

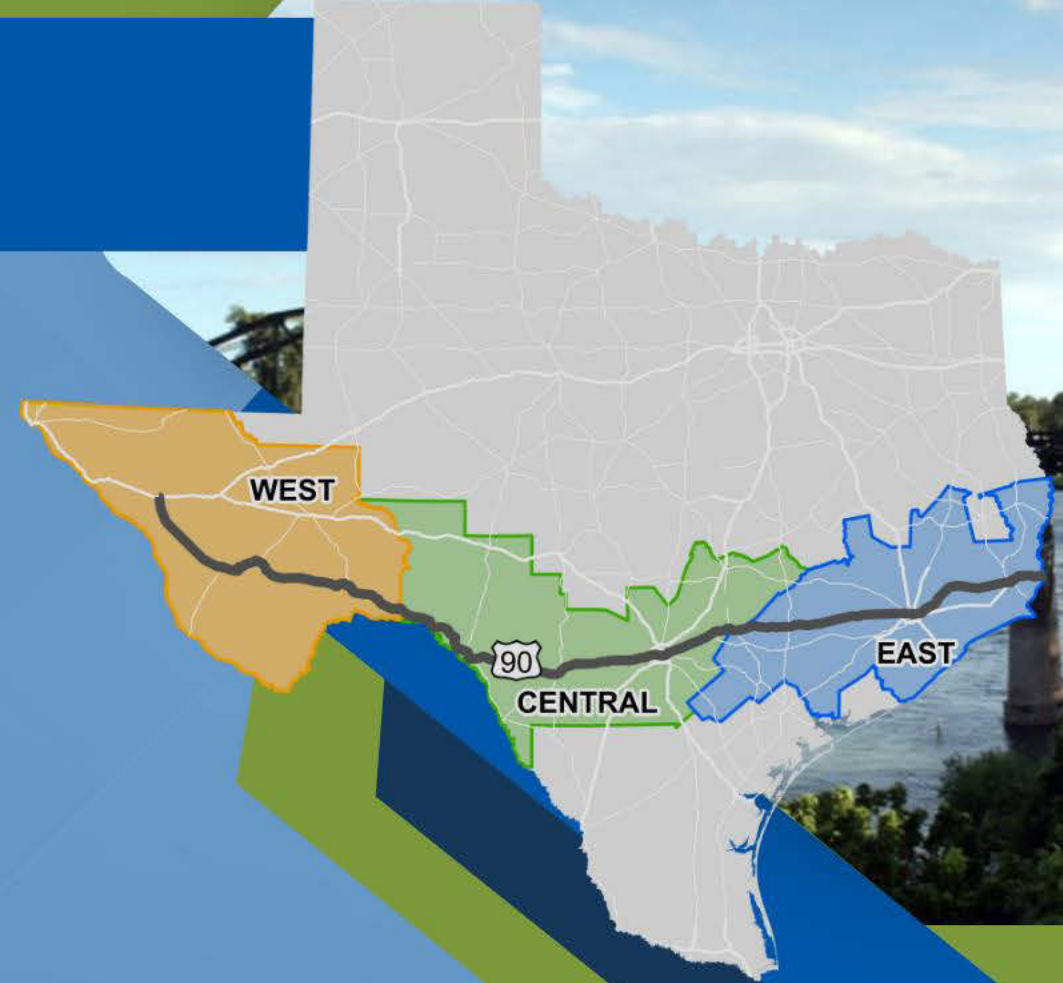


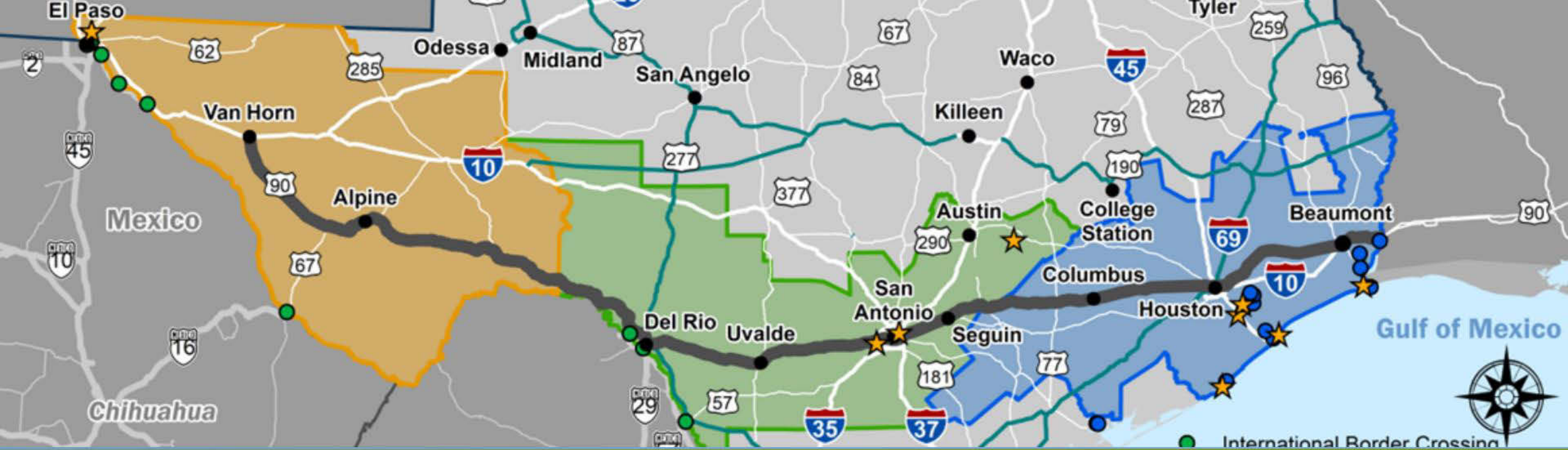
US 90 Texas Corridor Study

Executive Summary

Purpose of the Study

The US 90 Texas Corridor Study area follows US 90 in Texas from the Interstate 10 (I-10) junction in Van Horn to the Louisiana state line. The US 90 corridor is a vital component of the Texas Department of Transportation (TxDOT) roadway and freight network. Spanning approximately 763 miles across the state, US 90 connects small towns and major metropolitan areas with marine ports, international border crossings, airports, natural areas, and neighboring states. The US 90 Texas Corridor provides a pathway for continued economic prosperity through connectivity.





Existing Characteristics

Approximately 763 miles

648 Bridges

Union Pacific & Amtrak Access

51% of US 90 have 2 lanes

Houston Area Maritime Ports

31% of US 90 have 4 lanes

Future Vision

A safe, reliable, and high-performing highway for all users that connects Texas communities to opportunities that improve their quality of life.

US 90 Corridor Study Segments



West

- Approximately 230 miles
- 1 MPO and 2 COGs
- 11 counties
- 5 adjacent cities
- 7 state parks
- 2 national parks
- 1 military base
- 2 TxDOT districts
- 2 National parks
- 1 Port of Entry



Central

- Approximately 287 miles
- 2 MPOs and 4 COGs
- 23 counties
- 5 adjacent cities
- 16 state parks
- 3 military bases
- 3 TxDOT districts
- 1 Port of Entry



East

- Approximately 246 miles
- 2 MPOs and 3 COGs
- 26 counties
- 36 adjacent cities
- 9 state parks
- 5 military bases
- 3 TxDOT districts
- 1 Maritime Port

US 90 Texas Corridor Goals

Using language collected from the TxDOT's vision and goals and input from stakeholders, a vision and subsequent goals were crafted to capture the future characteristics envisioned for the US 90 Texas Corridor.



Improve Safety



Environmentally Sensitive



Facilitate Connectivity



Enhance Mobility



Maintain and Preserve



Support state and national economies



Fiscally Responsible Investments

US 90 Texas Corridor Public Survey

925

Survey Participants

2,894

Mapped Comments

English & Spanish

Multiple Languages

The screenshot shows the first screen of a five-step survey. At the top, it says "1 We want to hear from you!" with a sub-header "Learn about the US 90 Texas Corridor Study". A navigation bar on the right contains five numbered tabs: "1 WELCOME", "2 VISION AND GOALS", "3 CHALLENGES RANKING", "4 MAP MARKERS", and "5 WRAP UP". The main content area features a welcome message: "Welcome to the US 90 Texas Corridor Study survey. Your opinion matters to us! The Texas Department of Transportation is conducting a study of the US 90 corridor across Texas, from the I-10 junction in Van Horn to the Louisiana state line, approximately 763 miles. The study's purpose is to identify multimodal needs and prioritize improvements that promote the movement of people and goods along the corridor. Please navigate through the five colored tabs to complete this short survey that will help us plan for the future of US 90!" Below the text is a landscape image of a bridge over a river. A navigation bar above the image includes "US 90 Texas Corridor" and "Español" buttons, and a "Next" button. At the bottom, a text box states: "US 90 is approximately 763 miles of roadway that connects small towns and major metropolitan areas with ports, international border crossings, airports, natural areas, and neighboring states." The Texas Department of Transportation logo is in the bottom right corner.

TxDOT used a survey tool called MetroQuest. Participants could access the English and Spanish versions of the survey via the project web page. The survey was able to be taken on a computer, smart phone, or tablet. Participants were guided through a series of five screens that provided project information and gathered important input.

Existing & Future Conditions Analysis



70% of US 90 is without frontage roads



Existing ADT along US 90 ranges from 316 to 320,892 vehicles per day



Truck traffic accounts for 12% of all traffic along US 90



Truck traffic ranges 5 to 23,271 vehicles per day



Level of service along US 90 operates at "D" or worse along 9.7% of the corridor



By year 2050, traffic volumes are expected to increase up to 400,000 vehicles per day



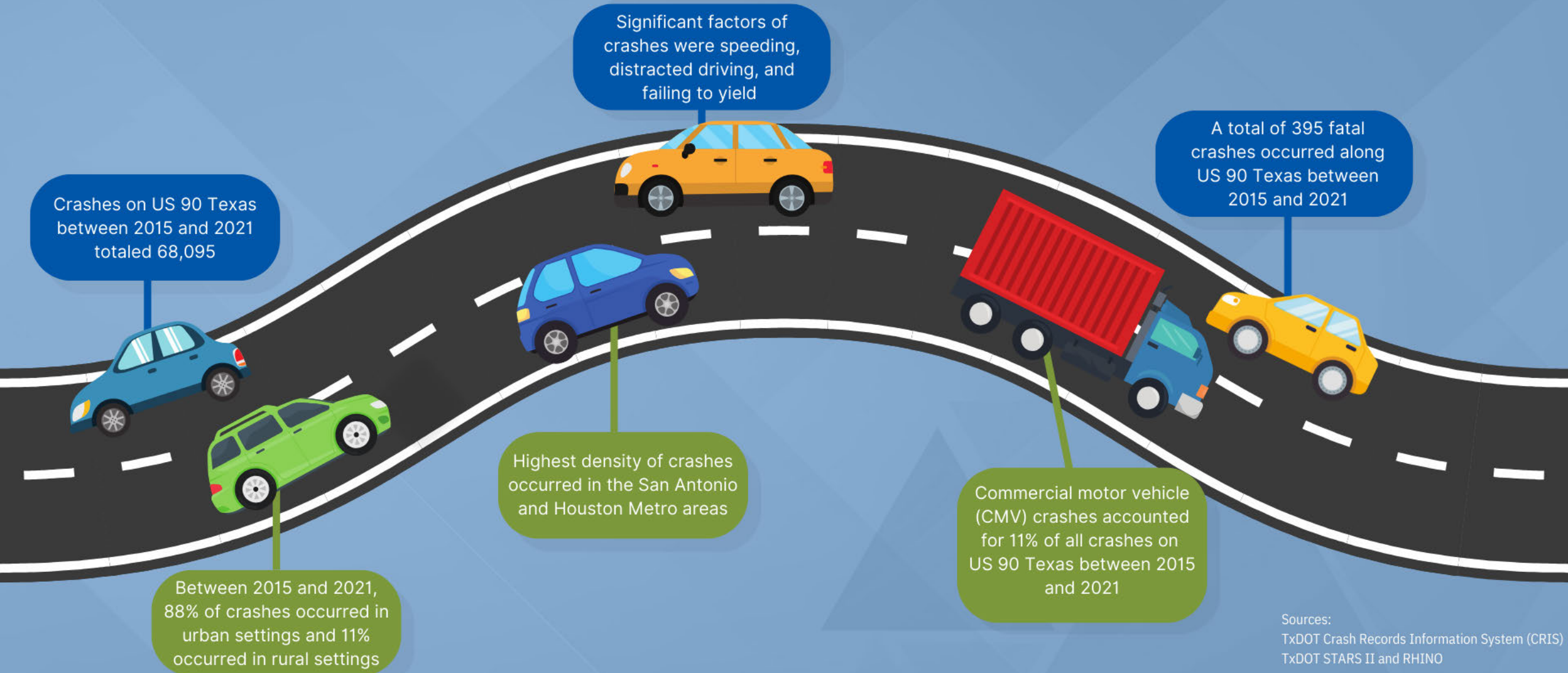
By year 2050, truck traffic is forecasted to increase by 47%



Evaluation of pavement conditions indicate 81% of mainlanes are in good or better condition, while 3% are in poor or worse condition

Existing & Future Conditions Analysis Continued

Crash Statistic Considerations



US 90: Providing a Pathway for Economic Importance

By 2050, the US 90 Study Area will include:



42% Texas projected population would be within the US 90 study area including the cities of Houston, San Antonio, and El Paso



60% Texas total projected Employment would be within the US 90 study area



44% Texas projected Freight related jobs would be within the US 90 study area



58% Texas projected cross border trade including maritime ports and Texas-Mexico border would be within US 90 study area



47% Texas Gross Domestic Product (GDP) is projected in the year 2050 to be generated by the 60 counties surrounding the US 90 corridor

Improvement Options Methodology



The methodology for the development and prioritization process for the Study improvement options included input from four very important sources. The Study Team conducted an analysis of the existing and forecasted conditions along the US 90 Corridor looking at such characteristics as crashes, traffic volumes, pavement conditions, and bridge-clearances. The three regional working groups and the Steering Committee provided input concerning challenges and needs along the corridor. Two Binational workshops were held to collect input from a international border activities perspective for improving US 90. In addition, the public survey provided another set of data to draft the improvement options.



Corridor-Wide Strategies

The US 90 corridor-wide strategies are based on existing and future condition analysis, extensive stakeholder, and public engagement processes as well as review of national, state, regional, and local plans and initiatives. A total of 9 strategies listed below are recommended to improve and enhance US 90 Texas corridor.

Strategy 1:

Improve Corridor Safety to Achieve Vision Zero

Strategy 2:

Incorporate Emerging Technology and ITS

Strategy 3:

Improve Existing Pedestrian Facilities

Strategy 4:

Enhance Existing Bicycle Facilities

Strategy 5:

Enhance Public Transportation System

Strategy 6:

Employ Access & Transportation Demand Management

Strategy 7:

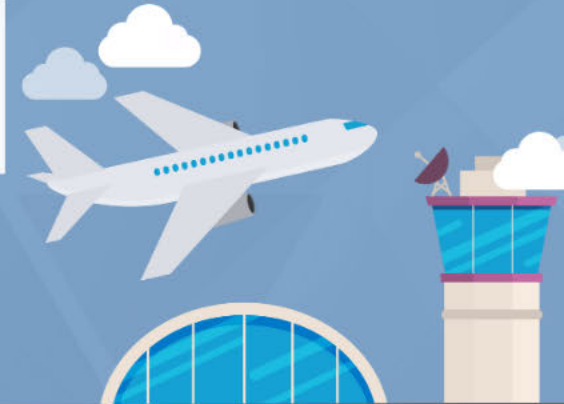
Support Freight Activities along US 90

Strategy 8:

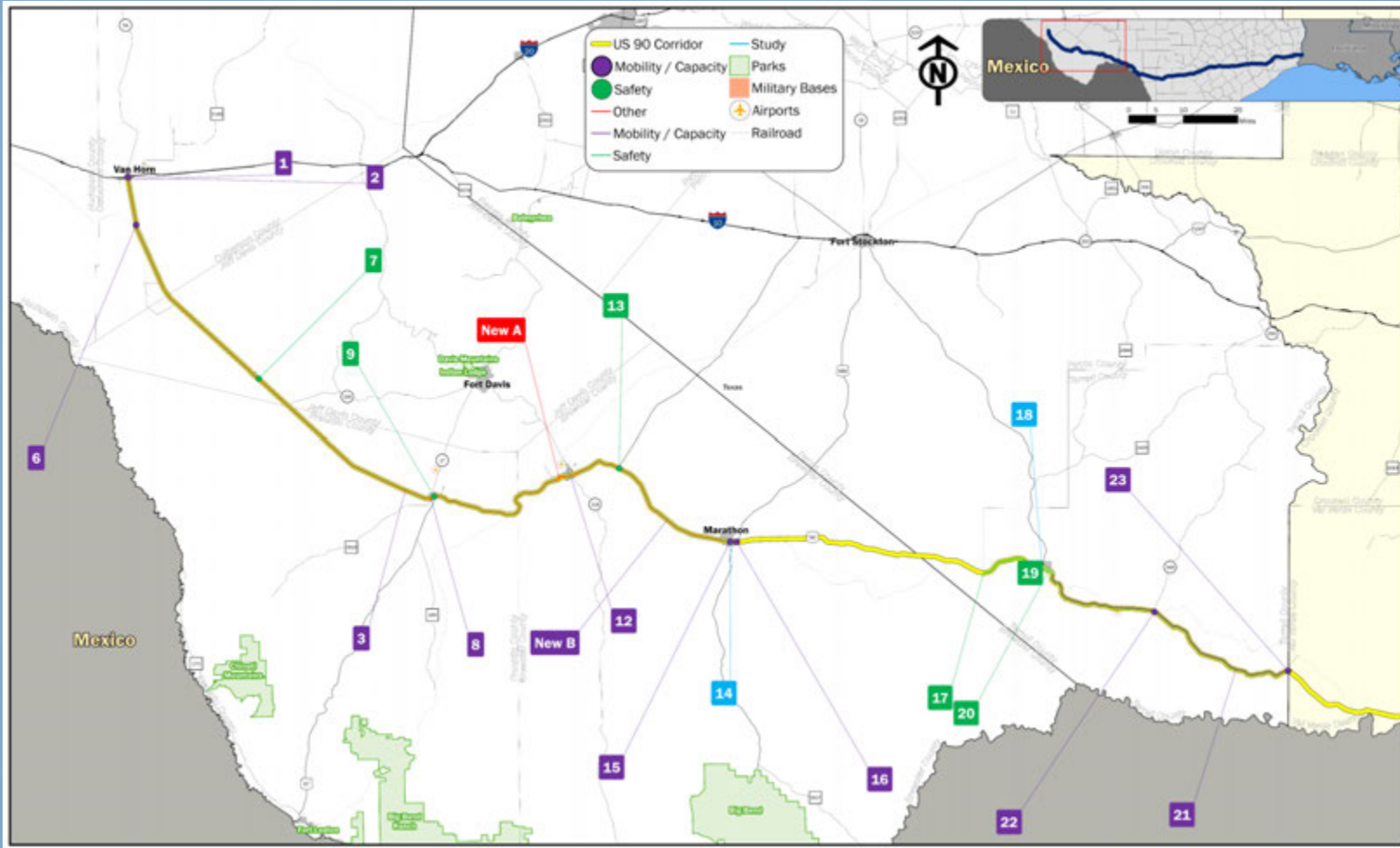
Support Ultimate Vision of TxDOT Trunk system

Strategy 9:

Preserve Environment and Historic Character



West Segment Improvement Options



Improvement Option Color Key:

- Safety
- Mobility/Capacity
- Studies
- Bridge Related
- Other

Short (1-4 years):

- 8
- 9
- 15
- 16
- 17
- 19

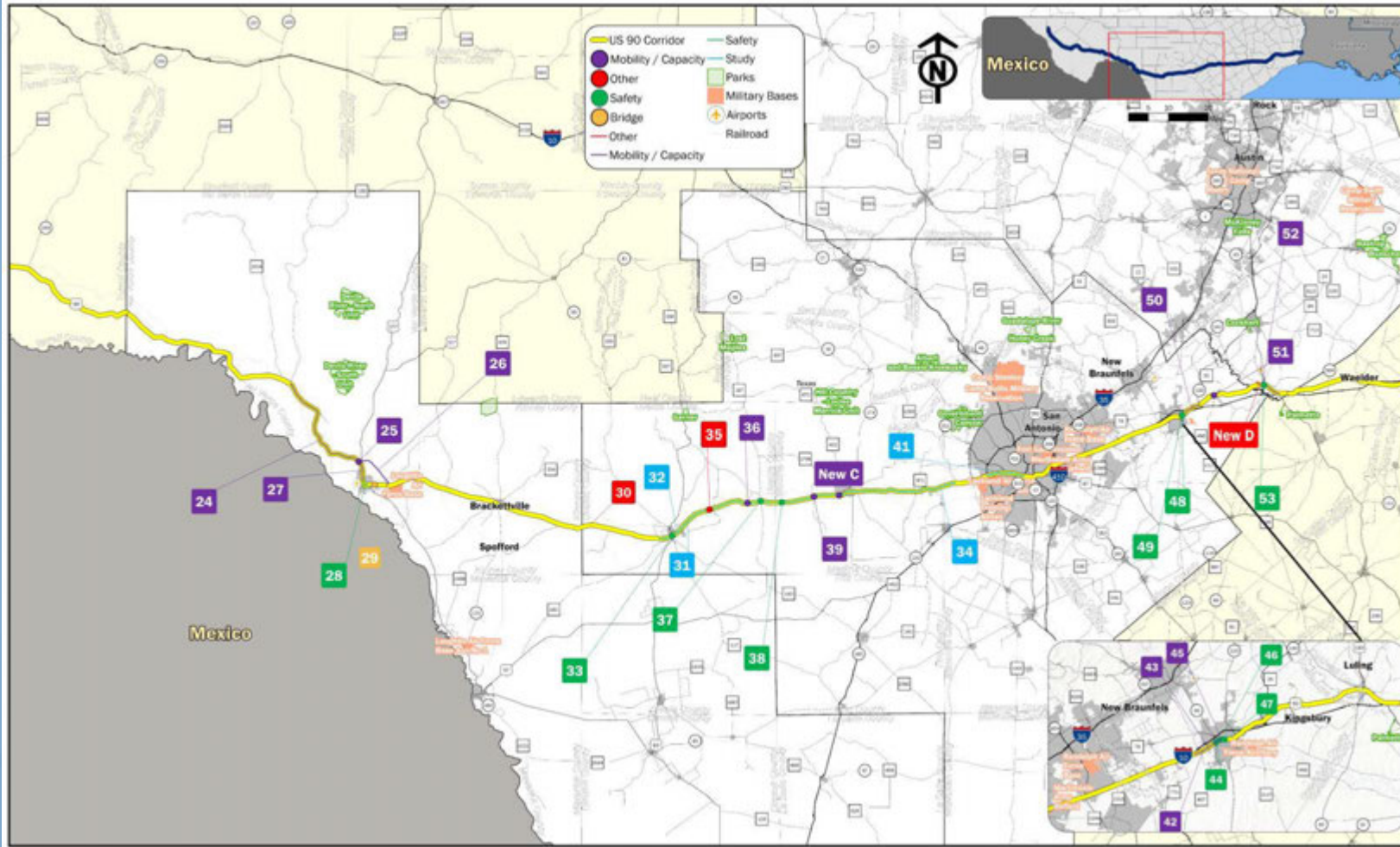
Mid (5-10 years):

- 2
- 7
- 12
- 13
- 18
- 20
- 21
- 23
- A

Long (11+ years):

- 1
- 3
- 6
- 14
- 22
- B

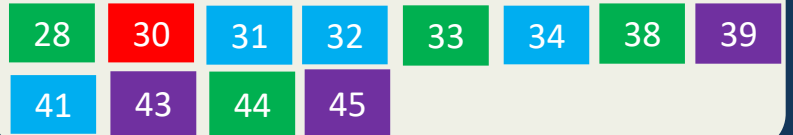
Central Segment Improvement Options



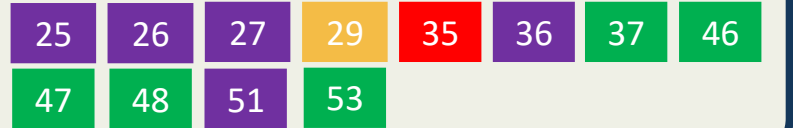
Improvement Option Color Key:

- Safety
- Mobility/Capacity
- Studies
- Bridge Related
- Other

Short (1-4 years):



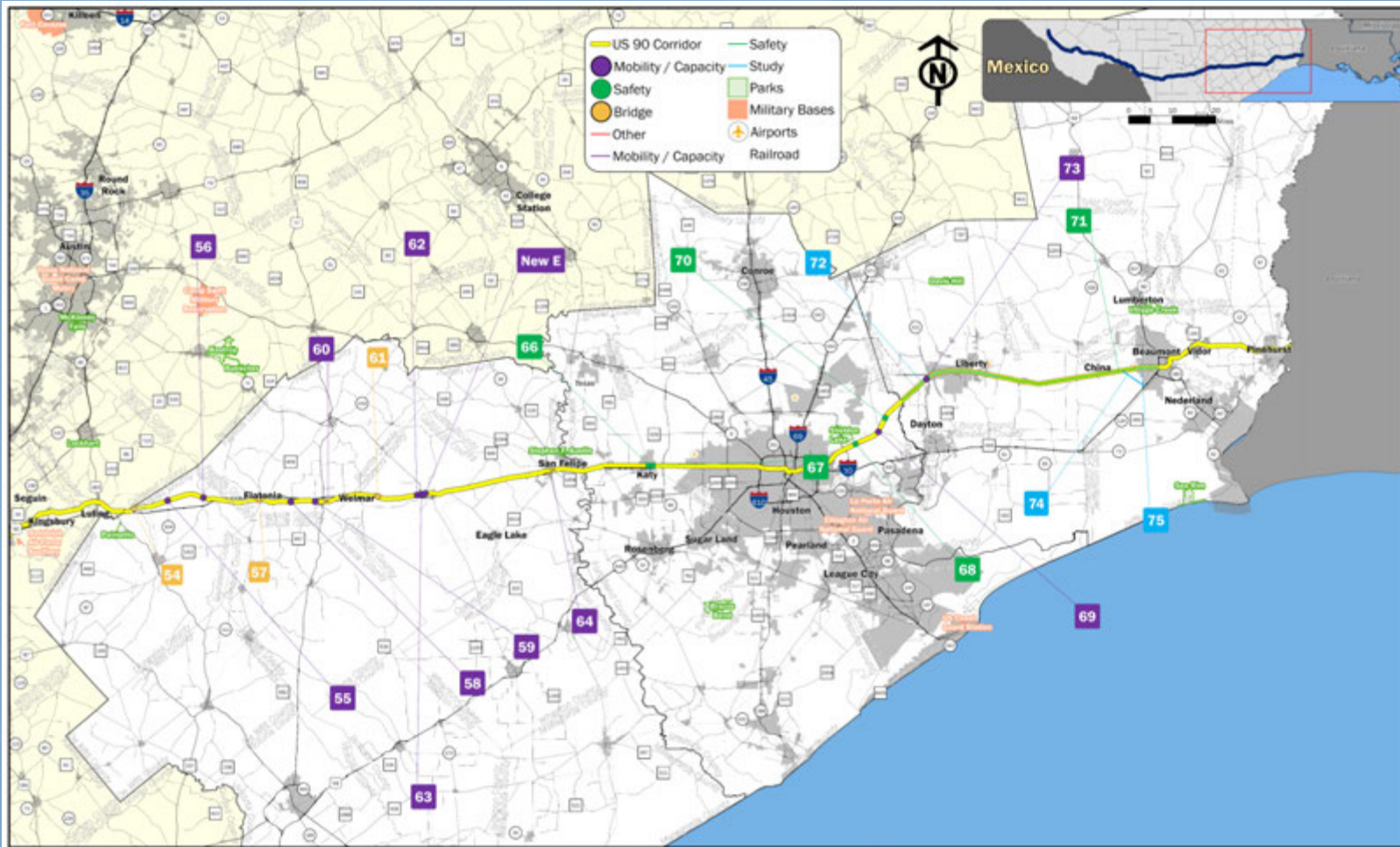
Mid (5-10 years):



Long (11+ years):



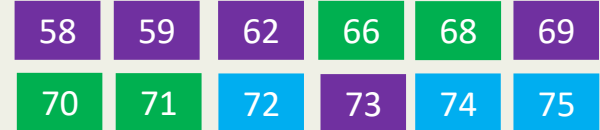
East Segment Improvement Options



Improvement Option Color Key:

Safety
 Mobility/Capacity
 Studies
 Bridge Related
 Other

Short (1-4 years):



Mid (5-10 years):



Long (11+ years):



Conclusion

The US 90 Implementation Plan provides important information to TxDOT Administration, Divisions and Districts involved in the future development of the corridor. Information provided in this document should be used as a guide to assist in the planning, designing, funding, and construction of the 74 improvement options.

Recommended improvement limits and planning studies that are documented in the Implementation Plan may be adjusted over time based on District priorities, funding availability and other considerations.

The Prioritization Summary Table presents the Short-Term, Mid-Term, and Long-Term improvement options by segment along with the total cost estimates. A breakdown of improvement types by segment such as safety, mobility/capacity, studies, bridges, and other (connectivity, rail, maintenance) is provided in the Location Specific Improvement Type Summary Table.

US 90 Improvement Option Prioritization Summary Table

Segment	Short (1-4 years)	Mid (5-10 years)	Long (11+ years)	Total
West	6	9	6	21
Central	12	12	7	31
East	12	4	6	22
Total	\$55.8M	\$232.9M	\$690.1M	\$978.8M

US 90 Location Specific Improvement Type Summary Table

Segment	Safety	Mobility/Capacity	Studies	Bridges	*Other
West	6	12	2	0	1
Central	10	13	4	1	3
East	5	11	3	3	0
Total	21	36	9	4	4

*Other refers to Maintenance, Connectivity, and Rail-Related improvements