



PROJECT FACT SHEET

EL PASO



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

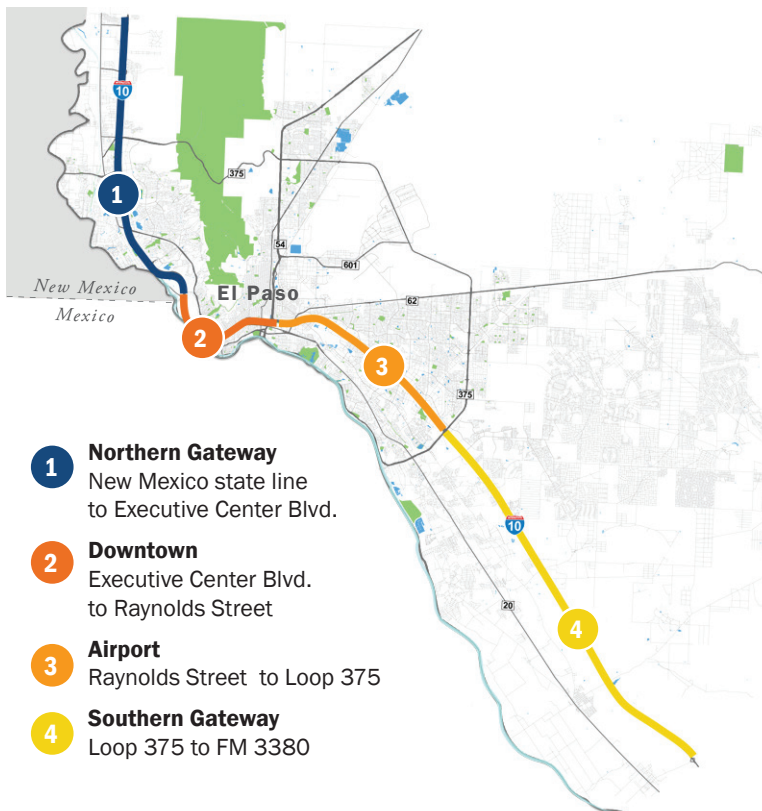
#3 BUSIEST TRUCK BORDER PORT IN THE US IN 2017

#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

STUDY AREA



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

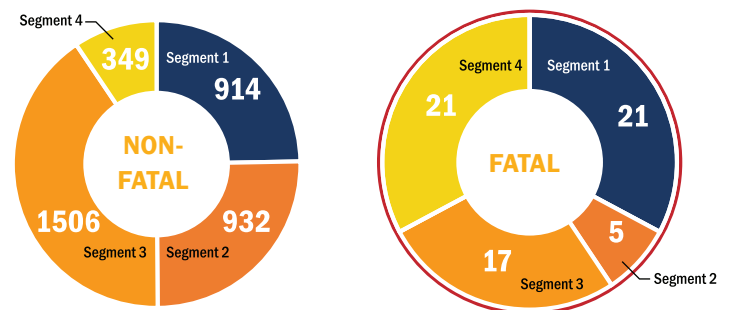
80.7% (Segment 2 - 2042 PM Peak)

TOTAL CRASHES BY SEGMENT (2011-2015)



SPEEDING IS THE PRIMARY CAUSE OF CRASHES FOR ALL SEGMENTS

NUMBER OF CRASHES PER SEGMENT



TOP CRASH CONTRIBUTING FACTORS BY SEGMENT

	SEGMENT 1	SEGMENT 2	SEGMENT 3	SEGMENT 4
Speeding	29%	36%	40%	29%
Driver inattention/distraction	11%	11%	9%	9%
Unsafe lane change	9%	10%	9%	4%
Followed too closely	1%	3%	4%	1%
Fatigued or asleep	2%	1%	0%	1%
Faulty evasive action	3%	2%	2%	2%
Failed to drive in single lane	2%	1%	1%	3%
Alcohol related	3%	3%	2%	7%
Other	18%	11%	8%	25%
Information not reported	22%	23%	26%	18%
Total Crashes	914	932	1506	349

Source: TxDOT CRIS Data

FREIGHT FACTS

El Paso is an international gateway for trade. A large majority of truck freight passing through El Paso originates or terminates outside of Texas, with small and medium-sized goods accounting for the most moved.

#1

MEXICO IS THE TOP EXPORT MARKET FOR EL PASO

\$23B

GOODS EXPORTED FROM MEXICO IN 2016

50%

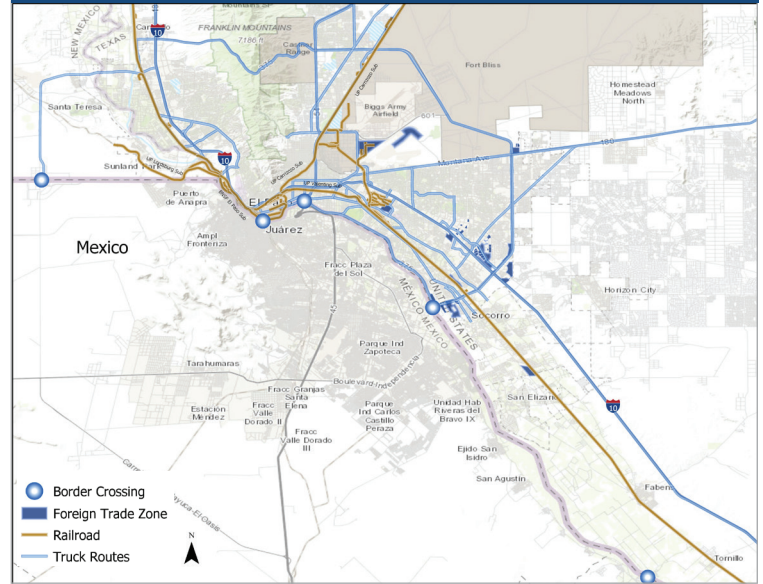
INCREASE IN COMBINED RAIL AND TRUCK TRAFFIC BY 2025

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

EL PASO FREIGHT NETWORK



BRIDGE FACTS

202

BRIDGE STRUCTURES WITHIN PROJECT LIMITS

31

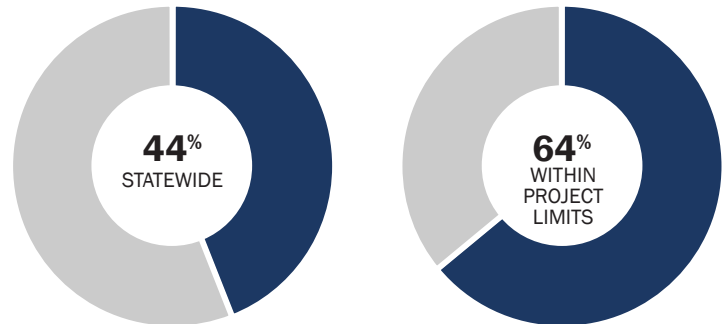
BRIDGES CLASSIFIED AS FUNCTIONALLY OBSOLETE

28

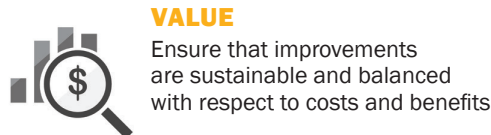
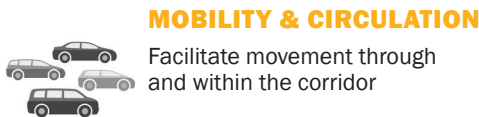
BRIDGES DO NOT MEET MINIMUM CLEARANCE

Source: TxDOT Pontex Reports

BRIDGES MORE THAN 50 YEARS OLD



STUDY GOALS



PROJECT QUESTIONS?



Project Managers

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REIMAGINE I-10 CORRIDOR ECONOMIC IMPACT FACT SHEET



SPRING 2020

THE “BACKBONE” OF EL PASO

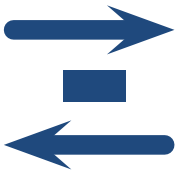
I-10 IMPACT ON EL PASO



32%
OF VEHICLES MILES TRAVELED
ON I-10 IN EL PASO



\$1.7B
GENERATED REVENUE FROM
ADJACENT BUSINESSES



800+
ADJACENT COMMERCIAL
PROPERTIES



11,000
CORRIDOR JOBS CREATED

Source: ESRI's Community Analyst
application & Infogroup

I-10 IMPACT ON U.S. AND MEXICO



162%
INCREASE IN EXPORT GROWTH
SINCE 2006



\$23B
GOODS IMPORTED FROM
MEXICO IN 2016



4,300
PROJECTED DAILY TRUCK
BORDER CROSSINGS BY 2045



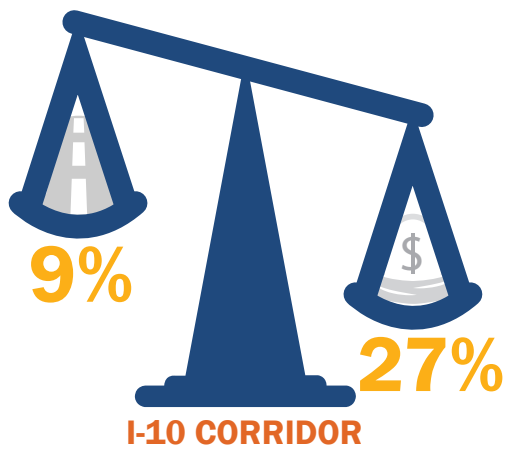
**MAJOR EAST-WEST
CORRIDOR**
I-10 IS AN ALL-SEASON CORRIDOR
MAKING IT IDEAL FOR FREIGHT TRAFFIC

QUESTIONS OR COMMENTS:

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[www.txdot.gov/inside-txdot/projects/
studies/el-paso/reimagine-i10.html](http://www.txdot.gov/inside-txdot/projects/studies/el-paso/reimagine-i10.html)

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THE I-10 CORRIDOR OCCUPIES 9% OF CENTERLINE MILES - THE TOTAL LENGTH OF A ROAD - WITHIN THE TxDOT EL PASO DISTRICT SUPERVISION. HOWEVER, IN 2019, NEARLY 27% OF NON-CONTRACTED MAINTENANCE BUDGET WAS SPENT ON I-10. THIS DATA HIGHLIGHTS THE NEED FOR AN OVERHAUL.

IS THE EL PASO DOWNTOWN AREA BUILT OUT?

NO. Underutilized area exists within the downtown. In the event the land use stays the same and there is no additional development, these areas could generate 630 new residents and 2,590 new jobs.

(1) For parcels with commercial zoning, assumes parcels over 1.0 acre in size will develop at 2.0 FAR and smaller parcels will develop with 0.25 FAR. The number of new employees was calculated based on a 175 square feet per employee.

(2) For parcels with residential zoning, assumes parcels over 1.0 acre will develop with a residential density of 50 dwelling units per acre. Smaller parcels assumed lower densities (24 units per acre for sites 0.25 to 1.0 acres, and 16 units per acres for sites under 0.25 acres in size). The number of new residents is based on 2.0 residents per residence.

(3) Land use data provided by El Paso Central Appraisal District.

WILL THERE BE MORE TRUCKS ON I-10?

The El Paso Region is expected to experience an increase in freight traffic. According to the Texas Freight Mobility Plan (2018), it is estimated that freight tonnage is to increase **66%** or **22,299,307 TONS**.

WHAT ARE THE CURRENT CONGESTION COSTS?

I-10 road users experienced a combined **2,162,229 HOURS*** of total delay in 2019 due to congestion. I-10's delay equates to **17%** of the total highway delay in the entire El Paso Region. In dollars, this equates to a congestion cost of **\$48,260,481** in 2019.

Source: Texas A&M Transportation Institute Texas' Most Congested Roadways - 2019

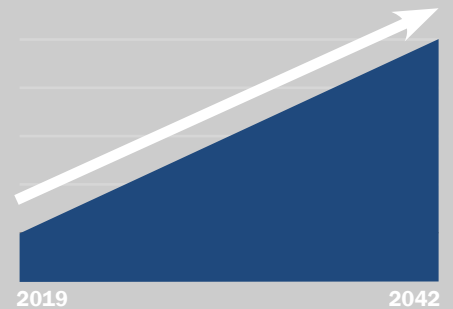
WHAT ARE THE FUTURE CONGESTION COSTS?

By 2042, it is estimated that I-10 road users will have a combined **14,681,000 HOURS** of delay. This equates to a total congestion costs of **\$250,000,000**** for the year 2042.

*Delays based on AM and PM peak travel periods.

**Cost based on \$18.16/hour per vehicle. Cost does not include inflation. Delays based on AM and PM peak travel periods.

WHAT IS THE TOTAL COST OF CONGESTION FOR THE EL PASO REGION?



\$3.5B

IN ESTIMATED
CONGESTION COSTS

DOWNTOWN SEGMENT 2 PROPOSED PROJECT DETAILS: CSJ: 2121-02-166

TOP 100: 69/64 (Truck-Rank)
FROM: Executive Center Blvd
TO: Loop 478 (Copia St)
LENGTH: ~5.6 miles
COUNTY: El Paso
PRELIMINARY PROJECT COST:
\$950,000,000 (2025 dollars)

I-10 AIRPORT SEGMENT 3A/B PROPOSED PROJECT DETAILS:

TOP 100: 69/64 (Truck-Rank)
FROM: Loop 478 (Copia Street)
TO: Airway Blvd
LENGTH: ~3.6 miles
COUNTY: El Paso
PRELIMINARY PROJECT COST:
\$1,950,000,000 (2035 dollars)



QUESTIONS OR COMMENTS:

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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)

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PORTS OF ENTRY ALONG CORRIDOR

#3

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

#10

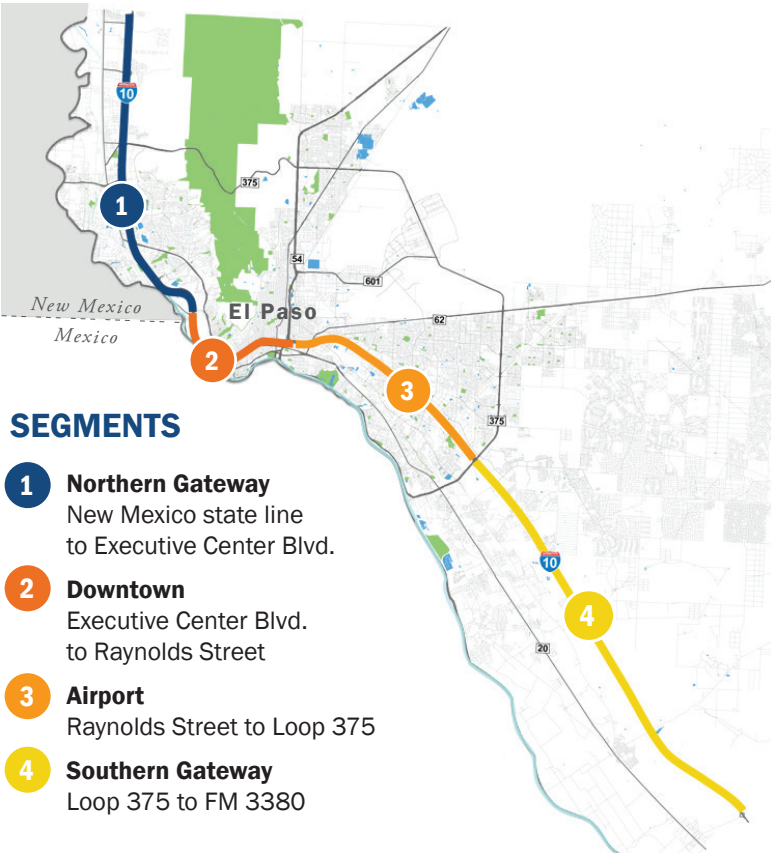
LARGEST EXPORTER IN THE U.S. IN 2016

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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



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
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REIMAGINE I-10 CORRIDOR STUDY FREIGHT FACTS

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REIMAGINE I-10 CORRIDOR STUDY BRIDGE FACTS

202

BRIDGE STRUCTURES WITHIN PROJECT LIMITS

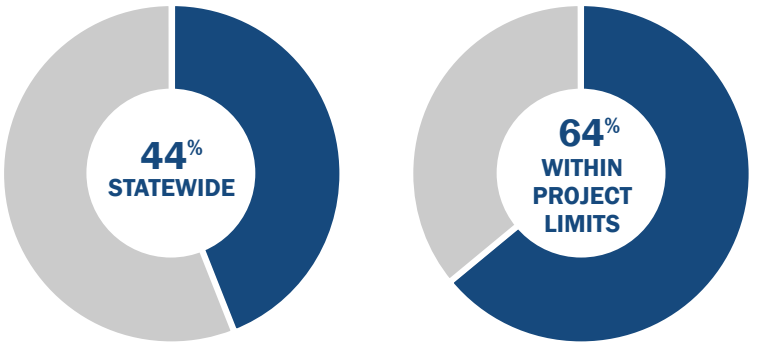
31

BRIDGES CLASSIFIED AS FUNCTIONALLY OBSOLETE

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BRIDGES DO NOT MEET MINIMUM CLEARANCE

BRIDGES MORE THAN 50 YEARS OLD



PROPOSED PROJECT DESCRIPTION

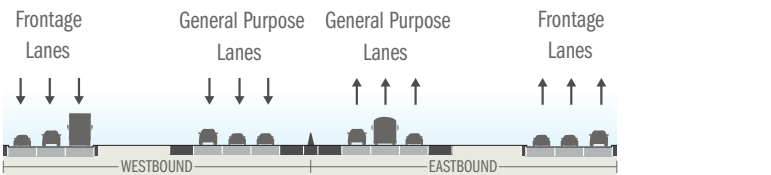
The proposed I-10 Downtown Segment 2 project limits extend from Executive Center Boulevard to Loop 478 (Copia Street), traveling through downtown El Paso area. Efforts are underway to divide the proposed project into two segments for funding and constructability. The proposed improvements include reconstruction 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

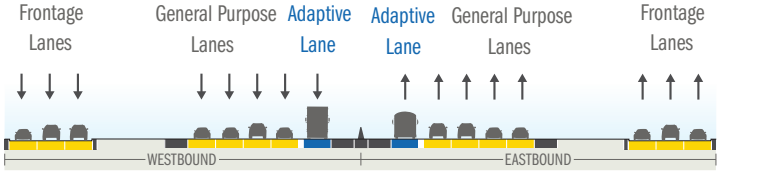
PRELIMINARY COST: \$950,000,000
Subject to change.

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 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

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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?

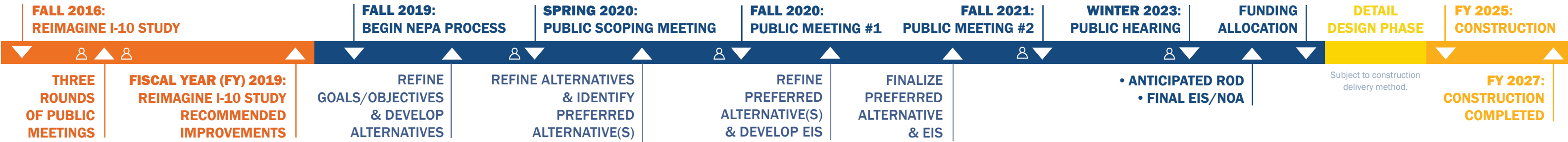
Roadway construction is not simple and can be lengthy at times. TXDOT will analyze the best possible construction sequence to minimize impacts, also taking into account other construction zones. For example, Border Highway East (BWE), may be open at the time of I-10 construction and could potentially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

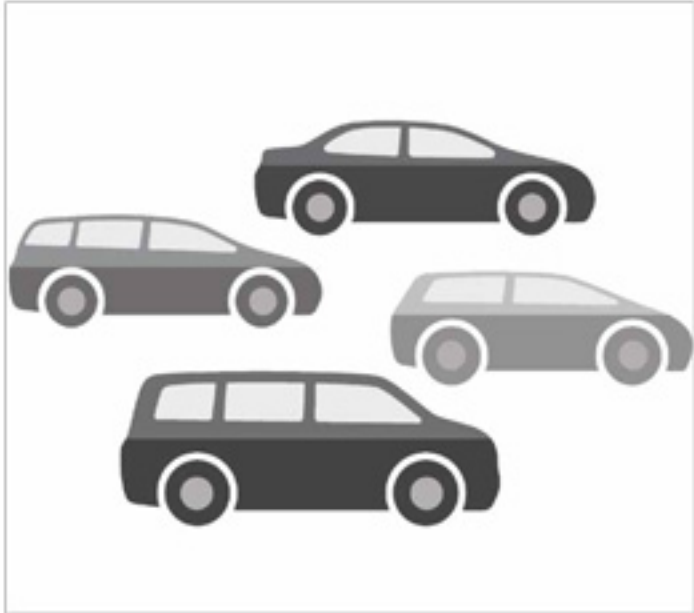
TIMELINE

Subject to change and funding allocation prior to 2025.





GOALS & OBJECTIVES



MOBILITY & CIRCULATION

Goal: Facilitate movement through and within the corridor

Objectives

- ✓ Improve management of traffic congestion
- ✓ Improve travel time
- ✓ Improve intersection efficiency
- ✓ Enhance east-west capacity
- ✓ Minimize disruption to traffic during construction
- ✓ Evaluate freight impacts and needs



ENVIRONMENTAL

Goal: Design to minimize Environmental Impacts to the Human and Natural Environment

Objectives

- ✓ Identify Study Area
- ✓ Identify Environmental Constraints
- ✓ Identify Potential Alternatives
- ✓ Assess Potential Environmental Impacts
- ✓ Minimize/Avoid Environmental Impacts
- ✓ Evaluate/ Incorporate input from public and stakeholders



MULTIMODAL

Goal: Offer innovative transportation alternatives

Objectives

- ✓ Consider adaptive, special purpose lanes
- ✓ Improve transit service
- ✓ Improve bicycle and pedestrian facilities
- ✓ Facilitate intermodal connectivity and access for goods transport



DESIGN

Goal: Comply with accepted design standards to provide a safer facility with desirable ride quality

Objectives

- ✓ Improve main lane horizontal and vertical deficiencies
- ✓ Address bridge clearance issues
- ✓ Improve ramp and interchange design
- ✓ Address frontage road drainage issues
- ✓ Improve pavement structural integrity



VALUE

Goal: Ensure that improvements are sustainable and balanced with respect to costs and benefits

Objectives

- ✓ Balance costs, benefits and impacts
- ✓ Support regional economic development goals
- ✓ Create funding opportunities from public and private partnerships



TECHNOLOGY

Goal: Leverage advancing technologies to address corridor issues.

Objectives

- ✓ Apply Technology Goal to:
 - Mobility & Circulation
 - Environmental
 - Multimodal
 - Design
 - Value

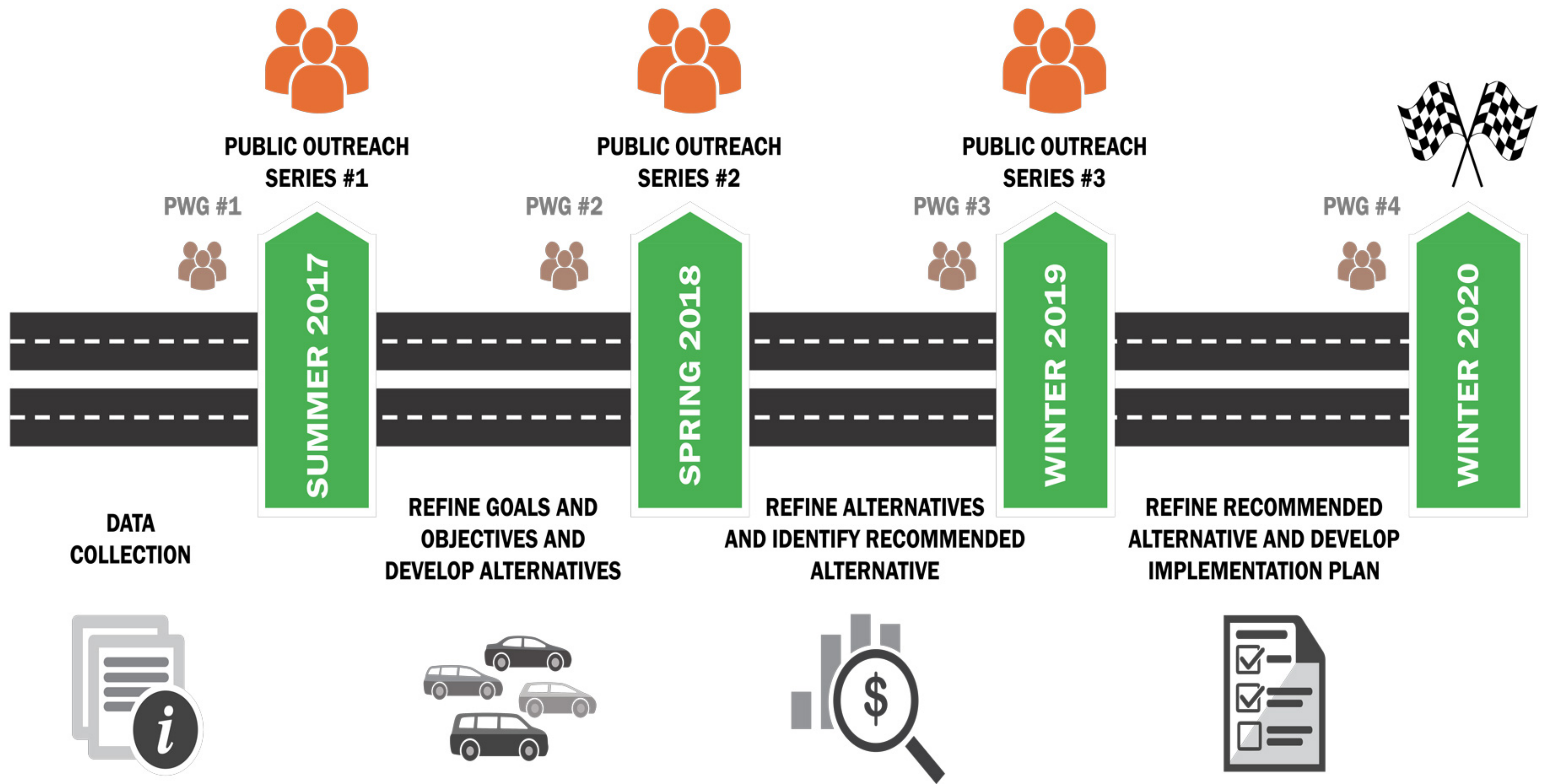
**LEARN MORE ONLINE
AT REIMAGINEI10.COM**



Scan this QR code with your phone to go directly to the Project Website



STUDY ROADMAP





BUILD CORRIDOR WIDE IMPROVEMENTS ALTERNATIVES

ALTERNATIVE 1

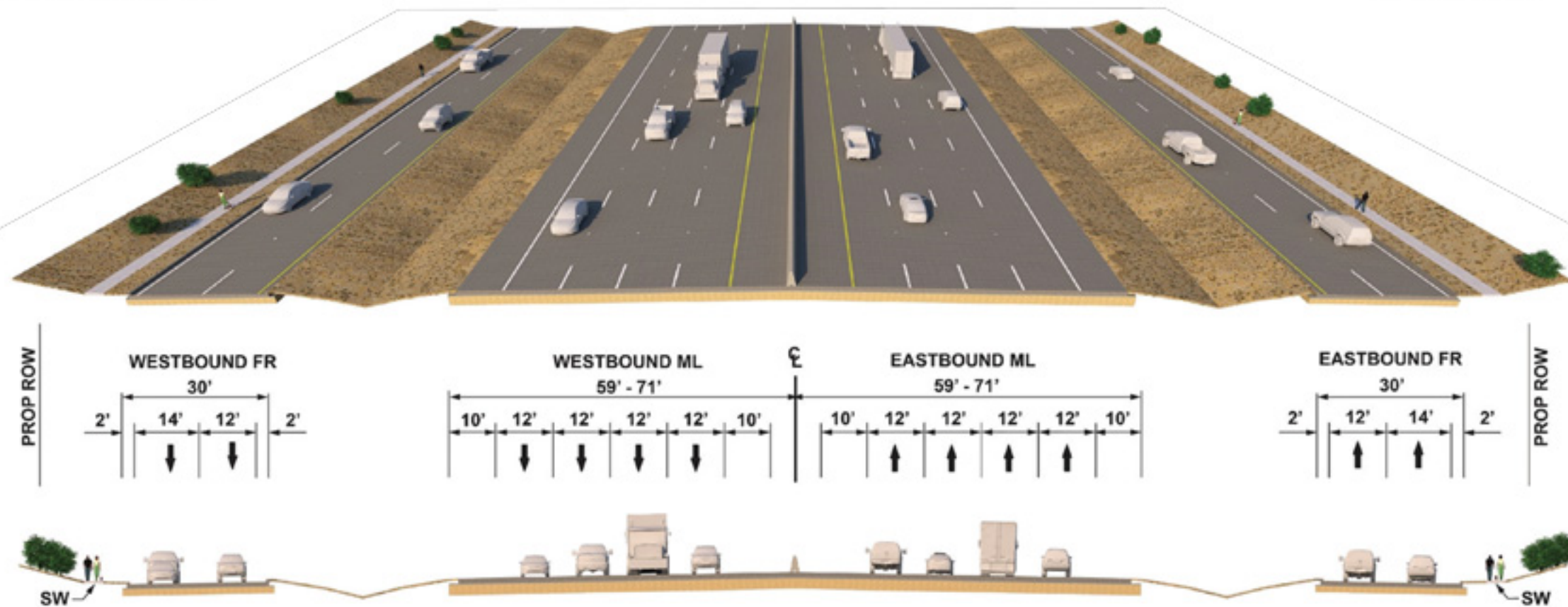
Advantages

CAPACITY
NO RESTRICTIONS



Disadvantages

RIGHT-OF-WAY
RELIABLE TRIP



Additional Capacity
CONCEPTUAL

ALTERNATIVE 2

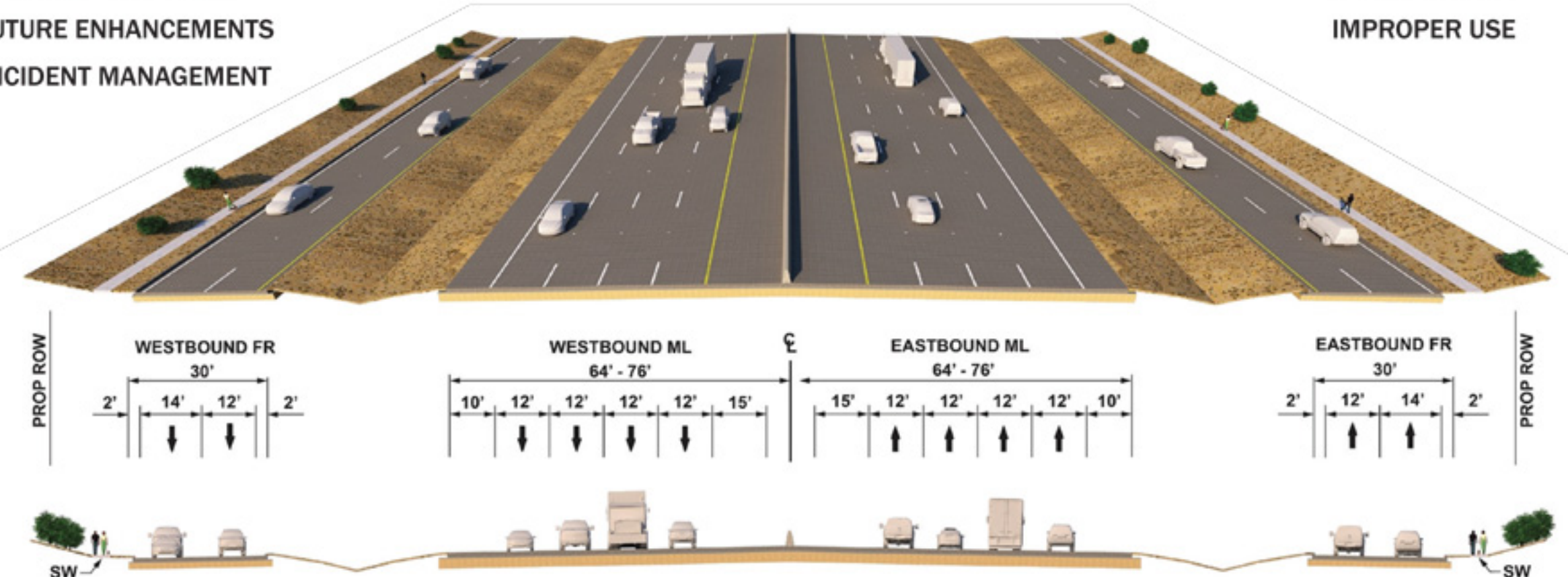
Advantages

CAPACITY
NO RESTRICTIONS
FUTURE ENHANCEMENTS
INCIDENT MANAGEMENT



Disadvantages

RIGHT-OF-WAY
RELIABLE TRIP
IMPROPER USE



Additional Capacity & Enhanced Shoulder
CONCEPTUAL

ALTERNATIVE 3

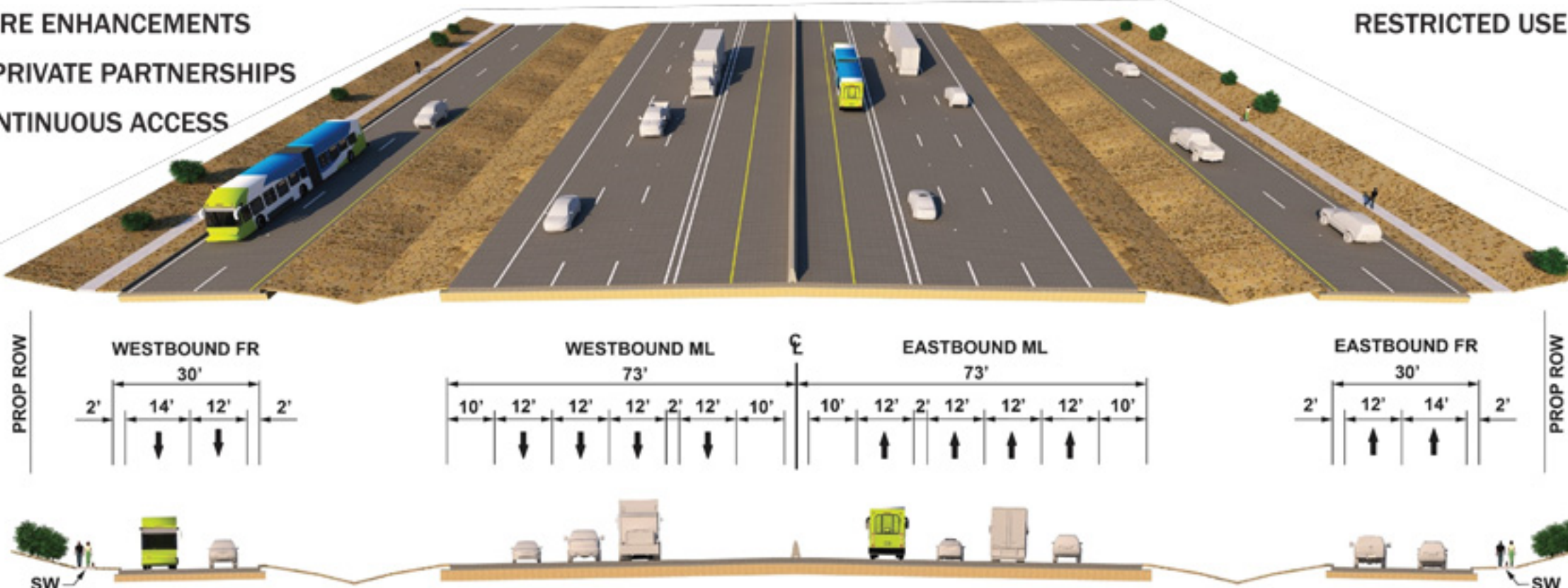
Advantages

CAPACITY
NO RESTRICTIONS
FUTURE ENHANCEMENTS
PUBLIC-PRIVATE PARTNERSHIPS
CONTINUOUS ACCESS



Disadvantages

RIGHT-OF-WAY
IMPROPER USE
RESTRICTED USE



Adaptive Lane - Buffer Separated
CONCEPTUAL

ALTERNATIVE 4

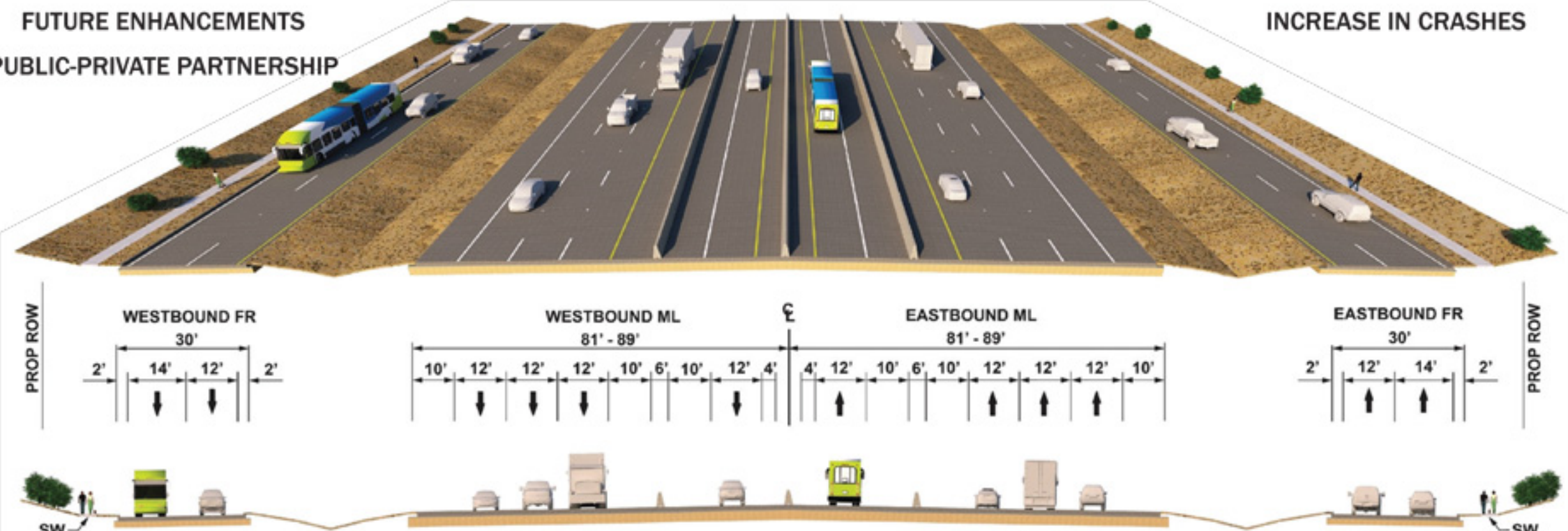
Advantages

CAPACITY
RELIABLE TRIP
FUTURE ENHANCEMENTS
PUBLIC-PRIVATE PARTNERSHIP



Disadvantages

RIGHT-OF-WAY
RESTRICTED USE/ACCESS
INCREASE IN CRASHES



Adaptive Lane - Barrier Separated
CONCEPTUAL



REIMAGINE I-10

ALTERNATIVES COMPARISON

	NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
 MOBILITY & CIRCULATION Goal: Facilitate movement through and within the corridor	2	3	5	5	3
 ENVIRONMENTAL Goal: Design to minimize Environmental Impacts to the Human and Natural Environment	2	-1	-1	-2	-3
 MULTIMODAL Goal: Offer innovative transportation alternatives	0	0	1	5	6
 DESIGN Goal: Comply with accepted design standards to provide a safer facility with desirable ride quality	0	3	3	2	2
 TOTAL SCORE	4	5	8	10	8



ADAPTIVE LANES

FUTURE TRANSPORTATION TECHNOLOGY

ADAPTIVE LANE LIMITS

Adaptive lanes are proposed along the I-10 Corridor for Segments 1, 2 and 3, between Redd Road and Loop 375.

Adaptive lanes along the corridor could respond to on-demand traffic needs.

SEGMENT 1

SEGMENT 2

SEGMENT 3

SEGMENT 4

ADAPTIVE LANE FEATURES



DATA COLLECTION

Data collection such as travel times, accidents and traffic volumes contribute towards maximizing adaptive lane technology.



ACTIVE TRAFFIC MANAGEMENT

Active traffic management (ATM) can increase peak hour capacity on busy corridors. It maximizes the efficiency of a corridor by adjusting to traffic conditions in real time.



DRONE PATHWAY

Drones stationed along the corridor could travel over the adaptive lane to aid with incident management and provide live streams of traffic.



INTERNET OF THINGS

Adaptive lanes can facilitate the exchange of useful information through the provision of sensors and 5G connectivity. The Internet of Things (IoT) is a valuable tool for improving both the safety and the efficiency of a corridor.



TRUCK PLATOONING

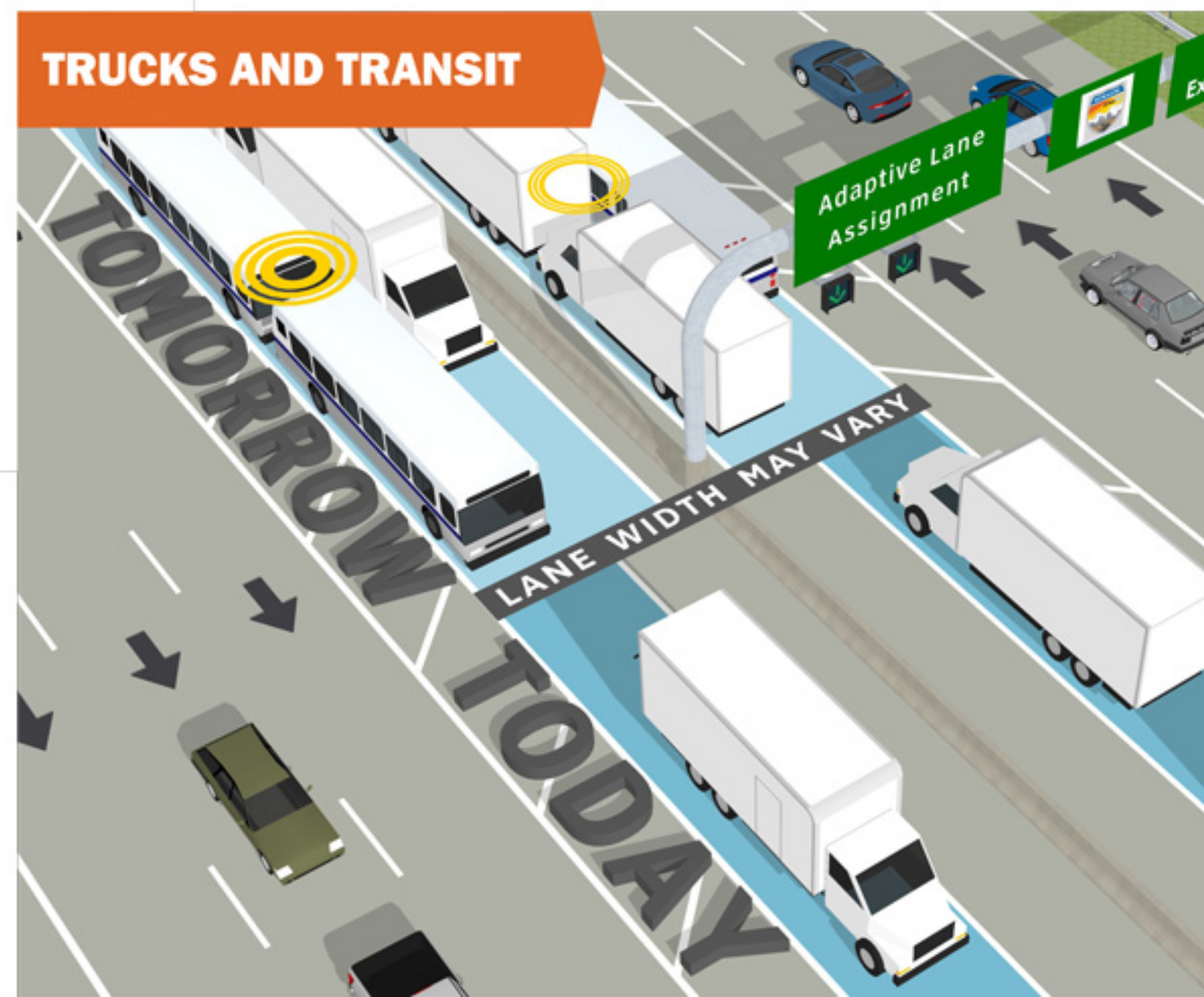
By providing vehicle to infrastructure (V2I) connectivity, the adaptive lanes will accommodate truck platooning. Truck platooning has the potential to increase the safety and efficiency of truck travel and would lower fuel consumption. Platooning is a concept that can also be applied to passenger and transit vehicles.

CONFIGURATION OPTIONS

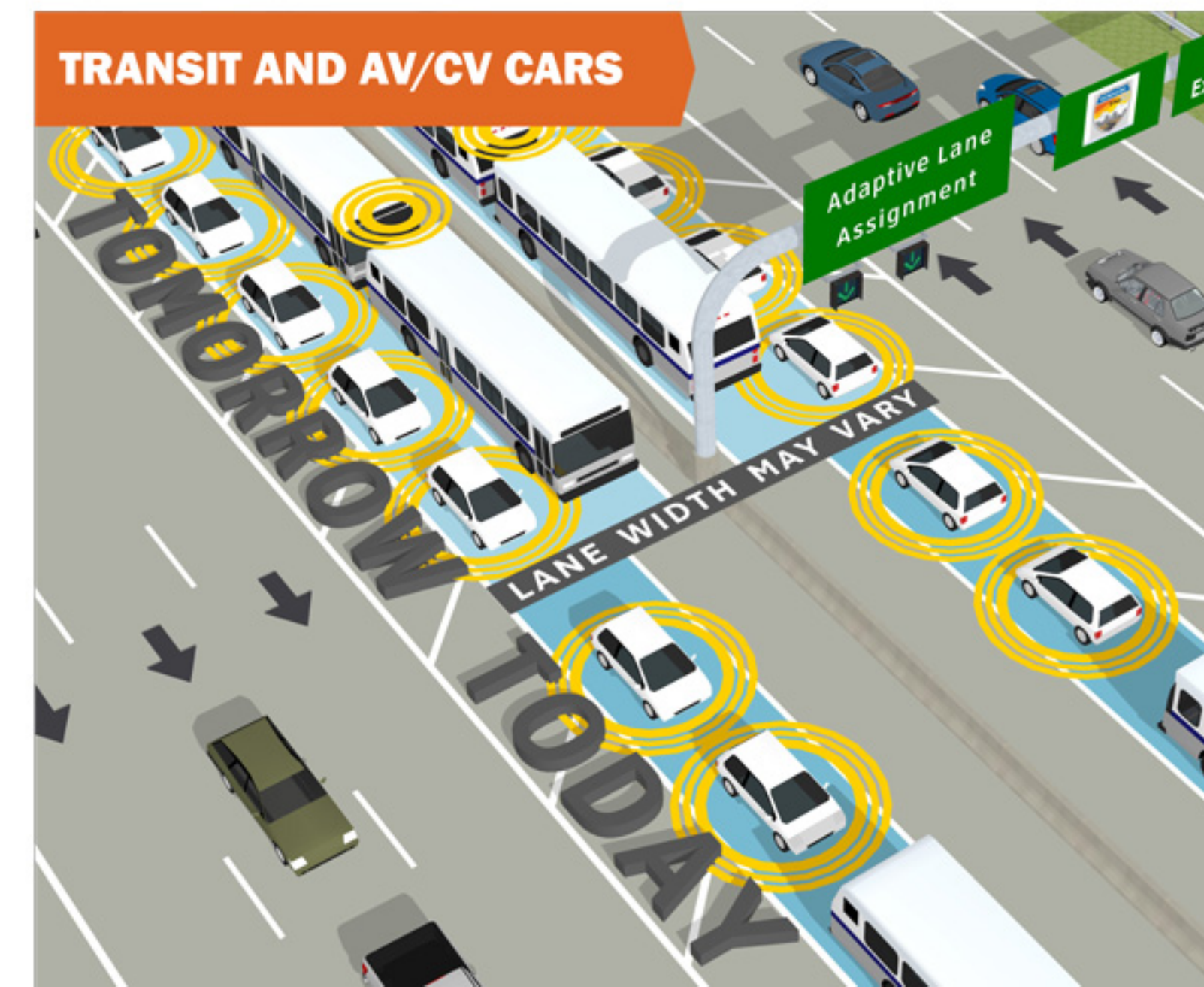
TRUCKS AND TRADITIONAL VEHICLES



TRUCKS AND TRANSIT



TRANSIT AND AV/CV CARS





TECHNOLOGY – BENEFITS



Incident Management



Drone site investigation and basic first aid



Adaptive lane access to incident



Instantaneous incident notification to responders



SAFETY



SUSTAINABILITY



MOBILITY



Enhanced Intelligent Transportation System



Real Time Congestion



Smart Routing



On Demand Transit



Port of Entry Reservation



Truck Parking



5G Readiness



Facilitate Vehicle to Infrastructure (V2I) Communication



Truck Platooning



Dynamic Lane Assignment/Widths (Additional Adaptive Lanes)



Alternative Fuels



Reduce harmful emissions



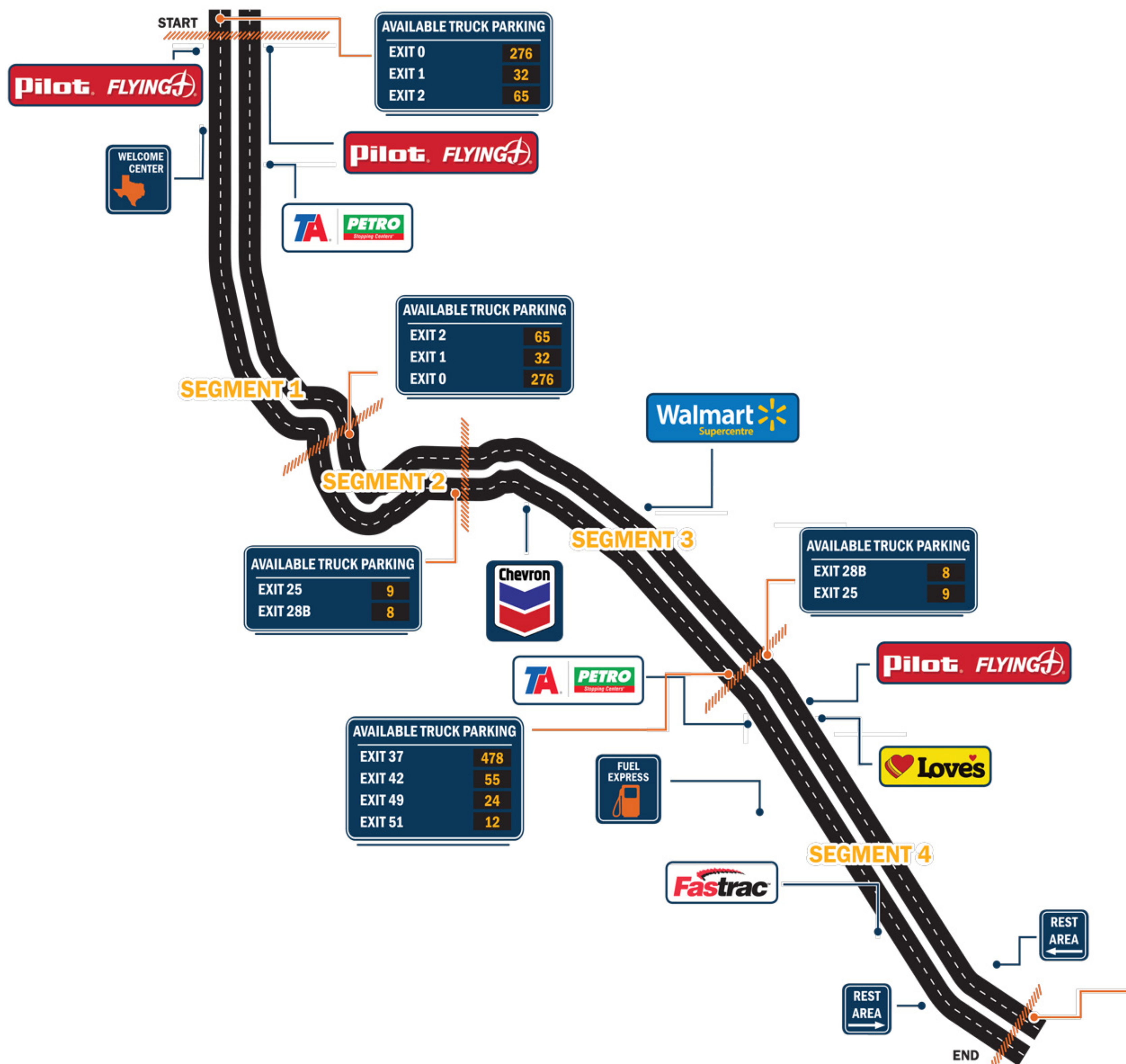
Facilitate use of alternative fuels



Utilize clean energy for corridor needs



TECHNOLOGY – TRUCK PARKING SYSTEMS



AVAILABLE TRUCK PARKING

SEGMENT 1 373 Spaces*

SEGMENT 2 0 Spaces*

SEGMENT 3 17 Spaces*

SEGMENT 4 569 Spaces*

*Spaces were identified from findfuelstops.com and supplemented by aerial imagery identification along I-10.

RECOMMENDATIONS

- Provide Smart Available Truck Parking Signs
- Coordinate with businesses to provide parking information
- Identify locations for additional truck parking