The Texas Department of Transportation (TxDOT) in partnership with the North Central Texas Council of Governments (NCTCOG), the Federal Highway Administration (FHWA), the Cities of Allen, Dallas, McKinney, Plano, Richardson and the Town of Fairview, are undertaking a study to determine what improvements can be done to meet the future traffic demand in the US 75 corridor. The study will develop a long-term mobility plan for the US 75 corridor study area.

**NEED FOR THE STUDY**

North-South mobility improvements are needed in the US 75 Study Area to accommodate increasing traffic volumes on US 75 that have resulted from high population and employment growth in Dallas and Collin counties.

**GOALS AND OBJECTIVES OF THE STUDY**

To address the needs of the area several project goals and objectives have been developed including:

- Meet the Future Mobility and Accessibility Needs of the US 75 Corridor
- Enhance Environmental Quality and Quality of Life
- Support Economic Development in the Corridor
- Improve Public Safety
- Facilitate Financing/Funding

**US 75 TRAFFIC GROWTH FORECASTS**

Congestion along US 75 continues to increase with current congestion causing over 4 million hours of delay a year and costing commuters $80 million per year. By 2035, parts of the corridor will see an increase of more than 80% (from 230,000 to 420,000 vehicles per day). In 2035, Dallas County can expect eight hours of congestion on US 75 and Collin County can expect upwards of seven hours of congestion. This severe congestion will limit economic growth of northern Dallas County and Collin County. TxDOT is studying US 75 to identify ways to help ease congestion and prepare for future growth.

**HISTORY AND STATUS OF THE US 75 CORRIDOR**

US 75 is north of I-635 and was reconstructed in the 1980’s and early 1990’s and has continued to develop as the predominant mobility corridor in northern Dallas County and Collin County. Other improvements that have been completed since the major corridor reconstruction includes the following:

- High Five Interchange at I-635.
- President George Bush Turnpike (PGBT) interchange.
- Sam Rayburn Tollway (SRT) and SH 121 interchange.
- Addition of a concurrent flow Managed/HOV lane to Bethany.
- Parker Road Single Point Urban Interchange.

In addition, several near-term improvements are being developed including:

- Reconstruction and widening of US 75 from a four-lane freeway to an eight-lane freeway with interchange adjustments from the Sam Rayburn Tollway to US 380. This project is estimated to cost $106.6 million and construction is scheduled for completion in July 2015.
- Widening the connector ramps from PGBT to northbound US 75 and southbound US 75 to PGBT with auxiliary lanes added along US 75 to Park Blvd. This project is estimated to cost $35 million and construction is scheduled to begin in May 2015.
- Widening of US 75 from a six-lane freeway to an eight-lane freeway with ramp adjustments. This project is estimated to cost $63 million and construction is scheduled to begin in July 2014.
ALTERNATIVES BEING CONSIDERED
Several alternatives are being considered to increase capacity in the US 75 study area and build on the existing US 75 configuration. The alternatives range from the No-Build alternative to alternatives that require significant widening. In addition, operational improvements are being considered in the study area that will be developed as part of an overall corridor plan to reduce congestion including improvements to transit and the local roadway network. The overall list of improvements being considered includes:

No-Build Alternative
No improvements considered over what is existing along US 75

Arterial (Local Road) Improvements
Capacity added on select North-South Arterials (e.g. Alma, Angel Parkway, etc.)

Transit
Transit plan represented in NCTCOG model (Includes McKinney extension)

Transportation Systems Management/
Transportation Demand Management
Includes carpools/vanpools, staggered work hours, telecommuting, bicycle/pedestrian, signal optimization

General Purpose Lanes Only
Considers ultimate 10-lane and 12-lane highway alternatives

Managed Toll Lanes Only
Considers alternatives adding 4 or 6 Managed Lanes to the existing 8-lane highway

General Purpose Lanes + Managed Toll Lanes Improvements
Considers alternatives adding 4 or 6 Managed Lanes and additional mainlanes to the existing 8-lane highway

New Location Alternatives
Considers new location tollway east of US 75

QUESTIONS & ANSWERS
1. What are the limits of the US 75 study area?
The US 75 study area extends from I-635 (LBJ) at the south to SH 121 (Sam Rayburn Tollway) at the north within the cities of Dallas, Richardson, Plano and Allen, as well as the Town of Fairview, in Dallas and Collin counties.

2. What is the purpose of the US 75 public meetings?
The June 18 and June 20 public meetings are conducted by TxDOT to present information developed regarding the corridor and solicit input on preliminary alternatives. The meetings provide an open forum to introduce the project, review the history of the corridor and prior studies, overview the need and purpose, as well as the goals, design solutions, schedules, processes and document input, including issues and concerns. The public meetings are part of a project’s preliminary engineering and Environmental Assessment (EA) process.

3. What is an Environmental Assessment (EA)?
An EA is a concise public document that serves to analyze any environmental impacts a construction project might impose. The process includes, but is not limited to:

- Identification of right of way
- Wildlife and natural resources
- Community impacts
- Air and noise impacts

4. How long will the study take?
The study is expected to continue through early 2015. During the course of the study, the project team will develop a detailed schematic and EA, which will be presented to the public during a public hearing scheduled for late 2014.

5. When will construction begin, how long will it last and how much will it cost?
A construction start date cannot be determined until after a preferred alternative and funding sources are identified. Due to the complexity and differences in potential solutions, a construction duration and cost cannot be identified at this time.

6. Will my written comments be considered?
Yes. Comment cards are available during the public meetings. The project team will review each comment. The public has a 10-day period, through July 5, 2013, to provide written comments. For the official record; however, questions, comments and concerns will be welcome throughout the study process (see website and Contact Information).

7. Where can I receive additional information?
The public may access the project website, www.US75Mobility.com, KeepItMovingDallas.com or contact the TxDOT Project Manager or the consultant Project Manager (see Contact Information to the right).

PROJECT SCHEDULE

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