



TEXAS DEPARTMENT OF TRANSPORTATION



I-20 PERMIAN BASIN CORRIDOR PLAN

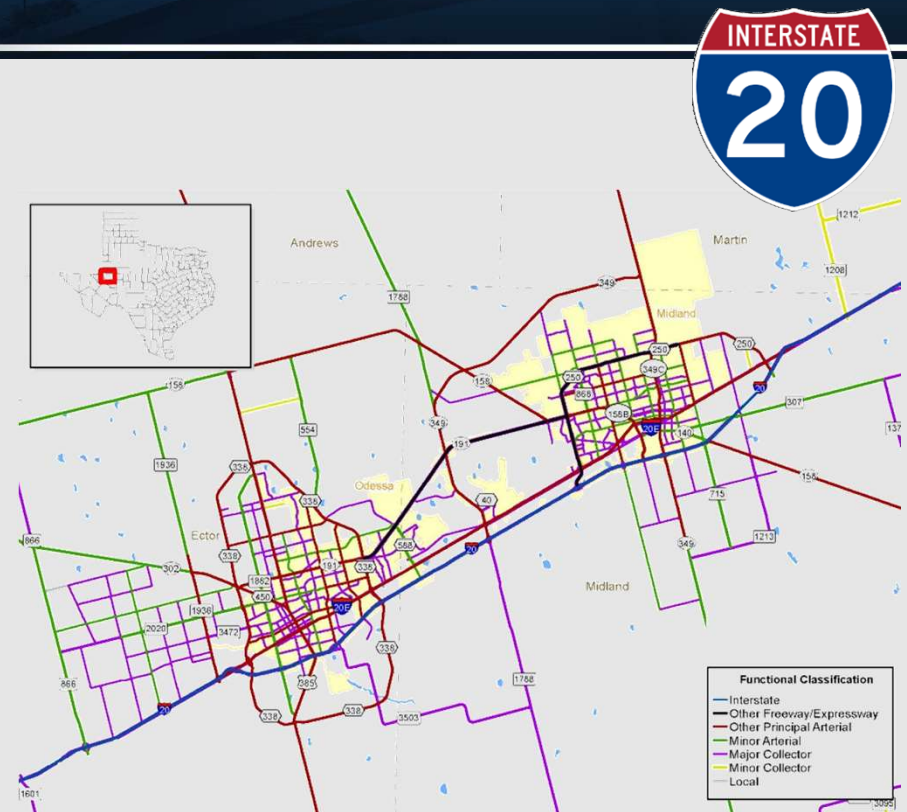
Status Update



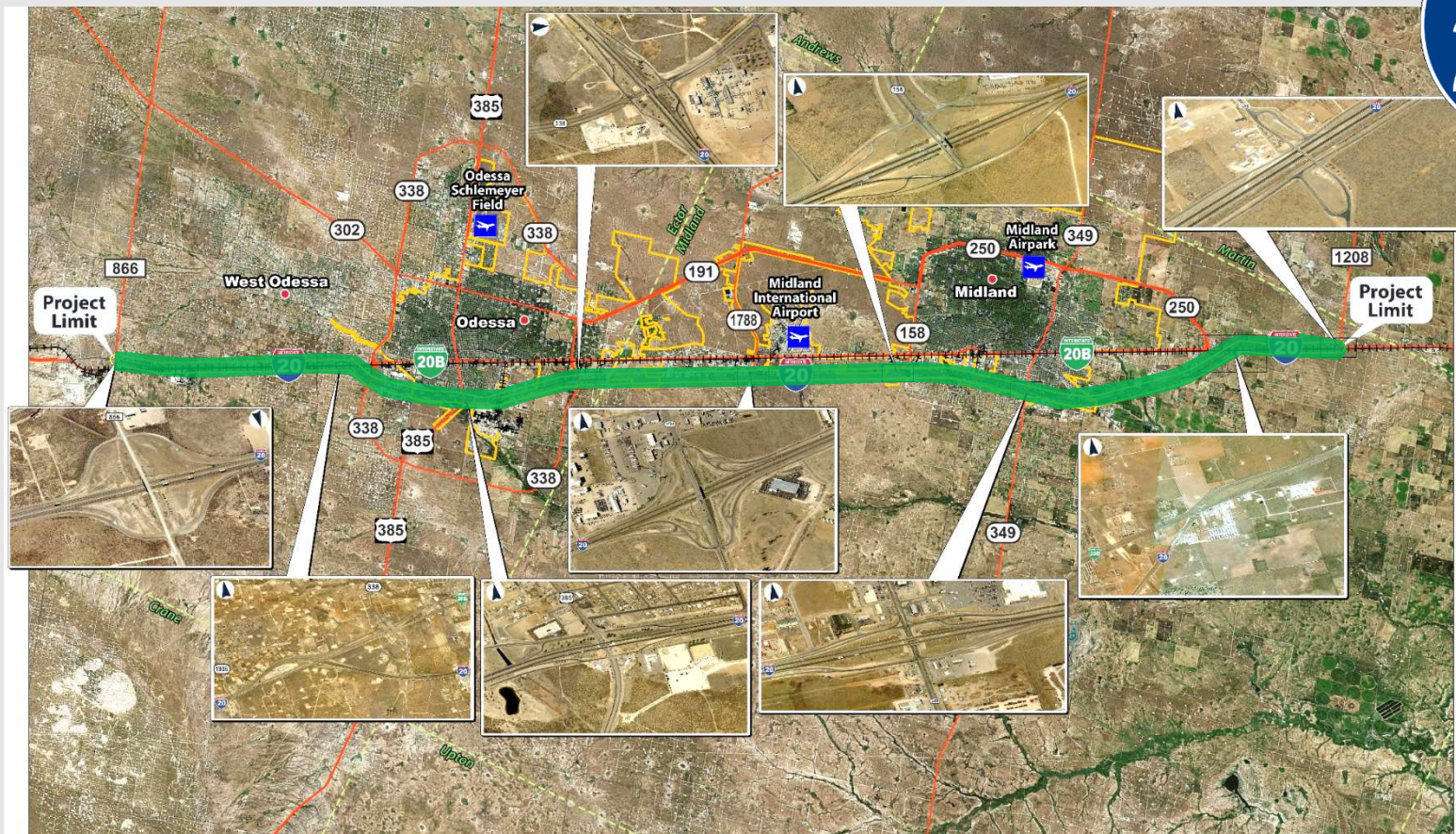
September 28, 2015

Project Purpose

- Analyze the condition and performance of existing transportation systems in the I-20 Permian Basin Corridor
- Prepare an Implementation Plan, which identifies and prioritizes breakout projects for further development
- The Implementation Plan will focus on improvements that increase safety, mobility, and accessibility within the corridor



Corridor Overview and Project Limits



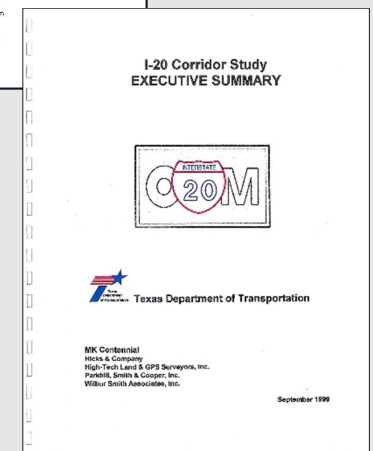
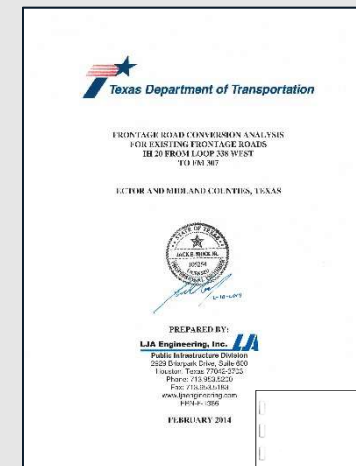
Project Scope



- FM 1208 east of Midland to FM 866 west of Odessa
- Evaluate corridor-level needs
- Involve the public and coordinate with project stakeholders
- Conduct travel demand forecasting and corridor-level operational analysis to:
 - Develop level of service (LOS) analysis
 - Directional design hour volumes (DDHV)
 - Performance measures such as Vehicle Miles Traveled, safety, access, operations
- Develop a project implementation plan
- Develop schematic designs for up to 3 locations / 12 miles

Project Background

- Several studies have been conducted in the corridor:
 - 2014 Frontage Road Conversion study provided recommendations for various sections to be converted to one-way frontage roads
 - A corridor study was completed in 1999, commissioned and led by TxDOT in partnership with the Metropolitan Planning Organization (MPO)
 - Several smaller projects are either underway or have been completed in the corridor over the past several years including smaller intersection and interchange improvements



Needs Assessment



- Address Growth
 - Growth in Midland and Ector Counties continues to impact the existing transportation network due to increasing traffic volumes.
- Address Safety
 - Population and oil and gas industry growth has resulted in significant safety challenges for this corridor.
- System Continuity
 - Frontage road connectivity is limited and capacity, safety and operational improvements are needed.
- Oversize Freight
 - The existing highway system does not meet current geometric standards and numerous overpass structures have less than desirable vertical clearances.

Current Status

- Project work plan and kick-off meeting
- Coordination with TxDOT/other project teams
 - Review previous studies/efforts
 - Data collection and evaluation
 - Travel demand forecasting
 - Environmental evaluations
- Stakeholder involvement
- Identify stakeholder working group
 - MPO Policy Board
 - MPO Technical Advisory Committee
 - Others



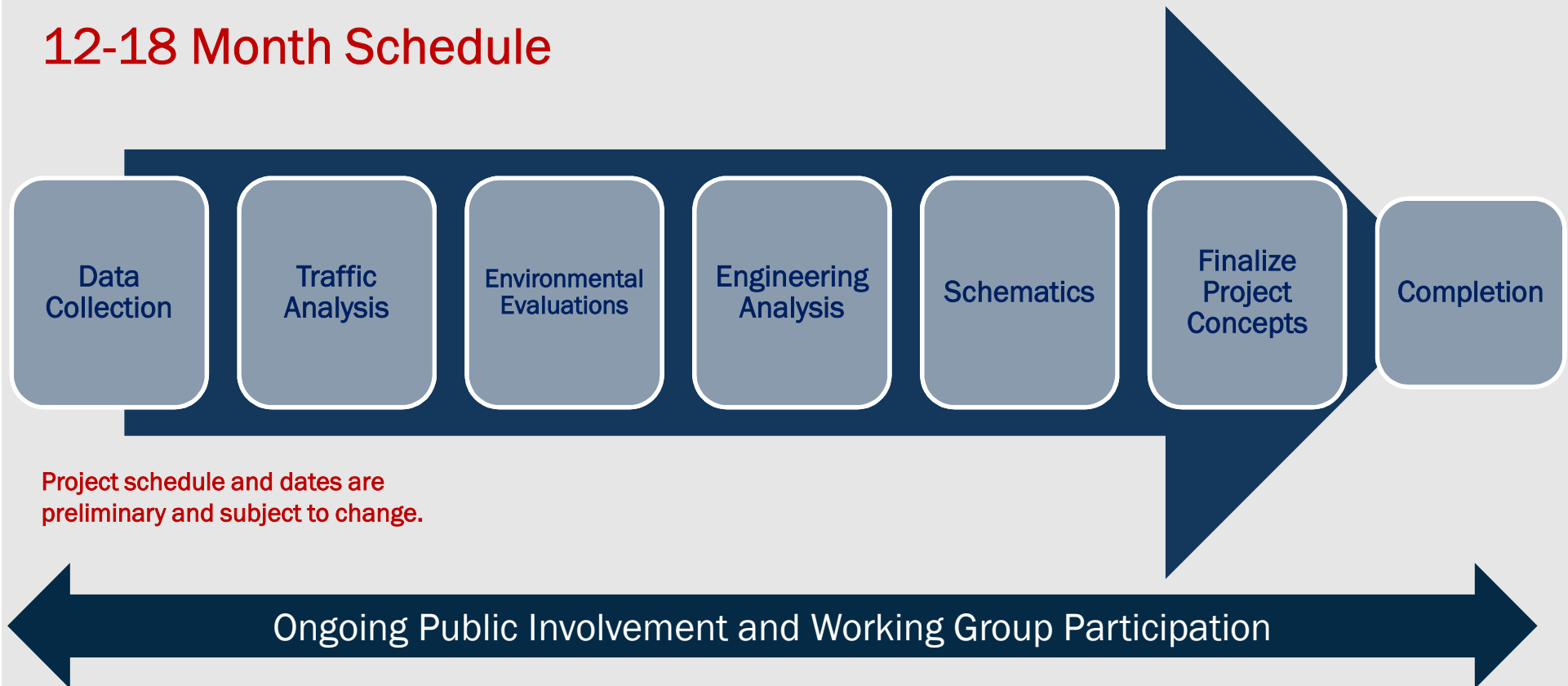
Next Steps

- Continue:
 - Data collection
 - Travel demand forecasting
 - Environmental and current conditions analysis
 - Stakeholder involvement
- Field investigations
- Engineering analysis and schematics
- Improvement alternatives concepts



Schedule and Tasks

12-18 Month Schedule



Questions / Open Discussion

Contact Information

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