

SUMMER 2020

THE “BACKBONE” OF EL PASO

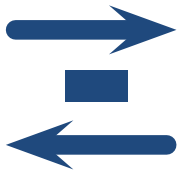
I-10 IMPACT ON EL PASO



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 2010



\$41.4B
GOODS IMPORTED FROM
MEXICO IN 2017



4,300
PROJECTED DAILY TRUCK
BORDER CROSSINGS BY 2045



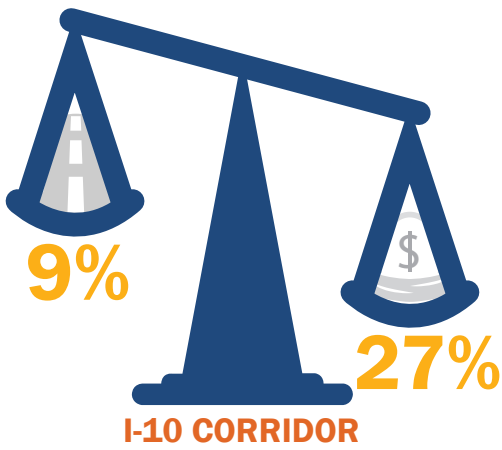
**MAJOR EAST-WEST
CORRIDOR**
I-10 IS AN ALL-SEASON CORRIDOR
MAKING IT IDEAL FOR FREIGHT TRAFFIC

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)

www.ReimagineI10.com



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.

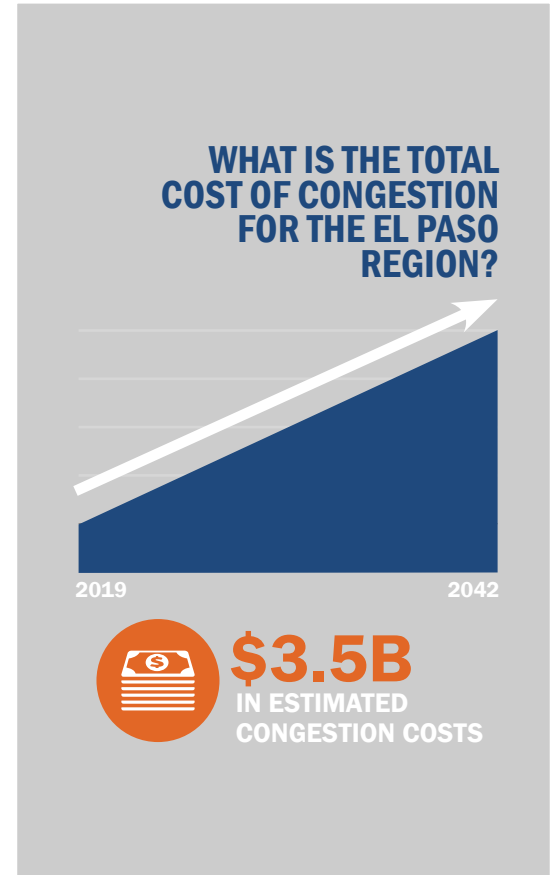
Source: Texas A&M Transportation Institute Texas' Most Congested Roadways - 2019

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.



DOWNTOWN SEGMENT 2

PROPOSED PROJECT DETAILS:

CSJ: 2121-02-166

TOP 100: 86/75 (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: 86/75 (Truck-Rank)

FROM: Loop 478 (Copia Street)

TO: Airway Blvd

LENGTH: 12.8 miles

COUNTY: El Paso

PRELIMINARY PROJECT COST:

\$1,950,000,000 (2035 dollars)



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