

Proposed SH 20 (Alameda Ave.) Phase II Project

From Concepcion Street to Glenwood Street

Public Meeting

Texas Tech Medical
Education Building

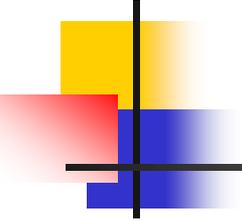
5001 El Paso Drive, El Paso, Texas 79905



July 24, 2012

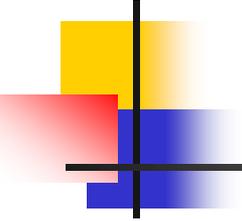
Project Location Map and Limits





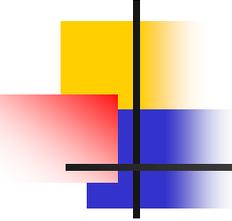
Why is this Project Needed?

- Feasibility Study in 1998 and Preliminary Engineering Report in 2002
 - Alameda Ave. corridor experiences an accident rate of 282 accidents per 100 million vehicle miles traveled.
 - Statewide average accident rate is 230 accidents per 100 million vehicle miles traveled
 - Alameda 23% higher than the statewide urban four-lane arterial roadway.



Why is this Project Needed?

- The main purpose is to
 - Improve vehicular and pedestrian mobility and safety
 - Reduce vehicular travel time and congestion
 - Improve drainage conditions within the limits
- First phase is under construction. \$6 Million
- This project is the second phase. \$7 Million
- Approximate corridor cost: \$88 Million (2012)



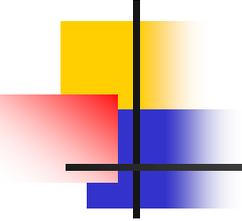
Traffic Data

- Speed Limit is 30 mph on SH 20 (Alameda Ave.)
- Speed Limit is 35-40 mph on US 62 (Paisano Dr.)

- ADT on SH 20 (Alameda Ave.) 12,038
- ADT on US 62 (Paisano Dr.) 16,031
- Truck Traffic is 3% 480

Existing Intersection Alameda Ave. and Paisano Dr.



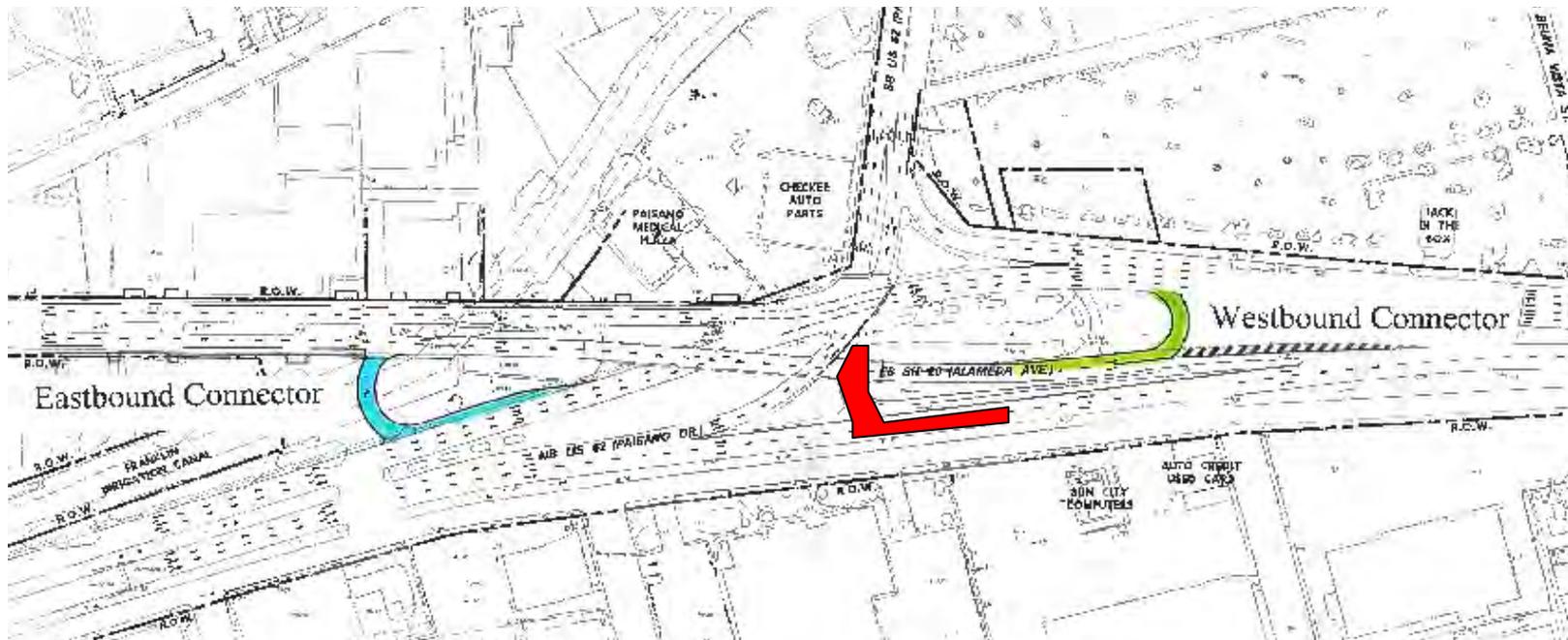


Alternatives Analyzed

- Preliminary Engineering Study
- Partial Flyover Interchange
- Continuous Flow (Triple Decker)
- Modern Roundabouts

Preliminary Engineering Study

New Ramps Shown in (BLUE) and in (GREEN)
Eliminate Existing Ramp (RED): Paisano Southbound to Alameda Eastbound



Introduces a new structure but keeps existing intersection confusing

Partial Flyover Interchange



Introduces a new structure and a new traffic signal with more conflict points

Continuous Flow (Triple Decker)



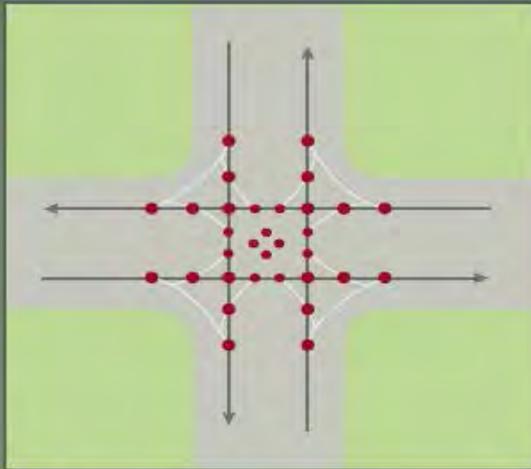
Introduces two additional structures, it is unsafe for pedestrians, and most expensive of all options. (16-20 million)

Modern Roundabouts

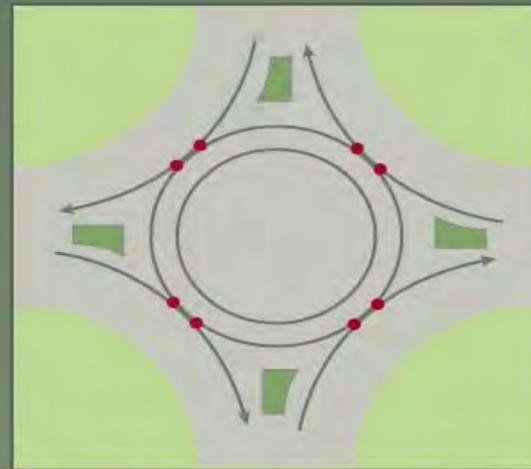


Conflict Points at Roundabouts

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



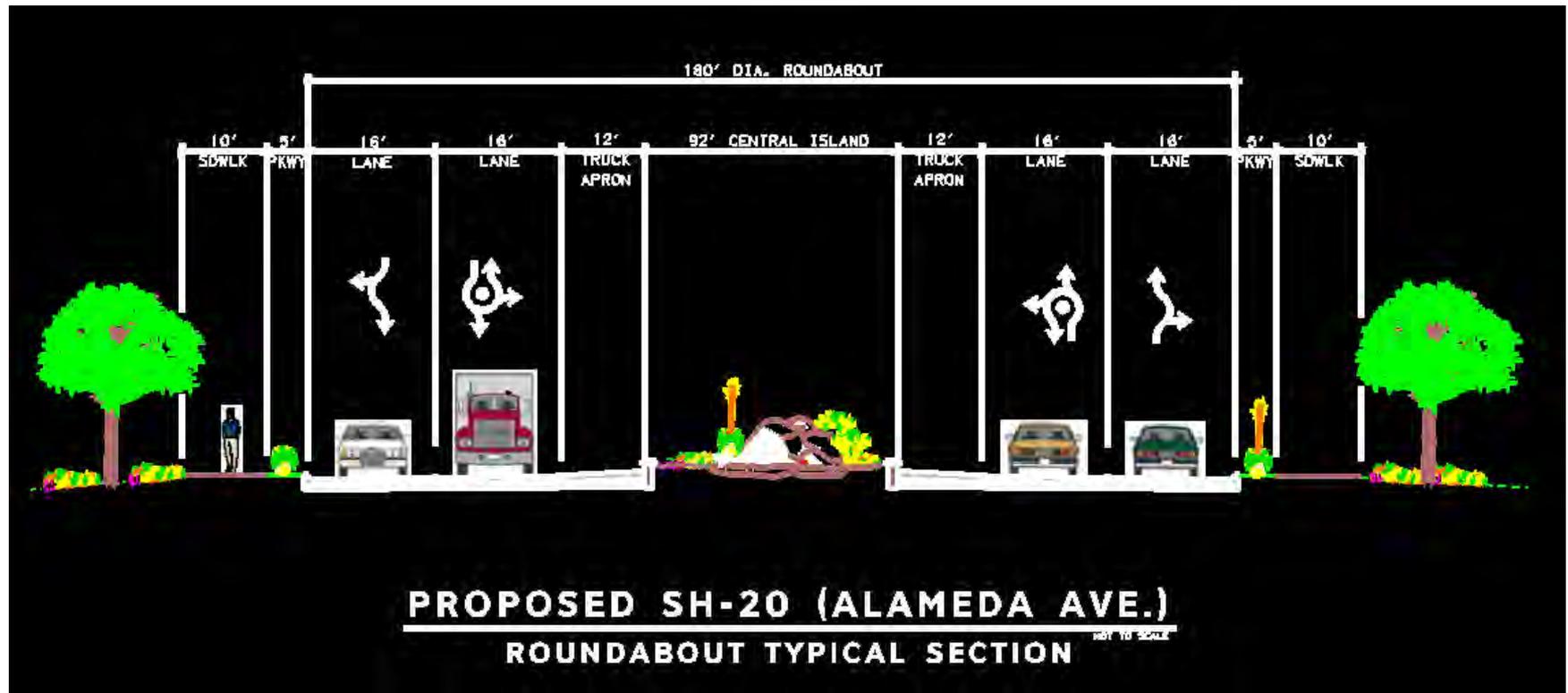
[Traditional intersection]



[Roundabout]

● Potential vehicle conflict point

Modern Roundabout Typical Section



Pedestrian Walking Times Estimated at 7 seconds per direction

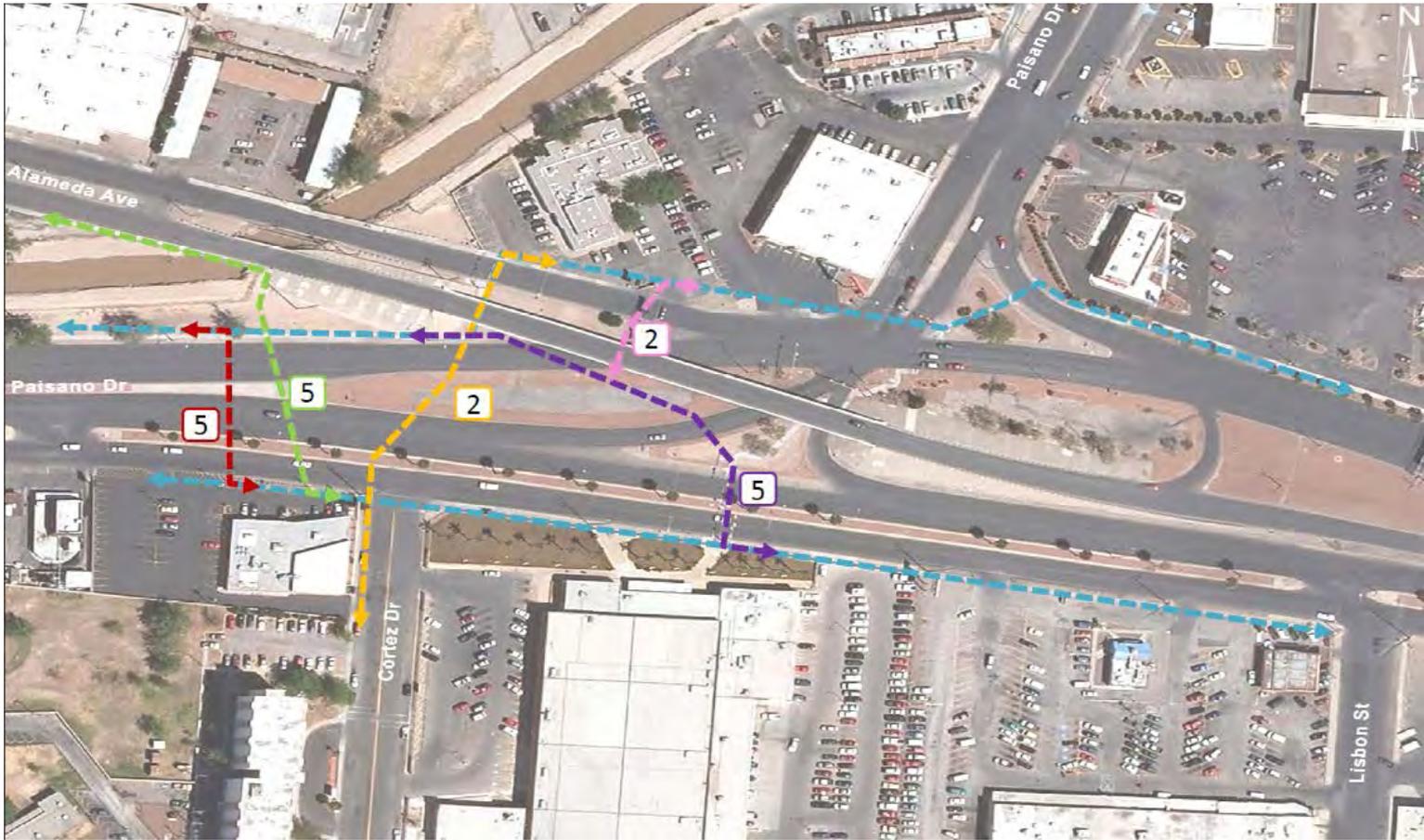
Aerial View Looking West



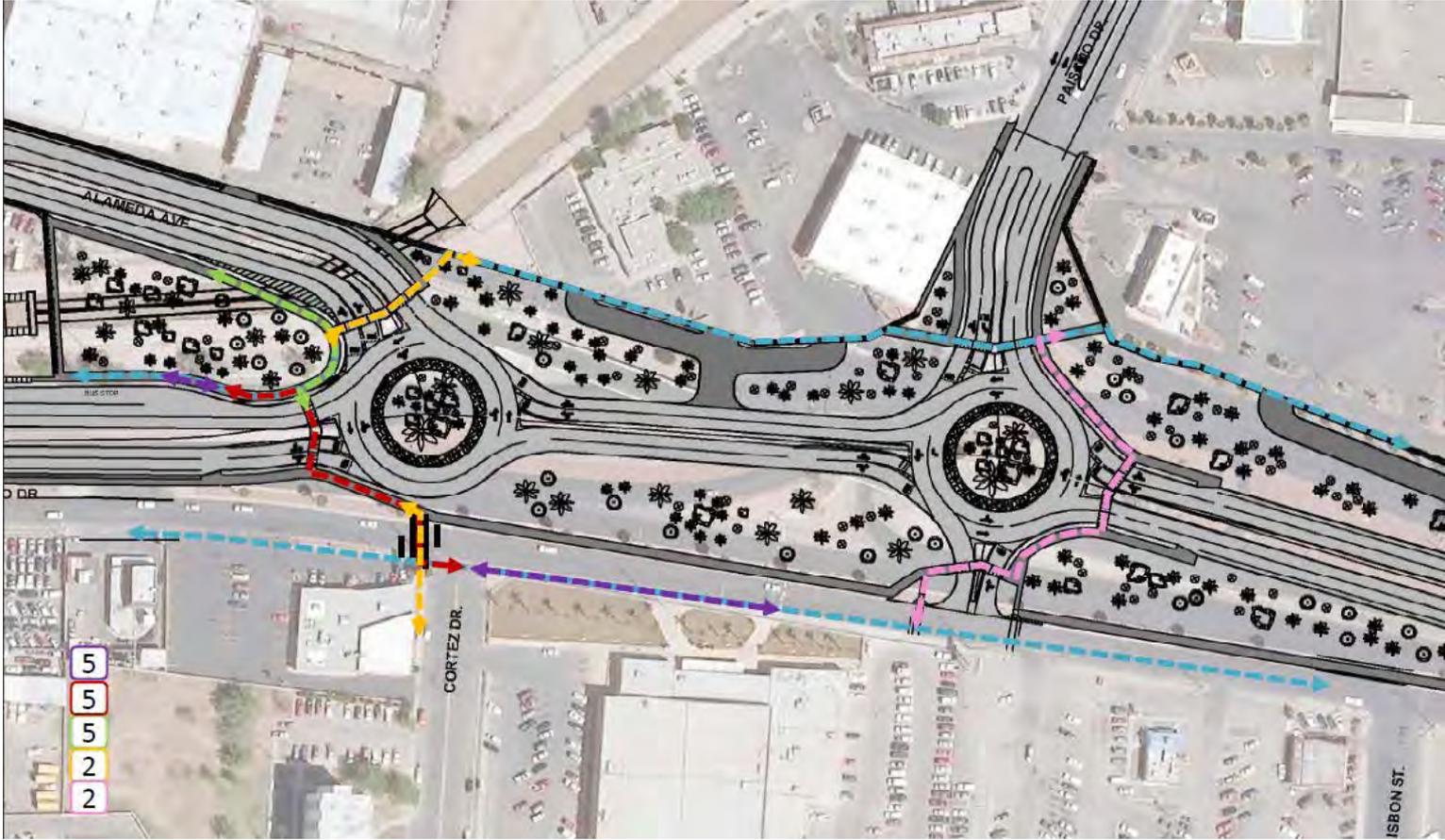
Street View – West Roundabout

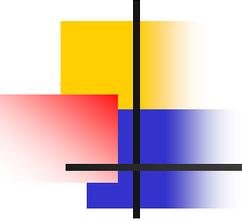


Existing Pedestrian Crossing Patterns (3:00 P.M.)



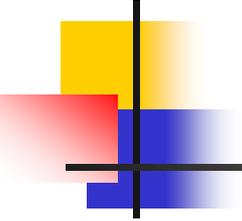
Proposed Pedestrian Crossing Patterns (3:00 P.M.)





What is the Next Step?

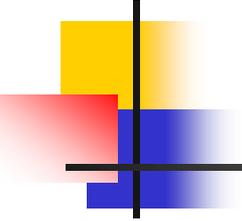
- Gather Public Comments and Begin Detail Plan Development: **August 2012 - Jul. 2013**
- Project Bid Opening: **August 2013**
- Begins Construction: **As early as Nov. 2013**
- Construction Time: **Approx. 14-18 months**



Cost Breakdown

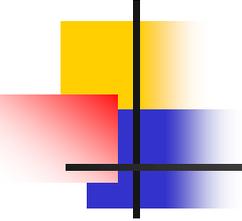
- Demolition (3 bridges) **\$950,000**
- Roadway (pavement, sidewalks, driveways) **\$3.5 Million**
- Box Culverts at Franklin Canal **\$1.2 Million**
- Illumination, Traffic Signals, Signing,
Striping, Overhead Sign Bridges,
Traffic Control, and Aesthetics **\$1.4 Million**

Total Approx. \$7.0 Million



Simulation Video Clips

- **Video Clip 1 – Top View of Project**
- **Video Clip 2 – Drive-Through and Pedestrians**



Any Questions?

