



I-20 ODESSA-MIDLAND CORRIDOR STUDY

Public Meeting for Schematic Design

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.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Introduction of Staff

- ❑ **Robert Ornelas**, P.E., Director of Transportation Planning and Development, TxDOT Odessa
- ❑ **Gabriel Ramirez**, P.E., Advanced Planning Engineer, TxDOT Odessa
- ❑ **Cary Karnstadt**, Project Manager, TxDOT Transportation Planning and Programming
- ❑ **Will Barresi**, P.E., I-20 Project Manager, Jacobs
- ❑ **Grant Wu**, P.E., I-20 Design Manager, Jacobs
- ❑ Elected officials and transportation partners

Agenda

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Project Introduction

Public Meeting Purpose

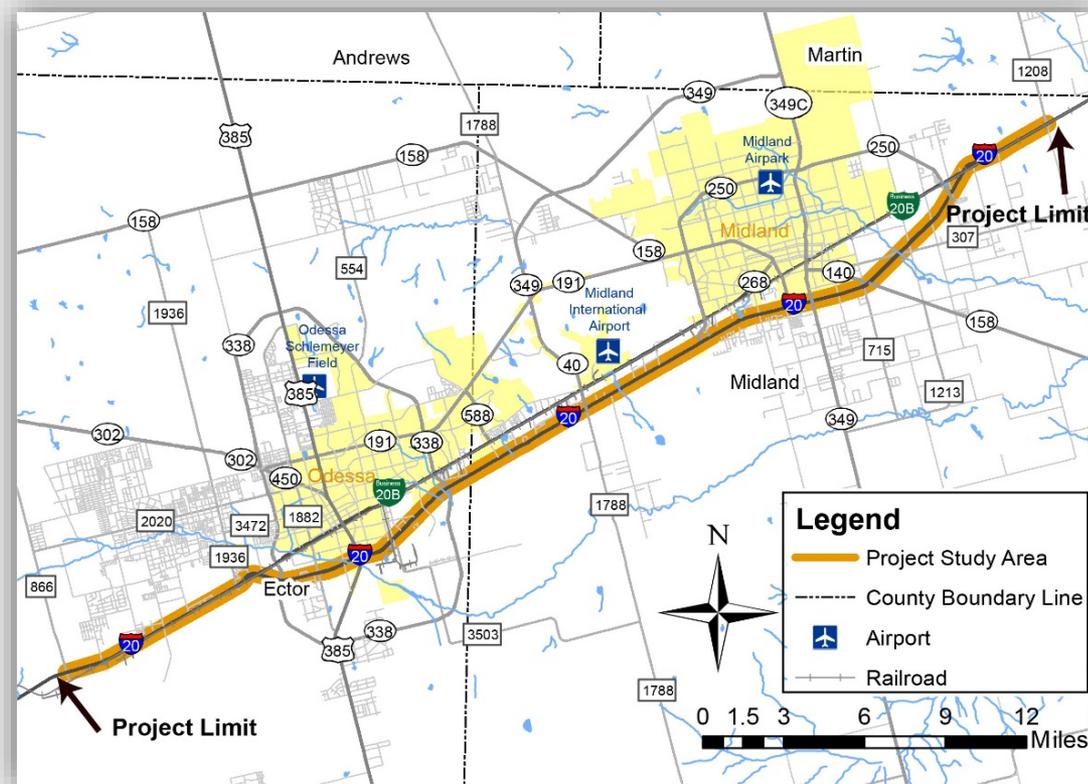
- ❑ Provide an **overview** of the I-20 Odessa Midland Corridor Study
- ❑ Display the **draft schematic** design for the I-20 corridor
- ❑ Get your **feedback**



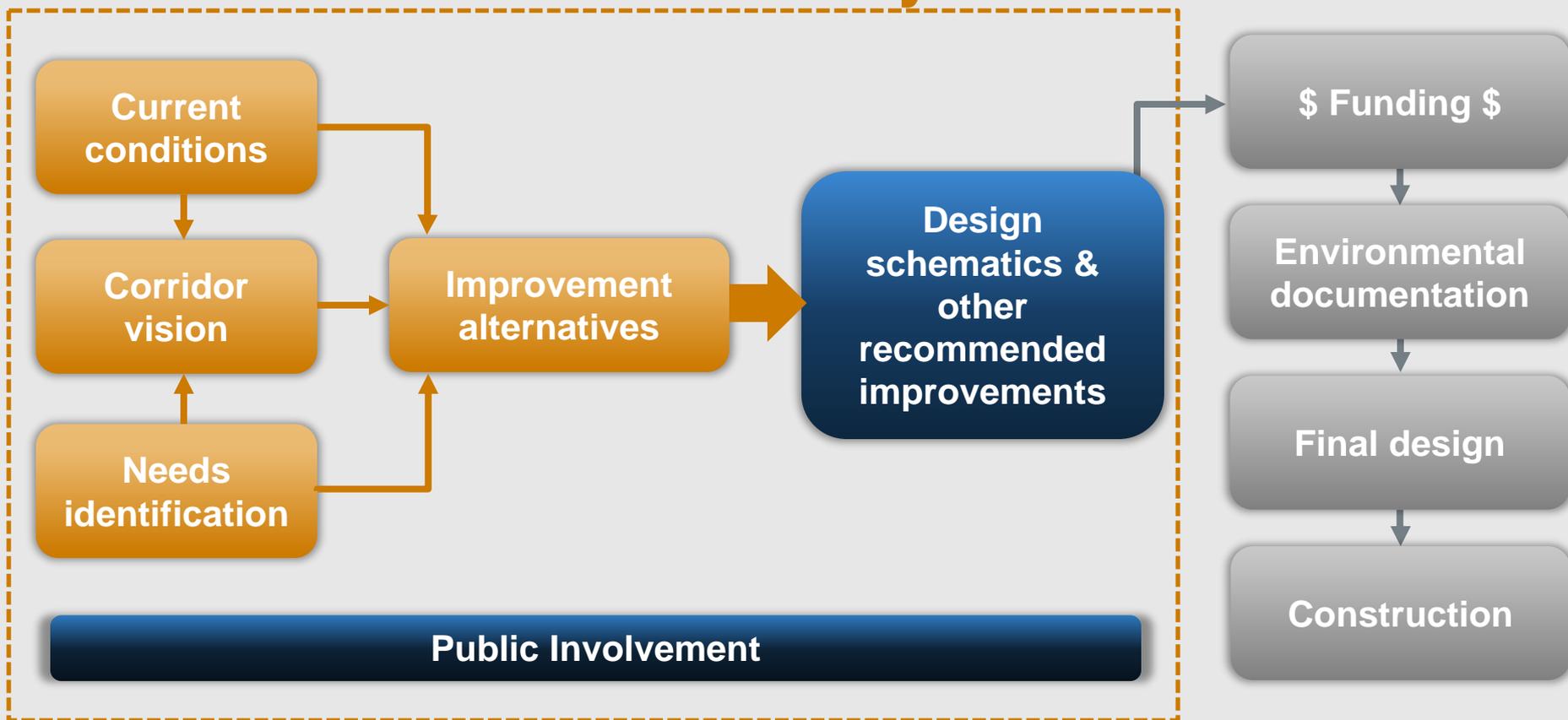
Attendees review displays at open house in September 2016

Study Background

- ❑ The study was initiated in 2016 and built upon previous studies
- ❑ It began by looking at I-20 from FM 866 to FM 1208



Overview of this study



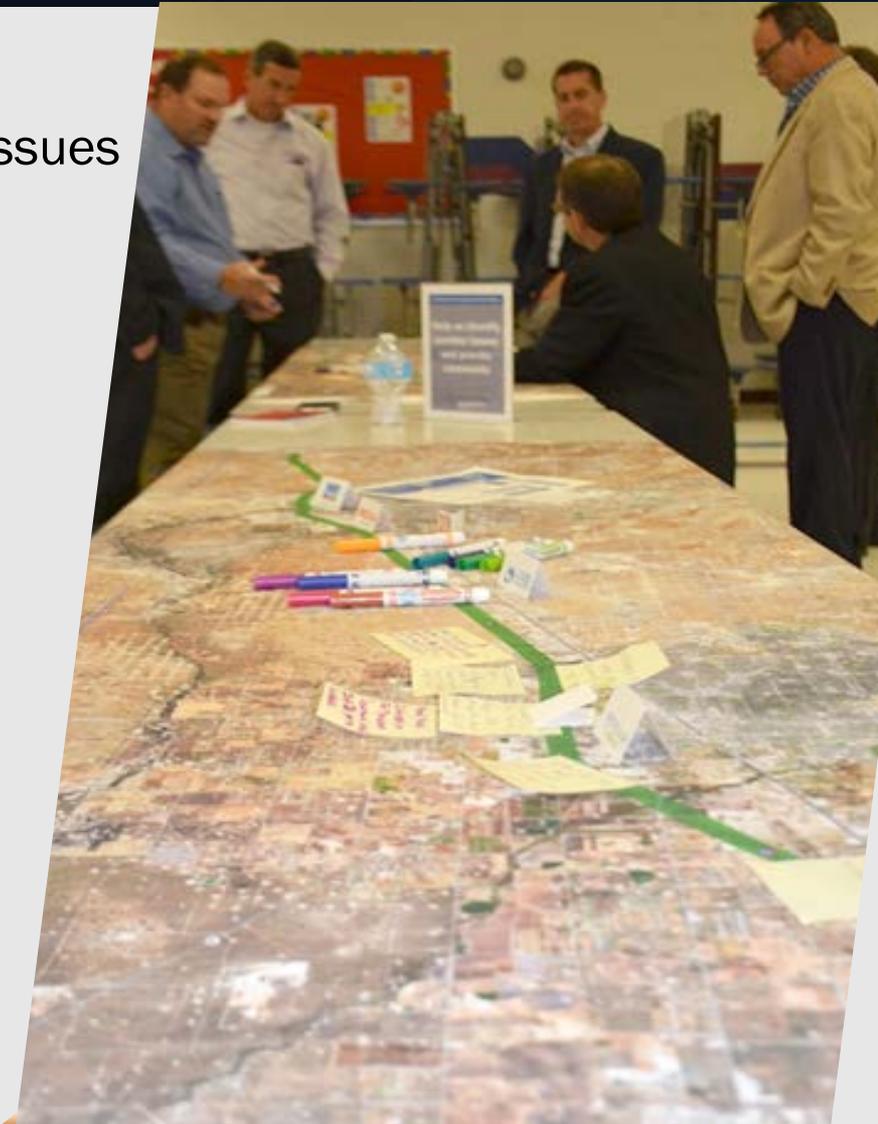
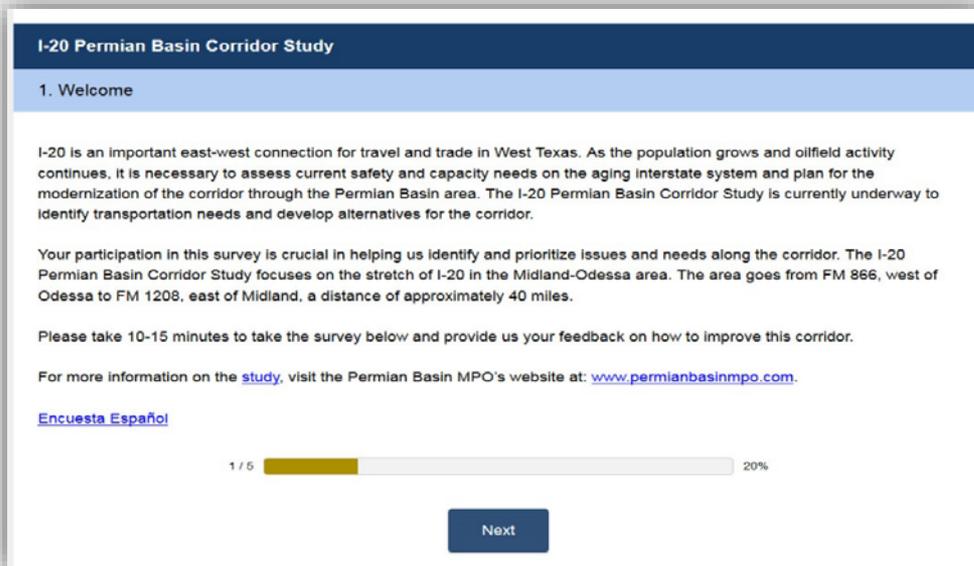
Study Background – Current Conditions

- Land Use
- Traffic flow (current and future)
- High level environmental constraints
 - Hazardous materials
 - Cultural resources
 - Natural resources
- Crash data
- Pavement and bridge condition
- Other regionally planned projects



Study Background – Needs Identification

- ❑ Data from “on the ground”
 - Bridge inspections, site survey, design issues
- ❑ Review of previous studies
- ❑ Workshop with workgroup members
- ❑ Input from public meetings
- ❑ Survey tool (605 responses)



Attendees leave notes on map at public meeting

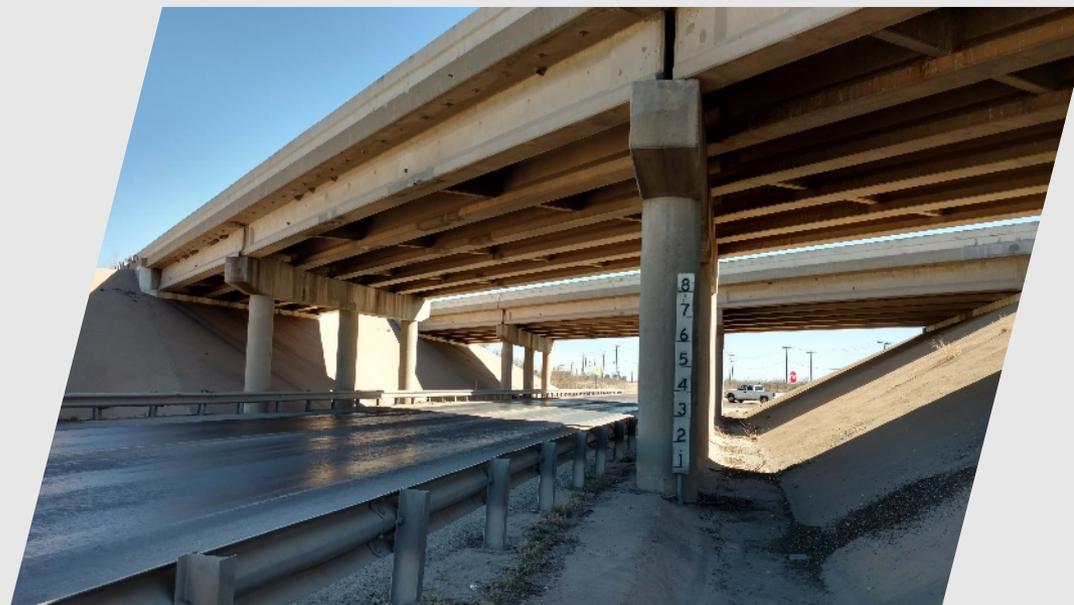
Develop a multimodal corridor plan that improves mobility and safety, enhances the region's economic opportunities and maintains infrastructure assets.



Improvement Strategies

□ Improvement strategies were developed to:

- Improve safety
- Reduce congestion
- Enhance access
- Improve drainage
- Be compatible with adjacent land uses
- Limit need for additional right-of-way
- Address future growth

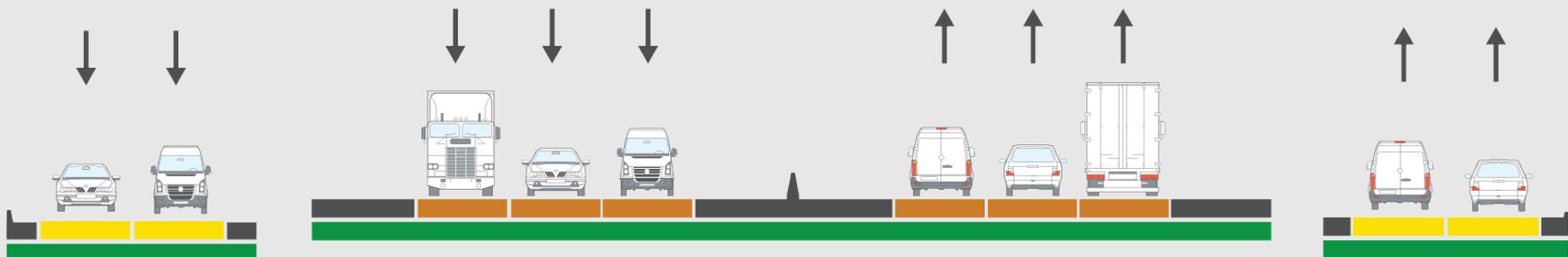


Summary of Proposed Ultimate Corridor Improvements

From FM 1936 (Ector County) to East of Business 20 (Midland County)

- ❑ Three mainlanes in each direction along entire corridor
- ❑ One-way frontage roads along the entire corridor
 - Additional Texas U-turns and interchanges
- ❑ Ramp and interchange improvements
- ❑ Roadway geometry updated to latest design standards
- ❑ Increased bridge clearance

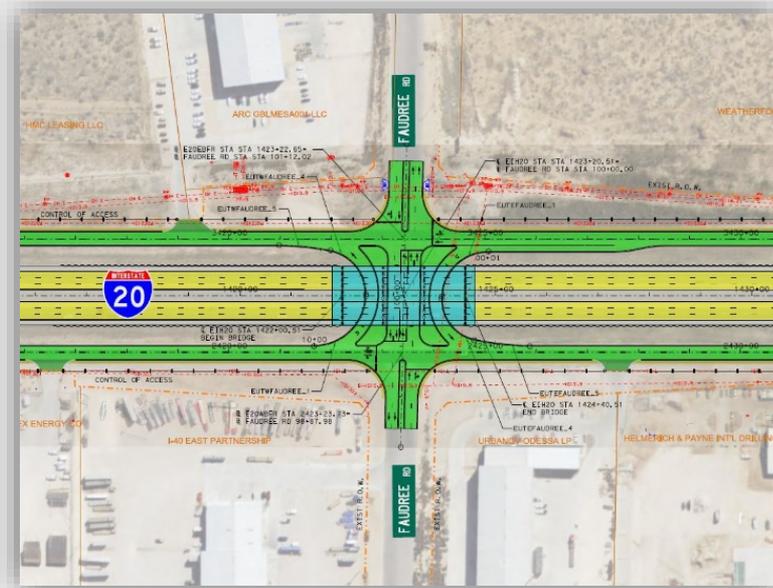
Proposed Typical Section – Ultimate Corridor



New Interchange Locations

□ New Interchange Locations:

- Faudree Road
- CR 1300
- CR 1260
- CR 1140



□ Identified in the Local/Regional Thoroughfare Plans

□ Provide additional access to and from I-20

□ Provide better connectivity and continuity for the network of local streets

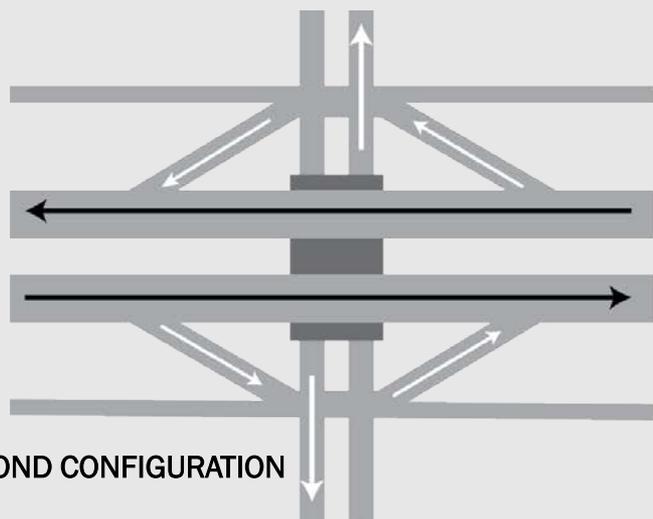
□ Alleviate congestion on parallel routes to I-20

□ Provide additional crossings for turnaround movements

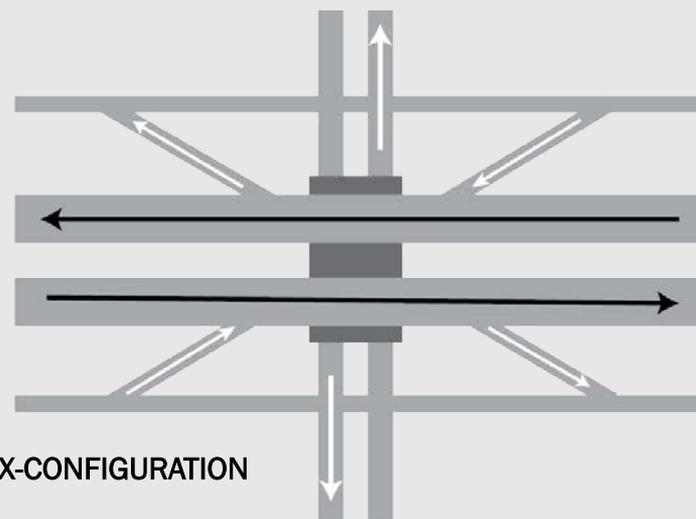
Ramp Improvements to Increase Safety & Mobility

❑ Conversion of Ramp from Diamond Configuration to X-Configuration

- Avoid the potential for traffic from the intersection to queue back into the exit ramp and onto the freeway mainlanes
- Provide longer weaving distances for high volumes of traffic exiting the freeway and turning right at the intersection
- More direct access between adjacent developments on the frontage road and the freeway, reducing the amount of traffic that has to pass through the intersection



DIAMOND CONFIGURATION



X-CONFIGURATION

Reconfiguring Overpasses

❑ Changing I-20 underpasses to overpasses at the following locations:

- West Loop 338
- S Crane Avenue
- FM 1788
- West Loop 250
- Cotton Flat Road
- S Lamesa Road
- CR 1150

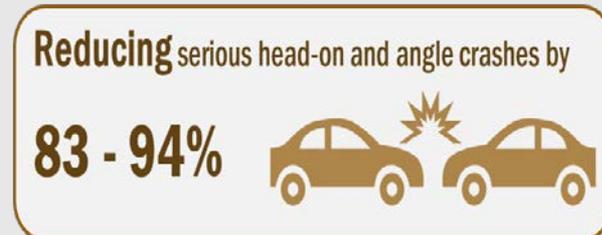
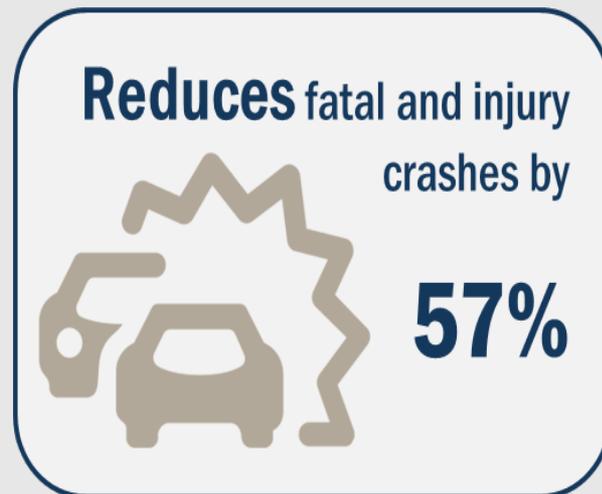


❑ Eliminate bridge strikes of trucks traveling on the interstate highway

❑ Increase vertical clearance of cross street underpasses to 18'-6"

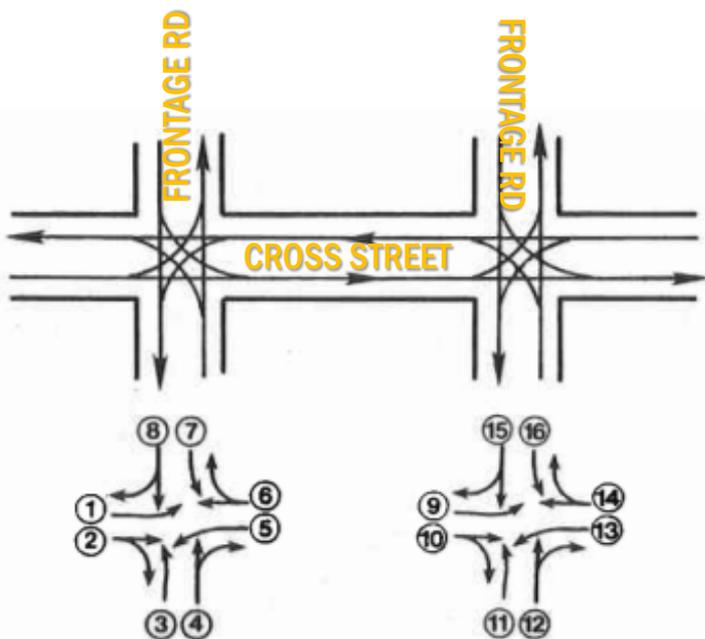
Frontage Road Summary

- ❑ The study looked at aspects of converting frontage roads from two-way to one-way operations
 - Conversion to one-way would reduce the severity and frequency of crashes
 - TxDOT has found conversion to improve traffic flow and intersection efficiency
 - Converting all roads would create consistent approach throughout the urban corridor
 - Texas U-turns and new interchanges will help maintain access
 - Detailed traffic analyses show that trip time would largely be improved in the corridor



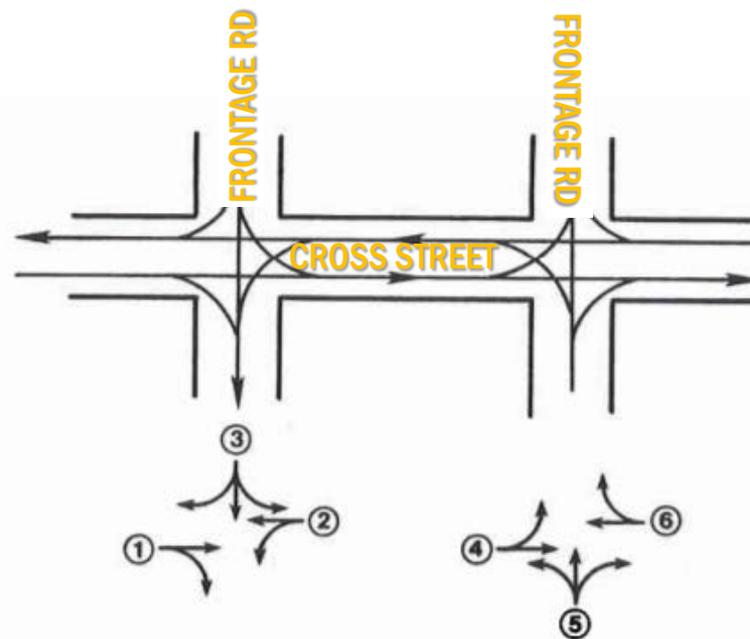
Reduction in number of conflict points

Two-way operation



32 Conflict points
16 Basic Movements

One-way operation

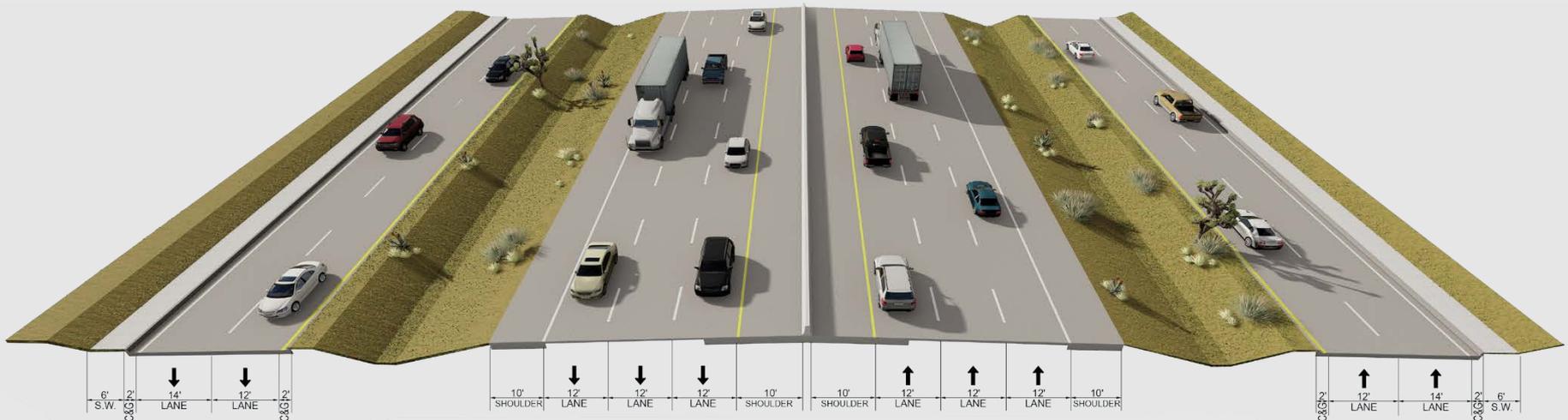


10 Conflict points
6 Basic Movements

Woods, Donald L., Myung-Soon Chang, and Carlton Allen, 1983. *Operational and Safety Analysis of Two-Way and One-way Frontage Roads*. Texas Transportation Institute (TTI) at Texas A&M University. Sponsored by FHWA.

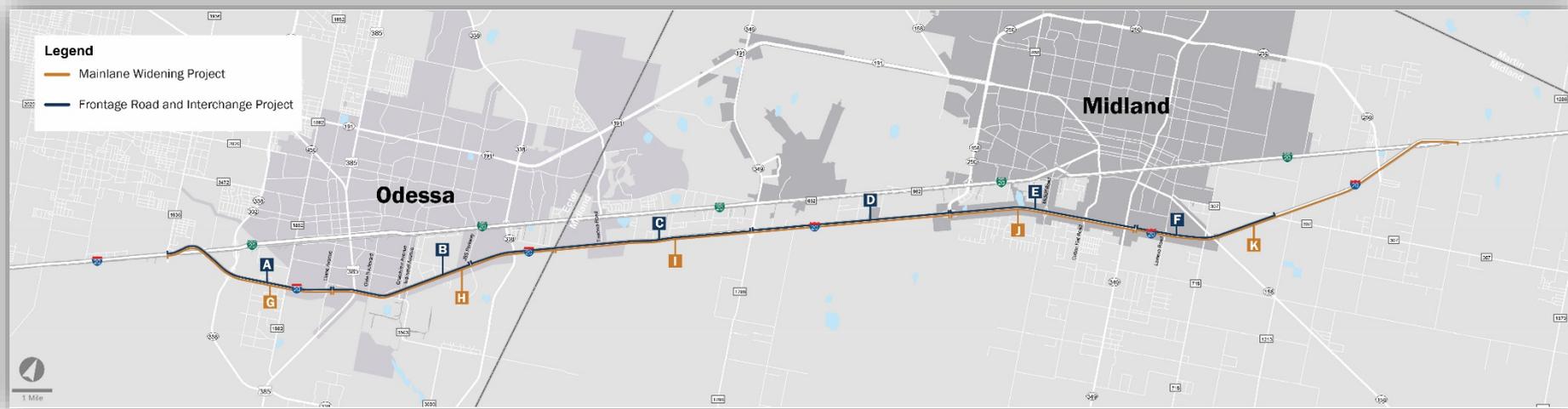
Mainlane Improvements

- ❑ Adding an additional lane in each direction for a total of 3 lanes in each direction
- ❑ Inside shoulder will be widened to 10'
- ❑ Converting from divided facility with depressed median to divided facility separated with concrete traffic barrier
- ❑ Full reconstruction or widening with overlay
- ❑ Overpass bridge construction/reconstruction to meet new guidelines for vertical clearance for crossing streets



Project Phasing

- ❑ Projects will be built in phases based on priority, funding and logical limits
- ❑ The “ultimate facility” will be developed when funds are available
- ❑ Proposed typical section represents ultimate condition
- ❑ Two (2) funded projects are scheduled to let in 2022:
 - I-20 from JBS Parkway to FM 1788
 - I-20 from FM 1788 to West Loop 250
- ❑ Main lane widening may be implemented separately from other projects within the corridor



I-20 Corridor Study Project Timeline

**I-20 Odessa-
Midland
Corridor
Study Begins**

Winter 2016

**Schematic
Design**

2017 - 2019

**Environmental
Document
Approval**

2021

**Anticipated
Construction
(phased)**

**Starting in
2022**

Provide feedback

Comments can be submitted a number of ways:

- Tonight - Written comments via comment form
- After tonight:
 - Email
 - Mailed



Comment forms must be postmarked by April 10, 2019 to be included as part of the public meeting documentation.

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