



# Air Quality Technical Report

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Interstate 30 (I-30)  
From Linkcrest Drive  
To Interstate 820 (I-820)  
Tarrant County, Texas

CSJ: 1068-01-214

August 2019

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 16, 2014, and executed by FHWA and TxDOT.

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## 1.0 Introduction

The Texas Department of Transportation (TxDOT) is proposing improvements to I-30 from east of Linkcrest Drive to I-820 in Tarrant County, Texas. The proposed improvements would widen the existing four-lane divided highway to a six-lane divided highway plus continuous one-way frontage roads in either direction that include pedestrian and bicycle facilities along the length of the project. The project length is approximately 3.26 miles long in total. The project would also eliminate the left entrance onto the westbound I-30 main lanes at the interchange with Spur 580 and reconstruct the interchange of I-30 and SP 580, providing 18'-6" of vertical clearance at all underpasses (I-30 freeway designated as a Freight Mobility Corridor), provide an I-30 westbound exit to RM 2871 (Longvue Avenue), and would include the reconstruction of interchange I-30 and RM 2871. The project would require approximately 3.43 acres of additional ROW to implement. See **Appendix A** for a Project Location Map.

## 2.0 Project Conformity

This project is located within an area that has been designated by the EPA as an area in serious nonattainment for 2008 and marginal nonattainment for 2015 ozone; therefore, transportation conformity rules apply. The proposed action is consistent with the North Central Texas Council of Governments (NCTCOG)'s financially constrained Mobility 2045 Metropolitan Transportation Plan (MTP) and the 2019-2022 Transportation Improvement Program (TIP), as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and FTA on November 21, 2018 and September 28, 2018, respectively. Copies of the MTP and TIP pages are included in **Appendix B**. All projects in the NCTCOG TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

## 3.0 Hot-Spots Analysis

The project is not located within a carbon monoxide (CO) or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not required.

## 4.0 Traffic Air Quality Analysis

Traffic data for the estimated time of completion (ETC) year 2025 and design year 2045 is 86,200 vehicles per day and 114,950 vehicles per day, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000. The AADT projections for the project do not exceed 140,000 vehicles per day; therefore, a Traffic Air Quality Analysis was not required. Traffic data is included in **Appendix C**.

## 5.0 Mobile Source Air Toxics

### *Background*

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the Environmental Protection

Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS)<sup>1</sup>. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 2011 National Air Toxics Assessment (NATA)<sup>2</sup>. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter (POM). While the Federal Highway Administration (FHWA) considers these the priority mobile source air toxics (MSAT), the list is subject to change and may be adjusted in consideration of future EPA rules.

#### *Motor Vehicle Emissions Simulator (MOVES)*

According to EPA, MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles traveled (VMT) data. MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014–2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017–2025 (79 FR 60344).

Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 MOVES2014a Questions and Answers Guide<sup>3</sup>, EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014. Using EPA's MOVES2014a model, as shown in **Figure 1**, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

DPM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions

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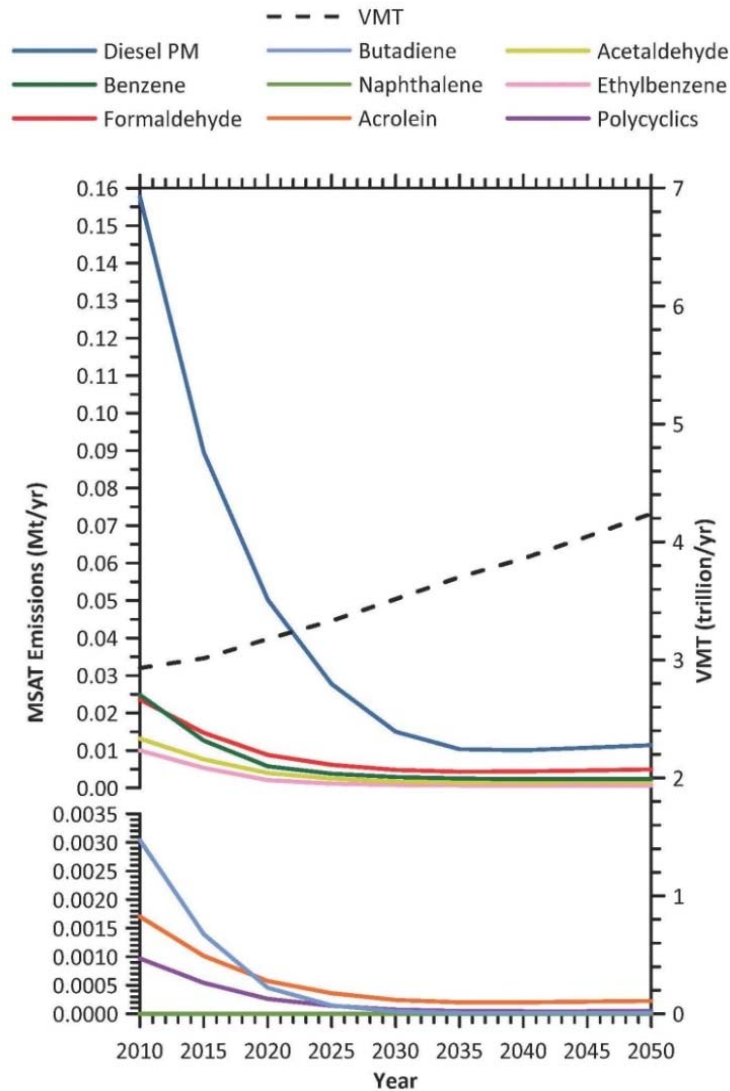
<sup>1</sup> See: <http://www.epa.gov/iris/>

<sup>2</sup> See: <https://www.epa.gov/national-air-toxics-assessment>

<sup>3</sup> See: [MOVES2014a Questions and Answers Guide](#)

forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

**Figure 1: Projected National MSAT Emissions Trends  
For Vehicles Operating on Roadways (2010–2050)**



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.  
 Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles traveled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.

**MSAT Research**

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how the potential health risks posed by MSAT exposure should be factored into project level decision-making within the context of the

National Environmental Policy Act (NEPA). The FHWA, EPA, Health Effects Institute (HEI), and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

### ***Project-Specific MSAT Information***

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at:

[http://www.fhwa.dot.gov/environment/air\\_quality/air\\_toxics/research\\_and\\_analysis/mobile\\_source\\_air\\_toxics/msatemissions.pdf](http://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.pdf).

For The Build Alternative, the amount of MSAT emitted would be proportional to the VMT assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the Build Alternative along the roadway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2014 model, emissions of all of the priority MSAT decrease as speed increases. Also, regardless of the alternative chosen, emissions would likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050<sup>4</sup>. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the Build Alternative would have the effect of moving some traffic closer to nearby homes and a school; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections at the Camp Bowie Road and I-820 Intersections. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT would be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over

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<sup>4</sup> [Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016](#)

time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

### ***Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis***

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. The EPA is the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain IRIS, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects"<sup>5</sup>. Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including HEI. Two HEI studies are summarized in Appendix D of FHWA's *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations<sup>6</sup> in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location;

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<sup>5</sup> See: <http://www.epa.gov/iris/>

<sup>6</sup> See: HEI, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI<sup>7</sup>. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, in particular for DPM. The EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (EPA IRIS database, Diesel Engine Exhaust, Section II.C<sup>8</sup>).

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable<sup>9</sup>.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

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<sup>7</sup> See: <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

<sup>8</sup> See: [https://cfpub.epa.gov/ncea/iris/iris\\_documents/documents/subst/0642.htm#quainhal](https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642.htm#quainhal)

<sup>9</sup> See: [https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/\\$file/07-1053-1120274.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf)

## Conclusion

In this document, a qualitative MSAT assessment has been provided relative to the various alternatives of MSAT emissions and has acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated.

## 6.0 Congestion Management Process

The congestion management process is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG's Congestion Management Process (CMP), which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by NCTCOG on June 14, 2018.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules, and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements. Committed congestion reduction strategies and operational improvements within the study boundary will consist of bottleneck removal, added freeway capacity, the addition of pedestrian-use and bicycle lanes, intersection improvement, and the addition of frontage roads along the length of the project. Individual projects are listed in Table 1.

**Table 1: Congestion Management Process Strategies**

Operational Improvement in Travel Corridor		
Location	Type	Implementation Date
IH 30 from IH 820 to Camp Bowie Blvd	Addition of Lanes; Reconstruction	2023

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary but would not eliminate it. Therefore, the proposed project is justified. The CMP analysis for added SOV

capacity projects in the Transportation Management Area (TMA) is on file and available for review at NCTCOG.

In July 2013, the Regional Transportation Commission (RTC) also adopted a policy that requires the review and application of congestion mitigation strategies to correct corridor deficiencies identified in the CMP when performing corridor and environmental studies and report findings back to NCTCOG. Therefore, NCTCOG has developed a project level CMP analysis. The analysis requires completion of the Project Implementation Form, and, if warranted, the Roadway Corridor Deficiency Form and Corridor Analysis Fact Sheet. The results of this analysis are attached in **Appendix D**.

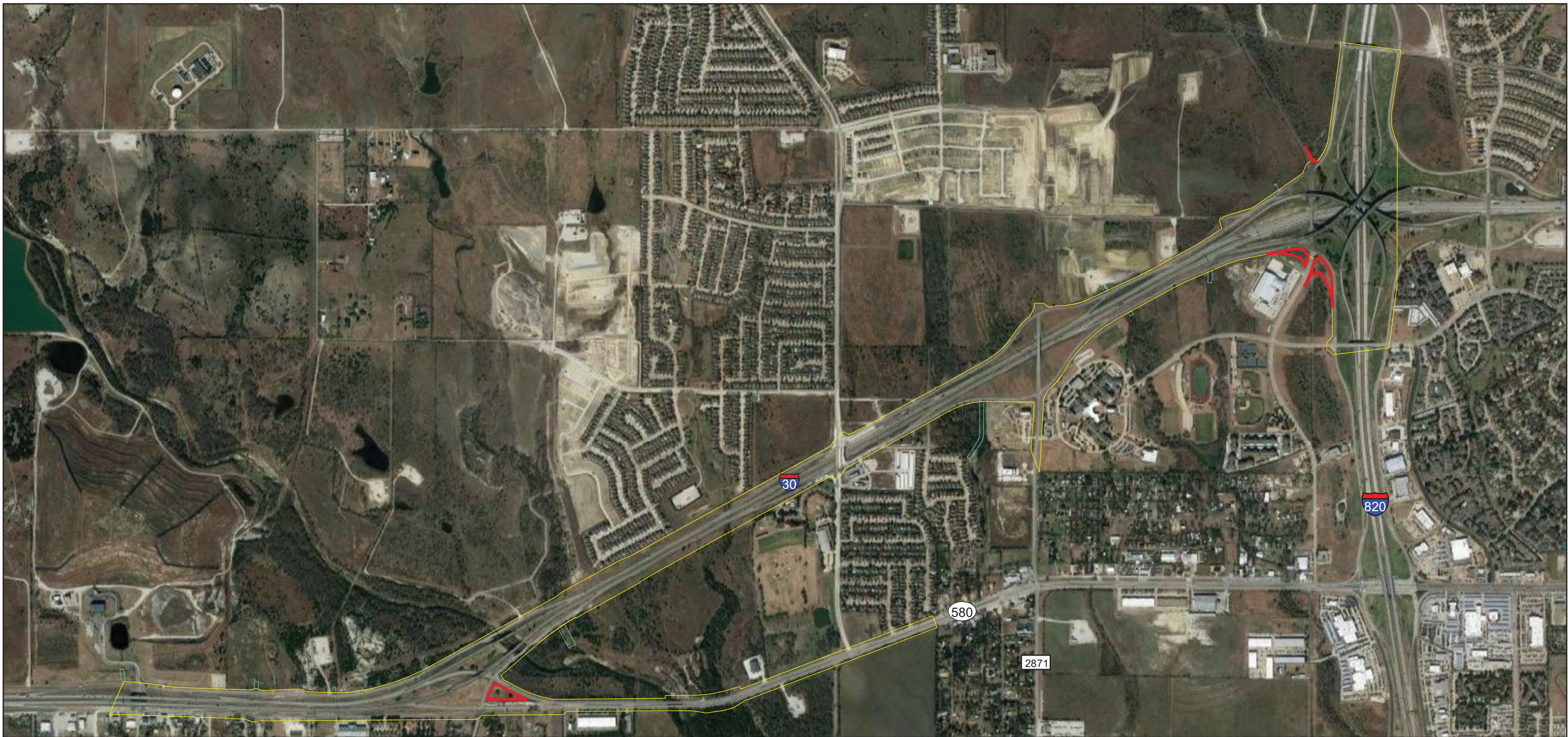
## 7.0 Construction Emissions

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are DPM from diesel powered construction equipment and vehicles.

The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: <https://www.tceq.texas.gov/airquality/terp>.




However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area.

**APPENDIX A**  
**Project Location Map**



## Project Location Map

Interstate 30 (I-30)  
From E of Linkcrest Dr  
To Interstate 820 (I-820)  
Tarrant County, TX  
CSJ: 1068-01-214

-  Proposed ROW
-  Existing ROW
-  Easement



**Appendix B**  
**MTP and TIP Pages**

**Mobility 2045  
Freeway/Tollway Summary Table**

Revised September 25, 2019

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
14 - IH 30 (Tarrant County)	28.30.3	IH 30	Oakland Blvd	IH 820	6 (Frwy)	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		\$555,600,000
14 - IH 30 (Tarrant County)	28.40.1	IH 30	IH 820	Cooks Ln	6 (Frwy)	6 (Frwy)	6 (Frwy)	10 (Frwy) + 1 (ML/T-R)	10 (Frwy) + 1 (ML/T-R)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Ln	Cooper St	6 (Frwy)	6 (Frwy)	6 (Frwy)	10 (Frwy) + 1 (ML/T-R)	10 (Frwy) + 1 (ML/T-R)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper St	Duncan Perry Rd	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Rd	PGBT WE (SH161)	6 (Frwy) + 2 (ExL-R)	6 (Frwy) + 2 (ExL-R)	8 (Frwy) + 2 (ExL-R),  4 (Frtg-C)	8 (Frwy) + 2 (ExL-R),  4 (Frtg-C)	8 (Frwy) + 2 (ExL-R),  4 (Frtg-C)		included w/ 28.30.3
15 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy),  2/8 (Frtg-D)	12 (Frwy),  2/8 (Frtg-D)	12 (Frwy),  2/8 (Frtg-D)		\$300,000,000
15 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy)	6 (Frwy)	12 (Frwy),  4/8 (Frtg-D)	12 (Frwy),  4/8 (Frtg-D)	12 (Frwy),  4/8 (Frtg-D)		included w/ 28.60.1
16 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$95,000,000
16 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)	8 (Frwy), 2/8 (Frtg-D)		\$800,000,000
17 - IH 35	3.10.1	IH 35	Denton Co Line (N) FM156	FM 156	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,500,000,000
17 - IH 35	3.20.1	IH 35	FM 156	Loop 288 (N of Denton)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		included w/ 3.10.1
17 - IH 35	3.20.2	IH 35	Loop 288 (N of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		included w/ 3.10.1
18 - IH 35E (Ellis County)	7.100.5	IH 35E	US 77 (N of Waxahachie)	Bigham Road (US 77 South)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$450,000,000

(HOV/ExL) - HOV/Tolled Express Lanes  
(HOV) - HOV Lanes  
(ExL) - Express Lanes  
(ML/T) - Tolled Managed Lanes  
(-C) - Concurrent Lanes  
(-R) - Reversible Lanes

\*Interim Pk-Hr Lanes  
\*\*Technology Lanes

Mobility 2045  
Freeway/Tollway Summary Table

Revised March 15, 2019

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
14 - IH 30 (Tarrant County)	28.30.3	IH 30	Oakland Blvd	IH 820	6 (Frwy)	6 (Frwy)	6 (Frwy)	8 (Frwy) + 2 (ML/T-C)	8 (Frwy) + 2 (ML/T-C)		\$555,600,000
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14 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper St	Duncan Perry Rd	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	6 (Frwy) + 2 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)	8 (Frwy) + 2/3 (ExL-C) + 3 WB CD, 4/6 (Frtg-D)		included w/ 28.30.3
14 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Rd	PGBT WE (SH161)	6 (Frwy) + 2 (ExL-R)	6 (Frwy) + 2 (ExL-R)	8 (Frwy) + 2 (ExL-R),  4 (Frtg-C)	8 (Frwy) + 2 (ExL-R),  4 (Frtg-C)	8 (Frwy) + 2 (ExL-R),  4 (Frtg-C)		included w/ 28.30.3
15 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	6 (Frwy) + 4 WB CD, 2/6 (Frtg-D)	12 (Frwy),  2/8 (Frtg-D)	12 (Frwy),  2/8 (Frtg-D)	12 (Frwy),  2/8 (Frtg-D)		\$300,000,000
15 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy)	6 (Frwy)	12 (Frwy),  4/8 (Frtg-D)	12 (Frwy),  4/8 (Frtg-D)	12 (Frwy),  4/8 (Frtg-D)		included w/ 28.60.1
16 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frtg-D)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$95,000,000
16 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)	6 (Frwy), 2/8 (Frtg-D)		\$800,000,000
17 - IH 35	3.10.1	IH 35	Denton Co Line (N) FM156	FM 156	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		\$2,500,000,000
17 - IH 35	3.20.1	IH 35	FM 156	Loop 288 (N of Denton)	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		included w/ 3.10.1
17 - IH 35	3.20.2	IH 35	Loop 288 (N of Denton)	US 380	4 (Frwy), 4 (Frtg-C)	4 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)	6 (Frwy), 4 (Frtg-C)		included w/ 3.10.1
18 - IH 35E (Ellis County)	7.100.5	IH 35E	US 77 (N of Waxahachie)	Bigham Road (US 77 South)	4 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	Operational Improvements/ Bottleneck Removal	\$450,000,000

(HOV/ExL) - HOV/Tolled Express Lanes  
(HOV) - HOV Lanes  
(ExL) - Express Lanes  
(ML/T) - Tolled Managed Lanes  
(-C) - Concurrent Lanes  
(-R) - Reversible Lanes

\*Interim Pk-Hr Lanes  
\*\*Technology Lanes

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
FORT WORTH	TARRANT	0902-90-148	CS	C	FORT WORTH	FORT WORTH
LIMITS FROM:	HORNE STREET FROM VICKERY BLVD.					REV DATE: 05/2019
LIMITS TO:	CAMP BOWIE BLVD.					MPO PROJECT ID: 14054
TIP	WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK					
DESCRIPTION:	IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS					MTP REFERENCE: BP2-002, NRSA1-FTW-76, SD2-001, TSMO2-002
REMARKS:	ADD PROJECT TO THE 2019-2022 TIP/STIP					NOX (LBS/DAY): VOC (LBS/DAY):

**PENDING FHWA APPROVAL**

**Project History:** 2017-2018 CMAQ/STBG PROJECT SELECTION - STRATEGIC PARTNERSHIPS ROUND 3/INTERSECTION IMPROVEMENTS/MTP POLICY BUNDLE TDCS; 1,240,623 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC (MPO)) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TO

FORT WORTH	TARRANT	0902-90-152	CS	C	FORT WORTH	FORT WORTH
LIMITS FROM:	TRINITY BLVD FROM SALADO TRAIL					REV DATE: 05/2019
LIMITS TO:	PRECINCT LINE ROAD					MPO PROJECT ID: 14049
TIP	RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED, INCLUDING MINIMUM 10' WIDE					
DESCRIPTION:	SIDEWALKS AND MINIMUM 12' WIDE SHARED-USE PATH					MTP REFERENCE: BP2-002, NRSA1-FTW-78
REMARKS:						NOX (LBS/DAY): VOC (LBS/DAY):

**PENDING FHWA APPROVAL**

**Project History:**

FORT WORTH	TARRANT	1068-01-213	IH 30	C	FORT WORTH	TXDOT-FORT WORTH
LIMITS FROM:	IH 820					REV DATE: 07/2018
LIMITS TO:	CAMP BOWIE BLVD					MPO PROJECT ID: 13002
TIP	RECONSTRUCT FROM 6 TO 8 MAIN LANES; RECONSTRUCT 2/8 LANE TO 2/8 LANE					
DESCRIPTION:	DISCONTINUOUS FRONTAGE ROADS AND CONVERT 2 WAY FRONTAGE ROAD SECTIONS TO 1 WAY EB AND WB (1 LANE TO 2 LANE DISCONTINUOUS)					MTP REFERENCE: FT1-28.20.1
REMARKS:						

**Project History:** 10 YEAR PLAN PROJECT

FORT WORTH	TARRANT	1068-01-214	IH 30	C	FORT WORTH	TXDOT-FORT WORTH
LIMITS FROM:	SS 580 (E OF LINKCREST DR)					REV DATE: 02/2019
LIMITS TO:	IH 820					MPO PROJECT ID: 13003
TIP	RECONSTRUCT 4 TO 6 MAIN LANES; RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE					
DESCRIPTION:	ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE					MTP REFERENCE: FT1-28.10.3, IN1-28.515.1
REMARKS:						

**Project History:** 10 YEAR PLAN PROJECT

FORT WORTH	TARRANT	1068-02-127	IH 30	C,E	ARLINGTON	TXDOT-FORT WORTH
LIMITS FROM:	COOPER ST					REV DATE: 05/2019
LIMITS TO:	DALLAS COUNTY LINE					MPO PROJECT ID: 55097
TIP	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT					
DESCRIPTION:	EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 CONSTRUCT DISCONTINUOUS FRONTAGE ROAD LANES					MTP REFERENCE: FT1-28.40.3
REMARKS:	REVISE SCOPE					

**PENDING FHWA APPROVAL**

**Project History:**

FORT WORTH	TARRANT	1068-02-147	IH 30	C	ARLINGTON	TXDOT-FORT WORTH
LIMITS FROM:	COOPER ST					REV DATE: 05/2019
LIMITS TO:	DALLAS COUNTY LINE					MPO PROJECT ID: 13001
TIP	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT					
DESCRIPTION:	EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES					MTP REFERENCE: FT1-28.40.3
REMARKS:	REVISE SCOPE AND LIMITS					

**PENDING FHWA APPROVAL**

**Project History:**

FORT WORTH	TARRANT	2266-02-936	SH 360	C,E	ARLINGTON	NTTA
LIMITS FROM:	SUBLETT/CAMP WISDOM ROAD					REV DATE: 07/2018
LIMITS TO:	TARRANT/ELLIS COUNTY LINE					MPO PROJECT ID: 55028
TIP	CNST 4 TO 8 TOLL LN FRM SUBLETT/CAMP WISDOM RD TO DEBBIE LN; 4 TO 6 TOLL LN FRM					
DESCRIPTION:	DEBBIE LN TO TARRANT/ELLIS CO LINE; ADD 4/6 TO 4/6 CONT FRD FRM SUBLETT/CAMP WISDOM TO HERITAGE & 4 TO 4 TOLL LN & 4 TO 4 CONT FRDS FRM HERITAGE TO TARRANT/ELLIS CO LINE (ULT)					MTP REFERENCE: FT1-9.40.2, FT1-9.40.3, FT1-9.40.4, FT1-9.40.5
REMARKS:	LOCAL CONTRIBUTION PAID BY NTTA					

**Project History:**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
NCTCOG MPO - HIGHWAY PROJECTS  
FY 2019

2019-2022 STIP		07/2018 Revision: Administrative 01/25/2019							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
FORT WORTH	NCTCOG	TARRANT	1068-01-214	2019	IH 30	E,ENG	FORT WORTH	\$ 4,700,000	
LIMITS FROM SS 580 (E OF LINKCREST DR)		PROJECT SPONSOR TXDOT-FORT WORTH							
LIMITS TO IH 820		REVISION DATE 07/2018							
PROJECT RECONSTRUCT 4 TO 6 MAIN LANES; RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE TO 4/6		MPO PROJ NUM 13003							
DESCR LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE		FUNDING CAT(S) SBPE							
REMARKS CLARIFY SCOPE		PROJECT 10 YEAR PLAN PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	4,700,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	500,000		SW PE	\$ 0	\$ 4,700,000	\$ 0	\$ 0	\$ 0	\$ 4,700,000
CONSTR \$	81,000,000		TOTAL	\$ 0	\$ 4,700,000	\$ 0	\$ 0	\$ 0	\$ 4,700,000
CONST ENG \$	4,196,254								
CONTING \$	175,657								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	90,571,911								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
FORT WORTH	NCTCOG	TARRANT	1068-01-214	2019	IH 30	E,ENG	FORT WORTH	\$ 4,700,000	
LIMITS FROM SS 580 (E OF LINKCREST DR)		PROJECT SPONSOR TXDOT-FORT WORTH							
LIMITS TO IH 820		REVISION DATE 07/2018							
PROJECT RECONSTRUCT 4 TO 6 MAIN LANES; RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE TO 4/6		MPO PROJ NUM 13003							
DESCR LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE		FUNDING CAT(S) SBPE							
REMARKS		PROJECT 10 YEAR PLAN PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	4,700,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	500,000		SW PE	\$ 0	\$ 4,700,000	\$ 0	\$ 0	\$ 0	\$ 4,700,000
CONSTR \$	72,000,000		TOTAL	\$ 0	\$ 4,700,000	\$ 0	\$ 0	\$ 0	\$ 4,700,000
CONST ENG \$	4,196,254								
CONTING \$	175,657								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	81,571,911								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
FORT WORTH	NCTCOG	TARRANT	0902-90-944	2019	VA	C	VARIOUS	\$ 2,530,383	
LIMITS FROM REGIONAL MOBILITY ASSISTANCE PATROL		PROJECT SPONSOR TXDOT-FORT WORTH							
LIMITS TO FORT WORTH DISTRICT		REVISION DATE 07/2018							
PROJECT MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO		MPO PROJ NUM 11619							
DESCR VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS		FUNDING CAT(S) 7							
REMARKS		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		7	\$ 2,024,306	\$ 506,077	\$ 0	\$ 0	\$ 0	\$ 2,530,383
CONSTR \$	2,530,383		TOTAL	\$ 2,024,306	\$ 506,077	\$ 0	\$ 0	\$ 0	\$ 2,530,383
CONST ENG \$	0								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	2,530,383								

**Appendix C**  
**Traffic Data**



## MEMO

December 15, 2017

**To:** Loyl C. Bussell, P.E., District Engineer  
John Cordary Jr., P.E., Director of TPD

**Through:** William E. Knowles, P.E.  
Traffic Analysis Section Director, TPP

**From:** Greg Lancaster  
Planner, TPP

**Subject:** Traffic Data  
CSJ: 1068-01-214, etc.  
I-30:  
From Linkcrest Drive  
To Las Vegas Trail  
Tarrant County

Attached are copies of schematics depicting 2025, 2045 and 2055 anticipated average daily traffic volumes and turning movements along I-30 in your request. Also attached are tabulations showing traffic analysis for highway design for the 2025 to 2045 twenty year period and 2025 to 2055 thirty year period for the described limits of the route. Included are tabulations showing data for use in air and noise analysis.

This analysis includes proposed traffic growth for the Walsh Ranch development per the Districts request.

Due to differences in traffic volumes this project was separated into two sections.

Section 1: From Linkcrest Drive to I-820  
Section 2: From I-820 to Las Vegas Trail

Please refer to your original memorandum dated February 9, 2017.

If you have any questions or need additional information, please contact Greg Lancaster at (512) 486-5091.

 Attachments

**CC:**  David Fenton, Transportation Engineer, Fort Worth District  
Design Division

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

**TRAFFIC ANALYSIS FOR HIGHWAY DESIGN**

Fort Worth District

December 11, 2017

Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year		ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2025 to 2045)			
	2025	2045			ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
I-30 Section 1 From Linkcrest Drive To I-820 Tarrant County	86,200	114,950	58 - 42	9.4	22.0	9.9	13,600	20	75,890,000	3	104,943,000	8"
<b>Data for Use in Air &amp; Noise Analysis</b>												
Vehicle Class	Base Year											
	% of ADT		% of DHV									
Light Duty	78.0		90.1									
Medium Duty	6.4		2.9									
Heavy Duty	15.6		7.0									
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year		ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2025 to 2055)			
	2025	2055			ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
I-30 Section 1 From Linkcrest Drive To I-820 Tarrant County	86,200	129,250	58 - 42	9.4	22.0	9.9	13,700	20	121,928,000	3	168,606,000	8"

NOT INTENDED FOR CONSTRUCTION BIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704

**TRAFFIC ANALYSIS FOR HIGHWAY DESIGN**

Fort Worth District

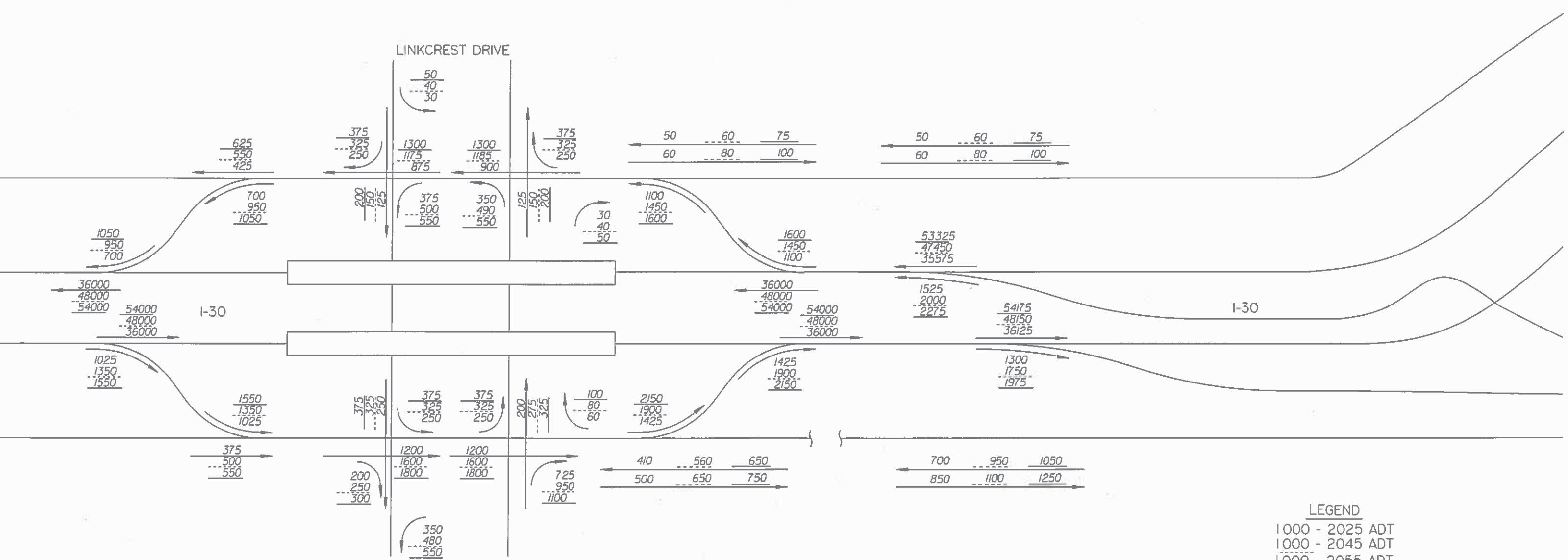
December 11, 2017

										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Period (2025 to 2045)																
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB														
	2025	2045			ADT	DHV																				
<p align="center"><b>Data for Use in Air &amp; Noise Analysis</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Vehicle Class</th> <th colspan="2">Base Year</th> </tr> <tr> <th>% of ADT</th> <th>% of DHV</th> </tr> </thead> <tbody> <tr> <td>Light Duty</td> <td align="center">81.0</td> <td align="center">91.4</td> </tr> <tr> <td>Medium Duty</td> <td align="center">5.6</td> <td align="center">2.5</td> </tr> <tr> <td>Heavy Duty</td> <td align="center">13.4</td> <td align="center">6.1</td> </tr> </tbody> </table>													Vehicle Class	Base Year		% of ADT	% of DHV	Light Duty	81.0	91.4	Medium Duty	5.6	2.5	Heavy Duty	13.4	6.1
Vehicle Class	Base Year																									
	% of ADT	% of DHV																								
Light Duty	81.0	91.4																								
Medium Duty	5.6	2.5																								
Heavy Duty	13.4	6.1																								
										Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Period (2025 to 2055)																
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Base Year Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB														
	2025	2055			ADT	DHV																				
<p align="center"><u>I-30</u></p> <p align="center"><u>Section 2</u></p> <p>From I-820 To Las Vegas Trail</p> <p>Tarrant County</p>	115,500	173,250	58 - 42	9.4	19.0	8.6	13,800	20	141,195,000	3	195,201,000	8"														

NOT INTENDED FOR CONSTRUCTION  
 BIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84704

NOT INTENDED FOR CONSTRUCTION  
 WILLIAM ERICK KNOWLES, P.E.  
 SERIAL NUMBER 84704

MATCH LINE (A)



**LEGEND**  
 1000 - 2025 ADT  
 1000 - 2045 ADT  
 1000 - 2055 ADT

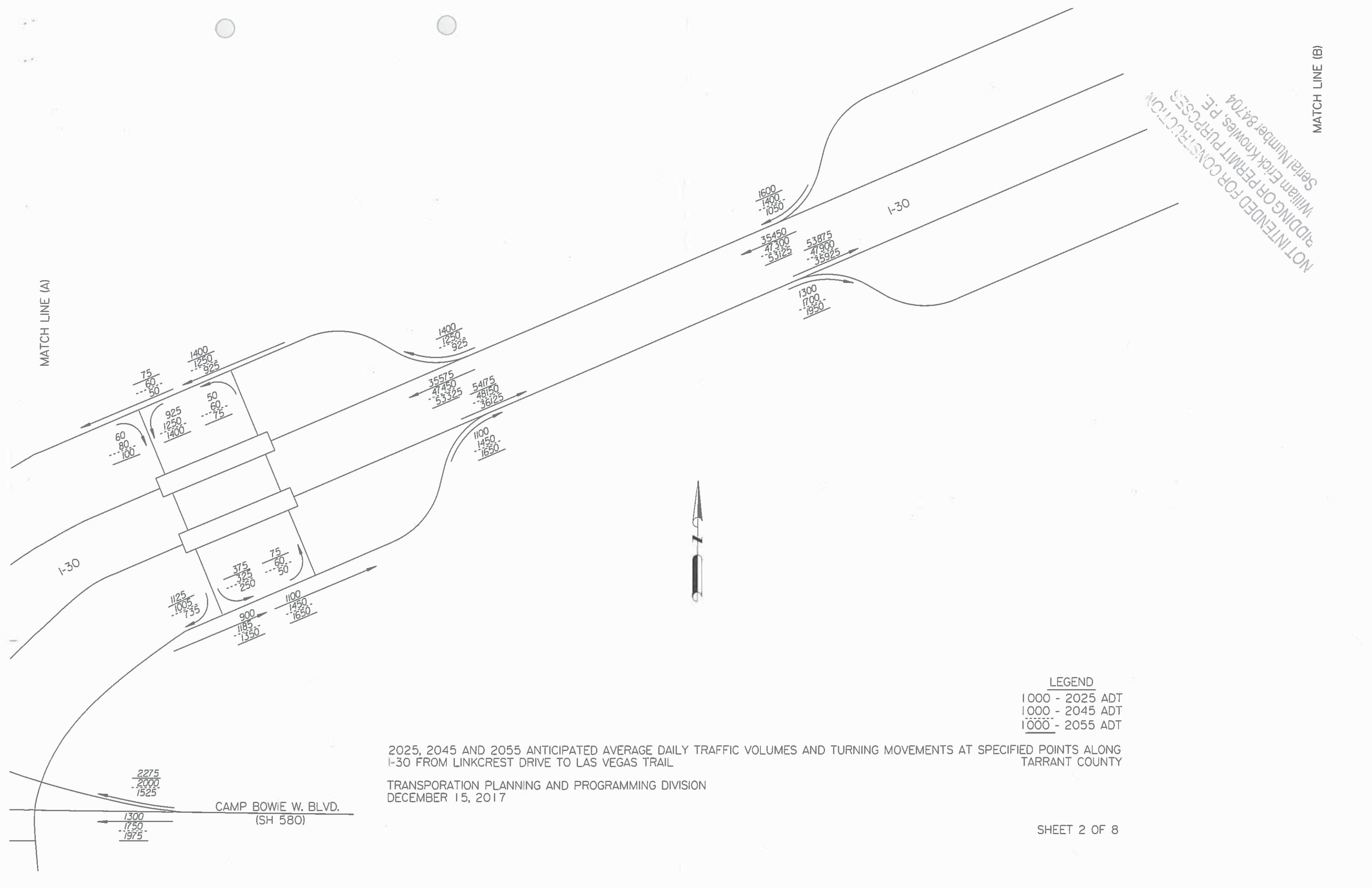
2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL TARRANT COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
 DECEMBER 15, 2017

MATCH LINE (A)

MATCH LINE (B)

NOT INTENDED FOR CONSTRUCTION  
William Erick Knowles, P.E.  
Serial Number 84704



2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
DECEMBER 15, 2017

LEGEND  
1000 - 2025 ADT  
1000 - 2045 ADT  
1000 - 2055 ADT

NOT INTENDED FOR CONSTRUCTION  
 RIDING OR PERMIT PURPOSES, P.E.  
 William Erick Knowles, P.E.  
 Serial Number 84704

ESAL CUTLINE  
 SECTION I



**LEGEND**

1000	-	2025 ADT
1000	-	2045 ADT
1000	-	2055 ADT

2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL TARRANT COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
 DECEMBER 15, 2017

MATCH LINE (B)

MATCH LINE (C)

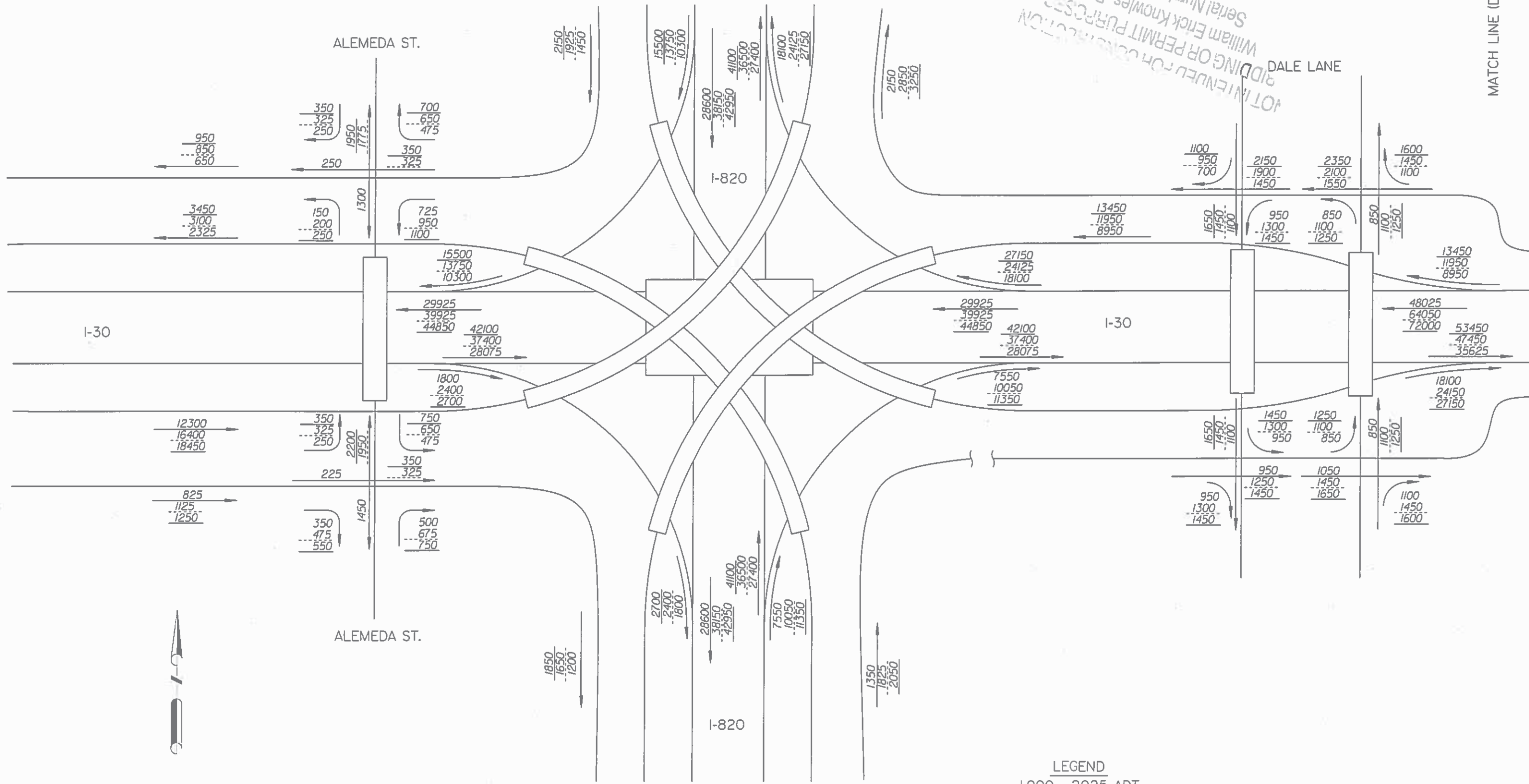
MATCH LINE (F)

NOT INTENDED FOR CONSTRUCTION  
William Erick Knowles, P.E.  
Serial Number 84704

MATCH LINE (D)

ALEMEDA ST.

DALE LANE



MATCH LINE (C)

ALEMEDA ST.

MATCH LINE (E)

LEGEND

- 1000 - 2025 ADT
- 1000 - 2045 ADT
- 1000 - 2055 ADT

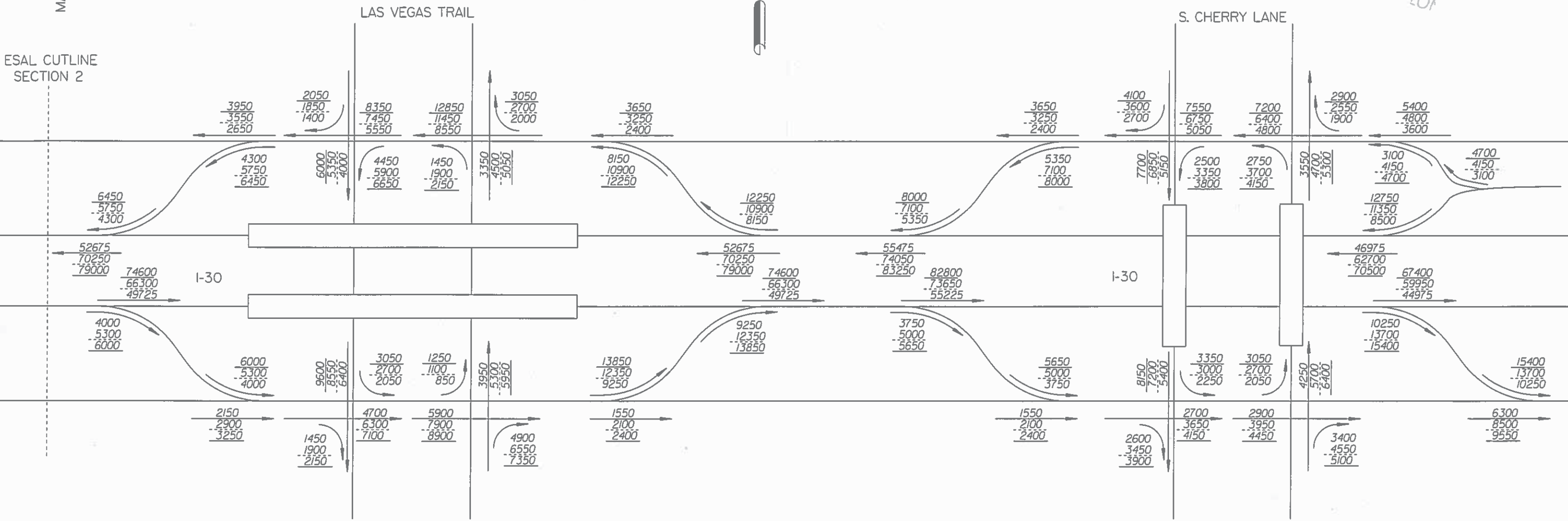
2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL TARRANT COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
DECEMBER 15, 2017

NOT IN TENDU FOR CONSTRUCTION  
 WILLIAM ERICK KNOWLES, P.E.  
 Serial Number 84704

MATCH LINE (D)

ESAL CUTLINE SECTION 2

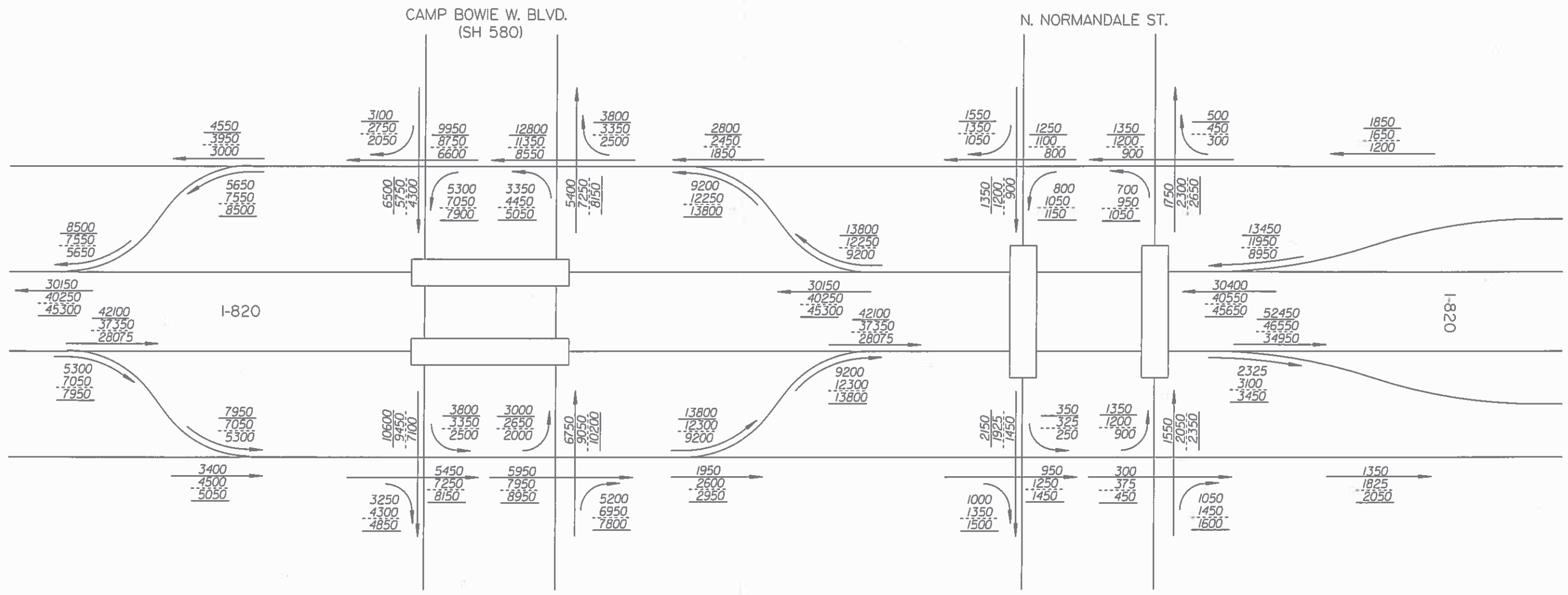


**LEGEND**  
 1000 - 2025 ADT  
 1000 - 2045 ADT  
 1000 - 2055 ADT

2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL TARRANT COUNTY

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
DECEMBER 15, 2017

NOT INTENDED FOR CONSTRUCTION  
 ADDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 847704



MATCH LINE (E)

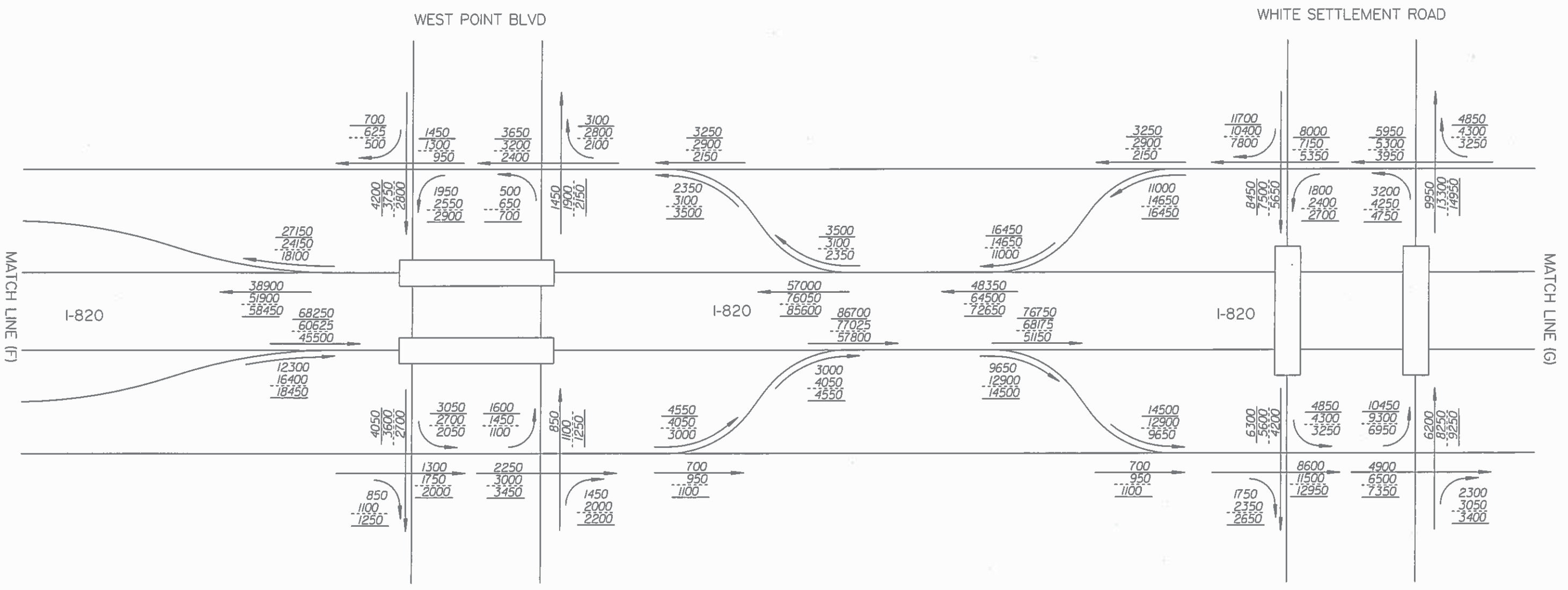
LEGEND

- 1000 - 2025 ADT
- 1000 - 2045 ADT
- 1000 - 2055 ADT

2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG  
 I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL  
 TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
 DECEMBER 15, 2017



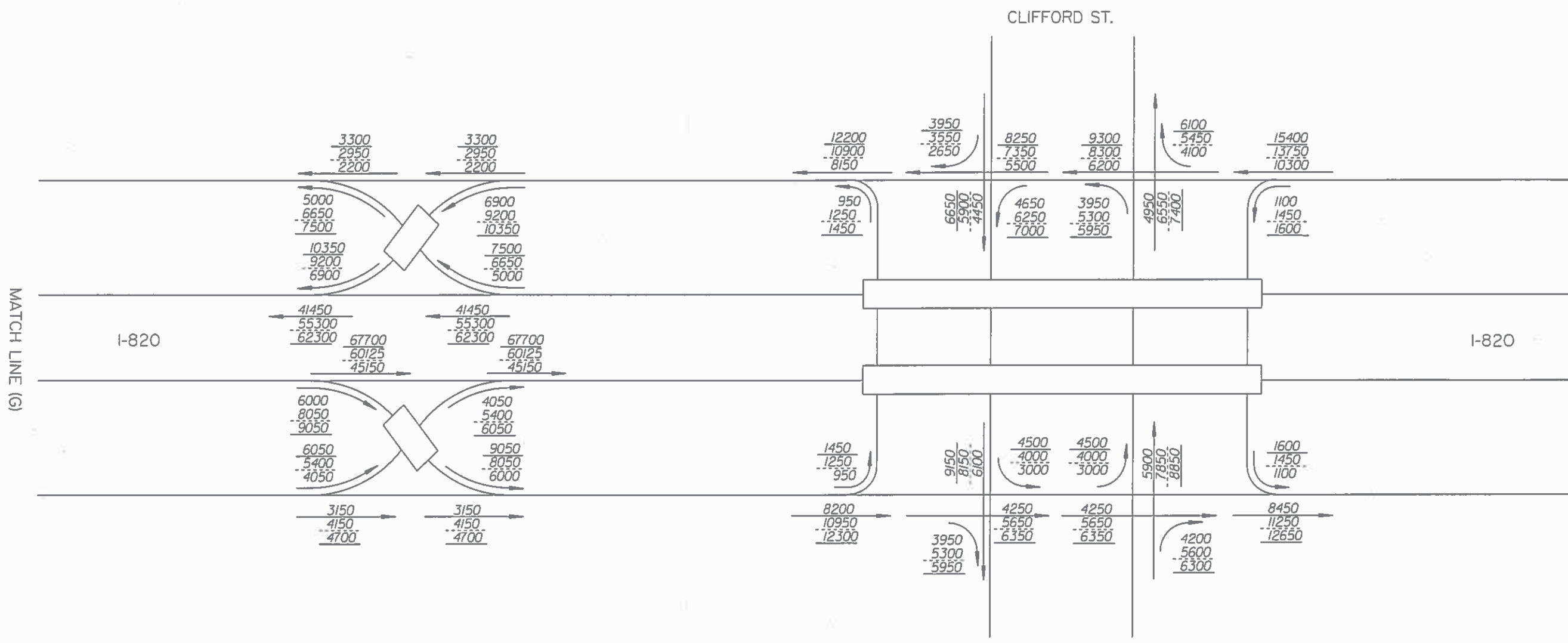
NOT INTENDED FOR CONSTRUCTION  
 RIDDING OR PERMIT PURPOSES  
 William Erick Knowles, P.E.  
 Serial Number 84794



LEGEND  
 1000 - 2025 ADT  
 1000 - 2045 ADT  
 1000 - 2055 ADT

2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG  
 I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL  
 TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
 DECEMBER 15, 2017

NOT INTENDED FOR CONSTRUCTION  
 WILLIAM ERICK KNOWLES, P.E.  
 Serial Number 84774



LEGEND  
 1000 - 2025 ADT  
 1000 - 2045 ADT  
 1000 - 2055 ADT

2025, 2045 AND 2055 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG  
 I-30 FROM LINKCREST DRIVE TO LAS VEGAS TRAIL  
 TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
 DECEMBER 15, 2017

**Appendix D**  
**CMP Implementation Form**

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



**Submitter Name:** Jamye L. Sawey  
**Agency Name:** Texas Department of Transportation - Fort Worth District  
**Agency Address:** 2501 SW Loop 820, Fort Worth, TX 76133  
**Email:** Jamye.Sawey@txdot.gov  
**Telephone Number:** 817-370-6862  
**Date:** 7/22/2019

Please answer the following questions

**Project Name** Interstate Highway 30 (I-30)  
**Project Limits (From)** Likcrest Drive  
**Project Limits (To)** Interstate 820 (I-820)

**2. Does this project add roadway capacity? (IF NOT, THIS FORM IS NOT REQUIRED)**

YES

**3. Are complementary Travel Demand Management (TDM) or Transportation System Management & Operations (TSM&O) projects within the corridor in the TIP?**

If "yes," enter the project name(s), TIP Code(s) and/or CSJ number(s) in table below.

This information can be verified at the following link: [Transportation Improvement Program Information System \(TIPINS\)](#)

\*For a list of TDM and TSM&O project types see: [Appendix A - TDM and TSM&O Strategies](#)

YES

<b>Project Name</b>	IH 30 from IH 820 to Camp Bowie Dr	<b>TIP Code</b>	13002	<b>CSJ#</b>	1068-01-213
<b>Project Name</b>		<b>TIP Code</b>		<b>CSJ#</b>	
<b>Project Name</b>		<b>TIP Code</b>		<b>CSJ#</b>	
<b>Project Name</b>		<b>TIP Code</b>		<b>CSJ#</b>	

**3b. Are there any other projects not included in the TIP that may compliment the project?**

If "yes," enter the project name(s) and implementing agency in table below.

NO

<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]
<b>Project Name</b>	[Enter Here]	<b>Implementing Agency</b>	[Enter Here]

**4. Are the project limits within a corridor included in the current Metropolitan Transportation Plan?**

This information can be verified in the Mobility Options found here: [Appendix E of the MTP \(pg. 53 - 97 / pg. 102 - 112\)](#)

If "yes," enter the MTP Reference #(s) in table below

YES

<b>MTP Reference #</b>	28.10.3
<b>MTP Reference #</b>	28.20.1
<b>MTP Reference #</b>	
<b>MTP Reference #</b>	

**5. Are the project limits within a corridor included in the current CMP Corridor Analysis?**

The complete inventory of corridor fact sheets can be found here: [Appendix C - CMP Corridor Fact Sheet](#)

NO

\*If "yes," please proceed to question six.

\*If "no," please evaluate corridor to determine if improvements are needed by completing the Fact Sheet Form in Step 2 in the tab below, before proceeding to question six.

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



YES

\*If "yes," please proceed to questions seven.  
\*If "no," please proceed to question 11.

**7. Identify corridor deficiencies as specified in the current CMP Corridor Analysis or in the CMP Roadway Deficiency Form. (Check all that apply)**

<input type="checkbox"/> Alternative Roadway Infrastructure	<input checked="" type="checkbox"/> Modal Options
<input checked="" type="checkbox"/> System Demand	<input type="checkbox"/> System Reliability

**8. Review Appendix A of the current CMP or other available resources to identify possible congestion mitigation strategies to correct the deficiency. (Check all that apply)**

[Appendix A - TDM and TSM&O Strategies](#)

<input type="checkbox"/> Commuter Transportation Options	<input type="checkbox"/> Sustainable Development Improvements
<input type="checkbox"/> Freight Management Activities	<input type="checkbox"/> System Management and Operations Improvements
<input type="checkbox"/> Incentive to Use Alternative Modes	<input type="checkbox"/> Transit System Efficiency Improvements
<input type="checkbox"/> In-Vehicle System Efficiency Improvements	<input type="checkbox"/> Traveler Information Services
<input type="checkbox"/> Roadway Incident and Emergency Management Options	<input type="checkbox"/> Work Zone/Construction Management Operations
<input checked="" type="checkbox"/> Roadway Infrastructure Improvements	

# NCTCOG CMP PROJECT IMPLEMENTATION FORM



9. Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

Addition of new lanes, shared use lanes, sidewalks, and dedicated turn lanes.

10. If not implementing a congestion mitigation strategy, please explain reason.

N/A

11. Submit completed form to NCTCOG - CMP Team at: [CMP@nctcog.org](mailto:CMP@nctcog.org) or by clicking SUBMIT below

\*Submit button will auto generate email to NCTCOG with completed excel document attached.  
Please finalize step by sending the email.

SUBMIT

# CMP CORRIDOR ANALYSIS - FACT SHEET



ROADWAY NAME		I-30		
HIGHWAY	LIMITS	LENGTH	DIRECTION	MAINLANES
I-30	Linkcrest Dr to I-820	3.26 Miles	East and West	6

## CORRIDOR FACTS (WITHIN 1 MILE)

Functional Class	Freeway	Direct Connections	Yes
HOV Lanes	No	Truck Lane Restriction	No
Parrallel Freeways (within 5 miles)	Yes	Hazmat Route	No
Shoulders	Yes	Population	26,220 (ACS 2017 5 YR by Census Block groupP)
Frontage Roads	Partial	Number of Employees	10,088 (OnTheMap ACS 2015 Estimate)
Bike Options	No	FIM Training Participants	City of Fort Worth (14), Tarrant County (4)
Available Transit	No	Crash Rate (Use Most Recent Year)	30.22 (31 crashes in 2018) (TxDOT CRIS Tool)
Park and Ride	No	Construction Status	Planning

## PARRALLEL ARTERIALS (ENTIRE LIMITS)

I-20
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## PARRALLEL ARTERIALS (PARTIAL LIMITS)

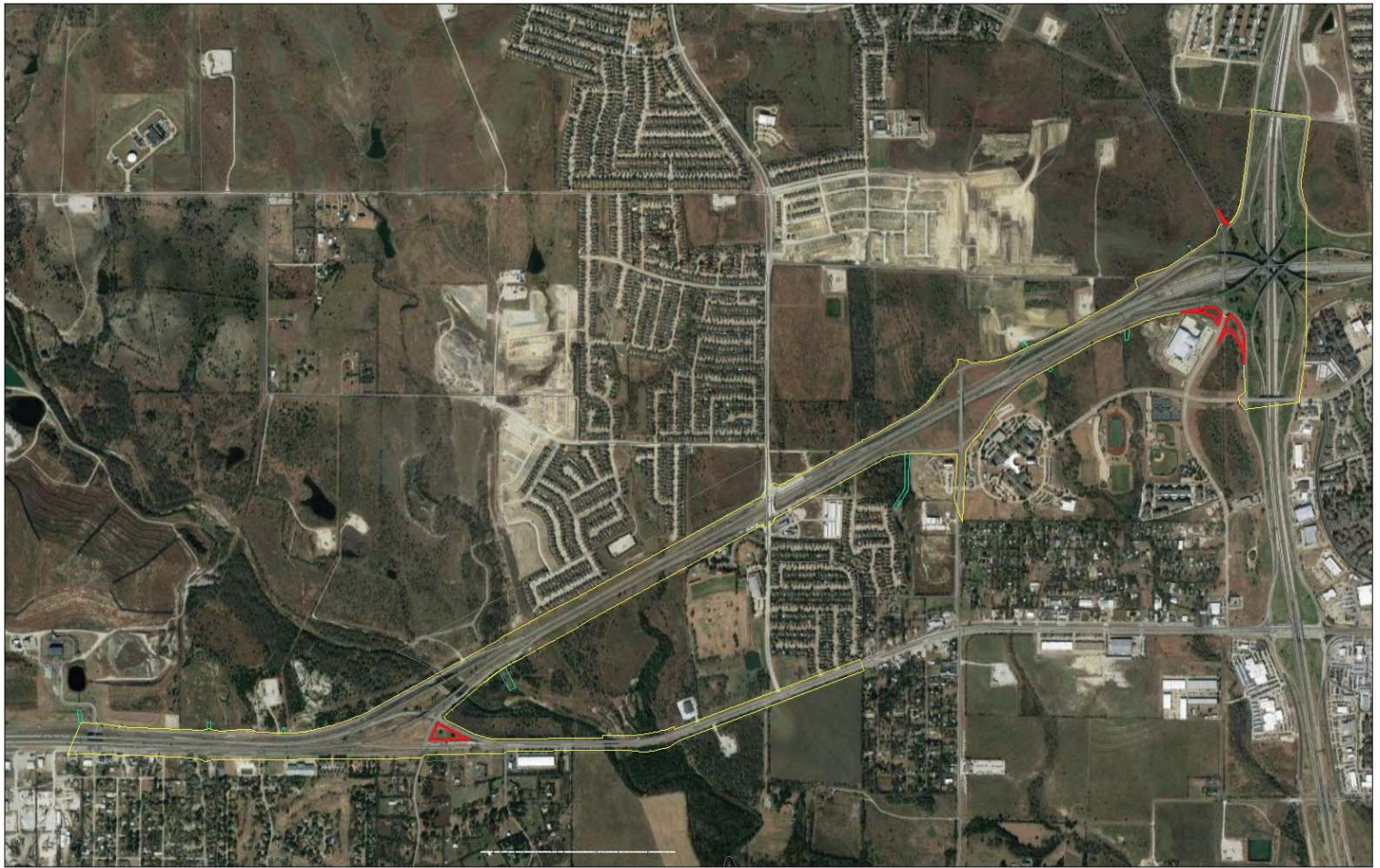
Camp Bowie Rd
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## CORRIDOR SCORE (Results from Step 3 - CMP Deficiency Form)

ROADWAY	MODAL OPTIONS	SYSTEM DEMAND	SYSTEM RELIABILITY	SCORE
18	0	12	19	49

## CONCLUSIONS/RECOMMENDATIONS

Implement improvements in modal options and system demand.
--



DEFICIENCY FORM IS REQUIRED WITH THIS SHEET  
PLEASE COMPLETE BY GOING TO TAB 3 (STEP 3. DEFICIENCY FORM)  
[CLICK HERE](#)

Project Name: Interstate 30 (I-30) Project

Project Limits (From and To): Linkcrest Drive to Interstate 820 (I-820)

Agency Name: Texas Department of Transportation - Fort Worth District

Submitter Name: Jamye L. Sawey

Telephone: 817-370-6862

Email: Jamye.Sawey@txdot.gov

Date Submitted: 07/22/19

### Alternative Roadway Corridor Deficiency

The factors that influence alternative roadway infrastructure include the presence of parallel freeways, frontage roads, parallel arterials, and direct connections or interchanges.

	Click Cell To Select Answer	Score
1. Does the roadway facility have a parallel freeway or toll road within five miles?	Yes	12
2. Does the roadway facility include a frontage road system?	Yes, partial limits	3
3. Does the roadway facility have a parallel arterial within two miles?	Yes, partial limits	1
4. Does the roadway network include a direct connection or non-signalized interchange to another highway?	Yes	2

**Total Points Received in Alternative Roadway Infrastructure Category** **18**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### Modal Options Deficiency

The factors that influence modal options include the presence of transit options (bus and/or rail), park-and-ride facilities, HOV/Managed Lanes, and bicycle/pedestrian options.

	Click Cell To Select Answer	Score
1. Does the roadway facility have established transit service?	No	0
2. Is a park-and-ride facility located along the roadway corridor?	No	0
3. Are HOV or Managed lanes available along the roadway corridor?	No	0
4. Are bike trails or other bike options available along the roadway corridor?	No	0

**Total Points Received in Modal Options Category** **0**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### System Demand (Recurring) Deficiency

The factors that influence system demand include traffic volume, truck volume/percentage, number of employees along the roadway corridor block, and residential population.

	Click Cell To Select Answer	Score
1. Is the peak hour volume capacity above or below the current average Peak V/C of 0.692?	Above the Average	3
2. Is the truck volume percentage along the corridor above or below the current average of 9%?	Above the Average	1
3. Is the total number of employees along the corridor above or below the current average of 82,549 (by TSZ)?	Below or Equal to the Average	5
4. Is the population along the corridor above or below the current average of 74,611 (by TSZ)?	Below or Equal to the Average	3

**Total Points Received in System Demand Category** **12**

If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.

### System Reliability (Non-Recurring) Deficiency

The factors that influence system reliability include facility crash rates, agencies that participate in incident management training, truck lane restrictions, roadway shoulders, and the presence of Intelligent Transportation Systems (ITS) technology.

	Click Cell To Select Answer	Score
1. Is the crash rate for the corridor below or above the current crash rate average of 75.19?*	Below or Equal to the Average	10
2. Does the roadway facility have paved shoulders?	Yes, full outside and inside shoulders	6
3. Have emergency response agencies (police and fire) along the corridor participated in Freeway Incident Management (FIM) training?*	Yes, entire limits	3

4. Have truck lane restrictions been implemented along the corridor?

5. Is Intelligent Transportation Systems (ITS) technology being utilized along the corridor?

**Total Points Received in System Reliability Category**

**19**

**If total score is 14 or below, then improvements are needed in this category. Please see Appendix A of the current CMP to identify possible congestion mitigation strategies to correct the deficiency.**

Notes:  
\*Please use most recent crash year if available.  
\*\*FIM attendance information is maintained by NCTCOG Safety staff. Please call 817-695-9245 to request information.  
[CMP 2013 - Appendix A](#)