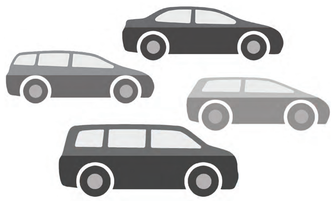
GOALS & OBJECTIVES



MOBILITY & CIRCULATION

Goal: Facilitate movement through and within the corridor

Objectives

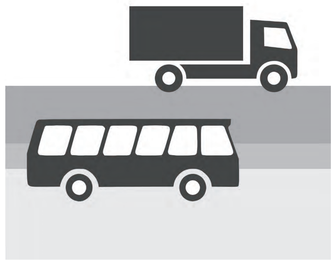
- Improve management of traffic congestion
- Improve travel time
- Improve intersection efficiency
- Enhance east-west capacity
- Minimize disruption to traffic during construction
- Evaluate freight impacts and needs

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

PUBLIC INVOLVEMENT

300+ COMMENTS WERE COLLECTED AT PUBLIC OUTREACH EVENTS AND ONLINE AND THESE WERE YOUR TOP PRIORITIES:

SEGMENT 1

#1 TRAFFIC
Congestion, merging issues, highway lanes, speed limits, etc.

#2 SAFETY
Observed hazards, unsafe maneuvers, visibility, maintenance, drainage, etc.

#3 CONNECTIVITY
On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.

#4 BIKE/PED
Implementing bicycle lanes, sidewalks, etc.

#5 ENVIRONMENT
Parks, beautification, landscaping, etc.

#6 PUBLIC TRANSIT
Park and rides, etc.

#7 SIGNAGE
Exit signage, dynamic message boards, pavement markings, etc.

SEGMENT 2

#1 CONNECTIVITY
On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.

#2 TRAFFIC
Congestion, merging issues, highway lanes, speed limits, etc.

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#4 SIGNAGE
Exit signage, dynamic message boards, pavement markings, etc.

SEGMENT 4

#1 TRAFFIC
Congestion, merging issues, highway lanes, speed limits, etc.

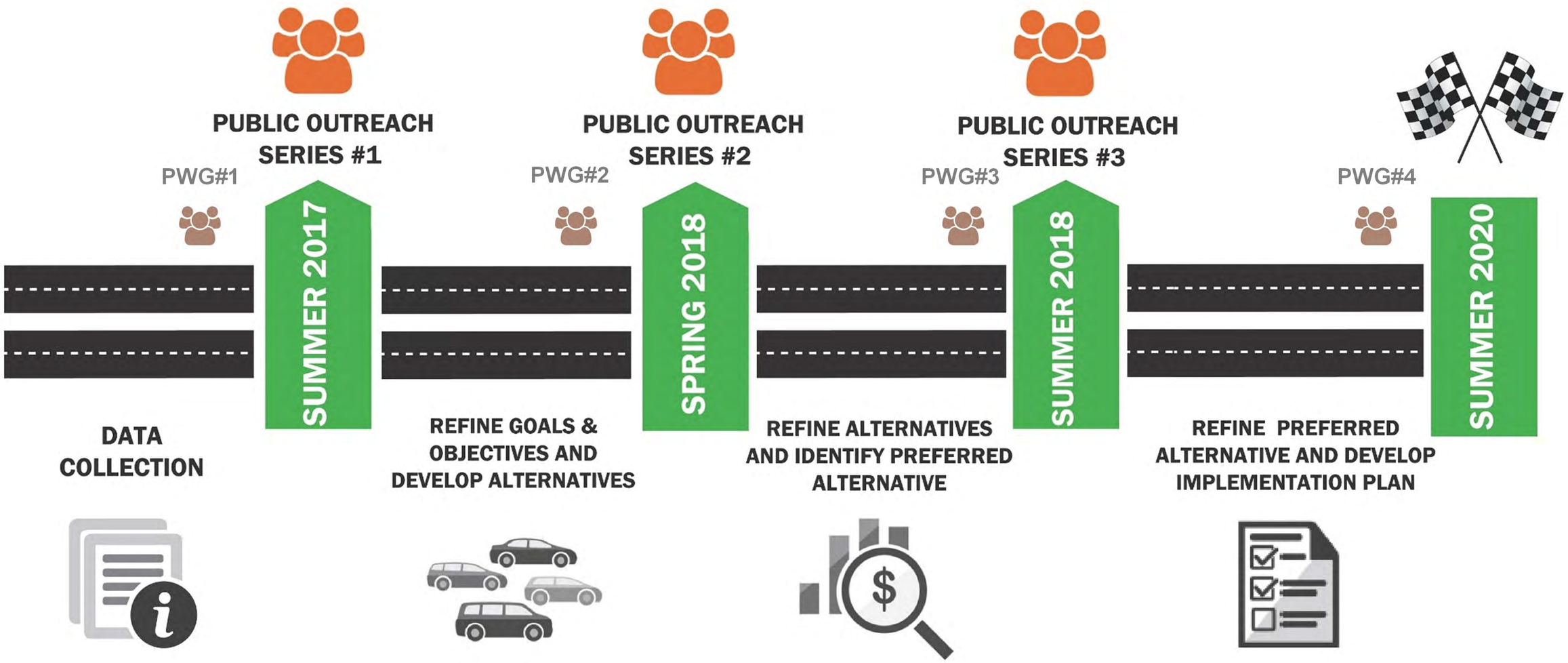
#2 SAFETY
Observed hazards, unsafe maneuvers, visibility, maintenance, drainage, etc.

#3 CONNECTIVITY
On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.

#4 ENVIRONMENT
Parks, beautification, landscaping, etc.

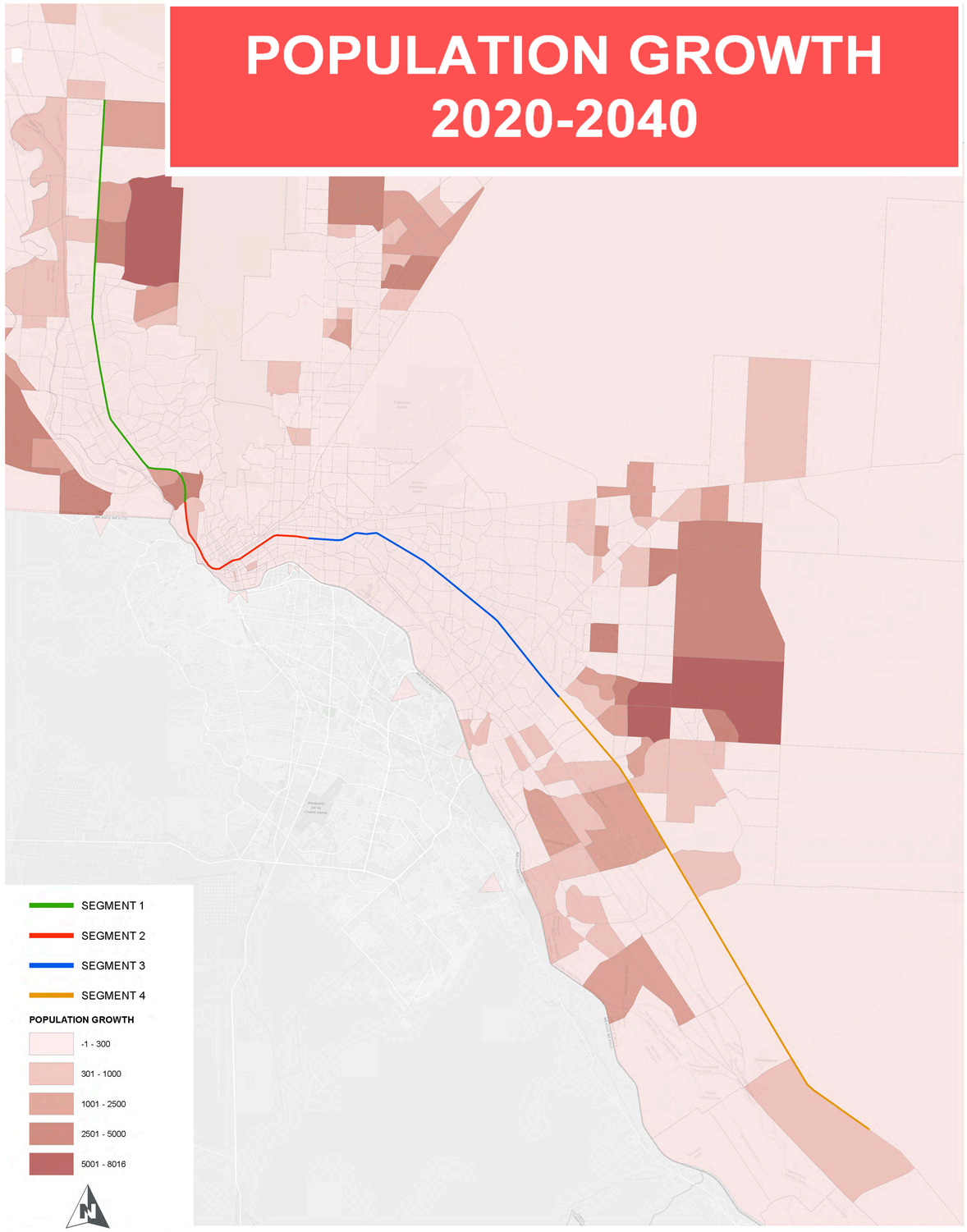
#5 SIGNAGE
Exit signage, dynamic message boards, pavement markings, etc.

STUDY ROADMAP

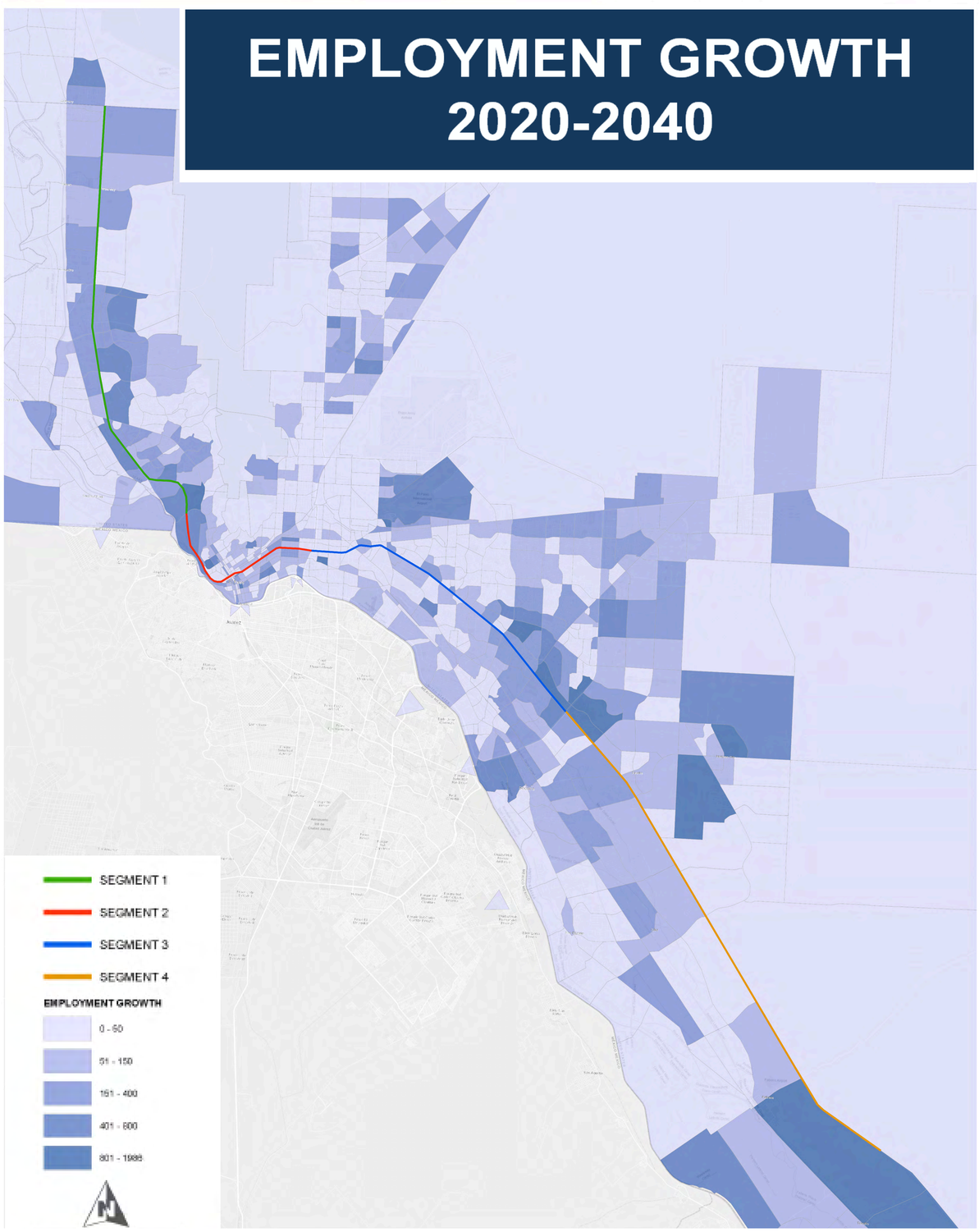


2020 TO 2040 GROWTH

POPULATION GROWTH 2020-2040



EMPLOYMENT GROWTH 2020-2040



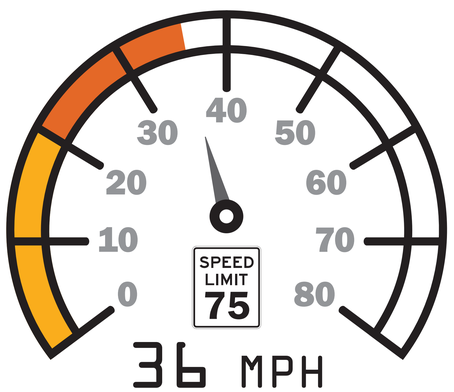
Data Source: El Paso Horizon Travel Demand Model

NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 1

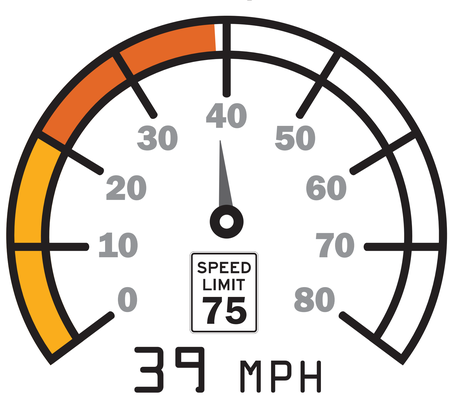
Eastbound PM Peak Period

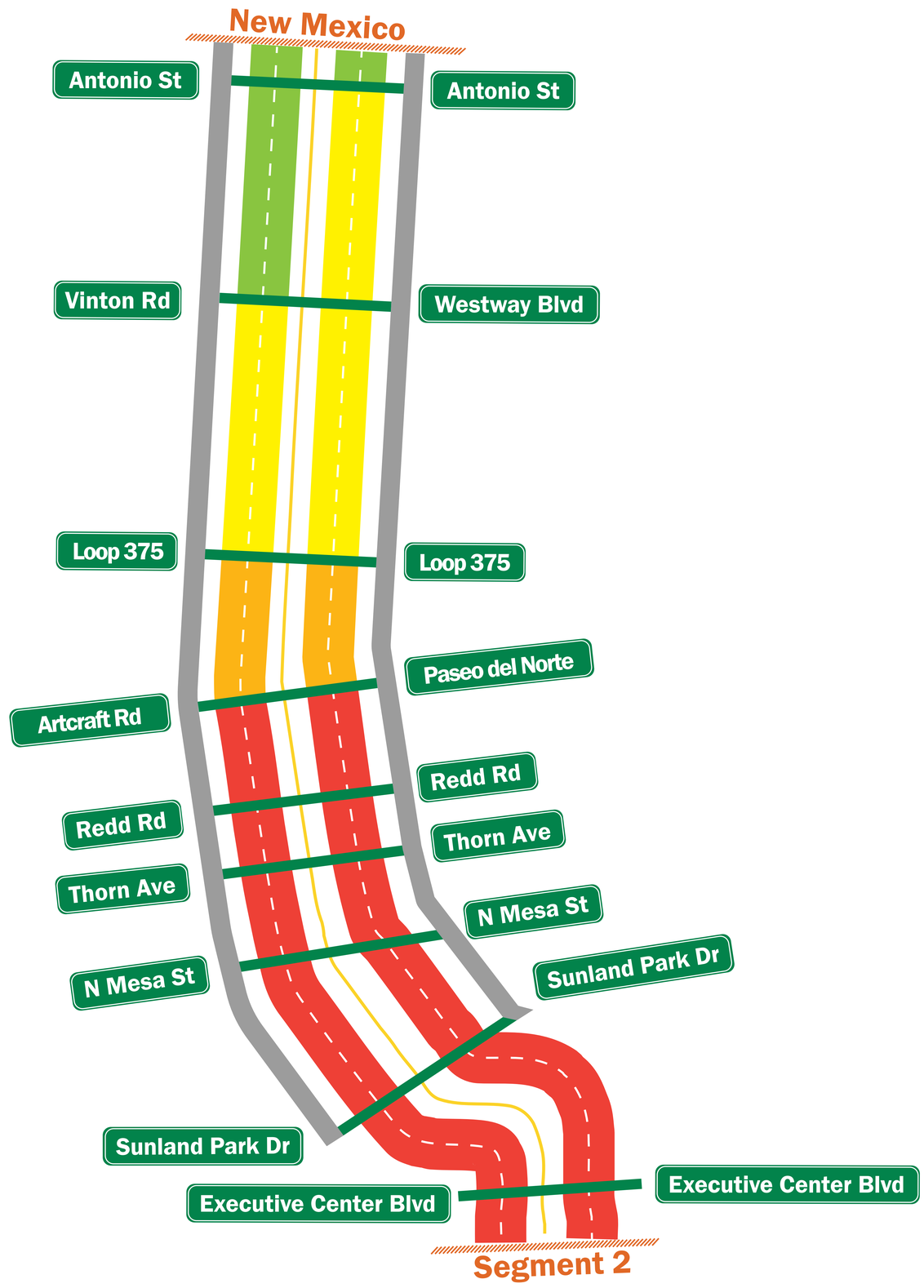
AVERAGE
Travel Speed



Westbound PM Peak Period

AVERAGE
Travel Speed





N

LEVEL OF SERVICE

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LEVEL OF SERVICE AB &C	Free flow, at or near free flow
LEVEL OF SERVICE D	Approaching unstable flow
LEVEL OF SERVICE E	Unstable flow, operating at capacity
LEVEL OF SERVICE F	forced or break-down flow

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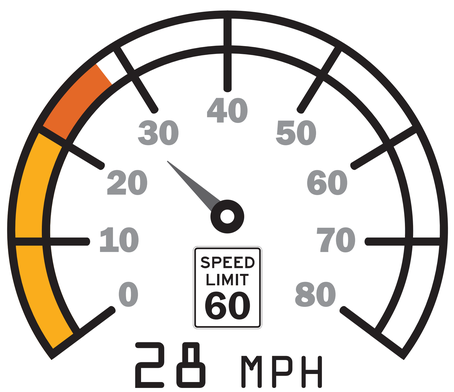
NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 2

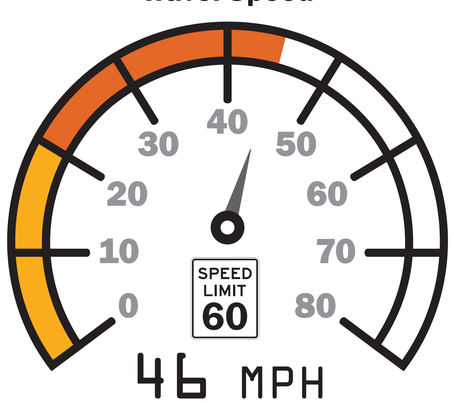
Eastbound PM Peak Period

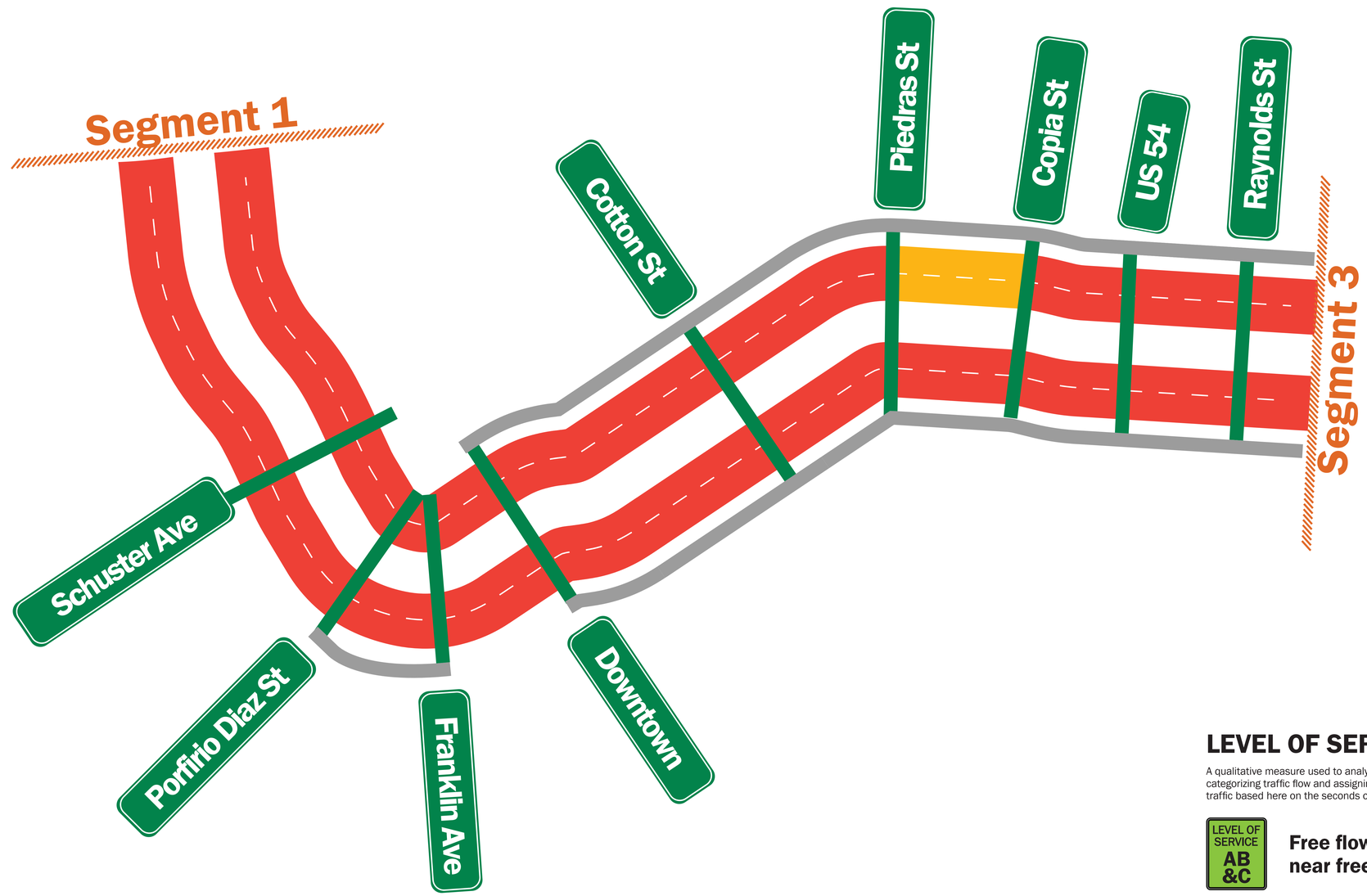
AVERAGE
Travel Speed



Westbound PM Peak Period

AVERAGE
Travel Speed





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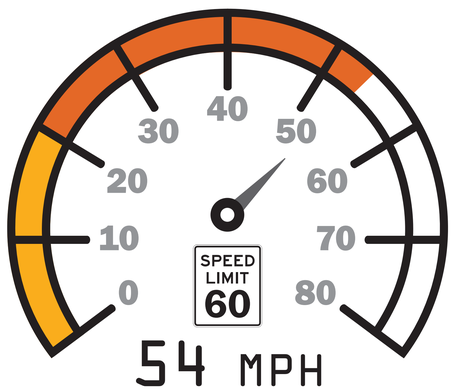
NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 3

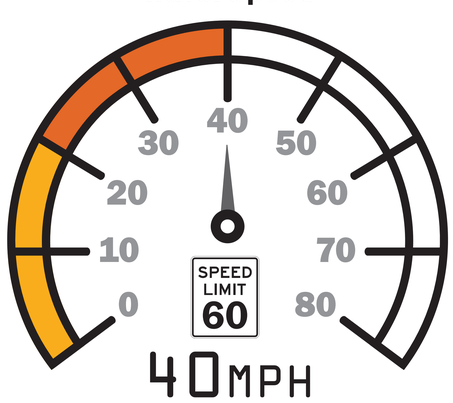
Eastbound PM Peak Period

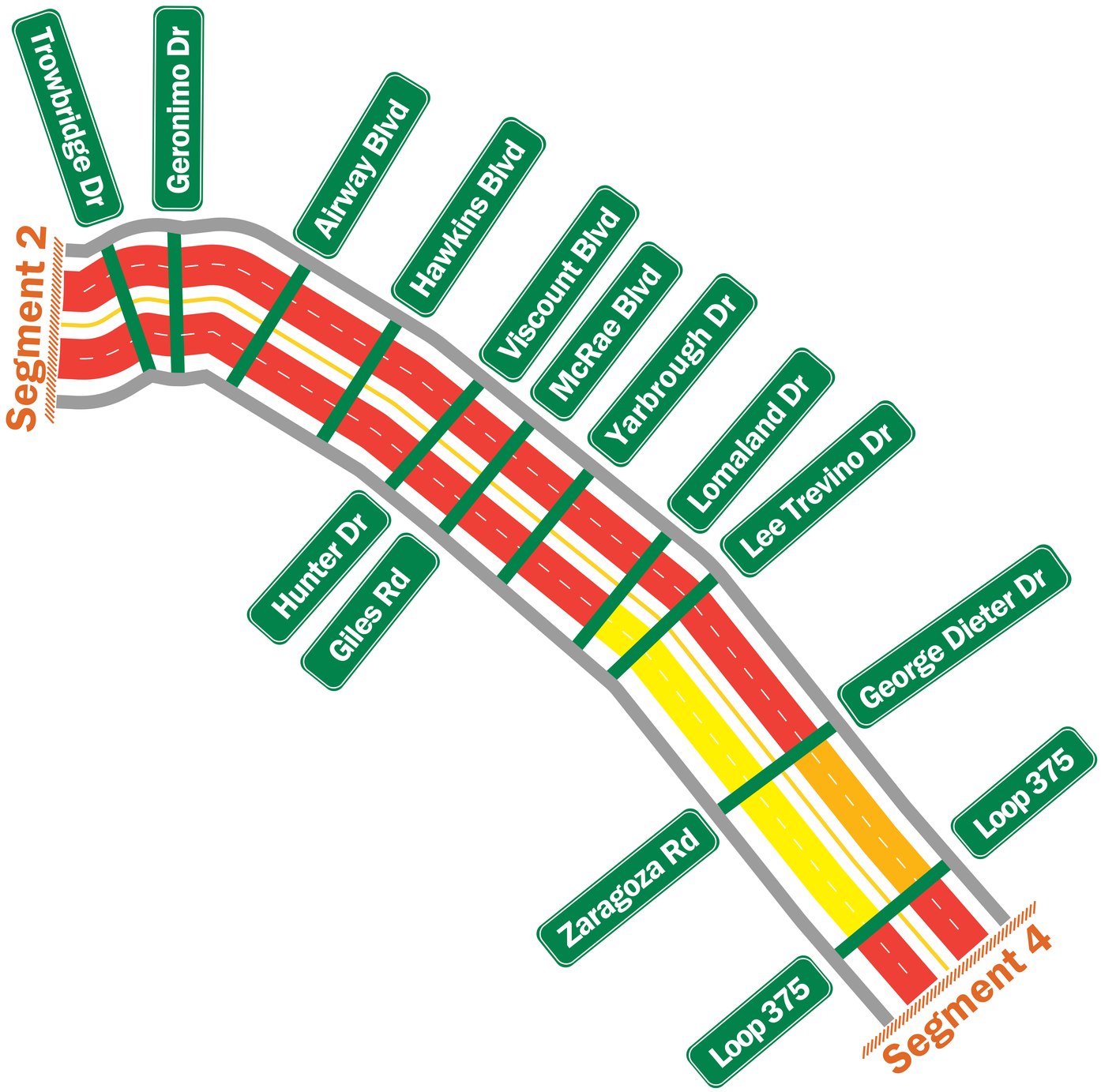
AVERAGE
Travel Speed



Westbound PM Peak Period

AVERAGE
Travel Speed





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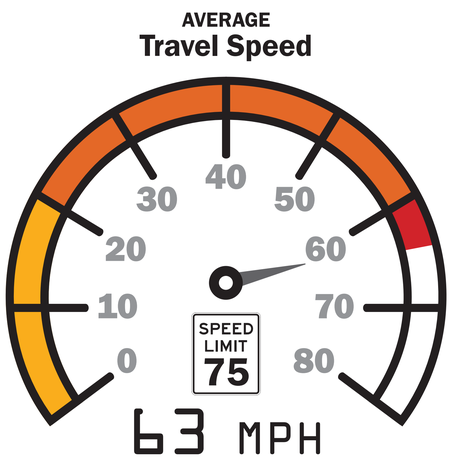
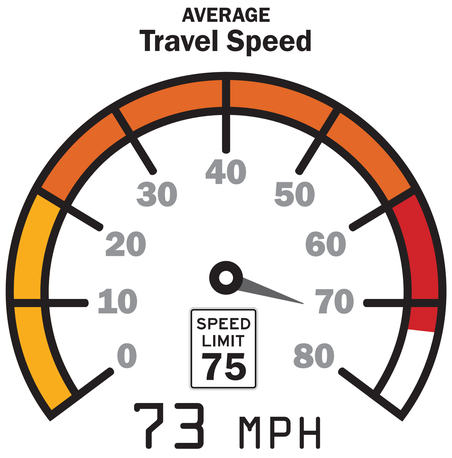
NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

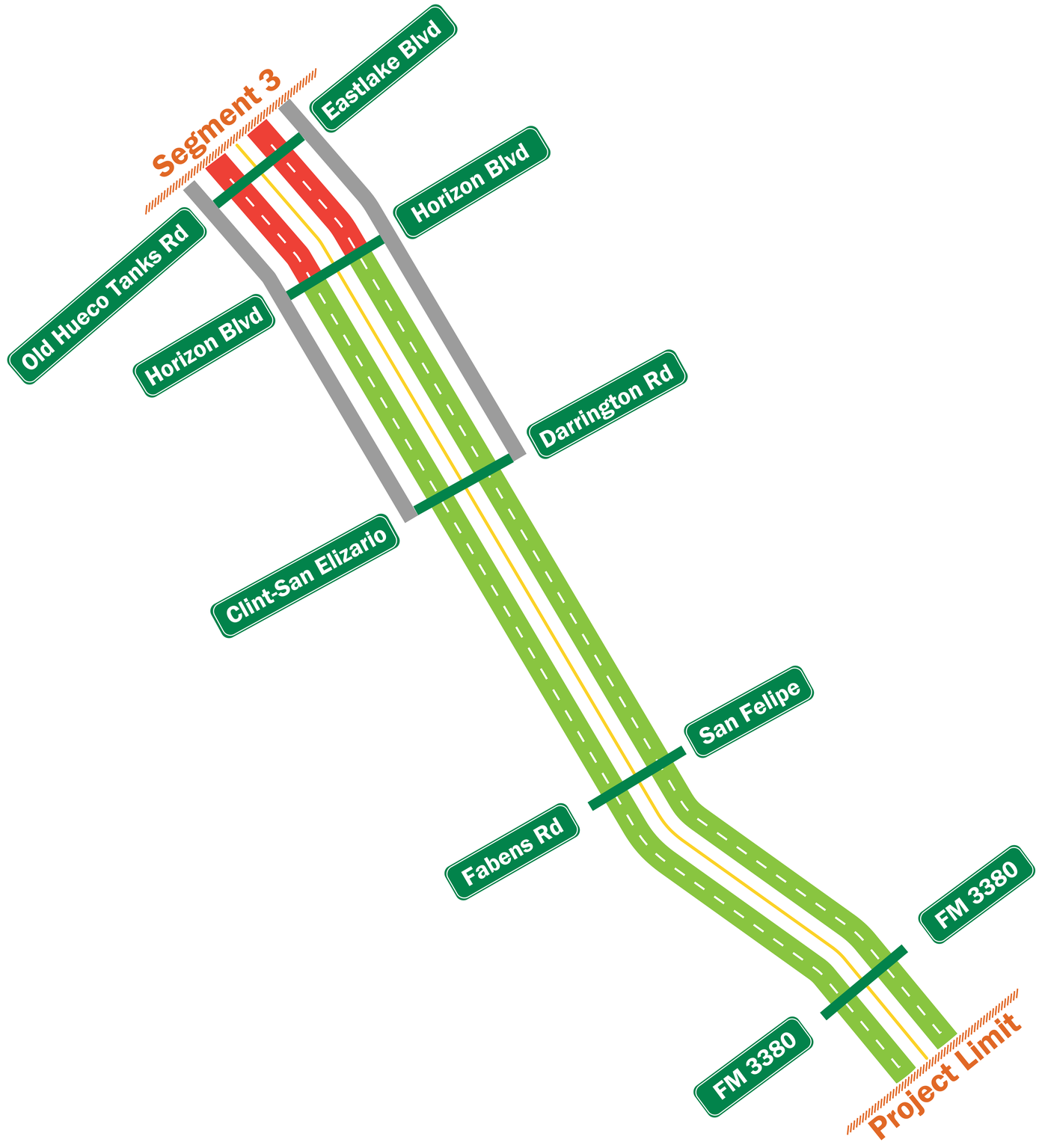
LEVEL OF SERVICE SEGMENT 4

Eastbound PM Peak Period



Westbound PM Peak Period





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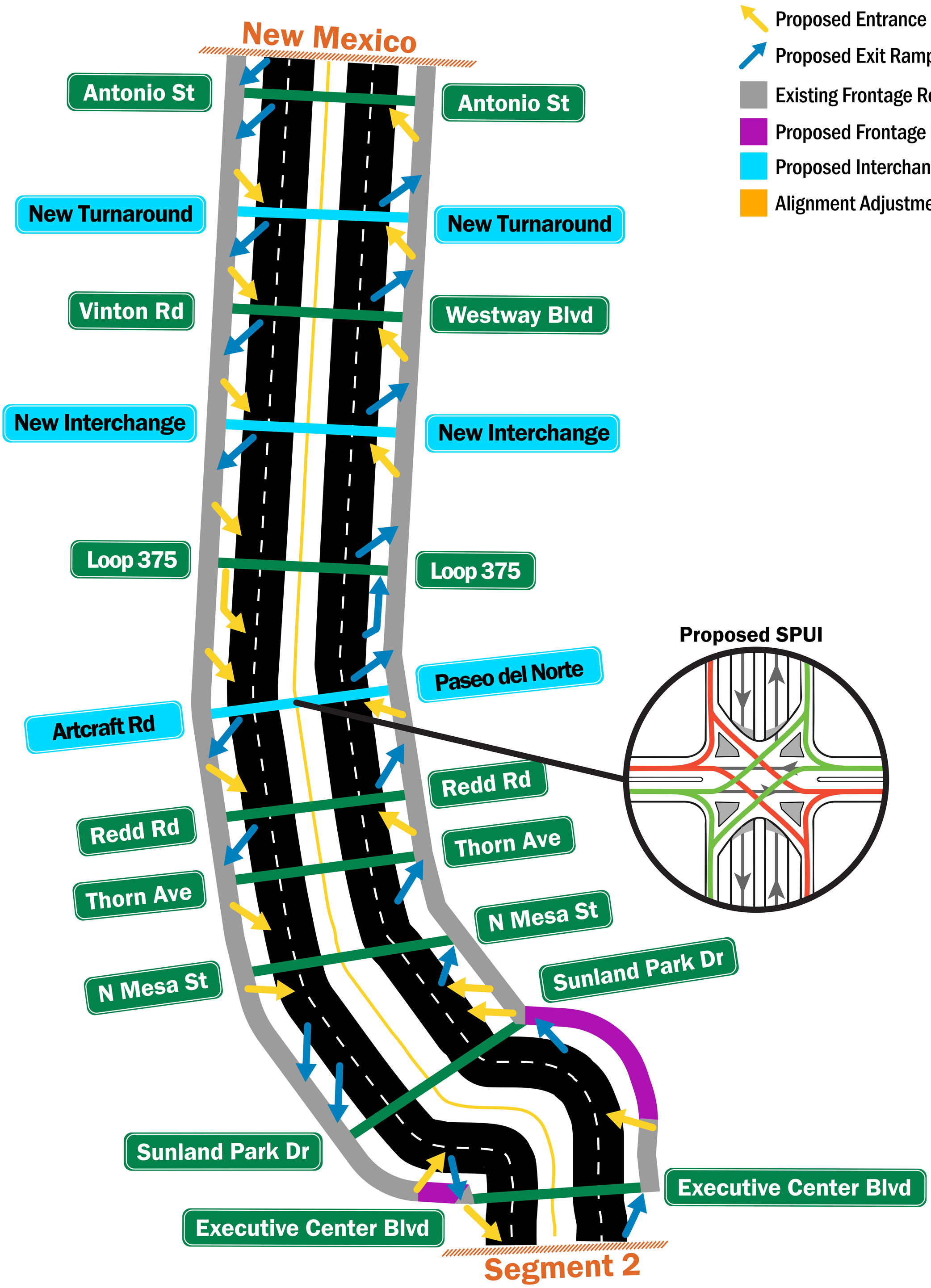
BUILD OPERATIONAL IMPROVEMENTS

SEGMENT 1



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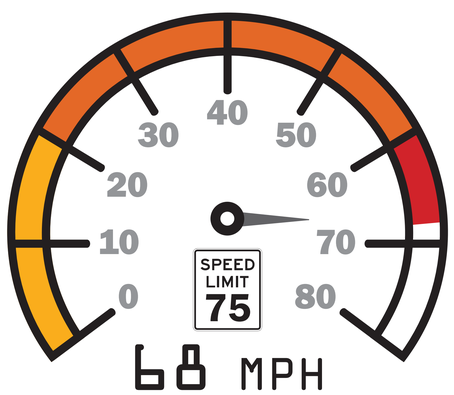
BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 1

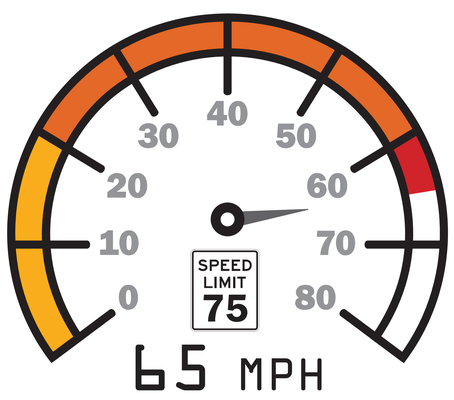
Build - Eastbound PM Peak Period

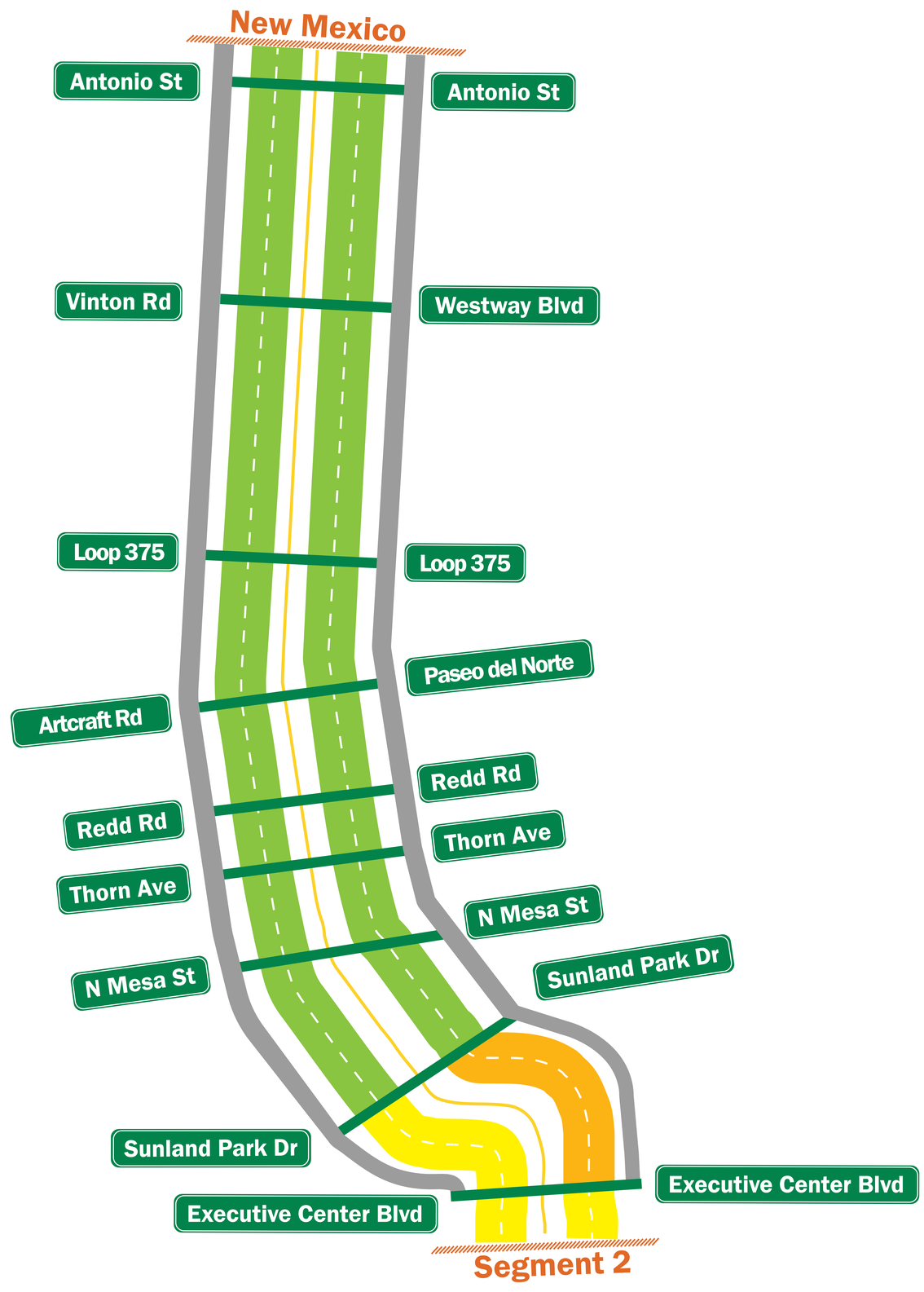
AVERAGE
Travel Speed



Build - Westbound PM Peak Period

AVERAGE
Travel Speed





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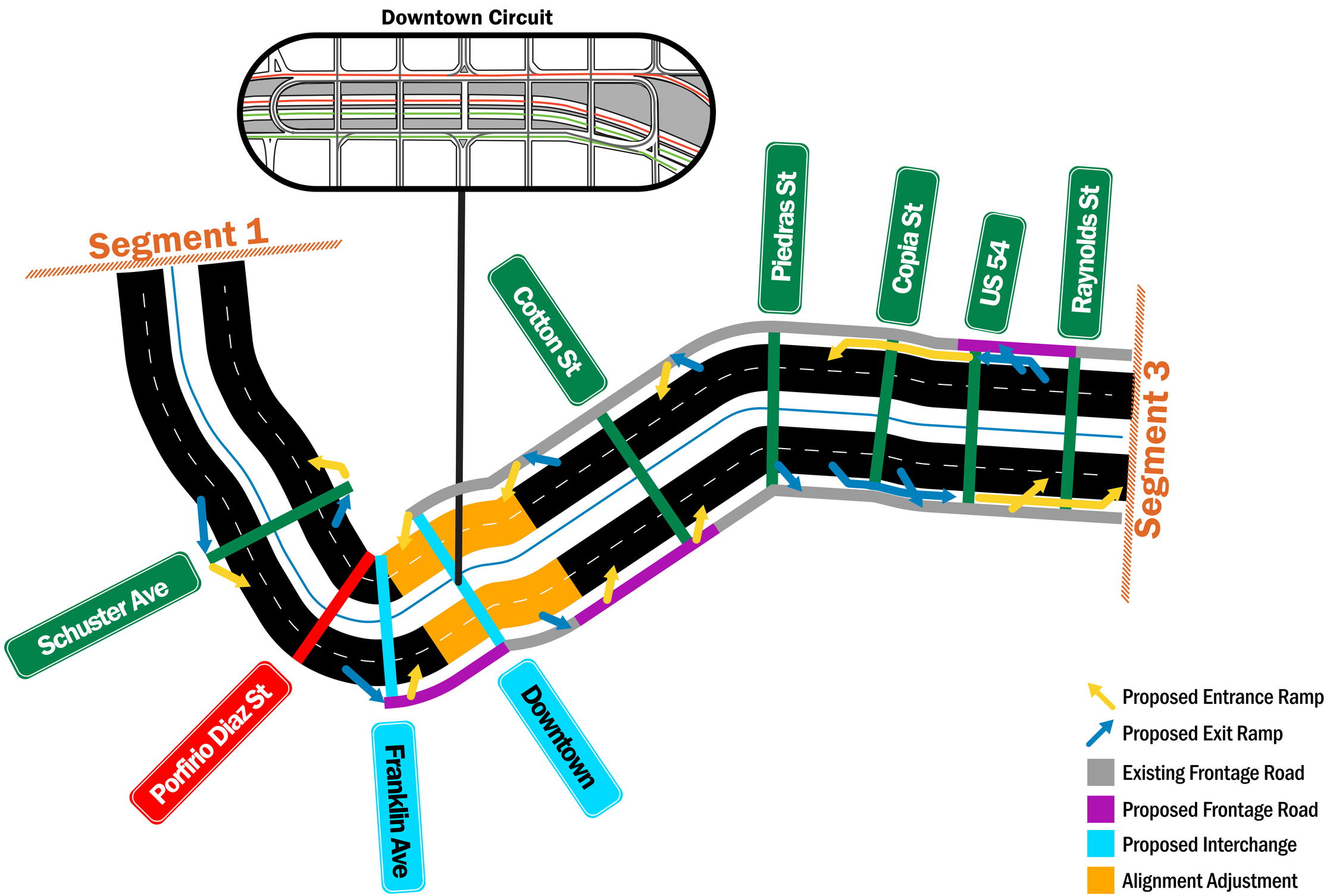
BUILD OPERATIONAL IMPROVEMENTS

SEGMENT 2



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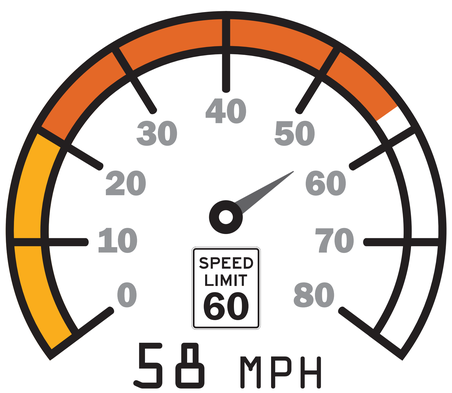
BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 2

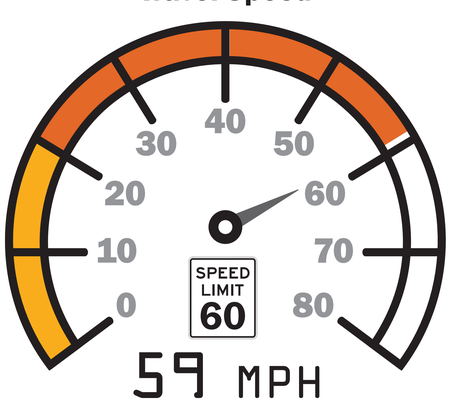
Build - Eastbound PM Peak Period

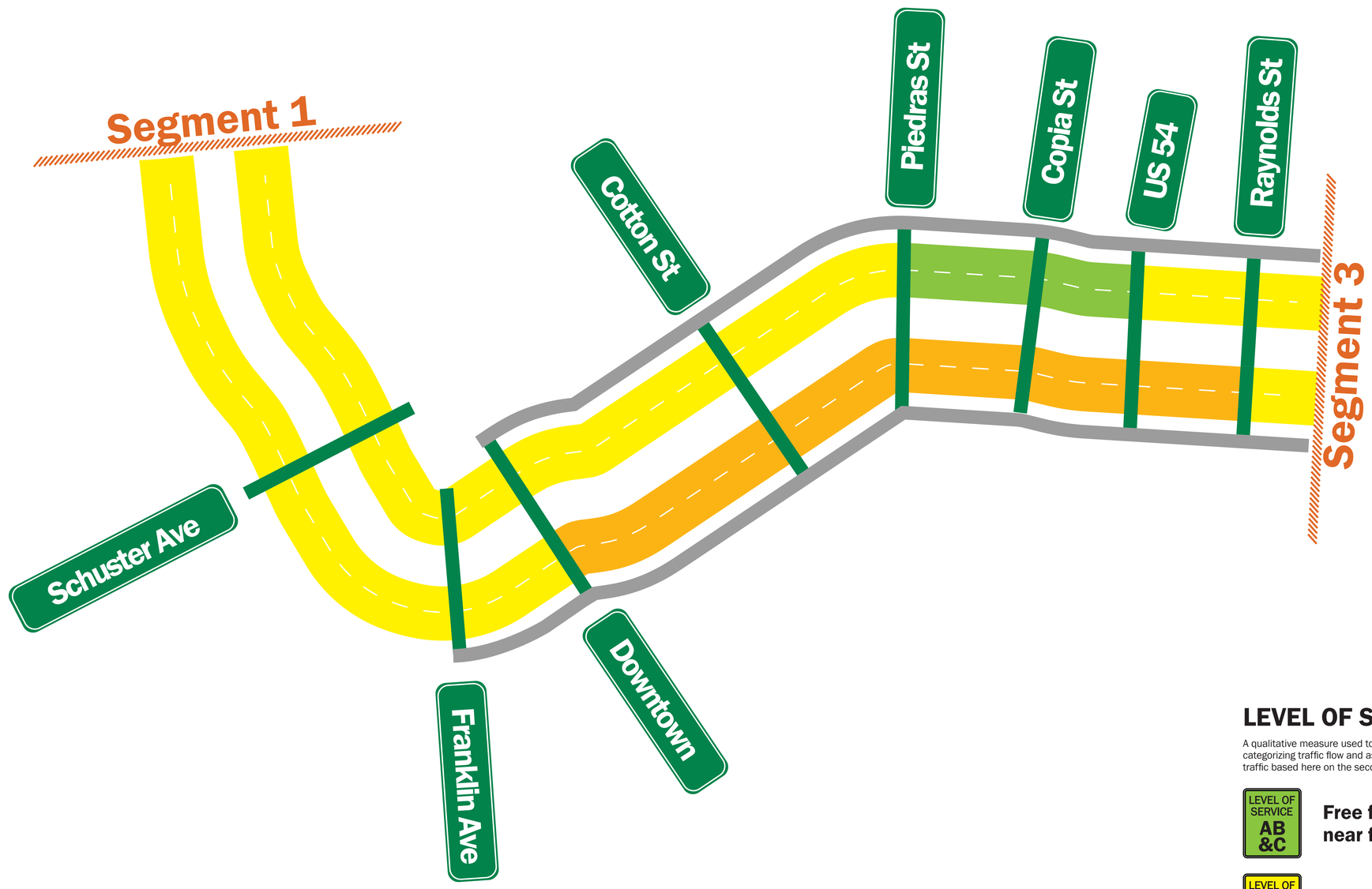
AVERAGE
Travel Speed



Build - Westbound PM Peak Period

AVERAGE
Travel Speed





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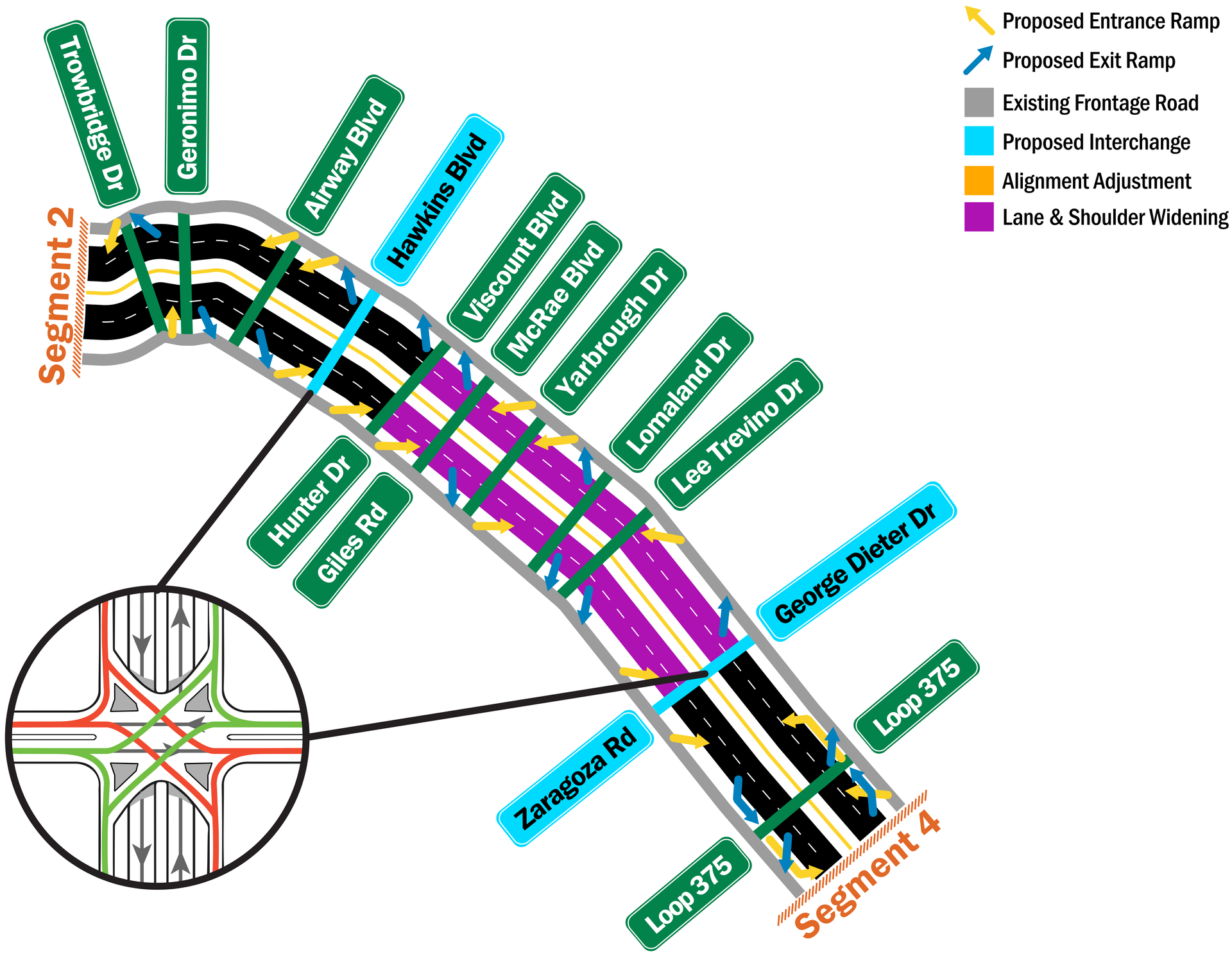
BUILD OPERATIONAL IMPROVEMENTS

SEGMENT 3



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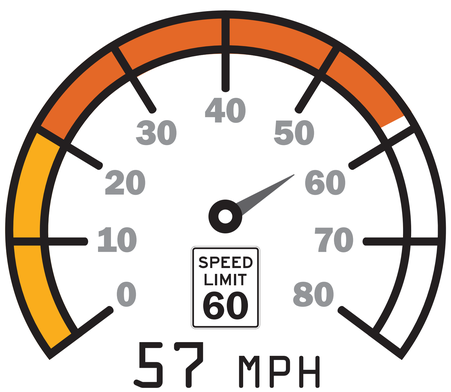
BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 3

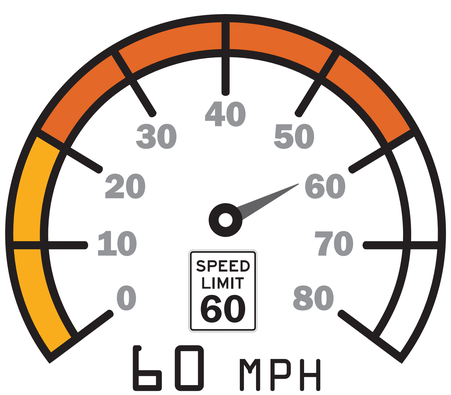
Build - Eastbound PM Peak Period

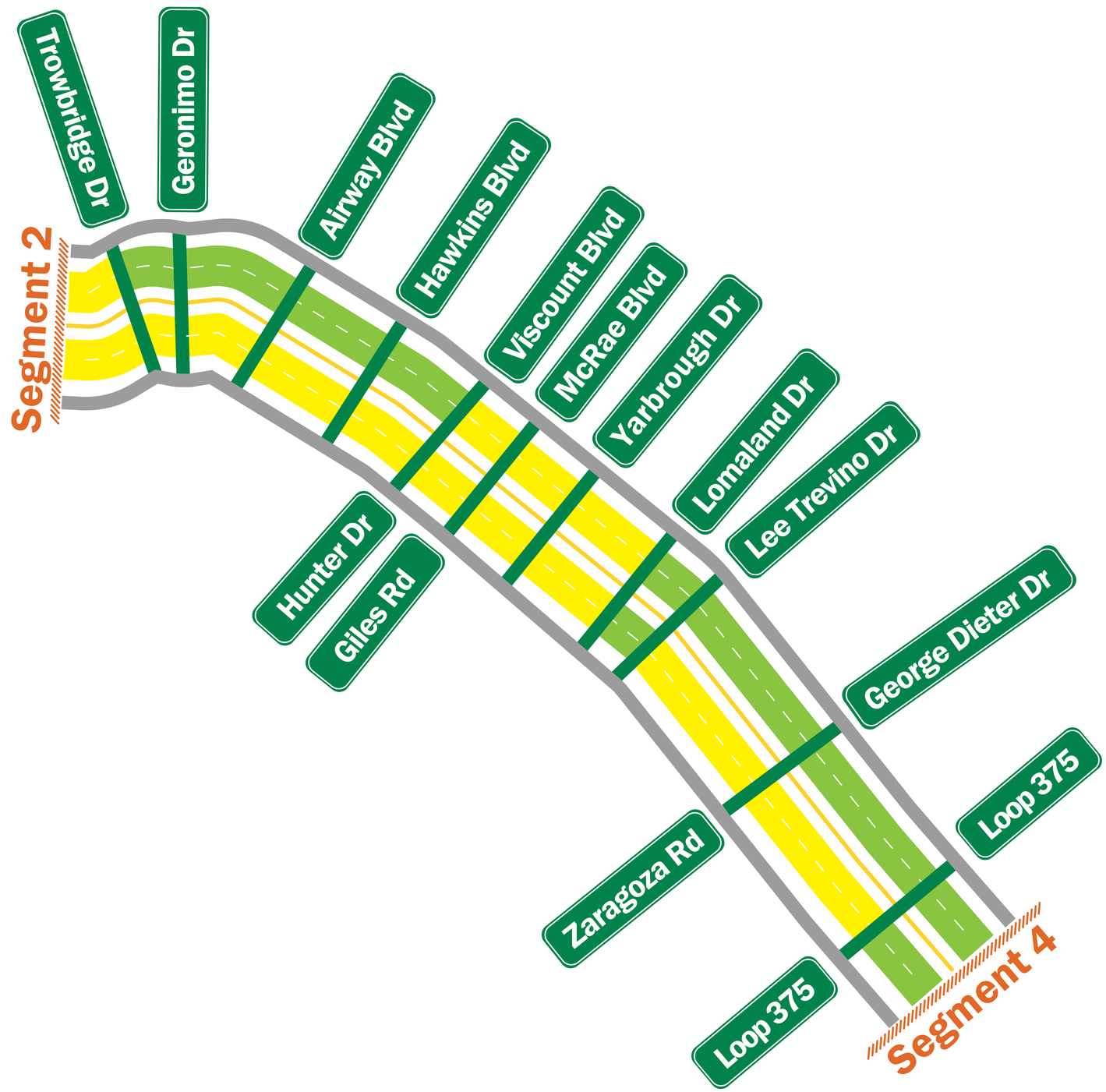
AVERAGE
Travel Speed



Build - Westbound PM Peak Period

AVERAGE
Travel Speed





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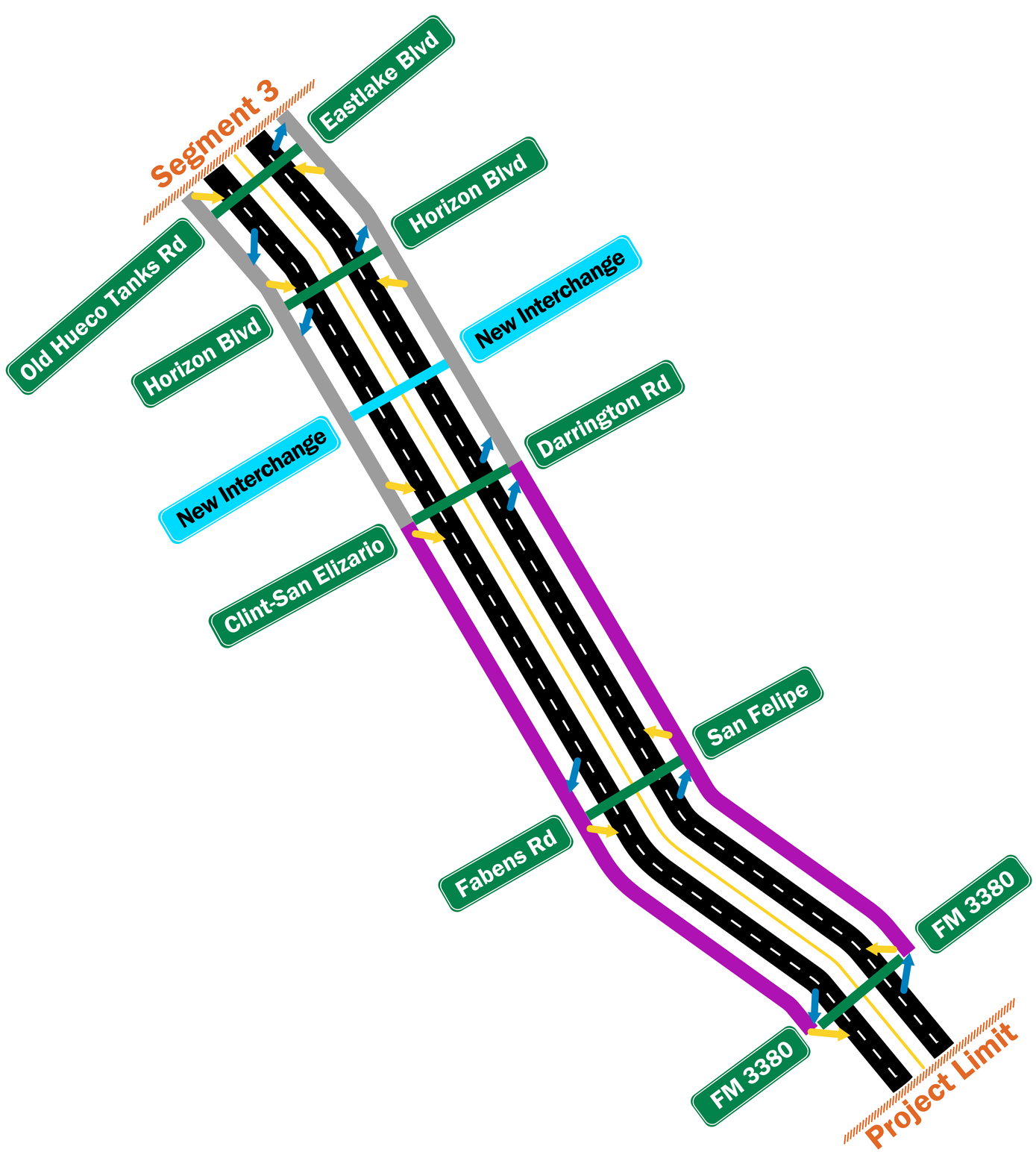
BUILD OPERATIONAL IMPROVEMENTS

SEGMENT 4



- Proposed Entrance Ramp
- Proposed Exit Ramp
- Existing Frontage Road
- Proposed Frontage Road
- Proposed Interchange
- Alignment Adjustment

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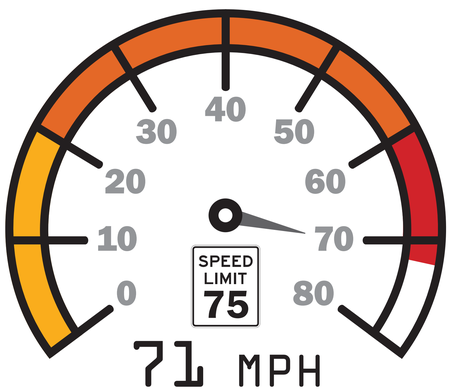
BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

LEVEL OF SERVICE SEGMENT 4

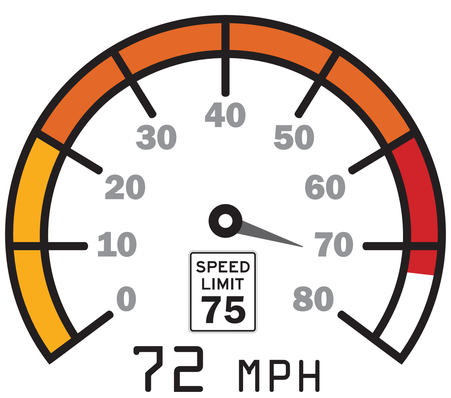
Build - Eastbound PM Peak Period

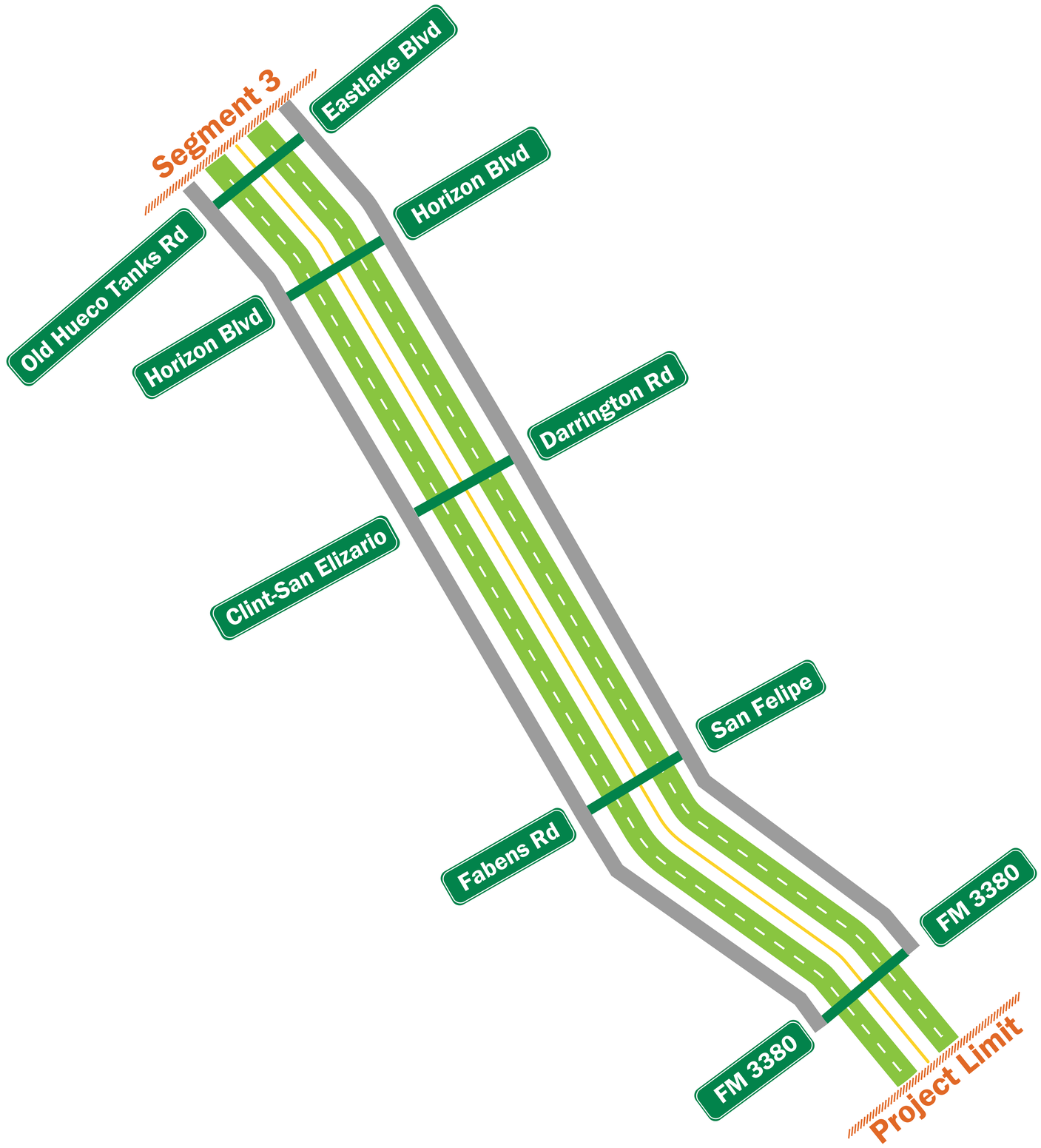
AVERAGE
Travel Speed



Build - Westbound PM Peak Period

AVERAGE
Travel Speed





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BUILD CORRIDOR WIDE IMPROVEMENTS

ALTERNATIVE 1 - CAPACITY

Advantages

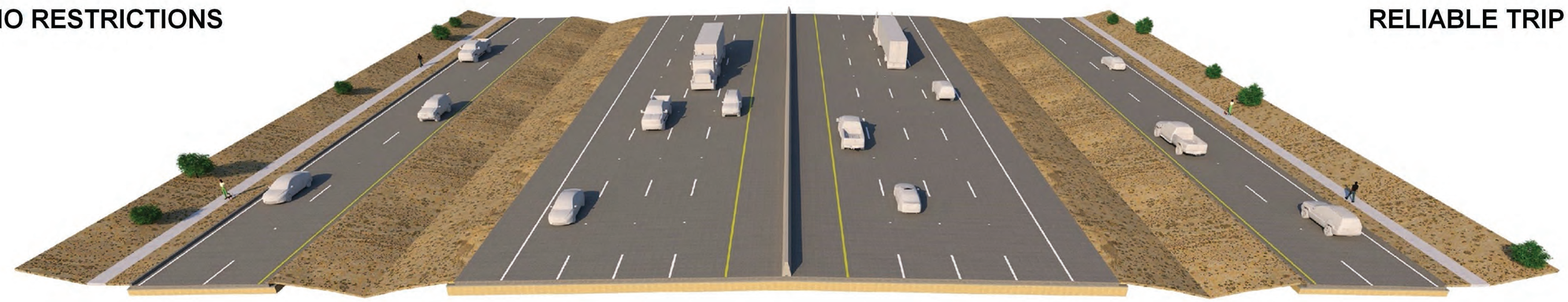
CAPACITY

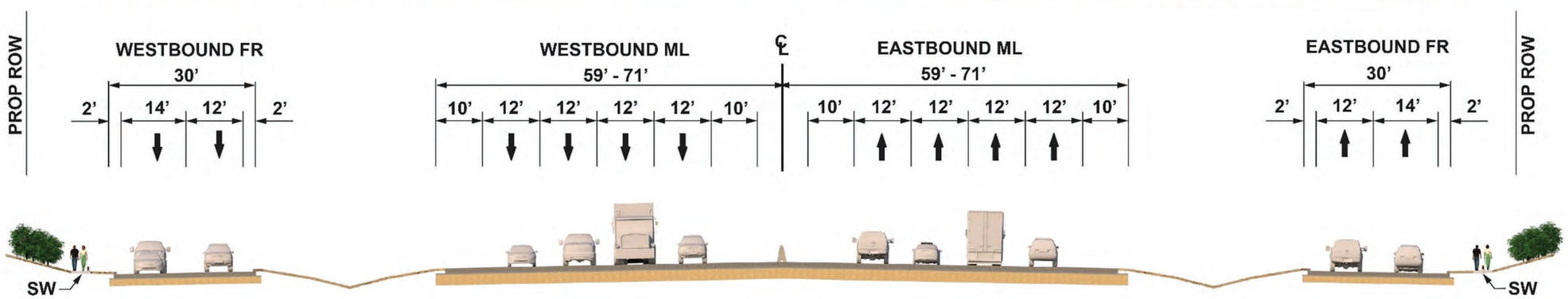
NO RESTRICTIONS

Disadvantages

RIGHT-OF-WAY

RELIABLE TRIP





Additional Capacity

CONCEPTUAL

BUILD CORRIDOR WIDE IMPROVEMENTS

ALTERNATIVE 2 - CAPACITY & ENHANCED SHOULDER

Advantages

CAPACITY

NO RESTRICTIONS

FUTURE ENHANCEMENTS

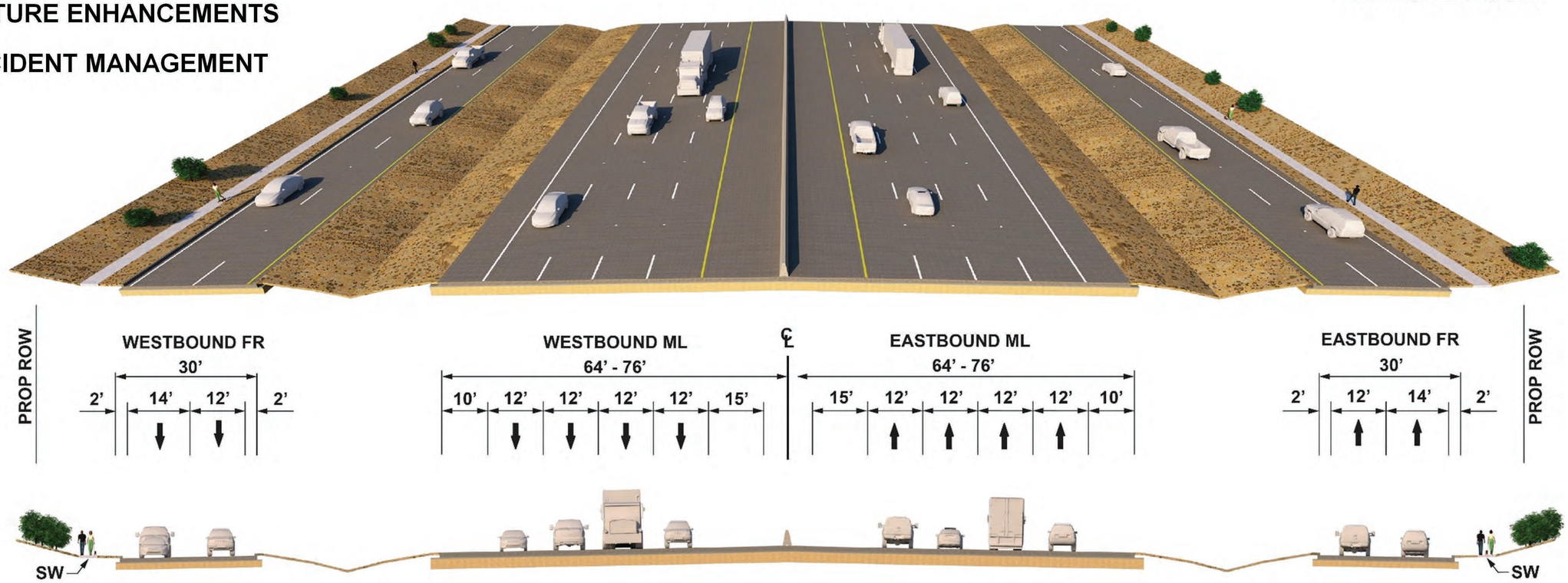
INCIDENT MANAGEMENT

Disadvantages

RIGHT-OF-WAY

RELIABLE TRIP

IMPROPER USE



Additional Capacity & Enhanced Shoulder

CONCEPTUAL

BUILD CORRIDOR WIDE IMPROVEMENTS

ALTERNATIVE 3 - ADAPATIVE LANE - BUFFER SEPARATED

Advantages

CAPACITY

RELIABLE TRIP

FUTURE ENHANCEMENTS

PUBLIC-PRIVATE PARTNERSHIPS

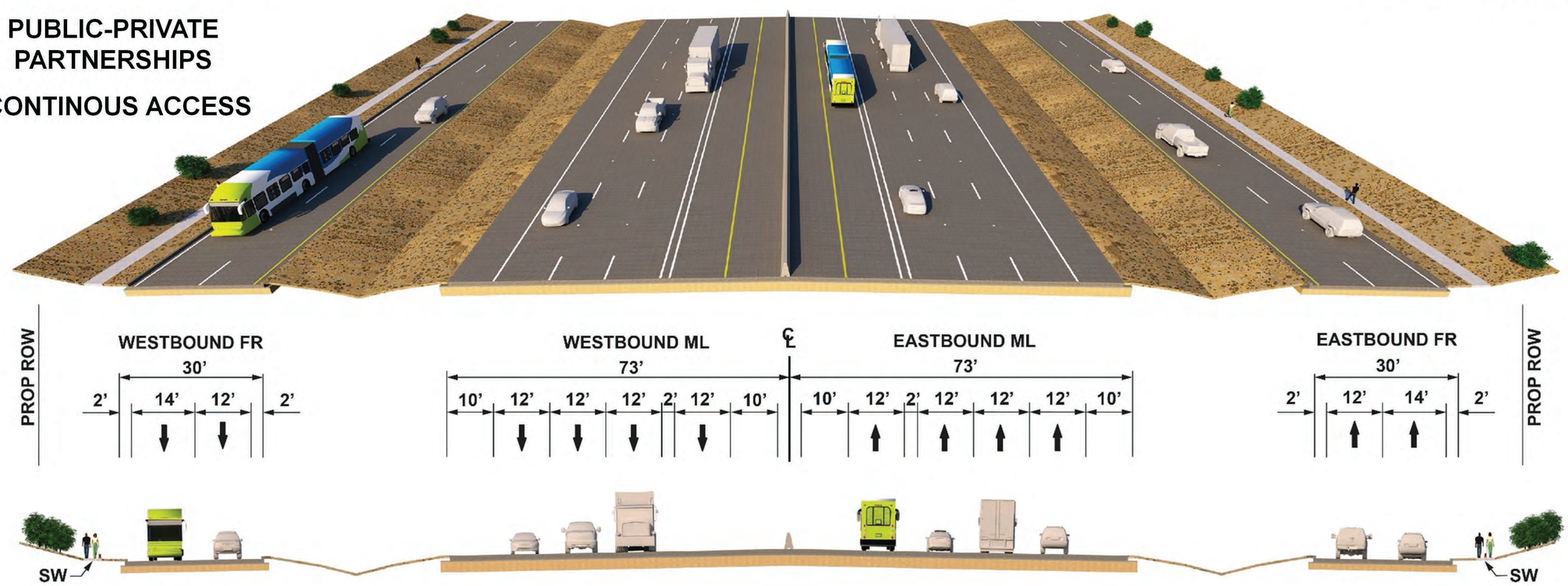
CONTINOUS ACCESS

Disadvantages

RIGHT-OF-WAY

IMPROPER USE

RESTRICTED USE



Adaptive Lane - Buffer Separated

CONCEPTUAL

BUILD CORRIDOR WIDE IMPROVEMENTS

ALTERNATIVE 4 - ADAPTIVE LANE - BARRIER SEPARATED

Advantages

CAPACITY

RELIABLE TRIP

FUTURE ENHANCEMENTS

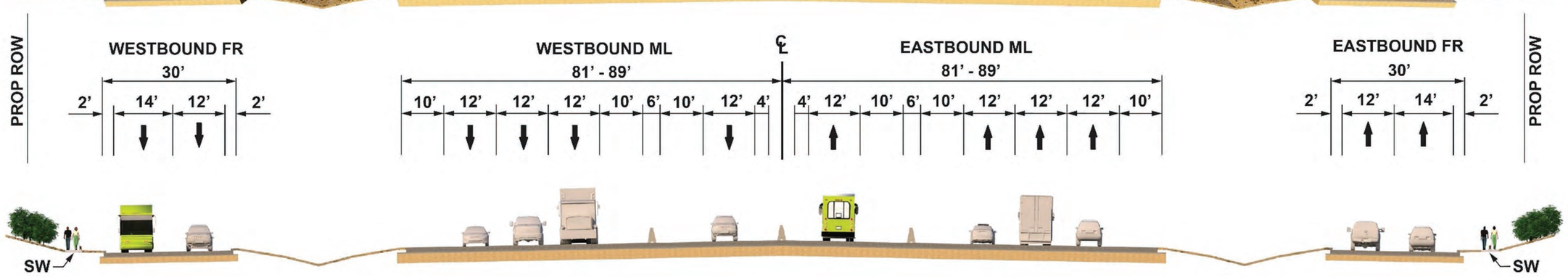
PUBLIC-PRIVATE PARTNERSHIPS

Disadvantages

RIGHT-OF-WAY

RESTRICTED USE/ACCESS

INCREASE IN CRASHES



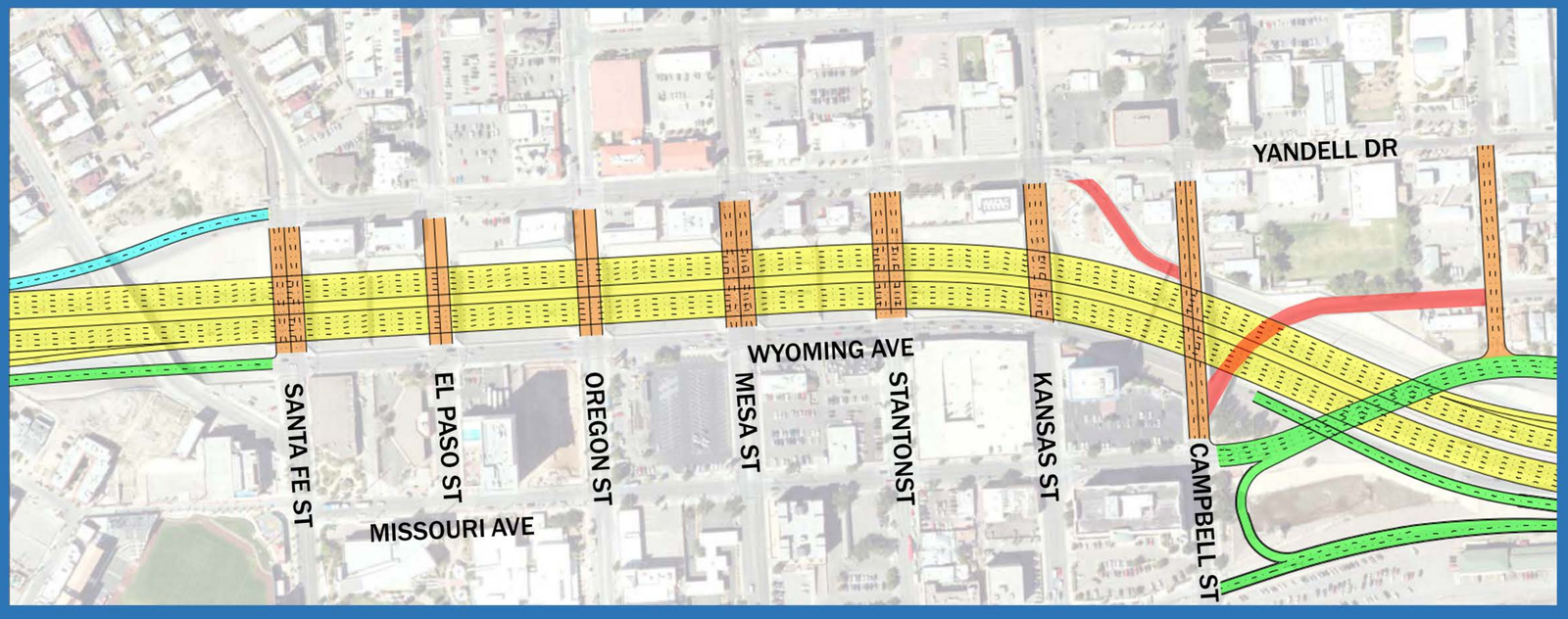
Adaptive Lane - Barrier Separated

CONCEPTUAL

DOWNTOWN CONCEPTS

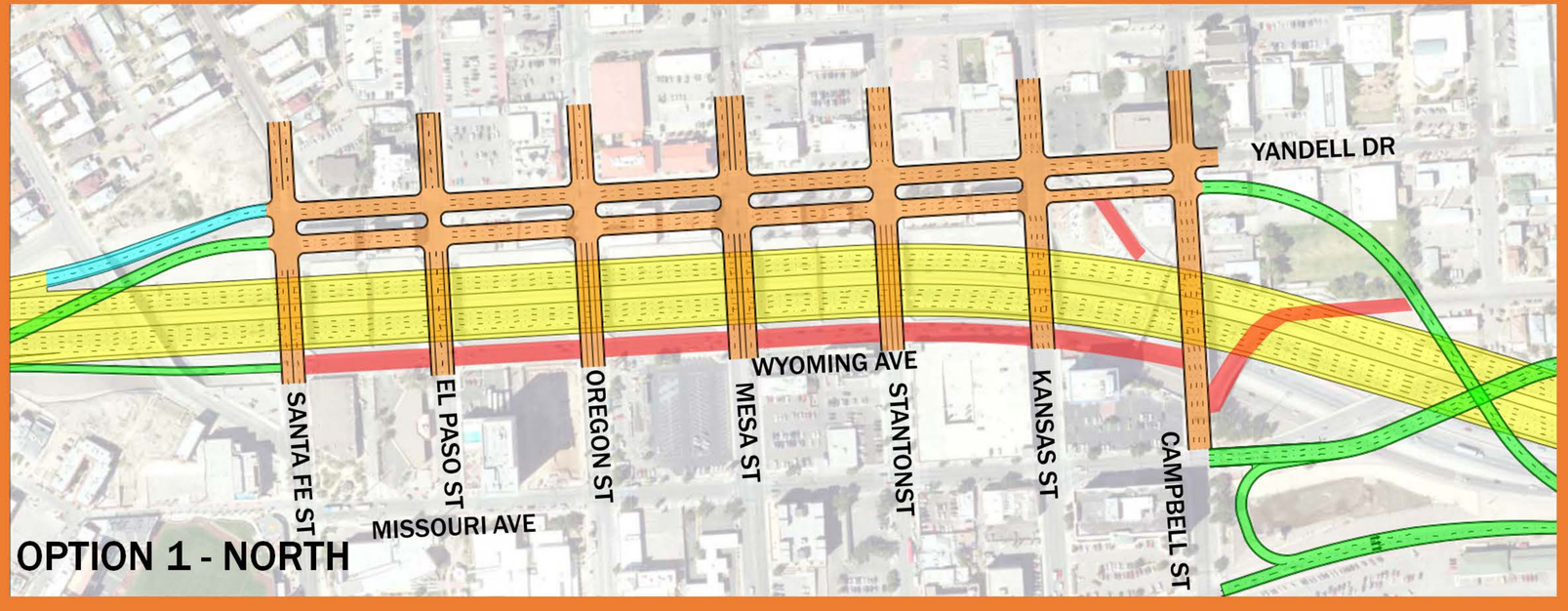
CONCEPT 1 – RAMP REMOVAL

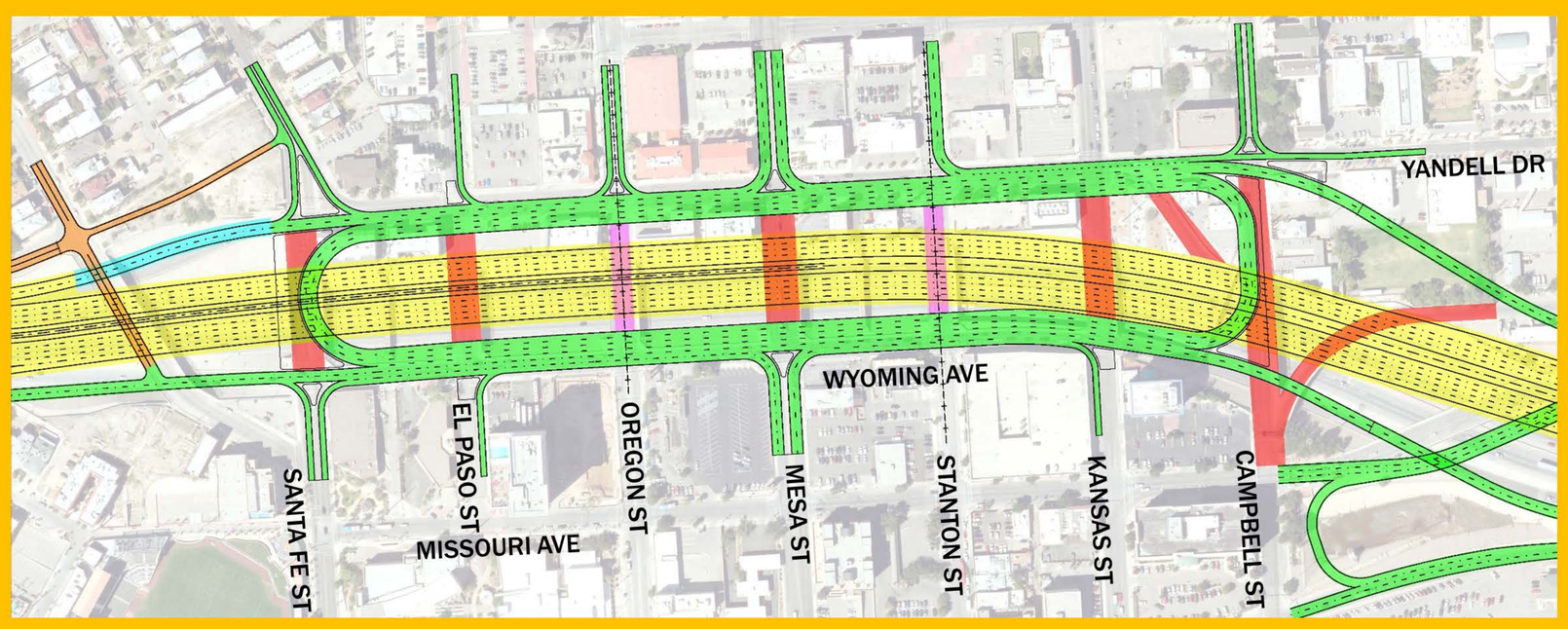
REMOVE MESA EXIT RAMP AND REBUILD OVERPASSES.



CONCEPT 2 - PARKWAY

REMOVE MESA EXIT RAMP, REBUILD OVERPASSES, AND REMOVE WYOMING ST FROM SANTE FE TO CAMPBELL. BUILD PROPOSED PARKWAY ALONG YANDELL (OPTION 1).



CONCEPT 3 – DOWNTOWN CIRCUIT

REMOVE CROSS STREETS REPLACE WITH U-TURNS.