



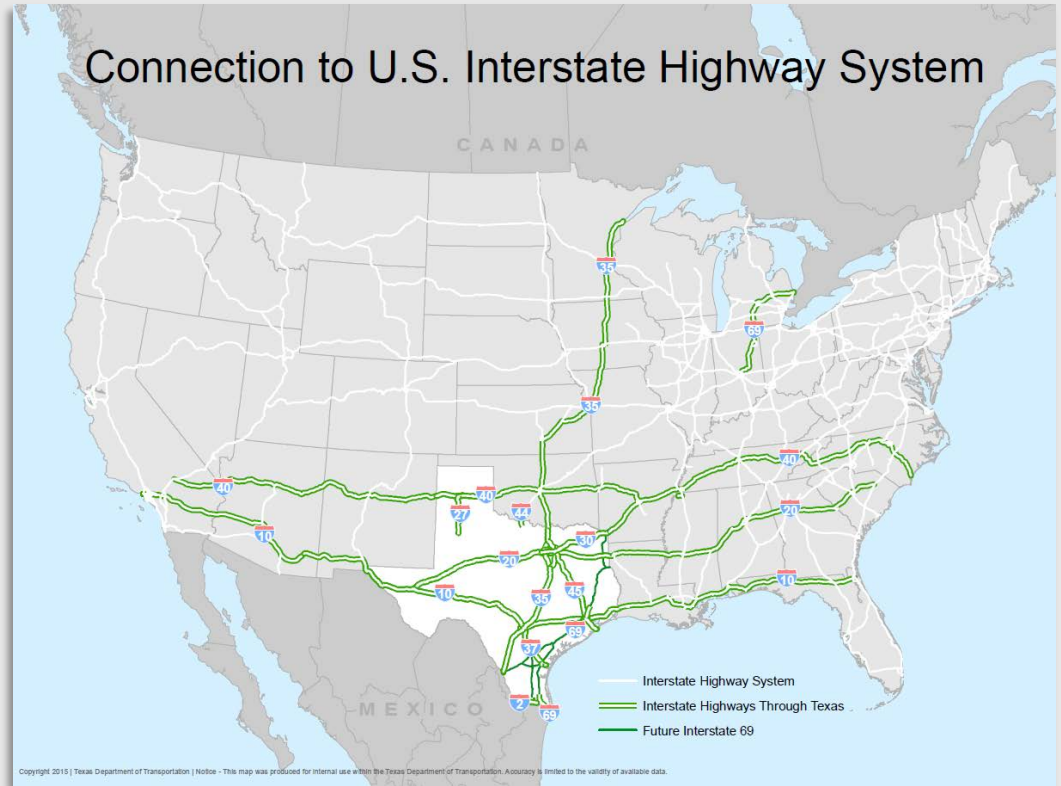
# INTERSTATE CORRIDOR PLANNING

Prioritization of Corridor Studies



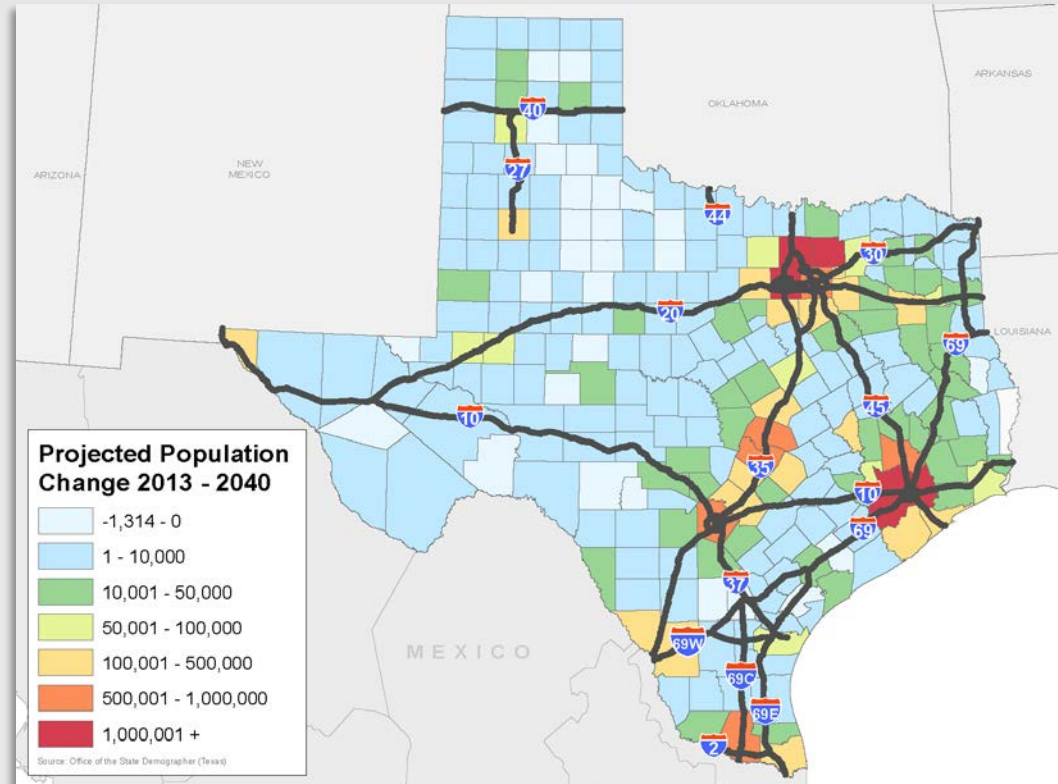
# Importance of the Interstate System

- Texas is an integral part of the national interstate system.
- The interstate system provides access and connections to:
  - inland and gulf coast ports
  - major metropolitan areas
  - education centers, jobs and tourist destinations
- Important to the economy of Texas and the nation.



# Importance of the Interstate System (continued)

- Approximately 45 million people are projected to live in Texas by 2040, about a 69% increase.
- Growth is focused in urban areas and interstate corridors.
- In 2040, approximately 85% of Texans will live in counties served by interstate highways or designated future segments of interstate highways.



Source: Texas State Data Center, 2015

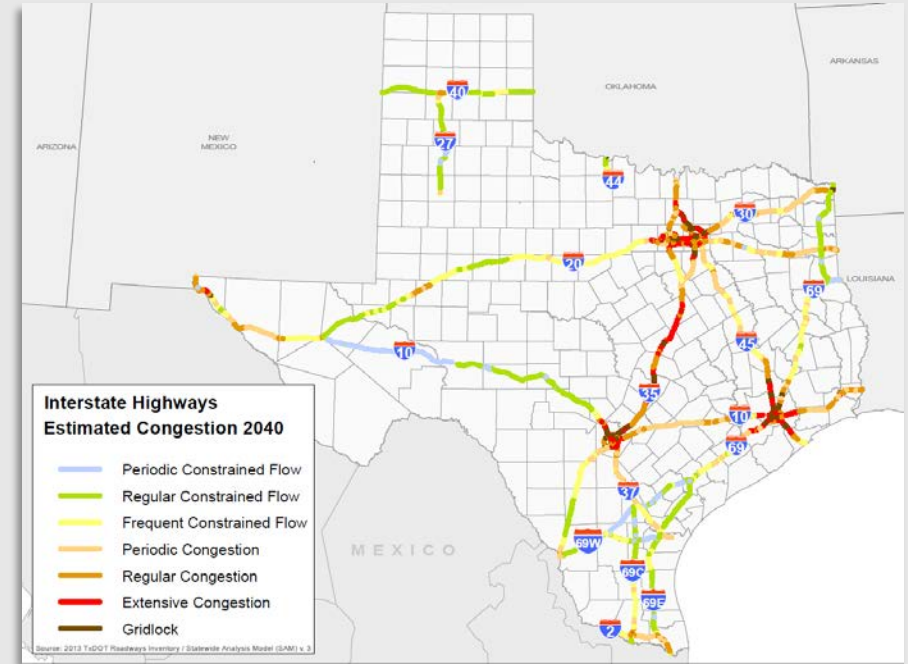
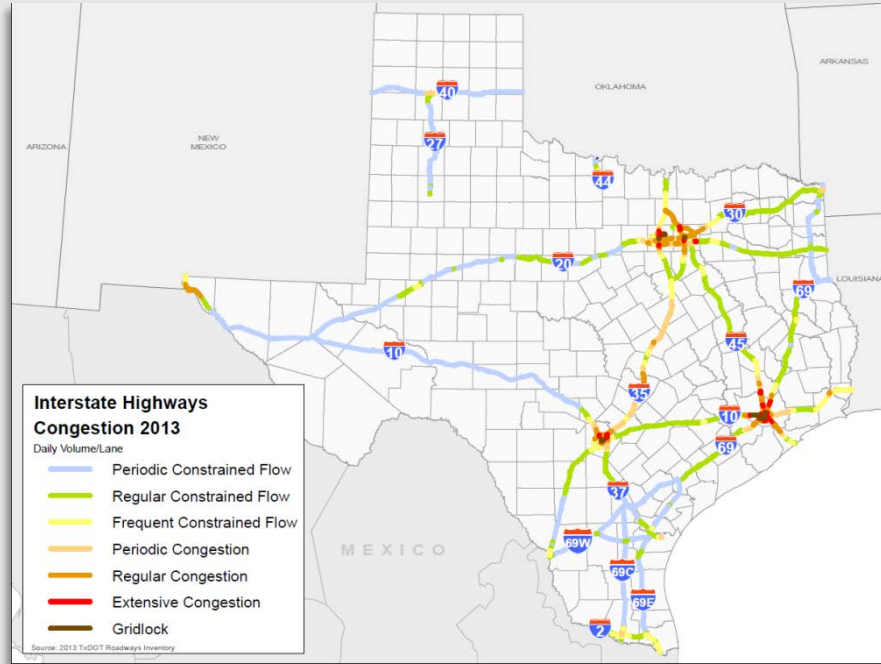
# Traffic Volume Overview

- Interstates are only 1% of lane miles of TxDOT on-system roadway, but 25% of total vehicle miles traveled (VMT) in Texas and 38% of the total truck VMT in Texas.
  - Passenger VMT is 84% of total interstate VMT
  - Truck VMT is 16% of total interstate VMT
- Total interstate VMT is projected to increase approximately 52% by 2040, compared to 59% on the rest of the system.
  - Passenger interstate VMT is projected to increase 57% by 2040
  - Truck interstate VMT is projected to increase 23% by 2040
- The projected increase in traffic will impact safety, congestion, and the condition of the pavement and bridges on Texas roadways.

Source: Statewide Analysis Model (SAM) v3

# Potential Traffic Congestion on Interstate Corridors

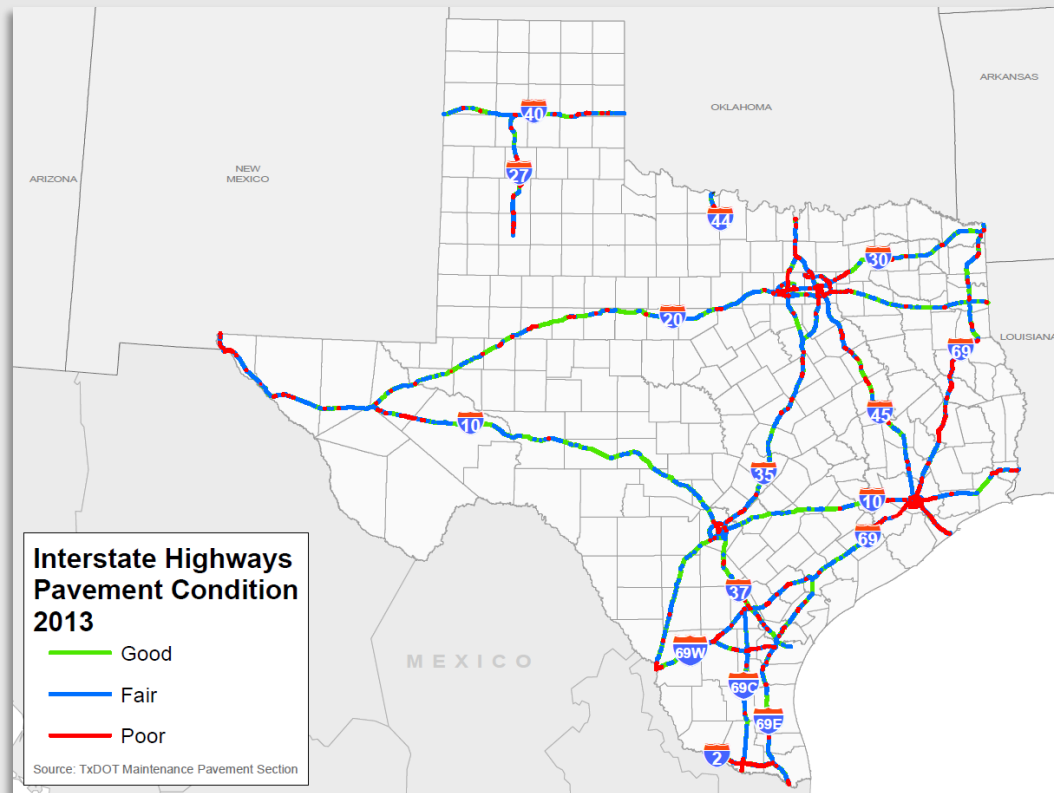
Congestion is projected to increase substantially on the interstates over the next 25 years.



# Pavement Condition

Pavement Condition	Interstates	Rest of System
Good	71%	36%
Fair	25%	50%
Poor	4%	14%

Continued increase in traffic (including truck) and recent weather events have put additional stress on the system.



# Statewide Crash Data

- Crash rates for urban and rural interstates, and for all urban highways are on the rise.
- Urban interstates have a higher crash rate than rural interstates.
- However, a higher number of crashes result in fatalities on rural interstates.

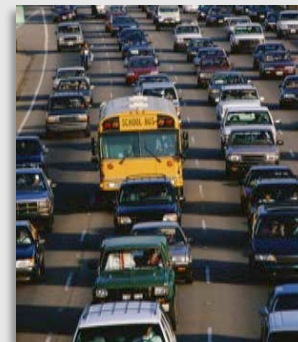
Source: TxDOT, Texas Peace Officer's Crash Reports (CR-3) received and processed May 20, 2015.

Highway Group	Urban Statewide Average Traffic Crashes Per 100 million vehicle miles		
	2012	2013	2014
Interstate	94.14	99.44	108.82
US Highway	148.64	155.37	167.41
State Highway	198.30	203.95	216.41
Farm-to-Market	212.17	221.42	232.45

Highway Group	Rural Statewide Average Traffic Crashes Per 100 million vehicle miles		
	2012	2013	2014
Interstate	48.60	55.00	58.19
US Highway	65.10	63.61	68.93
State Highway	89.12	84.90	90.96
Farm-to-Market	125.96	117.76	120.66

# Key Interstate Corridors

- Current efforts in major metro areas to address congestion include:
  - I-35 in Austin, San Antonio and Waco
  - I-610 and I-45 in Houston
  - I-35E and I-35W in Dallas-Fort Worth
  - I-635 in Dallas
  - Various bottleneck locations
- Significant maintenance needs exist on many sections of key interstate corridors, such as:
  - I-345 in Dallas
  - I-10 in El Paso
  - I-20 in Midland-Odessa
- Much of the interstate system is reaching the end of expected service life which may require rebuilding in addition to maintenance





## Key Interstate Corridors (continued)

- Statewide planning efforts focus on key corridors based on needs (increased population, traffic growth, freight volume, etc.).
- Strategic connectivity segments include:
  - I-45, Houston to Dallas
  - I-10, Segments east of San Antonio
  - I-30/I-20, Segments east of Dallas
  - I-20, Segments in West Texas (Midland-Odessa)
  - I-10, El Paso
  - I-69 Priorities
  - Various other locations exist around the state

# Planning for the Future

- Previous and current interstate planning efforts have engaged local communities and stakeholders through committees or working groups.
- Overall Benefit: Community “buy-in” at the beginning of the process and greater understanding of local needs and priorities.
- A strong desire by communities and stakeholders exists to continue this two-way dialog.



# Planning for the Future (continued)

## What can be achieved?

- An understanding of the overall needs and priorities of the corridor
- A plan to guide improvements in the corridor
- Citizen ownership in a corridor's long-term vision
- Community support



## Planning for the Future (continued)

- Texas House Bill (HB) 20 requires TxDOT to adopt a statewide performance-based planning and programming process with performance metrics, measures and scoring for project selection.
- TxDOT will continue to assess our key interstate corridors through a performance-based and data-driven approach to help guide project prioritization and respond to the requirements of HB 20.
- TxDOT will continue to seek input and support from local communities and stakeholders as project priorities are considered.

# Questions