Table of Contents

1 Background .......................................................................................................................... 2
2 No-Build Alternative ......................................................................................................... 3
3 Roadway Alternatives Parallel to I-10 ............................................................................. 3
4 Widening of Existing Roadways that Parallel I-10 .......................................................... 5
5 New Location Parallel to I-10 Roadways ........................................................................ 7
6 Roadway Alternatives Connecting to I-10 ...................................................................... 9
7 Widening of Existing Connecting Roadways ................................................................. 9
8 New Location Connecting Roadways .............................................................................. 11
9 Multi-Modal Connections Alternative ........................................................................... 14

List of Figures

10 Figure 1: Initial Roadway Alternatives ........................................................................ 4
11 Figure 2: Initial Multi-modal Connection Alternatives ............................................... 15

Background

The Universe of Alternatives for the Border Highway East (BHE) Planning and Environmental Linkages (PEL) Study was developed utilizing the following precedents and processes: reference and guiding documents (including the 1997 Border Highway Extension Feasibility Study, Horizon 2040 Metropolitan Transportation Plan (MTP)); BHE study precedent documents (Travel Demand Modeling validation for the BHE study area, Purpose and Need Technical Report, Alternative Screening Methodology, and the Environmental Constraints Report); input from the Technical Work Group and Early Coordination Public Meetings; and follow-up coordination with individual stakeholder groups.

Both the Purpose and Need Technical Report and the Alternative Screening Methodology Report served as guiding documents for the Alternative Groupings based on the primary needs identified for the BHE PEL study area: System Capacity, System Linkage, and Modal Connectivity.

System Capacity addresses transportation mobility and access for the primary arteries running parallel to Interstate 10 (I-10), which traverse the study area from the northwest (El Paso and Loop 375) to the southeast (Tornillo and Farm-to-Market (FM) 3380). Alternative corridors were identified to address system capacity in the study area along both existing primary roadway facilities in addition to potential new location corridors parallel to I-10. New location corridors to address system capacity were developed referencing the key corridor constraints and influences documented in the Environmental Constraints Report, as well as from stakeholder input received at both the Technical Work Group and Early Coordination Public Meetings.

System Linkage addresses the need for improved cross connections within the study area linking border communities and the ports of entry (POE) in the study area (Zaragoza International POE and Tornillo-Guadalupe International POE) to Loop 375 and I-10. Alternatives were identified to address system linkage in the study area along both existing roadways as well as potential new location corridors, generally running perpendicular to the border and I-10. New location corridors to address system linkage were developed referencing the key corridor constraints and influences documented in the Environmental Constraints Report, as well as from stakeholder input received at both the Technical Work Group and Early Coordination Public Meetings.

Modal Connectivity addresses the need to provide improved modal integration and connections within the study area serving major transportation generators (such as the Zaragoza International POE, the Tornillo-Guadalupe International POE, and Sun Metro and El Paso County Rural Transit bus routes) across the spectrum of transportation modes: vehicular, truck, freight, transit, bicycle, and pedestrian. Modal Connectivity alternatives focused on non-roadway connections which focused on addressing potential gaps in the future transportation network serving transit, bicycle, and pedestrian users. Alternative modal connections were developed referencing the Horizon 2040 MTP, the key corridor constraints and influences documented in the
Environmental Constraints Report, as well as from stakeholder input received at both the Technical Work Group and Early Coordination Public Meetings.

**Alternative Labeling**

Alternatives that have been proposed as corridors parallel to I-10 have been given a numerical designation (i.e., Alternative 1, Alternative 2, etc.). Alternatives that have been proposed as corridors that are perpendicular or connect to I-10 have been given an alphabetical designation (i.e., Alternative A, Alternative B, etc.).

There are two categories of non-roadway modal connection alternatives: Transit Alternatives and Bicycle/Pedestrian Alternatives. Transit alternatives have been given a designation of “TR” and bicycle and pedestrian alternatives have been given a designation of “BP.”

**No-Build Alternative**

The “No Build” Alternative represents the baseline condition in the BHE PEL study area as if no additional improvements are implemented other than those already programmed (fiscally constrained *Horizon 2040 MTP*).

The No-Build Alternative provides a baseline to gauge how effective various build alternatives will be at accomplishing the purpose and need of the project. This alternative is required to be considered in PEL and National Environmental Policy Act (NEPA) analyses.

The No-Build Alternative includes the preservation of the existing transportation network and any programmed transportation improvements that have been identified as fiscally constrained in the MTP. As such, the No-Build Alternative includes all of the short-term operational improvements currently underway and planned within the study area, in addition to all other programmed transportation projects in the region that are contained MTP. Additionally, it is recommended that service to the existing El Paso County Rural Transit Route 40 along Alameda Avenue be enhanced to provide improved connection to the Future Tornillo-Guadalupe POE.

**Roadway Alternatives Parallel to I-10**

Roadway alternatives are illustrated in Figure 1.
Figure 1: Initial Roadway Alternatives
**Widening of Existing Roadways that Parallel I-10**

**Alternative 1** is a proposed corridor parallel to I-10 utilizing the existing FM 258 (Socorro Road) alignment from Loop 375 to Herring Road. Socorro Road is a two-lane, urban minor arterial without shoulders. Socorro Road traverses south from Loop 375, intersects Buford Road, Vineyard Road, Passmore Road, FM 1110 (San Elizario Road) and passes through the City of San Elizario.

This alternative proposes to improve level of service (LOS) through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 1 is approximately 9.3 miles long and intersects S. San Elizario Road. Constraints for this alternative include several lateral crossings and the corridor is adjacent to the Ysleta del Sur Pueblo lands.

**Alternative 2** is a proposed corridor parallel to I-10 utilizing the existing Socorro Road alignment from Herring Road to State Highway (SH) 20 (Alameda Avenue). Socorro Road is a two-lane, urban/rural collector without shoulders. Socorro Road traverses south from Herring Road, intersects Hole in the Wall Road, and shifts southeast to terminate at Alameda Avenue north of Fabens.

Alternative 2 connects with Alternative 1 at Herring Road and extends to Fabens. This alternative proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 2 is approximately 6.3 miles long and crosses the Franklin Canal near the terminus in Fabens.

**Alternative 3** is a proposed corridor parallel to I-10 utilizing the existing Alameda Avenue alignment from Loop 375 to Herring Road. Alameda Avenue is a four-lane, urban principal arterial with shoulders. Alameda Avenue traverses south from Loop 375 crossing S. Moon Road, through the City of Socorro, intersects Vineyard Road, Passmore Road, and FM 1281 (Horizon Boulevard), passes through Clint where it intersects S. San Elizario Road, and terminates at Herring Road.

Alternative 3 proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 3 is approximately 8.8 miles long and improves connectivity through its intersections with Horizon Boulevard and S. San Elizario Road.

**Alternative 4** is a proposed corridor parallel to I-10 utilizing the existing Alameda Avenue alignment from Herring Road to Tornillo. Alameda Avenue from Herring Road to Fabens is a four-lane roadway classified as a rural major collector with shoulders. Alameda Avenue from Fabens to the southern limit of the study area in Tornillo is a two-lane, rural major collector with shoulders. Alameda Avenue traverses south from Herring Road, intersects Cuadrilla Road, through Fabens, where it terminates in Tornillo at the end of the study area.
Alternative 4 connects with Alternative 3 at Herring Road and extends to Tornillo. This alternative proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 4 is approximately 12.7 miles long and crosses several El Paso County Water Improvement District (EPCWID) laterals. Alternative 4 parallels the Franklin Canal immediately north of Fabens for approximately 4.25 miles.

**Alternative 5** is a proposed corridor parallel to I-10 utilizing the existing North Loop Drive (FM 76) alignment from Loop 375 to Clint Cutoff Road (FM 1110). North Loop Road is a two-lane, rural major arterial with shoulders. North Loop Road traverses south from Loop 375 intersecting with Old Hueco Tanks Road, N. Moon Road, and Horizon Boulevard in the City of Socorro, where it terminates at Clint Cutoff Road.

Alternative 5 proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 5 is approximately 8.8 miles long. Constraints for this alternative include several lateral crossings and portions of the corridor lie within of the 100-year floodplain.

**Alternative 6** is a proposed corridor parallel to I-10 utilizing the existing FM 76 alignment from Clint Cutoff Road to Alameda Avenue in Fabens. North Loop Road is a two-lane, rural major arterial with shoulders. North Loop Road traverses south from Clint Cutoff Road where it turns south to connect to Alameda Avenue in Fabens. Alternative 6 crosses the Union Pacific Railroad (UPRR) with a grade-separated railroad crossing.

Alternative 6 proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 6 is approximately 6.6 miles long. Constraints for this alternative include crossing the Salatral Lateral along with another unnamed laterals and portions of the corridor lie within of the 100-year floodplain. Additionally, the Alternative 6 alignment is adjacent to a soccer field and Fabens City Park.

**Alternative 7** is a proposed corridor parallel to I-10 utilizing the existing I-10 alignment from Loop 375 to Fabens Drive (FM 793) in Fabens. I-10 is a four-lane, urban interstate with shoulders. I-10 traverses south from Loop 375, with interchanges at Horizon Boulevard, San Elizario Road, and Fabens Drive.

Alternative 7 proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 7 is approximately 15.7 miles long.

**Alternative 19** is a proposed corridor parallel to I-10 utilizing the existing Socorro Road alignment from Loop 375 to Alameda Avenue. Alternative 19 is a combination of Alternatives 1 and 2, is approximately 15.5 miles long, and retains the same characteristics and constraints as described for Alternatives 1 and 2.
Alternative 20 is a proposed corridor parallel to I-10 utilizing the existing Alameda Avenue alignment from Loop 375 to Tornillo. Alternative 20 is a combination of Alternatives 3 and 4, is approximately 21.4 miles long, and retains the same characteristics and constraints as described for Alternatives 3 and 4.

Alternative 21 is a proposed corridor parallel to I-10 utilizing the existing North Loop Road alignment from Loop 375 to Alameda Avenue in Fabens. Alternative 21 is a combination of Alternatives 5 and 6, is approximately 15.5 miles long, and retains the same characteristics and constraints as described for Alternatives 5 and 6.

Alternative 22 is a proposed corridor parallel to I-10 utilizing the existing I-10 alignment from Loop 375 to Tornillo. Alternative 22 is an extension of Alternative 7, where Alternative 7 terminates Alternative 22 continues to the existing O.T. Smith Road (FM 3380) (proposed Manuel F. Aguilera Highway). In addition to the interchanges described in Alternative 7, Alternative 22 would have an interchange at O.T. Smith Road.

Alternative 22 proposes to improve LOS through the addition of one additional travel lane in each direction, while maintaining the existing traffic control and access characteristics. Alternative 22 is approximately 21.7 miles long.

New Location Parallel to I-10 Roadways

This section describes the proposed alternatives parallel to I-10 that are on new location. Although corridors have been described, the type of facility for each alternative has not yet been determined.

Alternative 8 is a proposed alignment parallel to I-10 on new location within the northwestern portion of the study area. This alternative is a proposed four-lane extension of Southside Road from Loop 375 to Socorro Road. Alternative 8 utilizes portions of existing Southside Road from Loop 375 to Pan American Drive, along the 1997 BHE preferred alternative. Alternative 8 transitions from the 1997 BHE alignment, north of Rio Bosque Wetland Park, and parallels and crosses the Franklin Drain on new location, merging into Socorro Road near Cougar Park in Socorro. Alternative 8 is approximately 3.3 miles long and parallels the Southside Feeder Lateral and Franklin Drain.

Alternative 9 is a proposed alignment parallel to I-10 on existing and new location within the northwestern portion of the study area. This alternative is a proposed four-lane facility, which would include widening Pan American Road from Loop 375 to Southside Road and new location from Southside Road to Socorro Road. Alternative 9 utilizes portions of the 1997 BHE preferred alternative from Southside Road, east of Rio Bosque Wetlands Park, where it parallels the Franklin Drain before merging into Socorro Road near Cougar Park in Socorro. Alternative 9 is approximately 3.3 miles long and parallels and crosses the Franklin Drain.
Alternative 10 is a proposed two-lane, eastbound frontage road along I-10. This alternative proposes to extend the existing I-10 eastbound frontage road from the current terminus at Clint Cutoff Road to Fabens Drive in Fabens. This alternative is approximately 6.7 miles long.

Alternative 11 is a proposed two-lane, westbound frontage road along I-10. This alternative proposes to extend the existing I-10 westbound frontage road from the current terminus at Clint Cutoff Road to Fabens Drive in Fabens. This alternative is approximately 6.7 miles long.

Alternative 12 is a proposed alignment parallel to I-10 on new location, beginning in San Elizario. This alternative is a proposed four-lane facility, which begins at Socorro Road in San Elizario and turns west to parallel the international border throughout the City of San Elizario. The alternative then turns east and parallels the Island Drain and Robinson Road to Manuel Aguilera Freeway (FM 1109) terminating at the Fabens POE. Alternative 12 is approximately 15.4 miles long and traverses a predominately rural area. This alternative crosses or parallels several drains and laterals.

Alternative 13 is a proposed alignment parallel to I-10 on new location. This alternative is a proposed four-lane facility which begins along Socorro Road at Herring Road in San Elizario and turns west generally following the Lee Moore Intercepting Drain then veers slightly south to parallel the Island Drain to its terminus on Manuel Aguilera Freeway at the Fabens POE. Alternative 13 is approximately 10.7 miles long and traverses a predominately rural area. This alternative crosses or parallels several drains and laterals.

Alternative 13 Modified (Mod) is a proposed alignment parallel to I-10 on new location. This alternative would connect to Alternative 12 south Herring Road at the River Drain lateral and travels southeast to connect with Alternative 13 at Hole in the Wall Road where it follows the alignment of Alternative 13 to its terminus on Manuel Aguilera Freeway at the Fabens POE. Alternative 13 Mod is approximately 10.2 miles long and traverses a predominately rural area.

Alternative 14 is a proposed alignment parallel to I-10 on new location. This alternative is a proposed four-lane facility, which begins at Socorro Road north of Fabens at Roy Rice Road. The alternative follows Roy Rice Road and continues to Island-Tornillo Road. The alternative follows Island-Tornillo Road to its terminus at Manuel Aguilera Freeway near the Fabens POE. Alternative 14 is approximately 6.9 miles long and traverses a predominately rural area.

Alternative 14 Mod is a proposed alignment parallel to I-10 on new location. Alternative 14 Mod connects to Alternative 13 near the Lee Moore Intercepting Drain, where it travels southeast along the Riverside Canal for a short distance to meet the Alternative 14 alignment along Island Tornillo Road to its terminus at Manuel Aguilera Freeway near the Fabens POE. Alternative 14 Mod is approximately 5.97 miles long and traverses a predominately rural area.
Alternative 15 is a proposed two-lane, eastbound frontage road along I-10. This alternative proposes to extend the existing I-10 eastbound frontage road from the terminus of Alternative 10, at Socorro Road, to O.T. Smith Road in Tornillo. This alternative is approximately 6.0 miles long.

Alternative 16 is a proposed two-lane, westbound frontage road along I-10. This alternative proposes to extend the existing I-10 westbound frontage road along I-10 to its terminus of Alternative 10, at Socorro Road, to O.T. Smith Road in Tornillo. This alternative is approximately 6.0 miles long.

Alternative 17 is a proposed alignment parallel to I-10 on new location. Alternative 17 begins near the northeast corner of Rio Bosque Wetlands Park at the location where Alternatives 8 and 9 depart from the Southside Feeder Lateral, and continues parallel to the Southside Feeder Lateral. It then crosses the Northside Lateral to begin paralleling the Riverside Intercepting Drain, terminating at the San Elizario Wasteway #1. Alternative 17 is approximately 4.8 miles long and crosses Ysleta del Sur Pueblo lands before reconnecting with Alternatives 12 and 18 just west of the San Elizario Historical District.

Alternative 18 is a proposed alignment parallel to I-10 on new location. This alternative follows the alignment set forth in the 1997 Feasibility Study.

Roadway Alternatives Connecting to I-10

Roadway alternatives are illustrated in Figure 1.

Widening of Existing Connecting Roadways

Alternative A is a proposed corridor that extends the existing Old Hueco Tanks Road (west of North Loop Drive) east of North Loop Drive to Gateway East Boulevard and I-10 includes two sections: Alternatives A1 (see New Location Connecting Roadways for description) and A2 (east and west of North Loop Drive respectively).

Alternative A2 is a widening of the existing two-lane roadway between North Loop Drive and North Moon Road (approximately 0.74 miles long) to four lanes and provides additional capacity to the existing roadway network. If implemented with Alternative A1, the corridor would provide system connectivity to North Loop Road and I-10.

Alternative B is a proposed corridor that runs perpendicular to I-10 utilizing the existing North Moon Road alignment. North Moon Road is a two-lane, local roadway without shoulders. Alternative B begins at Old Hueco Tanks Road and traverses west, crossing the UPRR with a grade-separated crossing, intersecting with SH 20, and terminating at Socorro Road.

Alternative B is approximately 1.0 mile long and provides additional capacity to the roadway network as well as system connectivity to Alameda Avenue and Socorro Road.
This alternative would require a grade separation at the UPRR and would cross the Franklin Canal.

**Alternative C** is a proposed corridor that connects to I-10 utilizing the existing Horizon Boulevard alignment. Horizon Boulevard is a four-lane, urban principal arterial with shoulders. Alternative C begins at I-10 and traverses west, intersecting with North Loop Drive, crossing the UPRR with a grade-separated crossing, and terminating at Alameda Avenue.

Alternative C is approximately 3.0 miles long and provides additional capacity to the roadway network as well as system connectivity to North Loop Road. This alternative would require a grade separation at the UPRR and would cross several laterals.

**Alternative D** is a proposed corridor that runs perpendicular to I-10 utilizing the existing Buford Road alignment. Buford Road is a two-lane, urban collector without shoulders. Alternative D begins at Alameda Avenue, at the terminus of Alternative C, and traverses northwest to intersect with Socorro Road.

Alternative D is approximately 1.0 mile long. Alternative D would require a crossing of the Franklin Canal.

**Alternative E** is a proposed corridor that runs perpendicular to I-10 utilizing the existing South San Elizario Road alignment. South San Elizario Road is a two-lane, urban collector with shoulders. Alternative E begins at Hansard Drive (terminus of Alternative N), west of Alameda Avenue, traverses northwest, crossing the Franklin Canal, and terminates at Socorro Road in San Elizario.

Alternative E is approximately 2.1 miles long and would cross the Franklin Canal.

**Alternative F** is a proposed corridor that runs perpendicular to I-10 utilizing the existing Herring Road alignment. Herring Road is a two-lane, local roadway without shoulders. Alternative F begins at Alameda Avenue, south of Clint, and traverses west, crossing the Franklin Canal, intersecting Socorro Road and terminating at Alternative 12.

Alternative F is approximately 2.6 miles long and would cross the Franklin Canal.

**Alternative G** is a proposed corridor that connects to I-10 utilizing the existing Fabens Drive alignment. Fabens Drive is a two-lane, rural major collector/principal arterial with shoulders. Alternative G would begin at I-10, traversing west through Fabens, crossing the UPRR with a grade-separated crossing, intersecting with Alameda Avenue and terminating at Island Tornillo Road.

Alternative G is approximately 4.1 miles long. Alternative G provides connectivity to Alameda Avenue and nearby connection to Socorro Road and North Loop Drive via Alameda Avenue. There is an existing at-grade railroad crossing of the UPRR.
**Alternative H** is a proposed corridor that runs perpendicular to I-10 utilizing portions of the existing Manuel Aguilera Freeway alignment. The Manuel Aguilera Freeway is a two-lane, major collector with shoulders. Alternative H begins at Alameda Avenue, at the terminus of Alternative 8, and traverses west, intersecting Island Tornillo Road, Middle Island Road and terminating at the Fabens POE.

Alternative H is approximately 2.8 miles long and provides connectivity to the Fabens International POE.

**Alternative N** is a proposed realignment of FM 1110 utilizing both existing roadway and new location corridors and includes two sections: Alternatives N1 and N2. **Alternative N2** includes the existing roadway segment of FM 1110 between North Loop Drive and I-10. Alternative N2 would connect to Alternative N1 near North Loop Drive. In combination with Alternative N1, it forms the Alternative N corridor, a continuous widened and realigned section of FM 1110 between Alameda Avenue and I-10.

The proposed new location of FM 1110 would provide ease of access to I-10 in conjunction with Alternative N2 and Alternative E. Alternative N2 is approximately 0.65 miles in length. This alternative would require a new grade-separated crossing of the UPRR.

**Alternative V** is a proposed corridor that runs perpendicular to I-10 utilizing the existing Jess Harris Road alignment. Jess Harris Road is a two-lane, local roadway without shoulders. Alternative V begins at Island Tornillo Road, the terminus of Alternative G, and traverses west to intersect with Alternative 12. Alternative V is approximately 0.4 miles long.

**Alternative W** is a proposed corridor that runs perpendicular to I-10 utilizing the existing North Moon Road alignment. North Moon Road is a two-lane, local roadway without shoulders. Alternative W begins at Mesa Spur Drain and traverses northwest, intersecting North Loop Drive, and terminating at Old Hueco Tanks Road, terminus of Alternative A.

Alternative W is approximately 1.7 miles long and provides connectivity between Alameda Avenue, North Loop Road, and I-10 (via Alternative X).

**New Location Connecting Roadways**

**Alternative A1** represents a section of Alternative A (the widening and new location extension of Old Hueco Tanks Road) east of North Loop Drive. It is proposed as a four-lane northern extension of the existing Old Hueco Tanks Road, that would generally align with the existing pavement section between North Loop Drive and Gateway East Boulevard/I-10. Alternative A1 is approximately 1.55 miles long and provides additional linkage and capacity to the roadway network. If implemented, the Alternative A corridor would provide system connectivity to North Loop Drive and I-10. This alignment has
been identified as a funded project in the *2013 El Paso County Comprehensive Mobility Plan*.

**Alternative I** is a proposed new location corridor extension of Old Hueco Tanks Road from North Loop Drive to Alameda Avenue. Alternative I is a proposed four-lane facility that includes a grade-separated railroad crossing and a Middle Drain crossing. Alternative I is approximately 1.0 mile long. Alternative I, in conjunction with Alternative A, would provide connectivity between I-10, North Loop Road, and Alameda Avenue.

**Alternative J** is a proposed new location roadway corridor originating at the Mesa Drain along Horizon Boulevard (Alternative C) and ending at Buford Road. Alternative J would begin at Horizon Boulevard and traverse north, paralleling Mesa Drain, and utilize North Rio Vista Road to complete the connection to Buford Road (Alternative D). Alternative J is approximately 2.2 miles long. The new location alignment would require a grade-separated crossing of the UPRR and would cross several laterals, including the Franklin Canal.

**Alternative K** is a proposed new location, four-lane roadway originating at the Ysleta Lateral and Alternative L intersection (near Trent Road), traversing northwest, and terminating at the intersection of Socorro Road and Tiwa Boulevard. Alternative K is approximately 2.9 miles long and would provide connectivity to Alameda Avenue. Alternative K would cross the Franklin Canal and would require a grade-separated crossing of the UPRR.

**Alternative L** is a proposed new location roadway originating at I-10 approximately 2 miles north of South San Elizario Road and generally following the southern Socorro City limits to it terminus at Alternative 18 approximately 0.5 miles south of the Socorro City limits. This new location roadway would create new roadway links to I-10, North Loop Road, Alameda Avenue, Socorro Road and Alternative 18. Alternative L is approximately 5.0 miles in length. Alternative L would cross the Franklin Canal and other laterals, as well as include a grade-separated crossing of the UPRR.

**Alternative M** is a proposed new location, four-lane roadway originating at the proposed realignment of Clint Cutoff Road (Alternative N) just east of Alameda Avenue, at Richfield Street, and traversing southwest to Herring Road (Alternative F). The total length of Alternative M is 0.6 miles long and would provide new system linkage from Herring Road to FM 1110.

**Alternative N1** represents a portion of the widening and realignment of FM 1110 (Alternative N) and includes the new location segment realignment of FM 1110 that begins west of Alameda Avenue and continues east to North Loop Drive. As previously noted, Alternative N is a proposed realignment of FM 1110 utilizing both existing roadway and new location corridors. At its beginning near Alameda Avenue, Alternative N1 would connect to the existing FM 1110 near Hansard Drive (Alternative E). In combination with Alternative N2, it forms the Alternative N corridor, a continuous widened and realigned section of FM 1110 between Alameda Avenue and I-10.
The proposed new location of FM 1110 would provide ease of access to I-10 in conjunction with Alternative N2 and Alternative E. Alternative N1 is approximately 2.25 miles in length. This alternative would require a new grade-separated crossing of the UPRR.

Alternative O is a proposed extension of Hole in the Wall Road, beginning at Alameda Avenue (connecting to Alternatives E and M) and traversing southwest to connect to the existing Hole in the Wall Road. The proposed corridor would cross the Middle Drain/Coffin Lateral and the Franklin Canal. This alternative, in conjunction with Alternatives M and N, would provide greater access to the farming communities south of San Elizario, FM 1110, and I-10. Alternative O is approximately 2.2 miles in length.

Alternative P is a proposed new location, four-lane roadway beginning at I-10 and terminating at Alternative 12. The proposed alignment would begin at I-10 and traverse west, crossing FM 76, the UPRR, SH 20, FM 258, and eventually connecting to Alternative 12. Alternative P would provide new access to I-10, North Loop Road, Alameda Avenue, and Socorro Road, providing improved access to farming communities between San Elizario and Fabens. Alternative P is approximately 4.5 miles in length, would cross the Franklin Canal and other laterals, as well as a grade-separated crossing of the UPRR.

Alternative Q a proposed new location, four-lane roadway beginning at I-10 and terminating at Jess Harris Road. Alternative Q would begin at I-10 at FM 793 and traverse northwest, intersect with FM 76, SH 20, and FM 258, and eventually connect to Jess Harris Road. Alternative Q is approximately 4.5 miles in length, would cross the Franklin Canal and other laterals, as well as a grade-separated crossing of the UPRR.

Alternative R a proposed new location, four-lane roadway beginning at I-10 and terminating at Middle Island Road (Alternative V). Alternative R would begin at I-10 at FM 793 and traverse southwest, intersect with SH 20 and Island Tornillo Road, and cross the UPRR. Alternative R is approximately 5.3 miles in length.

Alternative S a proposed new location, four-lane roadway beginning at I-10 at FM 3380 and terminating at Alameda Avenue. The corridor begins at FM 3380 and traverses northwest to connect to existing FM 1109 (Manuel Águilera Highway) at Alameda Avenue. Alternative S would improve access to the Fabens International POE and I-10. Alternative S is approximately 3.8 miles in length.

Alternative T is a proposed new location two-lane connection between I-10 and the Angel Park Development. Alternative T is approximately 0.3 miles long and would provide increased access for Angel Park. Angel Park currently has one access point into the community via Breeway Drive, and Alternative T would provide needed access for emergency services.
Alternative U is a proposed new location two-lane connection between Socorro Road and the Rio Bosque Wetlands Park. Alternative U is approximately 0.3 miles long and would provide increased access to the new park facilities.

Alternative X is a proposed new location, four-lane roadway extending North Moon Road from the Mesa Spur Drain northeast to I-10. Alternative X, in conjunction with Alternatives B and W, would provide new access and connectivity from I-10 to Socorro Road. Alternative X is approximately one mile in length.

Multi-Modal Connections Alternative

In addition to the bicycle and pedestrian connection alternatives listed below, all roadway improvements proposed under the Universe of Alternatives will provide accommodation for pedestrian and bicycle users through a combination of sidewalks and wide outside lanes for shared use. These alternatives are presented in Figure 2.

Alternative TR-1 is a proposed extension of the current El Paso County Rural Transit Route 84 from Loop 75 to Horizon Boulevard.

Alternative TR-2 is a proposed extension of the current El Paso Rural County Transit Route 40 from stop 5 to the proposed Manual Aguilera Freeway (FM 1109) and Tornillo POE.

Alternative BP-1 proposes to provide a bicycle/pedestrian connection from proposed Border Trails along Old Hueco Tanks Road and Horizon Boulevard to El Paso Rural County Transit stop for Routes 30, 40, and 84.

Alternative BP-2 proposes to provide a bicycle/pedestrian footbridge connection to Rio Bosque Park from a parking lot across the Riverside Canal from the park. The parking lot would be accessed from Socorro Road.

Alternative BP-3 proposes to provide a bicycle/pedestrian connection from proposed Border Trails to Socorro Road for improved access to the Socorro Entertainment Center.

Alternative BP-4 proposes to provide an additional bicycle/pedestrian connection from proposed bike trail in San Elizario to the current El Paso County Rural Transit Route 84 Bus Stop 5.

Alternative BP-5 proposes to provide an additional bicycle/pedestrian connection from proposed Tornillo POE to the current El Paso County Rural Transit Route 40 Stop 5.
Figure 2: Initial Multi-modal Connection Alternatives