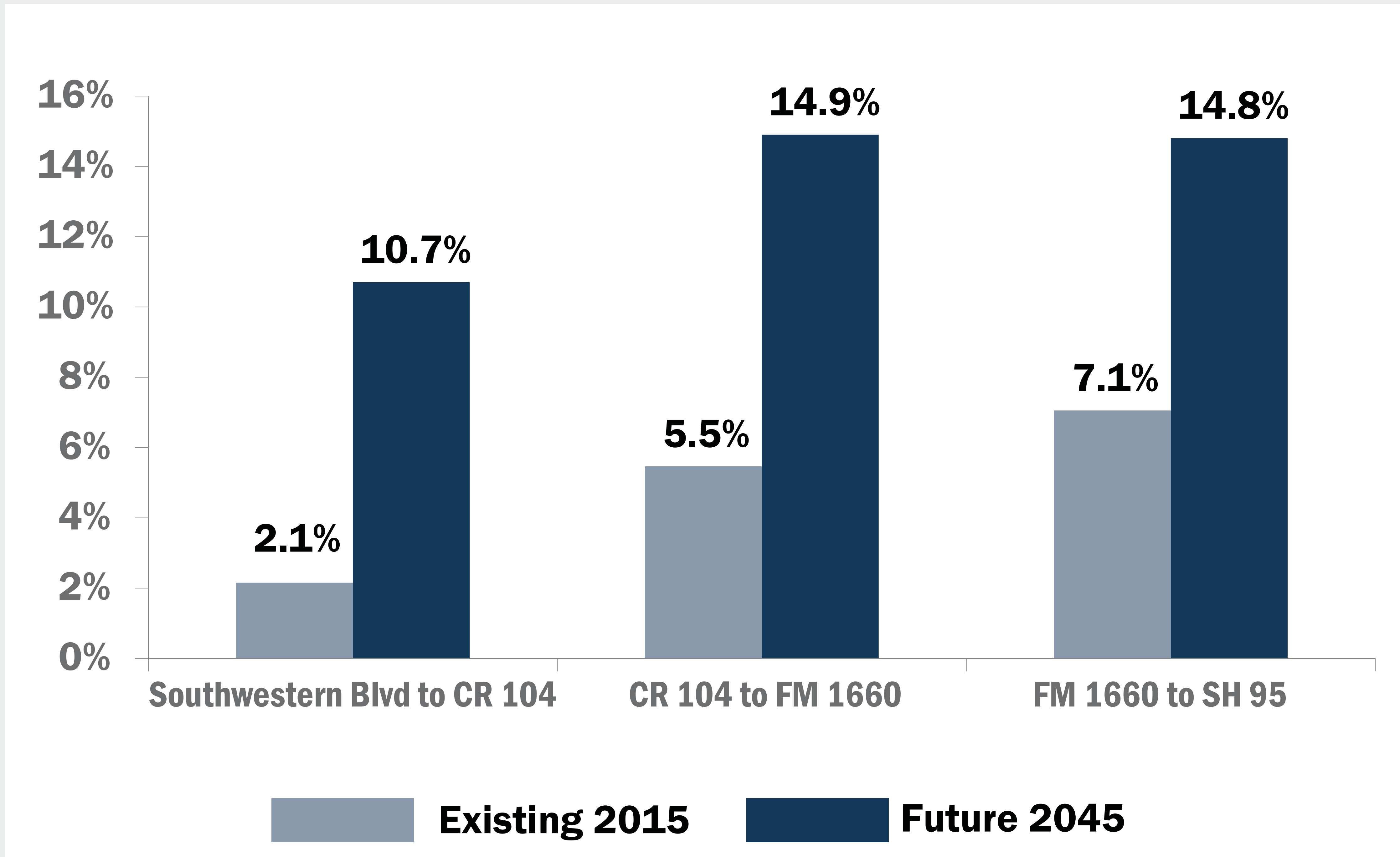
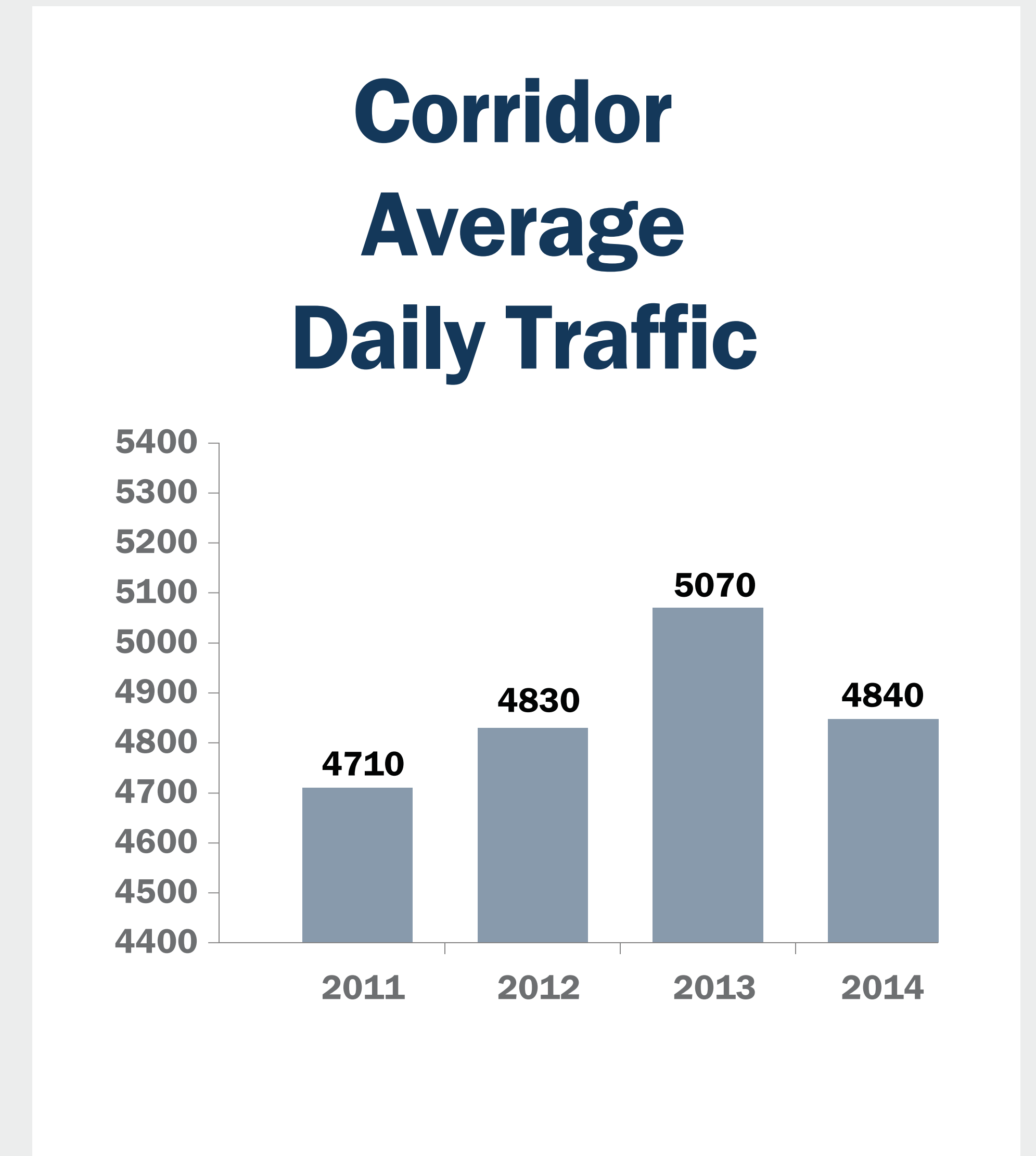


SH 29 Corridor Study

Forecasted Truck Percentage on Corridor



Source:
 Existing truck percentage: 2015 peak period turning movement counts
 Future truck percentage: TxDOT Statewide Planning Map



Source:
 TxDOT Transportation Data Management System
 2015 counts unavailable

Average Daily Traffic (ADT)

Location	2015*	2045**	Annual Growth
Southwestern Blvd. to SH 130	13,900	27,100	2.3%
SH 130 to CR 120	8,000	25,700	4.0%
CR 120 to SH 95	3,800	19,600	5.7%

Level of Service (LOS) by Segment

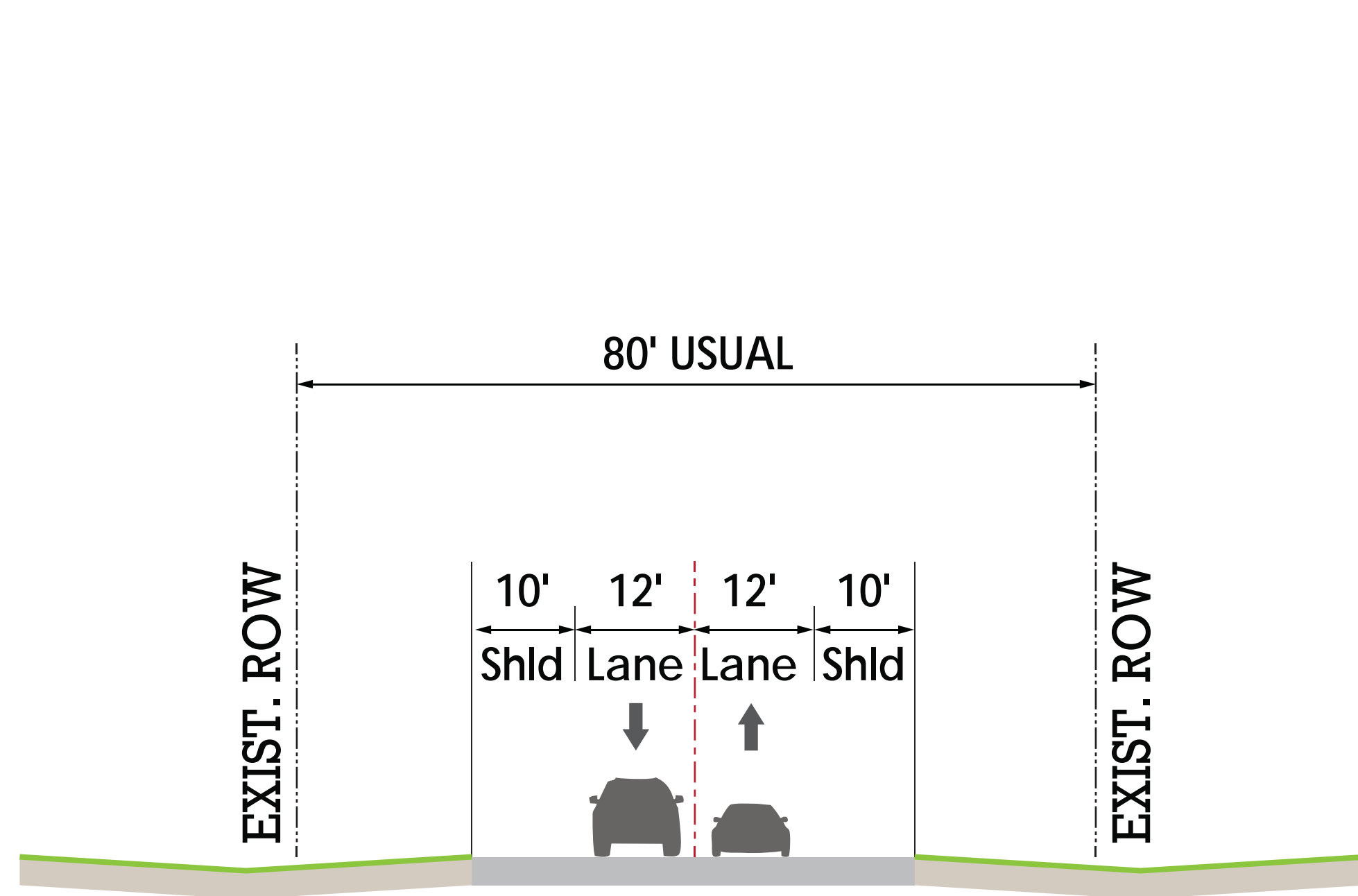
Location	Existing 2015 LOS	2045 No Build LOS	2045 Build LOS
Southwestern Blvd. to SH 130	C	E	B
SH 130 to CR 120	D	E	A
CR 120 to SH 95 (old alignment)	C	E	D
CR 120 to SH 95 (new alignment)	-	-	A

Level of Service for corridor segments represent reduction in free-flow travel speeds for through vehicles.

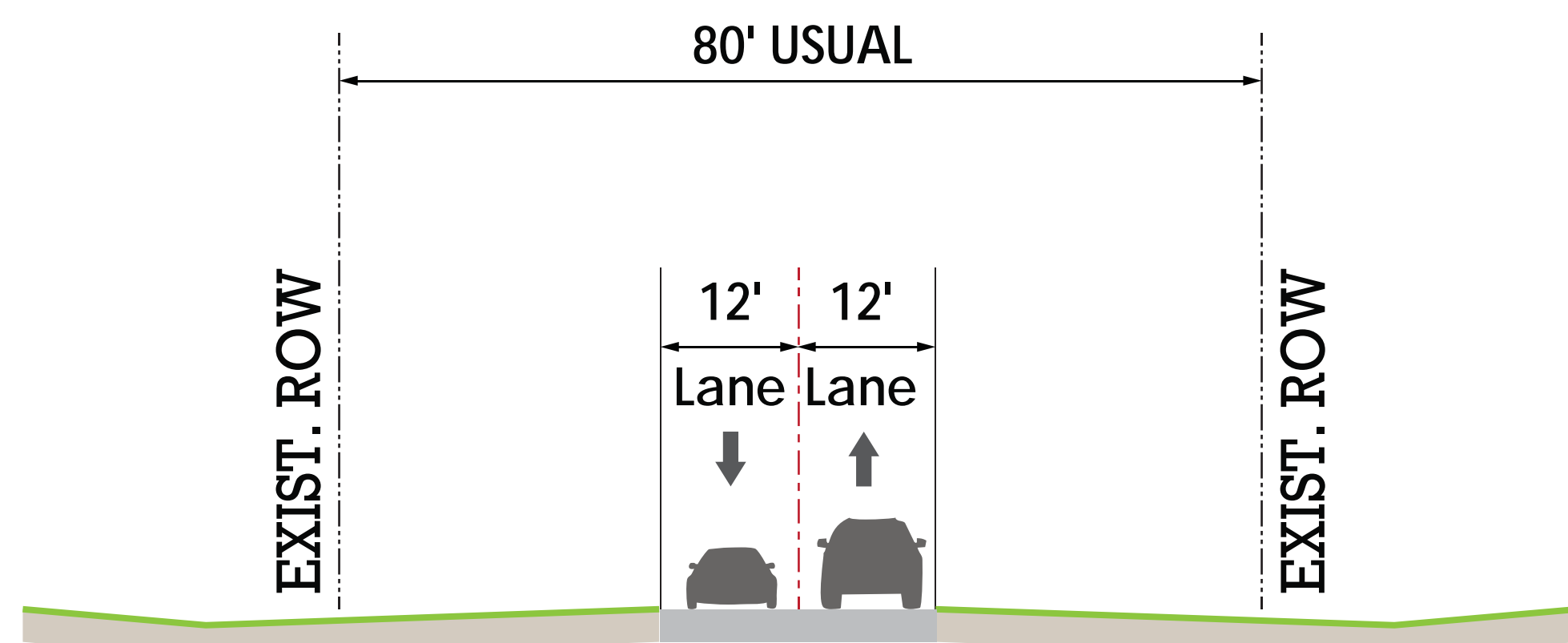
A	B	C	D	E	F
Fast		Medium	Slow		

SH 29 Corridor Study

Existing Typical Cross Sections

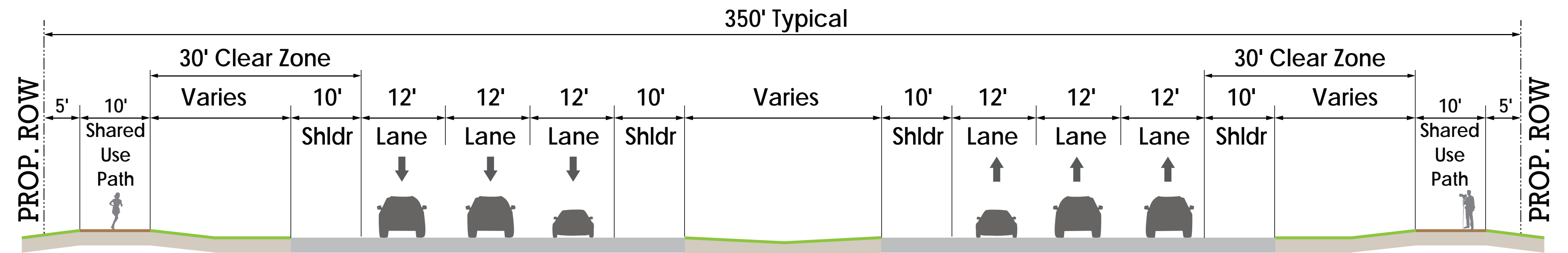


Southwestern Blvd. to CR 126

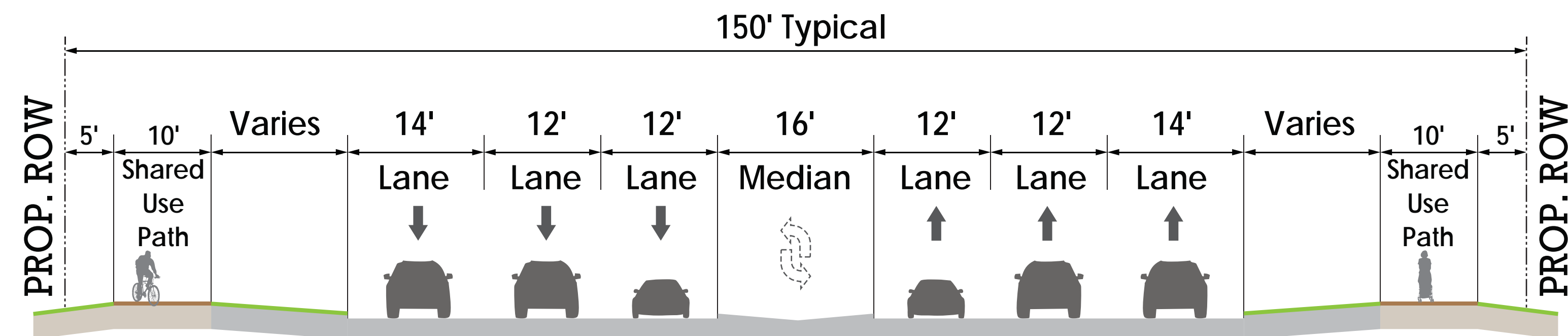


CR 126 to SH 95

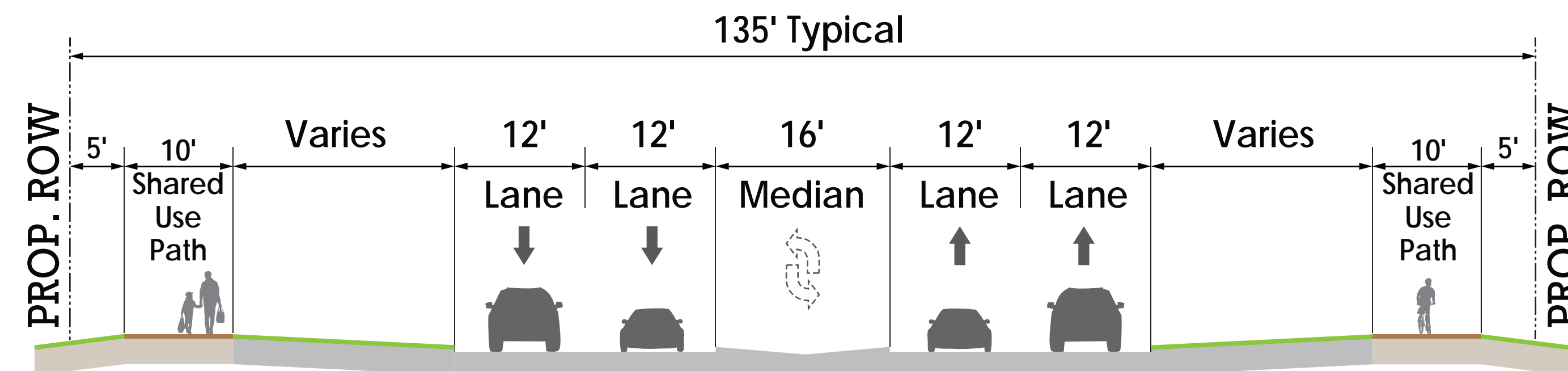
Potential Future Cross Sections



SH 130 to SH 95



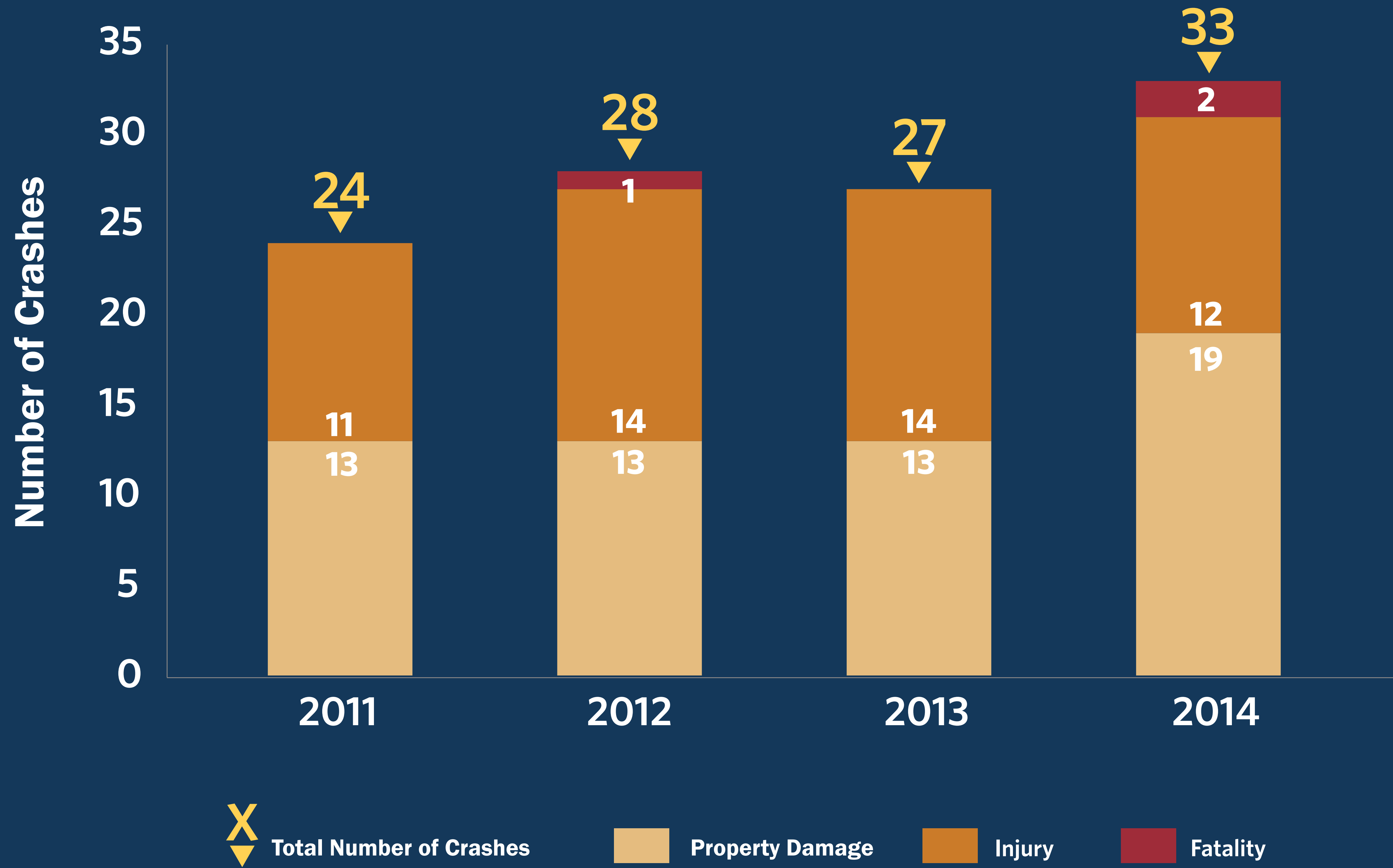
Inner Loop to SH 130



Southwestern Blvd. to Inner Loop

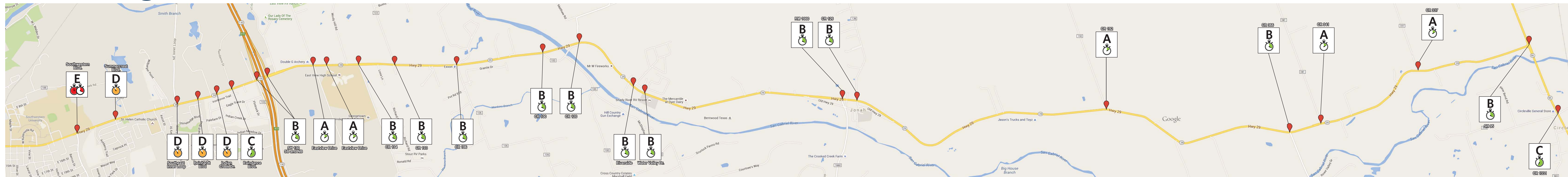
SH 29 Corridor Study

Crash History and Severity

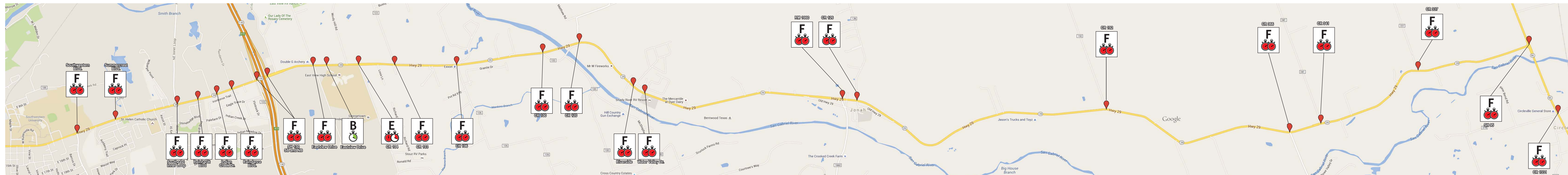


SH 29 Corridor Study Intersection Level of Service

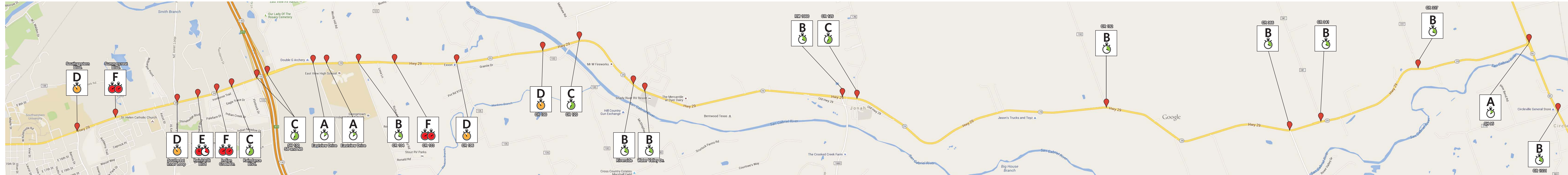
2015 Existing



2045 No Build



2045 Build^{1, 2}



¹2045 forecasts developed using 2040 CAMPO model forecasts plus growth rate.

²2045 Build Level of Service results for existing SH 29 intersections reflect reductions in vehicle demand due to availability of the proposed future SH 29 alignment.