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
- Consider adaptive, special purpose lanes
- Improve transit service
- Improve bicycle and pedestrian facilities
- Facilitate intermodal connectivity and access for goods transport

MULTIMODAL
Goal: Offer innovative transportation alternatives

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

DESIGN
Goal: Comply with accepted design standards to provide a safer facility with desirable ride quality

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

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

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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 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 3**

- **#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 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.

- **#6 PUBLIC TRANSIT**
  Park and rides, etc.
2020 TO 2040 GROWTH

Data Source: El Paso Horizon Travel Demand Model

POPULATION GROWTH
2020-2040

EMPLOYMENT GROWTH
2020-2040

SEGMENT 1
SEGMENT 2
SEGMENT 3
SEGMENT 4

SEGMENT 1
SEGMENT 2
SEGMENT 3
SEGMENT 4

POPULATION GROWTH
-1 to 0%
0% - 100%
101% - 200%
201% - 500%
501% - 800%

EMPLOYMENT GROWTH
-1 to 0%
1% - 10%
11% - 20%
21% - 30%
31% - 40%
41% - 50%
51% - 60%
61% - 70%
71% - 80%
81% - 90%
91% - 100%
LEVEL OF SERVICE SEGMENT 1

NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

A qualitative measure used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based here on the seconds of delay per vehicle.

**Eastbound PM Peak Period**

AVERAGE Travel Speed

**Westbound PM Peak Period**

AVERAGE Travel Speed

**Level of Service**

- Free flow, at or near free flow
- Approaching unstable flow
- Unstable flow, operating at capacity
- Forced or breakdown flow

Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
LEVEL OF SERVICE SEGMENT 2

NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

Segment 1
Segment 3

Schuster Ave
Cotton St
Downtown
Porfirio Diaz St
Franklin Ave

Eastbound PM Peak Period

AVERAGE Travel Speed

28 MPH

Westbound PM Peak Period

AVERAGE Travel Speed

46 MPH

LEVEL OF SERVICE

A qualitative measure used in analyzing highways by categorizing traffic flow and assigning quality levels of traffic based here on the seconds of delay per vehicle.

- Free flow, at or near free flow
- Approaching unstable flow
- Unstable flow, operating at capacity
- Forced or break-down flow

Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
LEVEL OF SERVICE SEGMENT 3

NO BUILD MAINLANE – YEAR 2042 PM PEAK PERIOD

A qualitative measure used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based upon the seconds of delay per vehicle.

Levels of Service:
- **Free flow, at or near free flow**
- **Approaching unstable flow**
- **Unstable flow, operating at capacity**
- **forced or break-down flow**

**Eastbound PM Peak Period**

**Westbound PM Peak Period**

**Disclaimer:** This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
LEVEL OF SERVICE SEGMENT 4

No Build Mainlane – Year 2042 PM Peak Period

Project Limit

Segment 3

Eastbound PM Peak Period

AVERAGE Travel Speed

Westbound PM Peak Period

AVERAGE Travel Speed

Level of Service

Free flow, at or near free flow
Approaching unstable flow
Unstable flow, operating at capacity
Forced or breakdown flow

Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
BUILD OPERATIONAL IMPROVEMENTS
SEGMENT 1

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

Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
LEVEL OF SERVICE SEGMENT 1

New Mexico

Antonio St

Vinton Rd

Loop 375

Westway Blvd

Paseo del Norte

Redd Rd

Thorn Ave

N Mesa St

Sunland Park Dr

Sunland Park Dr

Executive Center Blvd

Executive Center Blvd

Level of Service

Free flow, at or near free flow

Approaching unstable flow

Unstable flow, operating at capacity

forced or breakdown flow

Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
BUILD OPERATIONAL IMPROVEMENTS

SEGMENT 2

Disclaimer: This figure is for illustration purposes only.
This figure does not show the actual number of lanes for I-10.
A qualitative measure used to analyze highways by categorizing traffic flow and estimating quality of travel. Based on the seconds of delay per vehicle.

**LEVEL OF SERVICE**
- Free flow, at or near free flow
- Approaching unstable flow
- Unstable flow, operating at capacity
- Forced or breakdown flow
Disclaimer: This figure is for illustration purposes only.
This figure does not show the actual number of lanes for I-10.
LEVEL OF SERVICE SEGMENT 3

**Build Mainlane – Year 2042 PM Peak Period**

**AVERAGE Travel Speed**

- **Build - Eastbound PM Peak Period**
  - Speed Limit: 60 mph
  - Average Speed: 57 mph

- **Build - Westbound PM Peak Period**
  - Speed Limit: 60 mph
  - Average Speed: 60 mph

**Level of Service**

- A qualitative measure used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on the seconds of delay per vehicle.

**Symbols**

- **A**: Free flow, at or near free flow
- **B**: Approaching unstable flow
- **C**: Unstable flow, operating at capacity
- **D**: Forced or break-down flow

**Note:** This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.
LEVEL OF SERVICE SEGMENT 4

Build - Eastbound
PM Peak Period

Average Travel Speed

71 MPH

Build - Westbound
PM Peak Period

Average Travel Speed

72 MPH

Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.

LEVEL OF SERVICE

A qualitative measure used to evaluate highways by categorizing traffic flow and assigning quality levels of traffic based on the seconds of delay per vehicle.

- Free flow, at or near free flow
- Approaching unstable flow
- Unstable flow, operating at capacity
- Forced or breakdown flow

San Felipe
Fabens Rd
Darrington Rd
Clint-San Elizario
Old Hueco Tanks Rd
Horizon Blvd
Eastlake Blvd
FM 3380
FM 3380
Project Limit

Segment 3

AVERAGE
Travel Speed

75 mph

0
10
20
30
40
50
60
70
80
0
10
20
30
40
50
60
70
80
75
72
71
0
10
20
30
40
50
60
70
80
0
10
20
30
40
50
60
70
80
75
72
71
BUILD CORRIDOR WIDE IMPROVEMENTS

ALTERNATIVE 1 - CAPACITY

Advantages

CAPACITY
NO RESTRICTIONS

Disadvantages

RIGHT-OF-WAY
RELIABLE TRIP

Additional Capacity
CONCEPTUAL
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
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
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).

OPTION 1 - NORTH

OPTION 2 - MIDDLE

OPTION 3 - SOUTH

CONCEPT 3 - DOWNTOWN CIRCUIT

REMOVE CROSS STREETS REPLACE WITH U-TURNS.