Appendix P: Air Quality

Carbon Monoxide Traffic Air Quality Analysis

Carbon Monoxide Traffic Air Quality Analysis

I-35 Capital Express Central Project

Travis County, Texas
Austin District
CSJ: 0015-13-388

August 2022

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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1.0 Introduction

The Texas Department of Transportation (TxDOT) Austin District is proposing improvements to Interstate Highway 35 (I-35) from US Highway 290 East (US 290E) to State Highway 71 (SH 71)/Ben White Boulevard (CSJ: 0015-13-388). See **Appendix A** for a Project Location Map.

Modeled Scenarios

The project is evaluating improvements between two potential build alternatives, referred to as Build Alternative 2 (Alt 2) and Modified Build Alternative 3 (Alt 3 Mod). Alt 2, Alt 3 Mod, and the No Build Alternative were modeled for this carbon monoxide (CO) analysis for the estimated time of completion (ETC) year (2030) and design year (2050), in accordance with TxDOT's *Environmental Guide: Volume 2 Activity Instructions (September 2021).*

2.0 Background Information

CO is a primary pollutant from motor vehicles that is largely emitted from a vehicle's exhaust system; thus, there is a federal requirement to model localized CO concentrations for proposed highway projects. Projects that are adding capacity may result in an increase of CO emissions; therefore, TxDOT requires the completion of a project-level CO analysis for added capacity projects that exceed an annual average daily traffic (AADT) volume of 140,000 vehicles per day (vpd).

Since the project would add capacity and the design year traffic volume is above 140,000 vpd (see **Table 1** below), a CO traffic air quality analysis (TAQA) is required to assess whether the project would adversely affect local air quality by contributing to CO levels that exceed the 1-hour or 8-hour CO National Ambient Air Quality Standard (NAAQS).

3.0 Analysis Methodology

CO concentrations for the No Build Alternative, Alt 2, and Alt 3 Mod were modeled for the ETC and design years using the CAL3QHC dispersion model. The supplied traffic data includes 24-hour average annual volumes for the years of 2030 and 2050. Traffic for the ETC and design year is shown by section in **Table 1**. See **Appendix B** for the complete traffic data provided by TxDOT Austin District.

Table 1: Projected AADT and DHV

I-35 Sections: Mainlanes	*AADT*		*DHV*	
	2030 (ETC)	2050 (Design)	2030 (ETC)	2050 (Design)
Section 1: S of William Cannon Dr Ramp to N of 32nd St Ramps	181,550	238,300	12,708	16,681
Section 2: N of 32nd St Ramps to N end of project	245,200	305,900	14,466	18,048
I-35 Sections: Frontage Roads	***AADT***		***DHV***	
	2030 (ETC)	**2050 (Design)**	**2030 (ETC)**	**2050 (Design)**
Section 3: S of William Cannon Drive Ramp to N of Lady Bird Lake (S of Holly St Off Ramp)	78,900	103,550	5,523	7,248
Section 4: N of Lady Bird Lake (S of Holly St Off Ramp) to S of 32nd St Off Ramp	71,050	89,450	4,973	6,261
Section 5: S of 32nd Street Off Ramp to N of Airport Blvd Ramps	48,400	60,200	2,855	3,551
Section 6: N of Airport Blvd Ramps to S of US 290 INTX Ramps	84,400	104,500	4,979	6,165

DHV – Design Hourly Volume

The CO analysis includes modeled free-flow areas, as well as select intersections. The free-flow segments (segments 1 through 4) modeled in the CO analysis were chosen based on the areas of the project with the highest AADT and a narrow ROW. Each of the segments were modeled for both alternatives in both the ETC and design year. The modeled segment limits and their respective traffic sections are as follows:

- Segment 1: South of 51st St to N of Airport Blvd (within Traffic Section 2 (Mainlanes) and Section 6 (Frontage Roads))
- Segment 2: North of Dean Keeton to Manor Rd (within Traffic Section 1 (Mainlanes) and Section 4 (Frontage Roads))
- Segment 3: Holly St to north of Lake Austin Dr (within Traffic Section 1 (Mainlanes) and Section 4 (Frontage Roads))
- Segment 4: Woodward St to south of Oltorf St (within Traffic Section 1 (Mainlanes) and Section 3 (Frontage Roads))

Intersection segments (segments 5 through 6) were modeled and chosen based on their Level of Service (LOS) rating (either D, E, or F, with F being the worst LOS). LOS for all the intersections within the Alt 2 and Alt 3 Mod study area were identified for the ETC and design year, as well as AM and PM peak periods. From this,

the two intersections with the most prevalent "F" rated LOS across the peak periods and analyzed years were chosen as the segments for this CO analysis.

- Segment 5: 7th St Intersection (within Traffic Section 1 (Mainlanes) and Section 4 (Frontage Roads)).
- Segment 6: Riverside Dr Intersection (within Traffic Section 1 (Mainlanes) and Section 4 (Frontage Roads))

Background CO concentrations of 1.6 parts per million (ppm) (1-hour) and 1.3 ppm (8-hour) were used for the model in accordance with Appendix B of TxDOT's *Environmental Guide: Volume 2 Activity Instructions (September 2021)*.

Variable emission rates were used in the analysis based on worst-case peak speeds. Worst-case peak traffic speeds range from 3 to 67 mph for both free-flow and intersection scenarios. The rates were derived from the MOVES2014 model, gathered from the TxDOT Running and Idling Emission Rates Lookup Tables (ERLT) for TAQA (*TxDOT Air Quality Toolkit, May 2021*). Running emissions were used for free-flow road links and idling emissions were used for the intersection idling road links.

The following adverse meteorological conditions are the worst-case assumptions and input parameters used in the analysis, in accordance with Appendix D of TxDOT's *Environmental Guide: Volume 2 Activity Instructions (July 2021):*

- Averaging time of 60 minutes
- Atmospheric Stability Class of 4 (stable)
- Mixing height of 1,000 meters
- Wind speed of 1 meter per second
- Winds blowing parallel to the roadway

The following input parameters were used in the intersection analysis, in accordance with *User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections (Revised):*

- Average total signal cycle length
- Average red total signal cycle length
- Clearance lost time
- Approach volume on queue link
- Idle emission factor

- Saturation flow rate
- Signal type
- Arrival rate

4.0 Receptor Locations

Free-flow receptors were modeled on the ROW line for each modeled segment. Intersection receptors were modeled at least 10 feet away from the nearest travel lane and on public use features, such as a sidewalk, and placed at each quadrant of the intersection. A standard height of 5.9 feet was given to the receptors for all models to simulate the average height of a person. **Table 2** and **Table 3** depict the associated ROW, LOS, and traffic at each of the modeled receptors. Aerial maps depicting the receptor locations along the project ROW are found in **Appendix C**.

Table 2: Free-flow Receptor Descriptions

Name	Segment	Distance from Roadway		ROW Width		2030 Total DHV	2050 Total DHV	2030 Total AADT	2050 Total AADT	Traffic Speeds
		Alt 2	Alt 3 Mod	Alt 2	Alt 3 Mod					
Receptor 1 (R1)	Segment 1	58 ft	34 ft	422 ft	422 ft	19,445	24,213	329,600	410,400	4-58 mph
Receptor 2 (R2)	Segment 1	88 ft	79 ft	422 ft	422 ft	19,445	24,213	329,600	410,400	4-58 mph
Receptor 3 (R3)	Segment 2	7 ft	7 ft	216 ft	216 ft	17,681	22,942	252,600	327,750	3-55 mph
Receptor 4 (R4)	Segment 2	9 ft	9 ft	216 ft	216 ft	17,681	22,942	252,600	327,750	3-55 mph
Receptor 5 (R5)	Segment 3	32 ft	30 ft	345 ft	336 ft	17,681	22,942	252,600	327,750	3-67 mph
Receptor 6 (R6)	Segment 3	33 ft	26 ft	345 ft	336 ft	17,681	22,942	252,600	327,750	3-67 mph
Receptor 7 (R7)	Segment 4	34 ft	24 ft	350 ft	350 ft	18,231	23,929	260,450	341,850	3-66 mph
Receptor 8 (R8)	Segment 4	23 ft	23 ft	350 ft	350 ft	18,231	23,929	260,450	341,850	3-66 mph

Table 3: Intersection Receptor Descriptions

Name	Segment	Distance from Roadway	LOS	2030 Total DHV	2050 Total DHV	2030 Total AADT	2050 Total AADT	Traffic Speeds
7th St (7th SE)	Segment 5	11 ft	F	17,681	22,942	252,600	327,750	3-67 mph
7th St (7th NE)	Segment 5	11 ft	F	17,681	22,942	252,600	327,750	3-67 mph
7th St (7th NW)	Segment 5	10 ft	F	17,681	22,942	252,600	327,750	3-67 mph
7th St (7th SW)	Segment 5	21 ft	F	17,681	22,942	252,600	327,750	3-67 mph
Riverside Dr (RS SE)	Segment 6	25 ft	F	18,231	23,929	260,450	341,850	3-67 mph
Riverside Dr (RS NE)	Segment 6	27 ft	F	18,231	23,929	260,450	341,850	3-67 mph
Riverside Dr (RS SW)	Segment 6	12 ft	F	18,231	23,929	260,450	341,850	3-67 mph
Riverside Dr (RS NW)	Segment 6	21 ft	F	18,231	23,929	260,450	341,850	3-67 mph

5.0 Analysis Results

The 1-hour CO NAAQS is 35 ppm, while the 8-hour NAAQS is 9 ppm, which are not to be exceeded more than once in a year. Modeling results indicate that local concentrations of CO are not expected to exceed national standards at any time along any segment of the project. While emission rates are expected to decrease over time, some model results show a slight increase in CO concentrations from 2030 to 2050. These increases can be explained with the worsening traffic speeds predicted for 2050.

The highest CO concentration result and percent of the 1-hour and 8-hour NAAQS along the I-35 project for all scenarios and intersections are recorded in **Tables 4 through 7**. The highest modeled CO concentrations consistently occur in Segment 2, from north of Dean Keaton to Manor Road, and represents the worst-case results for the project. Though the AADT for Segment 2 is the lowest, it has the slowest speeds and narrowest ROW by 120 feet. In contrast, the lowest modeled CO concentrations occur in Segments 1 and 4, which have the widest ROW.

The projected CO concentrations are relatively consistent between the 7th St and Riverside intersections, with the highest CO concentration result occurring at 7th Street in the Alt 3 Mod 2050 scenario. Results showed that neither 2030 nor 2050 CO concentrations at the worst ranking LOS intersections for the project (peaking

at 2.0 ppm) do not surpass the free-flow segment CO concentrations for any of the build alternatives (peaking at 2.3 ppm).

Among all modeled segments, receptor proximity to roadway section tends to be a standout determining factor for CO concentrations. Peak speed limit is the obvious contributing factor for any variance in expected CO concentrations between ETC and Design scenarios since they vary with year while AADT between the scenarios grow in tandem.

The associated input and output CAL3QHC files have been submitted with this technical report for inclusion in the project files.

Table 4: Free-flow No Build, Alt 2, and Alt 3 Mod 1-Hour and 8-Hour CO Concentrations (ETC Year)

ETC Year: 2030							
No Build							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
Receptor 1 (SB)	Segment 1	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 2 (NB)	Segment 1	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 3 (SB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 4 (NB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 5 (SB)	Segment 3	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 6 (NB)	Segment 3	2.0	1.6	1.3	1.6	5.7%	17.8%
Receptor 7 (SB)	Segment 4	2.0	1.6	1.3	1.6	5.7%	17.8%
Receptor 8 (NB)	Segment 4	1.9	1.6	1.3	1.5	5.4%	16.7%
Alt 2							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
Receptor 1 (SB)	Segment 1	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 2 (NB)	Segment 1	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 3 (SB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 4 (NB)	Segment 2	2.3	1.6	1.3	1.8	6.6%	20.0%
Receptor 5 (SB)	Segment 3	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 6 (NB)	Segment 3	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 7 (SB)	Segment 4	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 8 (NB)	Segment 4	1.7	1.6	1.3	1.4	4.9%	15.6%

Alt 3 Mod							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
Receptor 1 (SB)	Segment 1	1.7	1.6	1.3	1.4	4.9%	15.6%
Receptor 2 (NB)	Segment 1	1.7	1.6	1.3	1.4	4.9%	15.6%
Receptor 3 (SB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 4 (NB)	Segment 2	2.3	1.6	1.3	1.8	6.6%	20.0%
Receptor 5 (SB)	Segment 3	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 6 (NB)	Segment 3	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 7 (SB)	Segment 4	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 8 (NB)	Segment 4	1.7	1.6	1.3	1.4	4.9%	15.6%
Note: 8-Hour CO Concentrations have been rounded to the nearest tenth decimal.							

Table 5: Free-flow No Build, Alt 2, and Alt 3 Mod 1-Hour and 8-Hour CO Concentrations (Design Year)

Design Year: 2050							
No Build							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
Receptor 1 (SB)	Segment 1	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 2 (NB)	Segment 1	2.0	1.6	1.3	1.6	5.7%	17.8%
Receptor 3 (SB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 4 (NB)	Segment 2	2.0	1.6	1.3	1.6	5.7%	17.8%
Receptor 5 (SB)	Segment 3	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 6 (NB)	Segment 3	2.2	1.6	1.3	1.7	6.3%	18.9%
Receptor 7 (SB)	Segment 4	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 8 (NB)	Segment 4	1.8	1.6	1.3	1.4	5.1%	15.6%
Alt 2							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
Receptor 1 (SB)	Segment 1	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 2 (NB)	Segment 1	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 3 (SB)	Segment 2	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 4 (NB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 5 (SB)	Segment 3	2.3	1.6	1.3	1.8	6.6%	20.0%
Receptor 6 (NB)	Segment 3	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 7 (SB)	Segment 4	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 8 (NB)	Segment 4	1.9	1.6	1.3	1.5	5.4%	16.7%

Alt 3 Mod							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
Receptor 1 (SB)	Segment 1	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 2 (NB)	Segment 1	1.7	1.6	1.3	1.4	5.1%	15.6%
Receptor 3 (SB)	Segment 2	2.0	1.6	1.3	1.6	5.7%	17.8%
Receptor 4 (NB)	Segment 2	2.1	1.6	1.3	1.7	6.0%	18.9%
Receptor 5 (SB)	Segment 3	2.0	1.6	1.3	1.6	5.7%	17.8%
Receptor 6 (NB)	Segment 3	1.9	1.6	1.3	1.5	5.4%	16.7%
Receptor 7 (SB)	Segment 4	1.8	1.6	1.3	1.4	5.1%	15.6%
Receptor 8 (NB)	Segment 4	1.9	1.6	1.3	1.5	5.4%	16.7%
Note: 8-Hour CO Concentrations have been rounded to the nearest tenth decimal.							

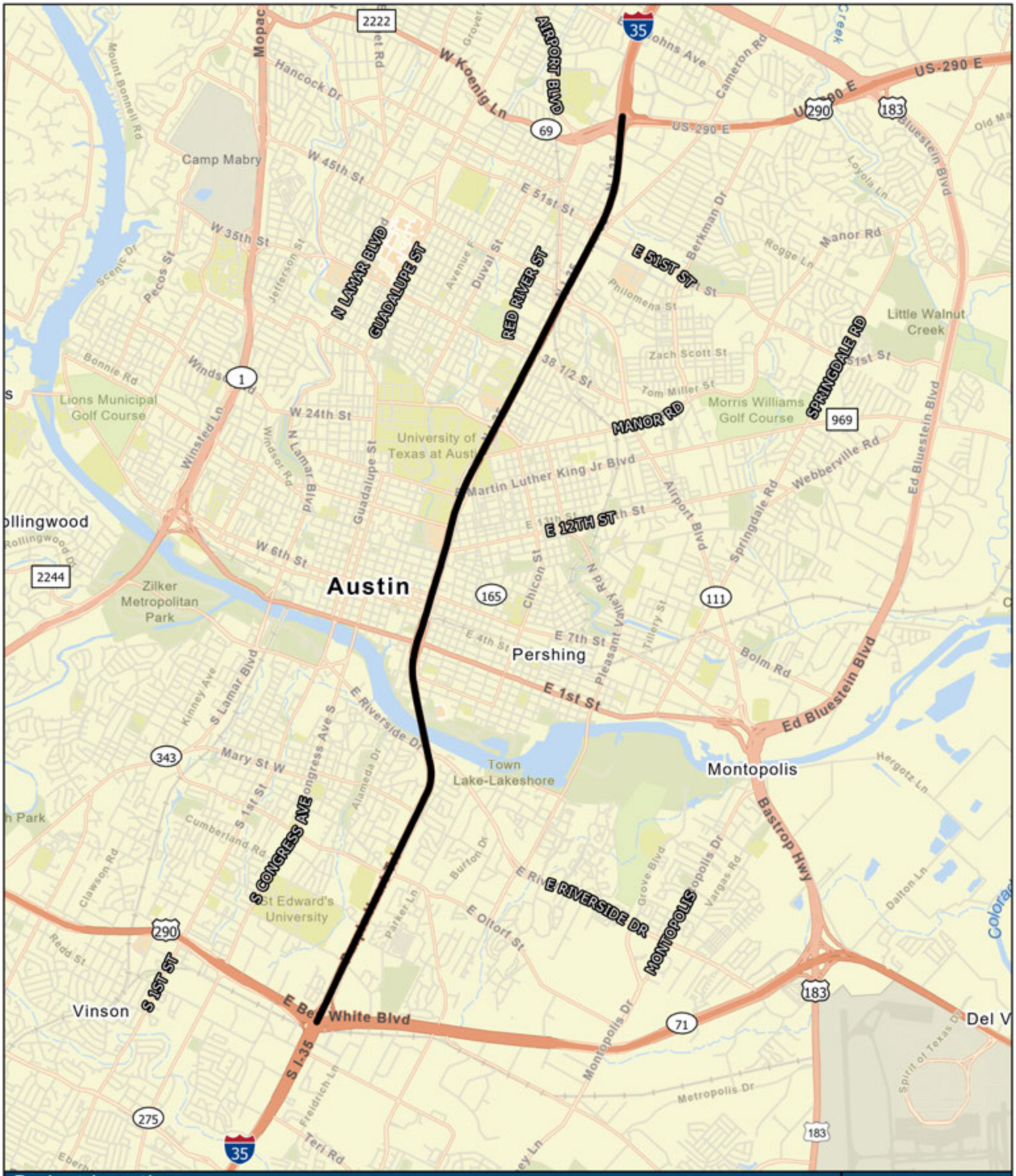
Table 6: Alt 2 and Alt 3 Mod Intersection 1-Hour and 8-Hour CO Concentrations (ETC Year)

2030							
Alt 2							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
7th SE	Segment 5	1.9	1.6	1.3	1.5	5.4%	16.7%
7th NE	Segment 5	1.9	1.6	1.3	1.5	5.4%	16.7%
7th NW	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th SW	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
RS SE	Segment 6	1.9	1.6	1.3	1.5	5.4%	16.7%
RS NE	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%
RS SW	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%
RS NW	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%
Alt 3 Mod							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
7th SE	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th NE	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th NW	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th SW	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
RS SE	Segment 6	1.7	1.6	1.3	1.4	4.9%	15.6%
RS NE	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%
RS SW	Segment 6	1.7	1.6	1.3	1.4	4.9%	15.6%
RS NW	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%

Table 7: Alt 2 and Alt 3 Mod Intersection 1-Hour and 8-Hour CO Concentrations (Design Year)

2050							
Alt 2							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
7th SE	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th NE	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th NW	Segment 5	1.9	1.6	1.3	1.5	5.4%	16.7%
7th SW	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
RS SE	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%
RS NE	Segment 6	1.9	1.6	1.3	1.5	5.4%	16.7%
RS SW	Segment 6	1.9	1.6	1.3	1.5	5.4%	16.7%
RS NW	Segment 6	1.7	1.6	1.3	1.4	4.9%	15.6%
Alt 3 Mod							
Receptor	**Modeled Segment**	**1-Hour CO Concentration (Grams/Mile)**	**1-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Background Concentration (Grams/Mile)**	**8-Hour CO Concentration (Grams/Mile)**	**1-Hour % NAAQS**	**8-Hour % NAAQS**
7th SE	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th NE	Segment 5	1.8	1.6	1.3	1.4	5.1%	15.6%
7th NW	Segment 5	2.0	1.6	1.3	1.6	5.7%	17.8%
7th SW	Segment 5	1.9	1.6	1.3	1.5	5.4%	16.7%
RS SE	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%
RS NE	Segment 6	1.9	1.6	1.3	1.5	5.4%	16.7%
RS SW	Segment 6	1.6	1.6	1.3	1.3	4.6%	14.4%
RS NW	Segment 6	1.8	1.6	1.3	1.4	5.1%	15.6%

APPENDIX A
Project Location Map



Project Location

I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Project Location

Miles
0 0.5 1

Travis County

Sources: ESRI Basemaps 2021

APPENDIX B

Traffic Data

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Austin District

August 22, 2019

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2030 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Mainlanes) Section 1 Mainlanes Cutline Section 1 Travis County	181,550	238,300	51 - 49	7.0	10.3	4.6	0	0	0	3	0	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	89.7	95.4
Medium Duty	1.8	0.8
Heavy Duty	8.5	3.8

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2060	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2030 to 2060) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Mainlanes) Section 1 Mainlanes Cutline Section 1 Travis County	181,550	262,450	51 - 49	7.0	10.3	4.6	0	0	0	3	0	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Austin District

August 22, 2019

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2030 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Mainlanes) Section 2 Mainlanes Cutline Section 2 Travis County	245,200	305,900	51 - 49	5.9	8.9	4.0	0	0	0	3	0	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	91.1	96.0
Medium Duty	2.5	1.1
Heavy Duty	6.4	2.9

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2060	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2030 to 2060) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Mainlanes) Section 2 Mainlanes Cutline Section 2 Travis County	245,200	336,300	51 - 49	5.9	8.9	4.0	0	0	0	3	0	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Austin District

August 22, 2019

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2030 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 3 Frontage Road Cutline Section 3 Travis County	78,900	103,550	51 - 49	7.0	2.6	2.0	0	0	0	3	0	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	97.4	98.0
Medium Duty	2.3	1.7
Heavy Duty	0.3	0.3

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2060	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2030 to 2060) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 3 Frontage Road Cutline Section 3 Travis County	78,900	113,900	51 - 49	7.0	2.6	2.0	0	0	0	3	0	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Austin District

August 22, 2019

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2030 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 4 Frontage Road Cutline Section 4 Travis County	71,050	89,450	51 - 49	7.0	2.7	2.0	0	0	0	3	0	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	97.3	98.0
Medium Duty	2.4	1.8
Heavy Duty	0.3	0.2

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2060	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2030 to 2060) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 4 Frontage Road Cutline Section 4 Travis County	71,050	98,350	51 - 49	7.0	2.7	2.0	0	0	0	3	0	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Austin District

August 22, 2019

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2030 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 5 Frontage Road Cutline Section 5 Travis County	48,400	60,200	51 - 49	5.9	3.2	2.4	0	0	0	3	0	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	96.8	97.6
Medium Duty	2.8	2.1
Heavy Duty	0.4	0.3

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2060	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2030 to 2060) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 5 Frontage Road Cutline Section 5 Travis County	48,400	66,250	51 - 49	5.9	3.2	2.4	0	0	0	3	0	8"

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Austin District

August 22, 2019

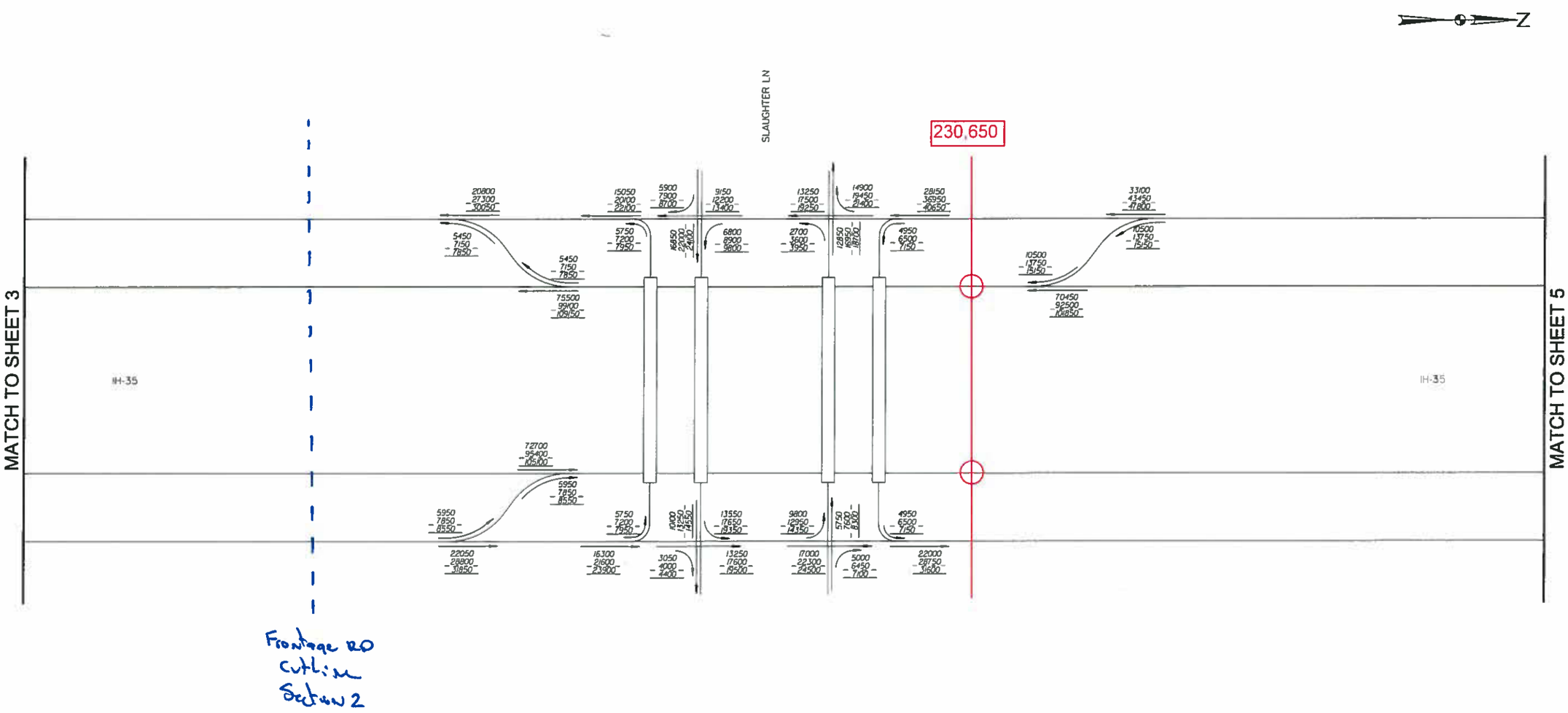
Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2050	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2030 to 2050) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 6 Frontage Road Cutline Section 6 Travis County	84,400	104,500	51 - 49	5.9	2.6	2.0	0	0	0	3	0	8"

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	97.4	98.0
Medium Duty	2.3	1.7
Heavy Duty	0.3	0.3

Description of Location	Average Daily Traffic 2030	Average Daily Traffic 2060	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2030 to 2060) Flexible Pavement	S N	Rigid Pavement	SLAB
I-35 (Frontage Roads) Section 6 Frontage Road Cutline Section 6 Travis County	84,400	112,550	51 - 49	5.9	2.6	2.0	0	0	0	3	0	8"

NO-BUILD CONFIGURATION



Frontage RD cutline Section 2

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

DRAFT

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE

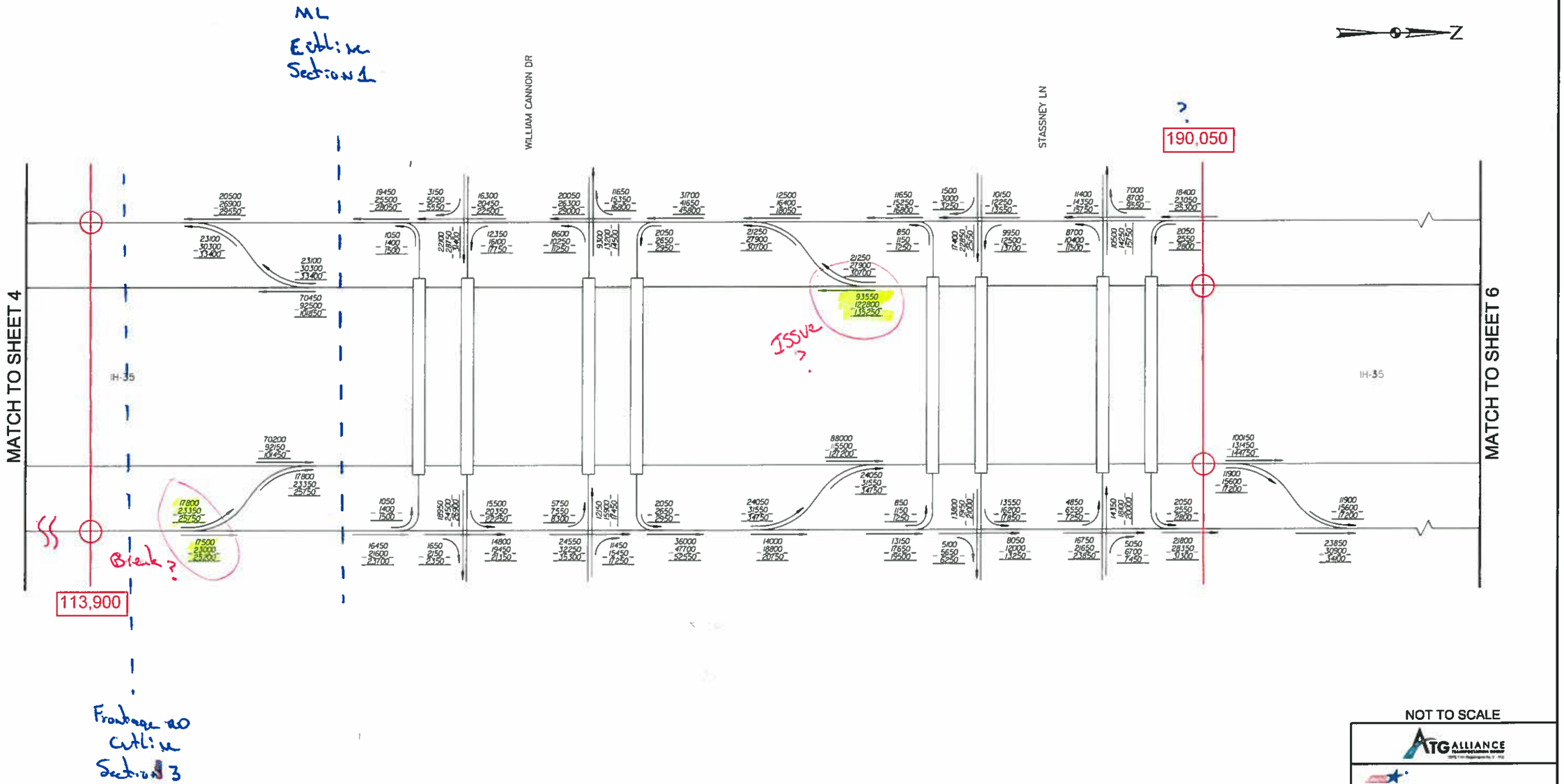
Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 4 OF 28)

SCALE: N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 4

NO-BUILD CONFIGURATION

ML
Existing
Section 1



Frontage Rd Outline Section 3

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

DRAFT

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 5 OF 28)

SCALE: N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 5

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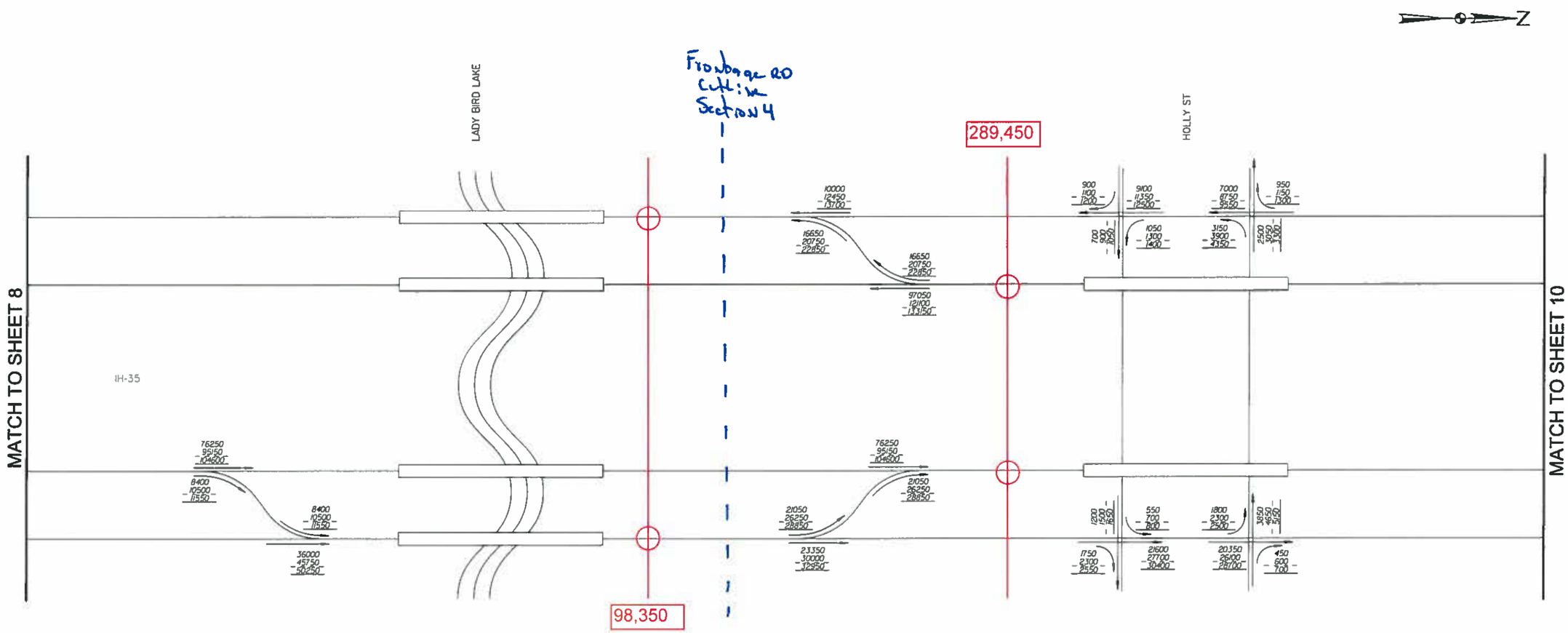
NO-BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

DRAFT

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
TRAVEL DIRECTION

ATG ALLIANCE

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 9 OF 28)

SCALE: N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. HWY. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 9

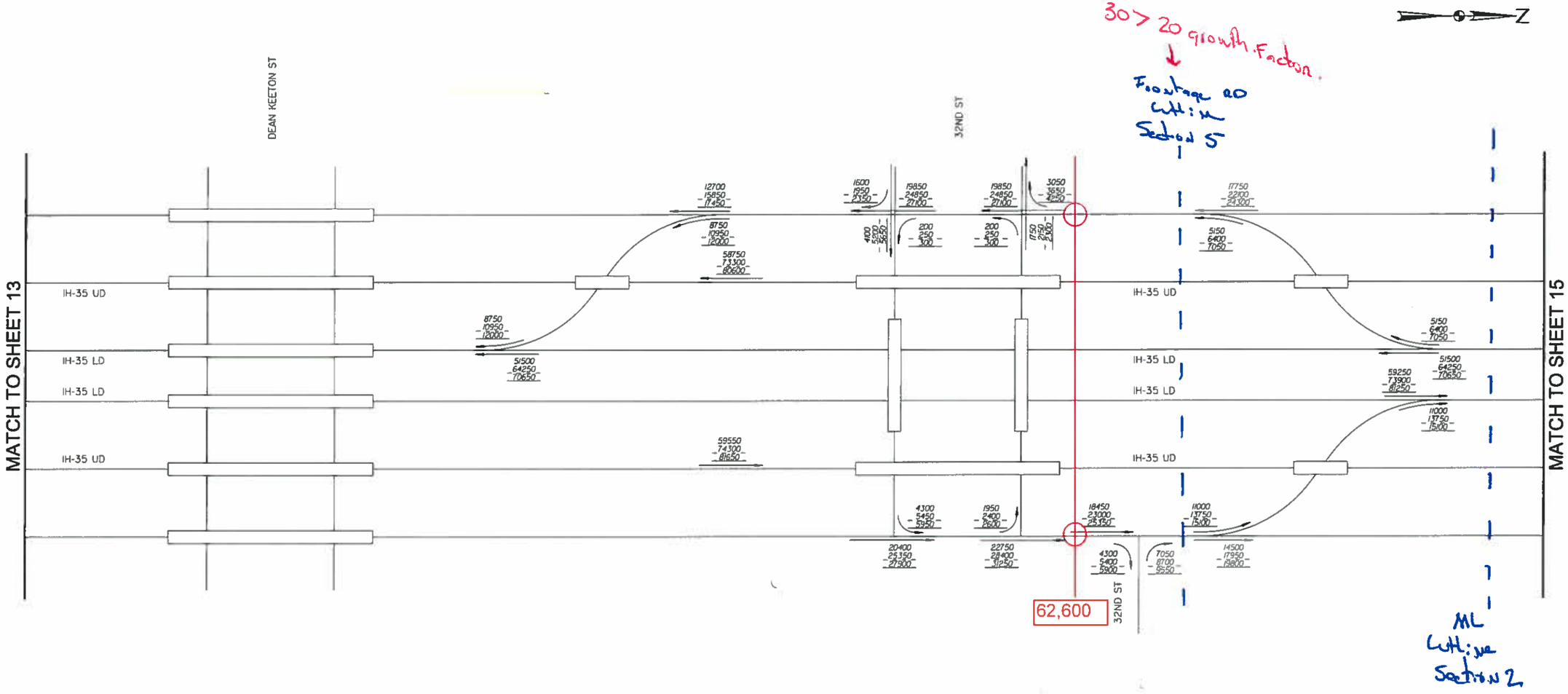
10/31/2018 7:12:29 PM JByers ...\2018.0011•LineDiagrams•TPP•NB.dgn

NO-BUILD CONFIGURATION

30 > 20 growth Factor.

Frontage Rd within Section 5

ML within Section 2



NOT TO SCALE

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

DRAFT

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
TRAVEL DIRECTION

ATG ALLIANCE

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 14 OF 28)

SCALE: N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 14

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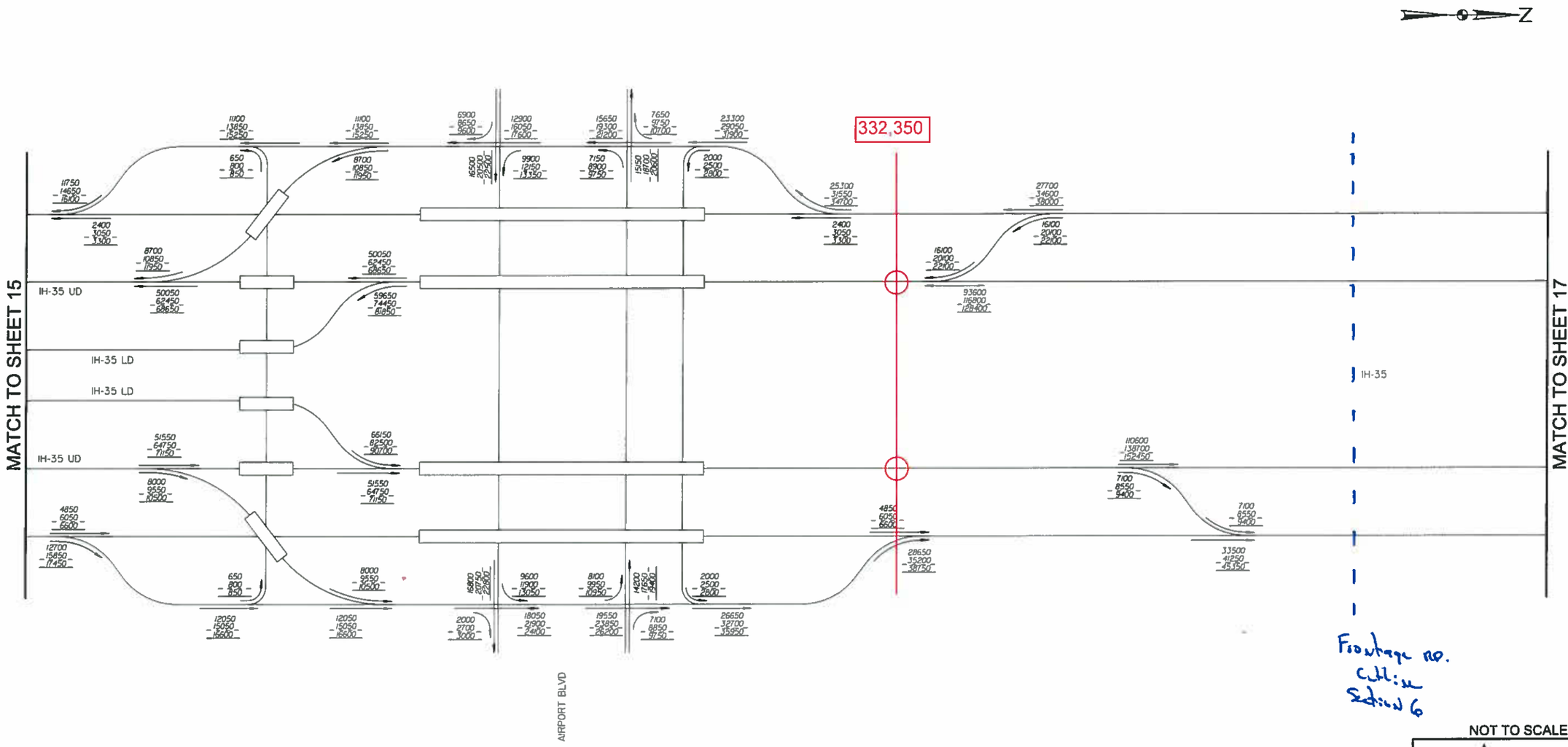
NO-BUILD CONFIGURATION



Frontage Rd.
Cell: 11
Section 6

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

DRAFT

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 16 OF 28)

SCALE: N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 16

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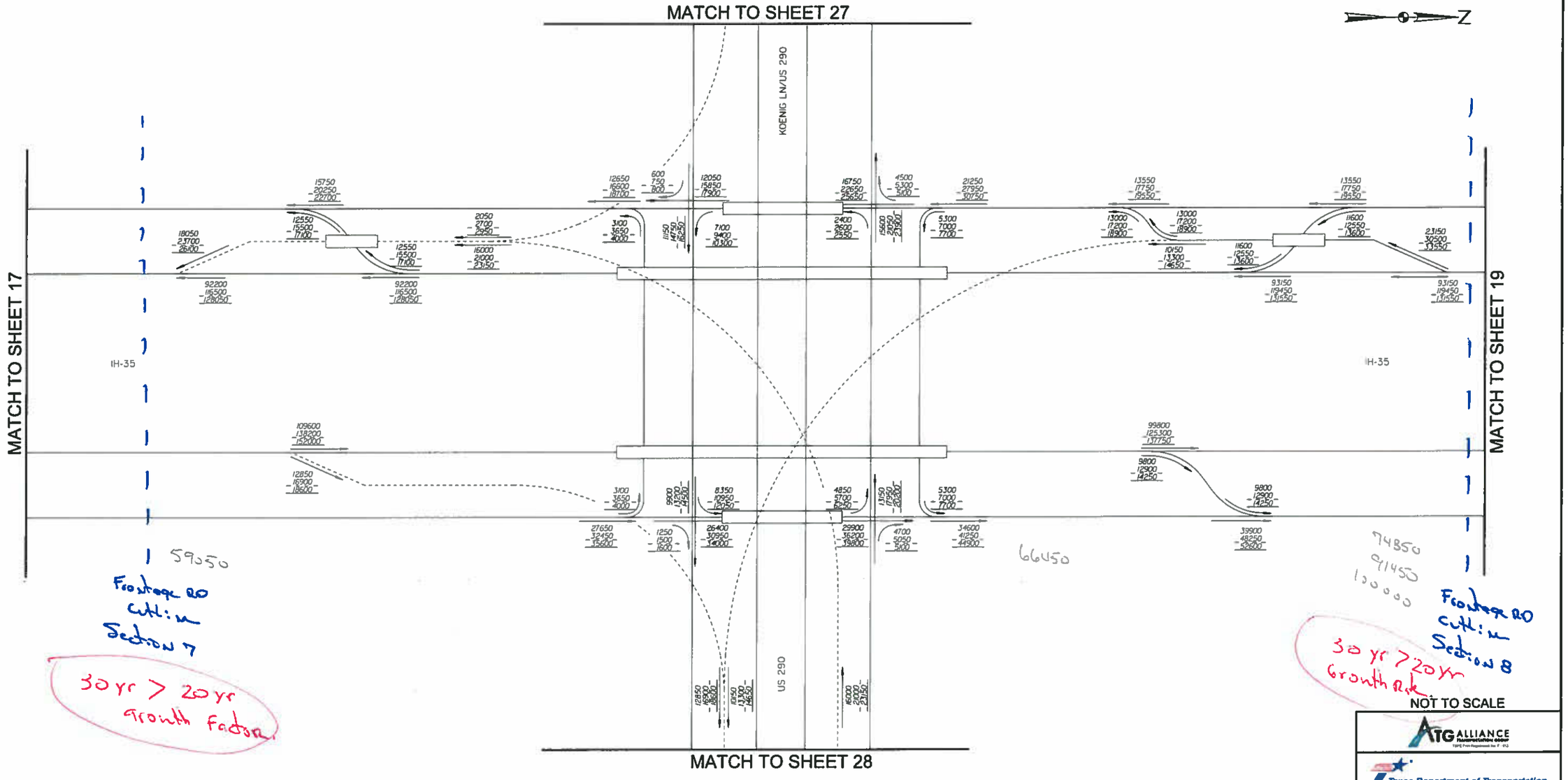

NOT TO SCALE

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

DRAFT

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
TRAVEL DIRECTION

ATG ALLIANCE

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 18 OF 28)

SCALE: N.T.S.		PROJECT NO.	
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 18

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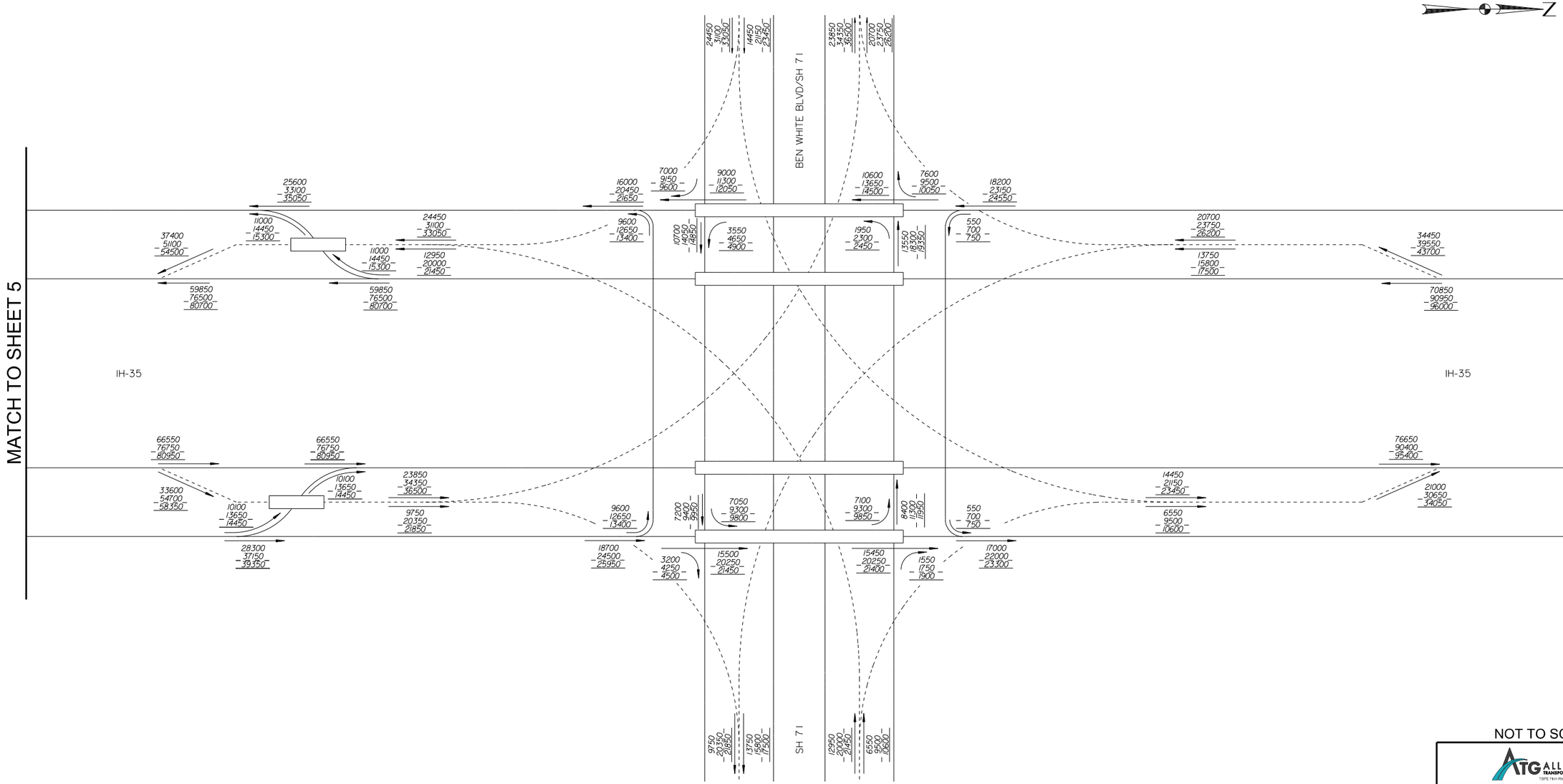
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-512

Texas Department of Transportation

CAPITAL EXPRESS

NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 6 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	6

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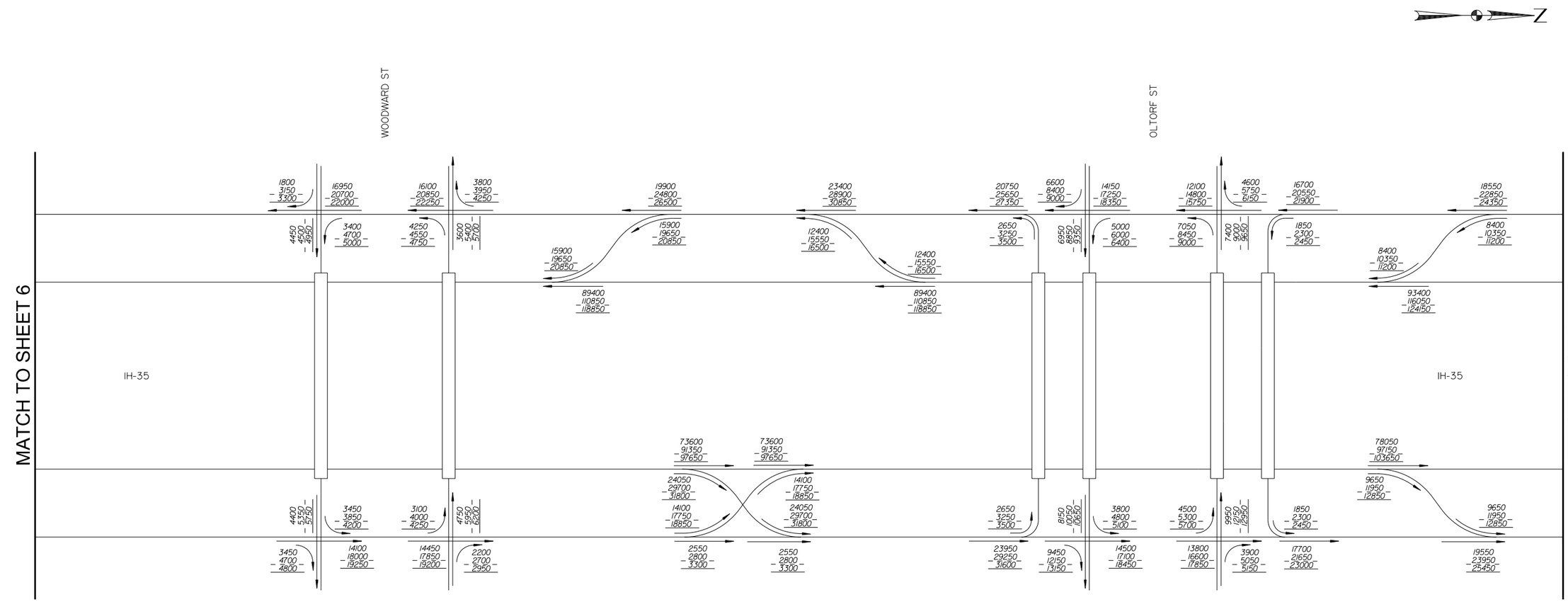
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 812

Texas Department of Transportation

CAPITAL EXPRESS

NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 7 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	7

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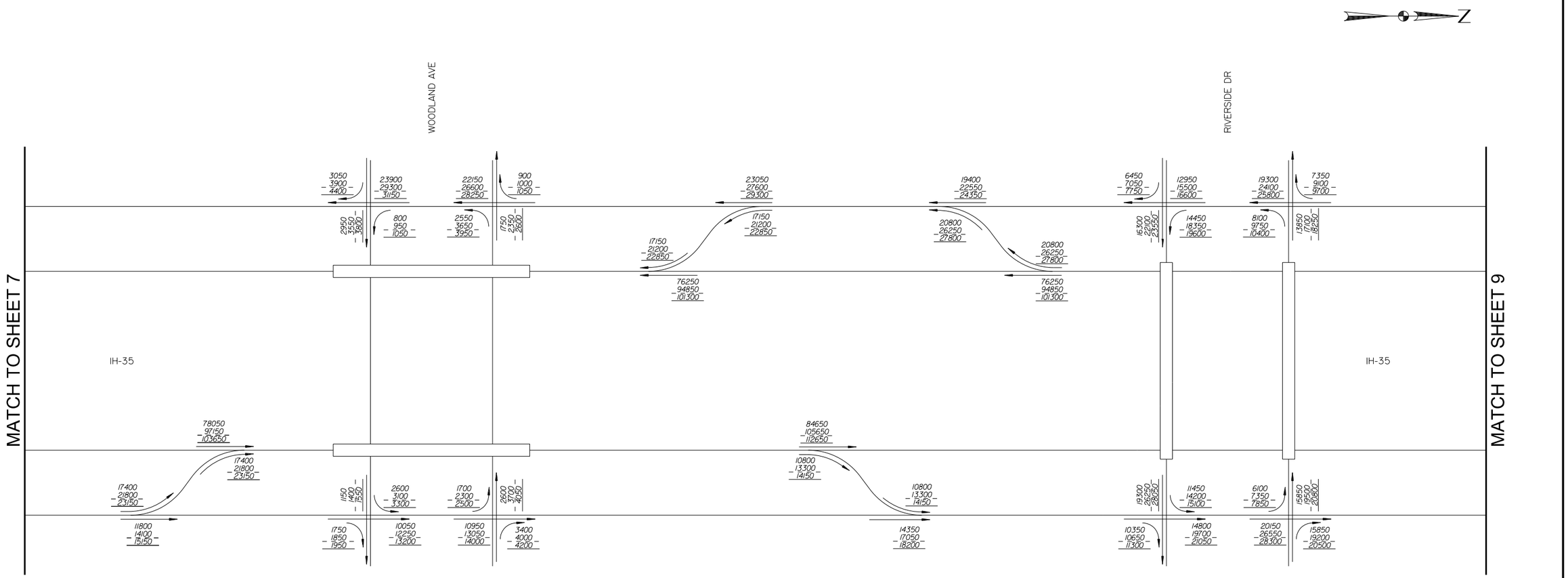
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 812

Texas Department of Transportation

CAPITAL EXPRESS

NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 8 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	8

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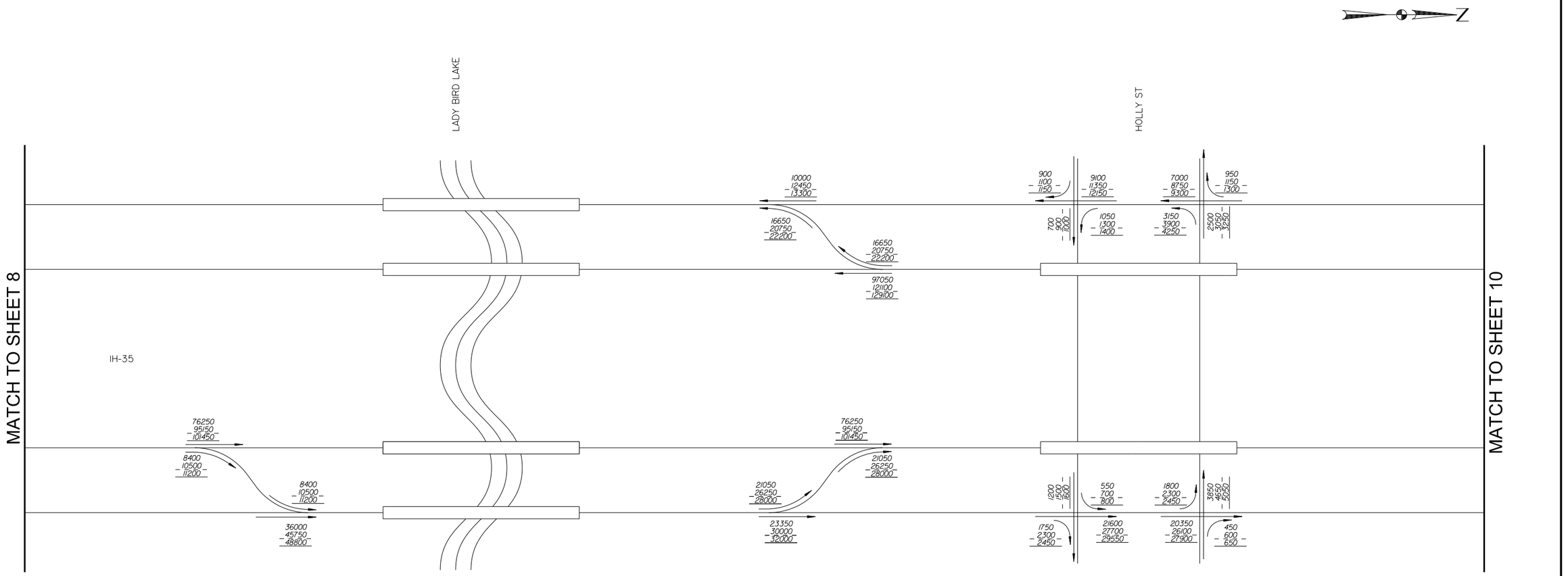
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 812

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 9 OF 28)

SCALE : N.T.S.		PROJECT NO.	
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 9

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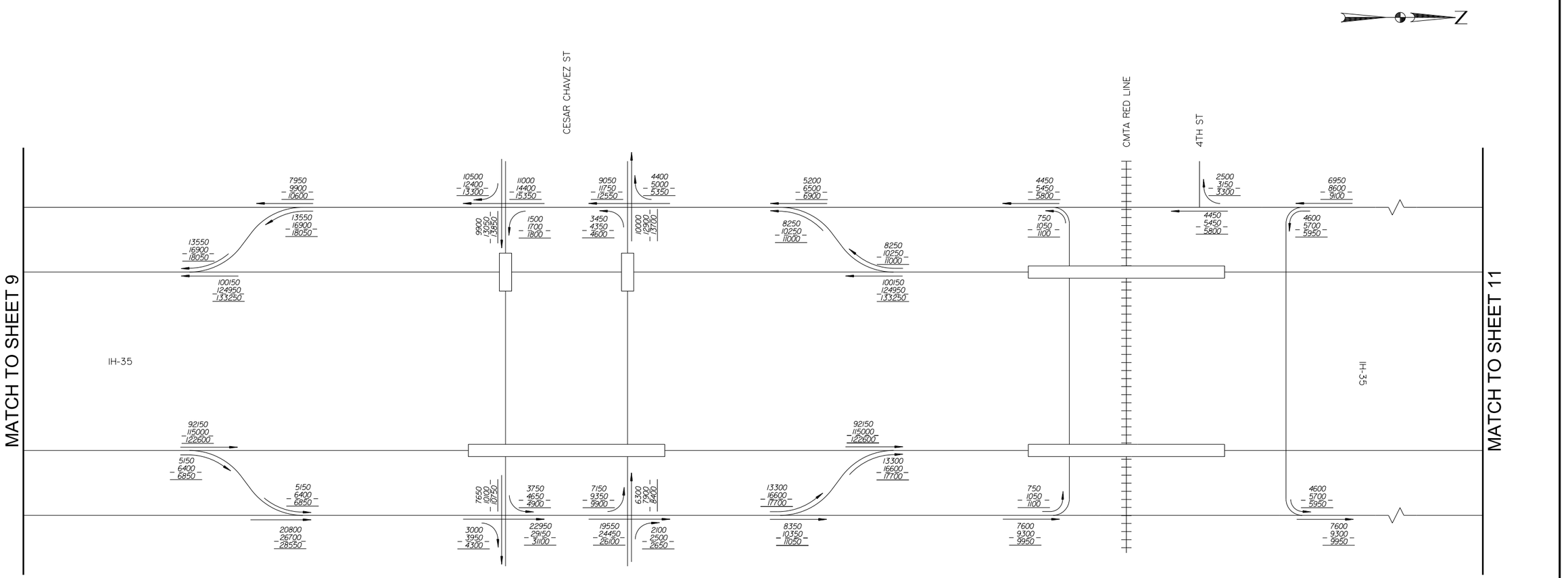
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

NOT TO SCALE

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-512

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 10 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 10

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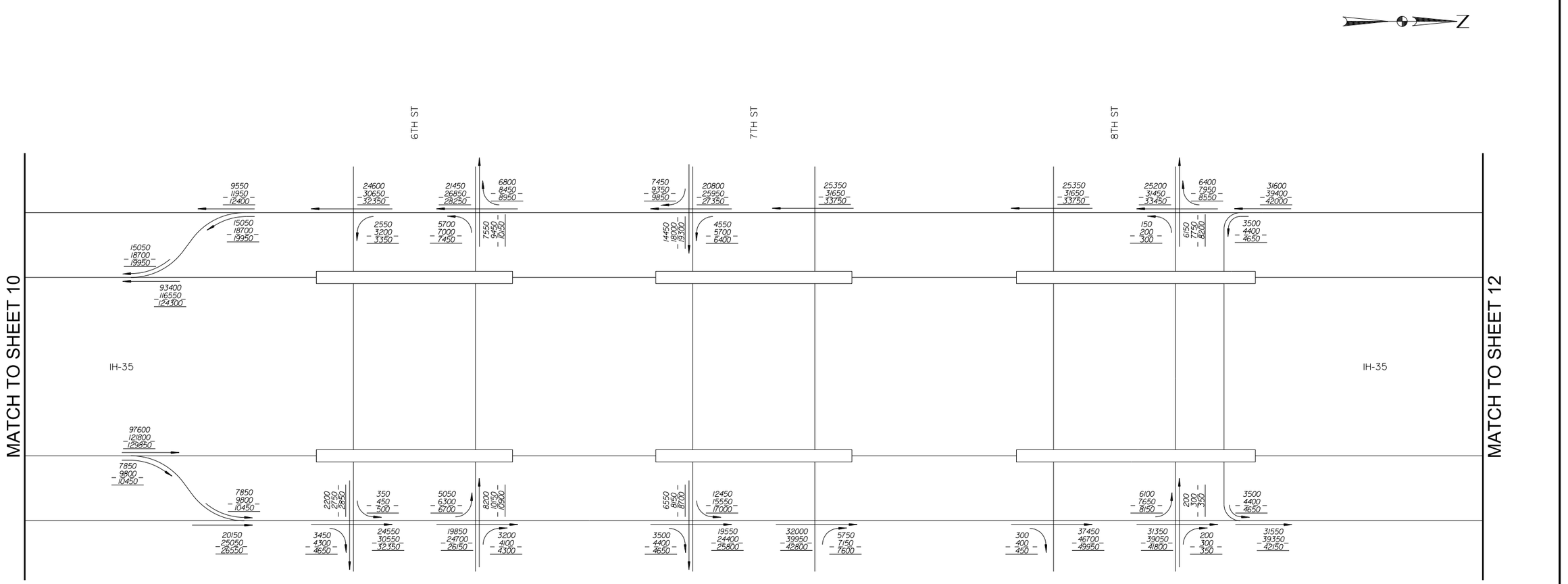
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 512

Texas Department of Transportation

CAPITAL EXPRESS

NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 11 OF 28)

SCALE : N. T. S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	11

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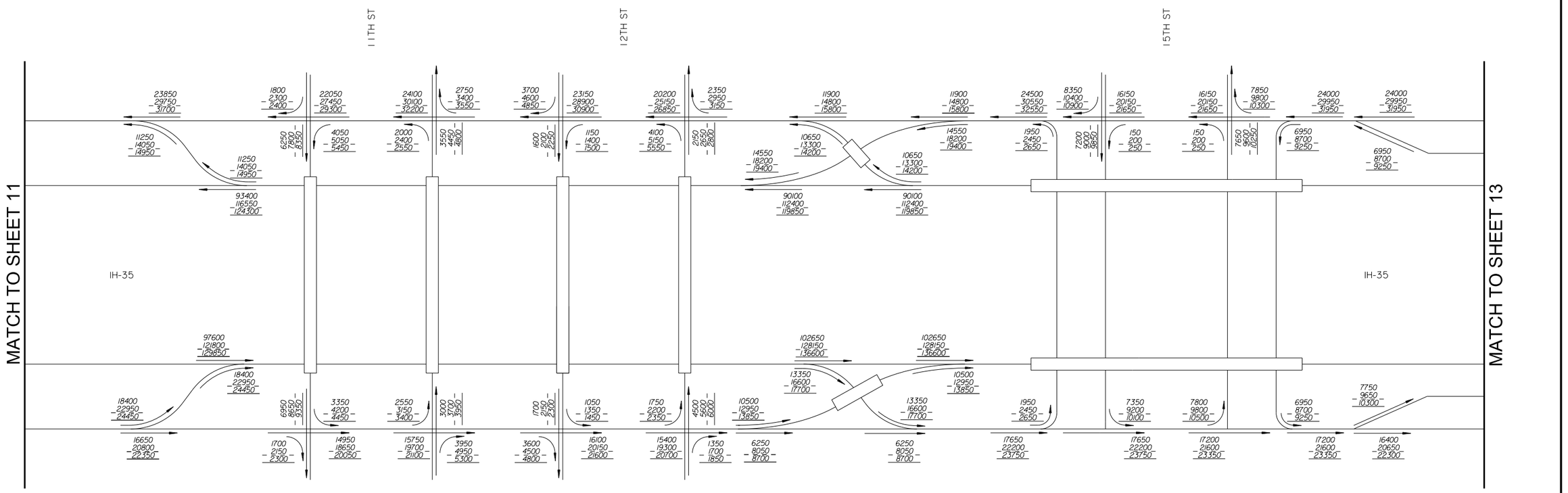
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-972

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 12 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 12

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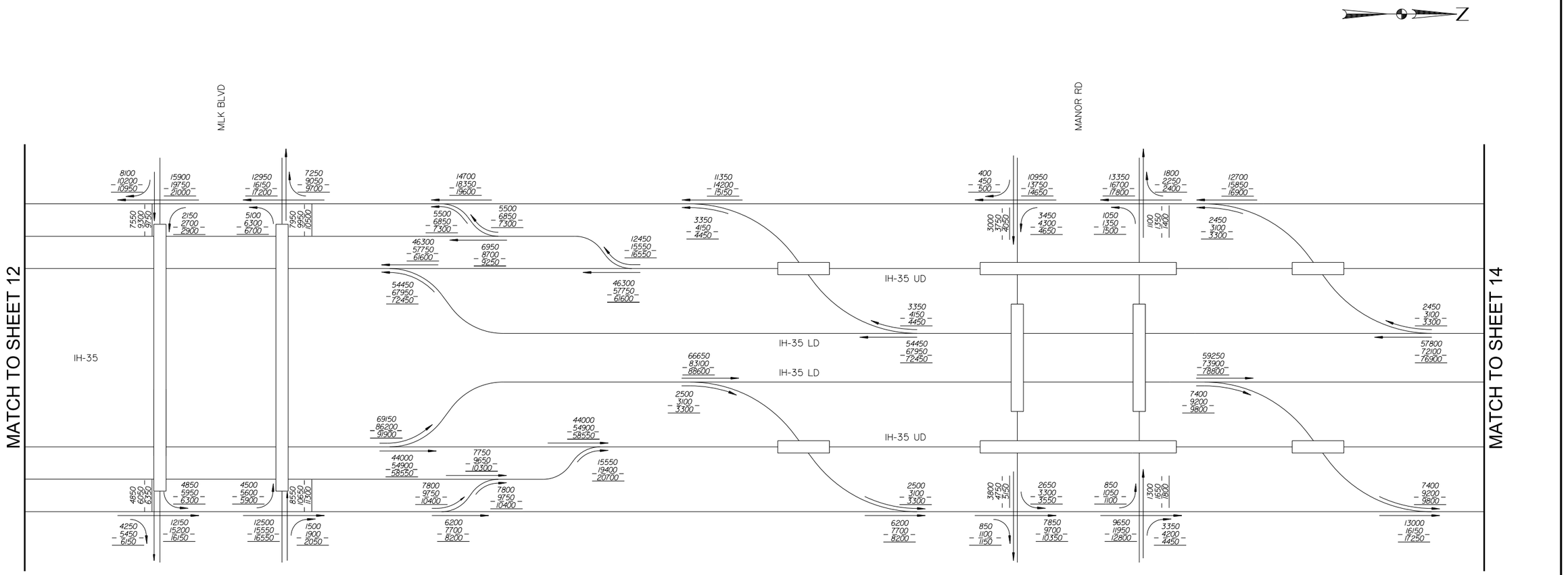
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-512

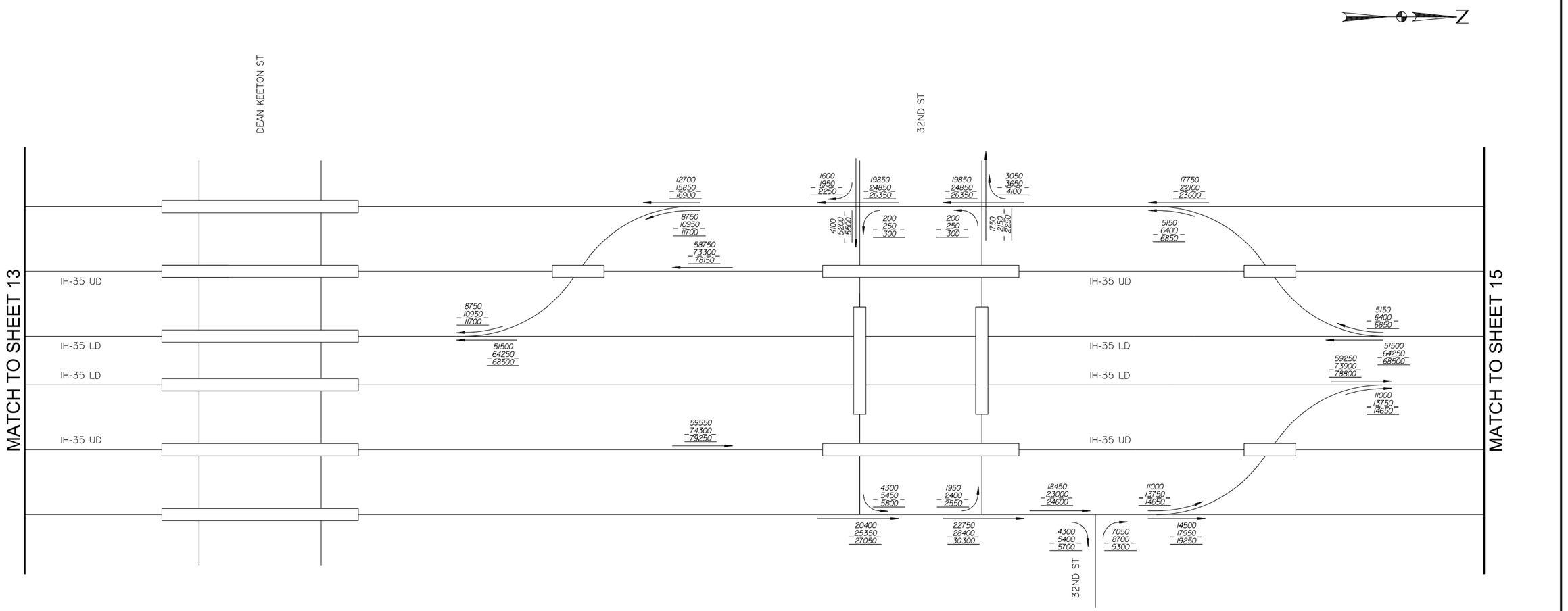
Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 13 OF 28)

SCALE : N.T.S.		PROJECT NO.	
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 13

1/25/2019 11:12:04 AM THouston ...\2018.0011*LineDiagrams*TPP*NB.dgn

NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-512

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 14 OF 28)

SCALE : N.T.S.		PROJECT NO.	
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 14

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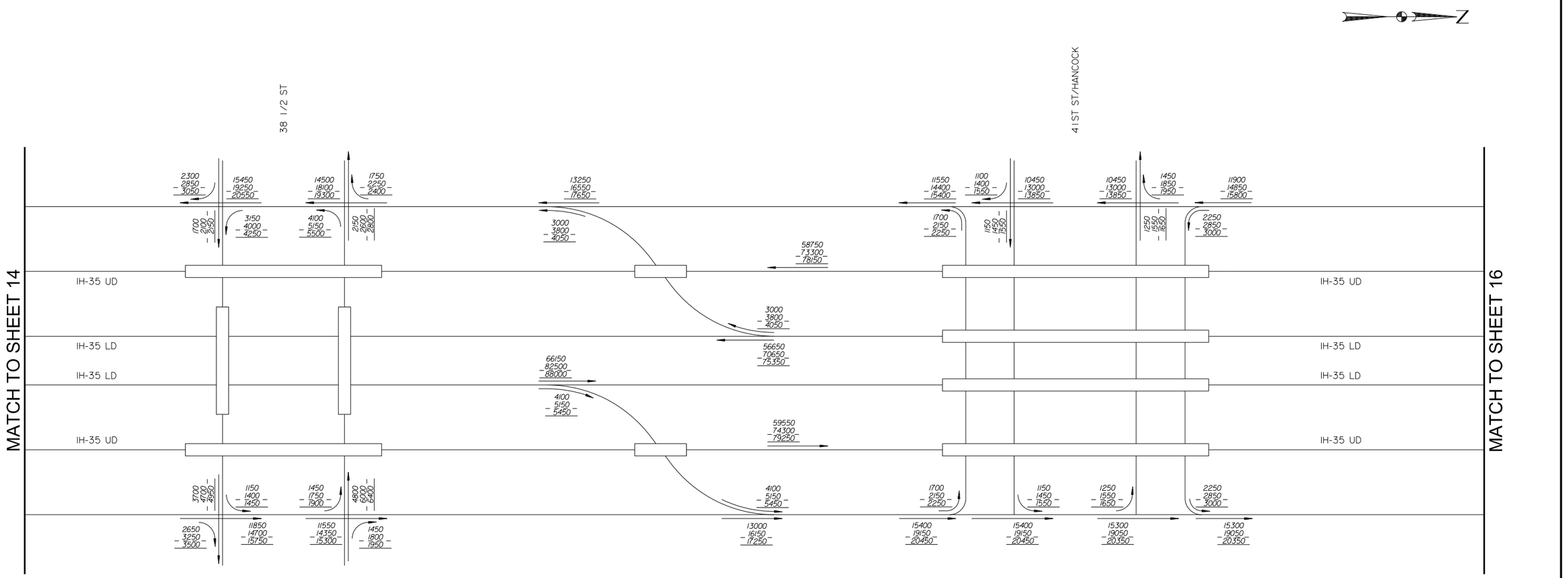

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F-512

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 15 OF 28)

SCALE : N.T.S.		PROJECT NO.	
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 15

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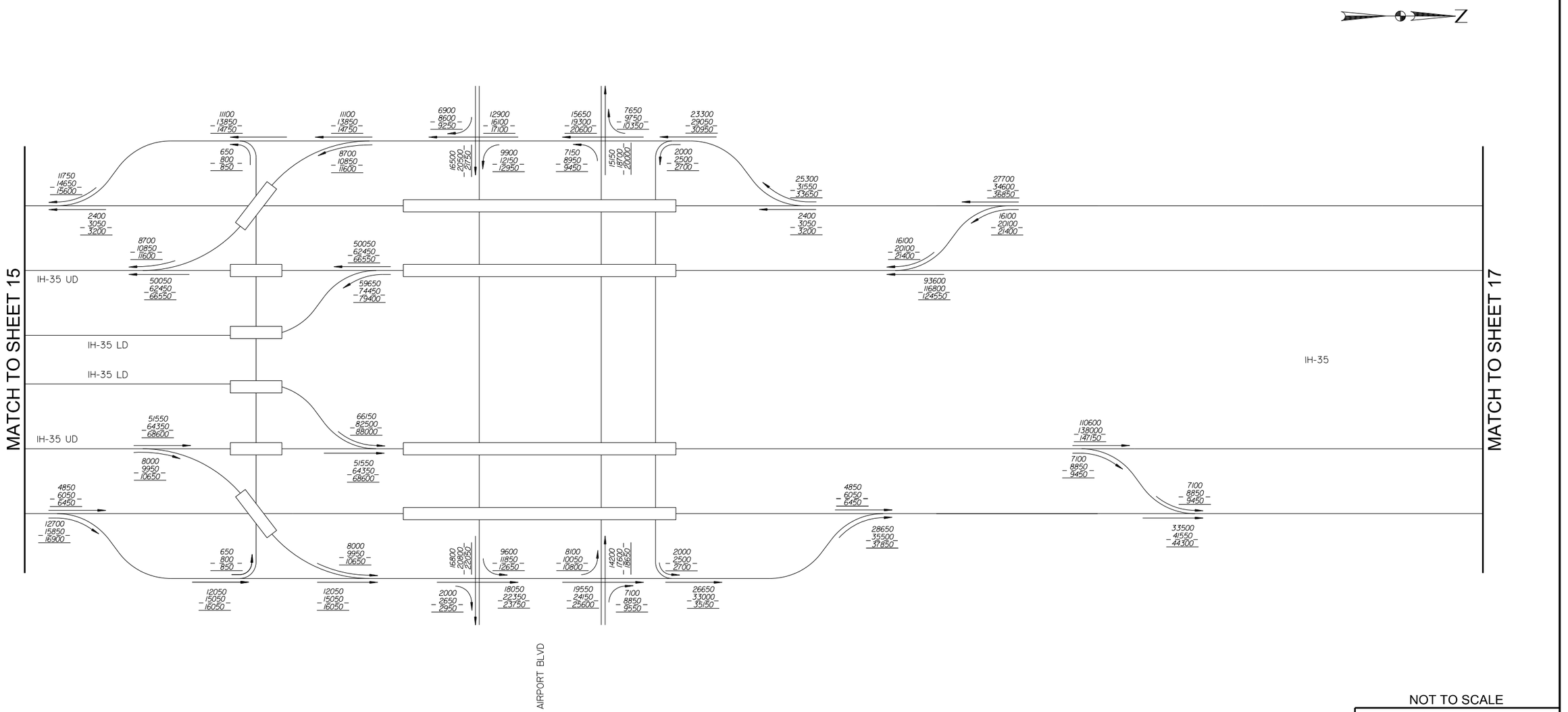
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 512

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 16 OF 28)

SCALE : N.T.S.		PROJECT NO.	
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 16

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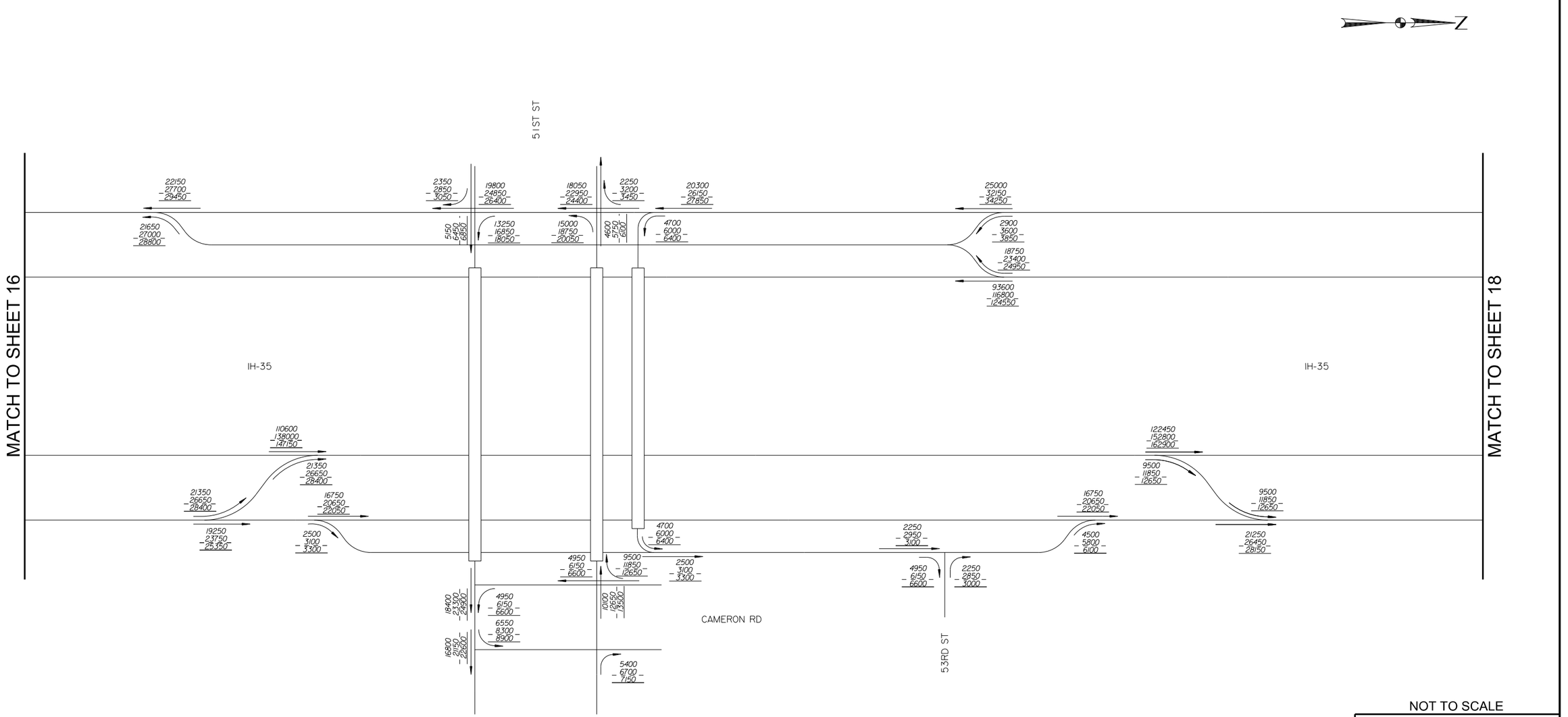
NO-BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

NOT TO SCALE

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 512

Texas Department of Transportation

CAPITAL EXPRESS

NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 17 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	17

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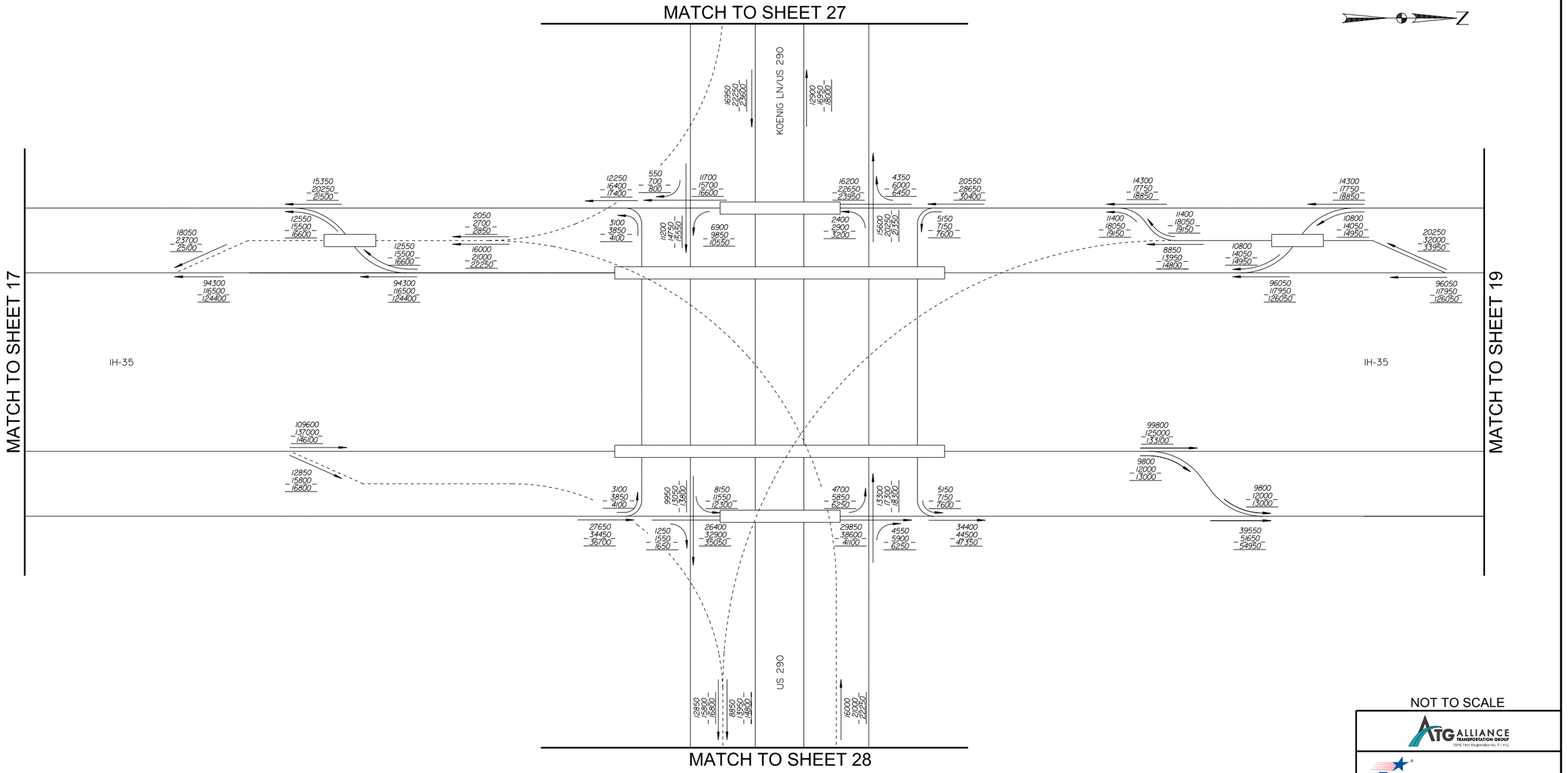

2030, 2050, 2060 FORECASTED NO-BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
LD - LOWER DECK
UD - UPPER DECK
→ TRAVEL DIRECTION

NOT TO SCALE

ATG ALLIANCE TRANSPORTATION GROUP
TBPE Firm Registration No. F - 812

Texas Department of Transportation

CAPITAL EXPRESS
NO-BUILD CONFIGURATION
24 HOUR VOLUMES
(SHEET 18 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 18

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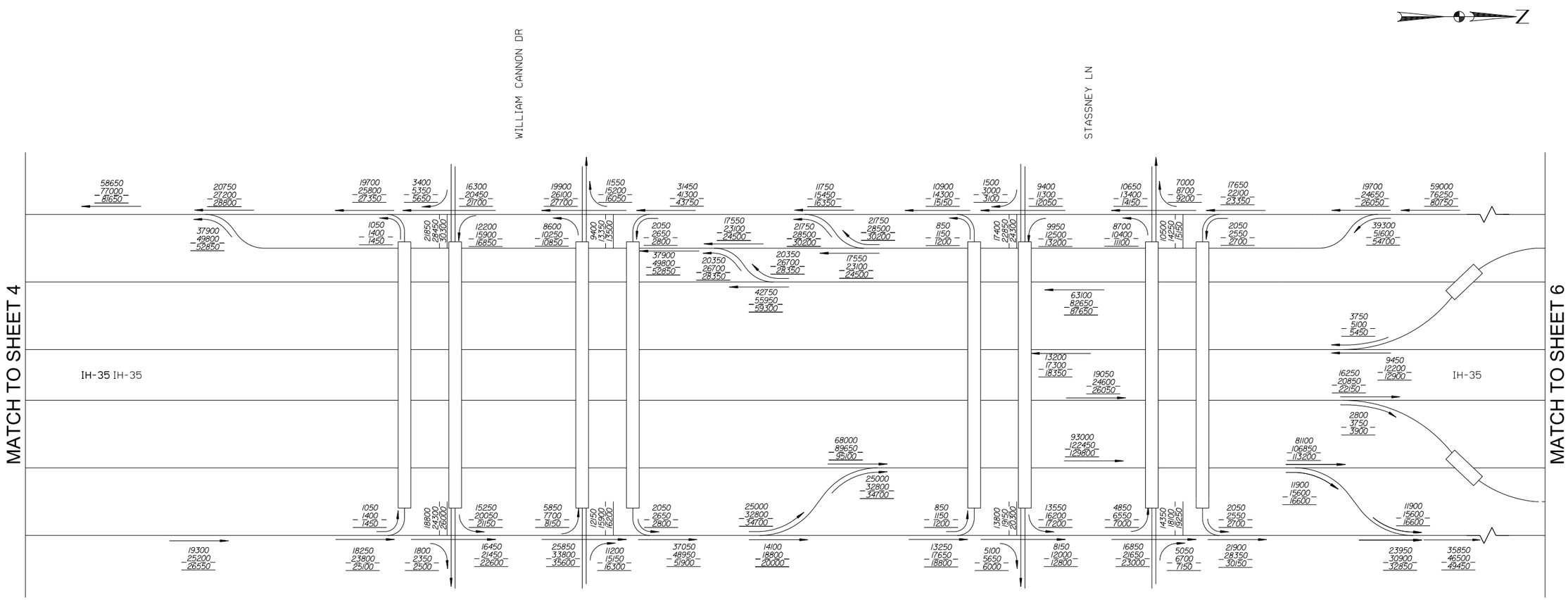
BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

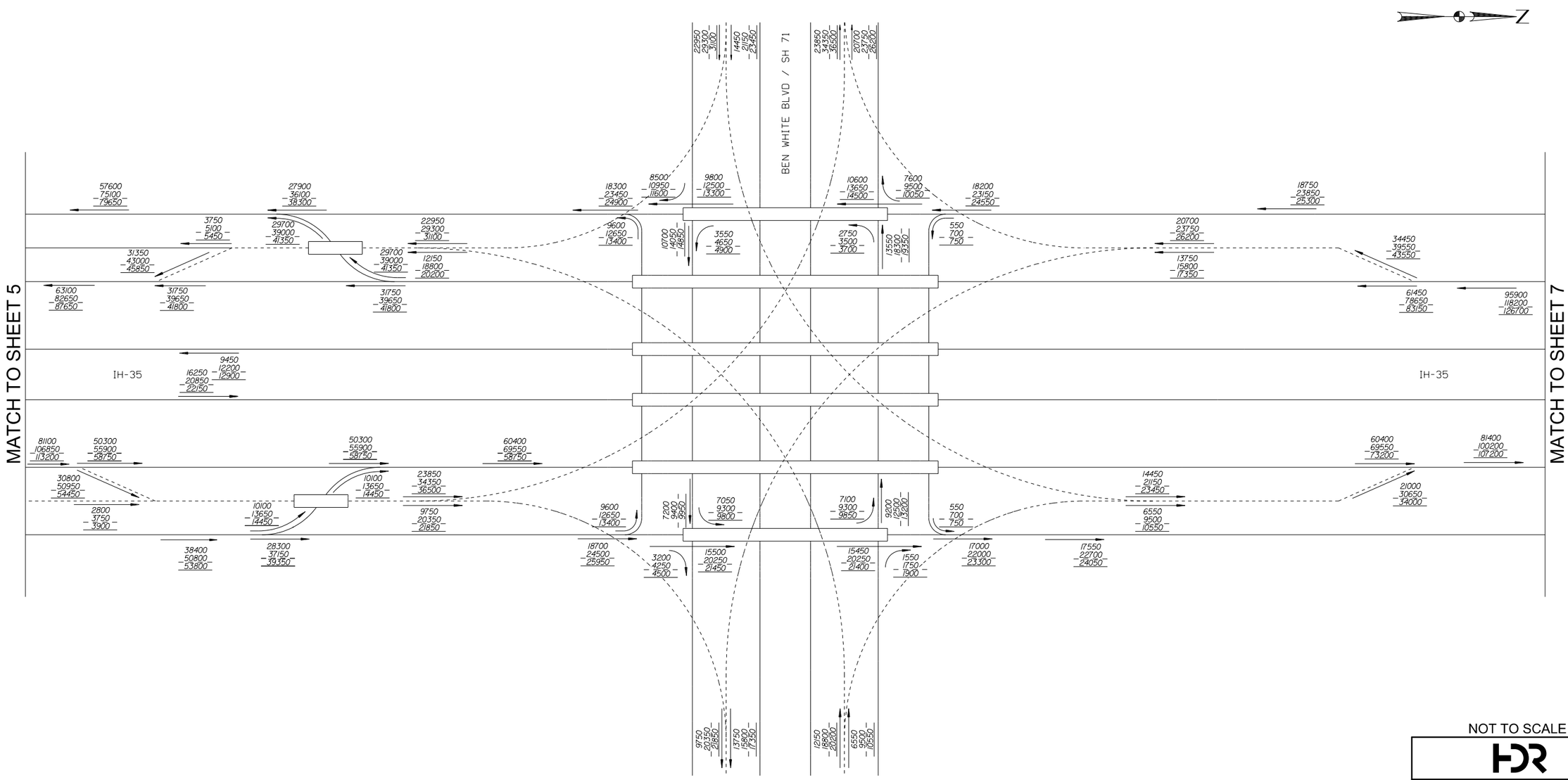
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 5 OF 28)

SCALE : N.T.S.			PROJECT NO.	
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	5

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

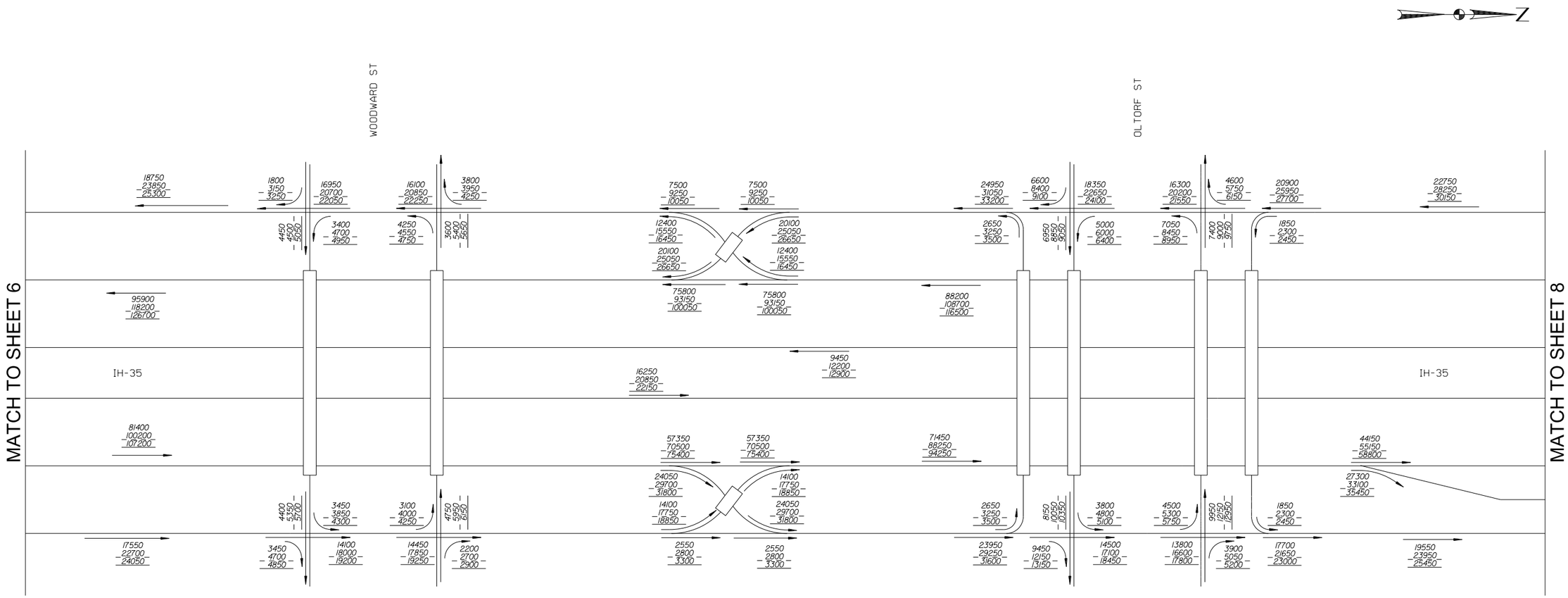
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 6 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	6

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

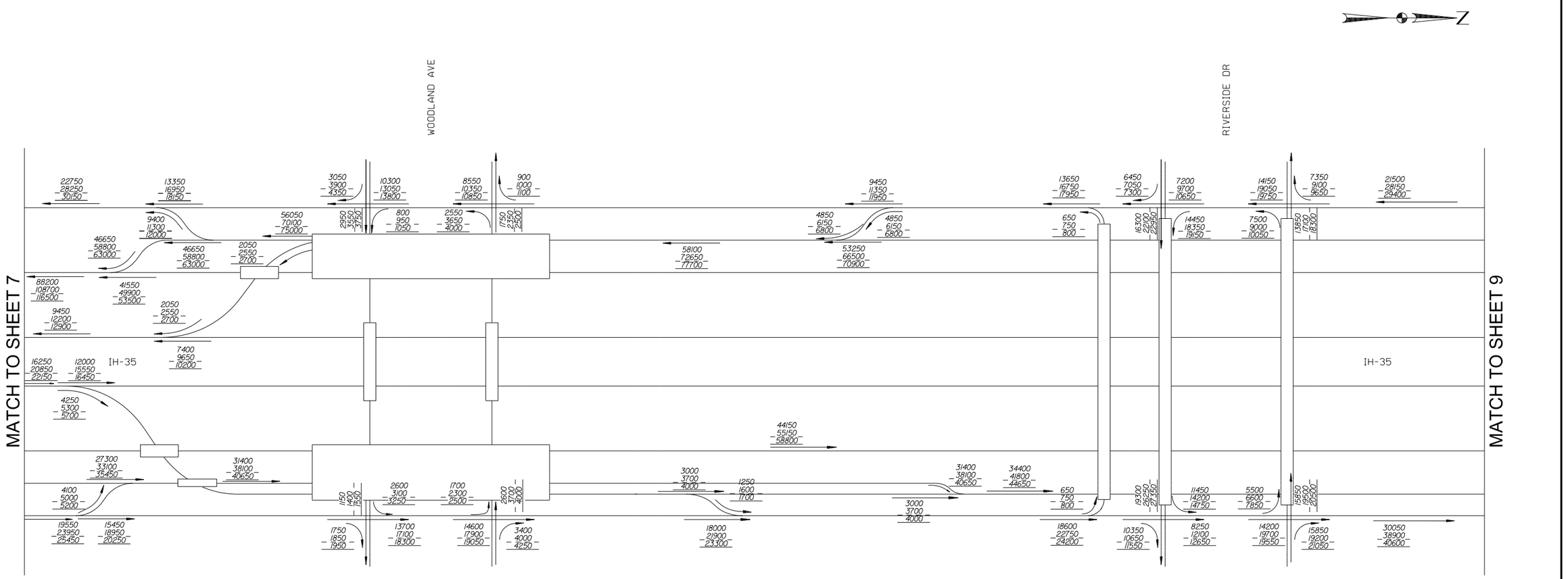
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 7 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	7

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

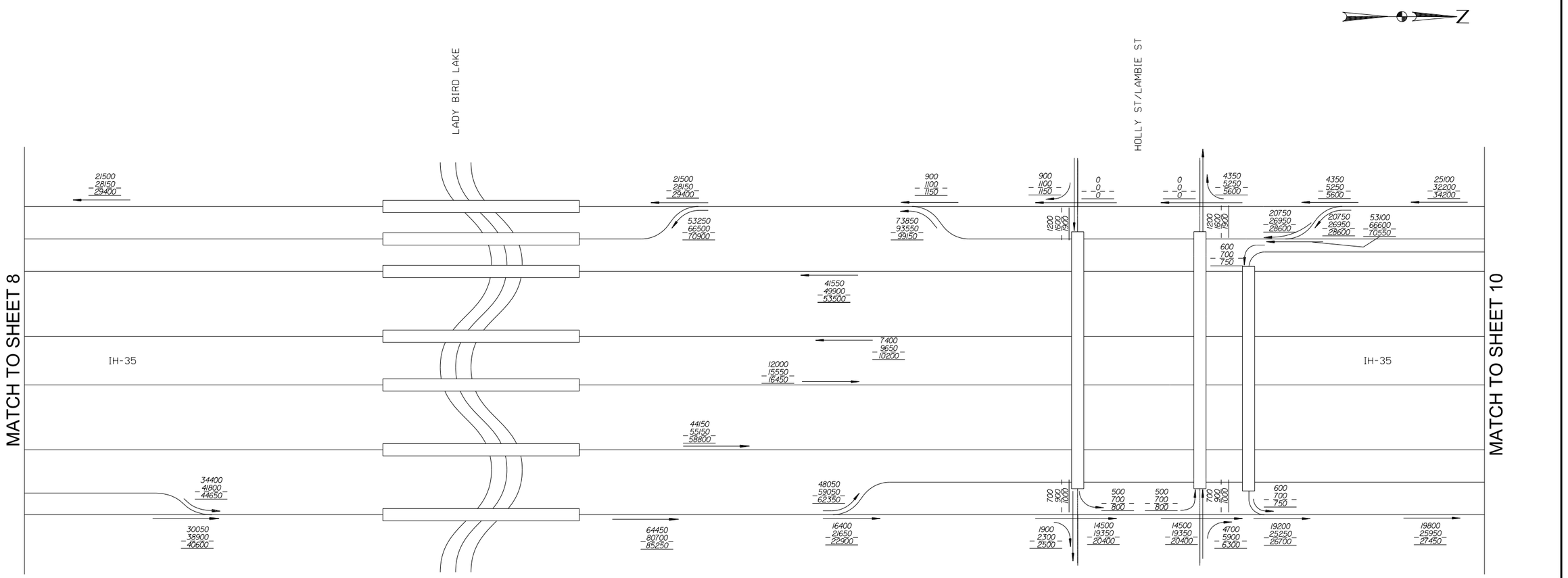
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 8 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 8

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

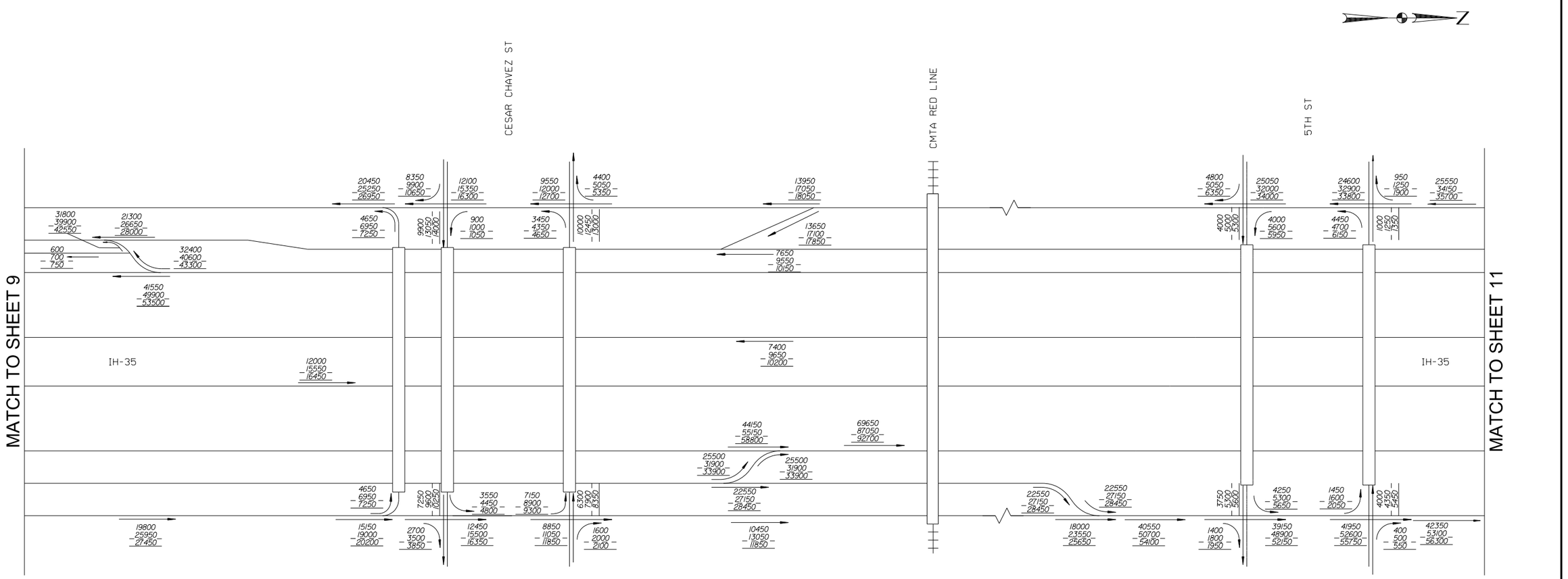
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 9 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	9

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

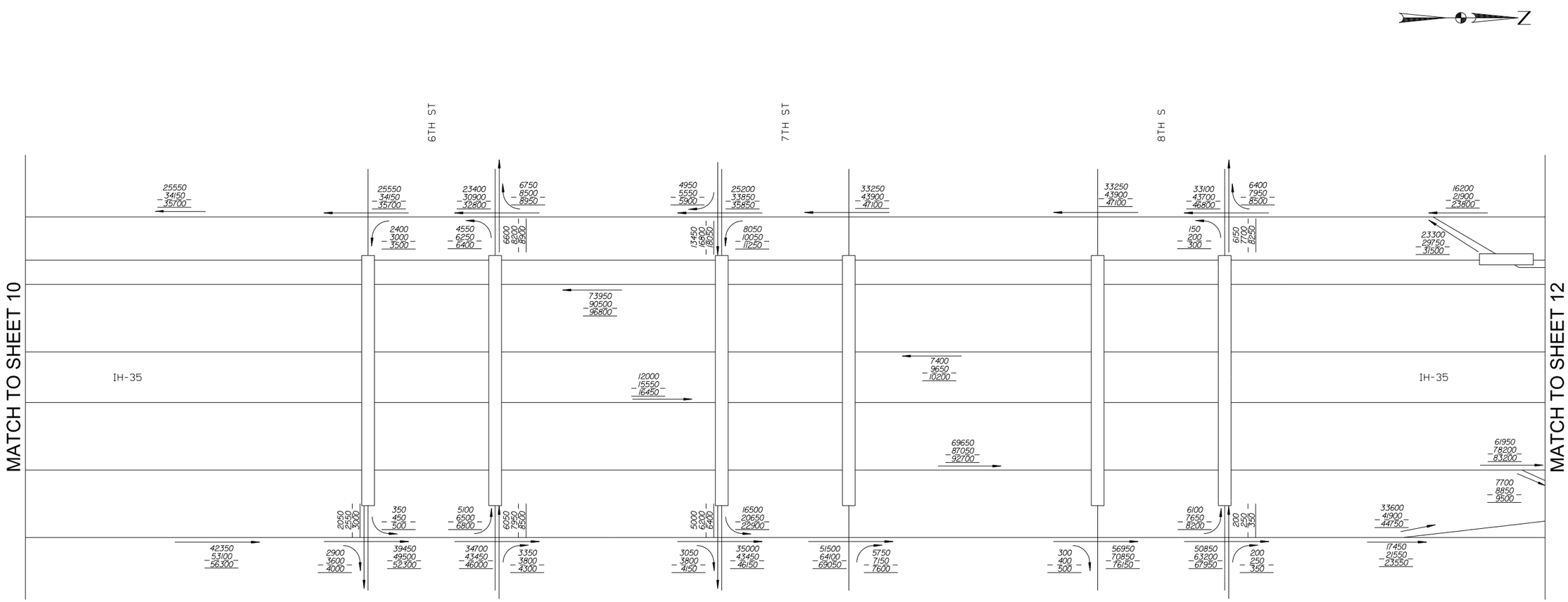
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 10 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	10

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

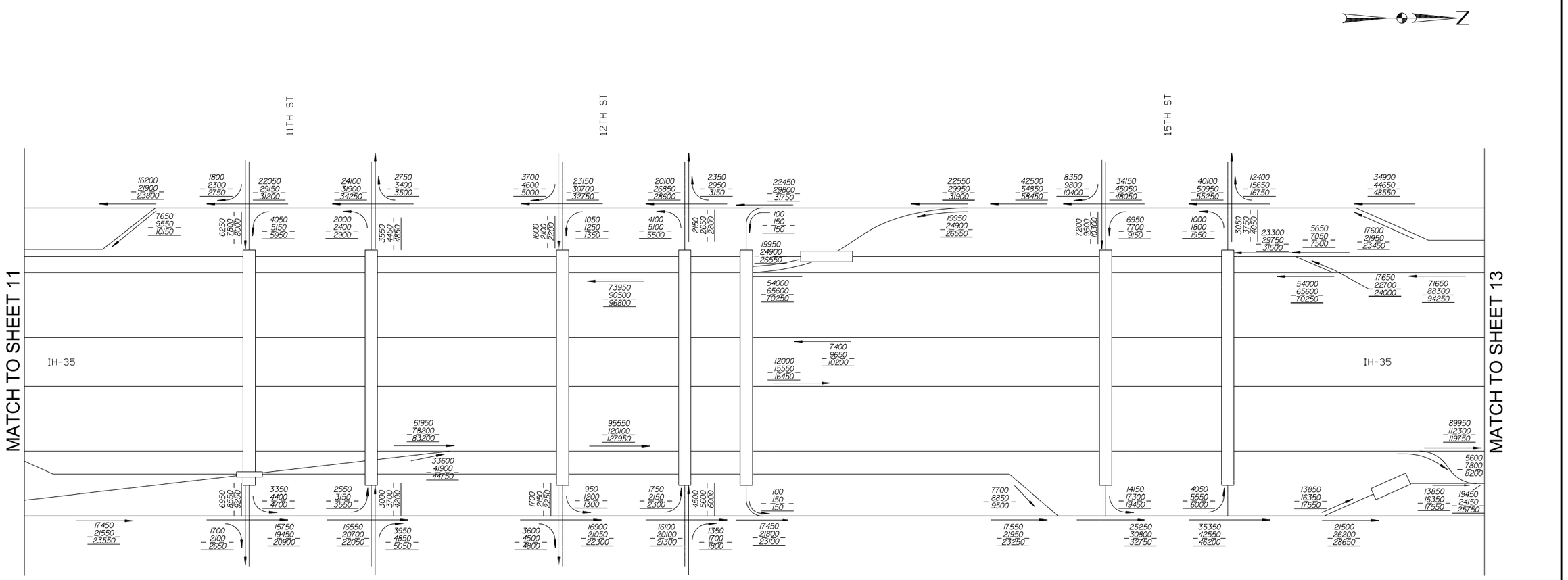
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 11 OF 28)

SCALE : N.T.S.			PROJECT NO.	
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	11

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

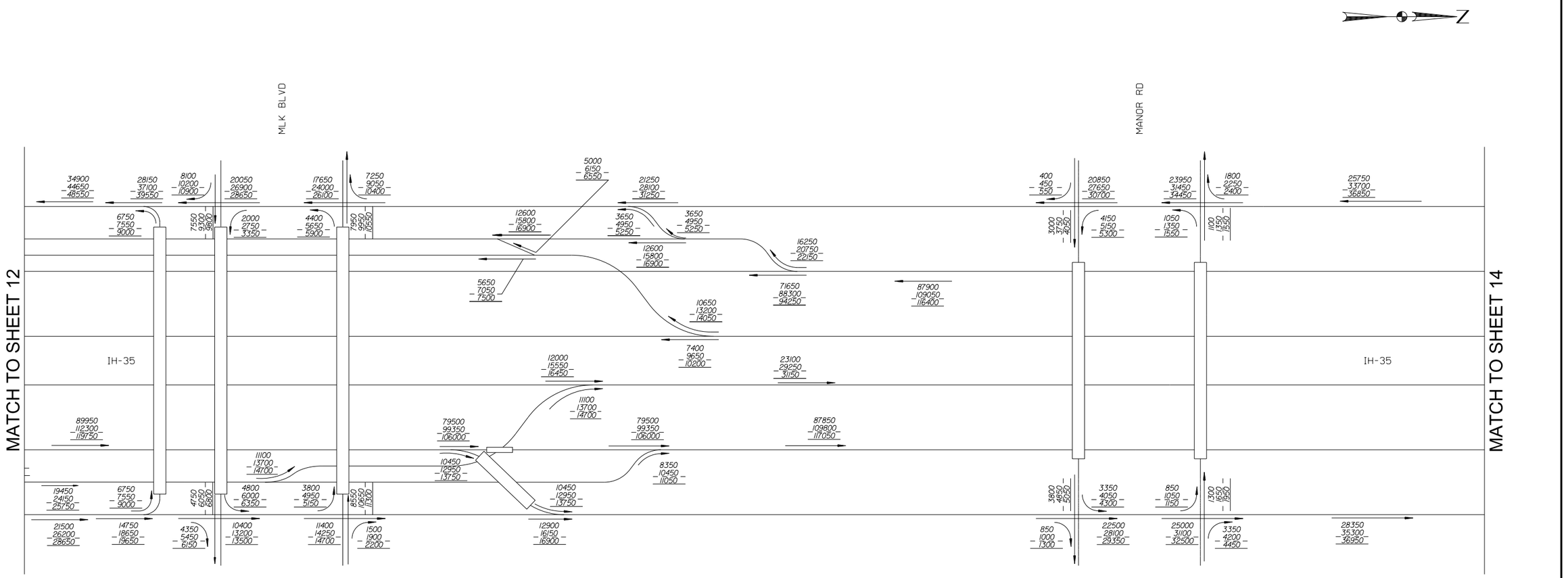
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 12 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	12

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

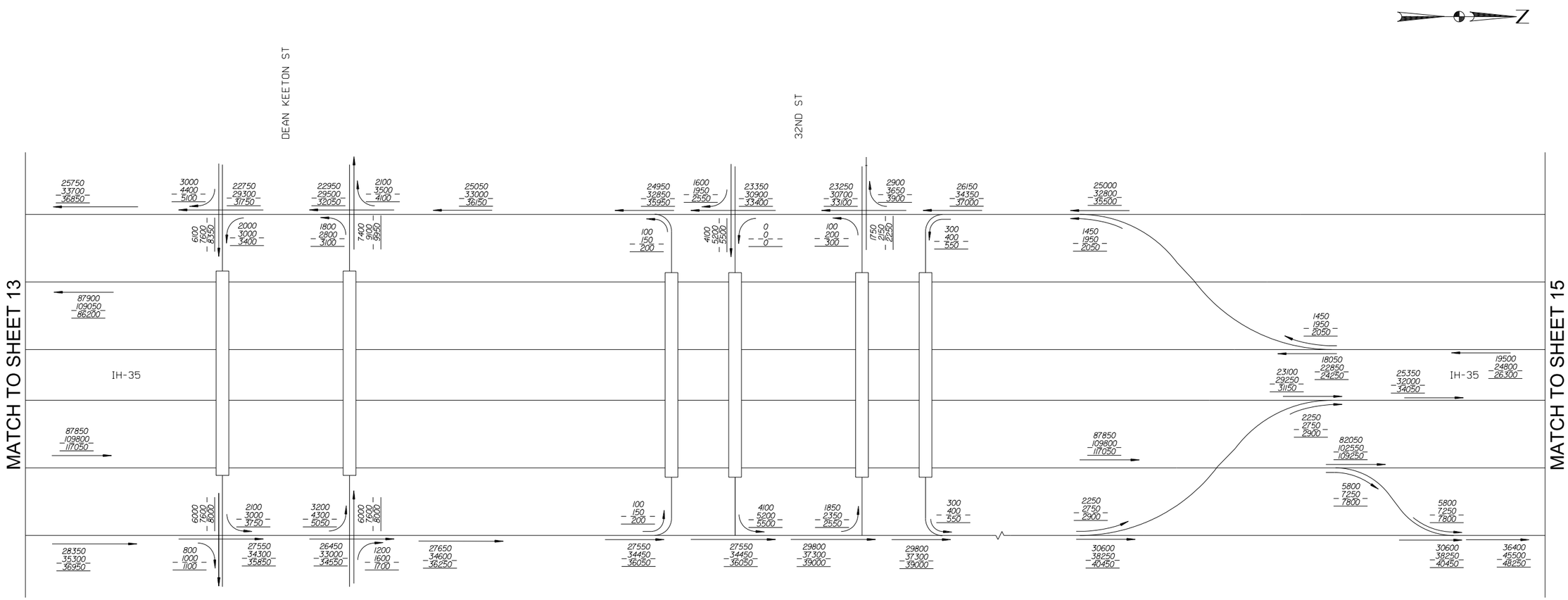
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 13 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	13

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

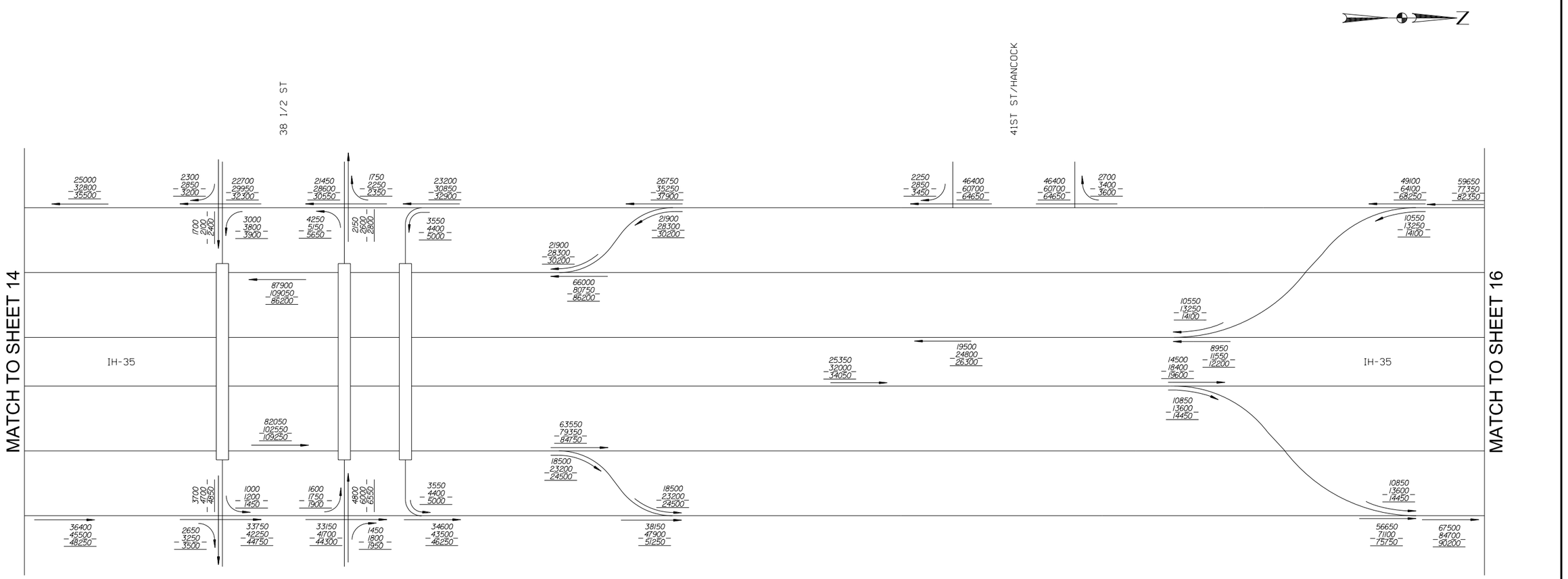
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 14 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 14

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

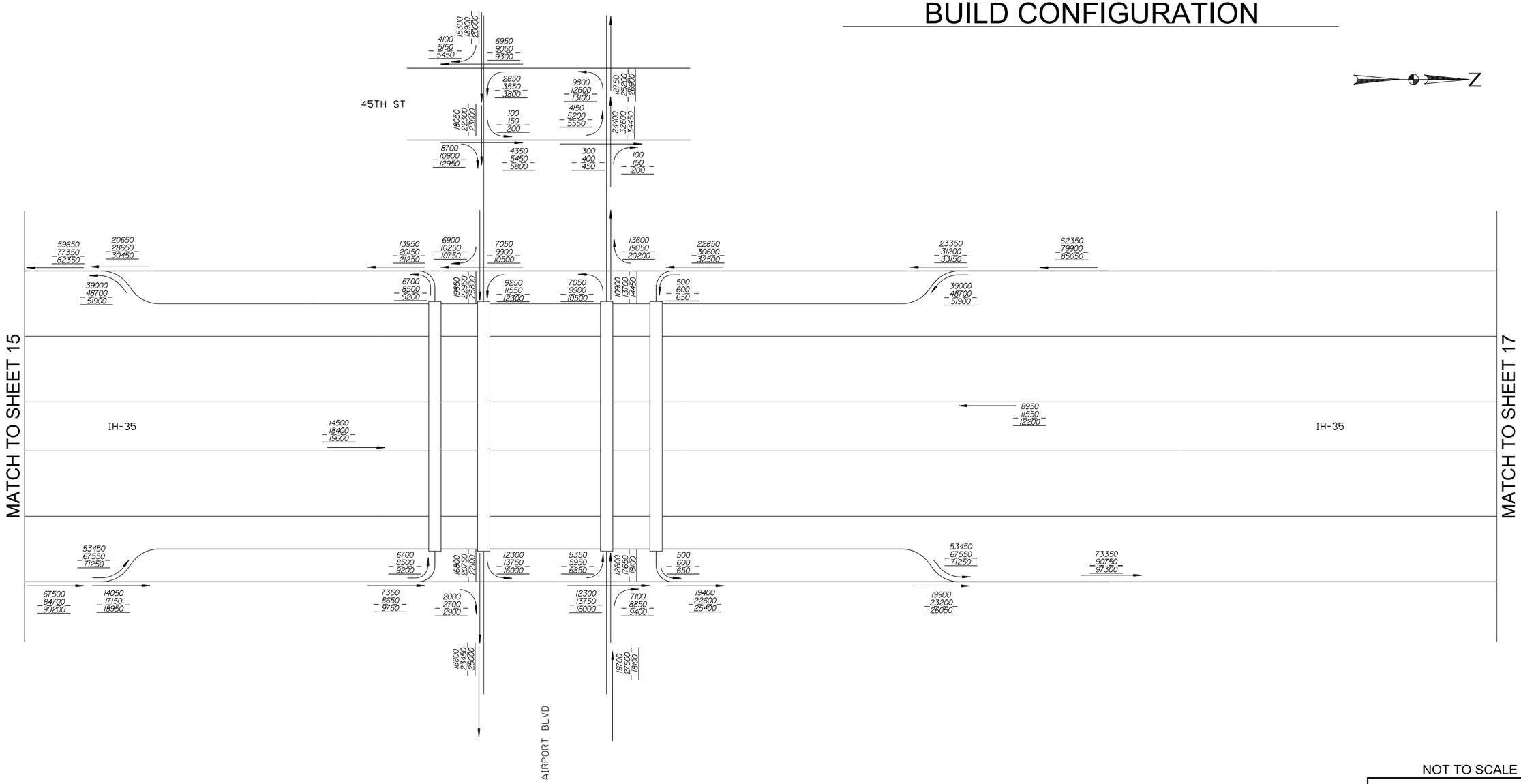
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 15 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 15

BUILD CONFIGURATION



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LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

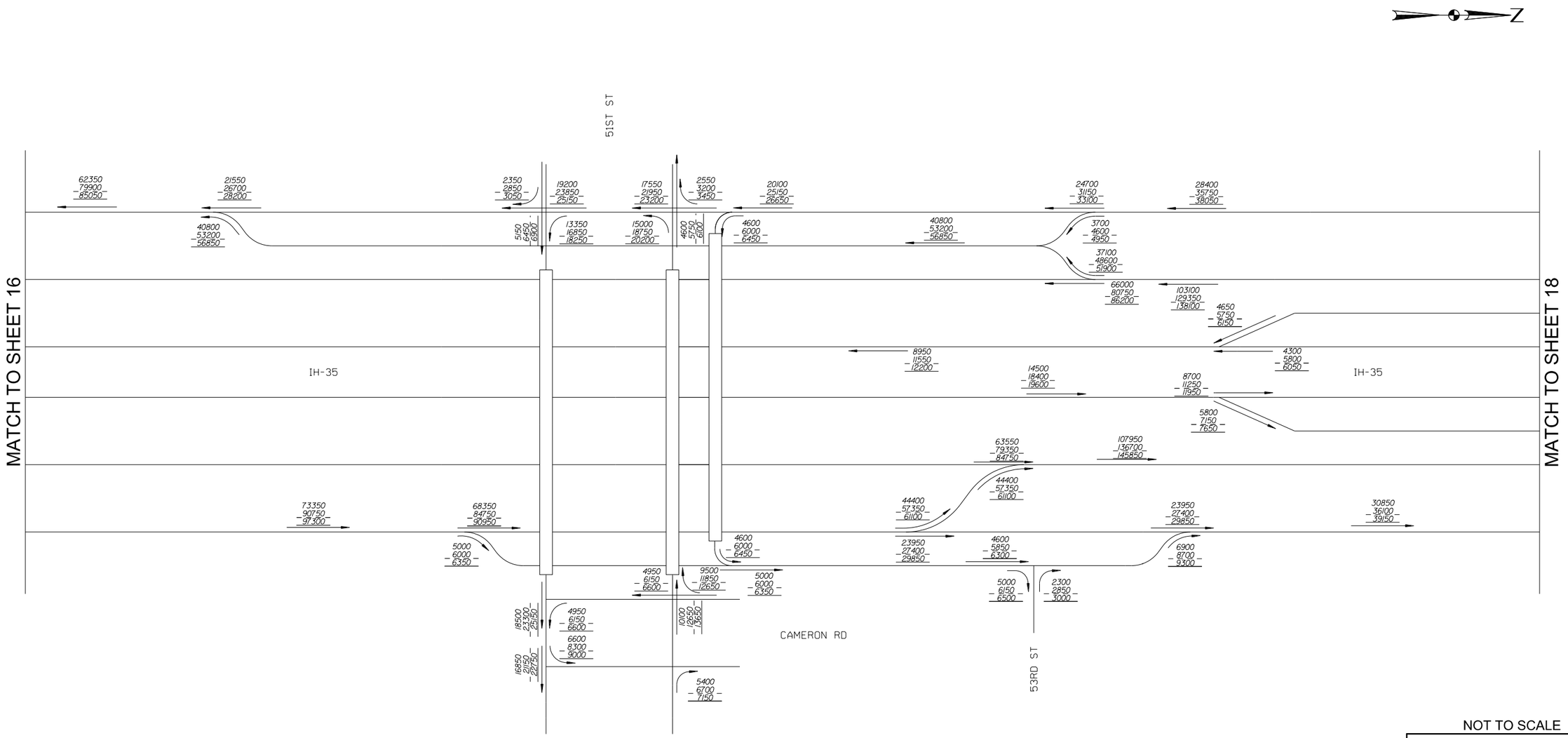
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 16 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	16

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

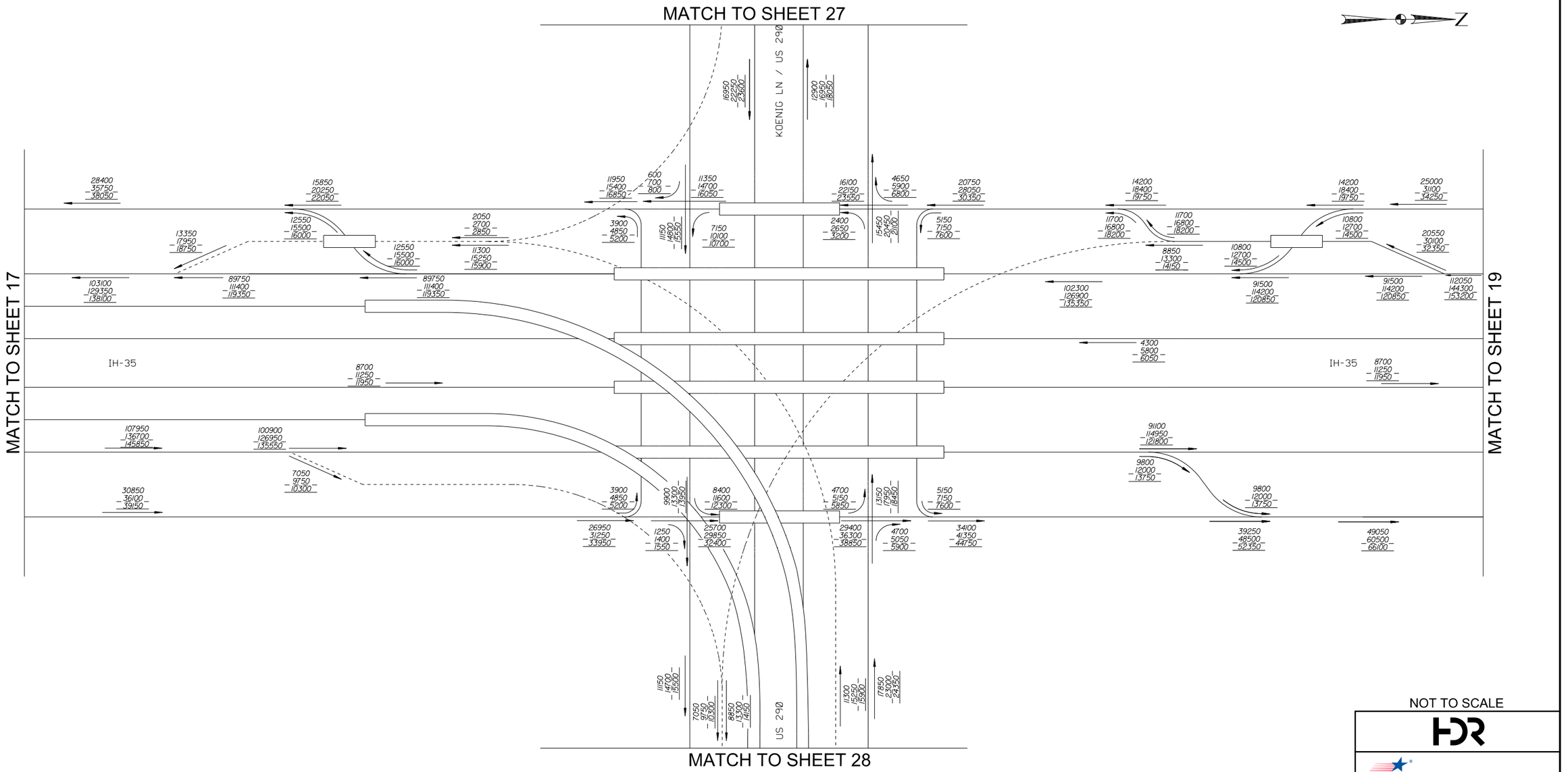
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 17 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 17

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

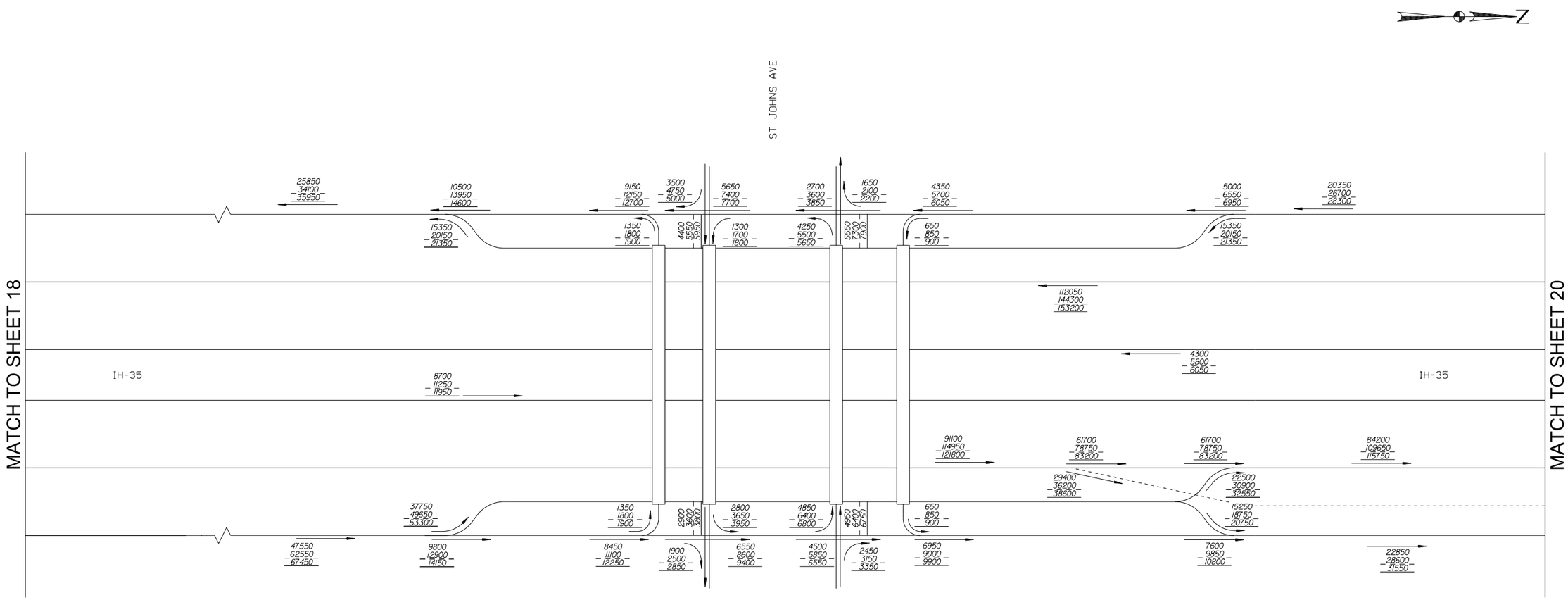
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 18 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 18

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

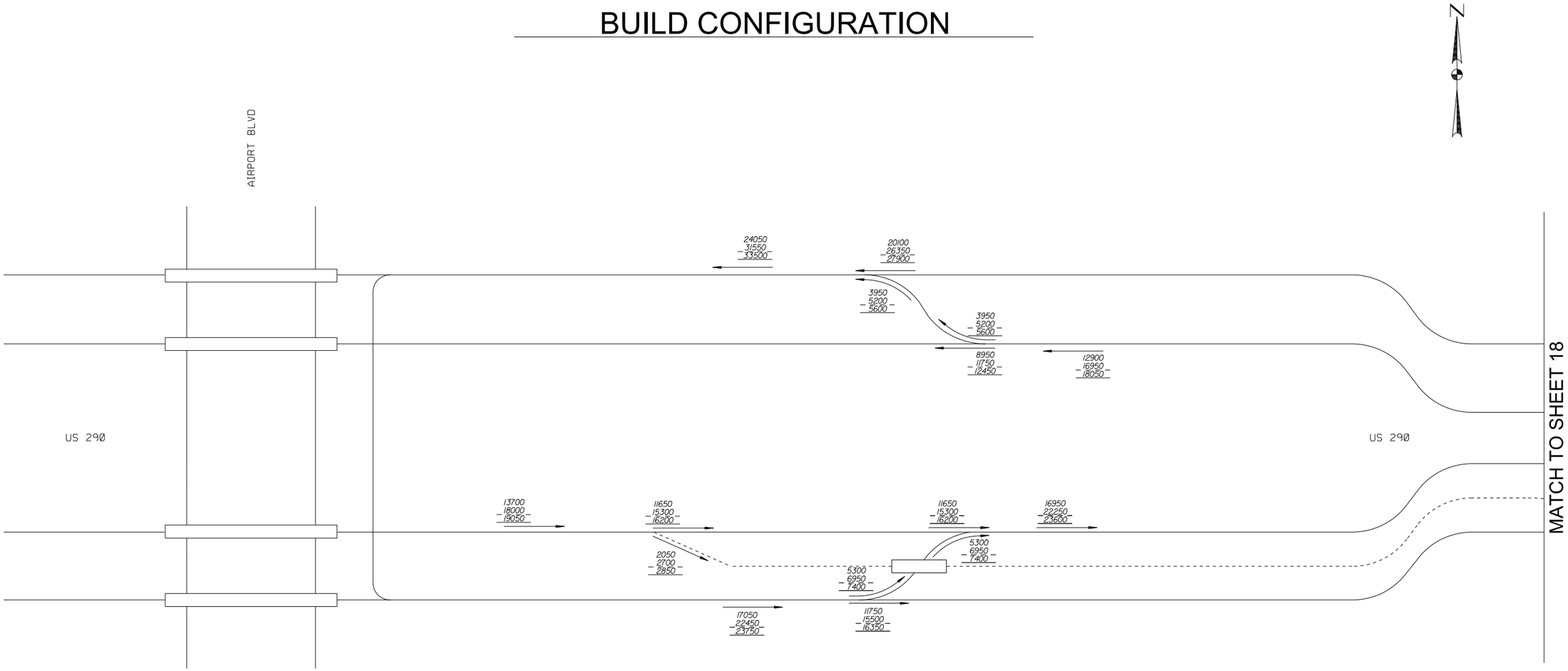
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 19 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	19

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

HDR

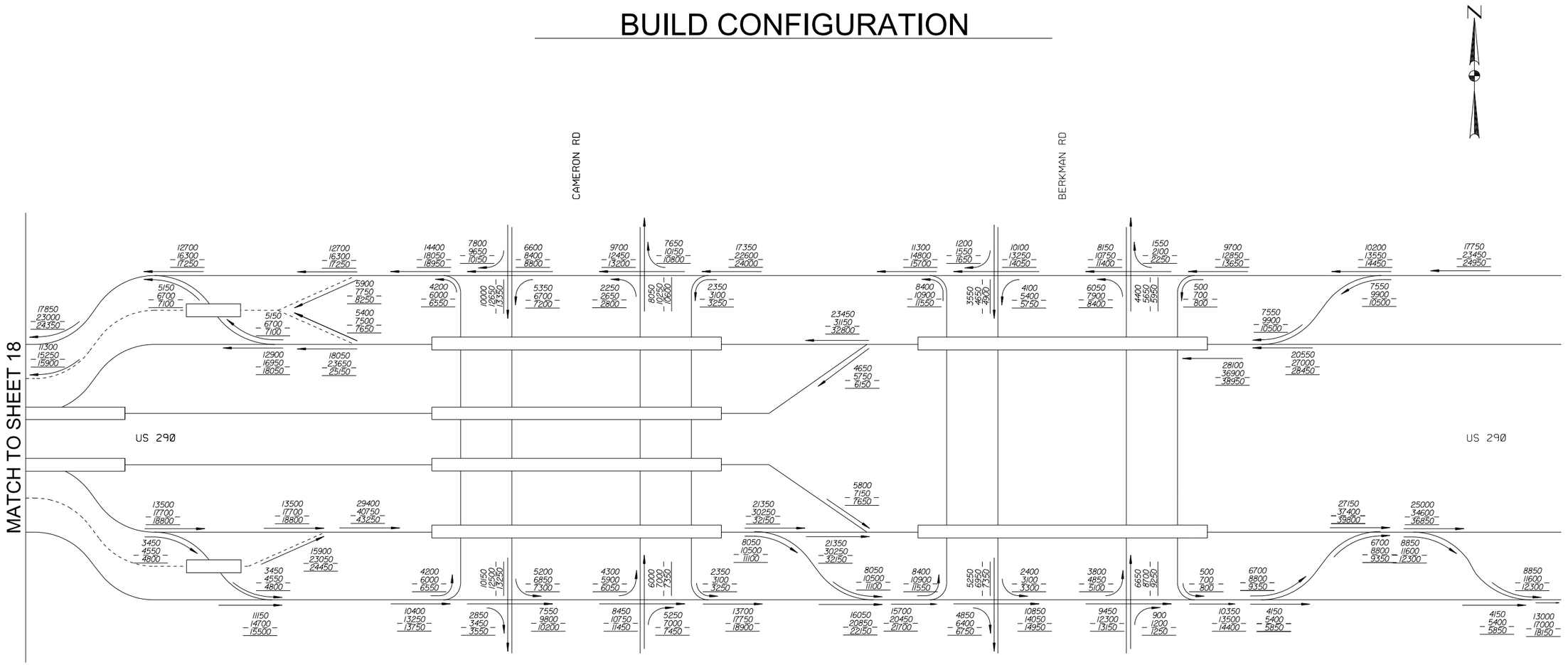
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 27 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	27

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

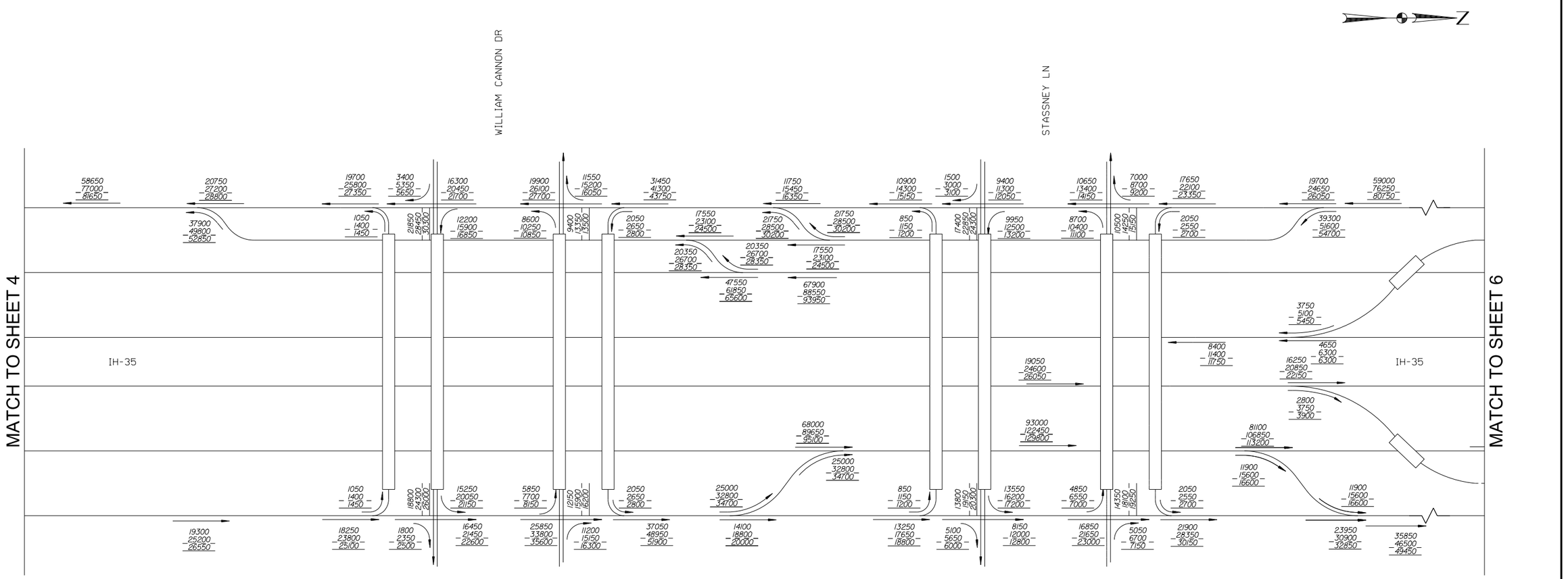
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 2
24 HOUR VOLUMES
(SHEET 28 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	28

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

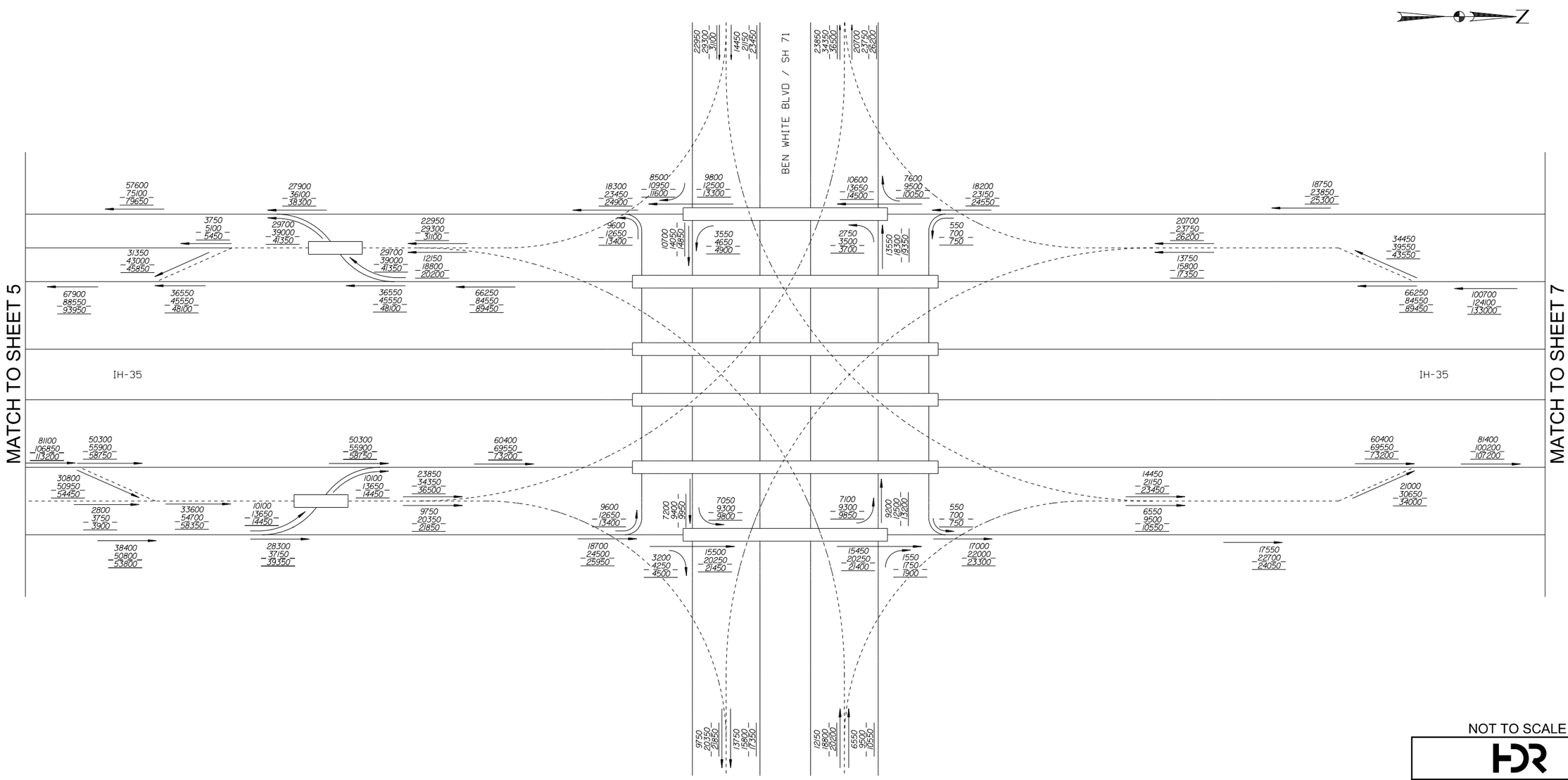
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 5 OF 28)

SCALE : N.T.S.			PROJECT NO.	
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	5

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

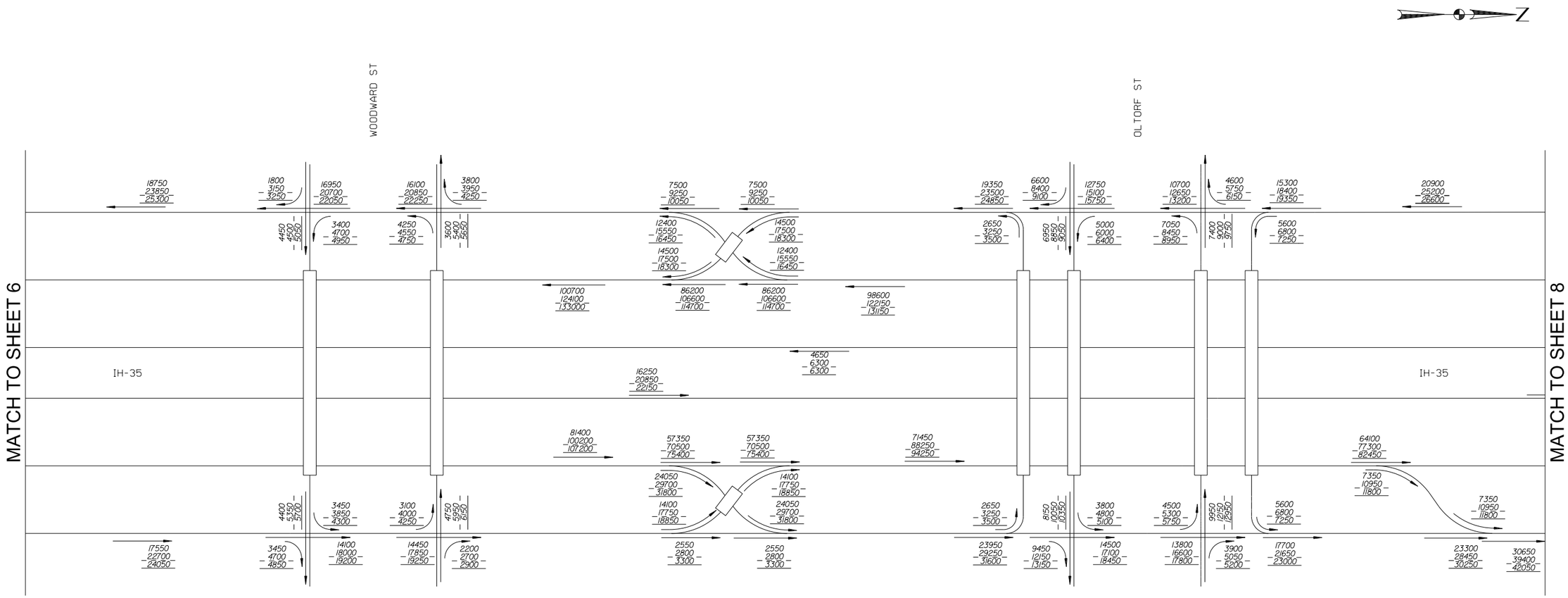
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 6 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	6

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT

1000 - 2050 ADT

1000 - 2060 ADT

→ TRAVEL DIRECTION

NOT TO SCALE

FDR

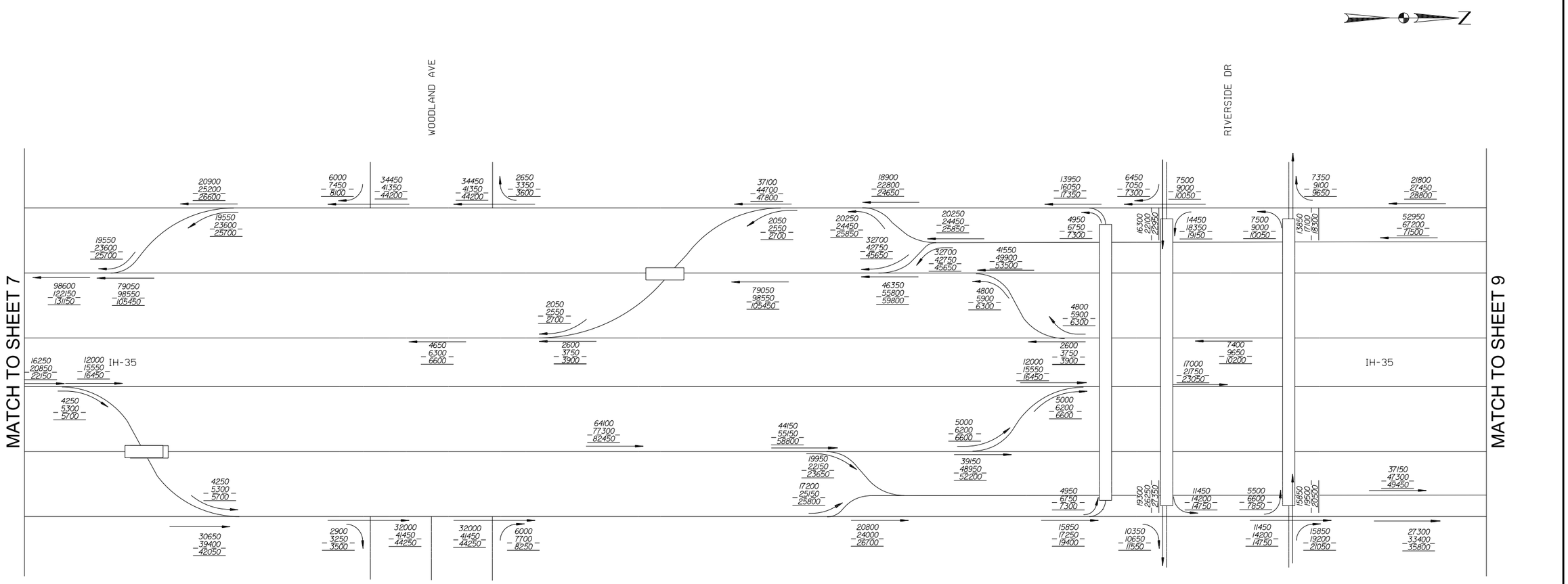
Texas Department of Transportation

CAPITAL EXPRESS

BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 7 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	7

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

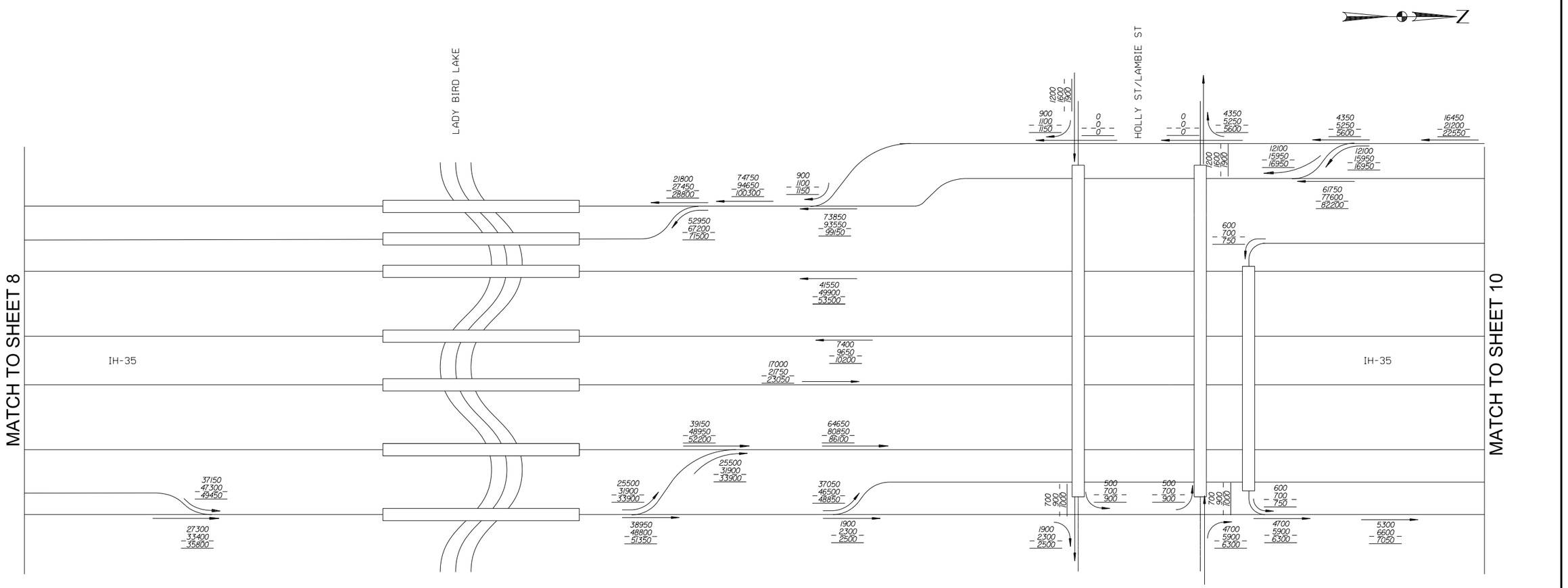
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 8 OF 28)

SCALE : N.T.S.			PROJECT NO.	
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	8

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

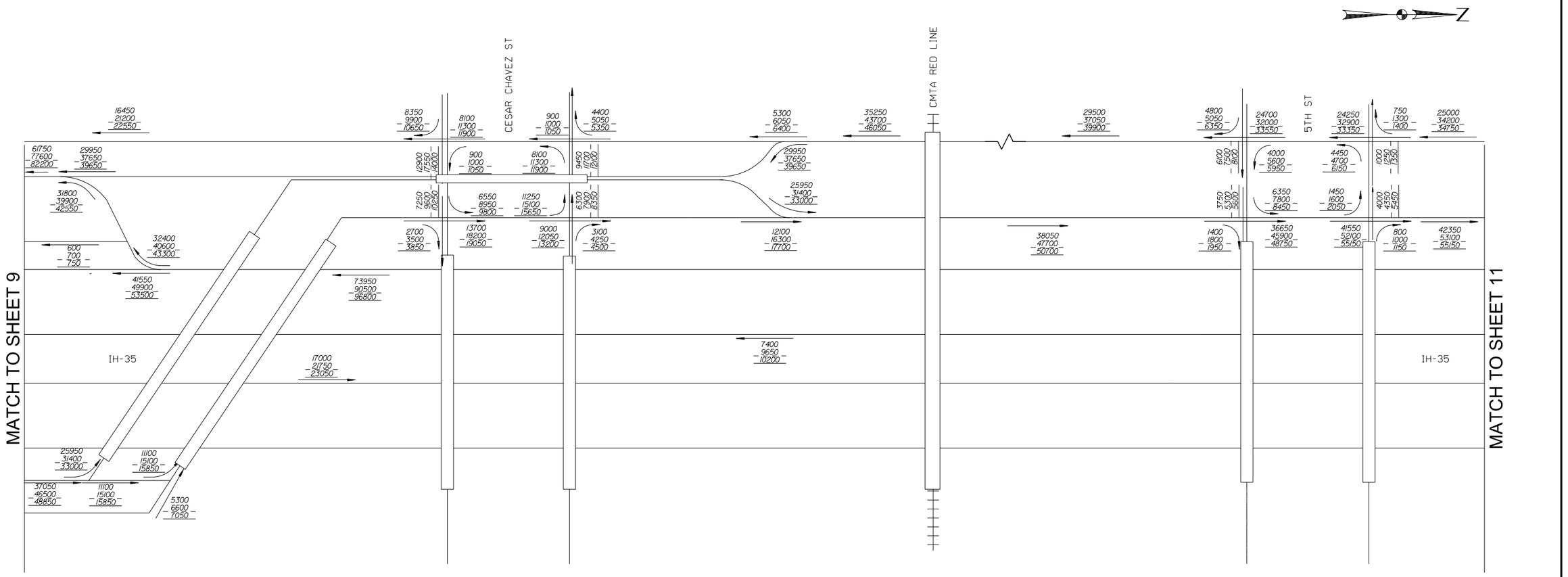
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 9 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 9

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

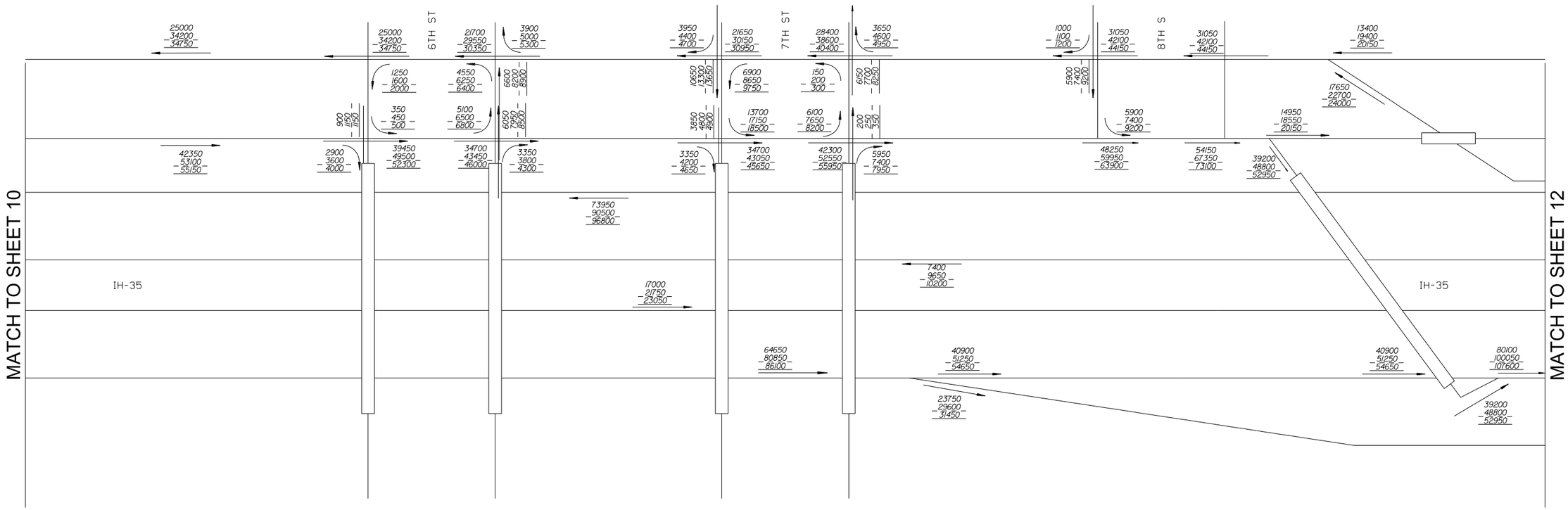
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 10 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 10

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

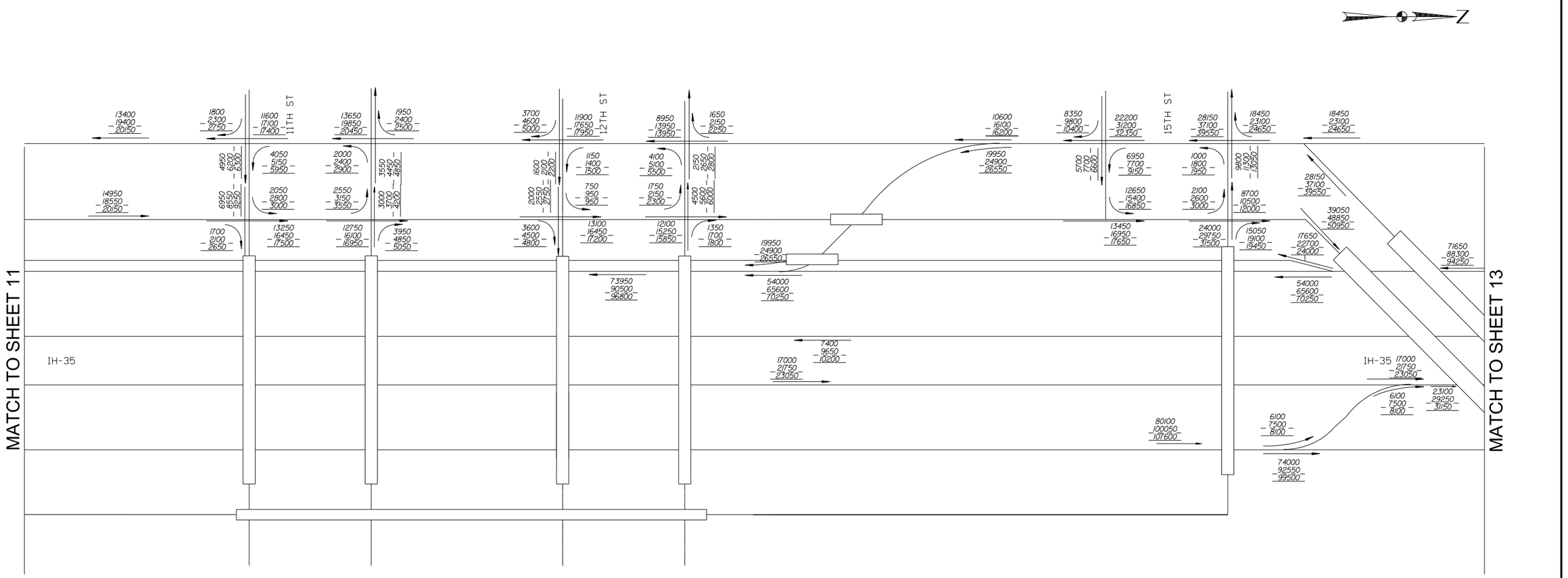
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 11 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 11

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT

1000 - 2050 ADT

1000 - 2060 ADT

→ TRAVEL DIRECTION

HDR

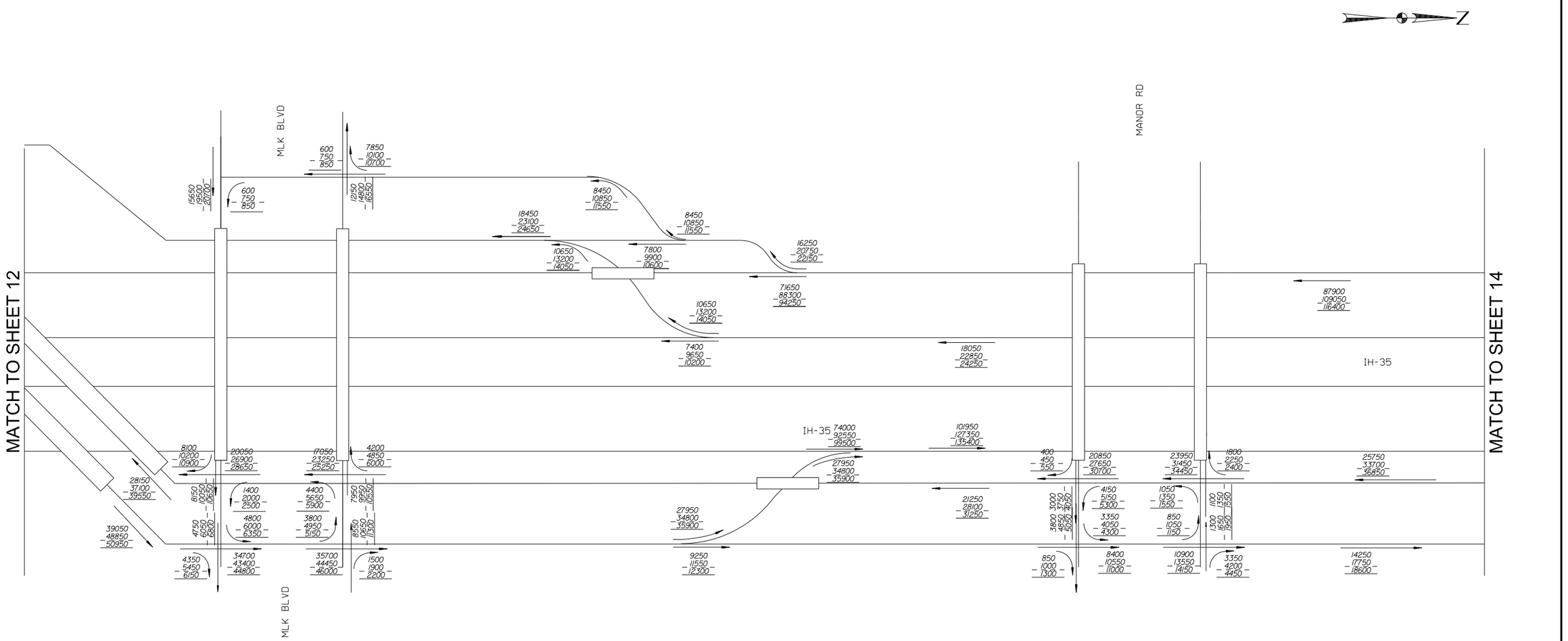
Texas Department of Transportation

CAPITAL EXPRESS

BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 12 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 12

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

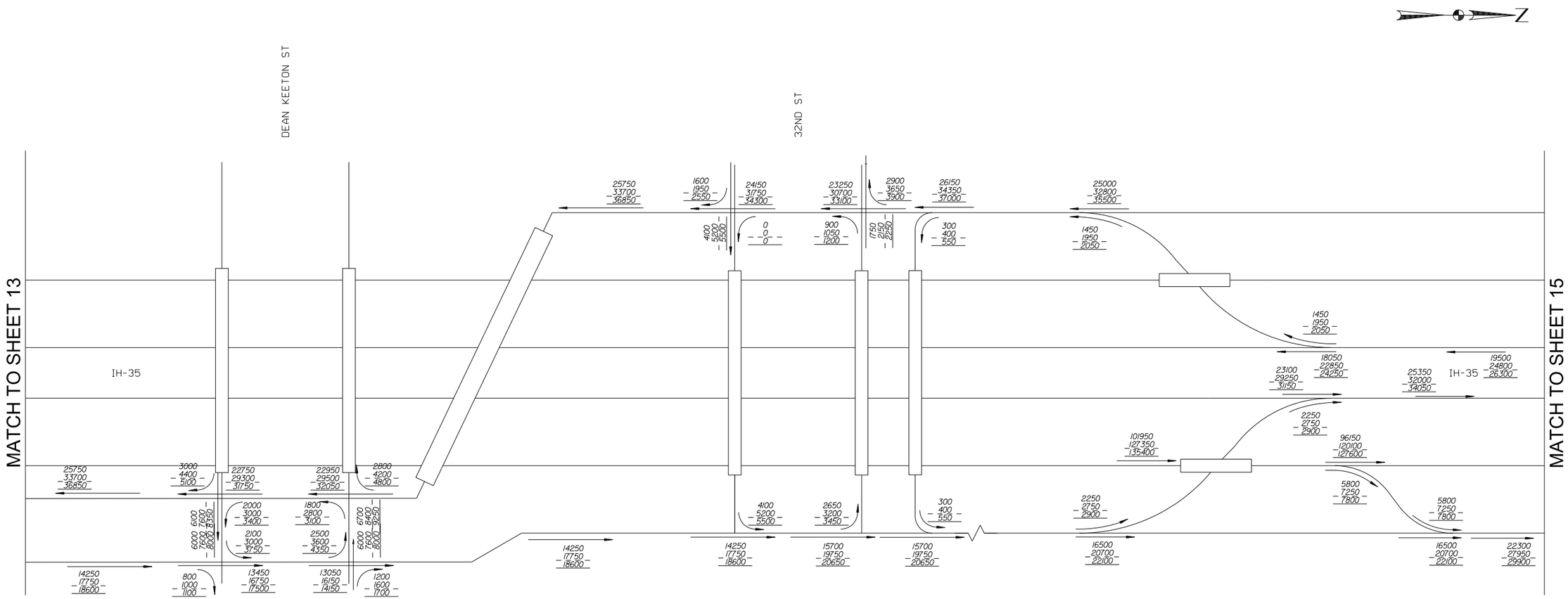
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 13 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	13

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

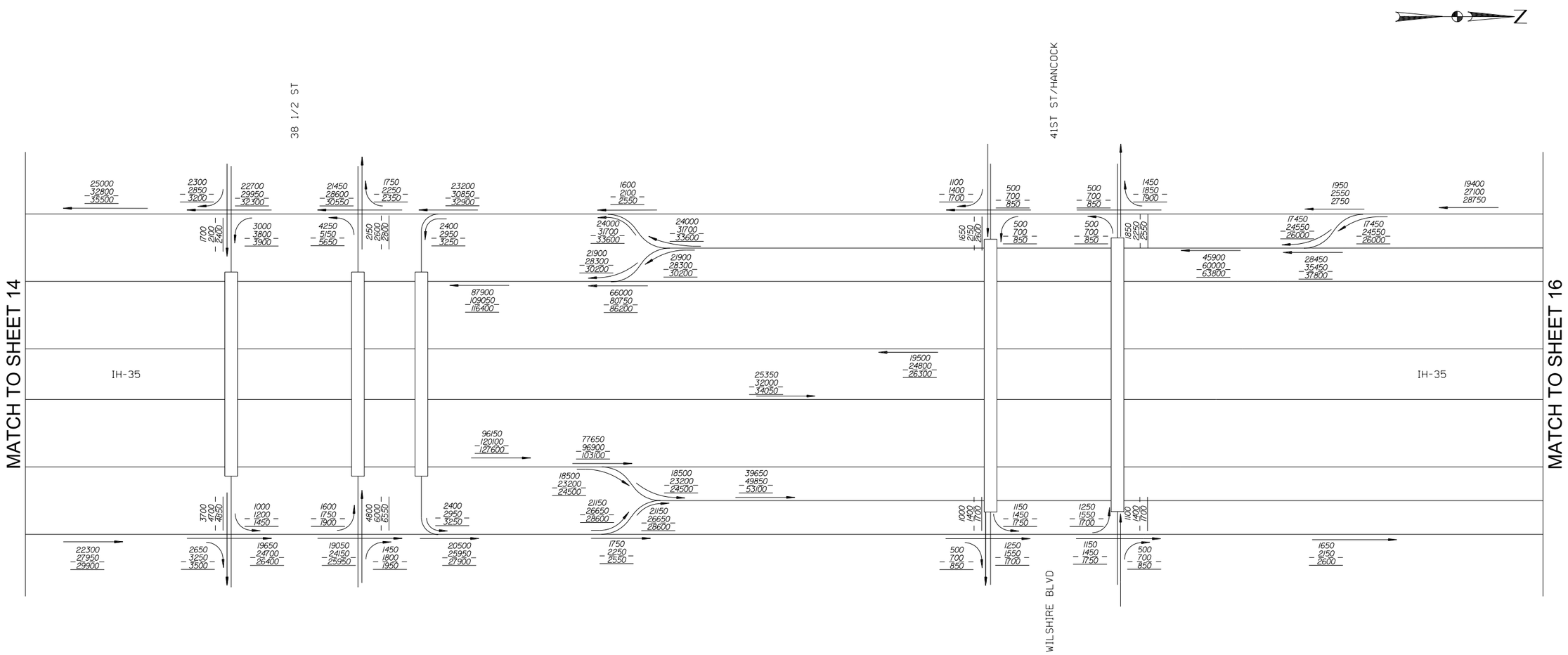
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 14 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		

STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	14

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

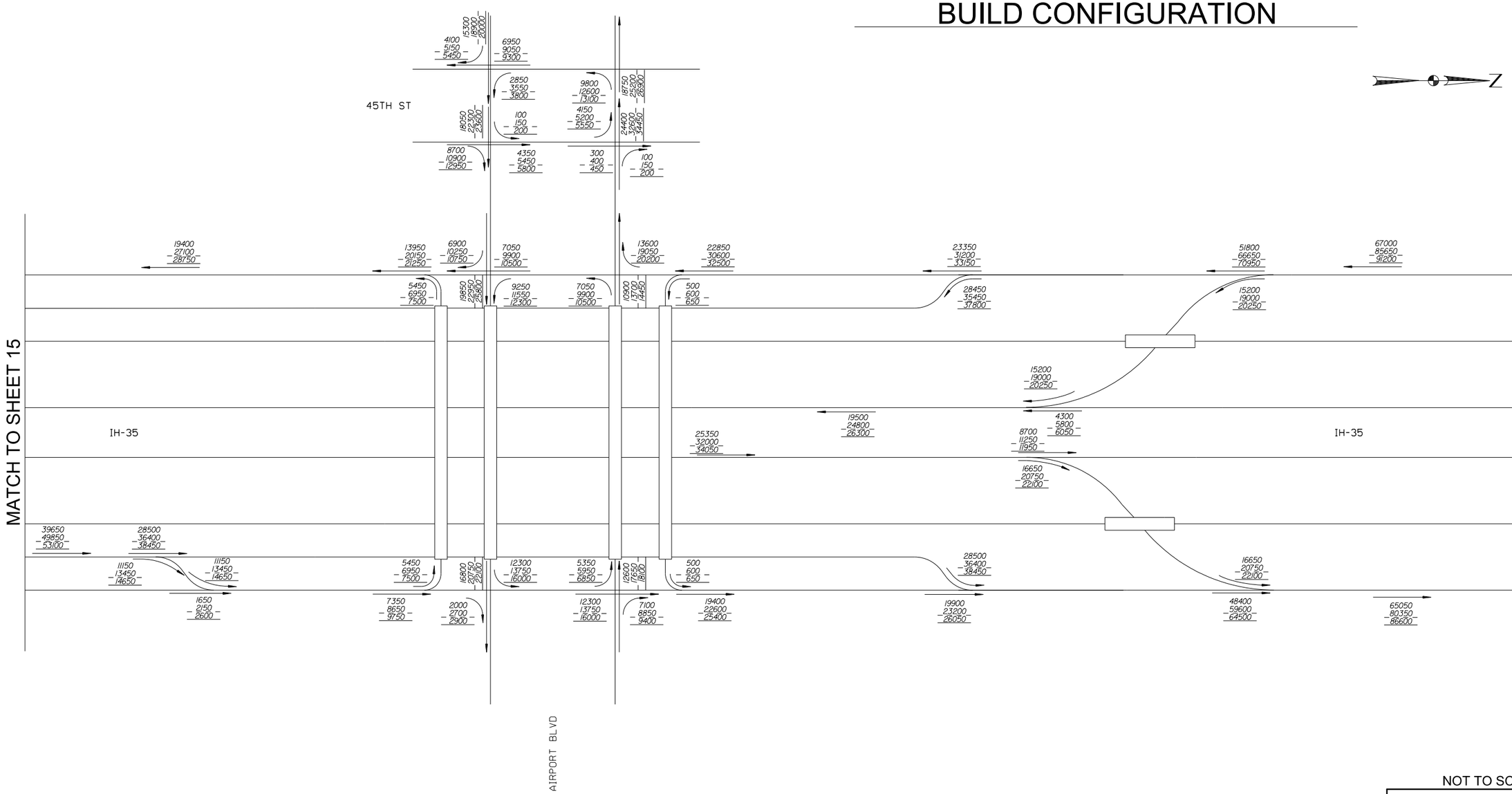
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 15 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 15

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

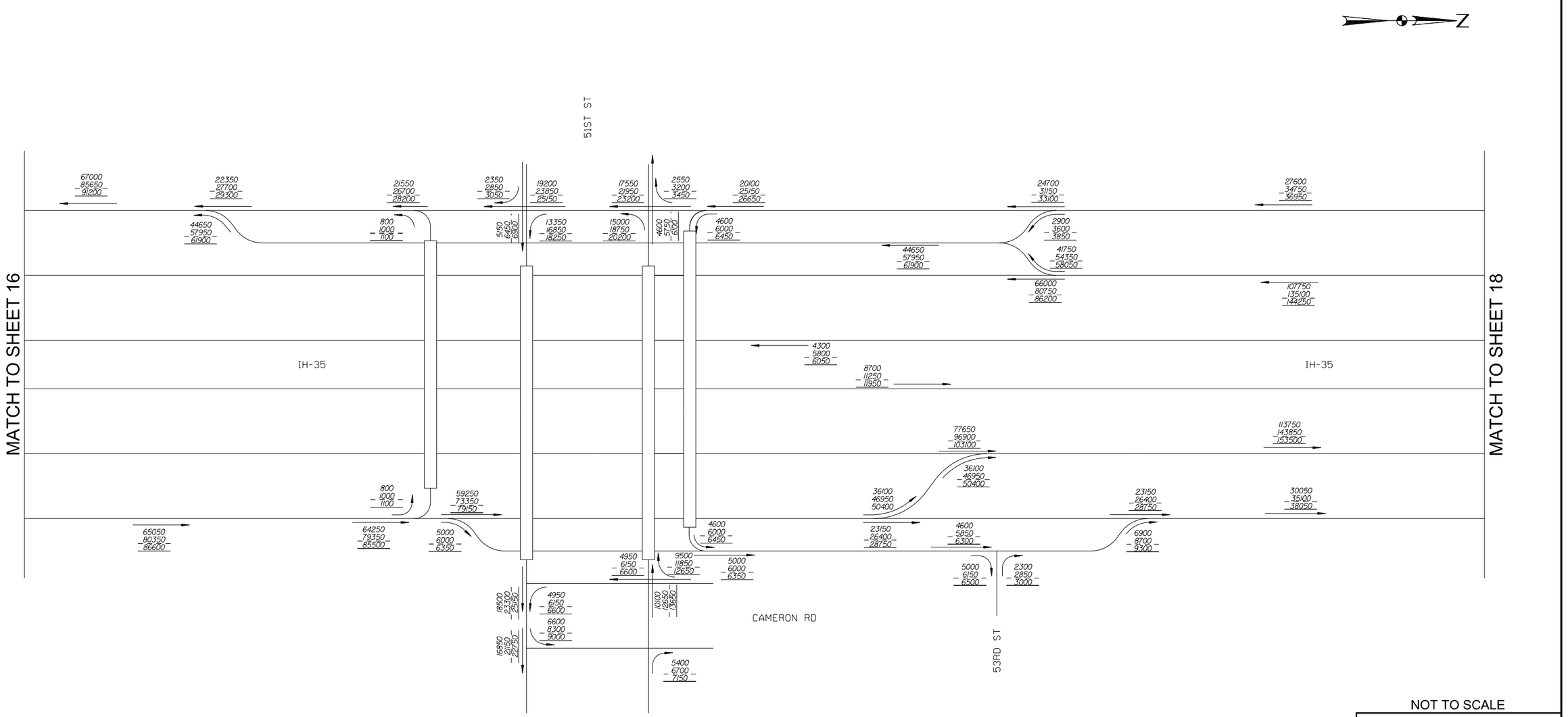
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 16 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 16

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

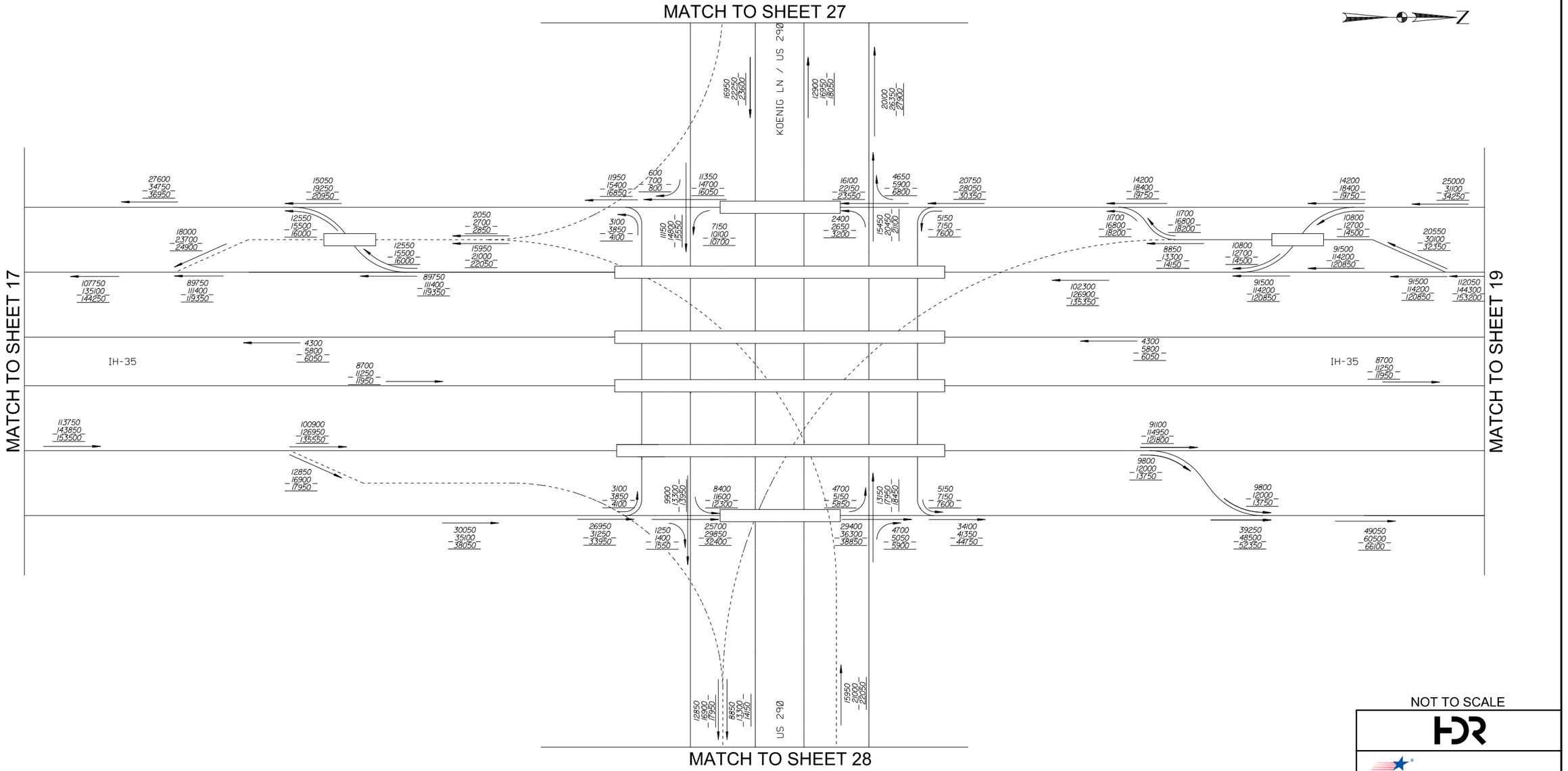
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 17 OF 28)

SCALE : N.T.S.		PROJECT NO.		
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	17

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

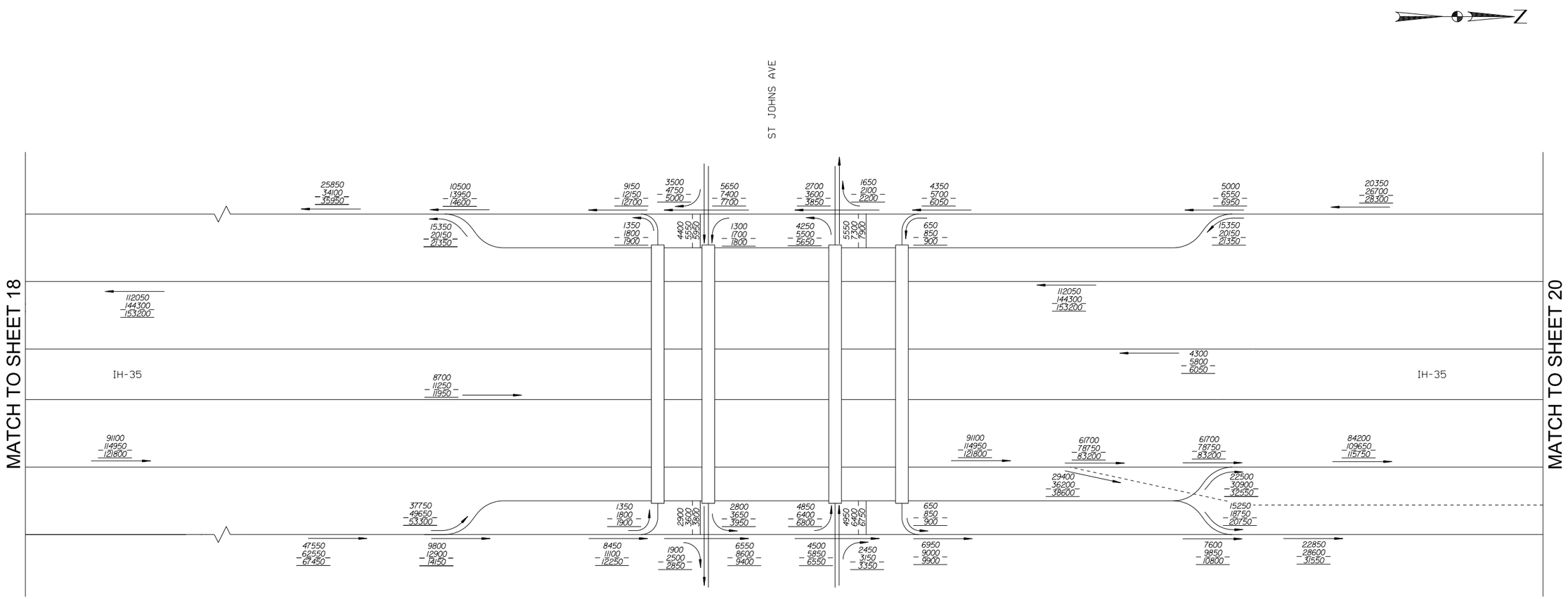
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 18 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 18

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

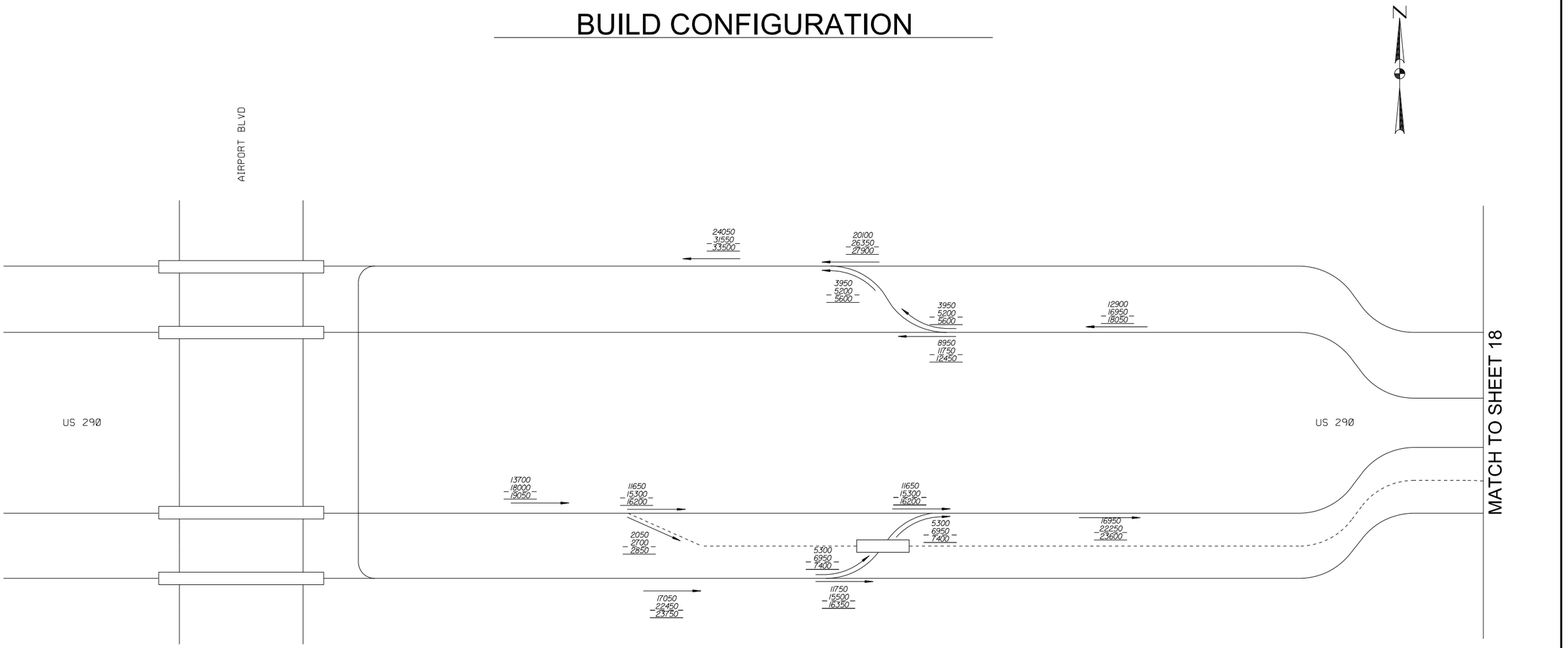
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 19 OF 28)

SCALE : N.T.S.			PROJECT NO.	
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	19

BUILD CONFIGURATION



NOT TO SCALE

2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

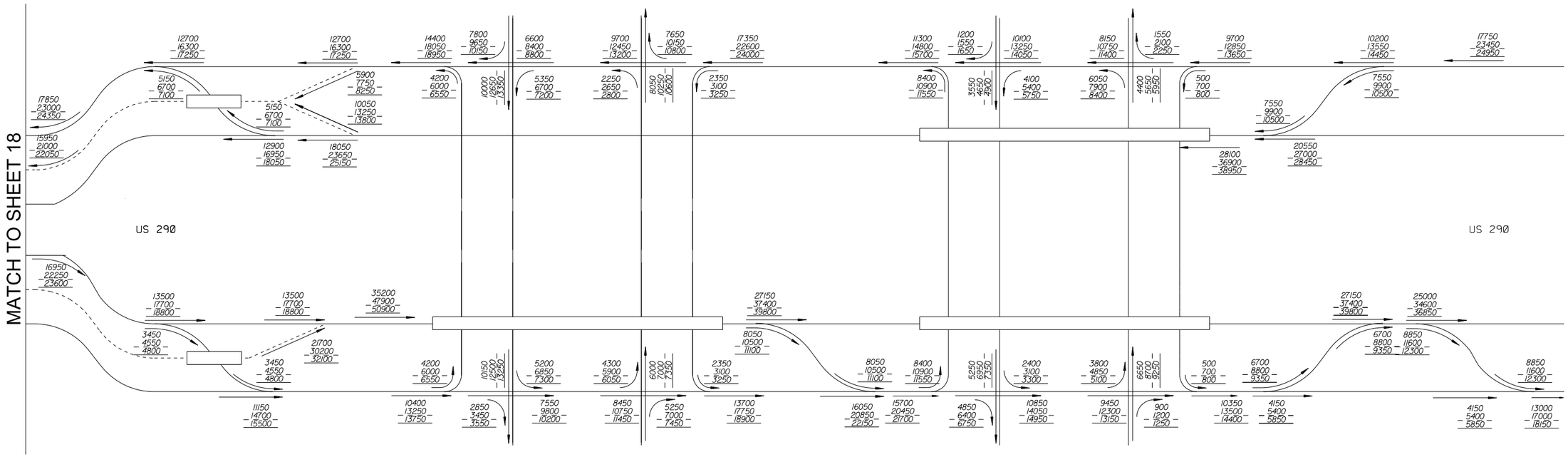
HDR

Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 27 OF 28)

SCALE : N.T.S.			PROJECT NO.	
DWN: TH	CKD: HH			
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY	
TEXAS	14	6	TRAVIS	
CONTROL	SECTION	JOB	HWY. NO.	SHEET NO.
5000	00	106	IH-35	27

BUILD CONFIGURATION



2030, 2050, 2060 FORECASTED ULTIMATE BUILD AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG CORRIDOR I-35 FROM MAIN ST TO HESTER'S CROSSING ROAD AND US 290 FROM AIRPORT BLVD TO US 183

LEGEND

1000 - 2030 ADT
1000 - 2050 ADT
1000 - 2060 ADT
→ TRAVEL DIRECTION

NOT TO SCALE

HDR

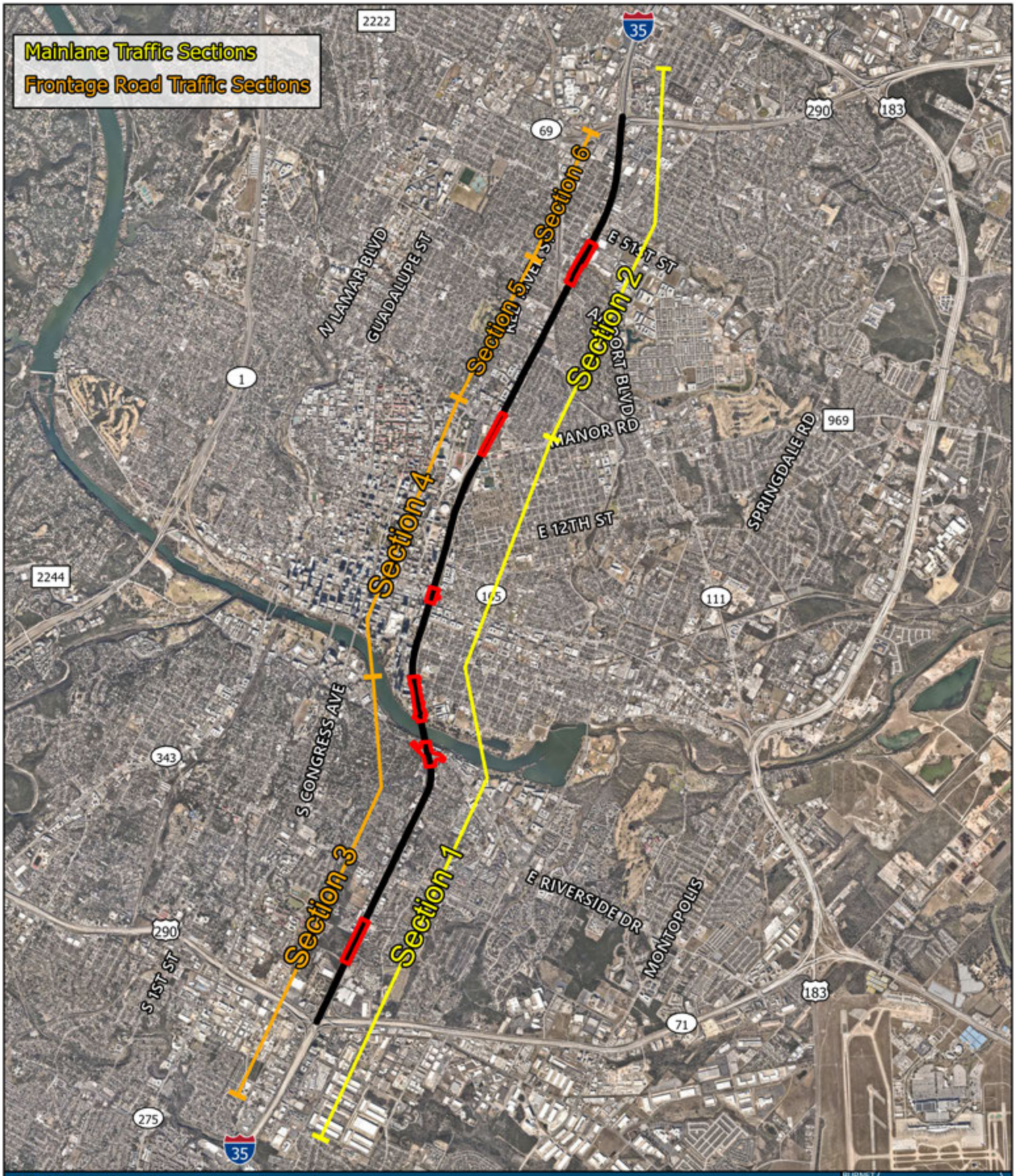
Texas Department of Transportation

CAPITAL EXPRESS
BUILD CONFIGURATION
ALTERNATIVE 3 MOD
24 HOUR VOLUMES
(SHEET 28 OF 28)

SCALE : N.T.S.			PROJECT NO.
DWN: TH	CKD: HH		
STATE	STATE DISTRICT	FED. RD. DIV. NO.	COUNTY
TEXAS	14	6	TRAVIS
CONTROL	SECTION	JOB	HWY. NO. / SHEET NO.
5000	00	106	IH-35 / 28

APPENDIX C

CO Receptor Locations



CO Modeling Locations Overview

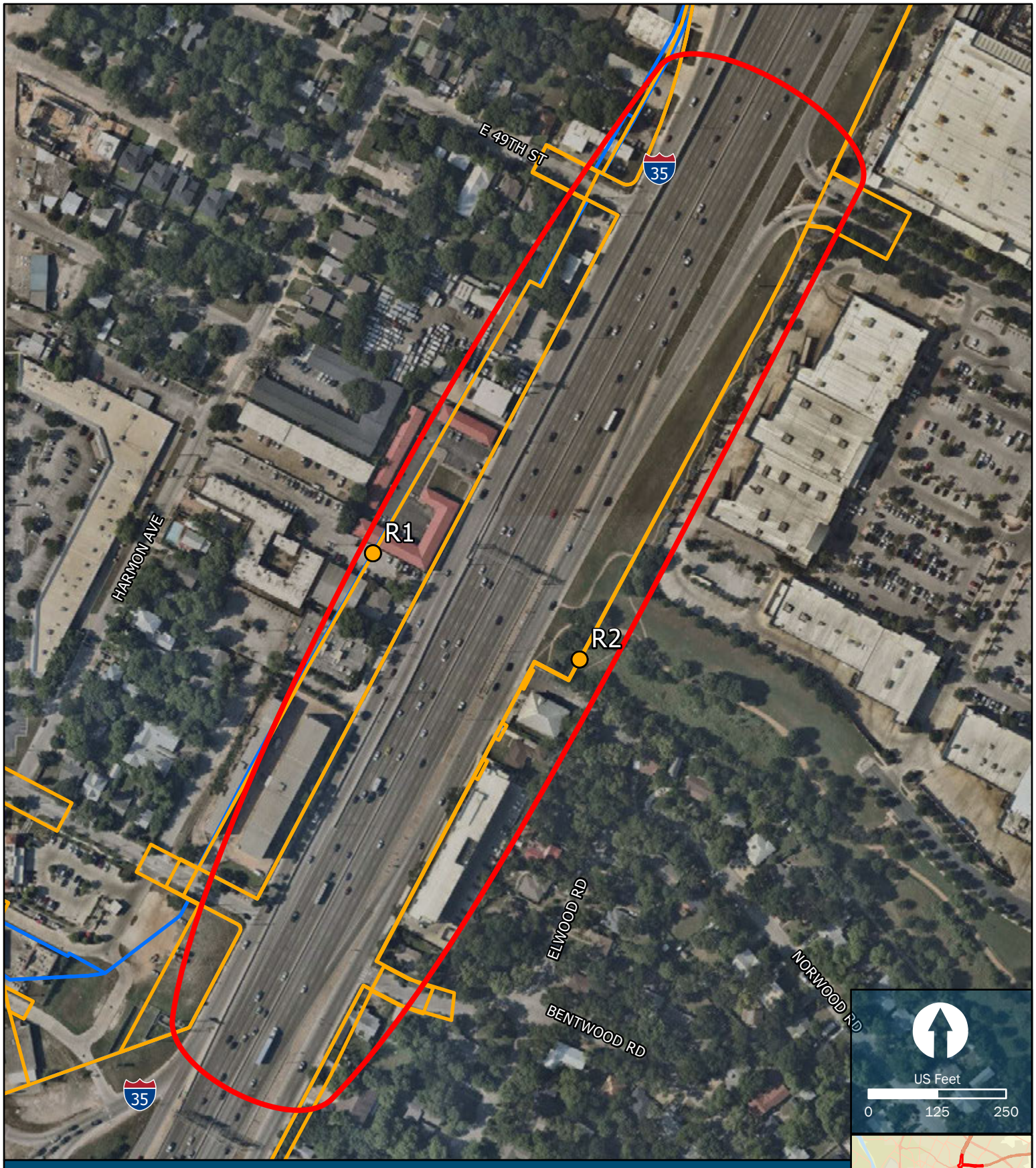
I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Project Location
CO Modeling Area

Miles
0 0.5 1

Sources: ESRI Basemaps 2021



CO Receptors - Segment 1

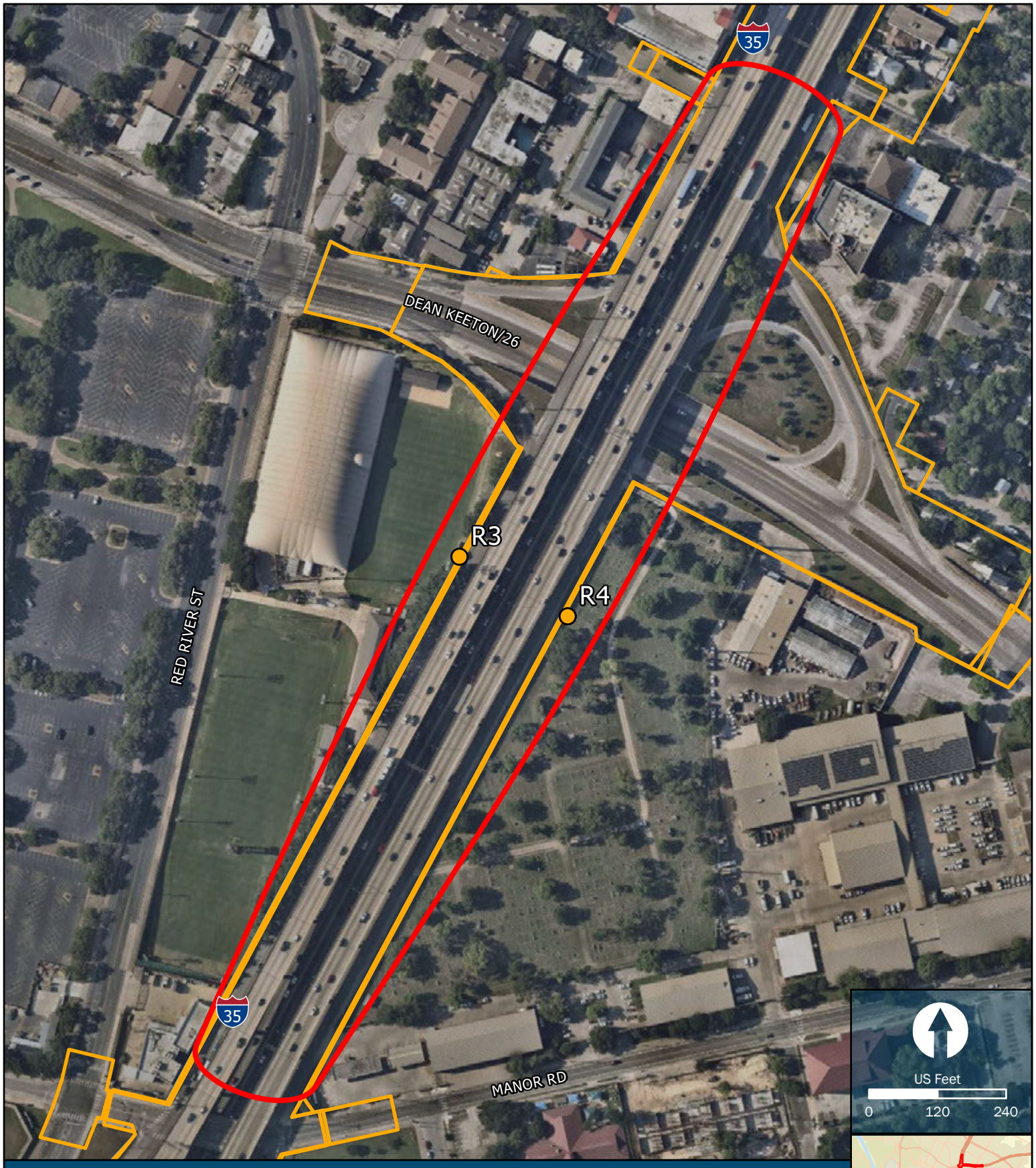
I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Alt 2 Study Area
Alt 3 Mod Study Area
CO Modeling Area

Receptor Location
Alt 2
Alt 3 Mod

Sources: Nearmap 2022



CO Receptors - Segment 2

I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Alt 2 Study Area
Alt 3 Mod Study Area
CO Modeling Area

Receptor Location
Alt 2
Alt 3 Mod

Sources: Nearmap 2022

CO Receptors - Segment 3

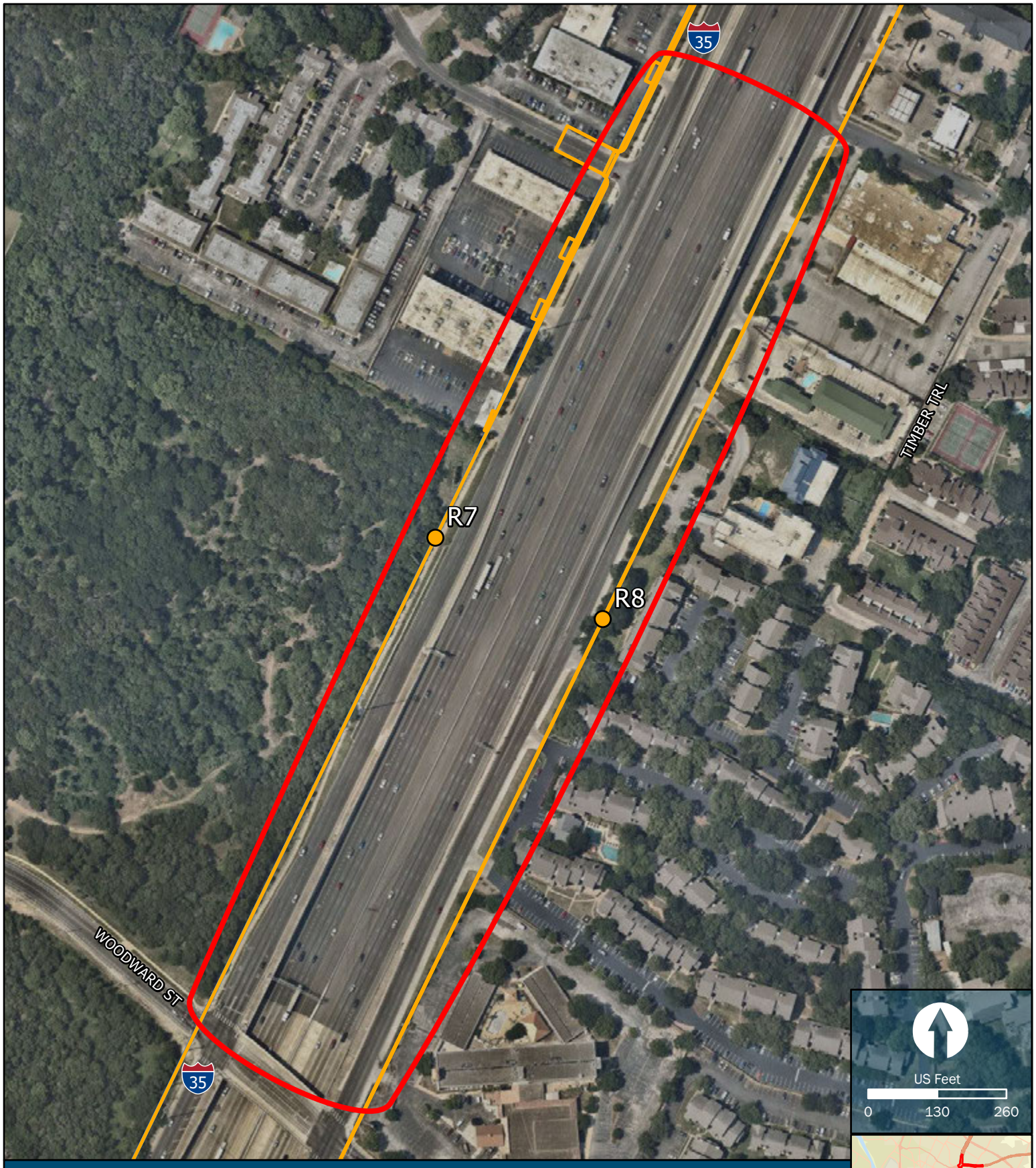
I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Sources: Nearmap 2022

Alt 2 Study Area
Alt 3 Mod Study Area
CO Modeling Area

Receptor Location
Alt 2
Alt 3 Mod



CO Receptors - Segment 4

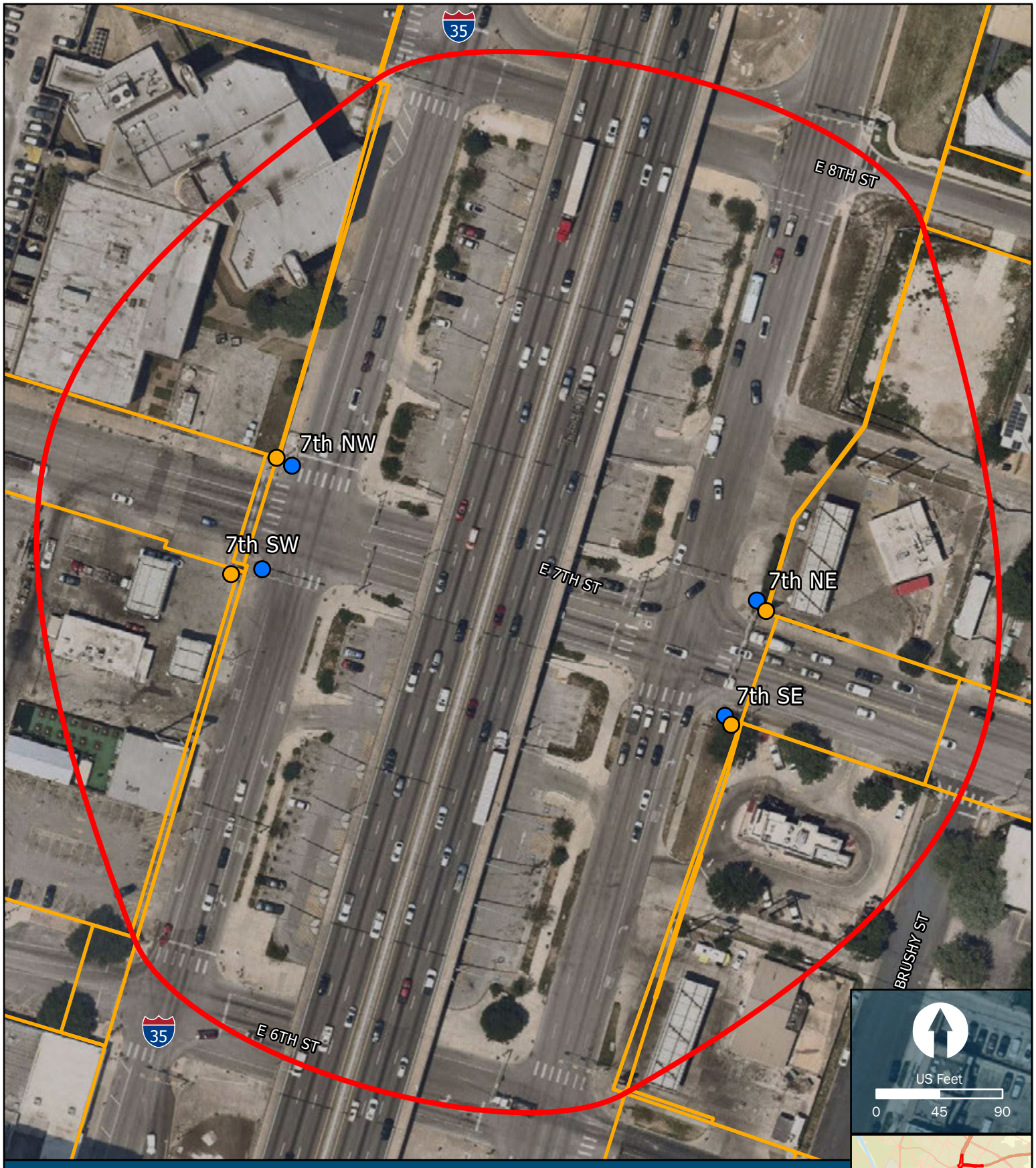
I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Alt 2 Study Area
Alt 3 Mod Study Area
CO Modeling Area

Receptor Location
Alt 2
Alt 3 Mod

Sources: Nearmap 2022



CO Receptors - Segment 5

I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Alt 2 Study Area
Alt 3 Mod Study Area
CO Modeling Area

Receptor Location
Alt 2
Alt 3 Mod

Sources: Nearmap 2022

CO Receptors - Segment 6

I-35 Capital Express Central

From US 290 East
To US 290 West/SH 71
Travis County, TX
CSJ: 0015-13-388

Alt 2 Study Area
Alt 3 Mod Study Area
CO Modeling Area

Receptor Location
Alt 2
Alt 3 Mod

Sources: Nearmap 2022