

US 75 (N. CENTRAL EXPY)

IH 635 (LBJ Fwy) to SH 190 (Pres. George Bush Turnpike)

Current Conditions

This segment of US 75 North Central Expressway is the main non-tolled north-south route between North Dallas and Plano; it was reconstructed in the 1980s. It is a major commuter route to the employment centers in Richardson. It is nicknamed “Telecom Corridor” although the mix of businesses in the corridor has become more varied since the 1990s. Congestion on this freeway section follows the traditional inbound morning/outbound evening peaking pattern, but southbound speeds are generally lower outside of the morning period.

- Segment Length: 6.6 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 2,608,000.
- Texas Congestion Index: 1.59.
- Commuter Stress Index: 1.88.

The facility has eight general purpose lanes with two 24-hour, concurrent flow HOV lanes.

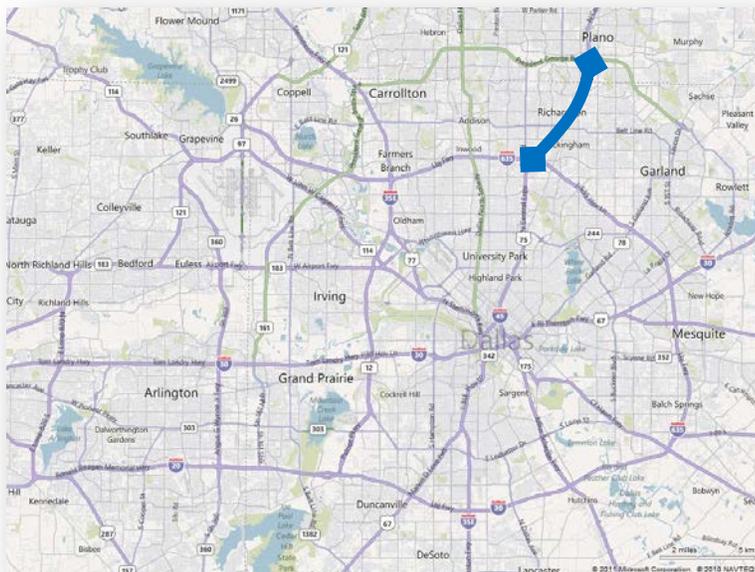
Possible Congestion Causes

There are no alternate north-south highways between the Dallas North Tollway and IH 30. The major north-south arterials are also congested during peak periods. There is no more right-of-way available for capacity expansion or major reconstruction in the corridor. The corridor is surrounded by commercial and multi-storied office buildings. The southern end of this corridor intersects with two corridors, LBJ Freeway IH 635 and North Central Expressway US 75 that are even more congested.

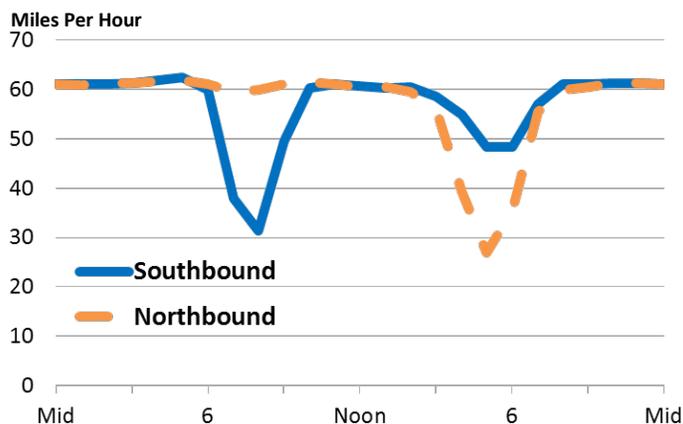
Projects in Progress or Completed

Incident Management

The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police



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| 2010 Rank: 15 | 2013 Rank: 15 |
| Annual Hrs of Delay/Mile: 398,000 | |
| Congestion Time: 6 Hours | |
| Annual Cost of Delay: \$54.5 Million | |
| Average Daily Traffic: 247,000 Vehicles | |



and fire departments in the City of Dallas and the Dallas County Sheriff’s Office have participated in Freeway Incident Management training, as well as Photogrammetry Training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.



Intelligent Transportation Systems (ITS)

Part of a corridor-wide Integrated Corridor Management project using ITS, this project will integrate systems (freeway, transit, and arterials) to get the full use out of the available capacity. In addition, a regional 5-1-1 will be developed as part of this project.

Traffic Signals

Regional traffic signalization improvement program has been implemented on major streets in the corridor.

Demand Reduction

The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA), North Texas

Clean Air Coalition (NTCAC), and other public and private sector organizations.

Transit Services

The DART Red Line runs parallel to the facility with seven stations along the corridor. The Red line carried 33,200 average weekday riders in FY 2010.

There is DART bus service in corridor with 11 routes including shuttle service. DART shuttle service is provided to the Texas Instruments campus from LBJ/Central station, the Palisades Shuttle from Galatyn Park station, and the UT Dallas Shuttle from Bush Turnpike station.

There are four Park-and-Ride facilities in the corridor all of them associated with the DART light rail stations at LBJ/Central (553 spots), Spring Valley (393), Arapaho (1100), and George Bush Turnpike (1193).

Bicycle and Pedestrian

On-street bikeways in the City of Richardson that intersect this corridor can be found on Collins Boulevard, Lookout Drive, and Floyd Drive. The Renner Trail, Spring Creek Trail, Cottonwood Trail, and Central Trail are in the corridor.

President George Bush Turnpike Eastern Extension

The Eastern Extension of the President George Bush Turnpike (PGBT) is a toll road from SH 78 to IH 30. This corridor has six general purpose toll lanes with four discontinuous frontage road lanes, as well as a fully-directional interchange at IH 30. This segment opened to traffic in late 2011. This segment provides a more direct and faster route between north Dallas and south Collin counties to eastern areas of Dallas County.

Planning Efforts to Date

HOV Lane Study

An HOV study is identifying potential HOV lane access improvements including wishbone ramps.

Next Steps

- TxDOT has hired a consultant to study improvements in this corridor. Congestion in this corridor will continue to be addressed through **additional traffic management, travel demand management, and bottleneck removal** efforts through the FHWA Integrated Corridor Management program.
- TxDOT has received approval of its schematic for the design of **interchange improvements/bottleneck removal on US 75 at SH 190** that will widen direct-connect ramps and construct auxiliary lanes.
- The corridor is listed in *Mobility 2035* as a **potential corridor for truck lane restrictions**.