



TITLE: Consider/Discuss/Act on a Resolution Supporting the Designation of an Interstate Highway Route Beginning at the Junction of Interstate Highway 30 and the Outer Loop in Rockwall County, Continuing North and West Along the Future Alignment of the Outer Loop to its Junction with US 75 and then Continuing North Along US 75

MEETING DATE: March 19, 2013

DEPARTMENT: Development Services/Engineering

CONTACT: Gary Graham, PE, PTOE, Transportation Engineering Manager
Jack Carr, PE, Director of Engineering

RECOMMENDED CITY COUNCIL ACTION:

- Approval of Resolution.

ITEM SUMMARY:

- This Resolution takes the following actions:
 - Supports the designation of an interstate highway route beginning at the junction of Interstate Highway 30 and the Outer Loop in Rockwall County, continuing north and west along the future alignment of the Outer Loop to its junction with US 75 and then continuing north along US 75.
 - Supports the efforts of Collin County officials to have the Outer Loop added to the 2040 Mobility Plan.
 - Supports the concept that the Outer Loop should serve as a bypass of the Metroplex, thereby allowing the section of US 75 from McKinney to Dallas to be used as a commuter corridor, as it functions today.

BACKGROUND INFORMATION:

- This item was tabled at the March 5, 2013 Council meeting.
- For over two years, leaders in Texas and Oklahoma have been evaluating the feasibility and desirability to designate the US 75/69 Corridor as an interstate highway. The limits of the designation would extend from the northern terminus of existing I-45 in Dallas to I-44 near Big Cabin, OK.
- Improvements to the Panama Canal are currently underway. The improved canal is scheduled to be completed in 2015 and will accommodate wider and longer ships, thereby increasing the capacity of the canal. With this increase in capacity, there is a concern that there will be an increase in volume of freight that

will be transported via truck, from the ports in Texas to the Midwest, passing through Dallas on its way.

- I-35 and US 75/69 are two routes the freight haulers currently follow when traveling from Dallas to eastbound I-44, en route to destinations such as Saint Louis, Chicago and the East Coast. According to a study completed by the Oklahoma DOT, more freight is currently transported along US 75/69 than along I-35. The US 75/69 route is shorter in length and duration compared to I-35 through Oklahoma City (even though the drivers encounter reduced speed zones and traffic signals in the cities along the route). The Oklahoma DOT study also indicates truck traffic along the US 75/69 route is currently increasing at a rate of 2% per year and they project that increase will continue.
- Currently, of all roads in the DFW Metroplex, US 75 is the most congested, carrying 275,000 vehicles per day on the section just north of I-635. Truck drivers currently prefer the US 75/69 route through Oklahoma, regardless of the current constrictions. Once the constrictions are removed, an increase in traffic along all segments of the corridor is anticipated, thereby resulting in greater congestion in the section already experiencing traffic problems.
- TxDOT is currently conducting a study to relieve the congestion on US 75 between McKinney and Dallas. The cities along the corridor wish that the section of US 75 remain a commuter corridor, as it functions today.
- To relieve the current congestion along the section of US 75 between McKinney and Dallas and to provide additional capacity for future growth, an alternate route must be constructed as a bypass. The Outer Loop will serve as the bypass.
- FHWA criteria for the terminus of an interstate highway includes the following options:
 - A city with a population of at least 100,000
 - Another designated interstate
- At the last meeting, there was discussion regarding designating a temporary terminus until the Outer Loop was constructed. The two locations being considered were US 380 and FM 543.
- Based on conversations with NCTCOG staff, who have received information directly from the Federal Highway Administration (FHWA), a temporary interstate designation is not a likely option. They also stated a route designated as a future interstate highway can follow a new alignment and does not need to follow an existing highway.
- The City of McKinney is only one of many governmental jurisdictions (cities, counties, states, tribal organizations, etc.) along the proposed route that will be requested to support the interstate highway designation.
- It is anticipated that the interstate highway designation will be sought via Congressional action. Based on the time to finalize the designation of similar roadways, it is expected the interstate highway designation process will take over

a decade to complete.

FINANCIAL SUMMARY:

- None

BOARD OR COMMISSION RECOMMENDATION:

- N/A