
US 75 CORRIDOR

Initially, the Segment 1 Committee wanted to determine if improving U.S. Highway (US) 75 would reduce congestion on Interstate 35 (I-35). The Segment 1 Committee examined travel demand modeling for both I-35 and US 75 to evaluate whether improvements to US 75 would alleviate congestion on I-35. The results of this modeling indicated that improvements to US 75 did NOT reduce congestion on I-35. The Segment 1 Committee determined that each facility serves a different travel market which means that proposed improvements on one facility (e.g., I-35) did not improve congestion on the other and vice versa.

However, based on the results of this modeling effort, the Segment 1 Committee recognized that US 75 is an extremely important regional facility in North Central Texas, and that although improvements to this facility would not necessarily benefit I-35 per se, improvements on US 75 would contribute to improving mobility in the Dallas-Fort Worth (DFW) Metroplex.

As noted in the Figure on the right, **current traffic counts on US 75 are 35% higher than the next largest radiating highway in the Metroplex.** As a result, the Segment 1 Committee recommends that a separate committee consisting of local and regional representatives be formed to focus on the US 75 corridor in North Central Texas. This separate committee could evaluate options for US 75 such as upgrading US 75 to an Interstate Highway facility (e.g., as the extension of Interstate 45) and exploring commuter rail between Sherman/Denison and the DFW Metroplex.



