



DRAFT

Range of Alternatives Technical Report

**I-10 from Executive Center Boulevard to
State Loop 478 (Copia Street)**

El Paso County, Texas

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TxDOT El Paso District
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1.0 INTRODUCTION AND EXISTING ROADWAY

Interstate Highway 10 (I-10) is a major east to west Interstate Highway spanning approximately 2,460 miles in the Southern United States. The I-10 Corridor in El Paso serves both local, regional, national, and international traffic. The proposed project is located within a heavily urbanized corridor. The proposed project limits are from Executive Center Boulevard to State Loop 478 (Copia Street), a distance of approximately 5.7 miles.

The purpose of this document is to describe the methodology TxDOT has and will use to analyze the range of alternatives. The "range of alternatives" refers to the alternatives that will be discussed in environmental documents for the project. It includes all reasonable alternatives, which have been/will be analyzed and objectively evaluated, as well as other alternatives eliminated from detailed study, with a brief discussion of the reasons for eliminating them (40 Code of Federal Regulations [C.F.R.] §1502.14). "Reasonable alternatives" are those that are "technically and economically practicable or feasible and meet the purpose and need for the proposed action" (40 C.F.R. § 1502.14). All reasonable alternatives and the no-build alternative will be evaluated in the Environmental Impact Statement (EIS) for the proposed project.

2.0 PURPOSE AND NEED

The Downtown 10 project is needed within the project limits because of:

- Traffic congestion and mobility issues
- Concerns surrounding incident management
- Failure to meet current design standards

The purpose of the proposed project is to improve mobility and long-term congestion management, reduce potential conflict points, improve incident management, and bring the facility up to current design standards within the project limits (Executive Center Boulevard and State Loop 478 [Copia Street]).

By providing a long-term transportation solution for the City of El Paso, El Paso County, and the region, the purpose of the proposed project is to:

- Improve mobility and long-term congestion management
- Reduce potential conflict points and improve incident management
- Bring facility up to current design standards

3.0 PROJECT HISTORY

From 2017 through 2019, the TxDOT Reimagine I-10 Corridor Study (Reimagine I-10 Study) included extensive public outreach and high-level engineering/environmental evaluations of future needs for the I-10 corridor from the New Mexico state line to Farm-to-Market (FM) 3380. Throughout the Reimagine I-10 Study's progress, TxDOT conducted several rounds of outreach efforts, including workgroup meetings, public meetings, one-on-one meetings, and community engagement efforts. The Reimagine I-10 Study resulted in a recommended study alternative for the entire 55-mile-long corridor. As a result, the Downtown 10 project (Segment 2 of the s Reimagine I-10 Study) was initiated. The first Downtown 10 public meeting was held virtually from June 25 through July 15, 2020. The public meeting provided the recommended study alternative and requested additional public and stakeholder input in order to create more detailed conceptual alternatives.

After public meeting #1, TxDOT utilized detailed engineering and environmental constraint criteria and the public/stakeholder feedback to identify 18 build alternatives, which were narrowed to nine conceptual build alternatives. The conceptual alternatives were then screened to three viable build alternatives (Alternatives D, G, and H). This process was presented in the second Downtown 10 public meeting (held virtually from February 24 through March 16, 2021) for additional public feedback and further study. The no-build alternative has and will be carried through the process.

Information summarizing public outreach held to date can be found in the *Downtown 10 Agency Coordination Plan*. Summary reports are available for review from the TxDOT El Paso District Office by request.

Initially, the project was classified as an Environmental Assessment (EA). During project development and based on the National Environmental Policy Act (NEPA) process, TxDOT has determined that the Downtown 10 Project will now be classified and prepared as an EIS. Proposed improvements may include widening and reconstruction of the mainlanes and reconstruction of cross streets. In addition, improvements may include the construction of retaining walls, bridges, and ramps, as well as the development of continuous frontage roads. Multimodal connections for pedestrians, cyclists, and transit users are also proposed.

4.0 RANGE OF ALTERNATIVES

The EIS will evaluate a range of build alternatives and a no-build alternative.

Provided below is background information on alternative analyses conducted to date. As noted above, the TxDOT Reimagine I-10 Study resulted in a recommended study alternative for the entire 55-mile-long corridor. As a result, the Downtown 10 project (Segment 2 of the

Reimagine I-10 Study) was initiated, and the first public meeting showed the recommended study alternative and requested additional public and stakeholder input in order to create more detailed conceptual alternatives. As noted above, a Downtown 10 public meeting, TxDOT utilized detailed engineering and environmental constraint criteria and the public/stakeholder feedback to identify 18 build alternatives, which were narrowed to nine conceptual build alternatives. The constraint criteria included mobility, design, multimodal, and environmental considerations.

The conceptual alternatives were then screened to three viable build alternatives (Alternatives D, G, and H). This process was presented in the second Downtown 10 public meeting for additional public feedback and further study. The following viable build alternatives were shown at the second Downtown 10 public meeting and will be shown at the public scoping meeting for further comment:

Alternative D

Alternative D proposes reconstruction and widening of the existing I-10 facility. From Executive Center Boulevard to University Drive, Alternative D shifts the I-10 alignment to the north/east. From University Drive to Campbell Street, Alternative D follows the existing alignment. From Campbell Street to Ange Street, Alternative D shifts the I-10 alignment to the north. From Ange Street to Piedras Street, Alternative D shifts the I-10 alignment to the south. From Piedras Street to State Loop 478 (Copia Street), Alternative D follows the existing alignment. Alternative D proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, a bicycle and pedestrian bridge at Prospect Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, a shared use path from Executive Center Boulevard to University Drive and from Santa Fe Street to State Loop 478 (Copia Street), and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Alternative G

Alternative G proposes reconstruction and widening of the existing I-10 facility. From Executive Center Boulevard to Yandell Drive, Alternative G shifts the I-10 alignment to the north/east. From Yandell Drive to Santa Fe Street Alternative G follows the existing alignment. From Santa Fe Street to Ange Street, Alternative G shifts the I-10 alignment to the north. From Ange Street to Piedras Street, Alternative G shifts the I-10 alignment to the south. From Piedras Street to State Loop 478 (Copia Street), Alternative G follows the existing alignment. Alternative G proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, the addition of one-way collector roadways (eastbound and westbound) between Executive Center Boulevard and Santa Fe

Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, a shared use path from Executive Center Boulevard to State Loop 478 (Copia Street), bi-directional cycle tracks from Santa Fe Street to Stanton Street, and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Alternative H

Alternative H proposes reconstruction and widening of the existing I-10 facility. From Executive Center Boulevard to Yandell Drive, Alternative H shifts the I-10 alignment to the north/east. From Yandell Drive to Santa Fe Street, Alternative H follows the existing alignment. From Santa Fe Street to Ange Street, Alternative H shifts the I-10 alignment to the north. From Ange Street to Piedras Street Alternative H shifts the I-10 alignment to the south. From Piedras Street to State Loop 478 (Copia Street), Alternative H follows the existing alignment. Alternative H proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, the addition of one-way collector roadways (eastbound and westbound) between Executive Center Boulevard and Santa Fe Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, eastbound and westbound collector-distributor connectors between Campbell Street and State Loop 478 (Copia Street), a shared use path from Executive Center Boulevard to State Loop 478 (Copia Street), bi-directional cycle tracks from Santa Fe Street to Stanton Street, and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

In addition to the three viable alternatives described above, a refined alternative (Alternative I) that addresses various previous public and stakeholder comments will be shown at the public scoping meeting for review and comment. TxDOT will request comments on the alternatives and request the identification of additional potential alternatives, information, and analyses relevant to the project, as well as any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that should be analyzed in depth in the EIS.

5.0 EVALUATION OF ALTERNATIVES

The agency and public scoping process will help define the methods that will be used to screen and evaluate alternatives and the preferred alternative(s) to be studied in further detail in the EIS. The alternative screening process will include evaluation criteria from the proposed project's purpose and need, and will also include evaluation criteria such as engineering and environmental constraints. The project team will work with cooperating and participating agencies to develop the appropriate methods to be used and the level of detail required in the analysis of the alternatives.