



FM 1110 FACT SHEET

FM 1110 (Clint Cutoff Road) Widening and Realignment From I-10 to SH 20

El Paso County, Texas - CSJs: 1281-01-017 & 1281-02-007

What is the FM 1110 (Clint Cutoff Road) Widening and Realignment Project?

The Farm-to-Market (FM) 1110 (Clint Cutoff Road) Widening and Realignment Project is a Texas Department of Transportation (TxDOT) project that proposes the widening and realignment of FM 1110 from Interstate 10 (I-10) to State Highway (SH) 20 (Alameda Avenue). The project extends approximately 2.76 miles in El Paso County, Texas.

Why is the project needed?

The project is needed because FM 1110 between I-10 and SH 20 is disjointed with an at-grade crossing with the Union Pacific Railroad (UPRR), resulting in reduced mobility, insufficient linkage, and travel delays. The project is within an area that is experiencing rapid growth, resulting in an anticipated future increase in traffic demand.

What will the improvements include?

- Four 12-ft lanes (two in each direction), an 18-ft wide raised median, 11-ft turn lanes, 5-ft bicycle lanes; and 6-ft sidewalks
- Improvements to intersections at FM 76 and SH 20
- A bridge crossing over the floodplain near FM 76
- An overpass at the UPRR crossing
- Drainage improvements
- Bicycle and pedestrian accommodations

How many alternatives were considered?

Four reasonable build alternatives (Alternatives A, B, C, and D) and a no-build alternative were considered. The build alternatives consisted of widening FM 1110 between I-10 and FM 76 and a new location section between FM 76 and SH 20. All alternatives were evaluated and Alternative D was selected as proposed project alignment. An alternative analysis plus feedback received at the public meetings and other stakeholder meetings were included in the evaluation of the alternatives.

Is additional Right-of-Way (ROW) required for the proposed project?

The proposed project would require approximately 40.02 acres of additional ROW and 0.53 acre of temporary construction easements. To provide a grade-separated crossing at the UPRR crossing, a license agreement of approximately 0.63 acre would

be required. The project would also require license agreements totaling approximately 1.21 acres from the El Paso County Water Improvement District No. 1 for project crossings of the Salatrall Lateral, Mesa Drain, and Clint Lateral.

Would the proposed project result in any relocations?

One potential residential relocation would occur as a result of the proposed project. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT El Paso District Office.

When is construction scheduled to start?

The proposed project would be constructed in phases. Phase I would consist of improvements between I-10 and FM 76 and Phase II would consist of the improvements between FM 76 and SH 20. Construction on Phase I is expected to begin in the fall of 2018, and last approximately one year. Construction on Phase II is expected to begin in the summer of 2019, and be completed in 2020.

What public involvement has occurred?

Two public meetings were held on September 17, 2015 and May 3, 2016 to provide information on the alternatives evaluation process and on the selection of the proposed project alignment. Public input mostly focused on requests for modifications to the alignment (engineering design); environmental concerns (traffic noise, property impacts, displacements, impacts to farmlands and irrigation structures); and access. The general consensus of the meetings was support for the proposed project.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S. Code (U.S.C.) 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.