

**Texas Department of Transportation  
Book 2 - Technical Provisions**

**IH 35E Managed Lanes Project**

**Attachment 8-1**

**ESALs and Traffic Data**

**IH 35E Managed Lanes Project  
ESALs and Traffic Data**

**Frontage Roads - 20 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2012 to 2032)			
	2012	2032	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
<u>I-35E Frontage Roads Only</u> <u>Section 1</u>										
From I-635 to Belt Line Road	43,600	58,100	8.8	6.6	17,500	40	13,197,000	3	17,052,000 17,500,000 17,719,000	8" 10" 12"
Dallas County										

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	91.2	93.4
Medium Duty	2.3	1.7
Heavy Duty	6.5	4.9

**Frontage Roads - 30 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2012 to 2042)			
	2012	2042	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
<u>I-35E Frontage Roads Only</u> <u>Section 1</u>										
From I-635 to Belt Line Road	43,600	65,100	8.8	6.6	17,600	40	21,158,000	3	27,339,000 28,057,000 28,409,000	8" 10" 12"
Dallas County										

**Note: Average Daily Traffic values are bi-directional**

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**Frontage Roads - 20 yrs**

Location	Average Daily Traffic		Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2012 to 2032)			
	2012	2032	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	Base Year									
<u>I-35E Frontage Roads Only</u> <u>Section 2</u>										
From Belt Line Road to US 377	68,200	90,900	5	3.8	17,300	40	11,808,000	3	15,208,000 15,607,000 15,802,000	8" 10" 12"
Dallas County										

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	95	96.2
Medium Duty	1.3	1
Heavy Duty	3.7	2.8

**Frontage Roads - 30 yrs**

Location	Average Daily Traffic		Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2012 to 2042)			
	2012	2042	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	Base Year									
<u>I-35E Frontage Roads Only</u> <u>Section 2</u>										
From Belt Line Road to US 377	68,200	101,900	5	3.8	17,400	40	18,937,000	3	24,390,000 25,029,000 25,341,000	8" 10" 12"
Dallas County										

**Note: Average Daily Traffic  
values are bi-directional**

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ESALs and Traffic Data**

**Frontage Roads - 20 yrs**

Location	Average Daily Traffic		Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2012 to 2032)			
	2012	2032	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	Base Year									
<u>I-35E Frontage Roads Only</u> <u>Section 3</u>										
From US 377 to US 380	43,600	58,100	5.6	4.2	16,700	50	8,440,000	3	10,879,000 11,164,000 11,304,000	8" 10" 12"
Dallas County										

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	94.4	95.8
Medium Duty	1.4	1.1
Heavy Duty	4.2	3.1

**Frontage Roads - 30 yrs**

Location	Average Daily Traffic		Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2012 to 2042)			
	2012	2042	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	Base Year									
<u>I-35E Frontage Roads Only</u> <u>Section 3</u>										
From US 377 to US 380	43,600	65,100	5.6	4.2	16,800	50	13,532,000	3	17,442,000 17,900,000 18,123,000	8" 10" 12"
Dallas County										

**Note: Average Daily Traffic values are bi-directional**

**IH 35E Managed Lanes Project  
ESALs and Traffic Data**

**Mainlane Roads - 20 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2010 to 2030)			
	2010	2030	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	<u>I-35E Mainlanes Only Section 1</u>  From I-635 to Belt Line Road  Dallas County	245,800	338,400	5.9			2.7	16,500	30	61,219,000

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	94.1	97.3
Medium Duty	1.7	0.8
Heavy Duty	4.2	1.9

**Mainlane Roads - 30 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2010 to 2040)			
	2010	2040	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	<u>I-35E Mainlanes Only Section 1</u>  From I-635 to Belt Line Road  Dallas County	245,800	363,500	5.9			2.7	16,600	30	95,770,000

**Note: Average Daily Traffic values are bi-directional**

**IH 35E Managed Lanes Project  
ESALs and Traffic Data**

**Mainlane Roads - 20 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2010 to 2030)			
	2010	2030	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	<u>I-35E Mainlanes Only Section 2</u>  From Belt Line Road To Valley Ridge  Dallas & Denton Counties	200,300	288,000	6.3			2.8	16,400	30	54,599,000

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	93.7	97.2
Medium Duty	1.8	0.8
Heavy Duty	4.5	2

**Mainlane Roads - 30 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2010 to 2040)			
	2010	2040	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
	<u>I-35E Mainlanes Only Section 2</u>  From Belt Line Road To Valley Ridge  Dallas & Denton Counties	200,300	312,000	6.3			2.8	16,400	30	85,926,000

**Note: Average Daily Traffic values are bi-directional**

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Mainlane Roads - 20 yrs								Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2010 to 2030)			
Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2010	2030	ADT	DHV							
I-35E Mainlanes Only Section 3 From Valley Ridge To US 377	166,000	242,100	6.7	3.0	16,200	40	48,499,000	3	66,952,000 68,434,000 68,959,000	8" 10" 12"	
Denton County											

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	93.3	97
Medium Duty	1.9	0.9
Heavy Duty	4.8	2.1

Mainlane Roads - 30 yrs								Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2010 to 2040)			
Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB	
	2010	2040	ADT	DHV							
I-35E Mainlanes Only Section 3 From Valley Ridge To US 377	166,000	262,900	6.7	3.0	16,300	40	76,459,000	3	105,551,000 107,887,000 108,715,000	8" 10" 12"	
Denton County											

**Note: Average Daily Traffic values are bi-directional**

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**Mainlane Roads - 20 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 20 Year Period (2010 to 2030)			
	2010	2030	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
<u>I-35E Mainlanes Only Section 4</u>  From US 377 to US 380  Denton County	115,700	170,200	7.7	3.5	15,900	40	38,999,000	3	53,872,000 55,065,000 55,488,000	8" 10" 12"

**Data for Use in Air & Noise Analysis**

Vehicle Class	Base Year	
	% of ADT	% of DHV
Light Duty	92.3	96.5
Medium Duty	2.2	1
Heavy Duty	5.5	2.5

**Mainlane Roads - 30 yrs**

Location	Average Daily Traffic		Base Year Percent Truck		ATHWLD	% Tandem Axles in ATHWLD	Total # of 18K ESAL Applications in One Direction Expected for a 30 Year Period (2010 to 2040)			
	2010	2040	ADT	DHV			Flexible Pavement	S N	Rigid Pavement	SLAB
<u>I-35E Mainlanes Only Section 4</u>  From US 377 to US 380  Denton County	115,700	185,000	7.7	3.5	15,900	40	61,531,000	3	84,998,000 86,880,000 87,547,000	8" 10" 12"

**Note: Average Daily Traffic values are bi-directional**