



TITLE: Consider/Discuss/Act on Resolution Supporting a Corridor Study for US 75 from IH 635 to SH 121 (Sam Rayburn Tollway) in Dallas and Collin Counties to Identify Alternatives and Solutions to Address Mobility Needs in the Corridor and to Minimize Impacts in the Study Area and Requesting that the Texas Department of Transportation Extend the Limits of the Corridor Study to Telephone Road

MEETING DATE: June 4, 2013

DEPARTMENT: Development Services/Engineering

CONTACT: Gary Graham, PE, PTOE, Transportation Engineering Manager

RECOMMENDED CITY COUNCIL ACTION:

- Approval of the Resolution.

ITEM SUMMARY:

- This Resolution supports a corridor study for the section of US 75 from IH 635 to SH 121 (Sam Rayburn Tollway) Dallas and Collin Counties to identify alternatives and solutions to address mobility needs in the corridor and to minimize impacts in the study area.
- This Resolution also requests that the Texas Department of Transportation (TxDOT) extend the limits of the corridor study to Telephone Road.

BACKGROUND INFORMATION:

- TxDOT began work on a corridor study for US 75 between IH 635 and SH 121 (Sam Rayburn Tollway) in late 2012. This study will look at long-term mobility needs in the US 75 corridor and will identify alternatives to address these needs.
- TxDOT has been collaborating with the various local jurisdictions impacted by this project, including the cities of Dallas, Richardson, Plano, Allen, Fairview, and McKinney, Dallas County, Collin County, Dallas Area Rapid Transit, and the North Central Texas Council of Governments.
- Traffic volumes are anticipated to increase significantly over the next 20 years:

Location	2011 Volume	2035 Demand (Unconstrained)	Increase
US 75 @ Midpark Drive	240,000 vpd	420,000 vpd	75%
US 75 @ Bethany Drive	170,000 vpd	325,000 vpd	90%

- The corridor study will evaluate all feasible and prudent alternatives within the study area including additional freeway lanes, new managed lanes, new alignment roadway, arterial roadway improvements, intersection improvements, intelligent transportation systems, demand management, and mass transit. The final preferred alternative may integrate multiple alternatives into a unified plan for the corridor.
- Using this process to develop a preferred alternative will provide consistency among local, regional, state, and national transportation goals and will aid in the development of funding and financing strategies.
- Staff believes that adding the segment of US 75 through McKinney to this study will be beneficial due to continued suburban growth in Collin, Grayson, and Fannin Counties, as well as increasing regional traffic along the US 75 corridor.
- Traffic volumes on US 75 at Eldorado Parkway are currently estimated at 125,000 vehicles per day (vpd). An eight-lane freeway, as currently under construction, can accommodate 145,000 vpd with some peak period congestion. A volume increase of only 15% would reach this threshold.

FINANCIAL SUMMARY: None

BOARD OR COMMISSION RECOMMENDATION: N/A