



WELCOME!

**We're glad you came to help plan
for the future of I-20 in Odessa-Midland!**

While you're here, you can:

- Review displays and talk to staff
- View a presentation on the study at 6 p.m.
- Provide input on proposed improvements

Please sign in. Thank you for your interest and participation!



¡BIENVENIDOS!

**¡Nos complace contar con su presencia para ayudar a
planificar el futuro de la I-20 en Odessa-Midland!**

Mientras que usted está aquí, puede:

- Revisar el material en exhibición y conversar con nuestro personal
- Ver una presentación sobre el análisis realizado a las 6 p.m.
- Darnos sus comentarios sobre las mejoras propuestas

**Por favor no deje de registrarse. ¡Gracias por su interés y
participación!**

Public Meeting

I-20 Odessa-Midland Corridor Study

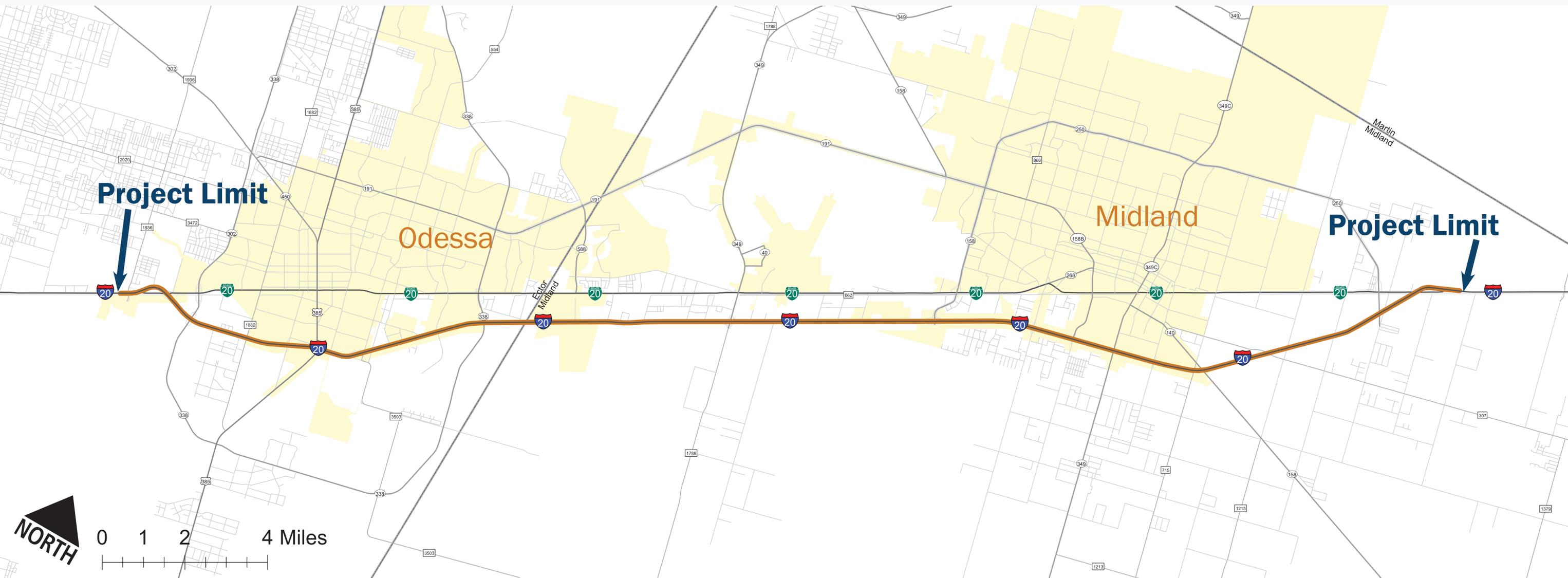
from FM 1936 to east of Business Interstate 20 (BI-20)

Midland and Ector Counties

TxDOT Odessa District

Open House: 5 p.m. - 7 p.m.

Presentation: 6 p.m.



Project Background

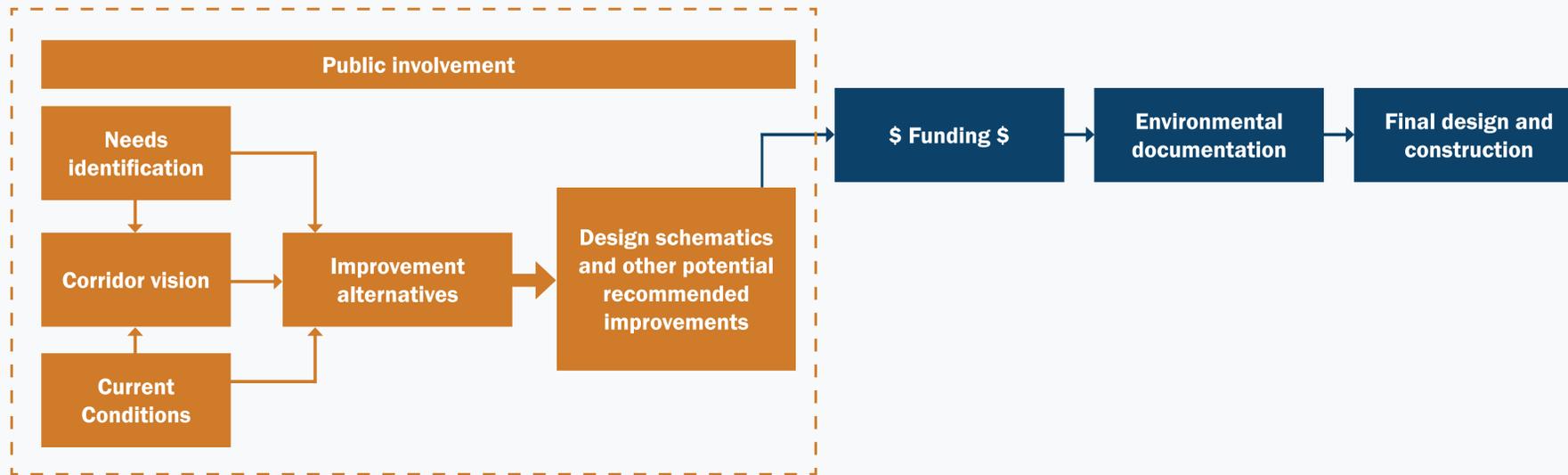
The study was initiated in 2016. It began by looking at I-20 from FM 866 to FM 1208.

We started by asking:

- What are the current conditions?
- What are the needs of the corridor?
- What is the vision for the corridor?

The study team assembled a workgroup to review baseline assumptions and materials.

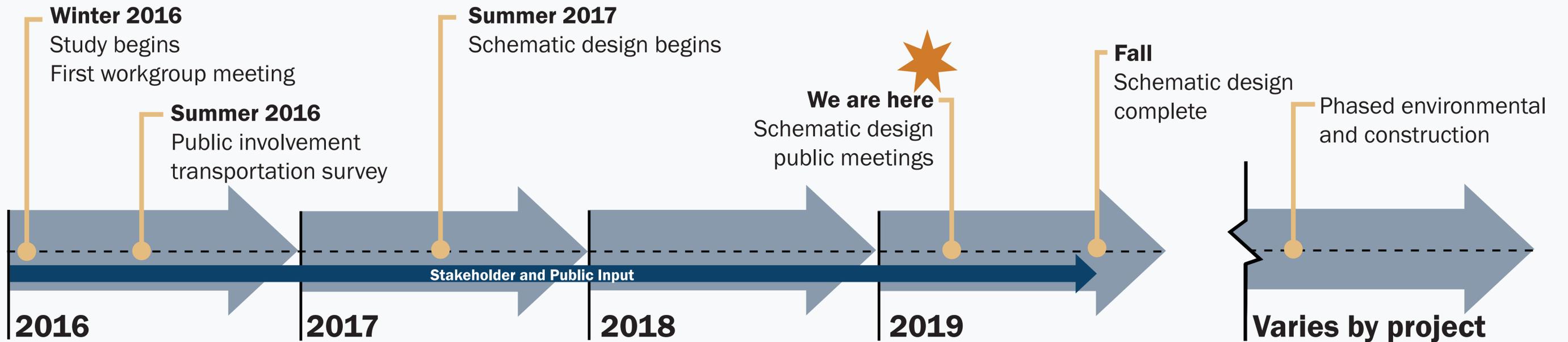
Scope of this Study



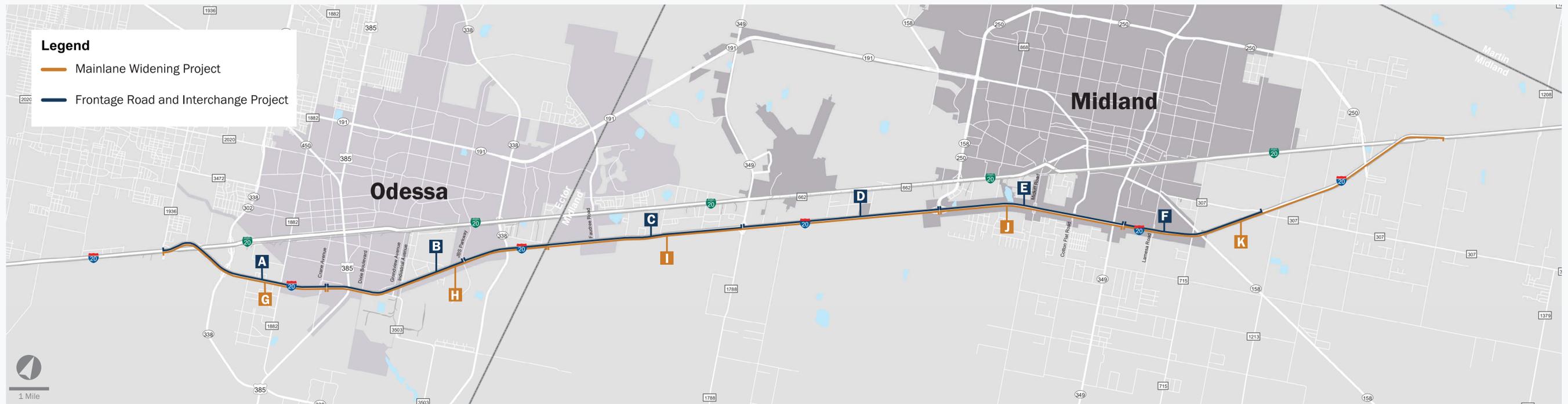
Groups Engaged in the Study



Project Timeline



Proposed Projects



PROPOSED I-20 CORRIDOR PROJECTS

Project	Control Section Job Number	County	Highway	From	To	Summary of Work	Estimate	Anticipated Let Year
A	0004-07-124, ETC	ECTOR	I-20	FM 1936	MONAHANS DRAW	<ul style="list-style-type: none"> RECONSTRUCT FRONTAGE ROADS RECONFIGURE RAMPS (X - CONFIGURATION) RECONSTRUCT INTERCHANGES AT BI 20 AND FM 1882 AND INCLUDE TURNAROUNDS RECONFIGURE INTERCHANGES AT WEST LOOP 338 AND CRANE AVE (I-20 OVER CROSS STREETS) CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION 	\$77,300,000	TBD
B	0005-13-059, ETC	ECTOR	I-20	MONAHANS DRAW	JBS PARKWAY	<ul style="list-style-type: none"> RECONSTRUCT FRONTAGE ROADS RECONFIGURE RAMPS (X - CONFIGURATION) RECONSTRUCT INTERCHANGES AT US 385, DIXIE BLVD, GRANDVIEW AND INDUSTRIAL AND INCLUDE TURNAROUNDS CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION 	\$50,450,000	TBD
C*	0005-13-060, ETC	ECTOR/ MIDLAND	I-20	JBS PARKWAY	FM 1788	<ul style="list-style-type: none"> RECONSTRUCT FRONTAGE ROADS RECONFIGURE RAMPS (X - CONFIGURATION) RECONSTRUCT INTERCHANGE AT EAST LOOP 338 AND INCLUDE TURNAROUNDS CONSTRUCT NEW INTERCHANGE AT FAUDREE CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION 	\$53,300,000	2022
D*	0005-14-087	MIDLAND	I-20	FM 1788	LOOP 250 WEST	<ul style="list-style-type: none"> RECONSTRUCT FRONTAGE ROADS RECONFIGURE RAMPS (X - CONFIGURATION) RECONFIGURE INTERCHANGES AT FM 1788 AND WEST LOOP 250 (I-20 OVER CROSS STREETS) CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION 	\$51,600,000	2022
E	0005-14-092	MIDLAND	I-20	LOOP 250 WEST	0.3 MI EAST OF SH 349	<ul style="list-style-type: none"> RECONSTRUCT FRONTAGE ROADS RECONFIGURE RAMPS (X - CONFIGURATION) RECONFIGURE INTERCHANGE AT COTTON FLAT (I-20 OVER CROSS STREET) RECONSTRUCT INTERCHANGE AT SH 349 AND INCLUDE TURNAROUNDS CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION 	\$75,800,000	TBD
F	0005-15-092	MIDLAND	I-20	0.3 MI EAST OF SH 349	FM 307	<ul style="list-style-type: none"> RECONSTRUCT FRONTAGE ROADS RECONFIGURE RAMPS (X - CONFIGURATION) RECONFIGURE INTERCHANGE AT LAMESA RD (I-20 OVER CROSS STREET) RECONSTRUCT INTERCHANGES AT FM 715, SH 158 AND FM 307 AND INCLUDE TURNAROUNDS CONVERT FRONTAGE ROADS TO ONE-WAY OPERATION 	\$64,500,000	TBD
G	0004-07-135	ECTOR	I-20	FM 1936	MONAHANS DRAW	<ul style="list-style-type: none"> WIDEN MAINLANES TO ADD A TRAVEL LANE IN EACH DIRECTION 	\$44,700,000	TBD
H	0005-13-063	ECTOR	I-20	MONAHANS DRAW	MIDLAND COUNTY LINE	<ul style="list-style-type: none"> WIDEN MAINLANES TO ADD A TRAVEL LANE IN EACH DIRECTION 	\$62,500,000	TBD
I	0005-14-093	MIDLAND	I-20	ECTOR COUNTY LINE	LOOP 250 WEST	<ul style="list-style-type: none"> WIDEN MAINLANES TO ADD A TRAVEL LANE IN EACH DIRECTION 	\$102,800,000	TBD
J	0005-14-094	MIDLAND	I-20	LOOP 250 WEST	0.3 MI EAST OF SH 349	<ul style="list-style-type: none"> WIDEN MAINLANES TO ADD A TRAVEL LANE IN EACH DIRECTION 	\$34,700,000	TBD
K	0005-15-093	MIDLAND	I-20	0.3 MI EAST OF SH 349	EAST OF BI-20	<ul style="list-style-type: none"> WIDEN MAINLANES TO ADD A TRAVEL LANE IN EACH DIRECTION 	\$152,300,000	TBD
Estimated Total:							\$769,950,000	

(*) Funded Projects

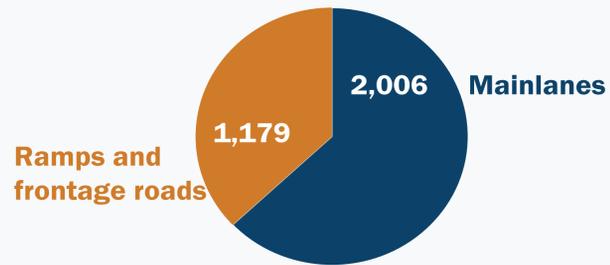


I-20 Odessa-Midland Corridor Study



Converting to One-Way Frontage Roads

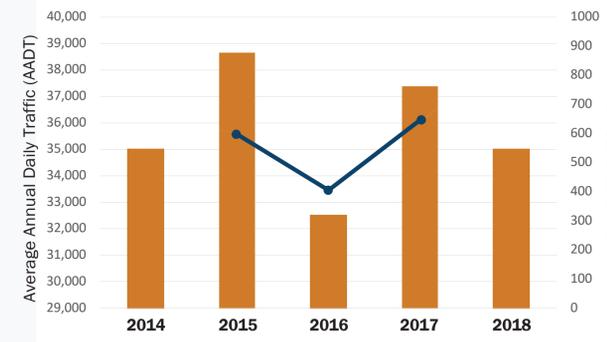
I-20 Odessa-Midland Crashes by Roadway Type (2014 - 2018)



Number of Fatalities on I-20 in Odessa-Midland (2014 - 2018)

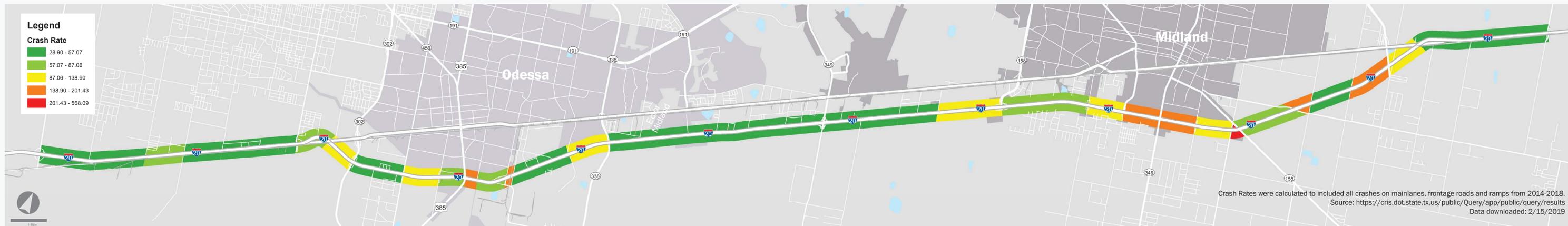


I-20 Odessa-Midland Crashes per Year with Annual Average Daily Traffic



Between 2014 and 2018, there were three fatal head-on crashes on I-20 frontage roads, two of them involved large trucks.

Mainlane and Frontage Road Crash Rate per 100 Million Vehicle Miles Traveled (2014 - 2018)



Safety Impacts

Converting frontage roads from two-way to one-way operation has been shown to reduce:

- Serious head-on and angle crashes by **83 - 94%**;
- Rear-end crashes by **73%**;
- Intersection crashes by **77 - 85%**; and
- Fatal and injury crashes by **57%**.

TxDOT, 2014. Frontage Road Conversion Analysis for Existing Frontage Roads I-20 from Loop 338 West to FM 307. Prepared by LJA Engineering for TxDOT. Eisele, William, Christine Yager, Marcus Brewer, William Frawley, Eun Sug Park, Dominique Lord, James Robertson, and Pei-fen Kuo, 2011. Safety and Economic Impacts of Converting Two-way Frontage Roads to One-way: Methodology and Findings. Texas A&M Transportation Institute (TTI) at Texas A&M University. Sponsored by FHWA.

Taking Action

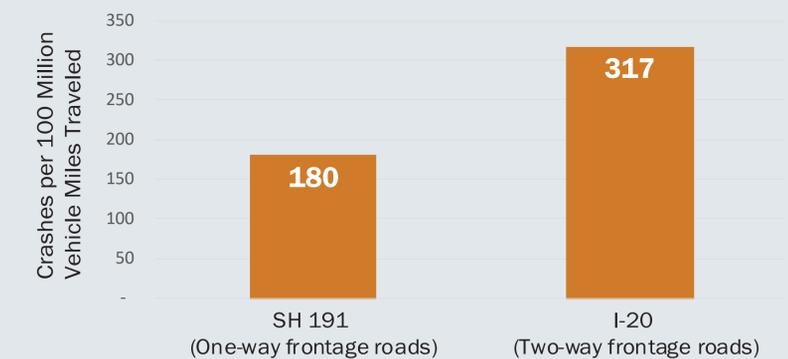
On January 23, 2016, the Permian Basin MPO approved a resolution supporting the conversion to one-way frontage roads on I-20 in the MPO boundary.

Odessa-Midland Example

Crash analysis from SH 191 in Odessa, which has one-way frontage roads, indicates that one-way frontage roads are safer:

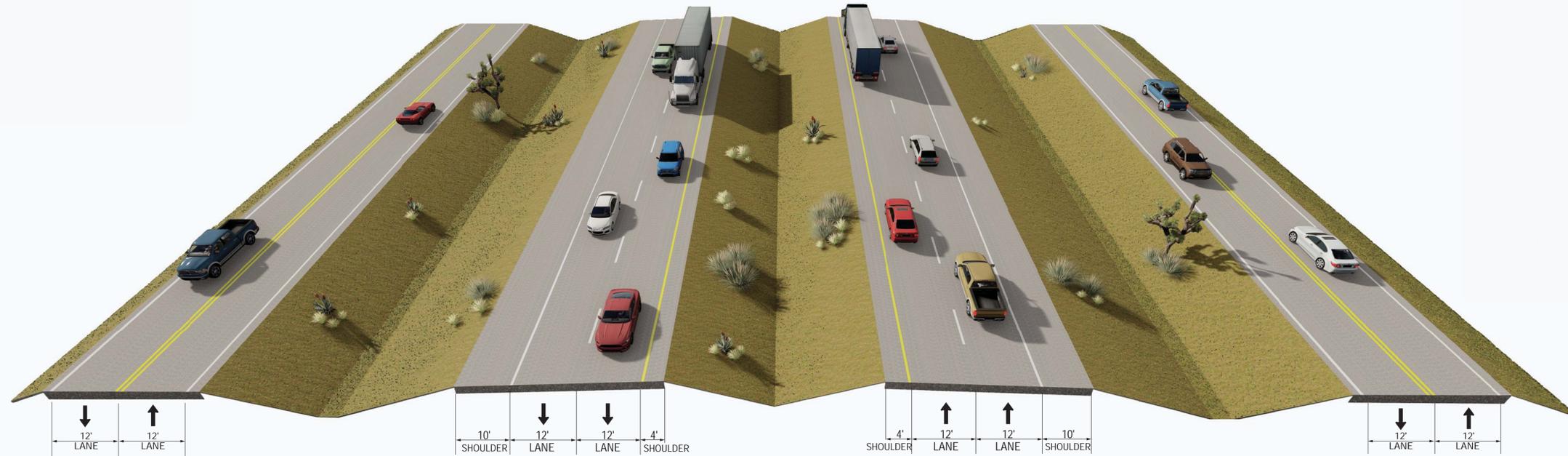
- The crash rate is **76% higher** on I-20 frontage roads compared to SH 191 frontage roads; and
- When excluding crashes at intersections, the number of crashes on I-20 frontage roads is **almost double** (95% higher) than on SH 191.

Two-Way versus One-Way Frontage Road Crash Rate Comparison (2014 - 2018)

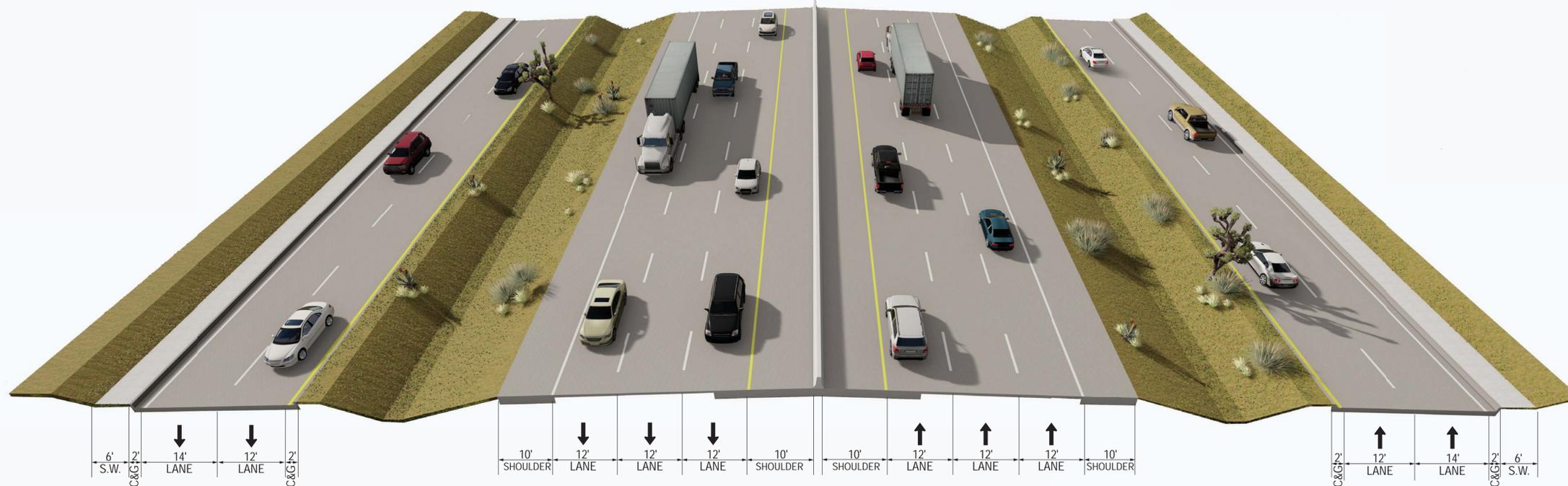


Typical Sections

Existing Roadway



Proposed Ultimate Roadway



The roadway typical section will vary throughout the corridor, see the proposed schematic for detail

Guide to Schematic Sheets

