REIMAGINE I-10 CORRIDOR STUDY OVERVIEW

The I-10 Study emphasizes the need to 'reimagine' how the I-10 corridor operates. Significant growth and development in El Paso are putting more demand onto this integral part of the transportation network.

55 MILES OF CORRIDOR INCLUDED IN THIS STUDY (APPROXIMATE)

5 PORTS OF ENTRY ALONG CORRIDOR

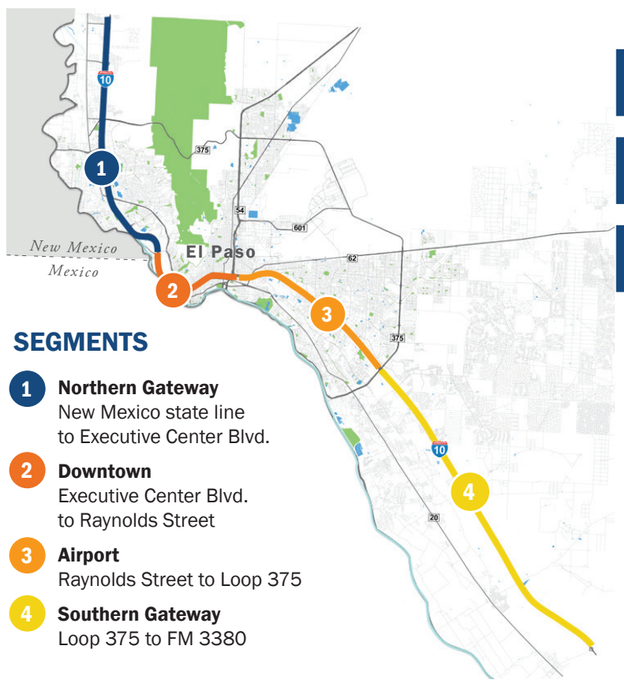
#3 BUSIEST TRUCK BORDER PORT IN THE U.S. IN 2017

#10 LARGEST EXPORTER IN THE U.S. IN 2016

162% INCREASE IN EXPORT GROWTH SINCE 2006

Source: Texas Centers for Border Economic and Enterprise Development, Bureau of Transportation Statistics, TransBorder Freight Data

REIMAGINE I-10 CORRIDOR STUDY AREA



SEGMENTS

1. **Northern Gateway**
   New Mexico state line to Executive Center Blvd.
2. **Downtown**
   Executive Center Blvd. to Raynolds Street
3. **Airport**
   Raynolds Street to Loop 375
4. **Southern Gateway**
   Loop 375 to FM 3380

REIMAGINE I-10 CORRIDOR STUDY TRAFFIC FACTS

PROJECTED VOLUMES
303,000
(Vehicles per day by 2042)

AVERAGE TRAVEL SPEED
28 MPH
(Segment 2 - 2042 PM Peak)

INCREASE IN COMMUTE TIME
80.7%
(Segment 2 - 2042 PM Peak)

REIMAGINE I-10 CORRIDOR STUDY FREIGHT FACTS

$23B GOODS EXPORTED FROM MEXICO IN 2016

50% INCREASE IN COMBINED RAIL AND TRUCK TRAFFIC BY 2025

4,300 PROJECTED DAILY TRUCK BORDER CROSSINGS BY 2045

Source: Texas Centers for Border Economic and Enterprise Development, Bureau of Transportation Statistics, TransBorder Freight Data

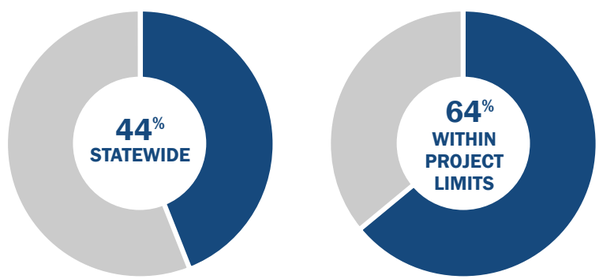
REIMAGINE I-10 CORRIDOR STUDY BRIDGE FACTS

202 BRIDGE STRUCTURES WITHIN PROJECT LIMITS

31 BRIDGES CLASSIFIED AS FUNCTIONALLY OBSOLETE

28 BRIDGES DO NOT MEET MINIMUM CLEARANCE

BRIDGES MORE THAN 50 YEARS OLD



PROPOSED PROJECT DESCRIPTION

The proposed I-10 Downtown Segment 2 project limits extend from Executive Center Boulevard to Loop 478 (Copia Street), traveling through downtown El Paso area. Efforts are underway to divide the proposed project into two segments for funding and constructability. The proposed improvements include reconstruction of the mainlanes, retaining walls, bridges, ramps, and cross streets with the purpose to overcome deterioration of pavement and bridges.

PROPOSED PROJECT DETAILS: CSJ: 2121-02-166

FROM: Executive Center Blvd **TOP 100:** 69/64 (Truck-Rank)
TO: Loop 478 (Copia St) **LENGTH:** ~5.6 miles **COUNTY:** El Paso

PRELIMINARY COST: $950,000,000

Subject to change.

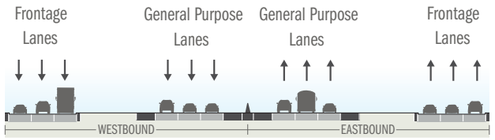
I-10 SEGMENT 2 TRANSPORTATION NEEDS

MAINTENANCE: I-10 Downtown Segment 2 is over 50 years in age and has been carrying truck loads and traffic volumes beyond its originally intended design. Because of this, I-10 is experiencing significant deterioration of pavement and bridge conditions.

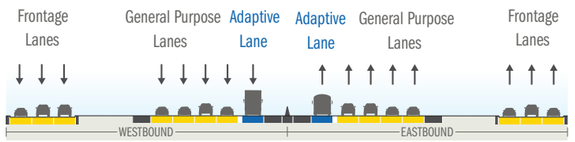
SAFETY: The project is anticipated to enhance safety throughout the corridor. Ramp modifications and auxiliary lanes have the potential to reduce crashes.

MOBILITY: In the no build scenario, traffic is anticipated to travel at an average speed of 16 MPH eastbound and 27 MPH westbound, resulting in failing level-of-service in PM peak hour by 2045.

EXISTING CONDITION



PROPOSED CONSTRUCTION



REIMAGINE El Paso 10

EL PASO Texas Department of Transportation

REIMAGINE I-10 CORRIDOR STUDY & NEXT STEPS

FALL 2019

PROPOSED I-10 DOWNTOWN SEGMENT 2 PROJECT OBJECTIVES

IMPROVES MOBILITY AND CIRCULATION BY FACILITATING EAST-WEST MOVEMENT.

INCREASES CAPACITY AND INTERSECTION EFFICIENCY.

INCORPORATES INNOVATIVE USES OF ADAPTIVE/SPECIAL PURPOSE LANES.

ACCOMMODATES TRANSIT SERVICE IN DOWNTOWN.

ADDS BICYCLE AND PEDESTRIAN FACILITIES AS WELL AS ADA TREATMENTS.

FACILITATES INTERMODAL CONNECTIVITY FOR FREIGHT WITH ADAPTIVE LANES AND PLATOONING TECHNOLOGIES.

PROJECT QUESTIONS?

PROJECT MANAGERS

Hugo Hernandez, TxDOT
Hugo.Hernandez@txdot.gov

Brian Swindell, P.E., HDR
Brian.Swindell@HDRinc.com

www.Reimaginel10.com

www.txdot.gov/inside-txdot/projects/studies/el-paso/reimagine-i10.html

REIMAGINE I-10 CORRIDOR STUDY
FREQUENTLY ASKED QUESTIONS

WHAT IS A CORRIDOR STUDY?

Corridor Studies are often an intermediary step between the broader long-range planning process and the more detailed work of project development. These studies may include data collection, public outreach, inclusive identification of the environmental and community goals for the area, analysis of current and future transportation needs and demands, and the identification and evaluation of potential solutions to address the needs.

The results of the corridor study process are documented in a report that will summarize the results of studies, public input, and conceptual alternatives, and will identify priorities along the corridor. TxDOT then identifies potential projects from this corridor prioritization.

HOW DOES A CORRIDOR STUDY RELATE TO PROJECT DEVELOPMENT?

As projects are identified in the corridor study, they may be selected to move into the environmental evaluation process, in compliance with the National Environmental Policy Act (NEPA) and other state and federal regulations.

Some elements of the corridor study will inform or carry over into the NEPA process, including:

- Identifying the project's need and purpose
- Identifying Environmental, Engineering, and Community Goals and Objectives
- Preliminary identification and screening of conceptual alternatives

The NEPA process is separate from the corridor study. The design and environmental evaluation stage will result in refined design alternatives (versus conceptual alternatives) based on detailed evaluations of impacts to the natural and human environment, engineering feasibility, cost, and public input.

WHAT IS NEPA?

The National Environmental Policy Act (NEPA) established a national environmental policy and provides a framework for environmental planning and decision-making by Federal agencies and/or their delegates. NEPA directs Federal agencies, when planning projects or issuing permits, to conduct environmental reviews to consider the potential impacts on the environment by their proposed actions. TxDOT implements NEPA in accordance with federal regulations outlined in 40 CFR 1500-1508 as well as 23 CFR 771.

Environmental investigations include an assessment of potential impacts to the natural and human environment, in accordance with state and federal regulations such as Endangered Species Act, Clean Water Act, Clean Air Act, National Historic Preservation Act, and many more. Depending on the results of the scoping process, these assessments may be conducted for more than one alternative, including the No-Build Alternative, and assist in identifying the recommended preferred alternative.

As projects progress through NEPA, TxDOT presents results of engineering and environmental evaluations and solicits input from project work groups, adjacent property owners, public officials, and the community at large. The NEPA process results in a decision regarding potential environmental impacts associated with a preferred alternative, results of multi-disciplinary agency coordination, any required permitting or approvals, and any potential mitigation strategies that may be required.

HOW WILL TXDOT ADDRESS POTENTIAL IMPACTS TO HISTORIC RESOURCES ASSOCIATED WITH FUTURE I-10 PROJECTS?

As individual projects are identified as a result of the Reimagine I-10 corridor study, they will enter the design and environmental evaluation phase. As projects within the study corridor are planned, TxDOT will evaluate potential impacts to historic resources in accordance with NEPA and Section 106 of the National Historic Preservation Act (NHPA) requirements, as well as TxDOT, FHWA, and Texas Historical Commission guidelines.

In conjunction with the NEPA scoping process, the Section 106 process will first begin with identifying what the project is, in order to identify interested and consulting parties, will then develop a plan for notifying the State Historic Preservation Office (or SHPO), determine the Area of Potential Effects, and identify historic properties. Interested and consulting parties would be identified in accordance with 36 CFR 800.2(c)(5) and can include the SHPO, Indian tribes, representatives of local governments, and additional parties with a demonstrated interest in the project undertaking. These additional parties would be identified in conjunction with the SHPO. This process requires extensive research and coordination. The process will then evaluate effects to historic properties and identify ways to avoid, minimize, or mitigate adverse effects.Public involvement and coordination with the SHPO and consulting parties is a critical component throughout this process.

WILL TXDOT REQUIRE ADDITIONAL RIGHT-OF-WAY?

The Reimagine I-10 Corridor Study has identified recommended conceptual alternatives, for the 55 miles, that would potentially require additional right-of-way. As this is a recommendation from the study, it should not be interpreted as the final design. Additional alignment alternatives will be evaluated as part of the NEPA process. As a recommended alternative is identified through that process, the final design will need to undergo additional evaluations and procedures before knowing exactly where and how much right-of-way is needed. Where additional right-of-way needs are identified, the El Paso District will order surveys; Right of Way Division will send out notices to affected property owners, secure appraisals and initiate acquisition procedures after the NEPA process is complete.

HOW WILL PROJECTS ON I-10 ACCOMMODATE BICYCLE AND PEDESTRIAN TRAFFIC?

The Reimagine I-10 Corridor Study evaluated multiple multimodal concepts, including transit, bicycles, pedestrians, vehicles, and freight. Many concepts are centered in the downtown area and were developed considering public comments, goals, and objectives (Mobility and Circulation, Environmental, Multimodal, Design, Value, and Technology). As recommended alternatives progress, TxDOT will continue to coordinate with the various stakeholders and local neighborhoods to identify mobility solutions that balance the projected traffic volumes with bicycle and pedestrian accommodations.

WILL PROJECTS ON I-10 INCREASE TRAFFIC IN ADJACENT NEIGHBORHOODS?

One of the many Reimagine I-10 Corridor Study recommendations is the concept of continuous frontage roads which will serve as collectors to I-10 and are intended to reduce the amount of traffic through adjacent neighborhoods. Proposed frontage road concepts would not necessarily provide new access to adjacent neighborhoods. On the contrary, based on comments received during public outreach, proposed at-grade frontage roads were changed to cantilever (elevated) frontage roads in order to address concerns about lack of connectivity and incident management.

HOW WILL IMPACTS TO AIR QUALITY AND TRAFFIC NOISE BE ADDRESSED?

As individual projects are identified as a result of this corridor study, they will enter the design and environmental evaluation phase. As part of NEPA compliance, each project will evaluate potential traffic noise and air quality impacts to adjacent properties, per TxDOT, FHWA, and EPA guidelines. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be voted on by impacted property owners before preparing the final design.

Any project developed as a result of this study would intend to improve mobility, safety, and reduce congestion for the entire El Paso region, which can reduce vehicle idling and thereby potentially improve air quality. In accordance with air quality regulations, required air quality analyses will be conducted on the identified recommended alternative as part of the NEPA process.

HOW WOULD A DECK PLAZA BE FUNDED?

Although TxDOT will not fund or maintain a deck plaza or its associated amenities, the Reimagine I-10 Corridor Study's recommended improvements are intended to work independently of and in tandem with any future deck plaza plans. TxDOT will work with public and private agencies to support the exploration of future funding opportunities of such a plan.

ARE THERE REGIONAL ALTERNATIVES TO EXPANDING I-10?

The Reimagine I-10 Corridor Study used the El Paso MPO's (FHWA approved) 2045 Transportation Demand Model, which includes existing infrastructure such as Border West Expressway and I-10 Connect (projects under construction) and all regionally significant projects such as an alternative route known as Northeast Parkway or Borderland Expressway (exits at NM 404, Anthony Gap). Even with this new alternate highway, the existing I-10 configuration will reach its capacity and provide an even lower level of service.

Therefore, Reimagine I-10 is proposing various multimodal improvements such as ramp consolidation, frontage road continuation, and adaptive lanes.

WHAT WILL TXDOT DO ABOUT IMPACTS TO TRAFFIC DURING CONSTRUCTION ON I-10?

Roadway construction is not simple and can be lengthy at times. TXDOT will analyze the best possible construction sequence to minimize impacts, also taking into account other construction zones. For example, Border Highway East (BWE), may be open at the time of I-10 construction and could potentially be used as an alternate route.

IS TXDOT CONSIDERING THE ADDITION OF A NEW PORT OF ENTRY (POE)?

TxDOT does not have plans to add additional POEs. The Reimagine I-10 Corridor Study recommended that improvements build upon many other existing and proposed projects that are intended to address POE congestion and truck traffic. These projects include proposed improvements to Artcraft Road, I-10 Connect, and Loop 375.

TIMELINE LEGEND

ASM AGENCY SCOPING MEETING
PWG PROJECT WORKING GROUP
EIS ENVIRONMENTAL IMPACT STATEMENT
NOA NOTICE OF AVAILABILITY
ROD RECORD OF DECISION

TIMELINE

Subject to change and funding allocation prior to 2025.