

## DOWNTOWN 10 PROJECT

The proposed Downtown 10 project limits extend from Executive Center Boulevard to Loop 478 (Copia Street), traveling through downtown El Paso. The purpose of the project is to provide long-term transportation solutions for the El Paso region. These solutions will improve mobility and long-term congestion management, reduce and improve incident management, and bring the facility up to current design standards. The proposed improvements include reconstruction of the mainlanes, retaining walls, bridges, ramps, and cross streets to overcome deterioration of pavement and bridges.

## PREVIOUS STUDIES

### Reimagine I-10 Corridor Study [↗](#)

In 2016, TxDOT conducted a study of the I-10 corridor from the New Mexico-Texas state line to Tornillo, which runs 56 miles long. The Segment 2 – Downtown 10 portion was identified as a priority.

### Mesa Study [↗](#)

The traffic engineering and planning study identified and evaluated all transportation aspects associated with the Mesa Street (SH 20) corridor from Doniphan Drive (SH 20) to Texas Avenue (SH 20).

PROJECT LENGTH: 5.6 MI PROJECT LIMITS: EXECUTIVE CENTER BLVD TO LOOP 478 (COPIA ST)



**200,000**

Existing volumes of vehicles per day in 2018

TxDOT Statewide Planning Map AADTs



**33 mph**

Average peak-hour travel speed in 2019

Texas' Most Congested Roadways 2019



**34%**

Average increase in traffic since 1999

TxDOT Statewide Planning Map AADTs



**162%**

Increase in export growth since 2010

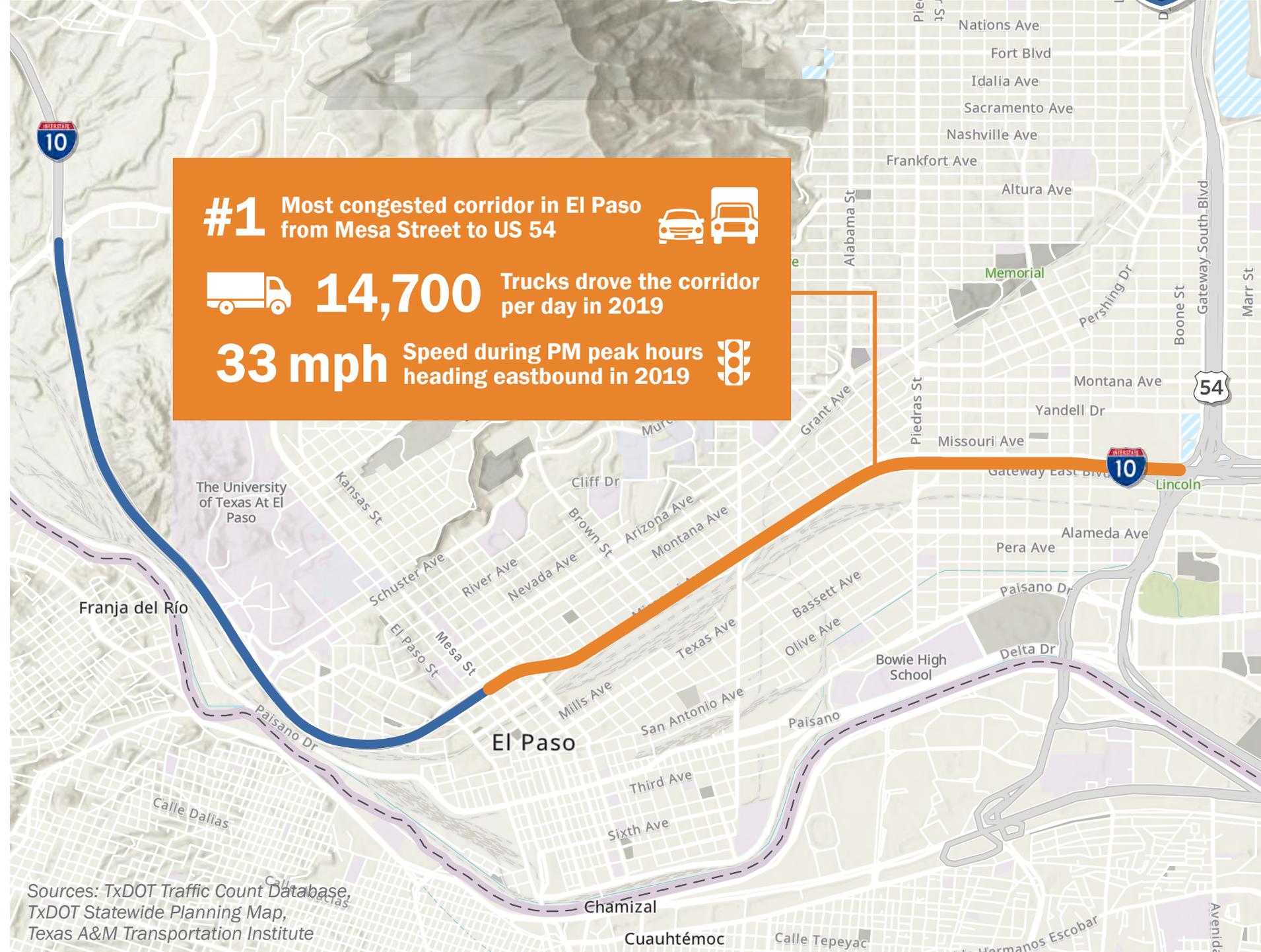
Texas-Mexico Border Transportation Master Plan 2020



Since 1999, there has been historic traffic growth throughout the Downtown 10 project limits. The I-10 corridor has seen traffic growth between 11 percent and 34 percent during the last 10 years.

Within the project limits are two of the most congested corridors in El Paso County, per statistics from 2019.

- The most congested corridor in El Paso is I-10 from Mesa Street to US 54.
- The twelfth most congested corridor in El Paso County is I-10 from Border West Expressway to Mesa Street.



**#1** Most congested corridor in El Paso from Mesa Street to US 54

**14,700** Trucks drove the corridor per day in 2019

**33 mph** Speed during PM peak hours heading eastbound in 2019

**\$19M** Congestion costs

**310,000** Gallons of excess fuel used

**6.3M** Pounds of excess CO<sub>2</sub> produced

2019 annual congestion statistics within the project limits.  
Source: Texas Transportation Institute

Sources: TxDOT Traffic Count Database, TxDOT Statewide Planning Map, Texas A&M Transportation Institute



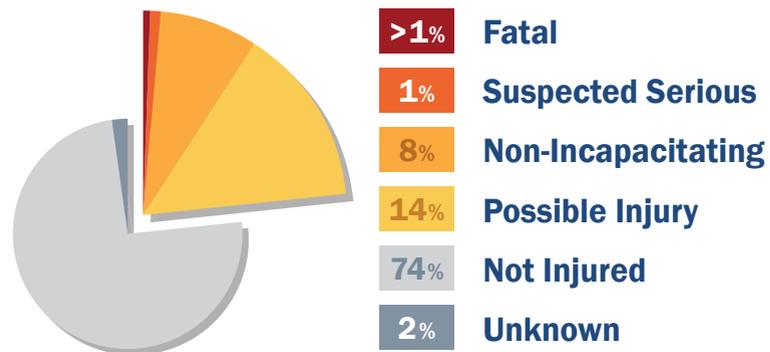
**5,581** Crashes on I-10

**55** Serious crashes

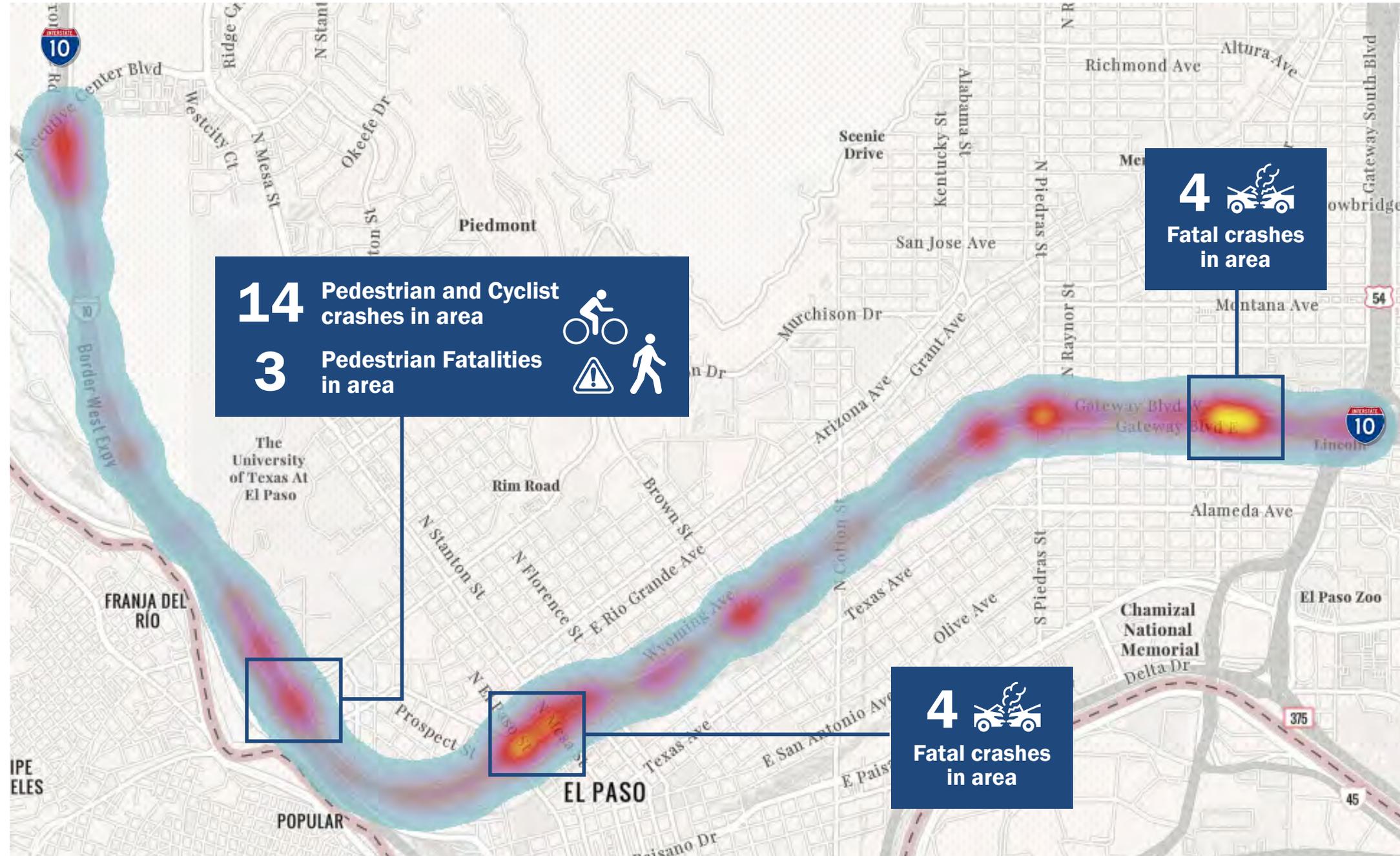
**22** Fatal crashes

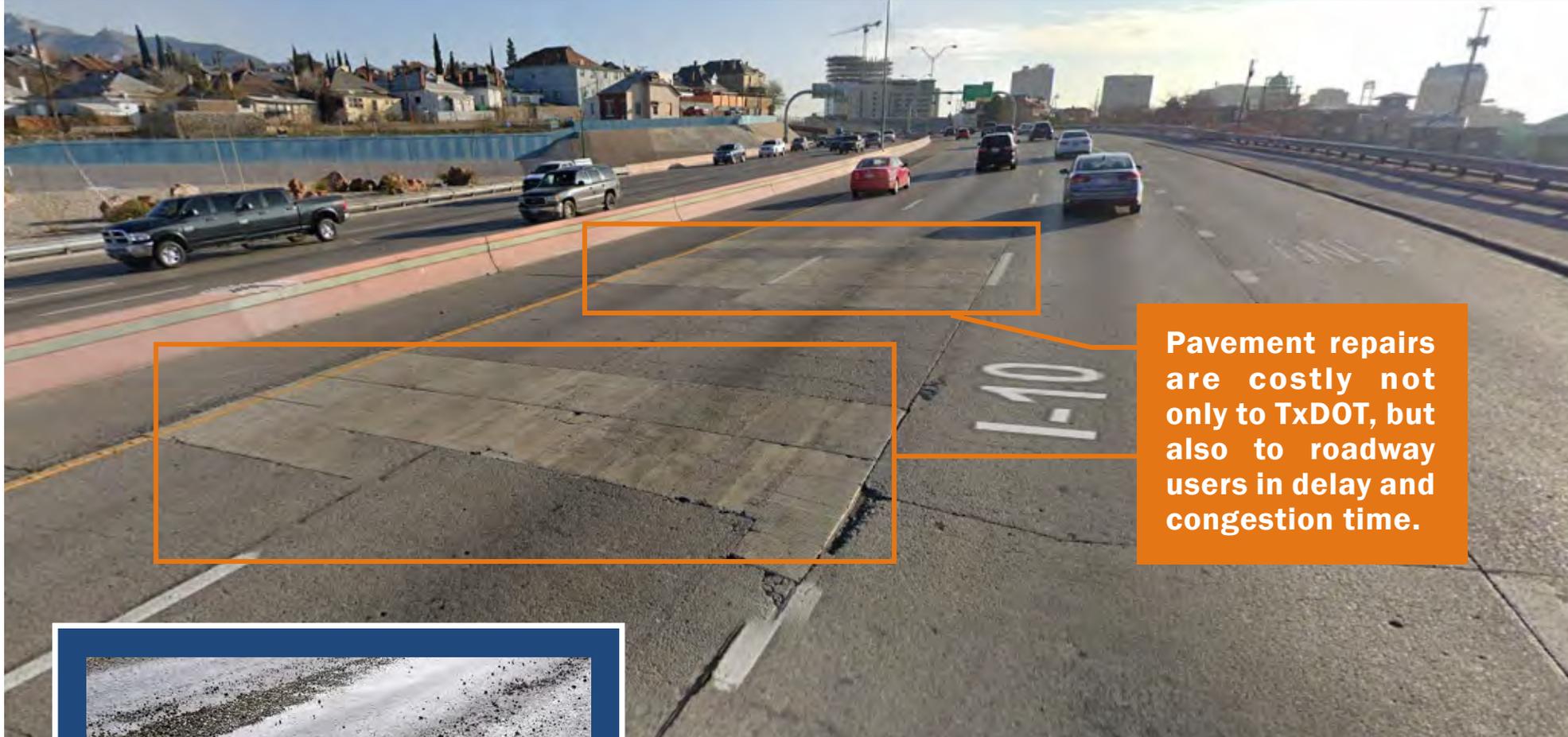
Crash data from 2015 - 2019 for I-10 between Executive Center Boulevard and US 54

### Crash Severity



Source: TxDOT CRIS Database





Many lanes throughout the I-10 corridor are deteriorating and nearing end-of-service life. Studies were performed at various points along the corridor to calculate the remaining useful life (RSL) and the international roughness index (IRI) of the pavement, the latter of which is a measure related to safety, fuel consumption, and vehicle maintenance. Based on the studies, many spots along the corridor have been determined to be at the end of their useful life and in need of replacement.

Proposed reconstruction improvements included below are to overcome deterioration of pavement and bridges:

- Mainlanes
- Bridges
- Retaining walls, ramps, and cross streets



## DOWNTOWN 10 BRIDGES

Of the 36 bridges in the project area, 31 of them (86%) are more than 50 years old. Out of the 31 bridges older than 50 years, 10 are eligible for rehabilitation/reconstruction based on sufficiency ratings.



**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.**

**9%** I-10 CORRIDOR

**27%**

*Click on the maps below to see animations of how storm water collects and is disbursed during heavy rain.*



**DALLAS DRAINAGE SYSTEM**

**CEBADA DRAINAGE SYSTEM**

Stormwater runoff in the Downtown 10 project area utilizes two of El Paso's drainage systems, the Dallas and Cebada drainage systems. Click on the maps above to see animations of how storm water collects and is disbursed during heavy rain.

*Need and Purpose is the factual foundation to screen and compare design alternatives and demonstrate – through measurable and quantifiable metrics – where improvements are needed.*

## NEED FOR THE PROJECT

The need for the proposed project was identified and refined through the Reimagine I-10 Corridor Study process, which included input from project workgroups and the public. Participation from these entities, combined with background research, helped to define a preliminary assessment of the need for the proposed project.

## PURPOSE OF THE PROJECT

By providing a long-term transportation solution for the City of El Paso, El Paso County, and the region, the purpose of the proposed project is to:



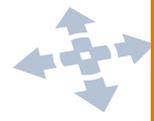
Goals define the conceptual direction of a project and help develop potential conceptual solutions.



## MOBILITY

**Enhancing connectivity citywide, regionally, and nationally**

- Daily commutes
- Safety
- Uptown and Downtown connectivity



**Alleviating growing traffic congestion**

- Transportation systems management and operation
- Provide trip reliability
- Incident management




## ENVIRONMENTAL

**Minimizing potential impacts to the surrounding environment**

- Air quality
- Noise
- Water resources
- Biological resources
- Community
- Cultural




## MULTIMODAL

**Improving multimodal connections**

- Walkability
- Pedestrian access
- Bicycle access
- Transit mobility
- Freight mobility




## DESIGN

**Addressing pavement conditions, such as:**

- Pavement potholes
- Reconstructing aging structures such as bridges
- Meeting current design requirements
- Being mindful of construction costs



## LEVERAGE CURRENT AND EMERGING TECHNOLOGIES

We will follow National Environmental Policy Act Process and other regulatory requirements.



The University of Texas at El Paso – UTEP – focus area runs from Executive Center Blvd to just south of Schuster Avenue.

Environmental considerations include Environmental Justice Populations, the Elephant Butte Irrigation District, hazardous material sites, various floodplains, University of Texas at El Paso campus, Old Fort Bliss, railroad tracks, and the Border West Expressway.

**How people within the focus area get to work:**

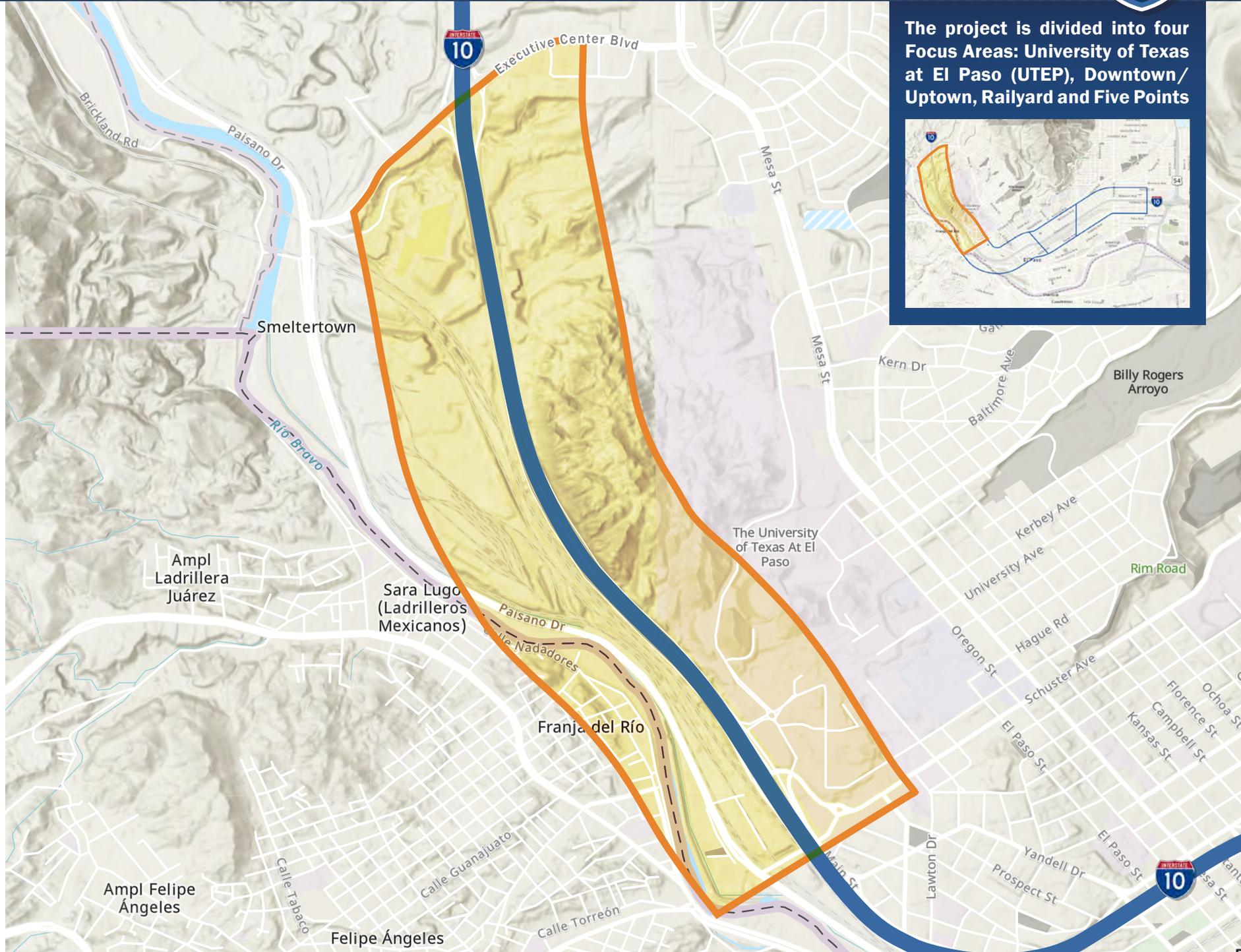
**9%**  
take public transit

**62%**  
drive alone

**12%**  
carpool

**9%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/Uptown, Railyard and Five Points



The Downtown/ Uptown focus area runs from south of Schuster Avenue to North Ochoa Street.

Environmental considerations include Environmental Justice Populations, El Paso Holocaust Museum, Franklin Canal, Rio Grande, Grace Chope Park, Sunset Heights Historic District, Rio Grande Avenue Historic District, and the railroad tracks.

**How people within the focus area get to work:**



take public transit



drive alone

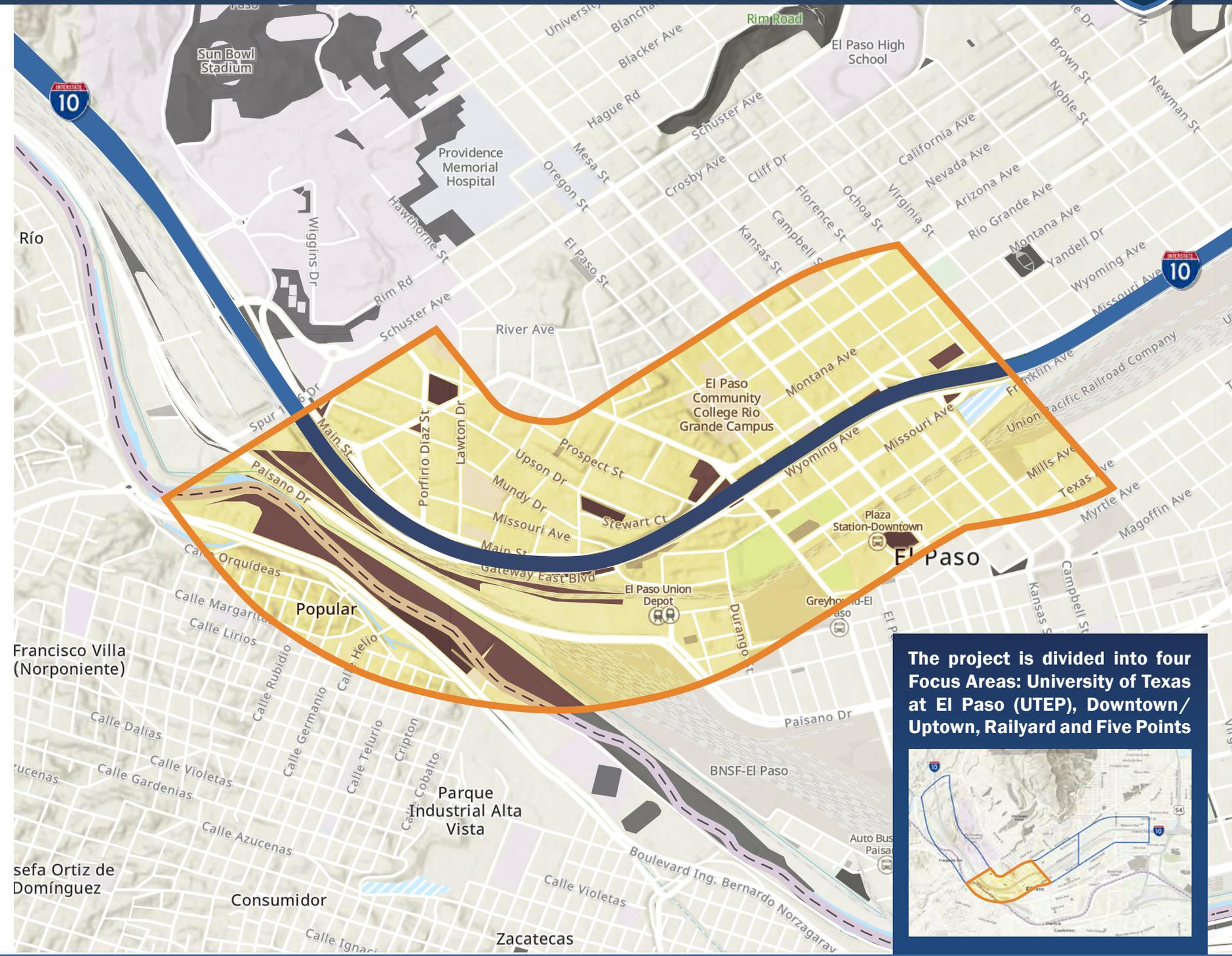


carpool



walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/ Uptown, Railyard and Five Points





The Railyard focus area runs from North Ochoa Street to Cotton Street.

Environmental considerations include Environmental Justice Populations, Rio Grande Avenue Historic District, Montana Avenue Historic District, parks, and the railyard.

**How people within the focus area get to work:**

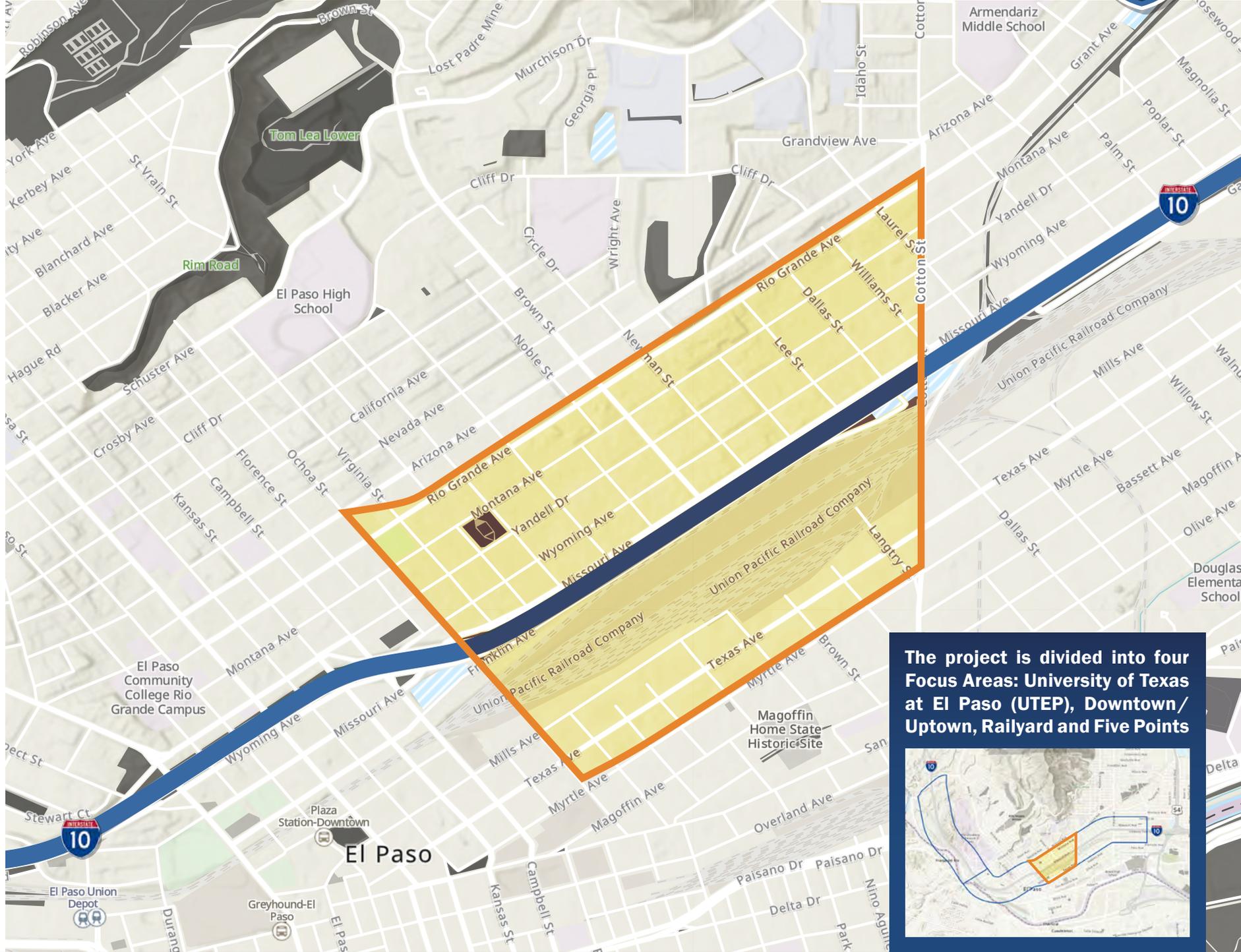
**10%**  
take public transit

**65%**  
drive alone

**6%**  
carpool

**13%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/Uptown, Railyard and Five Points





The Five Points focus area runs from Cotton Street to Copia Street (Loop 478)

Environmental considerations include Environmental Justice Populations, neighborhoods, floodplains, and parks. Just outside of the project limits but adjacent to the area is the Concordia Cemetery.

### How people within the focus area get to work:

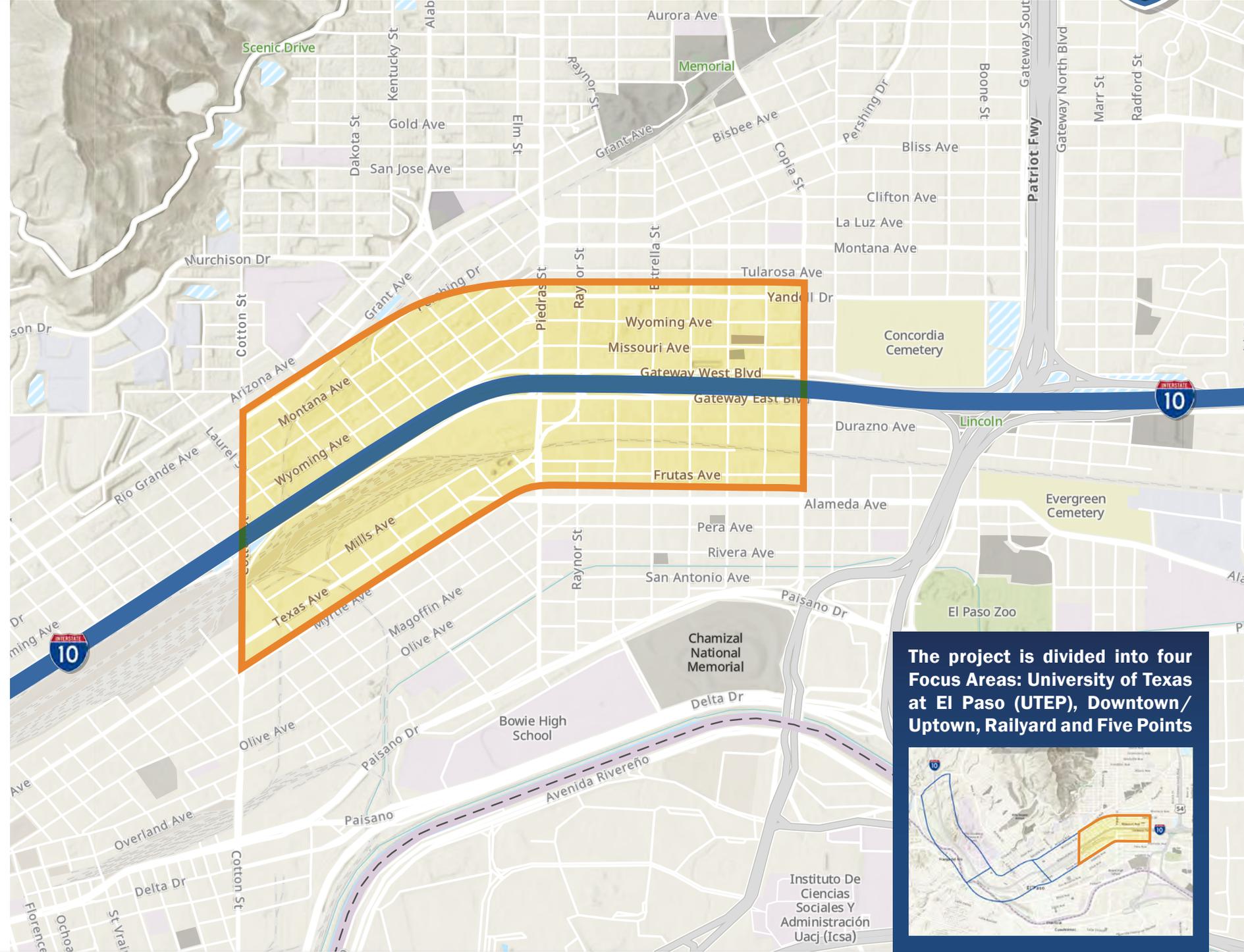
**8%**  
take public transit

**66%**  
drive alone

**9%**  
carpool

**7%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/Uptown, Railyard and Five Points



## WE WANT YOUR INPUT

Your comments are vital for TxDOT to understand your interests, concerns, and needs within the project limits. TxDOT will read, discuss, and consider adjustments to the project based on your comments and overall feedback. It is for this reason, we ask for you to take moment, and provide comments within the interactive comment map.

Access the online interactive comment map [here](#).

Feel free to explore the map and provide multiple comments at your convenience. Thank you for your input.

## DETAILED DIRECTIONS FOR LEAVING A COMMENT

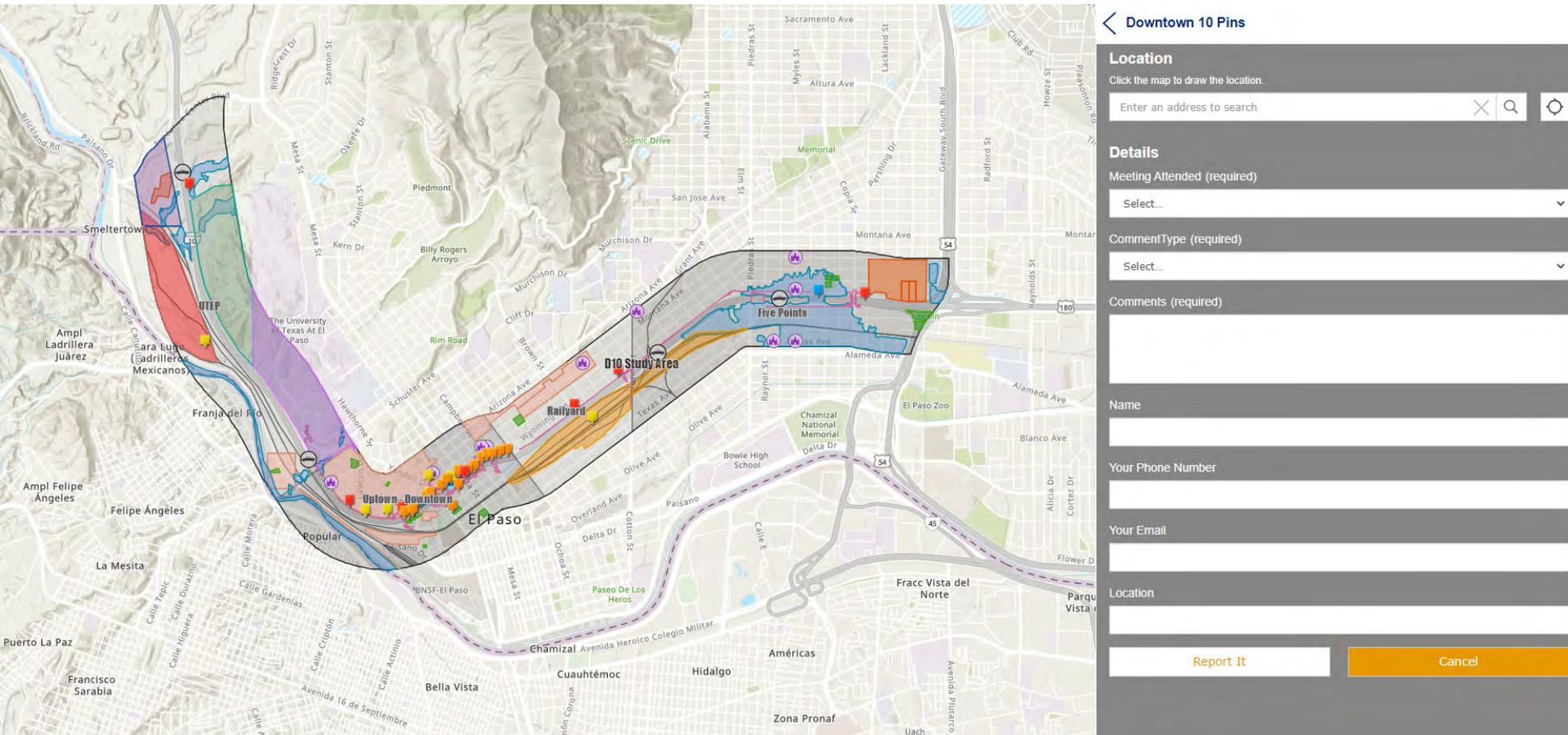
To access the online interactive comment map, click [here](#) and a new browser window will open.

Once there, click **“proceed as guest.”**

You will see an interactive map on the left and comments on the right. You can zoom in and click through the map to see locations, streets, and other participant’s comments.

To leave a comment, please follow these steps:

- 1 Click “submit comment” on the right side in gold.
- 2 You should see a comment form with a prompt to indicate a location for your comment. A location can be provided by clicking on the map at the spot where you would like to leave your comment.
- 3 Once the location field has been populated, please let us know what type (category) of comment you intend to provide.
- 4 After a comment has been categorized, please leave a detailed comment within the comment box.
- 5 If you would like for TxDOT to contact you regarding your comment please fill out your contact information. Any contact information provided will kept private.
- 6 Once your comment is completed, click “report it.” Doing so will send the comment to TxDOT.





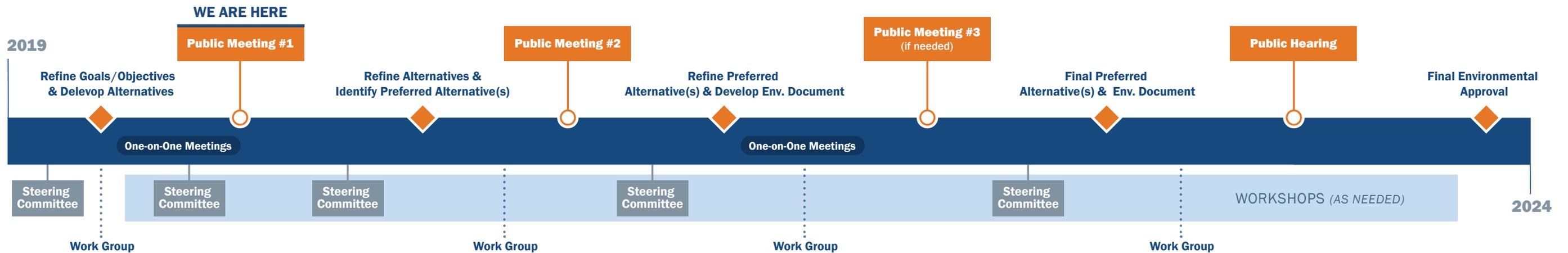
Work on the Downtown 10 project began in 2019 with a series of meetings and workshops with individuals, elected officials, stakeholders, and steering committee members. We began the Downtown 10 project by initiating the corridor traffic analysis and the existing conditions data collection. Goals and objectives were refined from the Reimagine I-10 Corridor Study and preliminary alternatives are being identified.

**Today, we are pleased to have you join us in the first public meeting for Downtown 10 where we look forward to reviewing your comments.**

Over the next few months, we will take your input to refine and identify alternatives and data as well as continue to meet with the community until we convene with another public meeting.

By the year 2024, we plan to present a final preferred alternative and environmental document to the public, and will move forward with design and construction.

## PROJECT TIMELINE – Subject to change



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**Project Manager**  
**TxDOT**

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**Senior Project Manager**  
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