Regional Outer Loop Feasibility Study

Purpose of Study

- Evaluate the need and feasibility for a Regional Outer Loop around the Dallas-Fort Worth region
- Identify “Locally Preferred Study Corridor”
- Determine “Sections of Independent Utility (SIU’s)”
- Monitor conditions that impact decision-making
  - Regional demographic projections
  - TxDOT commitment(s) to the Trans-Texas Corridor (TTC-35)
  - Importance of goods movement and intermodal freight facilities
  - Gas well locations and density
Regional Outer Loop Feasibility Study (cont.)

Project Intent

- Allow bypass options for passenger/freight traffic not destined for the region
- Manage near-term/long-term congestion for predominant commuter routes
- Improve capacity, mobility, and accessibility for outlying communities and developing areas
- Serve population areas that currently lack major limited-access facilities for inter-suburban travel
Corridor Evaluation Process
Regional Outer Loop – Study Area and Subareas
Corridor Evaluation Process (cont.)
Phase 1/Phase 2 Matrix

Information Input
- Design Standards
- Previous Studies
- Recent Aerial Photogrammetry
- Guiding Principles and Objectives
- Input from Stakeholders
- Social, Economic, and Natural Environment Factors
- Existing and Planned Transportation System

Development of Preliminary Corridor Paths

Phase 1 Evaluation
- No → Document and Eliminate from Further Evaluation
- Yes → Development of Corridor Options

Phase 2 Evaluation
- No → Document and Eliminate from Further Evaluation
- Yes → Recommend for Further Study
Since 2007, almost 150 meetings/presentations have been conducted to coordinate study activities, collect data, and obtain input:

- Resource Agency Coordination (3)
- Corridor Refinement Team (24)
- Stakeholder Roundtables (25)
- Briefings and Presentations (80)
- NCTCOG Public Meetings (16)

Over 460 direct comments have been submitted and responded to during the course of the Feasibility Study.
Regional Outer Loop – Recommendations
Basis – What Has Changed Since 2007?

* New Regional Demographics
  - Infill growth/development is a much stronger feature
  - Slower southern sector growth

* Funding Environment
  - Deferral of approximately $45 billion in projects/programs for Mobility 2035 Plan
  - Increased difficulty for proposed toll road projects to fully pay for themselves

* State Priorities
  - No-Build Alternative selected and approved for TTC-35
  - Subsequent TxDOT initiatives primarily focus on expansion of existing facilities to accommodate inter-city travel
Regional Outer Loop – Recommendations (cont.)

Summary

* A continuous, circumferential Regional Outer Loop is not warranted based on year 2035 traffic projections
  - Majority of corridor has insufficient volumes to justify construction of new controlled-access facilities
  - Greater local/regional needs remain unfunded

* However, some subareas warrant further study for the following transportation improvements:
  - Controlled-Access Facilities (Subareas 1-4 and 10-12)
  - Non-Controlled-Access Facilities (Subareas 6 and 15)

* These projects have independent utility and each serve separate local/regional needs and purposes
Regional Outer Loop – Recommendations (cont.)
Phase 2 Results – Map of Proposed Improvements

Legend
- Controlled Access Warrants (At least 38,000 VPD)
  - Meets Warrant
  - Warranted, but not Recommended
- Rural Arterial Warrants (At least 24,000 VPD)
  - Meets Warrant
  - Warranted, but not Recommended
- Volume Warrants not Met
  - Most Feasible Path(s)
  - Other Evaluated Paths
- Other Items
  - New Highway/Tollway (Under Construction)
  - New Highway/Tollway (Planned through 2035)
  - Subarea Limits

North Central Texas Council of Governments
## Study Schedule and Next Steps

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Study area conditions and implementation status of recommendations will be annually updated for the Stakeholder Roundtable, RTC, and the general public.
Regional Outer Loop Feasibility Study (cont.)
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