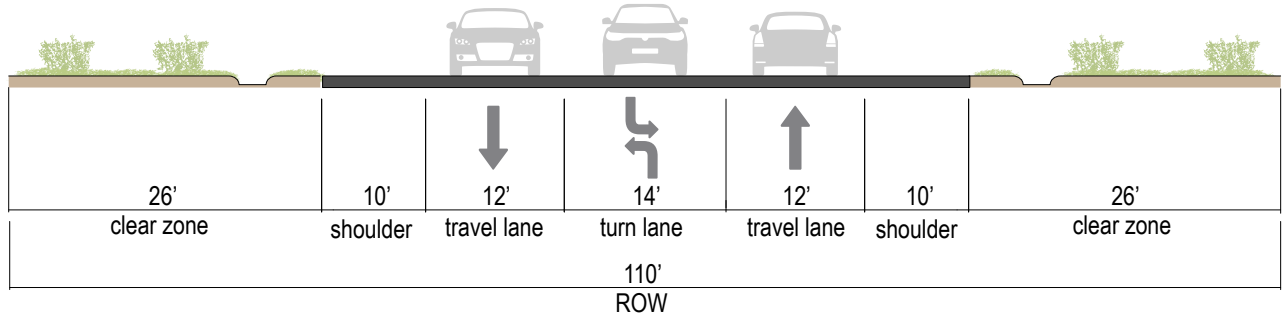
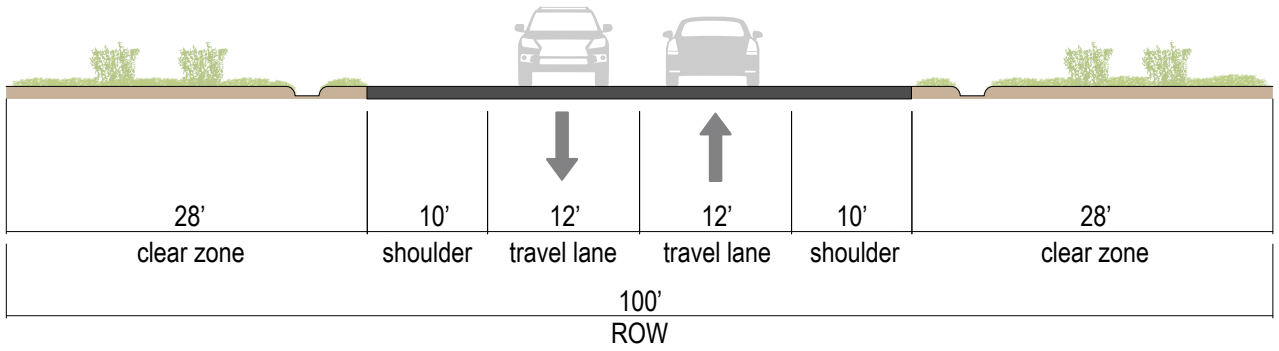
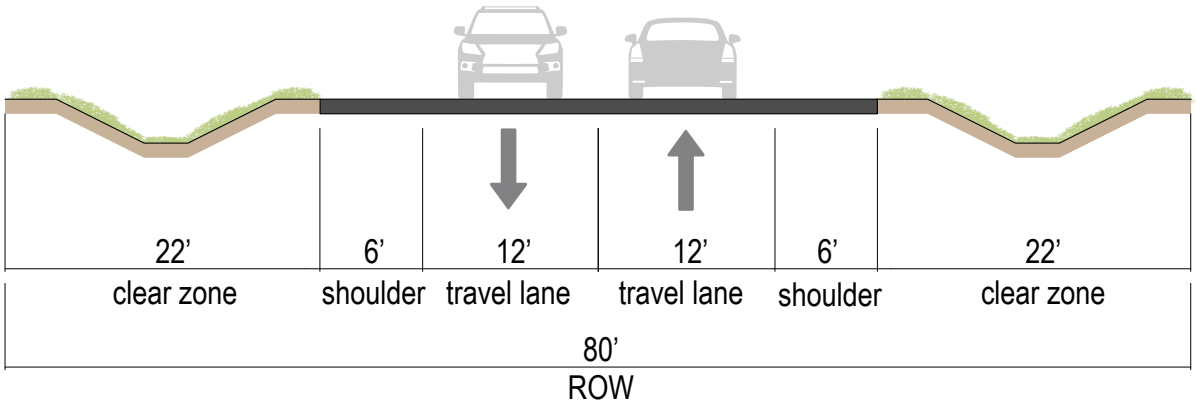


Figure 40. Rural Minor Arterial 2 Lane (100')



Collectors

Figure 41. Rural Collector 2 Lane (80')



Urban Design Standards and Typical Cross-Sections

Figure 42. Urban Design Standards

Roadway Class	Minimum Right-of-Way	Number of Lanes	Pavement Width	Median (Flushed/ Raised)	Shoulder (Inner/ Outer)	Sidewalk Width
Major Arterial	130′	6	66′	18′	8′	10′ SUP*
	110′	5	58′	14′ TWLTL	10′	10′ SUP
	106′	4	44′	18′	8′	10′ SUP
Minor Arterial	80′	3	36′	14′ TWLTL	7′	10′ SUP
Collector	60′	3	36′	14′ TWLTL	6′	6′
	60′	2	28′	None	5′	6′

*Shared-Use Path

Major Arterials

Figure 43. Urban Major Arterial 6 Lane Divided (120')

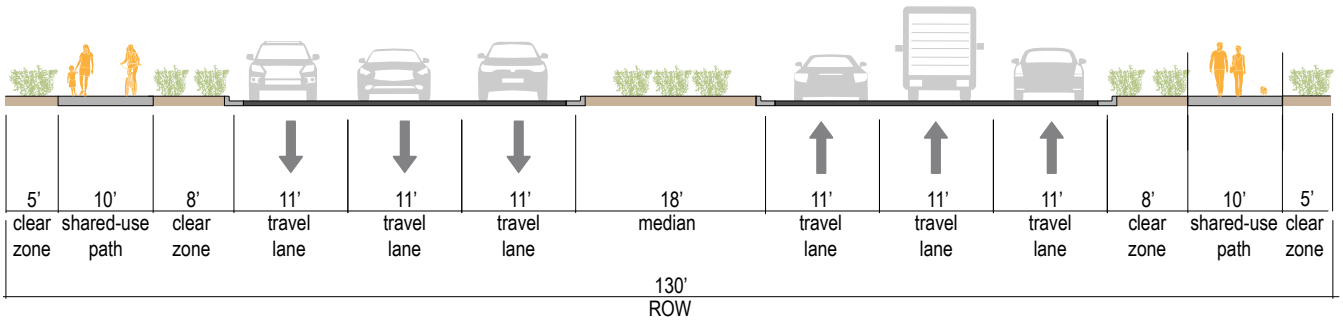


Figure 44. Urban Major Arterial 5 Lane (120')

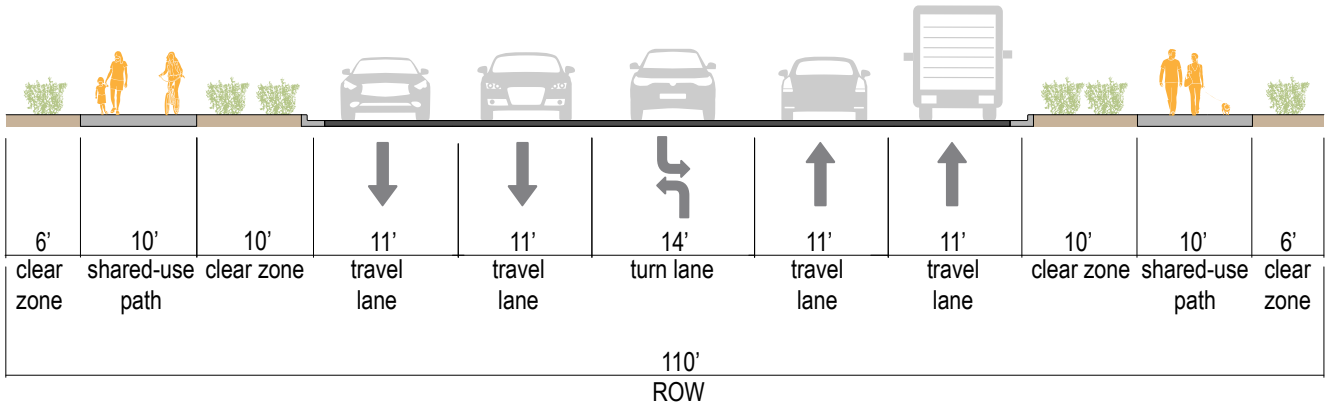
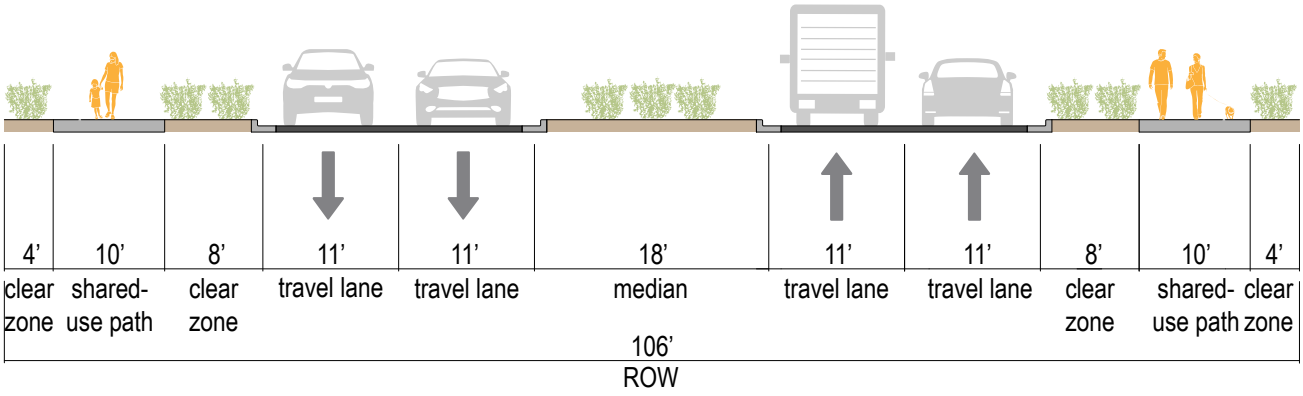
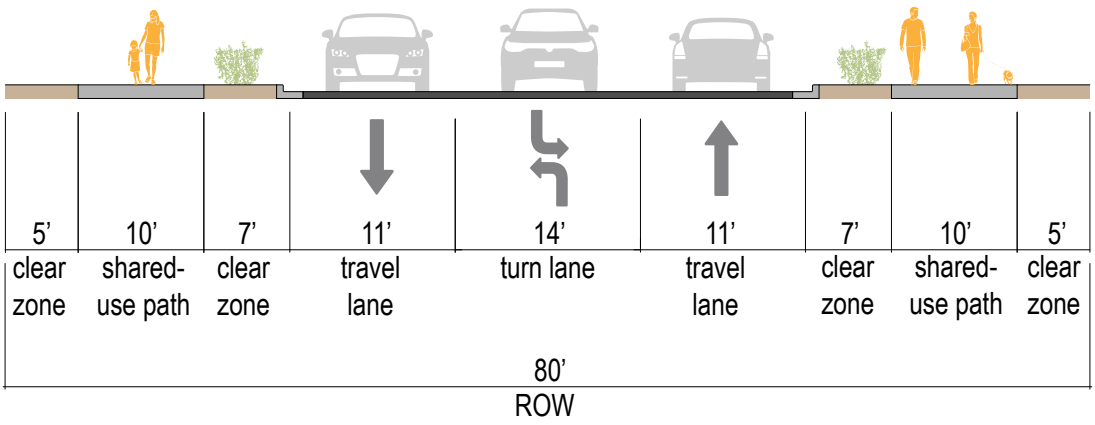


Figure 45. Urban Major Arterial 4 Lane Divided (100')



Minor Arterials

Figure 46. Urban Minor Arterial 3 Lane (70')



Collectors

Figure 47. Urban Collector 3 Lane (60')

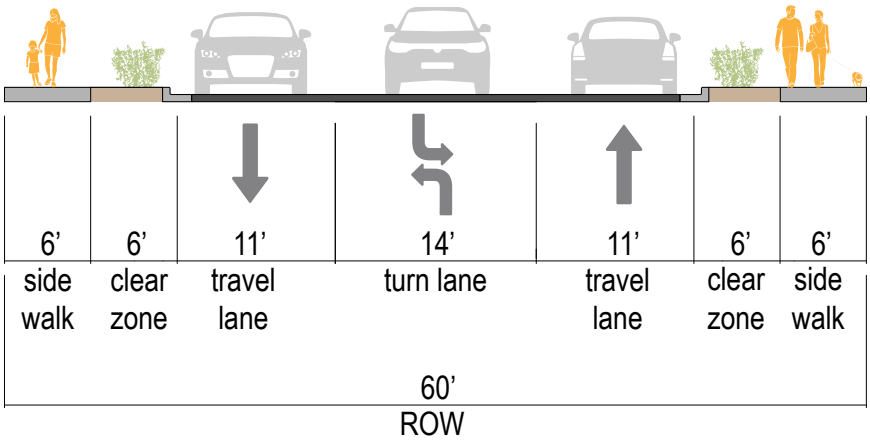
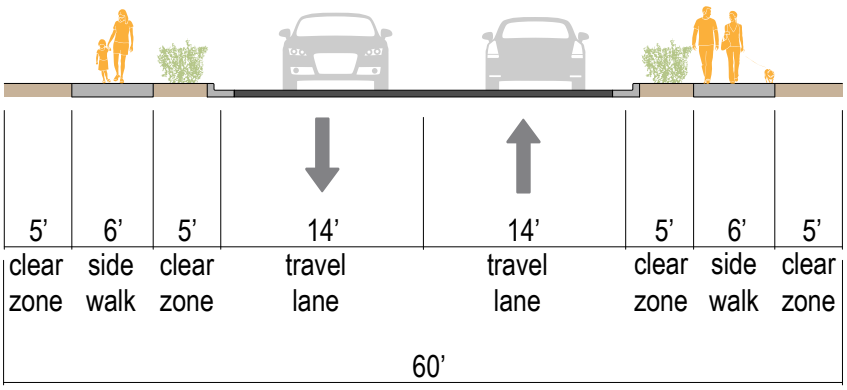


Figure 48. Urban Collector 2 Lane (60')



Compatibility with Municipal Design Standards

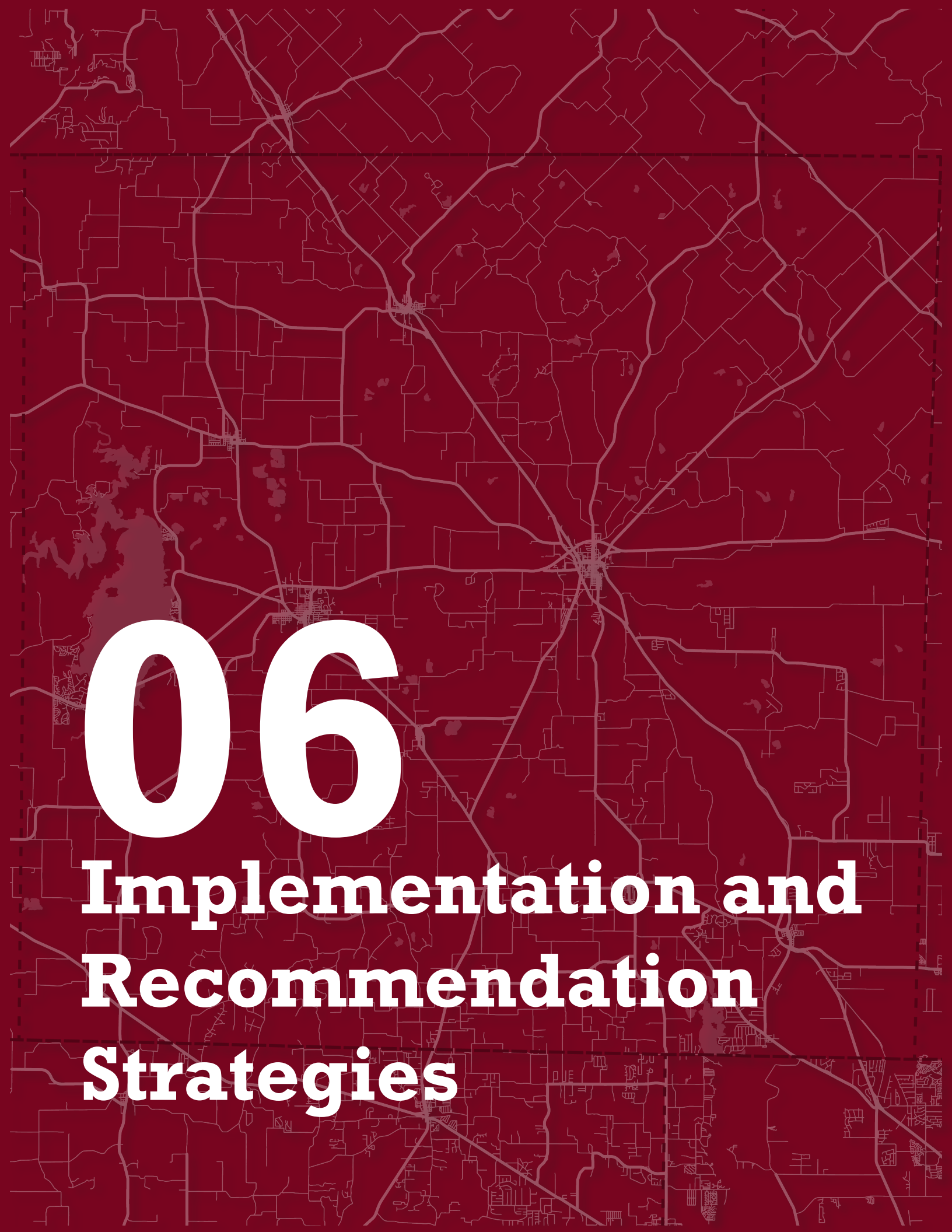
The right-of-way design standards can differ from each other; if these differences are substantial, they can create uneven thoroughfare designs potentially reducing capacity, increasing congestion and possibly creating safety issues. To mitigate these issues, the proposed Wise County design standards were evaluated against the existing design standards for each municipality within Wise County to ensure consistency between jurisdictions.

A comparison of County and municipal thoroughfare standards revealed that collectors interface well, but arterial classes show substantial discrepancies. Some notable differences are observed, particularly with five- and six-lane arterials in the City of Decatur, and four-lane arterials in the Cities of Decatur, Rhome and Chico. The County is encouraged to communicate with these cities if roadway construction occurs to ensure consistency in the network between jurisdictions.

Figure 49. Review of Municipal Design Standards

Municipality	Arterial			Collector		
	6	5	4	4	3	2
Wise County	**130'**	**110'**	**106'**	**Not Defined**	**60'**	**60'**
City of Decatur	110'	80'	80'	64'	56'	50'
City of Bridgeport	100+'	100+'	100+'	85'	50'	50'
City of Aurora	100'	100'	100'	75'	75'	75'
City of Boyd	120'	120'	120'	80'	80'	80'
City of Chico	120'	80'	80'	60'	60'	50'
City of New Fairview	-	-	120	100	-	60
City of Paradise	100'	100'	100'	75'	75'	75'
City of Rhome	120'	80'	90'	68'	68'	-

Legend:
Dark Green = significantly exceeds what is required in standards
Green = meets what is required in standards
Yellow = slightly less than what is required in standards
Red = below what is required to meet Wise County standards. It is recommended that staff contact these cities about possible revisions and/or transitions between sections



06

Implementation and Recommendation Strategies

Implementation Strategies

Project implementation provides the County with actionable items that bring the Plan to life. This process will aid the County in securing potential funding, coordinating with regional and state partners, and delivering recommended improvements on time.

Planning for implementation early is especially important as the cost of delivering transportation projects has risen significantly over the past decade. According to the U.S. Bureau of Reclamation, the cost to build primary roads has risen by nearly 48% over the past 10 years (see Figure 50). Secondary roads and bridges have seen similar increases, with 10-year growth of more than 40% and 35%, respectively. Labor costs have gone up by 22%, and the Consumer Price Index has increased by 35%.

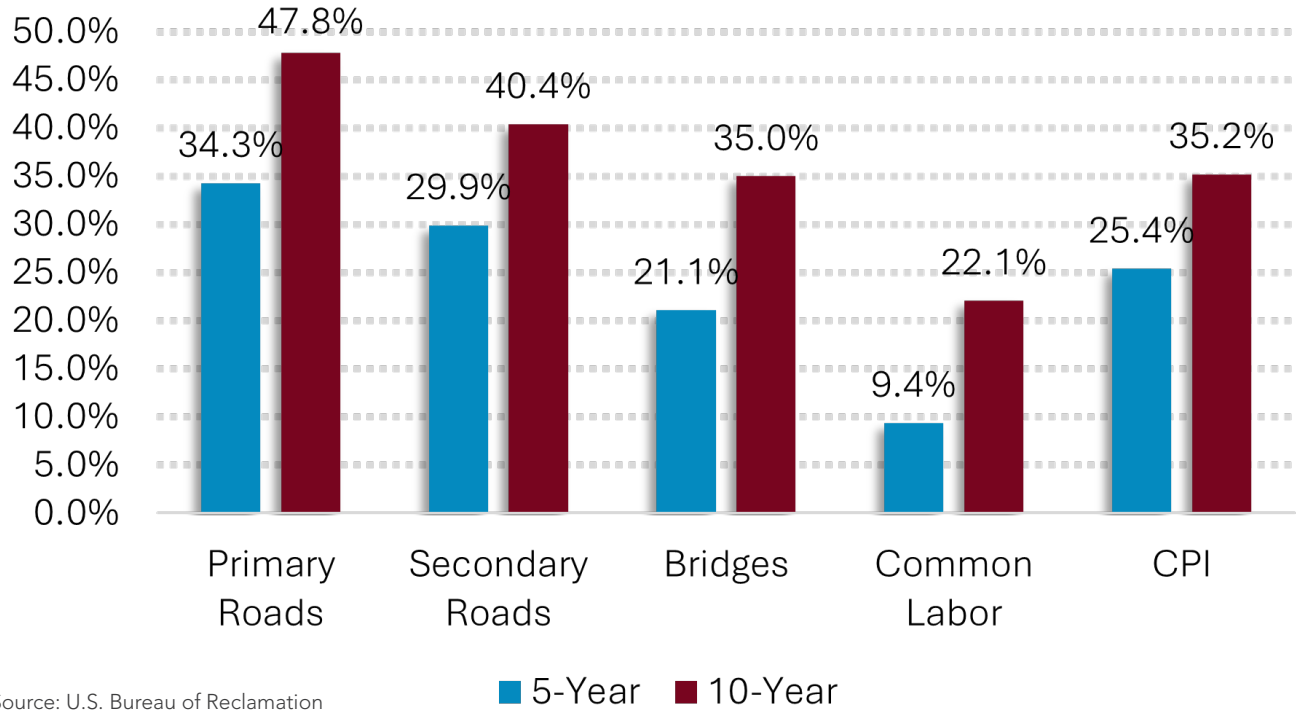
Data from TxDOT also show large increases in project costs. As shown in Figure 51, TxDOT bid item averages increased even steeper in the past five years, including 65% for sidewalks, 69% for concrete paving, and 100% for curb and gutter.

Creating an implementation process that expedites moving identified projects to construction helps mitigate these rising costs. Implementation includes establishing a clear process from project selection through construction, using an incremental construction strategy to phase improvements as funding becomes available, and applying a project evaluation framework that prioritizes recommended corridor projects. Together, these strategies provide Wise County with a roadmap for advancing transportation improvements in a structured, efficient and financially responsible way.

Figure 51. TxDOT Bid Item Trends (5-Year Increase)

TxDOT Bid Item	Average Increase
Sidewalks	65.0%
Concrete Paving	69.0%
Curb and Gutter	100.0%

Figure 50. Cost Trends



Source: U.S. Bureau of Reclamation

Project Implementation Process

Figure 52 outlines the step-by-step process of project implementation. The thoroughfare planning process completes the first steps in the implementation process—it identifies projects selected for implementation and provides recommendations on funding strategies.

Once funding is identified for a selected project, federal and state regulations require it to be submitted to NCTCOG's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). The remaining steps before construction are described below.

Project Selection and Development

Projects are identified and prioritized based on mobility, safety and growth needs. This step establishes a methodology and a list of recommended projects that should proceed to implementation.

Funding Identification

Potential funding sources must be identified. This may include local, state, federal, or private funding. A project cannot advance until funding is secured or programmed. Coordination with regional planning organizations, city or county budgets, bond programs and grants is often required.

MTP and TIP Submission

Projects seeking federal or state funding must be submitted to the NCTCOG MTP and TIP to ensure regional coordination and consistency with long-range transportation goals.

Environmental Review

Projects using federal or state funds or located on state routes must go through environmental review, typically via an Environmental Assessment or Environmental Impact Statement. Locally funded, off-system projects may only need a Categorical Exclusion.

Right-of-Way Acquisition

Right-of-way can be acquired anytime during implementation, but the process should start early to avoid delays, especially since some Plan project recommendations will not only require right-of-way acquisition along existing alignments, but new alignments as well.

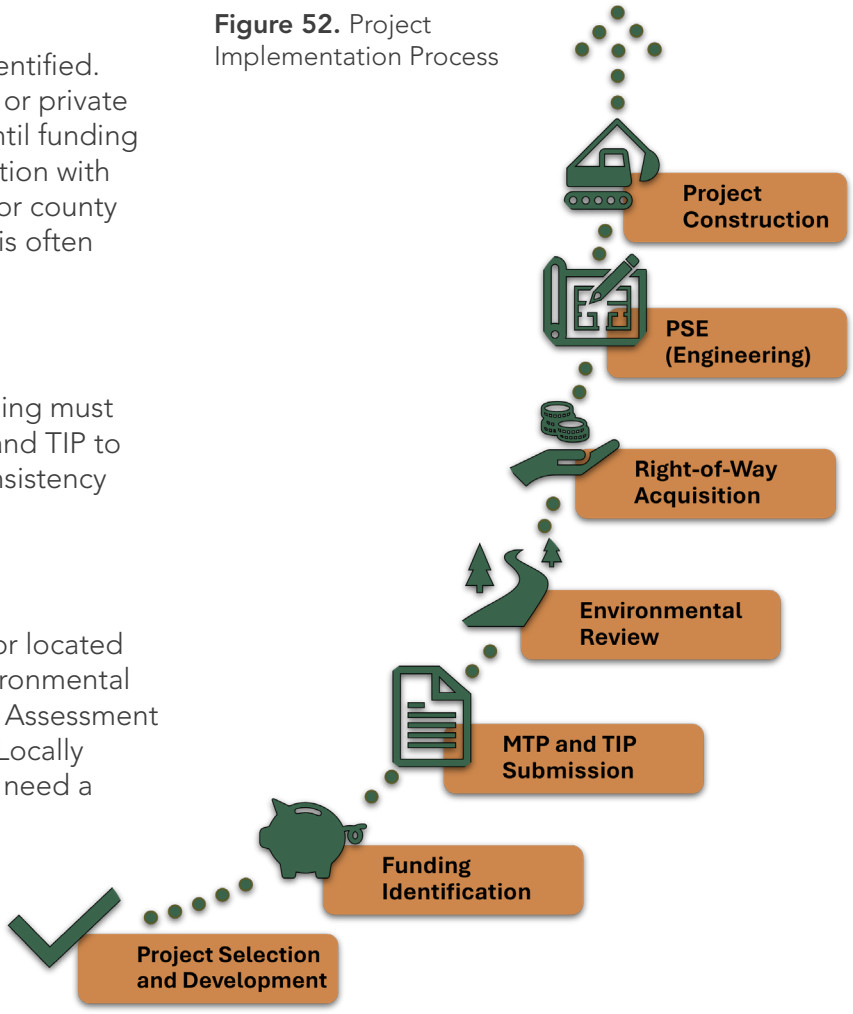
PSE (Engineering)

Plans, Specifications, and Estimates (PSE) are prepared to finalize project design, define construction details, and establish cost estimates.

Project Construction

The project moves from design to physical improvements that are built according to the approved design, schedule, and budget, with oversight from the sponsoring agency.

Figure 52. Project Implementation Process



Incremental Construction Strategy

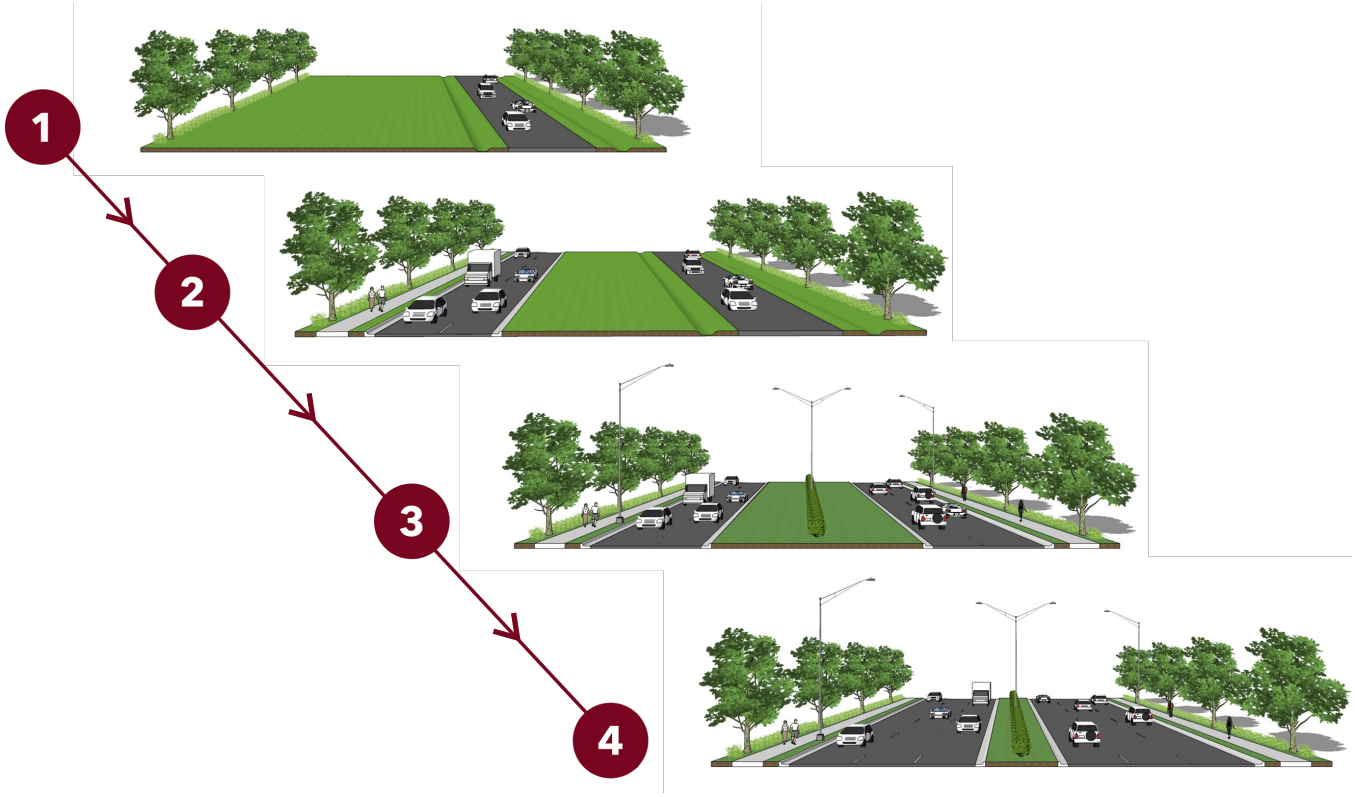
Key Benefits

- Reduces upfront construction cost
- Preserves long-term ROW
- Provides capacity in a shorter time frame
- Provides flexibility to expand as funding becomes available and/or demand increases

The incremental construction strategy builds roadways in phases to align with current demand and available funding, while preserving the full right-of-way for future capacity. As shown in Figure 53, a corridor may open as a two-lane road within a 120-foot right-of-way, but as population growth occurs and traffic volumes increase, the roadway can be expanded first to four lanes and ultimately to six lanes (if necessary) without requiring additional right-of-way or major reconstruction.

By phasing improvements, the County can deliver proportional roadway improvements to meet incremental increases in travel demand, without overextending financial resources. As part of the broader implementation strategies, phased construction gives the County a practical, cost-conscious tool to advance projects in a way that balances immediate needs with long-term growth.

Figure 53. Incremental Construction Strategy



Project Evaluation

As part of the project implementation process described in the previous section, the County evaluated a selected number of project corridors. The selected project corridors were assessed using qualitative criteria and ranked according to their final scores.

Evaluation Criteria

The County used an evaluation matrix to assess and prioritize the selected project corridors and grade separations. Each evaluation criterion aligned with the County's broader transportation goals and objectives. The criteria categories were each accompanied by a guiding question to clarify their purpose.

The project corridors matrix included 14 evaluation criteria, listed in Figure 54. The grade separation matrix included four criteria, listed in Figure 55. The criteria were used to prioritize corridors into Tier I, Tier II and Tier III project groups.

Figure 54. Project Corridors Evaluation Criteria Categories

Goals	Objectives	Evaluation Criteria Categories
Mobility	Reduce Congestion	Improvement of Known Bottlenecks
		Improvement of Network Connectivity
		Improvement of Parallel Corridors
	Enhance Mobility and Accessibility	Connection to Public Amenities
		Alignment with Future Development
	Ease of Implementation	Use of Existing vs Proposed Right-of-Way
Safety	Improve Roadway and Intersection Safety	Improvement of Network Safety
		Improvement of Intersection/Crossing Safety
	Safe Freight Movement	Supports Freight Movement Access
Economy	Align Network with Areas of Economic Growth	Connection to Major Employment/Tourist Center
Reasonableness/ Practicality	Avoid Barriers to Development	Effect on Floodplain
		Effect on Oil and Gas Wells
		Effect on Parcel Owners
	Stakeholder Input	Consideration of County and Stakeholder Input

Figure 55. Grade Separation Evaluation Criteria Categories

Goals	Objectives	Evaluation Criteria Categories
Mobility	Reduce Congestion	Reduction of Operational Delays
	Ease of Implementation	Inclusion in Existing Plans/Schematics
Safety	Improve Roadway and Intersection Safety	Improvement of Intersection Safety
Reasonableness/ Practicality	Stakeholder Input	Consideration of County and Stakeholder Input

Project Recommendations

The following recommendations prioritize 16 key corridors and eight proposed grade separations that support Wise County's long-range transportation goals. Projects are organized by priority level based on the scores they received through the evaluation process, in combination with stakeholder input gathered during the study. This structure helps guide implementation according to urgency, feasibility and anticipated growth.

Tier I Projects

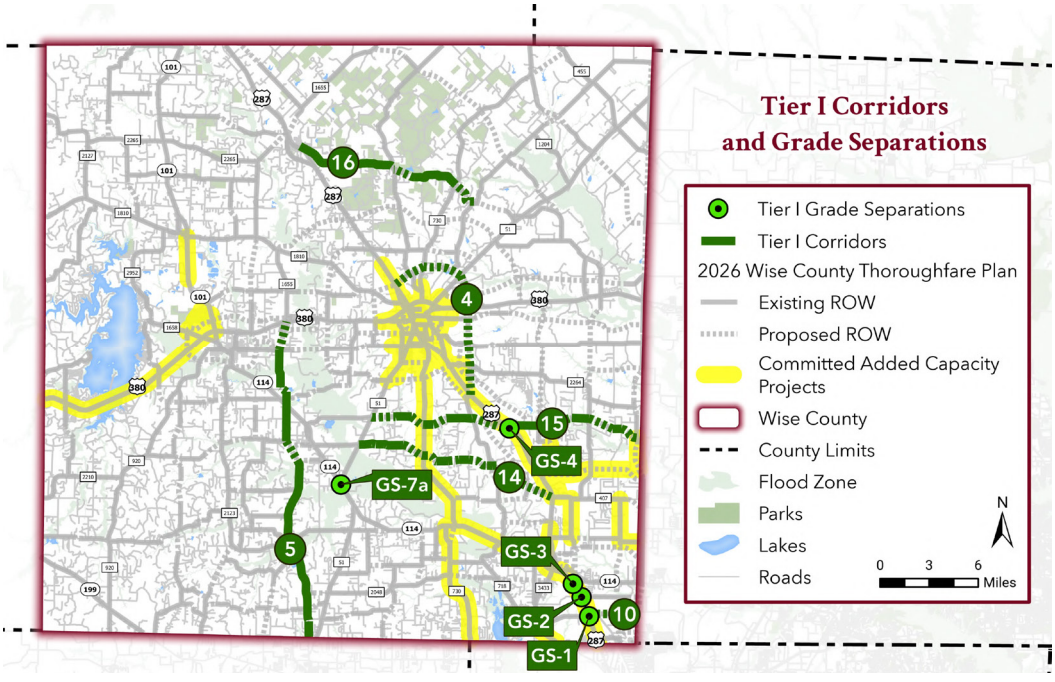
Tier I projects respond to the County's most pressing transportation needs. These projects directly address existing challenges such as safety concerns, congestion hot spots, or infrastructure gaps that are already significantly impacting mobility in Wise County. Figure 56 lists and Map 26 illustrates the Tier I project recommendations.

Figure 56. List of Tier I Project Recommendations

ID #	Name	Limits From/ Road #1	Limits To/Road #2	Func. Class.	Length (miles)
4	Decatur Loop	US 287 (S)	US 287 (N)	Minor A.	9.9
15	Wise County Parkway	FM 51	CR 4522	Major A.	14.4
14	FM 407/Paradise Parkway	US 287 (S)	FM 51	Major A.	10.7
10	Ramhorn Hill Road Extension	US 287 (S)	Sendera Ranch Blvd Ext.	Major A.	2.4
5	Bridgeport Connector	Parker County Line	US 380	Major A.	16.9
16	Grasslands Parkway	BUS 287 (N)	Old Greenwood Rd	Collector	10.5
GS-1	US 287 Grade Separation 1	US 287	Ramhorn Hill Road	-	-
GS-2	US 287 Grade Separation 2	US 287	Robertson Road	-	-
GS-3	US 287 Grade Separation 3	US 287	Schluter (CR 4838)	-	-
GS-4	US 287 Grade Separation 4	US 287	Blewitt Road	-	-
GS-7a	SH 114 Traffic Signal*	SH 114	FM 51	-	-

*To reduce the prevalence of accidents, GS-7a should be reconstructed as a fully signalized intersection as an interim measure

Map 26. Tier I Project Recommendations



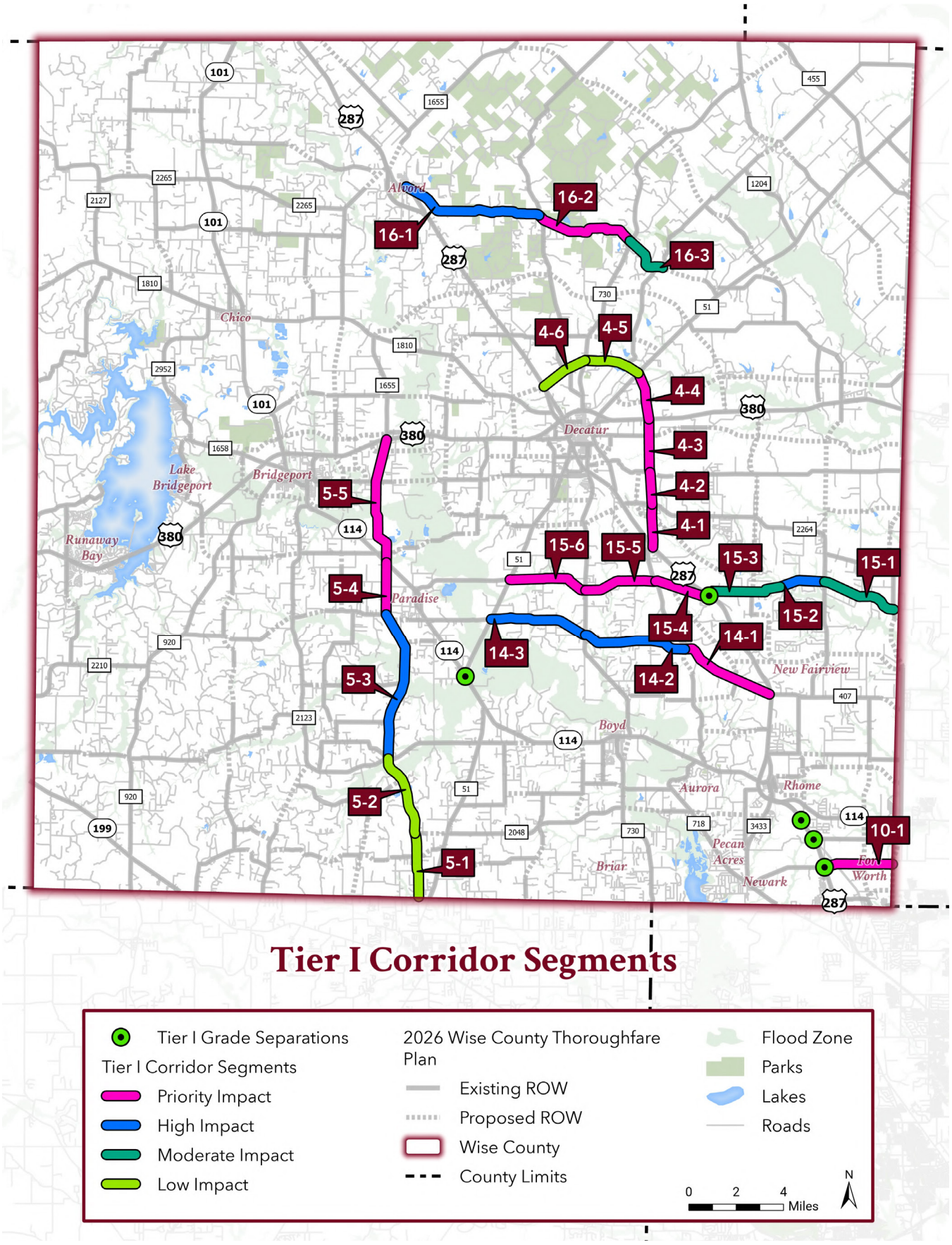
Incremental Phasing of Tier I Projects

Recognizing that many of the corridors are lengthy and that full construction will require significant investment over an extended period, Wise County is highly encouraged to to implement these Tier I projects in phases. Initial efforts should focus on closing network gaps to improve connectivity, realigning sharp curves to enhance mobility, and applying an incremental construction strategy.

Figure 57 lists the proposed segments of the Tier I projects and their priority level. Map 27 on page 90 illustrates these segments. The prioritization of each segment was based on its ability to provide immediate benefit and was developed in consultation with County staff and reviewed by the public at the final Town Hall.

Figure 57. List of Tier I Projects' Segment Recommendations

Segment ID #	Corridor Name	Limits From	Limits To	Priority Level	Length (miles)
4-1	**Decatur Loop**	US 287 (S)	FM 2264	Priority	1.5
4-2		FM 2264	FM 4010	Priority	1.1
4-3		FM 4010	US 380	Priority	1.9
4-4		US 380	FM 51	Priority	1.7
4-5		FM 51	FM 730	Lower	2.0
4-6		FM 730	US 287 N	Lower	1.7
15-1	**Wise County Parkway**	County Line Connector	FM 2264	Moderate	2.7
15-2		FM 2264	CR 4421	High	1.6
15-3		CR 4421	US 287	Moderate	2.7
15-4		US 287	FM 4227	Priority	2.0
15-5		FM 4227	FM 730	Priority	2.6
15-6		FM 730	FM 51	Priority	2.8
14-1	**FM 407/Paradise Parkway**	US 287	FM 4227	Priority	3.5
14-2		FM 4227	FM 730	High	3.7
14-3		FM 730	FM 51	High	3.5
10-1	**Ramhorn Hill Road Extension**	US 287 (S)	County Line Connector	Priority	2.4
5-1	**Bridgeport Connector**	Parker County Line	CR 3594	Lower	2.3
5-2		CR 3594	FM 2123	Lower	2.9
5-3		FM 2123	Sunflower	High	5.4
5-4		Sunflower	SH 114	Priority	1.8
5-5		SH 114	US 380	Priority	4.5
16-1	**Grasslands Parkway**	BUS 287	CR 2475	High	5.1
16-2		CR 2475	FM 730	Priority	3.7
16-3		FM 730	Old Greenwood Rd	Moderate	1.7



Map 27. Tier I Project Segments Recommendation

Tier II Projects

Tier II projects address high priority transportation needs and may be moved up to Tier I, depending on development activity or funding opportunity. These projects are designed to prevent known issues, such as safety concerns and congestion, as the County continues to grow. By investing in Tier II projects, the County positions itself to act along with or stay ahead of growth-related challenges and ensure the transportation system remains efficient and reliable over time.

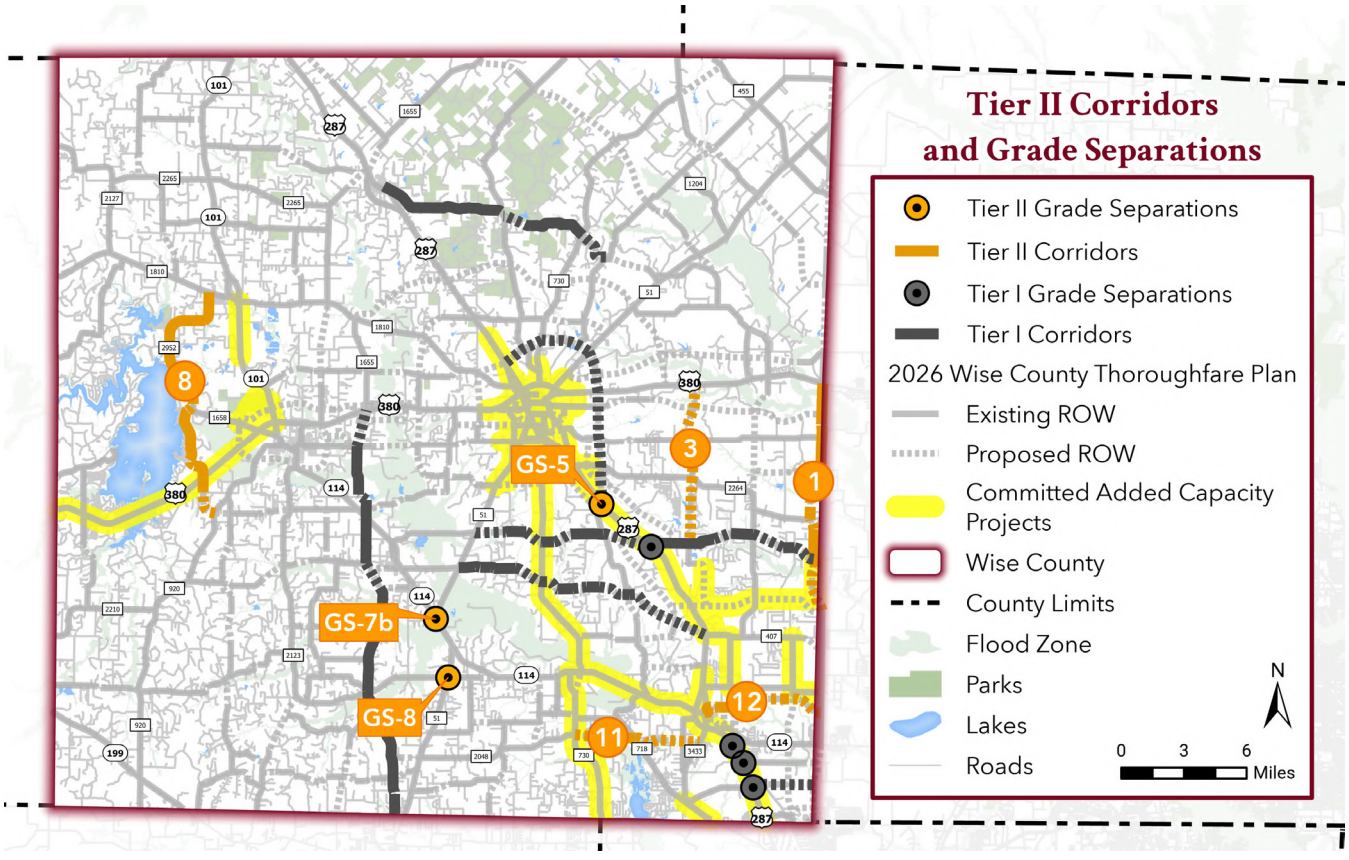
Figure 58 lists and Map 28 illustrates the Tier II project recommendations.

Figure 58. List of Tier II Project Recommendations

ID #	Name	Limits From/ Road #1	Limits To/ Road #2	Func. Class.	Length (miles)
11	Rhome Connector - South	FM 730	CR 4651	Major A	5.1
3	Decatur Outer Loop	US 380	Wise County Parkway	Major A	6.4
12	Rhome Connector - North	BUS 287 (S)	S County Line Road	Minor A	4.9
8	Lake Bridgeport Parkway	FM 920	FM 1810	Minor A	11.8
1	County Line Connector	US 380	Judge Lane	Major A	9.3
GS-5	US 287 Grade Separation 5	US 287	NRS Ranch Road	-	-
GS-7b	SH 114 Grade Separation 1*	SH 114	FM 51	-	-
GS-8	FM 51 Grade Separation 1	FM 51	FM 2123/CR 4599	-	-

*GS-7b should be reconstructed from a signalized intersection to a full grade separation as a long-term measure.

Map 28. Tier II Project Recommendations



Tier III Projects

Tier III projects represent longer-term investments that establish the framework for a complete and connected thoroughfare network. While these projects may not respond to immediate or near-term issues, they are essential to shaping a system that can accommodate future growth. As demand and funding capacity change, the County should proactively preserve right-of-way and plan for phased implementation of these projects.

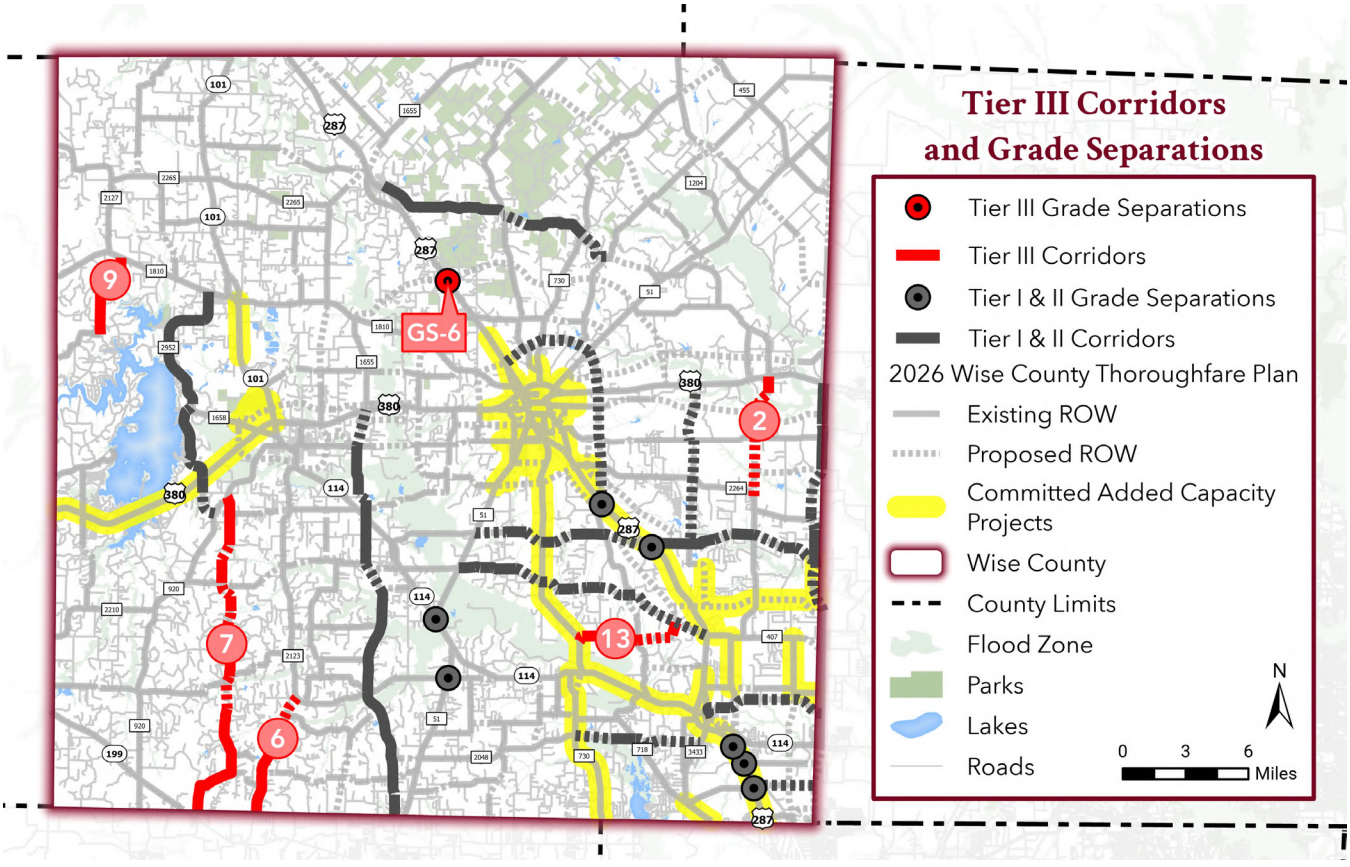
Figure 59 lists and Map 29 illustrates the Tier III project recommendations.

Figure 59. List of Tier III Project Recommendations

ID #	Name	Limits From/ Road #1	Limits To/ Road #2	Func. Class.	Length (miles)
13	Boyd Connector	FM 730	FM 407/Paradise Parkway	Major A*	4.5
7	Western Connector	Parker County Line	FM 920	Collector	13.7
2	New Fairview Parkway	US 380	FM 2264	Major A	5.0
6	Southwest Connector	Parker County Line	FM 2123	Major A	4.9
9	North Side Corridor	FM 1810	CR 1744	Collector	3.5
GS-6	US 287 Grade Separation 6	US 287	Decatur Outer Loop	-	-

* Major Arterial with a section of Minor Arterial

Map 29. Tier III Project Recommendations



Regionally Significant Corridors

Projects on state and U.S. highways play a critical role in connecting the County to the broader region. These regionally significant Corridors are led by TxDOT, but their improvements have direct implications for local mobility, safety and economic development. It is important for the County to account for these projects in its planning process to ensure that local thoroughfare investments align with TxDOT improvements and that the transportation network functions as a seamless system.

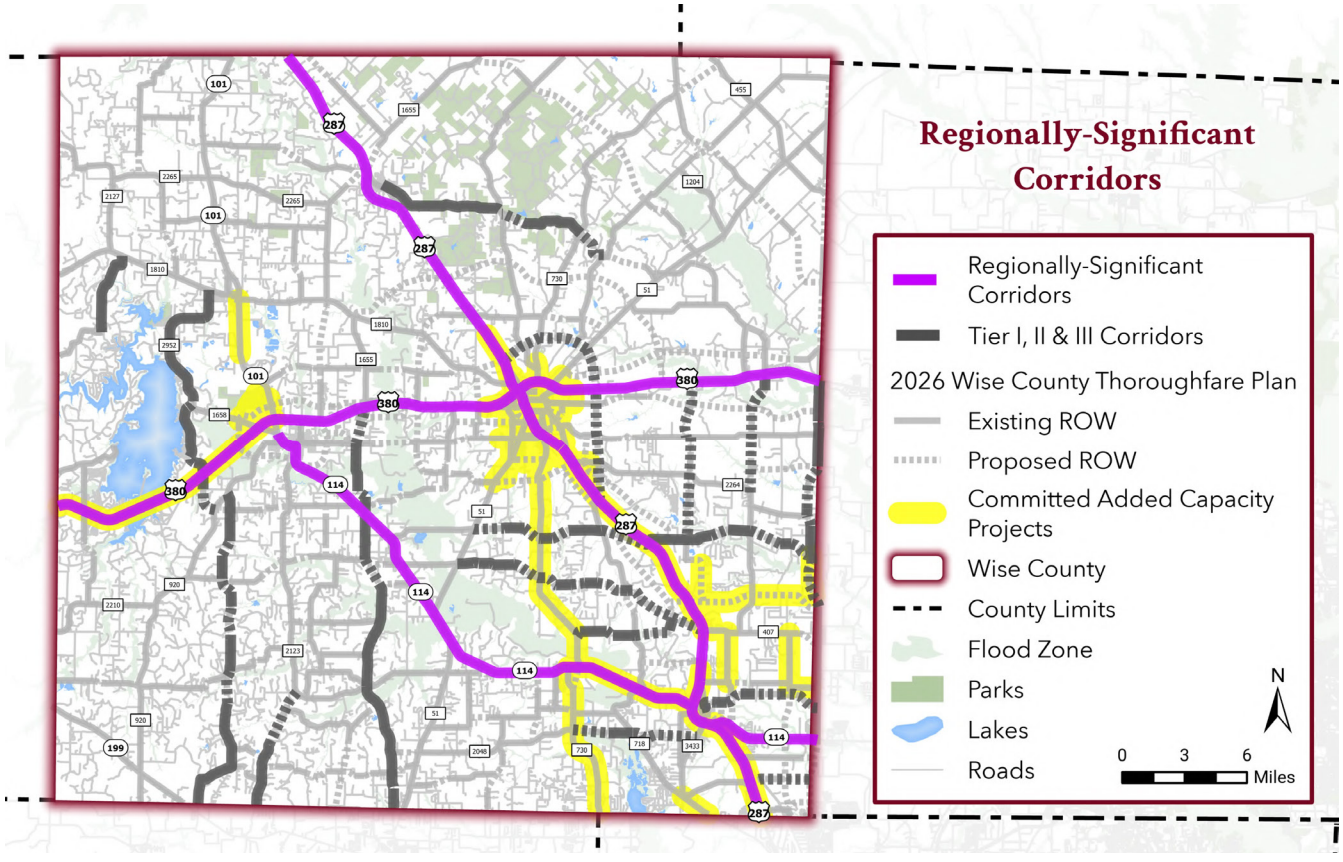
Ongoing coordination with TxDOT provides the County with increased opportunities to share priorities, anticipate upcoming projects and identify opportunities for complementary local improvements.

Figure 60 lists and Map 30 illustrates the regionally significant corridors and the TxDOT projects planned in Wise County that add capacity. For a full list of TxDOT projects that add capacity or improve safety and operations, please refer to the "TxDOT Projects" section on page 21.

Figure 60. List of Regionally Significant Corridors

Corridor Name	Limits From	Limits To
US 287	Parker County Line	Montague County Line
US 380	Denton County Line	Jack County Line
SH 114	Denton County Line	US 380

Map 30. Map of Regionally Significant Corridors



Policy and Program Recommendations

Recommendations for policies and programs are summarized in a series of action items (see Figure 61 below). Each action item includes a detailed description, the agency or entity that would be primarily responsible for the action item, the estimated implementation time frame and approximate cost.

The implementation time frame includes action items with:

- Immediate time frame, IM (0-2 years)
- Short-term time frame, ST (2-5 years)
- Medium-term time frame, MT (5-10 years)
- Long-term time frame, LT (10+ years)
- Ongoing effort, OG

Figure 61. Plan Action Item Recommendations

Action Items	Description	Involved Entities	Implementation Time Frame					Approx. Cost
			IM*	ST*	MT*	LT*	OG*	
Request that NCTCOG incorporate the adopted Plan into the NCTCOG Regional Mobility Plan 2050 Update	Including the Plan in the NCTCOG Mobility Plan 2050 Update will ensure that Wise County's transportation priorities are clearly represented in regional planning discussions.	Wise County, NCTCOG						$
Continue Plan administration	Ongoing management is needed to keep the Plan map and design standards current. Regular updates help ensure the Plan reflects new municipal plans and projects, development activity and evolving policies in Wise County.	Wise County, Consultants						$
Establish a Transportation Advisory Committee (TAC)	Wise County should consider establishing a TAC to improve long-range transportation planning and proactively respond to evolving transportation needs. A TAC could support coordination across jurisdictions, advise on project prioritization, help identify funding opportunities and align transportation investments with countywide growth and mobility needs, and promote transparent decision-making.	Wise County, Cities, NCTCOG, TxDOT, Others						$
Update the Plan	Based on current demographic forecast growth, it is recommended that Wise County consider updating its Plan within 5-7 years.	Wise County, Consultants						$$

Notes: IM* - Immediate | ST* - Short-Term | MT* - Medium-Term | LT* - Long-Term | OG* - Ongoing

Action Items	Description	Involved Entities	Implementation Time Frame					Approx. Cost
			IM*	ST*	MT*	LT*	OG*	
Develop a Communication Strategy between County and other Entities	Enhance communications between Wise County and its key stakeholders (especially TxDOT) to ensure alignment with broader transportation strategies, facilitate access to funding, and leverage expertise and resources.	Wise County, NCTCOG, TxDOT, Cities, Developers, Others						$
Adopt a Vision Zero Policy	Wise County should consider adopting the Vision Zero Policy (VZP). VZP aims to eliminate all traffic fatalities and severe injuries by prioritizing safety in transportation planning and design, and by shifting the focus from only individual responsibility to system design. Adopting VZP would unlock additional funds for network improvements and reduce congestion.	Wise County						$
Develop a Roadway Safety Action Plan	A countywide safety analysis is recommended to identify system-wide safety issues and develop policies, programs, and low-cost projects to reduce the frequency and severity of crashes within the County. Adoption of an Roadway Safety Action Plan would also align with the Vision Zero Policy and provide access to new funding streams.	Wise County, Consultants						$$
Create a Freight Plan	The County should develop a freight plan to align with state designated truck routes, inform intermodal operators, support the development of intermodal freight facilities, and improve traffic safety.	Wise County, Consultants						$/$$
Strengthen Traffic Impact Analysis as part of the Plan Administration Process	Proposed developments in Wise County may have long-term impacts that are not consistently accounted for. To address this, the County should integrate impact analysis into its thoroughfare planning process to ensure that future effects on the roadway network are systematically evaluated.	Wise County, Cities						$

Notes: IM* - Immediate | ST* - Short-Term | MT* - Medium-Term | LT* - Long-Term | OG* - Ongoing

Action Items	Description	Involved Entities	Implementation Time Frame					Approx. Cost
			IM*	ST*	MT*	LT*	OG*	
Enhance the existing Pavement Assessment Program	Support ongoing efforts to enhance and expand Wise County's existing pavement management system and ensure its recommendations are effectively integrated into future thoroughfare planning and development.	Wise County, TxDOT, Consultants						$
Create a Hazard Mitigation/ Resiliency Plan	Flooding has been identified by numerous stakeholders as a significant concern at various locations throughout Wise County. While these areas have been noted in the Plan, additional analysis is needed to assess the severity and frequency of flooding, explore potential mitigation solutions, and identify possible funding sources.	Wise County, Consultants						$/$$
Support Remote Work Initiatives	Building on the ongoing efforts to expand broadband network and internet infrastructure, the County should continue to explore emerging remote work trends and future technologies. This includes identifying opportunities to enhance existing wireless network coverage, encouraging the inclusion of home office spaces in new housing developments, and supporting initiatives that reduce travel demand and improve overall roadway safety.	Wise County, Cities, NCTCOG						$
Consider Alternative Intersection Design	Alternative intersection designs may offer operational and safety benefits in certain contexts. Wise County should consider evaluating these configurations—particularly in areas with documented safety issues, new development activity, or where geometric or contextual constraints limit standard intersection treatments.	Wise County, Cities						$
Conduct a Wise County Transit Study	It is recommended that the County consider conducting a transit study to assess opportunities for transit services, identify target service populations and investigate solutions to improve access and service.	Wise County, NCTCOG, Consultants						$$

Notes: IM* - Immediate | ST* - Short-Term | MT* - Medium-Term | LT* - Long-Term | OG* - Ongoing



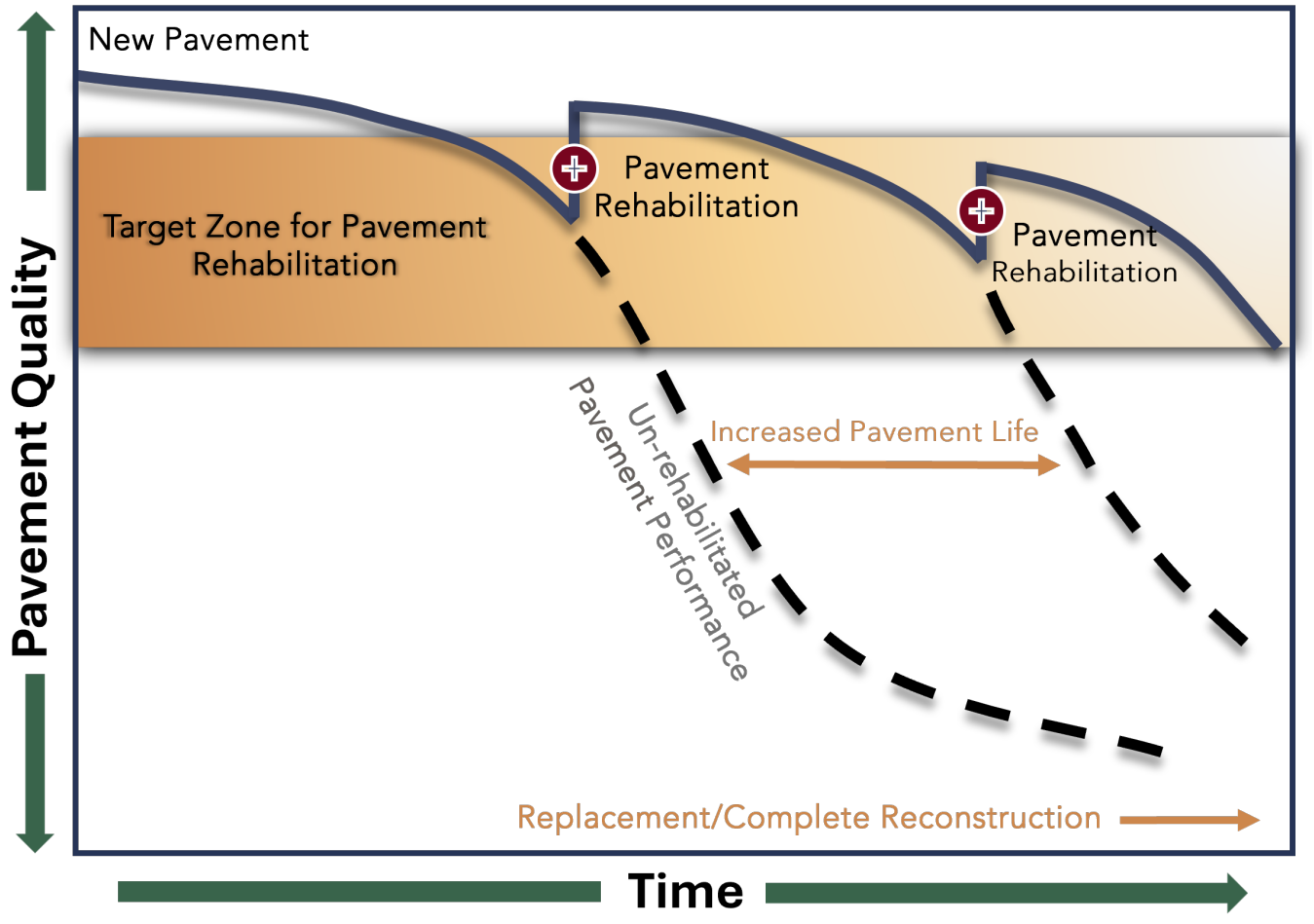
Transportation Asset Strategies

Asset Management

Transportation asset management is a data-driven approach that helps public agencies maintain and improve roads, bridges, and other infrastructure in the most efficient and cost-effective way. It focuses on using good information to guide decisions about when and where to invest in maintenance, upgrades, or new construction. The goal is to keep transportation systems in good condition and make the best use of limited funding.

Asset management is widely used by public agencies to improve long-term planning and ensure that investments support defined goals. In addition to tracking costs, it also looks at how well assets perform over time and helps agencies weigh trade-offs, (e.g., whether to repair something now or wait). This approach often uses the pavement life cycle model for analysis, as shown in Figure 62. As transportation systems grow more complex, asset management gives agencies better tools to make informed, strategic decisions that benefit both the system and the public.

Figure 62. Pavement Life Cycle Timeline



Asset Optimization

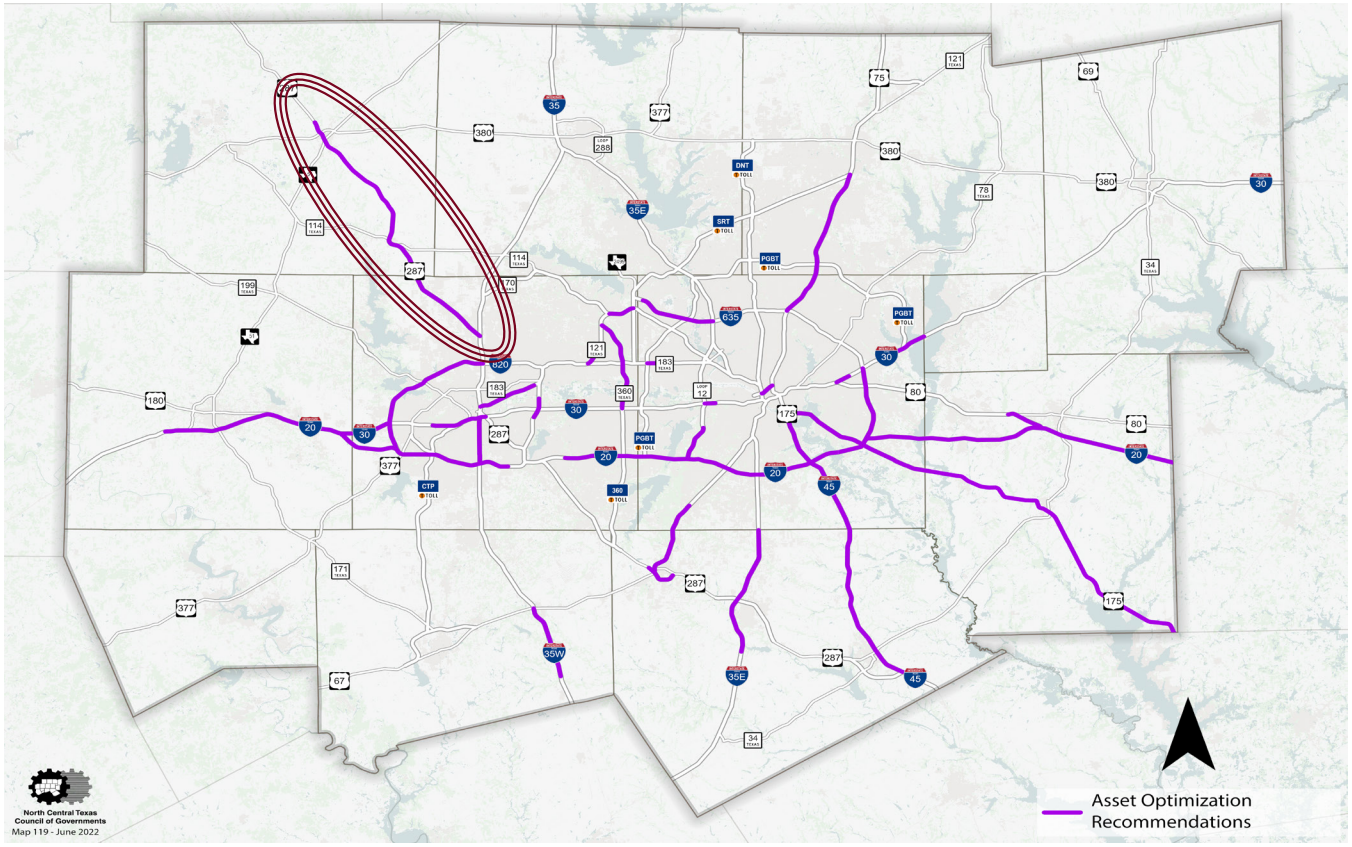
Asset optimization focuses on improving the performance of individual assets through targeted, cost-effective strategies. Asset optimization supports smarter project-level decisions that reduce costs and extend the life of transportation assets without major reconstruction. Such projects may include signal timing adjustments, access management, lane reconfiguration or others. As demand increases and funding remains constrained, the County is encouraged to refer to NCTCOG's Asset Optimization Program as a guideline to optimize what already exists to deliver faster results.

NCTCOG's Asset Optimization Program

NCTCOG's program emphasizes cost-effective and timely strategies to address corridor deficiencies and performance gaps. Rather than defaulting to high-cost capacity expansions, it focuses on improving functionality within the existing right-of-way. This can include operational improvements, value engineering, bottleneck removal, and targeted capital investments that are faster to implement and more financially sustainable.

NCTCOG's Mobility 2045 MTP identified 22 corridors for asset optimization. In Wise County, US 287, as shown within the oval on Figure 63, was identified for targeted improvements to enhance safety and traffic flow. Improvements include addition of frontage roads, bottleneck removal, and other operational enhancements in lieu of construction to ultimate capacity.

Figure 63. NCTCOG Mobility 2045 Update Asset Optimization Recommendations



Funding Strategies

Identifying and securing funding is critical in moving projects from planning through to construction. The strategies below outline practical steps Wise County can take to capitalize on available funding resources. For a list of potential funding sources and grants, please refer to Appendix C.

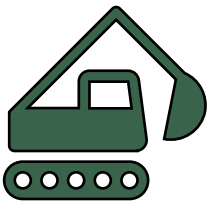


Maintain Agency Coordination

Maintain effective communications between Wise County and its main funding partners. Traditional funding mechanisms are increasingly competitive. By regularly communicating with TxDOT and NCTCOG on the progress of pre-construction work on its key roadway projects, Wise County can elevate the status of its key projects.

Pre-Position Shovel-Ready Projects

Develop "shovel-ready" projects. Often, funded TxDOT projects are delayed or deferred, potentially leaving available funding at the end of the fiscal year for other projects. Having several projects ready for construction provides an opportunity for Wise County to leverage residual TxDOT funds. Utilize existing financial resources to complete preliminary engineering and environmental work to pre-position projects as "shovel-ready" in anticipation of residual TxDOT funding at the end of its fiscal year.



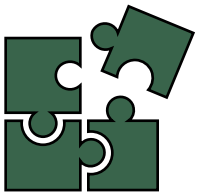


Assess Staff Capacity

Take stock of available staff resources. Limited staff resources may make certain programs, strategies, or grant applications difficult. Determine available staff hours and resources before proceeding with any funding initiative. If resources are extremely limited, consider partnering with NCTCOG, a city, or an adjacent county to pursue joint funding for a specific project with mutual benefit.

Phase and Reprioritize Projects

Break corridors into phases or sections, then sections into projects (similar to the Tier I Project Segments) and analyze projects to see if they can be regrouped to better align with available funding sources. Disaggregating corridors into smaller projects may also make it easier for counties to fund individual projects or partner with cities or other agencies on specific roadway improvements.

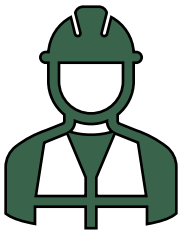




Emphasize Safety & Health in Grants

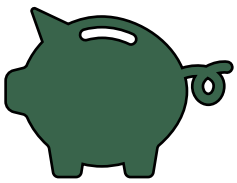
If Wise County wishes to compete for federal and state funds via grants, it should emphasize safety and health in grant applications. Reviewing agencies prioritize the social benefits and long-term impact of proposed projects. While preferred terminology and focus may vary across programs, it is important that projects demonstrate a clear commitment to serving vulnerable populations and minimizing environmental impacts.

Partner with Developers



Investigate partnerships with developers on projects in undeveloped areas to identify areas of most interest to developers, as they are often required to donate right-of-way and partially fund roadway construction to support their development.

Leverage Local Revenues



Leverage existing County assets. Create a dedicated revolving funding stream for specific types of transportation improvements. By dedicating a percentage of property tax revenue for a specific type of transportation improvement, Wise County can create a dedicated revolving funding stream for transportation. Safety projects may be an ideal candidate for such an initiative. Dallas County has generated almost $300 million in projects using such a funding strategy.[1] Wise County also has a robust petrochemical industry, which may also be a potential source for future funding partnerships or revolving revenue streams.

Create Project Funding Plan



Developing a funding strategy for roadway projects is just as important as developing the project itself. Wise County should develop a funding action plan for each project, set a schedule with deadlines, and set realistic outcomes. Developing a project funding workshop with TxDOT and NCTCOG to develop project funding strategies elevates their status.



Explore New Funding Sources

Be willing to consider new funding streams. Consider crowdfunding as a funding source for small projects, especially if they involve safety and can be community-led. For larger projects, consider a bond program to raise the local match for major projects and/or directly fund high-priority improvements.

[1] Source: "Investing in America's Infrastructure: County Funding for Capital Facilities", National https://www.naco.org/sites/default/files/documents/Business-of-Counties_IFM_0.pdf



WISE MOVES

Wise County 2026 Thoroughfare Plan

Adopted March 9, 2026

Prepared by

FREESE AND NICHOLS