



allow for the safe crossing of LRT vehicles. In addition, the construction of park-and-ride lots, LRT train stations, and the traffic they would attract, could have some limited impact on traffic operations near those stations. These impacts are defined in greater detail in the following sections.

Impacts on Road/Intersection LOS

Impacts on Freeways

The LRT Alternative, with its associated park-and-ride lots and feeder bus network, would provide incentive for commuters to use transit and therefore decrease automobile travel on area roadways. **Table 4-5** shows the differences in average daily traffic (ADT) between the No-Build and the LRT Alternative in 2030 on the corridor freeways. With the LRT Alternative fully operational in 2030, there would be decreases in ADT on several freeway segments, as shown in **Table 4-5** and **Figure 4-2**. On SH 114, traffic is anticipated to decrease by approximately 1,000 vehicles per day on most segments, and decrease by 2,000 vehicles per day at Hidden Ridge Drive. This difference represents a one percent decrease from the No-Build volume. An even larger decrease is seen along the President George Bush Turnpike (SH 161) where traffic is anticipated to decrease by 10,000 vehicles per day (an almost 5 percent decrease).

TABLE 4-5 2030 FREEWAY ADT IN THE NORTHWEST CORRIDOR				
Location and Map No.		Average Daily Traffic (ADT)		
		No-Build Alternative	LRT Alternative	Increase (Decrease)
Stemmons Freeway (IH 35E)				
1	Raceway	168,000	170,000	2,000
2	Northwest Highway (Loop 12)	172,000	174,000	2,000
3	Loop 12 Merge	169,000	170,000	1,000
Loop 12				
4	Airport Freeway (SH 183)	233,000	235,000	2,000
5	Elm Fork of the Trinity River	194,000	194,000	0
6	Stemmons (IH 35E) Merge	189,000	189,000	0
Spur 482				
7	Stemmons Freeway (IH 35E)	72,000	72,000	0
Airport Freeway (SH 183)				
8	Loop 12	228,000	229,000	1,000
Carpenter Freeway (SH 114)				
9	Tom Braniff Pkwy	178,000	177,000	(1,000)
10	Hidden Ridge Drive	183,000	181,000	(2,000)
11	Pres. G. Bush Turnpike (SH 161)	191,000	191,000	0
12	Belt Line Road	234,000	233,000	(1,000)
President George Bush Turnpike				
13	Belt Line Road	217,000	207,000	(10,000)
14	MacArthur Boulevard	218,000	208,000	(10,000)

* See **Figure 4-2**.

Source: NCTCOG; February 2006

The level of service on a roadway is a measure of the relative delay and congestion experienced on that roadway, with level of service “A” being the best, and “F” the worst. Levels of service “E” and “F” are considered unacceptable. SH 114 currently operates at Level of Service “E” south of the LRT alignment.

Due to the anticipated traffic growth in the area, SH 114 is projected to operate at Level of Service “F” in 2030 in both the No-Build and LRT Alternatives, regardless of any reductions in traffic due to the implementation of LRT.