



El Paso Metropolitan Planning Organization

Congestion Management Process

**Adopted by the Transportation Policy Board
August 22, 2025**



Contents

Overview	3
Benefits	3
Requirements	4
Integration with the Metropolitan Planning Process	5
Framework.....	6
Stakeholder Engagement.....	7
Step 1: Develop Regional Objectives	8
Step 2: Define CMP Network	10
Step 3: Develop Multimodal Performance Measures.....	13
Step 4: Collect Data and Monitor System Performance	14
Step 5: Analyze Congestion Problems and Needs	16
Time Period Definitions	16
Performance Metrics	16
Annual Aggregation and Performance Metrics.....	17
Identification of Top Priority Segments	20
Results of Challenges and Needs Analysis.....	22
Step 6: Identify and Assess Strategies	22
Systemwide Strategies	23
Corridor Strategies	27
Step 7: Program and Implement Strategies	51
Step 8: Evaluate Strategy Effectiveness	52
Annual Congestion Management Progress Report.....	52
Project Specific Assessments.....	53
Appendix A: Stakeholder Engagement	A-1
Appendix B: Systemwide Performance	B-1
Appendix C: Corridor Performance.....	C-1
Appendix D: Maps of Congestion Problems and Needs	D-1



List of Figures

Figure 1: CMP 8-Step Framework	8
Figure 2: EPMPO CMP Network	12
Figure 3: El Paso MPO CMP Recurring Congestion Management Strategies	46
Figure 4: El Paso MPO CMP Recurring Congestion Management Strategies cont.	47
Figure 5: El Paso MPO CMP Non-recurring Congestion Management Strategies	50

List of Tables

Table 1: CMP Goals, Objectives, and Performance Measures	9
Table 2: Length of CMP Network by Functional Classification	11
Table 3: Length of CMP Network by Area Type.....	11
Table 4: Selected TMC Segment Count by Rank Quartile and Time Period	20
Table 5: Selected TMC Segment Count Percentage by Rank Quartile and Time Period	21
Table 6: Recurring Congestion Management Strategies	28
Table 7: Non-recurring Congestion Management Strategies	48



Overview

Traffic congestion is one of the primary challenges to the national and regional transportation systems in urban areas including those of the Metropolitan Planning Area (MPA) under the jurisdiction of the El Paso Metropolitan Planning Organization (EPMPO). Unmitigated traffic congestion results in wasted fuel, time, and costs to the economy. Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.

The EPMPO seeks to address and mitigate traffic congestion in the region by the development and implementation of a **congestion management process (CMP)**. A CMP is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.

Benefits

A successful CMP offers many benefits to the regional transportation system. Congestion is inevitably tied into community objectives regarding transit use, livability, and land use. When identifying goals and actions to address regional congestion, other planning goals should be considered as well in order to create one unified and efficient approach, thereby helping to ensure that regional transportation investments support the desired vision of the community. The CMP is not intended to be a standalone process, but instead an integral part of the larger metropolitan transportation planning process. The CMP offers the following benefits:

- A structured process for analyzing congestion issues
- An objectives-driven, performance-based approach
- Increased collaboration and coordination
- More effective resource allocation
- Linkage to project development and environmental review



Requirements

The CMP, as defined in federal regulation, is intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system. The process includes:

- Development of congestion management objectives
- Establishment of measures of multimodal transportation system performance
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identification of congestion management strategies
- Implementation activities
- Evaluation framework of the effectiveness of strategies

“The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities... through the use of travel demand reduction and operational management strategies. The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and TIP.”

23 CFR 450.322
Metropolitan Transportation
Planning and Programming

The El Paso MPA has a population that exceeds 200,000 and therefore is defined as a Transportation Management Area (TMA). TMAs are federally required to develop and implement a CMP as part of the metropolitan transportation planning process.

For TMAs designated as ozone or carbon monoxide non-attainment areas, such as the EPMPO, the CMP takes on even greater importance. Federal law prohibits projects that result in a significant increase in carrying capacity for single-occupant vehicles (SOVs) from being programmed in these areas unless the project is addressed in the regional CMP. The CMP must provide an analysis of reasonable travel demand reduction and operational management strategies; if the analysis demonstrates that these strategies cannot fully satisfy the need for additional capacity and additional SOV capacity is warranted, then the CMP must identify strategies to manage the SOV facility safely and effectively, along with other travel demand reduction and operational management strategies appropriate for the corridor.



While CMPs are required in every TMA, federal regulations do not require specific methods or approaches to be employed to develop or implement a CMP. This flexibility has been provided in recognition that different metropolitan areas may face different conditions regarding traffic congestion and may have different visions of how to deal with congestion. As a result, TMAs across the country have demonstrated compliance with the regulations in different ways. This flexibility allows MPOs to develop and implement approaches and processes best suited to their respective planning areas. The CMP is a continuous process that progresses and adjusts over time as goals and objectives change, new congestion related issues arise, new information sources become available, and new strategies are identified and evaluated.

Integration with the Metropolitan Planning Process

Transportation planning within a metropolitan region represents a **comprehensive, continuing, and cooperative (3C) process** to support the needs, vision, and goals of the region. The individual aspects of MPO planning, including the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the CMP, represent the tools that policy makers use to implement their adopted vision and goals. Integration of these elements is a key feature of a **comprehensive** planning process. Regardless of how an individual MPO structures its CMP, the process is both supportive of and supported by the other activities.

A **continuing** planning process requires that each of the required products (MTP, TIP, UPWP, CMP) undergoes review and update on a periodic basis. Federal regulations establish minimum update schedules for both the MTP and the TIP; however, there is flexibility within the requirements that allow state DOTs and MPOs to coordinate their plans and programs. The MTP cycle is different for areas that are in attainment (every five years) and those that are non-attainment with respect to air quality (every four years). The required update deadline of the MTP is specific to the individual MPO and is based on the date designated as a TMA. The TIP is required to be updated at least every four years. Texas has adopted an annual update schedule for the State Transportation Improvement Program (STIP), and the MPOs coordinate their TIP updates accordingly. As a result, the cycle for the MTP update may be unrelated to the TIP cycle.

Designation of an MPO as a TMA invokes the requirement for the CMP. Although the CMP does not have an update cycle established by federal regulations, both the four-year certification review cycle and the four-year MTP update cycle (for MPOs in attainment of air quality standards) for each TMA provide a baseline for a re-evaluation/update cycle in the absence of an identified requirement. The CMP must, at a minimum, be updated often enough to provide relevant, recent information as an input to each MTP update. To establish a routine CMP review, the EPMPO has committed to linking CMP updates to the



MTP development cycle. This linkage to the MTP allows the update to the CMP to inform the development and selection of projects in the MTP that are inclusive of needed congestion management strategies.

The **cooperative** aspect of the 3C process also can be viewed within the CMP with respect to data collection and analysis. Both the CMP and the MTP are data-driven planning efforts that rely on an understanding of the existing conditions of the transportation system to make projections of future conditions. However, because the CMP identifies areas with significant congestion, it provides an opportunity to consider detailed data on the operation of individual segments and corridors. Along with the use of more detailed data often comes the use of analysis tools and techniques that are not commonly used in long-range planning. The CMP can be greatly enhanced by data sharing among planning partners, as well as supporting resources such as tools and knowledgeable staff.

Framework

The EPMPO CMP follows the framework recommended by the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA) in *Congestion Management Process: A Guidebook*¹. The EPMPO followed the 8-step CMP framework:

Step 1 Regional Objectives: Define the regional **CMP objectives** to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.

Step 2 CMP Network: Update the **CMP network** based on data availability and feasible data collection; the primary data source is the National Performance Management Research Data Set (NPMRDS) with metropolitan planning area.

Step 3 Performance Measures: Align federally mandated **performance measures** with determined CMP Objectives.

Step 4 Data Collection and System Performance: Collect **congestion data** from the National Performance Management Research Data Set, or NPMRDS.

Step 5 Analyze Challenges and Needs: Analyze congestion data to identify **challenges and needs**.

Step 6 Identify Strategies: Identify **strategies** that address identified congestion problems and needs in Step 5.

¹ United States Department of Transportation Federal Highway Administration. (2011). *Congestion Management Process: A Guidebook*, accessed at https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm.



Step 7 Program and Implementation: Develop and implement a plan to **fund and implement** congestion strategies identified in Step 6.

Step 8 Strategy Effectiveness: Establish a regular program for data collection and to **monitor system performance** and evaluate effectiveness of chosen implemented strategies.

This 8-step framework for the EPMPO CMP is graphically demonstrated in Figure 1.

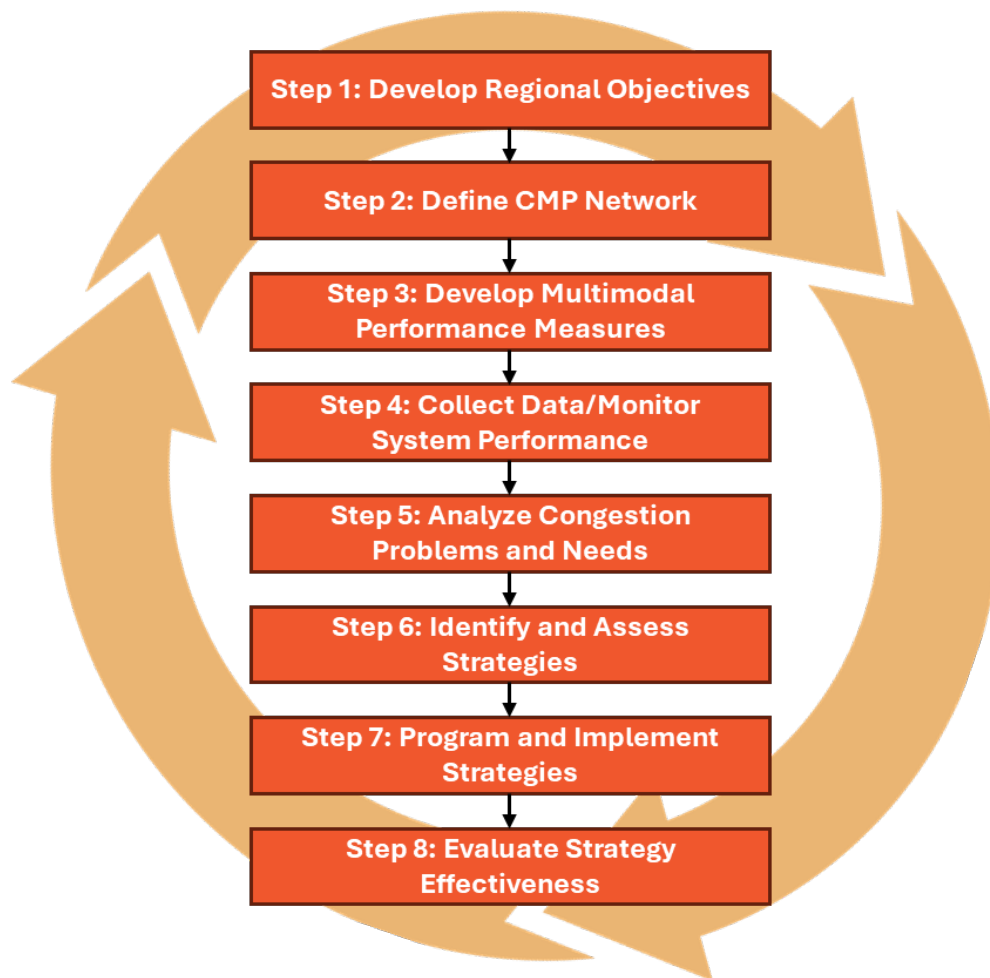
While these steps are presented in a linear form, it is important to recognize that within the transportation planning cycles, some of these actions may be revisited, or occur on an on-going basis, while others may not. For instance, in updating the MTP, the EPMPO may revisit or develop new congestion management objectives, which may lead to development of new performance measures, but the MPO might not redefine other aspects of its CMP at the same time. The CMP network might not be updated with each update of the MTP, and data collection activities may occur on an annual basis or some other cycle. Consequently, the CMP framework is not intended to serve as a step-by-step approach but is intended to convey the general flow of the approach, building on regional objectives to implementation of strategies, and evaluation of their effectiveness.

Stakeholder Engagement

The EPMPO Transportation Projects Advisory Committee (TPAC) and Transportation Policy Board (TPB) were informed and provided feedback through each step of the 8-Step Framework that was followed for the development of this CMP. Appendix A: Stakeholder Engagement includes materials that were presented to the TPAC and TPB through the development of this CMP.



Figure 1: CMP 8-Step Framework



Step 1: Develop Regional Objectives

The initial step for the CMP is the development of regional objectives for congestion management. The EPMPO has defined goals and objectives for the CMP that align with the regional vision and goals defined in the Regional Mobility Strategy 2052 (RMS 2052), the MTP for the MPA. Locally defined goals and objectives are based on the local needs and serve as the primary connection between the CMP and the RMS 2052. The CMP goals, objectives, and performance measures are shown in Table 1.

Each of the goals and objectives includes a performance measure to evaluate achievement of the goals and objectives. These performance measures will be helpful when evaluating strategy effectiveness of the determined strategies in the future. Performance measures are described in greater details in Step 3 of this CMP.



Table 1: CMP Goals, Objectives, and Performance Measures

Goal 1 Reliability and Performance: Optimize system reliability and performance	
Objectives	Performance Measures
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026.	Planning time index
Increase number of reliable segments by 5% compared to 2019 performance by 2026 on a) interstate roadways and b) non-interstate roadways.	Percent of a) interstate and b) non-interstate roadways providing reliable travel times (LOTTR)
Restore performance to 2019 levels of truck travel time reliability (TTTR) on the freight transportation system by 2026.	Truck travel time reliability index (TTTR)
Restore performance to 2021 levels of annual hours of peak hour delay (PHED) per capita along commuter routes by 2026.	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
Decrease duration of non-recurring congestion events by 5% compared to 2019 performance by 2026.	Duration of non-recurring congestion events
Decrease frequency of non-recurring congestion events by 5% compared to 2019 performance by 2026.	Frequency of non-recurring congestion events
Goal 2 Health and Environment: Improve health and environmental conditions	
Objectives	Performance Measures
Decrease frequency of non-recurring congestion events by 5% compared to 2019 performance by 2026.	Frequency of non-recurring congestion
Restore vehicle miles traveled (VMT) to 2019 levels by 2026 (joint with Goal #3).	Average Annual VMT per capita
Goal 3 Access and Connectivity: Enhance communities and lives through improved access to opportunities	
Objectives	Performance Measures
Restore vehicle miles traveled (VMT) to 2019 levels by 2026 (joint with Goal #2).	Average Annual VMT per capita
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026.	Planning time index
Maintain percent of non-single occupancy vehicle (Non-SOV) travel at 2021 level (20%) by 2026.	Percent non-single occupancy vehicle (Non-SOV) travel



Step 2: Define CMP Network

Defining the CMP network involved defining two aspects of the system that is studied as part of the planning process:

- The geographic boundary, or area of application.
- The system components or network of surface transportation facilities.

The geographic boundary for the CMP is the defined MPA for EPMPO. The network of surface transportation facilities resembling the CMP network were defined based on the National Performance Management Research Data Set (NPMRDS). The NPMRDS provides field-observed travel time and speed data collected anonymously from a fleet of probe vehicles, including cars and trucks equipped with mobile devices. By using time and location information gathered from these probe vehicles, the NPMRDS generates aggregated speed and travel time data in increments of five (5) minutes, 15 minutes, or 1 hour. This data is available across the National Highway System (NHS) and is defined by Traffic Message Channel (TMC) location codes.

A TMC represents a unique, directional roadway segment, typically ranging from half of a mile to one mile long in urban and suburban areas, and up to five to ten miles long in rural areas. The El Paso CMP network comprises 1,507 TMCs, covering freeways and arterial roads within the El Paso MPO region. The CMP network geodatabase includes information on functional classification, the number of lanes, annual average daily traffic (AADT), and an urban code that indicates the type of area each TMC falls into. Table 2 provides a summary of road lengths categorized by functional class, while Table 3 summarizes road lengths by area type. According to the data in these tables, 59 percent of roads are classified as principal arterials, 34 percent as freeway facilities, and 87 percent of total roadways are located in urban areas.



Table 2: Length of CMP Network by Functional Classification

Functional Class	Length Miles (one direction)
1: Interstate	154.7
2: Principal Arterial – Other Freeways and Expressways	152.2
3: Principal Arterial – Other	533.9
4: Minor Arterial	6.2
5: Major Collector	0.7
6: Minor Collector	0.0
0: Unclassified	52.5

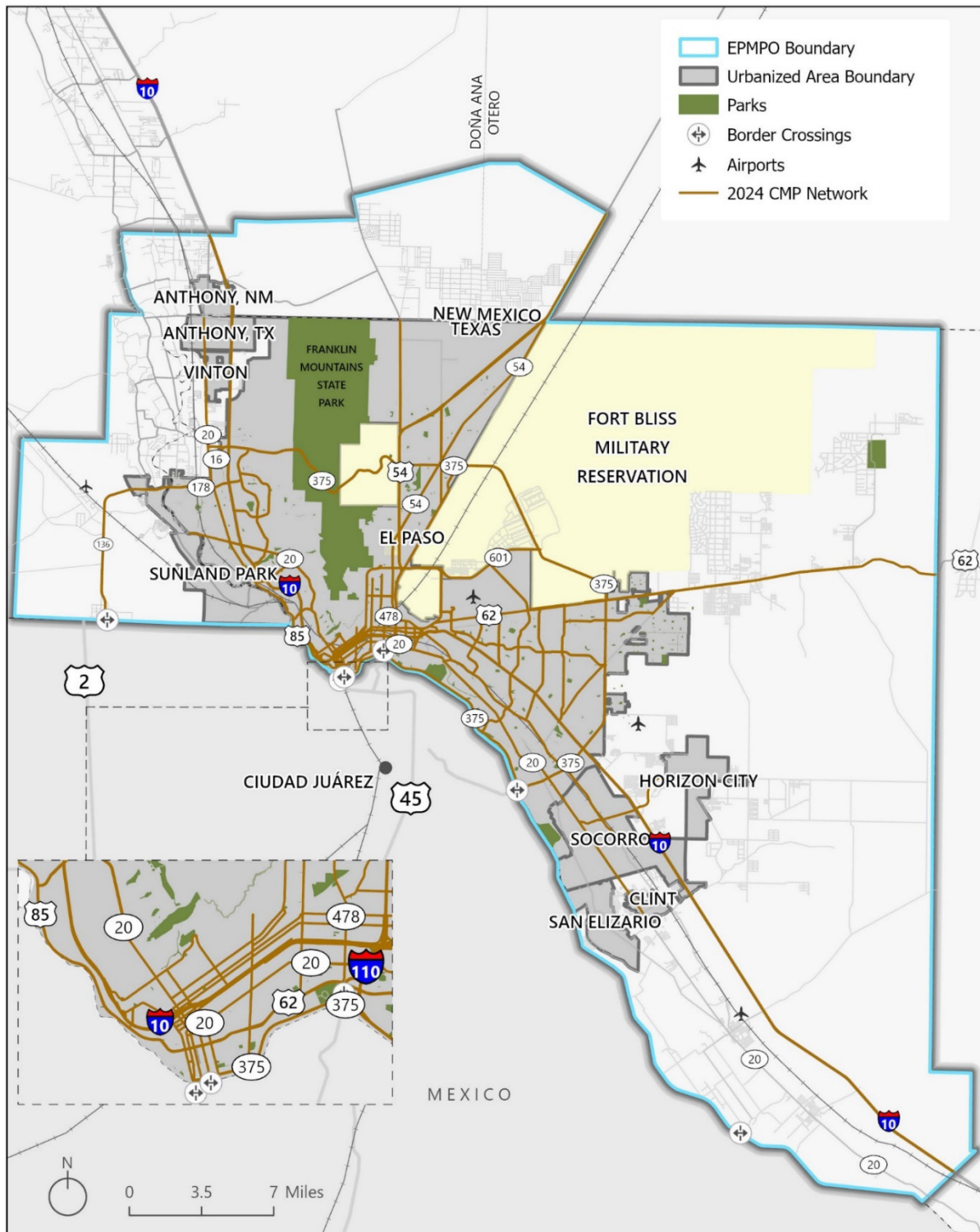
Table 3: Length of CMP Network by Area Type

Area type	Length Miles (one direction)
Rural	115.5
Urban	784.7

A map of the CMP network for the EPMPO is presented in Figure 2.



Figure 2: EPMPO CMP Network





Step 3: Develop Multimodal Performance Measures

Defining performance measures for each objective is a key component of the CMP as it allows for a quantitative approach to tracking progress for each objective in achieving the overall goal. Performance measures in the CMP characterize existing and future conditions of the regional transportation system. Performance measures, however, serve multiple purposes that intersect and overlap within the context of the CMP including:

- To characterize existing and anticipated conditions on the regional transportation system.
- To track progress toward meeting regional objectives.
- To identify specific locations with congestion to address.
- To assess congestion mitigation strategies, programs, and projects.
- To communicate system performance, often via visualization, to decision-makers, the public, and MPO member agencies.

At the systemwide level, performance measures are used to compare plan alternatives in the development of the MTP, to determine which alternatives are more successful in achieving a balance between different goals/objectives, maximizing overall benefit. They also can be used as part of transportation system monitoring to track progress toward the achievement of the objectives. Systemwide performance measures evaluated for the EPMPO CMP include:

- **Speed:** A measure of the average speed in miles per hour (mph).
- **Travel Time Index (TTI):** A measure of average conditions that tells one how much longer, on average, travel times are during congestion compared to during light traffic.
- **Planning Time Index (PTI):** A measure of how much total time a traveler should allow to ensure on-time arrival.
- **Buffer Time Index (BTI):** A measure of the extra time (or time cushion) that travelers must add to their average travel time when planning trips to ensure on-time arrival.

At the corridor level, performance measures are used to identify locations currently experiencing or anticipated to experience congestion problems in the future. They also are used to support assessment and selection of congestion mitigation strategies and



evaluation of implemented strategies. The smaller scale application of performance measures in this context often means that the performance measures selected for monitoring system-level congestion and tracking regional objectives must be tailored to be applicable at a segment, link, or intersection scale. Corridor performance measures evaluated for the EPMPO CMP include:

- **Travel Time Index (TTI):** A measure of average conditions that tells one how much longer, on average, travel times are during congestion compared to during light traffic.
- **Level of Travel Time Reliability (LOTTR):** A measure of a traveler's ability to reach a destination within an anticipated timeline.
- **Truck Travel Time Reliability (TTTR):** A measure of a truck's ability to reach a destination within an anticipated timeline.
- **Peak-Hour Excessive Delay (PHED):** A measure of the annual hours of peak hour excessive delay (PHED) per capita; the threshold for excessive delay is based on the travel times at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater.

Step 4: Collect Data and Monitor System Performance

After establishing performance measures that will be used to evaluate system performance, the EPMPO gathered the data necessary to inform the CMP. Gathering data to evaluate system performance is typically the element of the CMP that requires the largest number of resources and staff time for the MPO and its planning partners.

To support the analysis of congestion challenges and needs across the CMP network, multiple datasets were processed and integrated into a single file. Several data attributes were sourced and integrated into a single GIS shapefile for analysis, including the following:

- The National Performance Management Research Data Set (NPMRDS) provides field-observed travel time and speed data collected anonymously from a fleet of probe vehicles, including cars and trucks equipped with mobile devices. By using time and location information gathered from these probe vehicles, the NPMRDS generates aggregated speed and travel time data in increments of 5 minutes, 15



minutes, or 1 hour. This data is available across the National Highway System (NHS) and is defined by Traffic Message Channel (TMC) location codes. A TMC represents a unique, directional roadway segment, typically ranging from half of a mile to one mile long in urban and suburban areas, and up to five to ten miles long in rural areas.

- To enhance network attribute completeness, roadway characteristics such as the number of lanes and shoulder widths were supplemented utilizing the Texas Department of Transportation (TxDOT) Roadway Inventory GIS shapefile and the New Mexico Department of Transportation (NMDOT) Transportation Roadway Inventory.
- Speed limit data were incorporated from the NPMRDS Performance Measure 3 (PM3) performance report, which also provided hourly aggregated speed and travel time data for each TMC segment.
- The 2023 Annual Average Daily Traffic (AADT) values and estimated hourly traffic volumes were extracted from the NPMRDS, further disaggregated by vehicle classification (autos and trucks).
- Crash data was sourced from the TxDOT Crash Records Information System (CRIS) and the NMDOT Statewide Traffic Records System.

Following the sourcing and preparation of the data, then the data was analyzed in the next step to identify regional congestion challenges and needs.



Step 5: Analyze Congestion Problems and Needs

Before congestion management strategies can be identified, the congestion challenges and needs must be identified. This action step serves as a critical link between data collection and strategy identification. According to federal regulations (23 CFR 450.222), the CMP must include “methods to monitor and evaluate the performance of the multimodal transportation system [and] identify the causes of recurring and non-recurring congestion.”

The EPMPO structured the data analysis to analyze congestion challenges and needs to evaluate traffic performance, congestion patterns, and capacity utilization across the CMP network. The primary objective was to provide a comprehensive picture of mobility conditions by assessing time-based performance metrics, congestion severity, and frequency, as well as identifying high-priority segments for future improvements.

Time Period Definitions

The analysis segmented the day into five distinct time periods to account for variations in traffic patterns:

- **AM Peak (AM):** 6:00 a.m. – 10:00 a.m., weekdays
- **Midday (MD):** 10:00 a.m. – 4:00 p.m., weekdays
- **PM Peak (PM):** 4:00 p.m. – 8:00 p.m., weekdays
- **Night (NT):** 8:00 p.m. – 6:00 a.m., weekdays
- **Weekend (WE):** 12:00 a.m. – 12:00 a.m., weekends

Performance Metrics

For each TMC segment, and for every defined time period and calendar day, the following key performance indicators were derived:

- Average Speed

The **variability or change in congestion** on a day-to-day basis provides a measure of reliability. Variability of congestion comes in two forms:

Recurring Congestion:

Recurring congestion is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system.

Non-recurring Congestion:

Conversely non-recurring congestion causes unreliable travel times and is caused by transient events such as traffic incidents, weather conditions, work zones, or special events.



- Average Travel Time
- Free-Flow Travel Time
- Average Volume
- Travel Time Index (TTI) - Defined as the ratio of average travel time to free-flow travel time.

Annual Aggregation and Performance Metrics

The daily values were aggregated into annual averages using time-period-specific summaries. Several derived metrics and assumptions were integrated as part of this process.

- **Speed and Volume Metrics:**
 - Average annual speed and volume were computed for each TMC by time period.
 - Weekday peak period volumes were estimated in two steps. First, the percentage of traffic volumes for each time period was estimated using hourly and daily volumes. Then, the percentages of traffic volumes were multiplied by AADT.
 - Weekend volumes were estimated as 85% of weekday AADT.
 - Truck percentages were estimated by taking the ratio of Truck AADT and Total AADT
 - Volume-over-Capacity (V/C) ratio
 - Annual Average Travel Time and TTI
- **Capacity Estimation:**
 - Hourly roadway capacity was estimated using the *Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System*².

² United States Department of Transportation Federal Highway Administration. (2017). *Simplified Highway Capacity Calculation Method for Highway Performance*, accessed at <https://www.fhwa.dot.gov/policyinformation/pubs/pl18003/>.



- For freeway segments, capacity was based on area type (urban or rural), number of lanes, truck percentage, and at the Level of Service (LOS) E service volumes.
- For non-freeway segments, roads were treated as signalized arterials. Capacity was estimated based on the number of through lanes, posted speed limit, and a simplified assumption of 50% effective green time during signal cycles.
- **Congestion Status Metrics:**
 - Congestion classification was based on TTI thresholds:
 - **Freeways:** Congested if $TTI \geq 1.33$
 - **Non-Freeways:** Congested if $TTI \geq 2.5$
- **Recurring vs. Non-Recurring Congestion and Frequency:**

Congestion events were distinguished using statistical deviation from normal speed conditions:

- For each TMC and for each day and time period, Speed Standard Normal Deviate (SSND) was calculated as:
 - $SSND = (\text{Annual Average Speed} - \text{Average Speed}) / \text{Standard Deviation of Speed}$
 - If a segment experienced congestion and its SSND was greater than -1.5, it was considered recurring congestion (i.e., a regular, expected pattern).
 - If SSND fell below -1.5, the congestion was deemed non-recurring, likely caused by incidents, weather, or temporary disruptions.
 - Annual Frequencies of both congestion types were tracked across all segments.

This method enabled the differentiation of structural congestion issues from isolated or unpredictable delays. For each TMC, the frequency of both congestion types was tracked across the entire year and across time periods.



- **Congestion Severity:**

A multi-tiered classification system based on percentile TTI values was developed to further understand the extent of congestion. Congestion severity was classified from “Uncongested” to “Extreme Congestion” across seven tiers, with threshold values tailored to facility type. These classifications help visualize and prioritize congestion mitigation strategies.

Severity levels were assigned using the 50th and 95th percentile TTI values based on the following ranges:

- **Freeway TTI Categories:**

- Uncongested (≤ 1.10)
 - Developing (1.10–1.33)
 - Light (1.33–1.60)
 - Moderate (1.60–1.80)
 - Heavy (1.80–2.00)
 - Severe (2.00–2.50)
 - Extreme (≥ 2.50)

- **Non-Freeway TTI Categories:**

- Uncongested (≤ 2.00)
 - Developing (2.00–2.50)
 - Light (2.50–3.00)
 - Moderate (3.00–3.40)
 - Heavy (3.40–3.80)
 - Severe (3.80–4.70)
 - Extreme (≥ 4.70)



- **Composite Metrics:**

The Prevailing Recurring Congestion metric was defined as the product of recurring congestion frequency and average TTI. This composite index was used to highlight segments with both high regularity and severity of congestion.

Identification of Top Priority Segments

To identify critical areas for congestion mitigation, both recurring and non-recurring congestion patterns were examined. Recurring congestion is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system. Conversely, non-recurring congestion causes unreliable travel times and is caused by transient events such as traffic incidents, weather conditions, work zones, or speech events.

Recurring Congestion

TMC segments were first filtered based on the following criteria:

- Annual recurring congestion frequency $\geq 25\%$, or
- Prevailing recurring congestion in the top 15% for any time period

Filtered segments were further analyzed by dividing the prevailing congestion scores into quartiles and constructing a matrix to count the number of segments falling within each quartile across all periods.

Table 4 and Table 5 summarize the count the number of segments and percentage over total counts.

Table 4: Selected TMC Segment Count by Rank Quartile and Time Period

Quartile	AM	MD	NT	PM	WE	Total
75%-100%	42	69	23	72	56	262
50%-75%	52	61	35	68	45	261
25%-50%	52	43	46	72	48	261
0%-25%	47	68	40	81	26	262
Total	193	241	144	293	175	1046



Table 5: Selected TMC Segment Count Percentage by Rank Quartile and Time Period

Quartile	AM	MD	NT	PM	WE	Total
75%-100%	4%	7%	2%	7%	5%	25%
50%-75%	5%	6%	3%	7%	4%	25%
25%-50%	5%	4%	4%	7%	5%	25%
0%-25%	4%	7%	4%	8%	2%	25%
Total	18%	24%	13%	29%	16%	100%

Non-Recurring Congestion

Segments experiencing non-recurring congestion more than 5% of the year were flagged for priority review.

The 2024 TxDOT and 2023 NMDOT crash counts were collected for all selected segments for non-recurring congestion. The difference in the years collected was based on collection of the most recent crash data from each agency. Counts were aggregated by:

- K – Killed: Died due to injuries sustained from the crash, within 30 days of the crash.
- A – Incapacitating Injury: Severe injury which prevents continuation of normal activities; includes broken or distorted limbs, internal injuries, crushed chest, etc.
- B – Non-incapacitating Injury: Evident injury such as bruises, abrasions, or minor lacerations which do not incapacitate.
- C – Possible Injury: Injury which is claimed, reported, or indicated by behavior, but without visible wounds; includes limping or complaint of pain.
- O – Not Injured: The person involved in crash did not sustain an A, B, or C injury.
- U – Unknown: Unable to determine whether injuries exist. Some examples may include Hit and Run, Fled Scene, FSRA, etc.



Results of Challenges and Needs Analysis

The performance and diagnosis of needs as a result of this analysis of congestion challenges and needs are summarized in the following step, in Table 6 - Table 7. Detailed results of the analysis are included in the following appendices for reference:

- Appendix B: Systemwide Performance
- Appendix C: Corridor Performance
- Appendix D: Maps of Congestion Problems and Needs

Step 6: Identify and Assess Strategies

The identification of appropriate congestion mitigation strategies is a key component of the CMP. At this point, the MPO has synthesized the data and analysis from Step 4 and Step 5 into a set of recommended solutions to effectively manage congestion and achieve congestion the defined CMP objectives. The strategies that the EPMPO has chosen to support the following considerations:

- **Contribution to Meeting Regional CMP Objectives:** The strategies that have been selected support the regional CMP objectives defined in Step 1.
- **Local Context:** Strategies were selected that fit within the context of the community and are appropriate regarding the role and function of the transportation facilities within the regional network.
- **Contribution to Other MPO Goals and Objectives:** The selection of strategies was informed by overarching goals of the MPO, including the goals and objectives of the 2025-2050 MTP.
- **Jurisdiction over CMP Strategies:** The MPO is committed to continuing collaboration with partners to collaborate on the implementation of the selected strategies.

The EPMPO developed congestion management strategies that can be applied at the systemwide level and the corridor level.



Systemwide Strategies

For systemwide strategies, the EPMPO identified a wide-ranging “toolbox” of congestion management strategies that can be applied as appropriate across the regional transportation system. The vast majority of the systemwide strategies presented in this toolbox are considered transportation system management and operations (TSM&O) strategies over capacity adding strategies.

The existing transportation system can be utilized most effectively and efficiently through TSM&O strategies. TSM&O strategies actively manage the multimodal transportation network, optimizing performance to preserve capacity and improve the safety and reliability of the transportation system. Strategies that add capacity should be considered as a last resort. Strategies to add capacity can either address long-term needs via corridor-wide or alternative route expansion or can contribute to moving more traffic through a short bottleneck location in less time. These improvements are costly and will require high construction dollars to accomplish the needed goals.

The toolbox of systemwide congestion management strategies include:

- **Transit Operations and Management.** These strategies pertain to the operation and management of the transit system in a safe and efficient manner.
 - *Strategies include* transit signal preemption, designated lanes for transit, express bus service, high-capacity and high-frequency transit service, optimized route structure, queue jumps, pedestrian and bicycle infrastructure including at signals, active monitoring technology, electronic fare collection, hard shoulder running, expanded hours or frequency, consolidated account systems among transit providers/modes, and improved user interfaces to facilitate trip planning.
- **Travel Demand Management.** Travel demand management is defined as providing users with effective travel choices to shift or reduce the demand for travel in congested conditions. Travel demand management oversees two types of travel: commute travel and travel associated with tourism, emergencies, special events, shopping, etc.



- Strategies include parking pricing strategies and management, congestion pricing, flexible work hours or telecommuting/work from home benefits and policies, trip chaining, carpool and vanpool programs, park-n-ride lots, mixed use development, first/last mile options.
- **Arterial Management.** Arterial management is the management of arterial facilities in a manner that provides users with a safe, efficient, and reliable trip.
 - Strategies include Integrated corridor management, traffic signal coordination, advance traffic management systems (ATMS), intersection control evaluation (ICE), special use lanes, active monitoring technology, reducing access points, reducing full access density, alternative intersection geometry and signal phasing, reversible lane systems, variable speed limits.
- **Freeway Management.** Freeway management is the implementation of policies, strategies, and technologies to improve freeway performance. The over-riding objectives of freeway management programs include minimizing congestion (and its side effects), improving safety, and enhancing overall mobility.
 - Strategies include Ramp metering, congestion pricing, managed lanes, special use lanes, active monitoring technology.
- **Freight Management.** Freight management is the effective management of the system for freight transportation. The goal of freight is to move goods safely, efficiently, and reliably throughout the region. This may range from satisfying the customer (e.g., freight shippers, receivers, and carriers) to reducing travel time on the system.
 - Strategies include Freight priority corridors/signals, congestion pricing, curb management, and commercial truck parking areas.



- **Emergency / Incident Management.** Emergency management is designed to provide users with a safe and efficient transportation system during an emergency. Incident management is defined as verifying, responding to, and clearing traffic incidents in a manner that provides transportation system users with the least disruption.
 - Strategies include Expanding the use of roving patrols (e.g., Road Ranger programs), enhancing inter-agency voice and data communications systems, active monitoring technology (i.e., closed caption television [CCTV] cameras), emergency equipment technology and vehicle upgrades, responder training, dynamic detours, queue warning systems and other traveler information messaging, hard shoulder running, reversible lanes.
- **Work Zone Management.** Work zone management involves organizing and operating areas impacted by road or rail construction or maintenance activities to minimize traffic delays, maintain safety for workers as well as travelers, and accomplish the work efficiently.
 - Strategies include Deploying and managing dynamic message signs (DMS) and websites, advanced warning signs, integration into traveler information systems, dynamic detours.
- **Special Event Management.** Special event management provides users with a safe and efficiently managed transportation system during a planned special event.
 - Strategies include Deploying and managing DMS and websites, advanced warning signs, integration into traveler information systems, integrated corridor management, recurring and routine interagency coordination and planning, dynamic detours.
- **Travel Weather Management.** Travel weather management focuses on providing users with a safe and efficient transportation system during and after weather events.



- Strategies include Deploying and managing DMS and websites, traveler information messaging (via mobile access or integration into vehicles), dynamic detours, hard shoulder running.
- **Traveler Information.** Traveler information is designed to provide transportation system users with the information they need to choose the safest and most efficient mode and route of travel.
 - Strategies include Deploying and managing DMS and websites, mobile access to information, integration into vehicles.
- **Non-Motorized Transportation Strategies.** Non-motorized transportation strategies include improvements that directly impact bicycle and pedestrian facilities and may encourage a shift from automobile trips to these other modes.
 - Strategies include New sidewalk connections, designated bicycle facilities, improved safety of existing bicycle and pedestrian facilities, exclusive non-motorized right of way, complete streets.
- **Capacity Adding Strategies.** Strategies to add capacity can either address long-term needs via corridor-wide or alternative route expansion or can contribute to moving more traffic through a short bottleneck location in less time. These improvements are costly and will require high construction dollars to accomplish the needed goals.
 - Strategies include Adding traffic lanes, constructing new roadways, managed lanes, auxiliary lanes, intersection improvements.



Corridor Strategies

Based on the results of the congestion analysis performed in Step 5, congestion management strategies at the corridor level were identified to resolve the determined challenges and needs. These corridor level strategies align with the CMP objectives and overarching goals of the EPMPO as defined in the MTP/RMS 2052. These strategies focus on providing an efficient transportation system that maintains travel time reliability and reduces congestion.

The corridor level strategies are grouped into two categories: Congestion management strategies for recurring congestion and congestion management strategies for non-recurring congestion. Different strategies are appropriate for the type of congestion that is experienced. These two categories are defined as:

- **Recurring Congestion Strategies** – Strategies that aim at resolving recurring congestion. Recurring congestion is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system. See Table 6 and Figure 3 -Figure 4 for the recommended congestion management strategies for recurring congestion.
- **Non-recurring Congestion Corridor Strategies** – Strategies that aim at resolving non-recurring congestion. Non-recurring congestion causes unreliable travel times and is caused by transient events such as traffic incidents, weather conditions, work zones, or special events. See Table 7 and Figure 5 for the recommended congestion management strategies for non-recurring congestion.

Table 6 - Table 7 show details for the recommended congestion management strategies, including performance and diagnosis of need. Figure 3 - Figure 4 show where these strategies are recommended geographically on maps.

Capacity improvements (including intersection and interchange reconfigurations) are recommended for consideration as tools to optimize capacity and resolve bottlenecks in targeted areas. In alignment with FHWA guidance, this CMP does not identify specific projects but rather supplies recommended actions and strategies that can advance the overall goals of the EPMPO for system efficiency and reliability.



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R1	IH-10 SB from Vinton Rd to Talbot Ave	S	115-04813	42%	11.29	✓	0.95	Congestion attributed to construction	Revise the Traffic Control Plan
R2	IH-10 NB from Mesa St to Paseo Del Norte Rd	N	115P04811	38%	2.34	✓	1.49	Demand exceeds capacity	Increase capacity and Travel Demand Management
			115+04811	36%	1.77		1.59		
			115P04810	61%	2.03		2.02		
			115+04810	71%	2.32	✓	2.02		
			115P04809	50%	2.26		2.03		
R3	IH-10 from Cotton St to US 54	E	115-04788	26%	1.87		1.30	Demand exceeds capacity and short weaving segment at EB Exit 21	Increase capacity, travel demand management and reconfigure weaving section
			115N04788	31%	1.96		1.30		
			115-04787	47%	2.32		1.30		
			115N04787	62%	2.90		1.31		
			115-04786	65%	2.94		1.31		
			115N04786	68%	2.99		1.31		
			115-04785	73%	3.08		1.31		
			115N04785	84%	3.52		1.64		
R4	IH-10 from US 54 to Trowbridge Dr	W	115-04784	88%	3.79		1.64	Demand exceeds capacity and short weaving segment at EB Exit 23B and WB Exit 23A	Increase capacity, travel demand management and reconfigure weaving section
			115+04783	45%	2.30		1.88		
			115P04782	62%	2.56		1.88		
			115+04782	70%	2.76		1.88		
			115P04781	60%	2.96		1.82		
			115+04781	43%	2.81		1.44		
			115P04780	42%	2.80		1.44		
		E	115N04784	86%	3.75		1.86		
			115-04783	85%	3.53		1.88		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
			115N04783	84%	3.05		1.88		
			115-04782	84%	2.63		1.88		
			115N04782	82%	2.37		1.88		
			115-04781	79%	2.22		1.88		
			115N04781	77%	2.21		1.87		
			115-04780	75%	2.21		1.80		
			115N04780	57%	1.88		1.49		
R5	IH-10 from Trowbridge Dr to Hakins Blvd	W	115+04780	34%	2.62		1.44	Demand exceeds capacity and short weaving segments at WB Exit 23B, EB Exit 25 and EB Exit 27	Increase capacity, travel demand management and reconfigure weaving section
			115P04779	26%	2.28		1.84		
		E	115-04779	26%	1.65		1.49		
			115N04779	27%	1.62		1.91		
			115-04778	37%	1.72		1.94		
			115N04778	44%	1.82		1.69		
			115-04777	58%	2.11		1.51		
			115N04777	62%	2.02		1.35		
R6	IH-10 from Hawkins Blvd to Yarbrough Dr	E	115-04776	49%	2.03		1.89	Demand exceeds capacity, and no auxiliary lanes at the weaving segments at EB Exit 28 A and 28 B	Increase capacity, travel demand management and reconfigure weaving section
			115N04776	62%	2.00		1.89		
			115-04775	36%	1.77		1.89		
			115N04775	57%	1.98		1.94		
			115-04774	71%	2.04		2.01		
			115N04774	44%	1.77		2.01		
			115-04773	26%	1.64		2.01		
R7	IH-10 SB at Exit 35	S	115-07211	76%	2.33		1.24	Demand exceeds capacity	Increase capacity and travel demand management



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R8	IH-110 from Bridge of the Americas POE to Patriot Freeway	W	115-11219	98%	12.29	✓	0.40	Queuing from POE Traffic	Implement TSMO strategy to POE Operation
			115N11220	94%	11.74	✓	0.40		
		N	115P11219	99%	9.90		0.35		
R9	US 54 from Sean Haggerty Dr to FM 2529	W	115-06752	95%	2.97		0.32	Recurring congestion is most likely attributed to a change in the cross-section and interchange operation	Freeway extension completion and Interchange operation improvement
			115N06753	30%	4.72		0.27		
		E	115+06753	97%	2.85		0.26		
			115P06753	81%	6.52		0.39		
		N	115P10423	60%	5.45		0.30		
			115P06752	58%	2.27		0.38		
R10	SL 375 from IH-10 to Resler Dr (Including Interchanges)	W	115P10258	100%	6.87		0.34	Recurring congestion is most likely attributed interchange operation	Interchange operation improvement and adding capacity to accommodate traffic merging from frontage road and mainlane
			115+10258	84%	3.06		0.37		
		E	115N10258	100%	5.14		0.34		
		N	115P10433	87%	8.11		0.13		
R11	SL 375 from Padres Dr to N Loop Dr	S	115+10244	31%	2.15	✓	1.30	Congestion attributed to insufficient merging distances	Increase capacity, travel demand management and reconfigure merging section
			115P10244	44%	2.45		1.12		
		W	115N10246	42%	1.64		0.98		
			115-10246	54%	2.05		1.16		
		E	115+10245	73%	3.08		1.06		
			115P10245	69%	2.87		0.72		
			115+10246	63%	2.68		0.89		
			115P10246	75%	2.06		0.80		
R12	SL 375 from Pebble Hills Dr to Liberty Ave	S	115-10252	57%	2.12		1.29	Congestion attributed to insufficient weaving	Realign freeway, travel demand management and
			115N11085	36%	2.19		1.01		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
		N	115P10252	44%	3.55		0.85	distance in NB direction and sharp horizontal curvature in SB direction	reconfigure the weaving section
			115+10252	34%	1.79		1.07		
R13	Montwood Dr from Saul Kleinfeld Dr to SL 375 (Including Interchange at SL 375)	W	115N10538	71%	5.47		0.63	Congestion attributed to insufficient intersection capacity, phasing and timing	Intersection operation improvement
			115N10278	48%	5.75		0.40		
		E	115+10278	27%	3.53		0.63		
			115P10538	83%	5.33		0.63		
		S	115N10266	28%	4.17		0.67		
		N	115P10266	42%	10.67		0.67		
R14	N YARBROUGH DR from Gateway Blvd W to Vista Del Sol	N	115P10299	60%	6.18		1.30	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
			115+10540	52%	4.59		1.31		
R15	FM 659 from Gateway Blvd to N Zaragoza Rd	S	115N10263	32%	5.45		1.55	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
			115-10263	38%	4.03		1.89		
		N	115P10263	35%	5.21		1.55		
R16	Arctcraft Blvd from Westside Dr to Doniphan Dr	W	115-13423	40%	3.66		0.46	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		E	115+13423	47%	3.97		0.69		
R17	Country Club Rd from Montoya Dr to Doniphan Dr	S	115N10221	61%	4.52		0.51	Congestion is most likely attributed to inadequate roadway capacity	Add capacity
		E	115N10437	42%	3.85		0.00		
		W	115P10438	42%	4.02		1.10		
			115+10438	31%	3.80	✓	1.10		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
			115P10437	94%	6.13		0.62		
R18	Resler Dr from Desert Pass St to Mesa St	W	115P10219	89%	7.27		0.61	Congestion is most likely attributed to inadequate roadway capacity, signal phasing and timing	Add capacity, intersection operation improvement
		E	115N10219	56%	6.03		0.76		
		S	115N10430	55%	7.42		0.63		
		N	115+10430	27%	3.86		0.66		
			115P10430	100%	7.08		0.66		
R19	Arizona Ave from Mesa St to Cotton St	W	115-10491	28%	4.44		0.12	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R20	N Cotton St from Texas Ave to IH-10	N	115+10356	47%	5.73		0.44	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R21	N Santa Fe St from W Paisano Dr to IH-10 (Including Interchange)	S	115-11398	26%	3.82		0.23	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
			115N11398	46%	7.00		0.35		
		N	115P50324	28%	4.29		0.28		
R22	E Paisano Dr from S Santa Fe St to US 62	W	115+10348	32%	5.14		0.51	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		E	115N10347	33%	4.78		0.51		
			115-10347	28%	4.65		0.51		
		N	115P11395	36%	5.00		0.00		
R23	S Stanton St from Stanton-Lerdo POE to E Paisano Dr	S	115-10329	49%	5.33		0.39	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
			115N50335	57%	7.00		0.39		
			115-50335	56%	6.12		0.39		
		N	115P50326	33%	7.33		0.05		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
			115+10330	25%	5.18		0.11		
R24	Texas Ave from Mesa St to N Campbell St	E	115-13418	70%	7.87		0.12	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R25	Liberty Expressway from US 54 to Marshall Rd	W	115N11203	99%	6.15		0.82	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
			115-11203	90%	3.05		0.82		
			115N10370	99%	6.15		0.56		
			115-10370	91%	3.09		0.82		
		E	115P11203	79%	4.99		0.82		
R26	Horizon Blvd from N Loop Dr to IH-10 (Including interchange)	W	115N10234	63%	7.55		0.67	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
		E	115+10235	47%	4.94		0.89		
			115P10235	55%	5.76		1.17		
			115P10234	66%	10.00		0.74		
R27	Alameda Ave from Horizon Blvd to S Nevarez Rd	W	115N10233	73%	8.80		0.55	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
		S	115-13416	29%	3.78		0.77		
		N	115+13416	26%	3.69		0.70		
R28	Montana Ave from Trowbridge Dr to Airport Rd	W	115-10337	27%	3.86		0.55	Congestion is attributed to unconventional alignment, insufficient signal phasing and timing	Intersection reconfiguration, intersection operation improvement
			115-10338	62%	6.78		0.47		
		E	115P10388	58%	6.60		0.60		
		S	115N10515	45%	8.00		0.30		
R29	Airway Blvd from Montana Ave to Boeing Dr	W	115N10339	86%	10.75		0.47	Congestion is most likely attributed to	Intersection operation improvement
		E	115P10339	64%	6.48		0.47		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
		S	115N10324	67%	5.10		0.60	insufficient signal phasing and timing	
		N	115P10324	53%	5.43		0.68		
		N	115+11796	34%	3.76		0.76		
R30	Montana Ave FR from Global Reach Dr to N Lee Trevino Dr (Including Interchange)	E	115P10342	48%	4.27		1.01	Congestion attributed to insufficient interchange capacity, phasing and timing	Add capacity, interchange operation improvement
			115+10343	54%	5.46		1.27		
			115P10343	82%	8.16		1.08		
		S	115N50353	73%	12.00		0.45		
			115N10302	29%	4.20		0.48		
		N	115P10295	67%	10.00		0.27		
			115P10302	71%	7.51		0.50		
			115P50353	57%	7.03		0.48		
R31	Montana Ave from Saul Kleinfeld Dr	E	115+10344	29%	4.04		0.90	Congestion attributed to insufficient interchange capacity, phasing and timing	Add capacity, interchange operation improvement
			115P10344	87%	6.73		0.77		
			115+13444	55%	6.41		0.64		
		W	115N10344	30%	4.36		0.69		
			115-10344	52%	4.63		0.54		
			115-13444	47%	6.40		0.59		
R32	Hawkins Blvd from Gateway Blvd to Viscount Blvd (Including Interchange)	W	115P10281	25%	7.50		0.49	Congestion attributed to insufficient intersection capacity, phasing and timing	Add capacity, intersection operation improvement
		E	115P10305	61%	6.28		0.87		
		S	115N10304	72%	6.12		0.63		
			115-10304	50%	4.51		0.77		
			115N10305	91%	7.37		0.90		
		N	115P10304	28%	4.97		0.63		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
			115+10305	54%	4.72		0.71		
R33	Edgemere Blvd from SL 375 to Tierra East Rd (Including Interchange)	W	115N50297	43%	5.81		0.83	Congestion attributed to insufficient intersection capacity, phasing and timing	Add capacity, intersection operation improvement
			115-50297	36%	4.33		0.78		
		E	115P50297	36%	4.80		0.83		
			115+50298	25%	3.64		0.83		
R34	Interchange of IH-10 at Trowbridge Dr	W	115P10317	26%	4.88		0.35	Congestion is most likely attributed to insufficient signal phasing and timing	Interchange operation improvement
R35	Interchange of IH-10 at Airway Blvd	S	115N10322	26%	4.89		0.65	Congestion is most likely attributed to insufficient signal phasing and timing	Interchange operation improvement
R36	Interchange of IH-10 at FM-2316	S	115N10312	38%	7.33		0.73	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Interchange operation improvement
R37	Interchange of IH-10 at Lee Travino Dr	S	115N10291	39%	5.66		0.84	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Interchange operation improvement
		N	115P10291	59%	5.47		0.71		
R38	Interchange of IH-10 at Artcraft Rd/Paseo Del Norte Rd	W	115N10427	37%	5.06		0.42	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
			115N50287	92%	5.72		0.42		
			115-50287	85%	5.07		0.71		
		E	115+10427	93%	7.96		0.46		
			115P10427	97%	7.32		0.42		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
			115P50287	42%	4.44		0.42		
R39	Interchange of IH-10 at E Redd Rd	W	115N10496	71%	10.00		0.77	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
		E	115P10496	68%	7.22		0.77		
R40	Interchange of IH-10 at Mesa St	E	115N10220	26%	5.26		0.78	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
R41	Interchange at Doniphan Dr and Artcraft Rd	S	115N10222	28%	4.91		0.51	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
R42	Interchange of Montana Ave at George Dieter Dr	E	115P10543	58%	13.25		0.95	Congestion attributed to insufficient interchange capacity, phasing and timing	Add capacity, interchange operation improvement
		N	115P10272	39%	7.61		0.46		
R43	Interchange at US 54 and Kenworthy St	S	115N10513	26%	5.17		0.25	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
R44	Interchange at Patriot Freeway and Paisano Dr	W	115N10334	39%	6.24		0.18	Congestion is most likely attributed to insufficient interchange signal phasing and timing	Interchange operation improvement
R45		N	115P10454	62%	7.40		0.88		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
	Interchange at SL 375 and N Loop Dr	S	115N10454	36%	8.67		0.90	Congestion is most likely attributed to insufficient interchange capacity, signal phasing and timing	Adding capacity, Interchange operation improvement
R46	Interchange at SL 375 and Alameda Ave	N	115P10199	33%	6.25		0.63	Congestion is most likely attributed to insufficient interchange signal phasing and timing	Interchange operation improvement
R47	Interchange of US 54 and Dyer St	S	115N10464	30%	4.06		0.34	Congestion is attributed to interchange alignment, insufficient signal phasing and timing	Interchange reconfiguration, interchange operation improvement
			115N10482	81%	9.75		0.34		
		N	115P10482	31%	6.50		0.24		
R48	Interchange at SL 375 and Railroad Dr	S	115N10365	20%	8.00		0.25	Congestion is most likely attributed to insufficient interchange signal phasing and timing	Interchange operation improvement
		N	115P10365	37%	5.20		0.25		
R49	Interchange of Liberty Expy at Global Reach Dr	S	115N50354	52%	7.11		0.59	Congestion is attributed to insufficient signal phasing and timing	Interchange operation improvement
		N	115P50354	68%	9.75		0.55		
R50	Interchange of SL 375 at Liberty Ave	W	115N11208	86%	2.81		0.54	Congestion is attributed to insufficient signal phasing and timing	Interchange operation improvement
		E	115+11208	28%	3.07	✓	0.67		
			115P11208	79%	16.00		0.54		
R51	Intersection of N Zaragoza Rd at Edgemere Blvd	E	115P50300	84%	6.25		0.48	Congestion attributed to insufficient signal phasing and timing	Intersection operation improvement
		S	115N50307	82%	9.19		0.39		
		N	115N50300	39%	6.67		0.48		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
			115P50307	44%	5.58		0.41		
R52	Intersection of FM 2316 at Montwood Dr	W	115N10274	52%	11.33		0.34	Congestion attributed to insufficient intersection phasing and timing	Intersection operation improvement
		E	115P10274	10%	7.67		0.34		
		S	115N10313	40%	5.52		0.56		
		N	115P10313	50%	5.36		0.57		
R53	Intersection of N Yarbrough Dr at Montwood Dr	W	115N10275	62%	9.25		0.55	Congestion attributed to insufficient intersection capacity, phasing and timing	Intersection operation improvement
		E	115P10275	94%	9.75		0.55		
		S	115N10300	29%	5.38		0.89		
		N	115P10300	39%	6.59		0.89		
R54	Intersection of N Lee Trevino Dr at Montwood Dr	W	115N10276	66%	8.44		0.55	Congestion attributed to insufficient intersection phasing and timing	Intersection operation improvement
		E	115P10276	53%	7.85		0.55		
		S	115N10293	86%	7.26		0.54		
		N	115P10293	32%	4.76		0.56		
R55	Intersection of George Dieter Dr at Montwood Dr	W	115N10277	69%	8.25		0.71	Congestion attributed to insufficient intersection capacity, phasing and timing	Intersection operation improvement
		E	115P10277	57%	9.00		0.71		
		S	115N10269	35%	4.67		0.72		
R56	Intersection of TX 20 at TX 16 SPUR	W	115N50291	79%	12.00		0.21	Gap acceptance due to inadequate sight distance	Reconfigure WB right-turn approach
R57	Intersection of TX 16 SPUR at Talbot Dr	E	115P50292	83%	9.14		0.21	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		W	115N50292	45%	5.82		0.22		
R58	Intersection of Doniphan Dr at W Redd Rd	S	115N10533	34%	4.92		0.50	Congestion is most likely attributed to	Intersection operation improvement
		N	115P10533	65%	5.76		0.57		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
								insufficient signal phasing and timing	
R59	Intersection of N Resler Dr at E Redd Rd	W	115N10497	92%	7.87		0.69	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	adding capacity, intersection operation improvement
		E	115P10497	97%	6.82		0.69		
		S	115N10431	95%	10.25		0.73		
		N	115P10431	100%	6.98		0.73		
R60	Intersection of Redd Rd at Helen Of Troy Dr	N	115P50281	35%	3.50		0.29	Congestion attributed to inadequate Intersection control	ICE Study
R61	Intersection of N Resler Dr at Northern Pass Dr	N	115P13381	85%	6.58		0.14	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R62	Intersection of Doniphan Dr at Sunland Park Dr	W	115N10442	97%	5.56		0.45	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		N	115P11366	81%	11.00		0.24		
		S	115N11366	52%	5.95		0.24		
R63	Intersection of Sunland Park Dr at S Mesa Hills Dr	E	115P13408	33%	4.37		0.77	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
		W	115-10443	89%	3.83		0.89		
			115N13408	65%	4.63		0.94		
R64	Intersection of Mesa St at Sunland Park Dr	W	115N10444	82%	6.85		0.72	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
		E	115P10444	52%	5.42		0.72		
		S	115N10218	83%	6.17		0.62		
		N	115P10218	87%	9.60		0.73		
R65	Intersection of Edgemere Blvd at Rich Beem Blvd	W	115N50299	26%	6.48		0.64		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R66	Intersection of Doniphan Dr at W Paisano Dr	S	115N10351	26%	5.75		0.67	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R67	Intersection of W Paisano Dr at Executive Center Blvd	N	115P10350	20%	6.99		0.74	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
R68	Intersection of N Mesa St at Executive Center Blvd	S	115N10216	54%	4.75		0.62	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		N	115P10216	35%	5.00		0.69		
R69	Intersection of Resler Dr at Paseo Del Norte Rd	W	115N50288	94%	12.00		0.26	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		E	115P50288	82%	8.00		0.40		
		S	115N13380	94%	11.00		0.27		
		N	115P13380	95%	6.38		0.27		
R70	Intersection of N Mesa St at S Mesa Hill Dr	S	115N10217	86%	4.63		0.74	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
R71	Intersection of E Redd Rd at Westwind Dr	S	115N50279	68%	7.56		0.60	Congestion is most likely attributed to the arrival and dismissal of school	Traffic operational management
		N	115P50279	74%	6.01		0.60		
R72	Intersection of N Mesa St at E San Antonio Ave	E	115P50330	38%	6.00		0.06	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		W	115N50330	31%	4.67		0.08		
		S	115N50333	17%	6.33		0.19		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R73	Intersection of Alabama St at Fred Wilson Ave	W	115N10368	53%	8.36		0.45	Congestion is attributed to unconventional alignment, driver visual impairment due to sunlight glare, inadequate intersection control	Intersection realignment, ICE Study
		E	115P10377	25%	4.39		0.40		
R74	Intersection of Dyer St at Fred Wilson Ave	N	115P10480	80%	8.75		0.37	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R75	Intersection of Alameda Ave at S Copla St	N	115P10475	38%	8.33		0.18	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R76	Intersection of Alameda Ave at Raynolds St	E	115N10207	29%	6.50		0.24	Congestion is most likely attributed to geometry and alignment issues	Intersection realignment, intersection operation improvement
R77	Intersection of Alameda Ave at Delta Dr	W	115P50314	59%	8.50		0.39	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		E	115N50314	57%	5.76		0.39		
		N	115P10205	75%	8.03		0.54		
R78	Intersection of Trowbridge Dr ad Delta Dr	S	115N10315	25%	4.26		0.33	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R79	Intersection of N Loop Dr at Hawkins Blvd	W	115P10459	34%	5.85		0.42	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		S	115N10303	54%	10.00		0.34		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R80	Intersection of N Loop Dr at Hunter Dr	N	115P10458	49%	5.69		0.42	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R81	Intersection of N Loop Dr at Yarbrough Dr	W	115P10457	49%	8.75		0.68	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		E	115N10457	71%	13.67		0.57		
R82	Intersection of N Loop Dr at Lomaland Dr	W	115P13265	71%	7.17		0.81	Congestion is most likely attributed to insufficient capacity, signal phasing and timing	Add capacity, intersection operation improvement
		E	115N13265	48%	9.57		0.81		
R83	Intersection of N Loop Dr at Lee Trevino Dr	W	115P10456	74%	9.00		0.61	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		S	115N10290	55%	13.33		0.40		
R84	Intersection of Alameda Ave at S Piedras St	W	115P10210	44%	8.00		0.55	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R85	Intersection of Alameda Ave at S Yarbrough Dr	S	115N10202	62%	10.75		0.49	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		N	115P10202	54%	12.00		0.49		
R86	Intersection of Alameda Ave at N Carolina Dr	W	115P10204	58%	10.00		0.48	Congestion is attributed to unconventional alignment, insufficient signal phasing and timing	Intersection reconfiguration, intersection operation improvement



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R87	Intersection of Alameda Ave at Midway Dr	E	115N10203	44%	8.40		0.46	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R88	Intersection of Dyer St Between SL 375 and McCombs St	S	115-10468	28%	4.06		0.39	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
			115N10469	42%	7.50		0.35		
		N	115P10469	38%	7.66		0.38		
R89	Intersection of McCombs St Between SL 375 and Dyer St	S	115N10421	67%	6.38		0.44	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
			115-10420	38%	4.60		0.44		
			115N10420	23%	8.00		0.40		
		N	115P10421	28%	5.02		0.34		
			115P10420	44%	8.75		0.38		
R90	Intersection of McCombs St at Sean Haggerty Dr	S	115N10422	62%	7.00		0.28	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
		N	115P10422	52%	6.12		0.28		
R91	Intersection of Airport Rd at Airway Blvd	N	115P10516	29%	4.67		0.44	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R92	Intersection of Airway blvd at Edgemere Blvd	S	115N10323	34%	4.24		0.56	Congestion is most likely attributed to insufficient signal phasing and timing	Intersection operation improvement
R94	Intersection of Montana Ave at Hawkins Blvd	S	115N10306	29%	5.75		0.62	Congestion is attributed to insufficient signal phasing and timing	Interchange operation improvement
		N	115P10306	94%	6.75		0.62		
R94		E	115P10341	51%	4.74		0.71		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
	Intersection of Montana Ave at McRae Blvd	N	115P10314	56%	10.33		0.36	Congestion attributed to insufficient intersection capacity, phasing and timing	Intersection operation improvement
R95	Intersection of Montana Avenue at N Zaragoza Rd	N	115P50309	45%	6.61		0.40	Congestion attributed to insufficient phasing and timing	Interchange operation improvement
R96	Intersection of Dyer St at Hondo Pass Dr	S	115N10466	37%	5.71		0.34	Congestion attributed to insufficient phasing and timing	Intersection operation improvement
R97	Intersection of Horizon Blvd at Darrington Rd	W	115N10236	73%	6.92		0.91	Congestion attributed to insufficient intersection capacity, phasing and timing	Intersection operation improvement
		E	115P10236	93%	7.14		0.99		
R98	Intersection of N Yarbrough Dr at Pebble Hills Blvd	E	115P10301	37%	5.19		0.61	Congestion attributed to insufficient signal phasing and timing	Interchange operation improvement
R99	Intersection of George Dieter Dr at Pellicano Dr	S	115N10268	29%	4.25		0.67	Congestion attributed to insufficient signal phasing and timing	Intersection operation improvement
R100	Intersection of N Zaragoza Rd at Vista Del Sol Dr	S	115N10536	64%	6.74		0.82	Congestion attributed to insufficient intersection capacity, phasing and timing	Add capacity, intersection operation improvement
		N	115P10536	47%	4.68		0.82		
R101	Intersection of TX 20 at Franklin St	N	115P10226	52%	5.65		0.31	Congestion attributed to insufficient signal phasing and timing	Intersection operation improvement
R102	Intersection of TX 20 at Vinton Rd	S	115N10225	67%	6.73		0.41	Congestion attributed to insufficient signal phasing and timing	Intersection operation improvement
		N	115P10225	63%	7.20		0.41		



Table 6: Recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Recurring Congestion Frequency	Maximum Recurring TTI	Included in Non-Recurring Congestion Diagnosis	Nominal D/C Ratio	Diagnosis of Need	Recommended Strategy
							PM		
R103	Intersection of George Dieter Dr at Pebble Hills Blvd	S	115N10270	71%	7.01		0.64	Congestion attributed to insufficient signal phasing and timing	Intersection operation improvement
R104	Intersection of Edgemere Blvd at George Dieter Dr	W	115N50294	79%	7.00		0.57	Congestion attributed to insufficient signal phasing and timing	Intersection operation improvement
		E	115P50294	45%	8.33		0.47		
R105	Intersection of Edgemere Blvd at Saul Kleinfeld Dr	W	115N50296	31%	4.18		1.13	Congestion attributed to insufficient intersection capacity, phasing and timing	Add capacity, intersection operation improvement
		E	115P50296	31%	4.55		0.88		
R106	Intersection of N Lee Trevino Dr at Pebble Hills Blvd	S	115N10294	73%	7.30		0.38	Congestion attributed to insufficient signal phasing and timing	Interchange operation improvement
		N	115P10294	72%	8.33		0.40		



Figure 3: El Paso MPO CMP Recurring Congestion Management Strategies

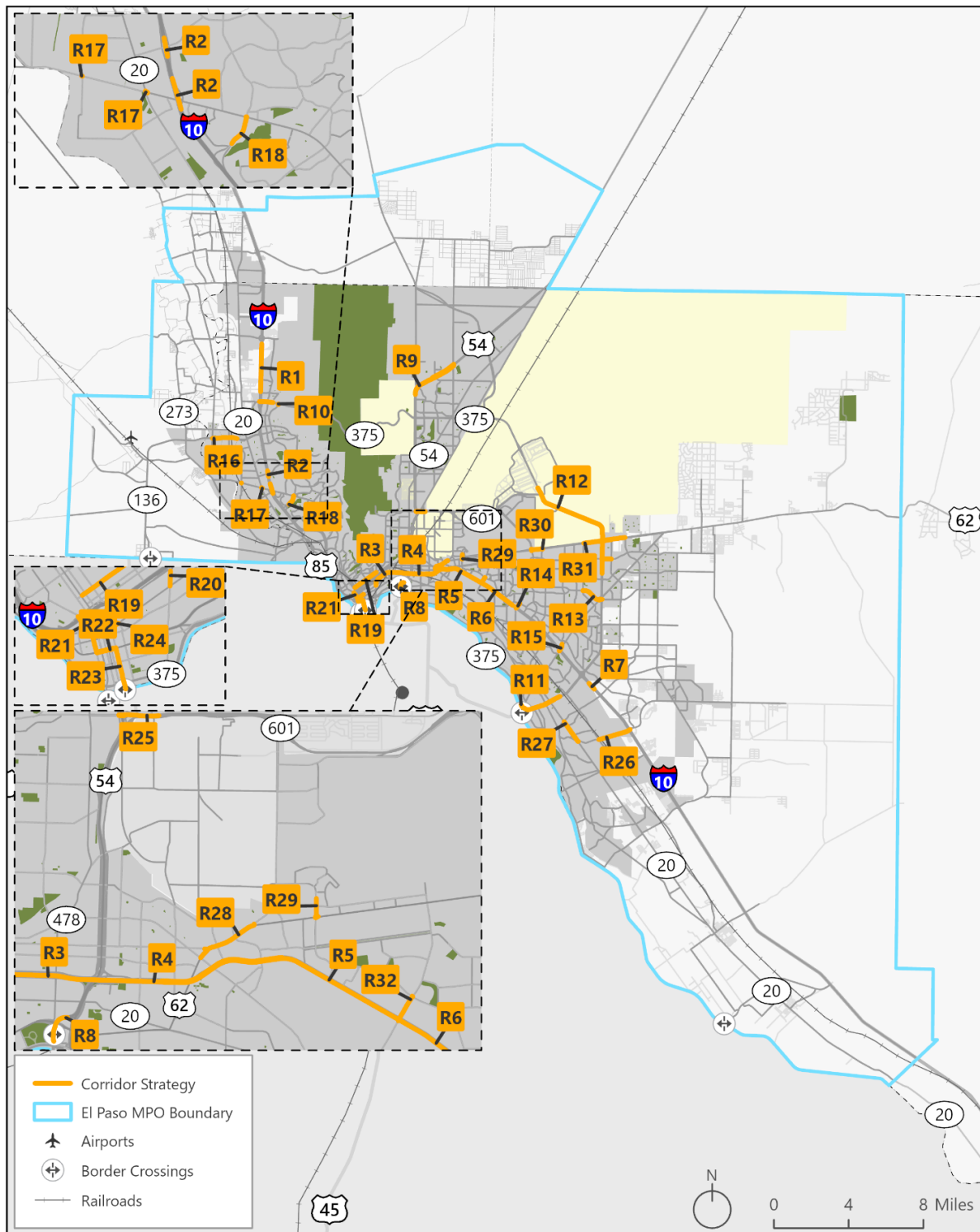




Figure 4: El Paso MPO CMP Recurring Congestion Management Strategies cont.

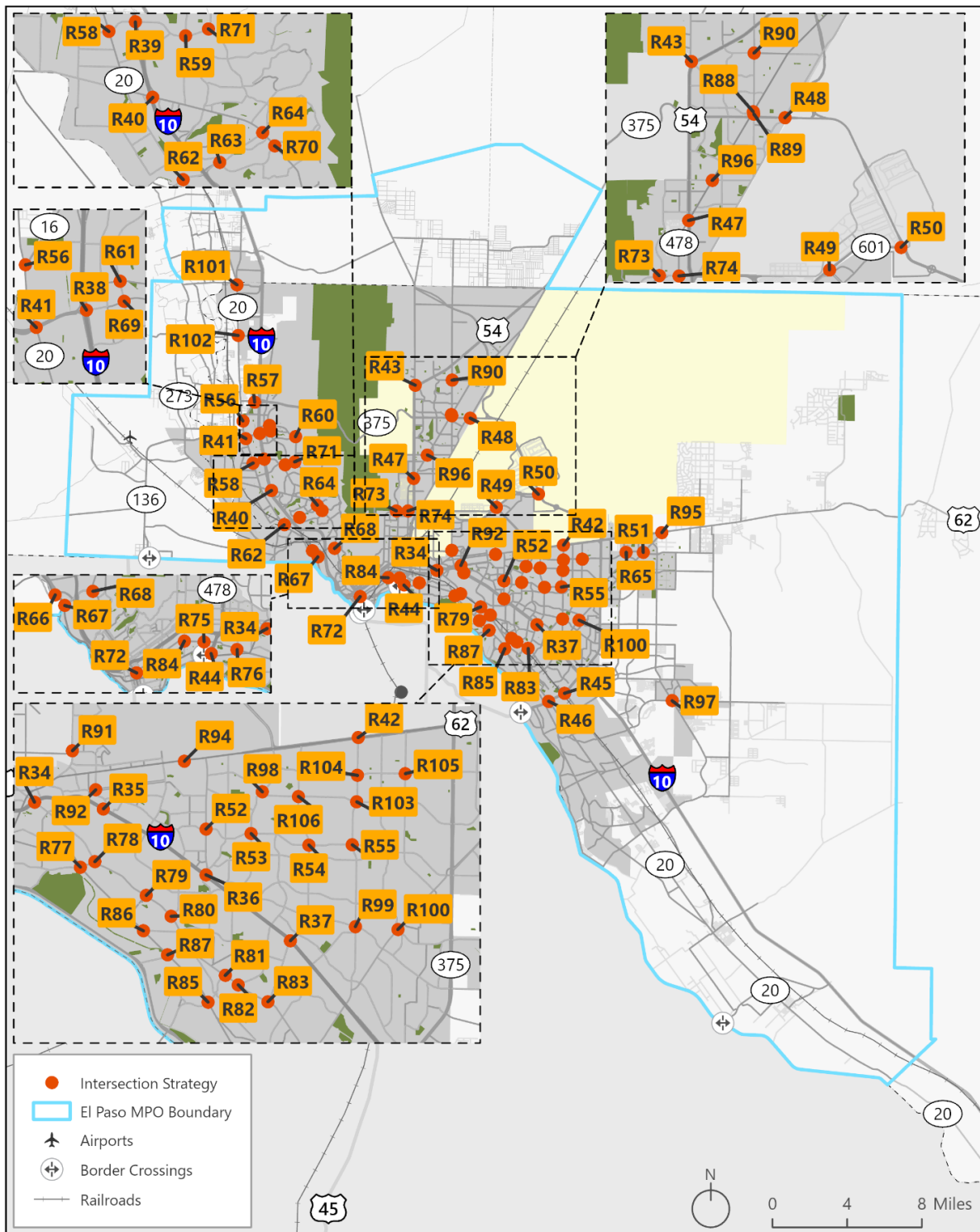




Table 7: Non-recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Non-Recurring Congestion Frequency	Maximum TTI	Included in Recurring Congestion Diagnosis	2024 Crash Count by Severity							Diagnosis	Improvement Strategy
							Total	K	A	B	C	O	U		
N1	IH-110 SB from E Paisano Dr to Patriot Freeway	W	115-11219	20%	6.15	✓	16	-	-	1	-	15	-	Lane Departure combined with distracted driving	Provide additional positive guidance (rumble strips, strip lines, raised pavement marking, speed feedback signs)
			115N11220	20%	5.01	✓									
N2	IH-10 from Paseo Del Norte Rd to Vinton Rd	S	115-04813	24%	11.40	✓	263	-	-	38	27	190	8	Primarily distracted driving and failure to control speed	Provide additional positive guidance (advance warning signs, raised pavement marking, speed feedback signs)
			115N04814	19%	22.67										
		N	115+04813	16%	12.19										
			115P04813	20%	10.02										
			115+04814	17%	4.85										
N3	IH-10 from Mesa St to Paseo Del Norte Rd	N	115+04810	14%	9.56	✓	121	1	1	25	13	79	2	Primarily distracted driving and failure to control speed	Provide additional positive guidance (advance warning signs, raised pavement marking, speed feedback signs)
			115P04811	14%	8.59	✓									
N4	SL 375 from S Zaragoza Rd to Padres Dr	S	115+10244	21%	5.88	✓	21	-	-	3	4	14	-	Congestion related crashes and driver inattention	Provide additional positive guidance, queue detection/warning system
			115P10243	15%	5.17										
N5	Airway Blvd SB from Gateway Blvd to Edgemere Blvd	S	115-10322	15%	5.82		54	-	-	6	6	42	-	Inadequate Intersection control configuration plus inadequate clearance intervals	Intersection Operation Improvement and ICE study at uncontrolled intersection
N6	Montana Ave from Lee Blvd to Saul Kleinfeld Dr	E	115+13443	21%	4.77		20	-	-	2	-	17	1	About 60% of crashes are attributed to work zone, the remaining 40% of the crashes are attributed to distracted driving, DUI and	Advanced control signage for work zone; implement TMUTCD compliant work zone traffic control; signalized intersection operation
			115P13443	18%	5.45										

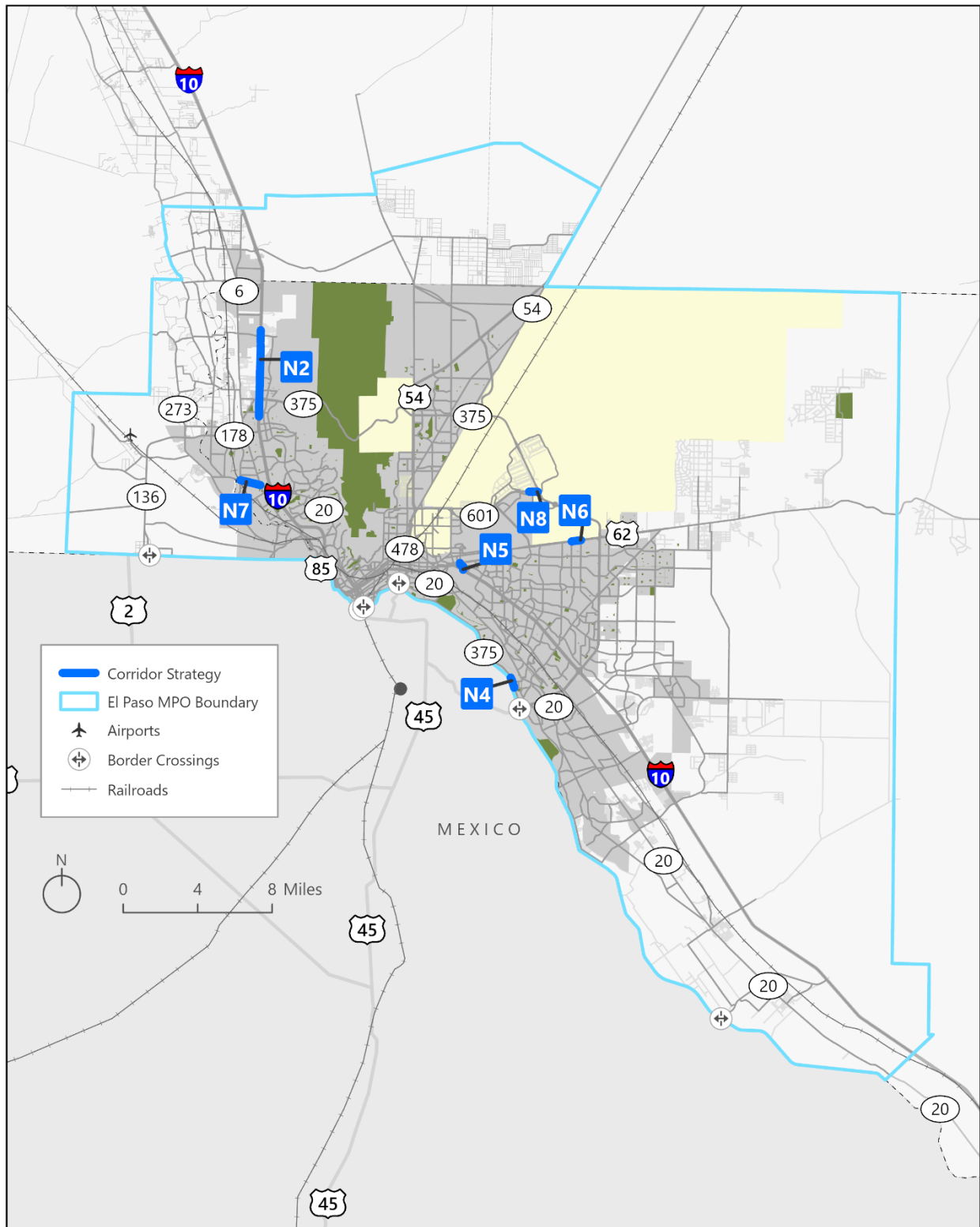


Table 7: Non-recurring Congestion Management Strategies

Corridor ID	Corridor/Intersection Name	Direction	TMC	Maximum Non-Recurring Congestion Frequency	Maximum TTI	Included in Recurring Congestion Diagnosis	2024 Crash Count by Severity							Diagnosis	Improvement Strategy
							Total	K	A	B	C	O	U		
														inadequate intersection operation.	improvement, RIRO, enhance or maintain signage and pave, educational campaign
N7	Country Club Rd from Montoya Dr to Doniphan Dr	W	115+10438	17%	5.69	✓	83	1	-	9	14	57	2	Inadequate Intersection control configuration plus inadequate clearance intervals	ICE Study for major uncontrolled intersections, signage, striping for minor uncontrolled intersections
N8	Liberty Ave EB at SL 375	E	115+11208	22%	5.91	✓	8	-	1	1	-	6	-	Driver's confusion when navigating DDI and potentially inadequate signal timing	Driver campaign, improving DDI signal operation, signing and striping



Figure 5: El Paso MPO CMP Non-recurring Congestion Management Strategies





Step 7: Program and Implement Strategies

The CMP is implemented through identifying, prioritizing, and development of projects relevant to improving roadway capacity and operations within the region. Implementation of CMP strategies occurs on three levels: system/regional, corridor, and project level.

- **Regional-level** implementation of congestion management strategies occurs through inclusion of strategies in the fiscally constrained MTP and the TIP.
- At the **corridor level**, more specific strategies such as bicycle and pedestrian improvements and operational improvements can be assessed in studies and implemented using a variety of funding sources, including Federal funding streams such as the Surface Transportation Program (STP), National Highway System (NHS) funds, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, as well as through state or local funding or other discretionary funding sources.
- For larger **projects**, particularly capacity-adding projects, demand management and operational strategies should also be analyzed for incorporation into the project as part of the project development process.

This multilevel approach to strategy implementation allows for the integration of the CMP into all aspects of MPO planning and considers the differences in scale between regional and project analysis. The CMP aids in bridging this gap by translating system-level understanding to inform project-level decisions.

The role of the MPO is most involved and influential in regional prioritization and implementation of CMP strategies through the MTP and TIP processes. Congestion management strategies are implemented through the inclusions of strategies in the fiscally constrained MTP and TIP documents. Projects identified and included in the MTP require the consideration of a variety of objective criteria. Funding for the congestion management process as well as the implementation of selected strategies is imperative to the success of the process. The EPMPO considers identification of federal or non-federal funding for potential CMP-related programs and projects as part of ongoing planning and programming and as part of MTP project selection and fiscally constrained project planning activities.

Establishing the linkage between the CMP and the long-range transportation process is important for developing cohesive solutions to regional transportation challenges. The CMP will be considered and incorporated throughout the project identification, evaluation, prioritization, and financially constrained project list of the MTP/RMS 2052.



As part of the MTP, all roadways within the CMP network will be analyzed for technical evaluation of existing and future congestion issues and combined with input from stakeholders and the public. CMP roadways requiring capacity or other related congestion management improvements will be identified.

The EPMPO will apply a set of adopted evaluation criteria to score and select priority projects. The project evaluation criteria were developed and adopted as part of the RMS 2052. One of the project evaluation criteria directly evaluates the ability of a project to contribute to implementation of CMP strategies identified in this document.

Step 8: Evaluate Strategy Effectiveness

Evaluation of strategy effectiveness is an on-going process as part of the living CMP. The primary goal of this step is to ensure that implemented strategies are effective at addressing congestion as intended, and to make changes based on the findings as necessary. Two general approaches are utilized to evaluate strategy effectiveness:

- **System-level performance evaluation:** regional analysis of historical trends to identify improvement or degradation in system performance, in relation to objectives.
- **Strategy effectiveness evaluation:** project level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.

How effectively have implemented strategies achieved congestion management objectives?

23 CFR 450.322 requires that the CMP include:

“Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures. The results of this evaluation shall be provided to decisionmakers and the public to provide guidance on selection of effective strategies for future implementation.”

Annual Congestion Management Progress Report

The EPMPO will prepare an Annual Congestion Management Progress Report to track progress toward regional performance targets and evaluate the effectiveness of congestion management strategies implemented throughout the year. This report will serve as a key tool for informing decision-makers, planning partners, and the public about the outcomes of CMP-related projects and programs.



The report will include a Before-and-After Analysis of selected projects, comparing systemwide and corridor-level performance measures – such as Travel Time Index (TTI), Planning Time Index (PTI), and Peak Hour Excessive Delay (PHED) – collected prior to project implementation with data gathered at least one year after the transportation facility has opened to traffic. This approach ensures that the evaluation reflects stabilized traffic conditions and long-term impacts. By applying consistent data sources and methodologies, the analysis will objectively determine whether implemented strategies have improved congestion conditions.

Findings from the annual report will help identify the most effective strategies, support data-driven decision-making, and guide the refinement of future CMP updates. The report will also provide a mechanism for adjusting or phasing out strategies that do not yield measurable improvements, ensuring that the CMP remains a dynamic and responsive tool for regional congestion management.

Project Specific Assessments

For a more detailed and specific method of evaluating strategy effectiveness, project specific assessments may be conducted by sponsoring agencies for CMP-related projects. These assessments may be more data intensive in nature; however, reports should also be adjusted to be easily understood by the public. The project specific assessments should be used to inform the more high-level annual congestion management process report.



Appendix A: Stakeholder Engagement



Introduction to the Congestion Management Process

March 5, 2025



Agenda

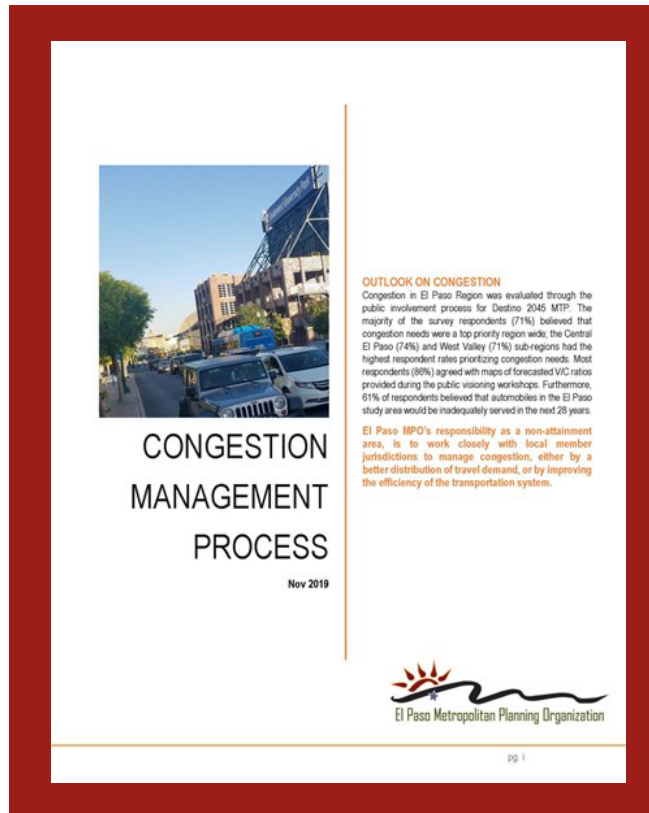
- What is a CMP?
- The CMP Provides...
- History of the CMP in El Paso
- Why Update the CMP?
- Integration of the CMP with the MTP/RMS 2052
- CMP Framework
- Schedule and Next Steps



OBJECTIVES:

- ***Introduce CMP and 8-Step Framework***
- ***Identify next points for TPAC engagement for updating the CMP***

What is a CMP?



- ***Congestion management*** is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods
- ***Congestion Management Process***, or ***CMP***, is a systematic and regional approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assess alternative strategies for congestion management.
- The current CMP was approved in **2019**.

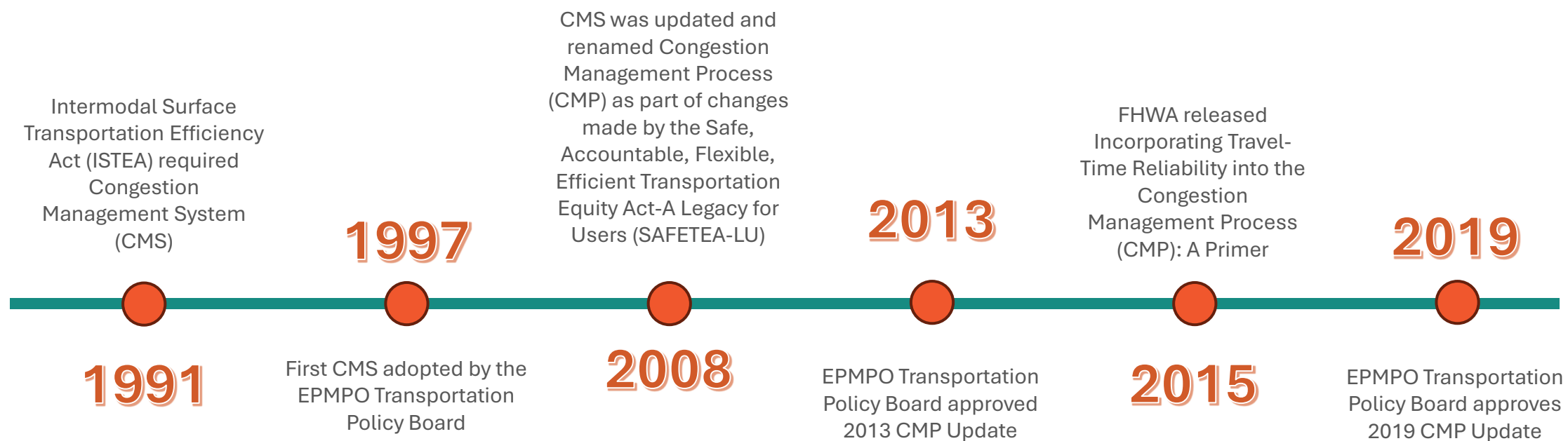


The CMP Provides...

- ➔ A ***structured process*** for analyzing congestion issues
- ➔ An ***objectives-driven*** and ***performance-based*** approach
- ➔ Increased ***collaboration*** and coordination
- ➔ More ***effective resource allocation***
- ➔ Linkages to ***project development*** and ***environmental review***



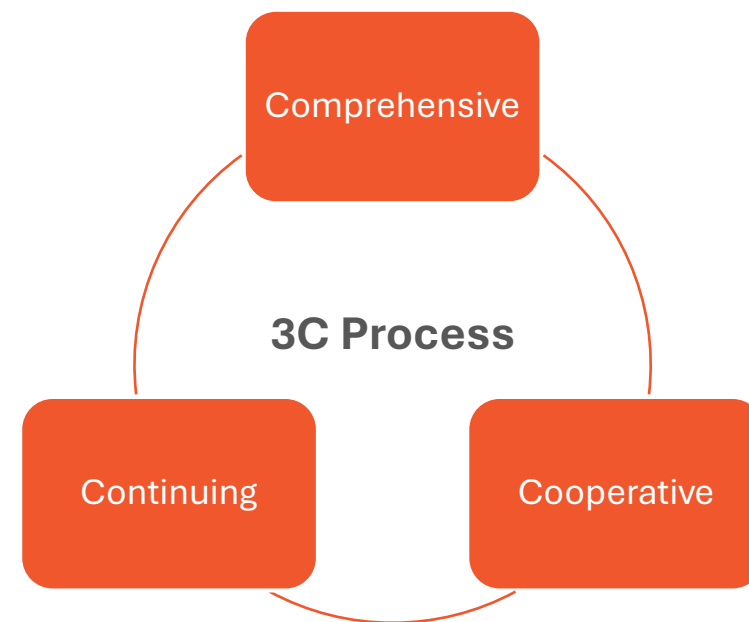
History of the CMP in El Paso





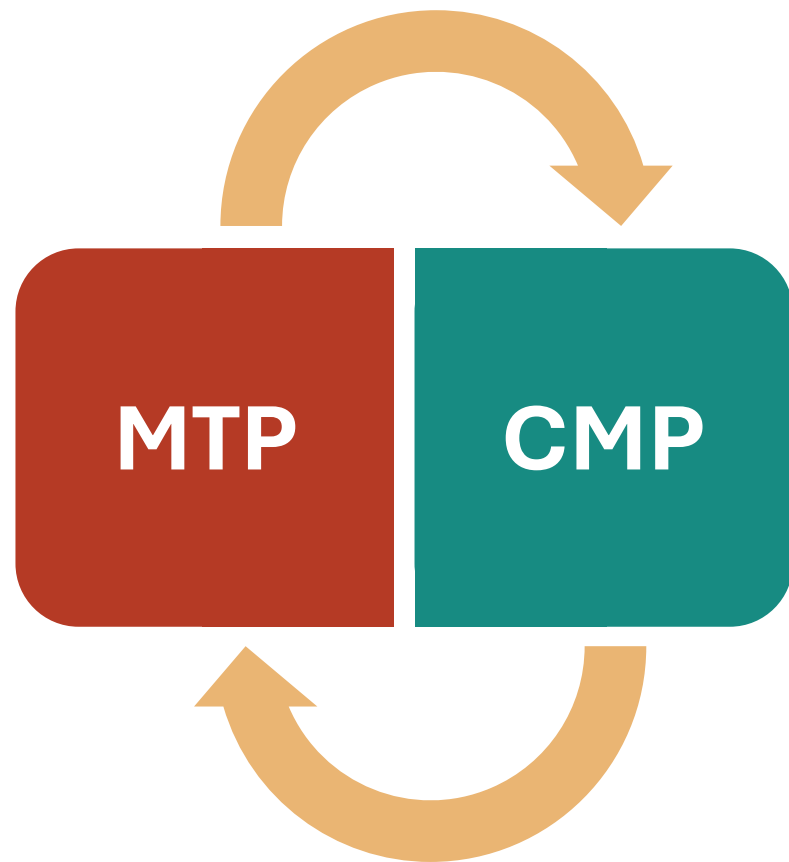
Why Update the CMP?

- Per 23 CFR 450.322(d), “The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process ...”
- The CMP is an integral part of the 3C metropolitan transportation planning process, the CMP is a living document
- CMPs are required for regions with populations of 200,000+ (referred to as Transportation Management Areas, or TMAs)
- CMPs must be updated regularly, during the 4-year MTP update cycle





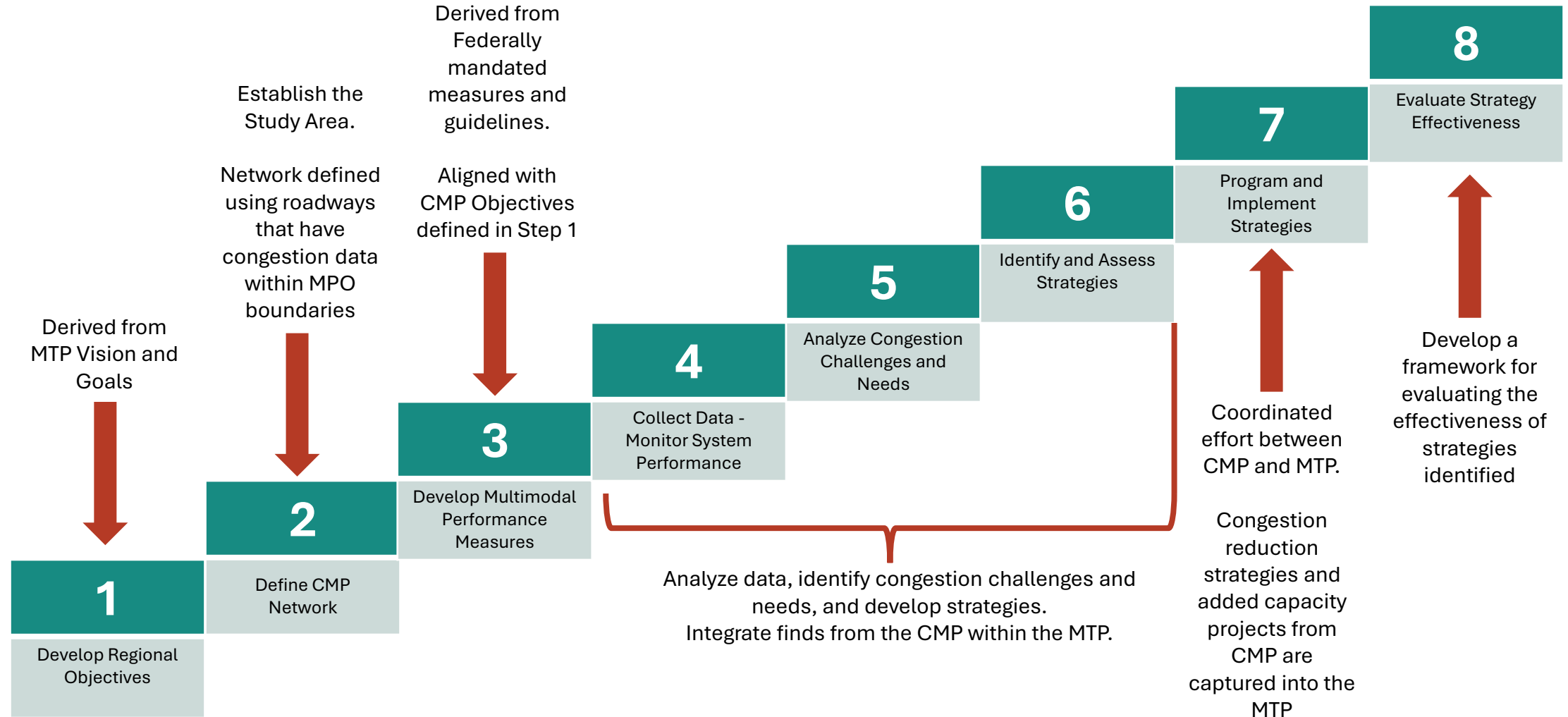
Integration of the CMP with the MTP/RMS 2052



- Goals/Objectives
 - CMP goals are derived from MTP Vision Statement and goals.
- Strategies and Projects
 - The CMP is an integral part of the MTP process, the CMP informs MTP programs and projects.
 - In all ozone nonattainment TMAs, such as the El Paso MPO, all SOV capacity adding projects included in the MTP must be recommended by the CMP.



CMP 8-Step Framework





CMP Update: Setting the Stage



Step 1: Define **CMP Objectives** to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods



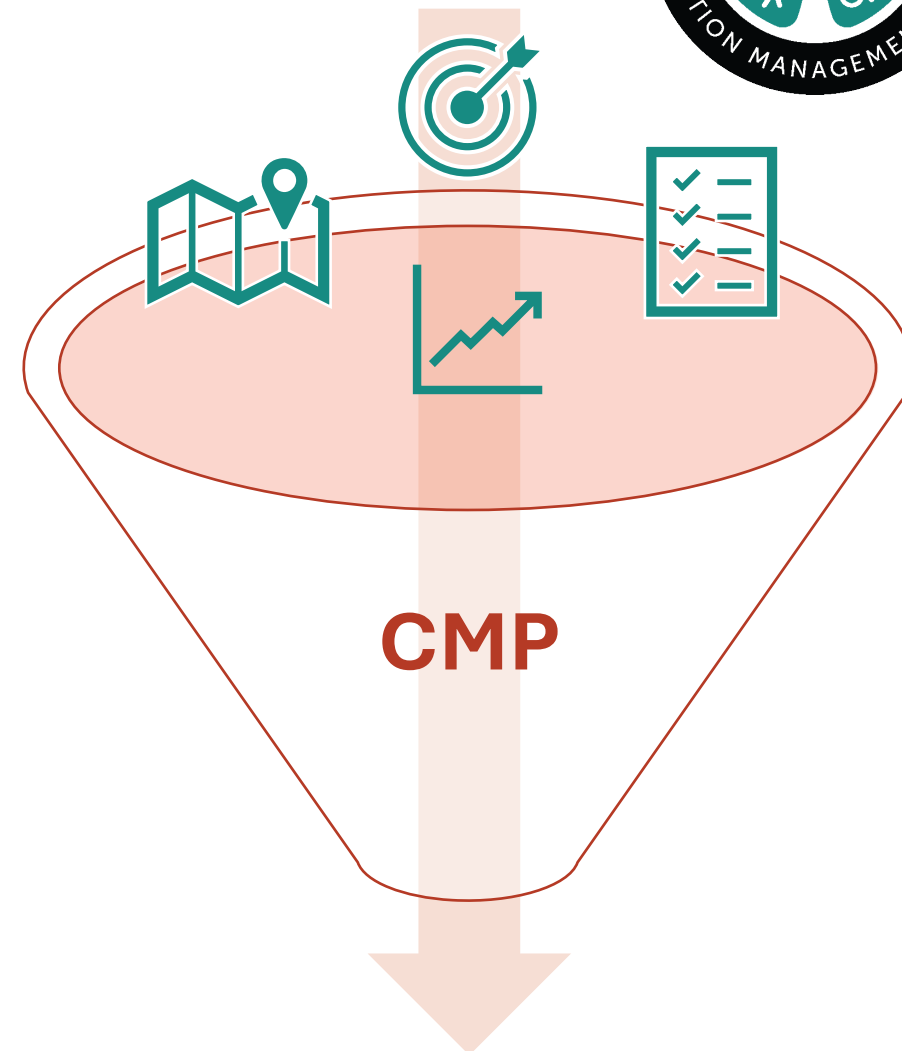
Step 2: Update **CMP Network** based on data availability and feasible data collection; the primary data sources is the National Performance Management Research Data Set (NPMRDS) with metropolitan planning area



Step 3: Align federally mandated **performance measures** with determined 2025 CMP Objectives



Step 4: Collect **congestion data** from the National Performance Management Research Data Set, or NPMRDS

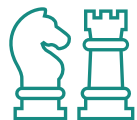




CMP Update: Strategies and Implementation



Step 5: Analyze congestion data to identify **problems and needs**



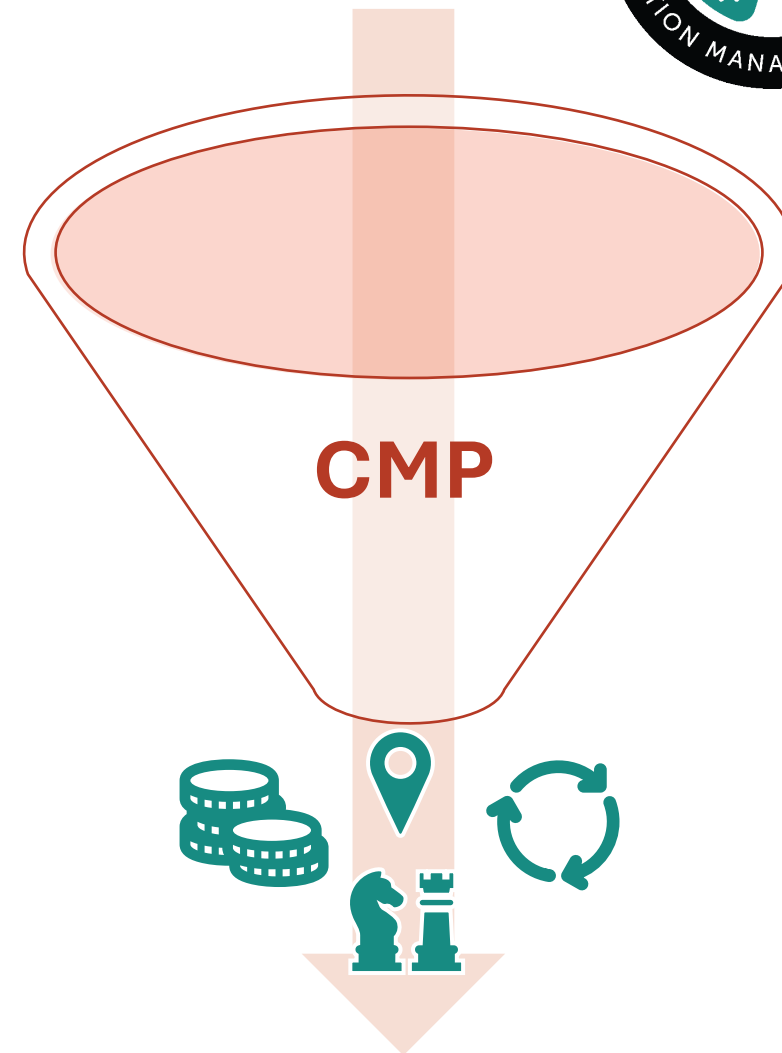
Step 6: Identify **strategies (projects)** that address identified congestion problems and needs in Step 5



Step 7: Develop and implement a plan to **fund and implement** congestion strategies identified in Step 6



Step 8: Establish a regular program for data collection and to **monitor system performance** and evaluate effectiveness of chosen implemented strategies





Next Steps and Schedule

Task (current as of 24 Feb. 2025)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Step 0: Evaluate 2019 CMP Strategy Effectiveness											
Step 1: Refine/Define Regional CMP Objectives											
Step 2: Refine/Define CMP Network											
Step 3: Align Performance Measures with Defined Objectives											
Checkpoint 1: TPAC Meeting					X						
Step 4: Collect Data/Monitor System Performance											
Step 5: Analyze Congestion Problems and Needs											
Step 6: Identify and Assess Strategies											
Step 7: Program and Implement Strategies											
Step 8: Evaluate CMP Strategy Effectiveness											
Checkpoint 2: TPAC Meeting on Needs and Strategies								X			
Request TPAC Approval of CMP									X		
Request TPB Approval of CMP										X	

Dates subject to change

Checkpoint 1 on May 7:

- Confirm Regional CMP Objectives with TPAC input
- Confirm CMP Network with TPAC input
- Demonstrate alignment of performance measures with Regional CMP Objectives

Checkpoint 2 on August 6:

- Present congestion problems and needs based on data analyzed
- Demonstrate strategies to reduce congestion
- Share implementation strategy



Introduction to the Congestion Management Process

March 21, 2025



Agenda

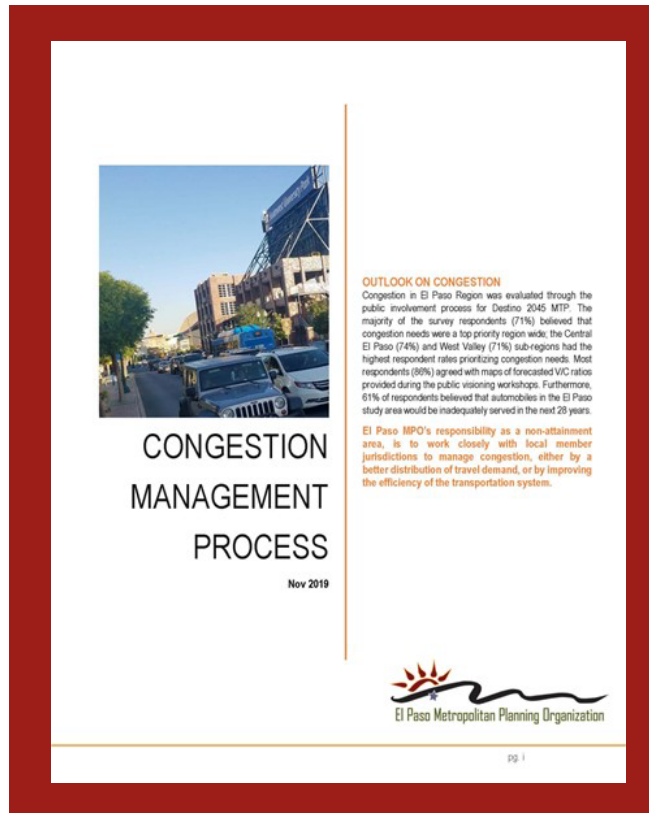
- What is a CMP?
- The CMP Provides...
- History of the CMP in El Paso
- Why Update the CMP?
- Integration of the CMP with the MTP/RMS 2052
- CMP Framework
- Schedule and Next Steps



OBJECTIVES:

- ***Introduce CMP and 8-Step Framework***
- ***Identify next steps for engagement of TPB and TPAC***

What is a CMP?



- ***Congestion management*** is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods
- ***Congestion Management Process***, or ***CMP***, is a systematic and regional approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assess alternative strategies for congestion management.
- The current CMP was approved in **2019**.

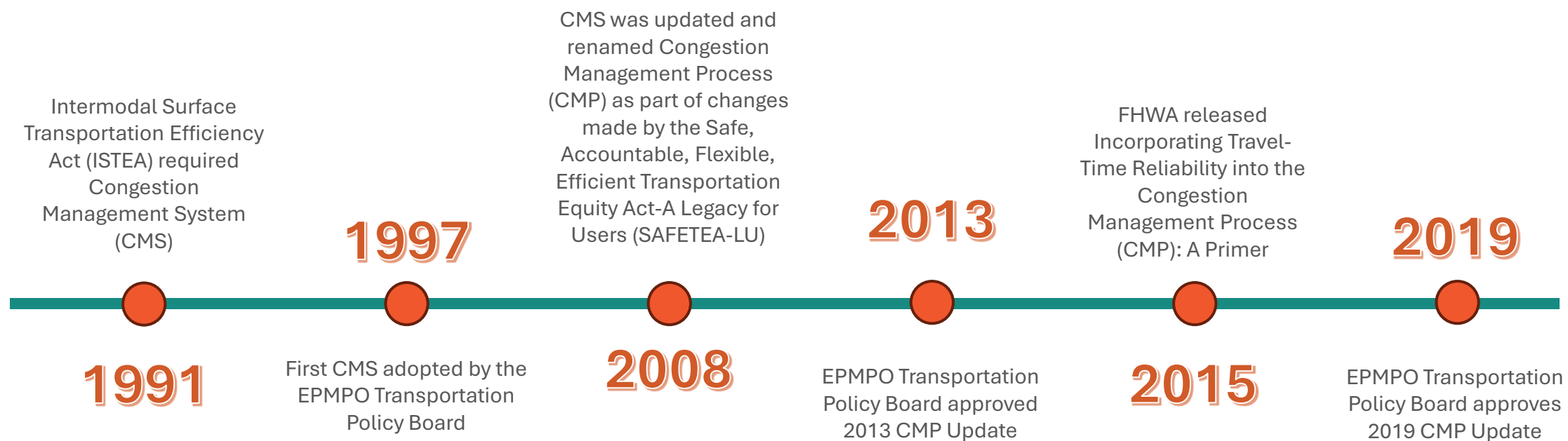


The CMP Provides...

- ➔ A ***structured process*** for analyzing congestion issues
- ➔ An ***objectives-driven*** and ***performance-based*** approach
- ➔ Increased ***collaboration*** and coordination
- ➔ More ***effective resource allocation***
- ➔ Linkages to ***project development*** and ***environmental review***



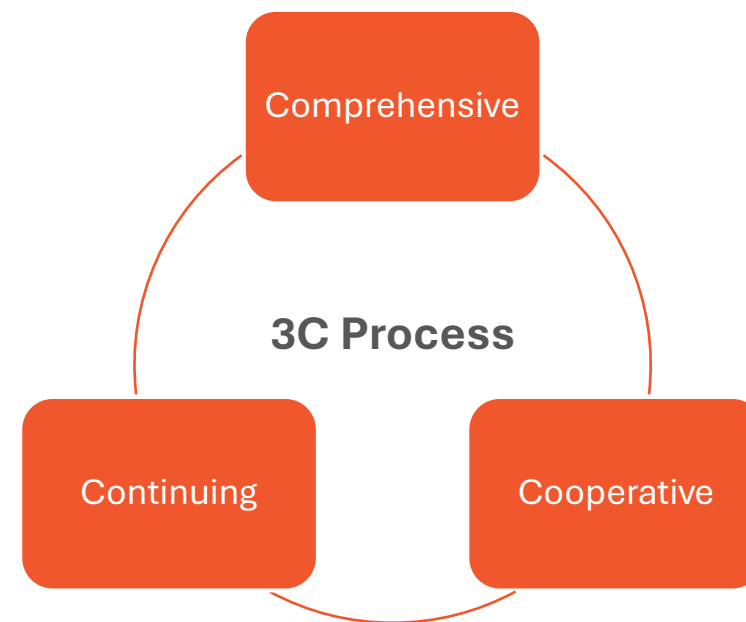
History of the CMP in El Paso





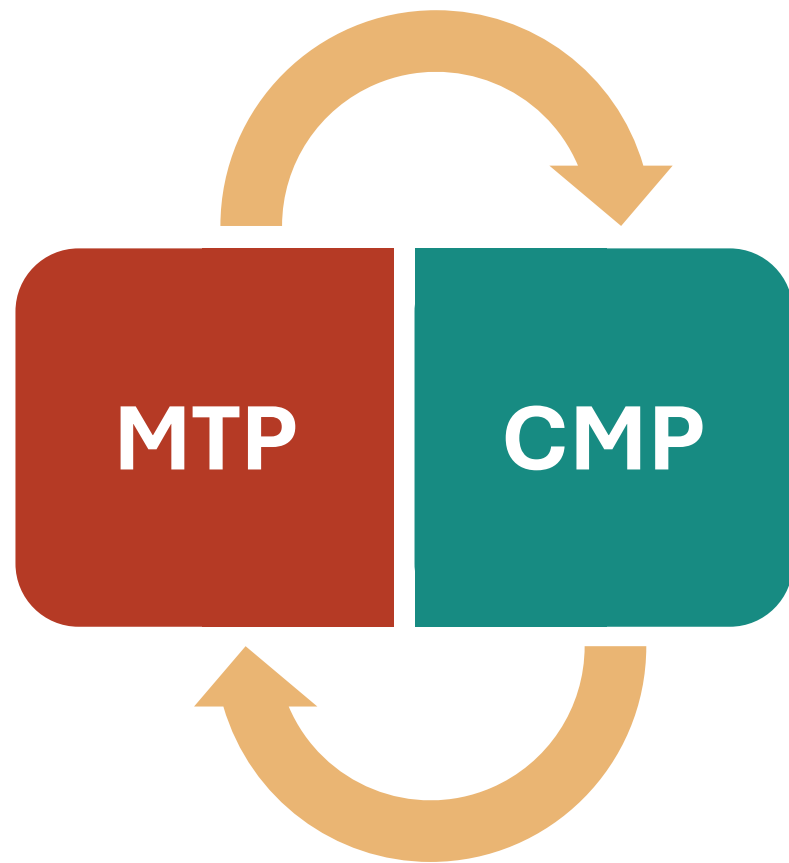
Why Update the CMP?

- Per 23 CFR 450.322(d), “The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process ...”
- The CMP is an integral part of the 3C metropolitan transportation planning process, the CMP is a living document
- CMPs are required for regions with populations of 200,000+ (referred to as Transportation Management Areas, or TMAs)
- CMPs must be updated regularly, during the 4-year MTP update cycle





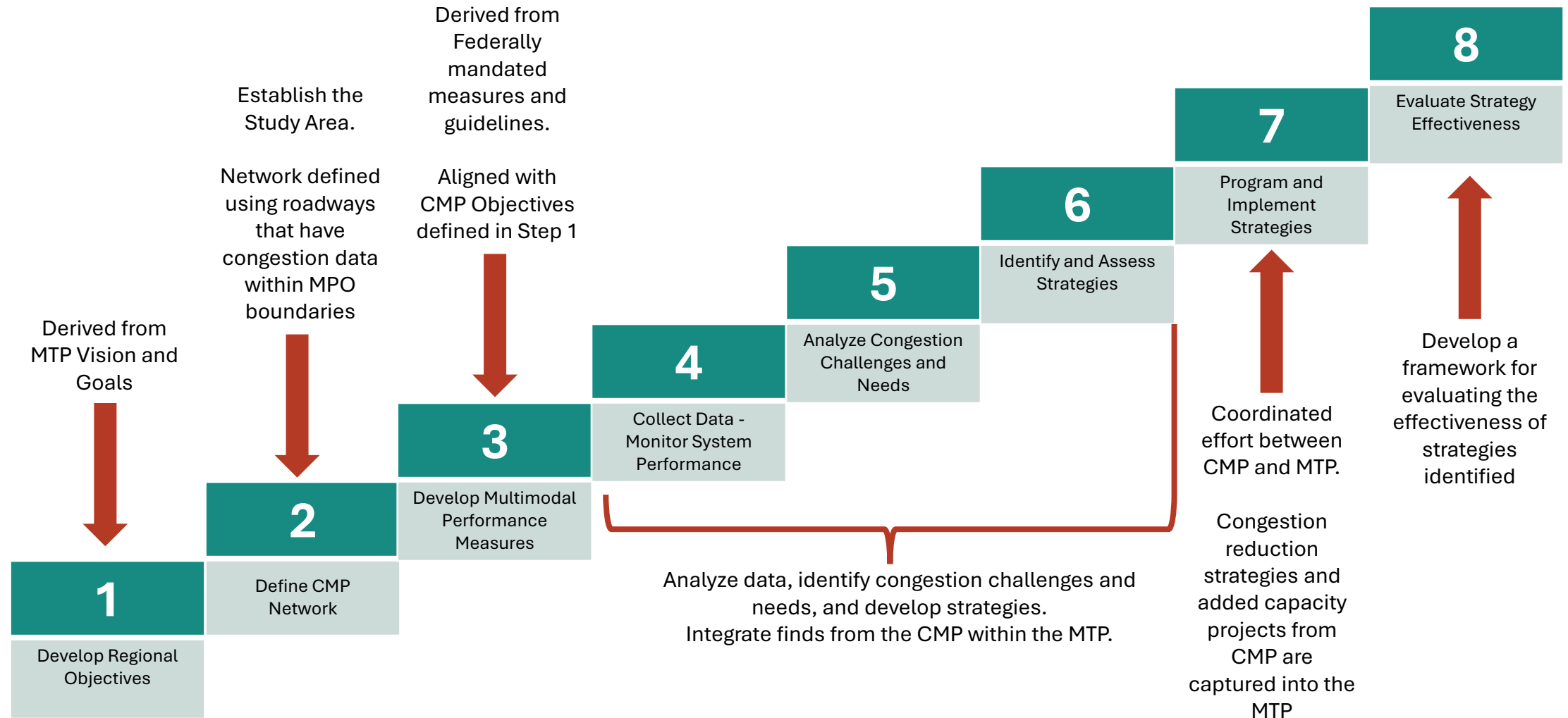
Integration of the CMP with the MTP/RMS 2052



- Goals/Objectives
 - CMP goals are derived from MTP vision statement and goals.
- Strategies and Projects
 - The CMP is an integral part of the MTP process, the CMP informs MTP programs and projects.
 - In all ozone nonattainment TMAs, such as the El Paso MPO, all SOV capacity adding projects included in the MTP must be recommended by the CMP.



CMP 8-Step Framework





Next Steps and Schedule

Task (current as of 10 Mar. 2025)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
TPAC Meeting			X								
TPB Meeting				X							
Step 8: Evaluate Strategy Effectiveness											
Step 1: Refine/Define Regional CMP Objectives											
Step 2: Refine/Define CMP Network											
Step 3: Align Performance Measures with Defined Objectives											
TPAC Meeting					X						
Step 4: Collect Data/Monitor System Performance											
Step 5: Analyze Congestion Problems and Needs											
Step 6: Identify and Assess Strategies											
Step 7: Program and Implement Strategies											
TPAC Meeting								X			
Request TPAC Approval of CMP									X		
Request TPB Approval of CMP										X	

Dates subject to change

May 7 TPAC Meeting:

- Confirm Regional CMP Objectives with TPAC input
- Confirm CMP Network with TPAC input
- Demonstrate alignment of performance measures with Regional CMP Objectives

August 6 TPAC Meeting:

- Present congestion problems and needs based on data analyzed
- Demonstrate strategies to reduce congestion
- Share implementation strategy



Congestion Management Process

MPO Workshop

March 26, 2025



Agenda

- CMP 8-Step Framework
- Evaluate 2019 CMP Strategy Effectiveness
- Define/Refine Regional CMP Objectives and Performance Measures
- Define/Refine CMP Network
- Next Steps and Schedule

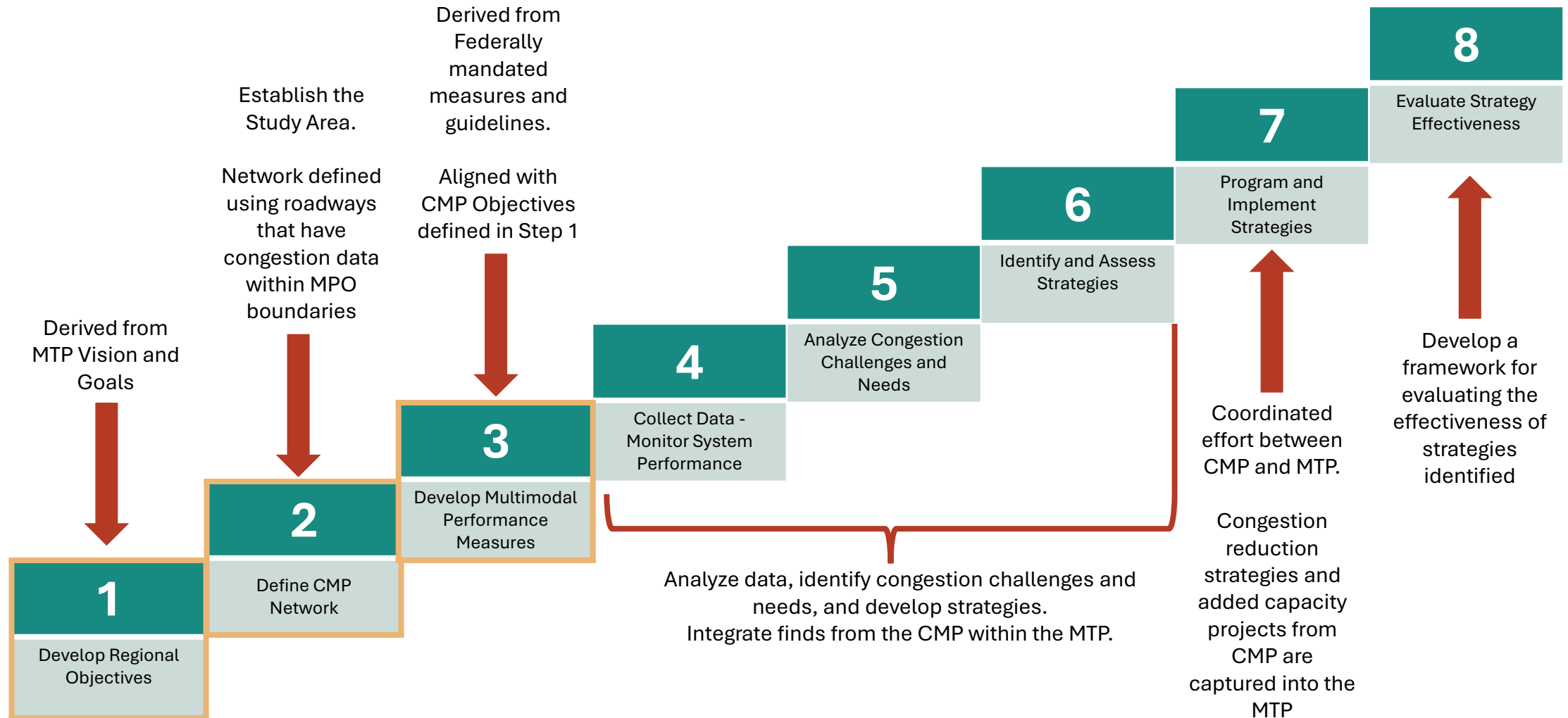


OBJECTIVES:

- ***Confirm CMP Objectives and Performance Measures to share with TPAC***
- ***Confirm CMP Network to share with TPAC***



CMP 8-Step Framework





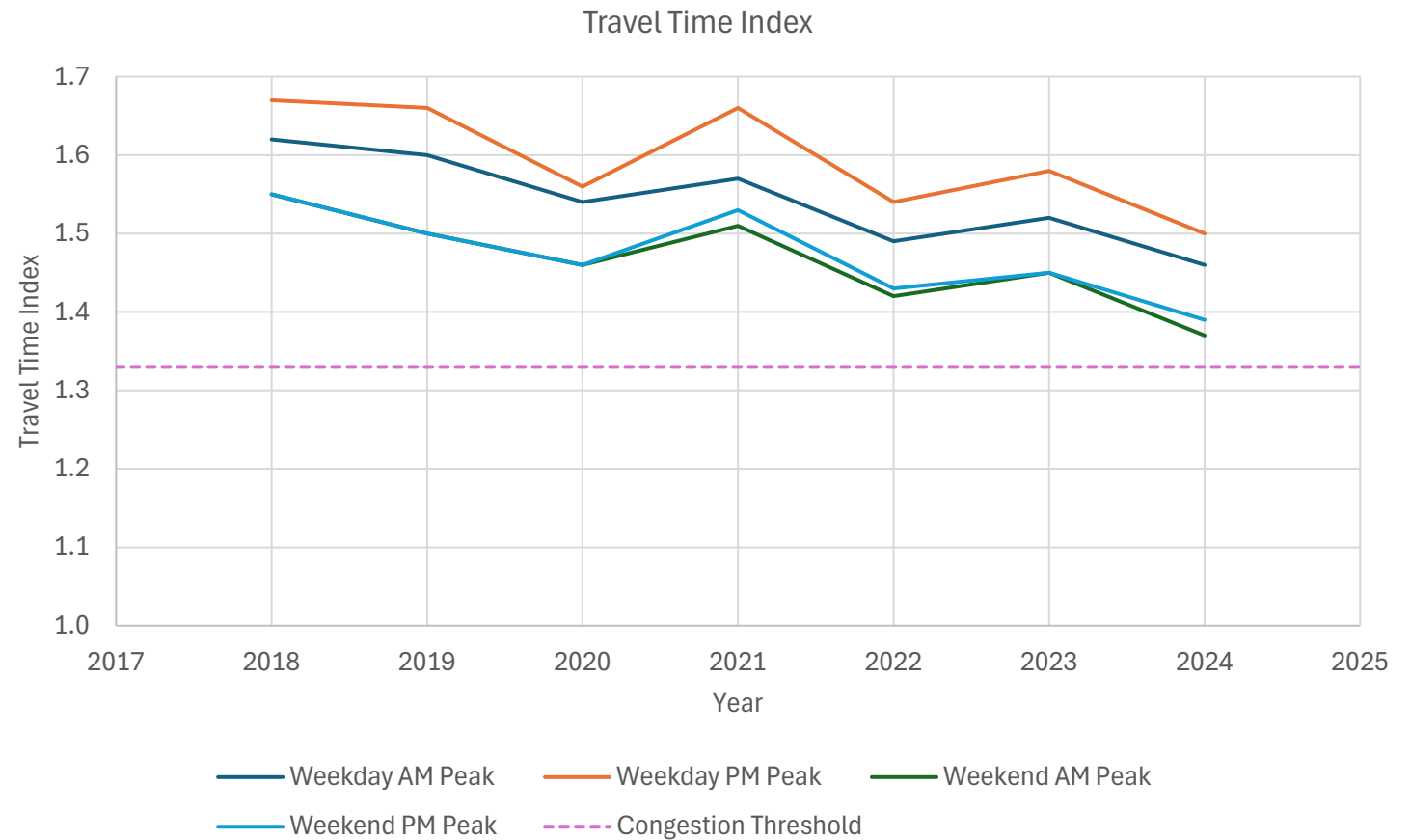
Evaluate 2019 CMP Strategy Effectiveness



Systemwide Performance – Travel Time Index



Year	Travel Time Index			
	Weekday		Weekend	
	AM Peak	PM Peak	AM Peak	PM Peak
2018	1.62	1.67	1.55	1.55
2019	1.60	1.66	1.50	1.50
2020	1.54	1.56	1.46	1.46
2021	1.57	1.66	1.51	1.53
2022	1.49	1.54	1.42	1.43
2023	1.52	1.58	1.45	1.45
2024	1.46	1.50	1.37	1.39



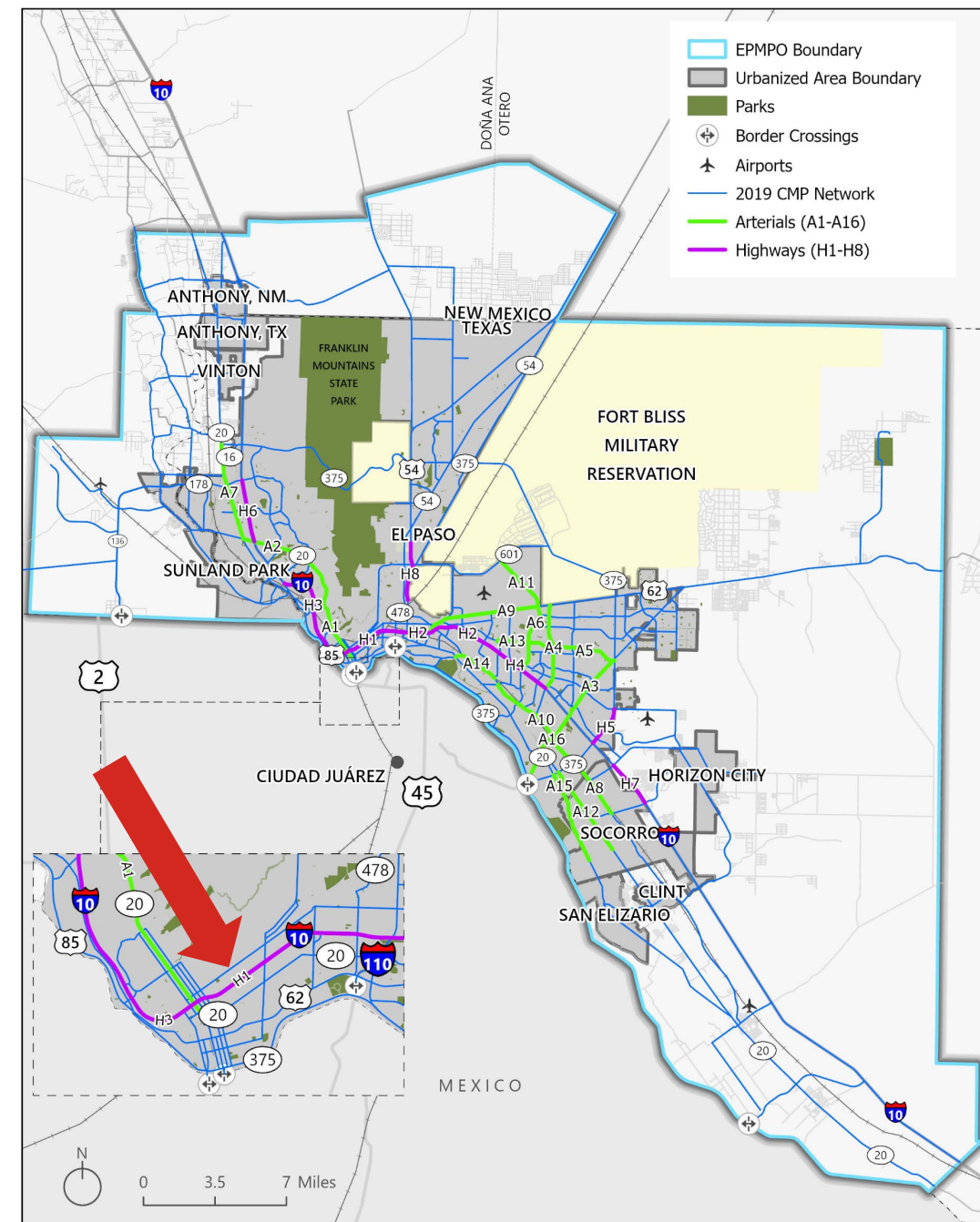
Corridor Performance Trend

Sample Report:

- Segment/Highway: H1/I-10 W
- Segment: From N Mesa St / SH 20 to Patriot Fwy / US 54
- Direction: W

TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
			2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
115P04787	Piedras St/Exit 21	6:00 am - 10:00 am	1.04		1.10		320	
		10:00 am - 4:00 pm	1.03		1.07			
		4:00 pm - 8:00 pm	1.03		1.09			
		Overnight			1.10			
		Weekend	1.03		1.09			
115+04788	Gateway Blvd	6:00 am - 10:00 am	1.03		1.08		3804	
		10:00 am - 4:00 pm	1.02		1.07			
		4:00 pm - 8:00 pm	1.03		1.10			
		Overnight			1.10			
		Weekend	1.03		1.09			

March 26, 2025



El Paso MPO Workshop



Define/Refine Regional CMP Objectives and Performance Measures





2019 CMP Goals

GOAL 1

Provide a Transportation System That Serves the Public with Mobility Choices, Including Pedestrians and Bicycles

GOAL 2

Identify and Mitigate Congestion on the Transportation System

GOAL 3

Minimize Air Quality Impacts on Congestion

GOAL 4

Promote Accessibility to an Efficient Transportation System for All Citizens



CMP Goals – FHWA Guidelines

- Consistency with MTP/RMS 2052 goals
- Consistency with stakeholder expectations
- SMART Objectives
 - **S**pecific
 - **M**easurable
 - **A**greed
 - **R**ealistic
 - **T**ime-bound

MTP/RMS 2052 Goals



Increase Safety



**Improve System
Reliability**



**Promote
Economic
Development**



**Integrate Land
Use and
Transportation
Planning**



**Expand
Connectivity**



**Maintain
Infrastructure**



**Enhance
Resiliency**



**Promote
Equitable Access**



**Enhance
Innovation and
Technology**



**Support
Sustainable
Financing and
Delivery**



Proposed 2025 CMP Goals

Reliability and Performance

Optimize system reliability and performance

Health and Environment

Reduce emissions, improving health and environmental conditions

Access and Connectivity

Enhance communities and lives through improved access to opportunities



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 1

Reliability and Performance: Optimize system reliability and performance

Objectives	Performance Measures
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026	Planning time index
Increase number of reliable segments by 10% compared to 2019 performance by 2026 on a) interstate roadways and b) non-interstate roadways	Percent of a) interstate and b) non-interstate roadways providing reliable travel times (LOTTR)
Improve truck travel time reliability (TTTR) on the freight transportation system by 10% compared to 2019 performance by 2026	Truck travel time reliability index (TTTR)
Reduce peak hour delay per capita peak along commuter routes by 10% compared to 2019 performance by 2026	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
Decrease duration of non-recurring congestion events by 10% compared to 2019 performance by 2026	Duration of non-recurring congestion events
Decrease frequency of non-recurring congestion events by 10% compared to 2019 performance by 2026	Frequency of non-recurring congestion events



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 2

Health and Environment: Improve health and environmental conditions

Objectives	Performance Measures
Reduce the frequency of recurring congestion by 10% compared to 2019 performance by 2026	Frequency of recurring congestion
Reduce vehicle miles traveled (VMT) by 10% compared to 2019 performance by 2026 (joint with Goal #3)	Average Annual VMT per capita



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 3

Access and Connectivity: Enhance communities and lives through improved access to opportunities

Objectives	Performance Measures
Reduce vehicle miles of travel (VMT) by 10% compared to 2019 performance by 2026 (joint with Goal #2)	Average Annual VMT per capita
Improve travel time reliability by on transit routes by 10% compared to 2019 performance by 2026	Planning time index



Define/Refine CMP Network



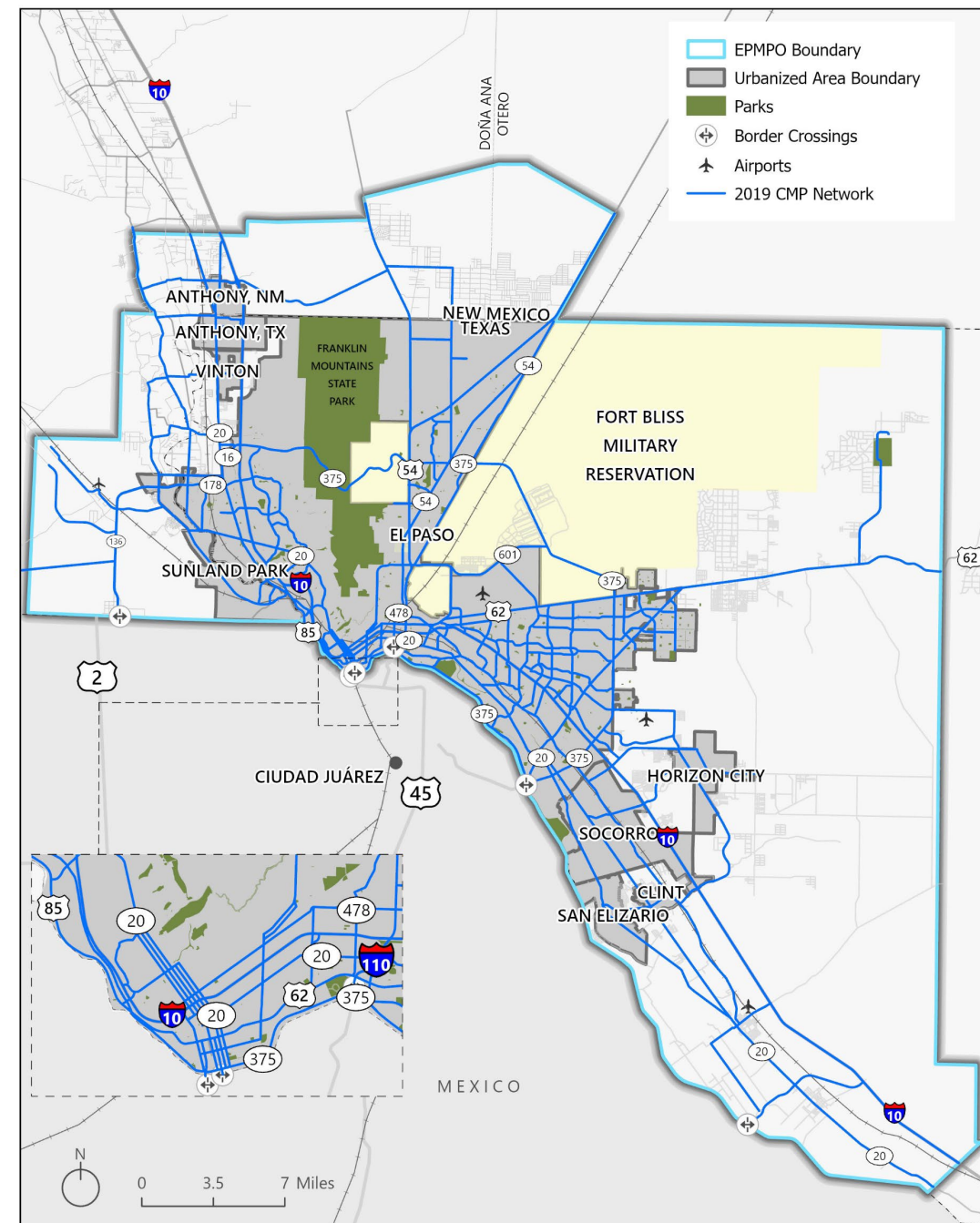


CMP Network – Guidelines

- **Geographic Area of Application**
- **System Components**
 - NPMRDS TMCs
- **Methods for Defining CMP Networks**
 - Identify corridors made of TMC links
 - Collect data
 - Add attributes to TMCs for collected data

2019 CMP Network

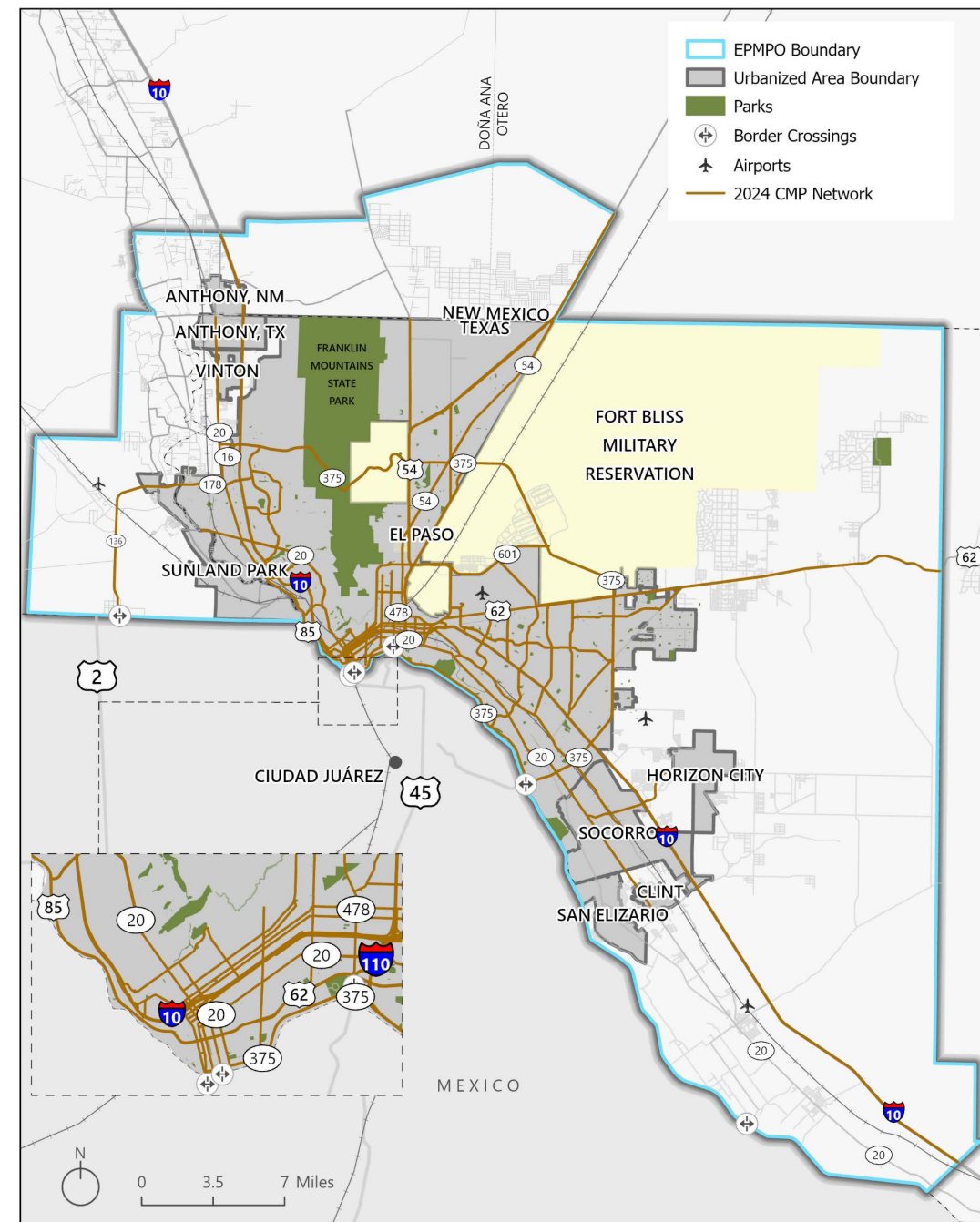
March 26, 2025



El Paso MPO Workshop

Proposed 2025 CMP Network

March 26, 2025



El Paso MPO Workshop

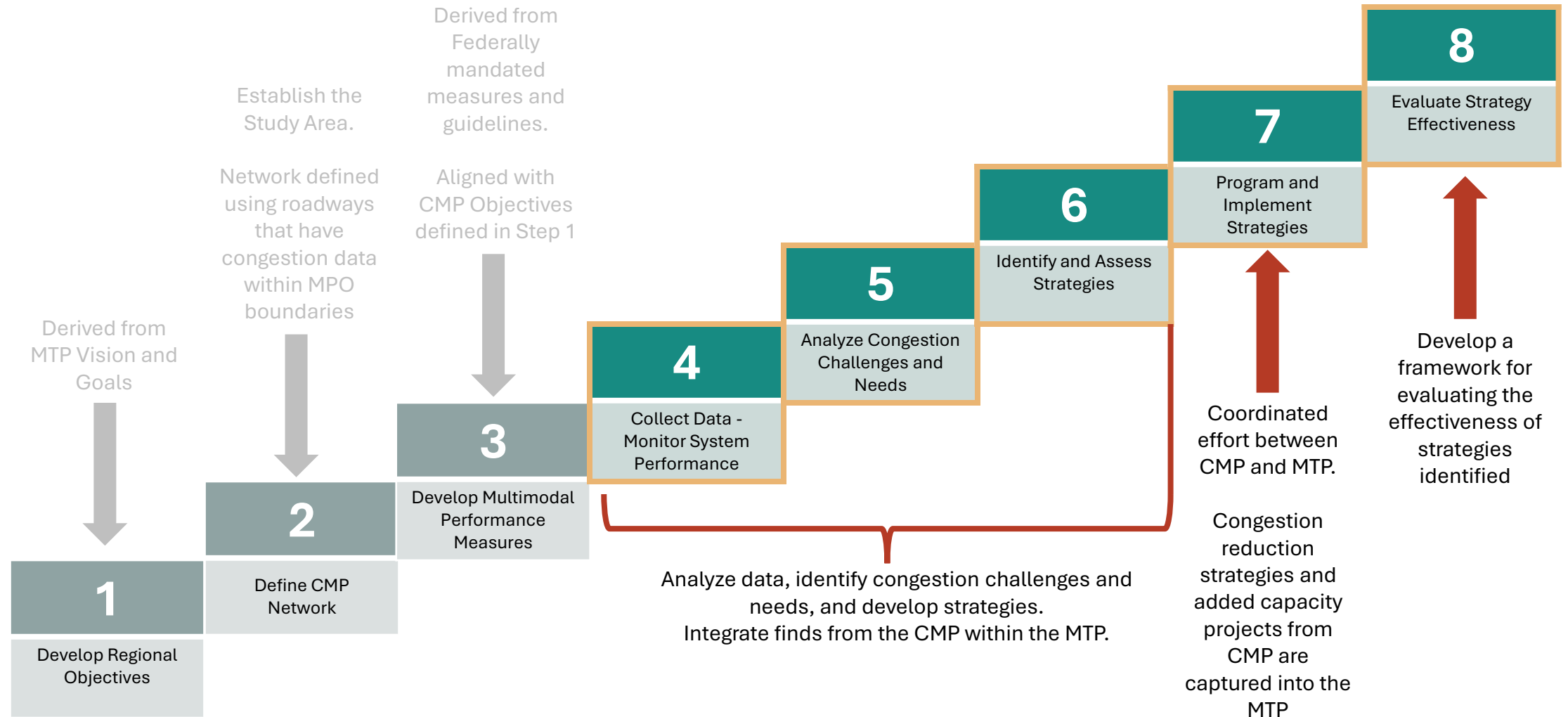


Next Steps and Schedule





CMP Next Steps



March 26, 2025

El Paso MPO Workshop

Schedule



Task (current as of 10 Mar. 2025)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
TPAC Meeting			X								
TPB Meeting			X								
Step 8: Evaluate Strategy Effectiveness											
Step 1: Refine/Define Regional CMP Objectives											
Step 2: Refine/Define CMP Network											
Step 3: Align Performance Measures with Defined Objectives											
TPAC Meeting					X						
TPB Meeting					X						
Step 4: Collect Data/Monitor System Performance											
Step 5: Analyze Congestion Problems and Needs											
Step 6: Identify and Assess Strategies											
Step 7: Program and Implement Strategies											
TPAC Meeting								X			
Request TPAC Approval of CMP									X		
Request TPB Approval of CMP										X	

Dates subject to change

Checkpoint 1 on May 7:

- Confirm Regional CMP Objectives with TPAC input
- Confirm CMP Network with TPAC input
- Demonstrate alignment of performance measures with Regional CMP Objectives

Checkpoint 2 on August 6:

- Present congestion problems and needs based on data analyzed
- Demonstrate strategies to reduce congestion
- Share implementation strategy

March 26, 2025

El Paso MPO Workshop



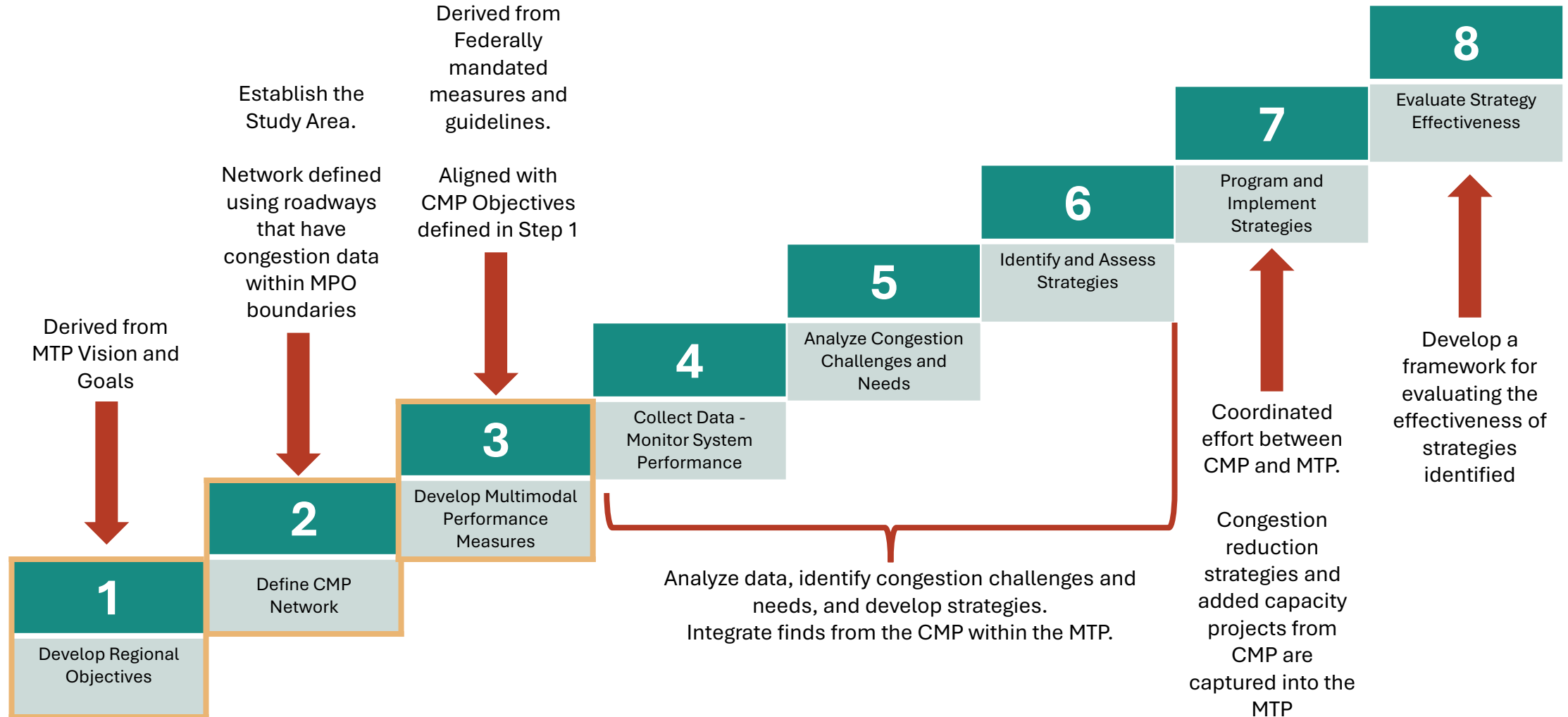
Congestion Management Process *Update to TPAC*

May 7, 2025





CMP 8-Step Framework



May 7, 2025

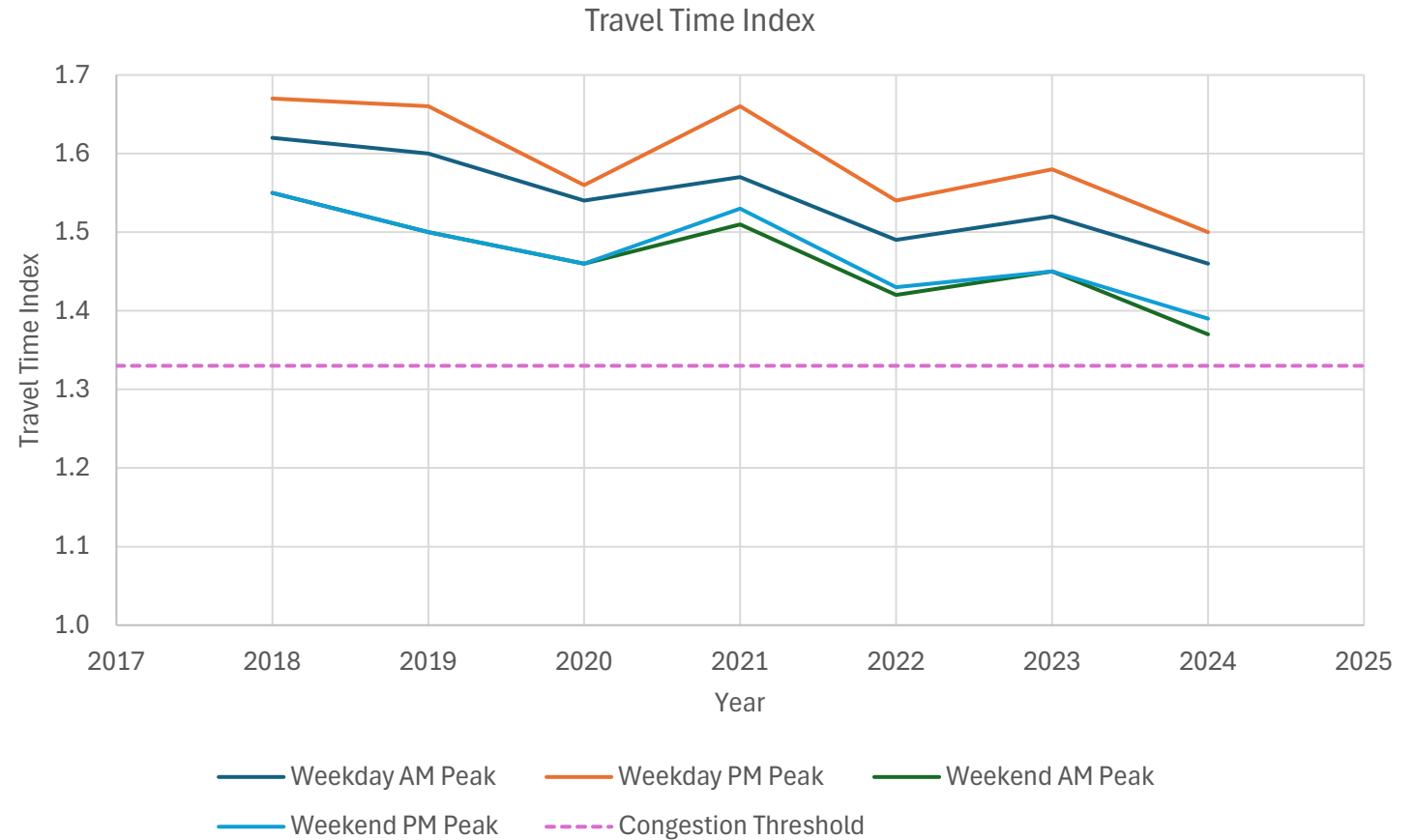
Update to TPAC

Systemwide Performance – Travel Time Index



Year	Travel Time Index			
	Weekday		Weekend	
	AM Peak	PM Peak	AM Peak	PM Peak
2018	1.62	1.67	1.55	1.55
2019	1.60	1.66	1.50	1.50
2020	1.54	1.56	1.46	1.46
2021	1.57	1.66	1.51	1.53
2022	1.49	1.54	1.42	1.43
2023	1.52	1.58	1.45	1.45
2024	1.46	1.50	1.37	1.39

Systemwide improvement of 9.6 % improvement between 2019 and 2024



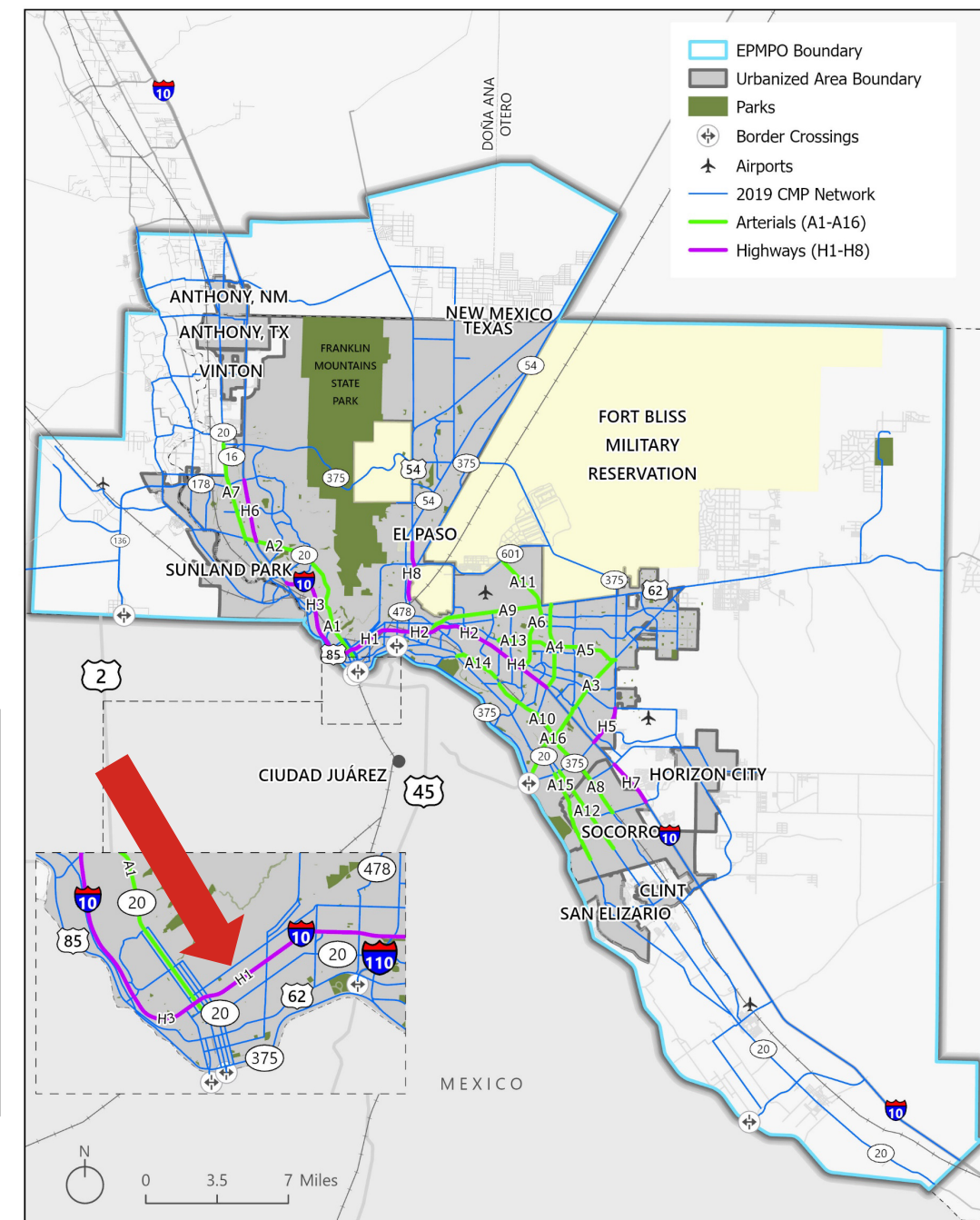
Corridor Performance Trend

Sample Report:

- Segment/Highway: H1/I-10 W
- Segment: From N Mesa St / SH 20 to Patriot Fwy / US 54
- Direction: W

			LOTTR		TTTR		PHED	
	Cross Street and/or Interchange	Period		Trend		Trend		Trend
TMC Code			2024	2018-2024	2024	2018-2024	2024	2018-2024
115P04787	Piedras St/Exit 21	6:00 am - 10:00 am	1.04		1.10		320	
		10:00 am - 4:00 pm	1.03		1.07			
		4:00 pm - 8:00 pm	1.03		1.09			
		Overnight			1.10			
		Weekend	1.03		1.09			
115+04788	Gateway Blvd	6:00 am - 10:00 am	1.03		1.08		3804	
		10:00 am - 4:00 pm	1.02		1.07			
		4:00 pm - 8:00 pm	1.03		1.10			
		Overnight			1.10			
		Weekend	1.03		1.09			

May 7, 2025



Update to TPAC



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 1

Reliability and Performance: Optimize system reliability and performance

Objectives	Performance Measures
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026.	Planning time index
Increase number of reliable segments by 5% compared to 2019 performance by 2026 on a) interstate roadways and b) non-interstate roadways.	Percent of a) interstate and b) non-interstate roadways providing reliable travel times (LOTTR)
Restore performance to 2019 levels of truck travel time reliability (TTTR) on the freight transportation system by 2026.	Truck travel time reliability index (TTTR)
Restore performance to 2021 levels of annual hours of peak hour delay (PHED) per capita along commuter routes by 2026.	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
Decrease duration of non-recurring congestion events by 5% compared to 2019 performance by 2026	Duration of non-recurring congestion events
Decrease frequency of non-recurring congestion events by 5% compared to 2019 performance by 2026	Frequency of non-recurring congestion events



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 2

Health and Environment: Improve health and environmental conditions

Objectives	Performance Measures
Decrease frequency of non-recurring congestion events by 5% compared to 2019 performance by 2026	Frequency of recurring congestion
Restore vehicle miles traveled (VMT) to 2019 levels by 2026 (joint with Goal #3)	Average Annual VMT per capita



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 3

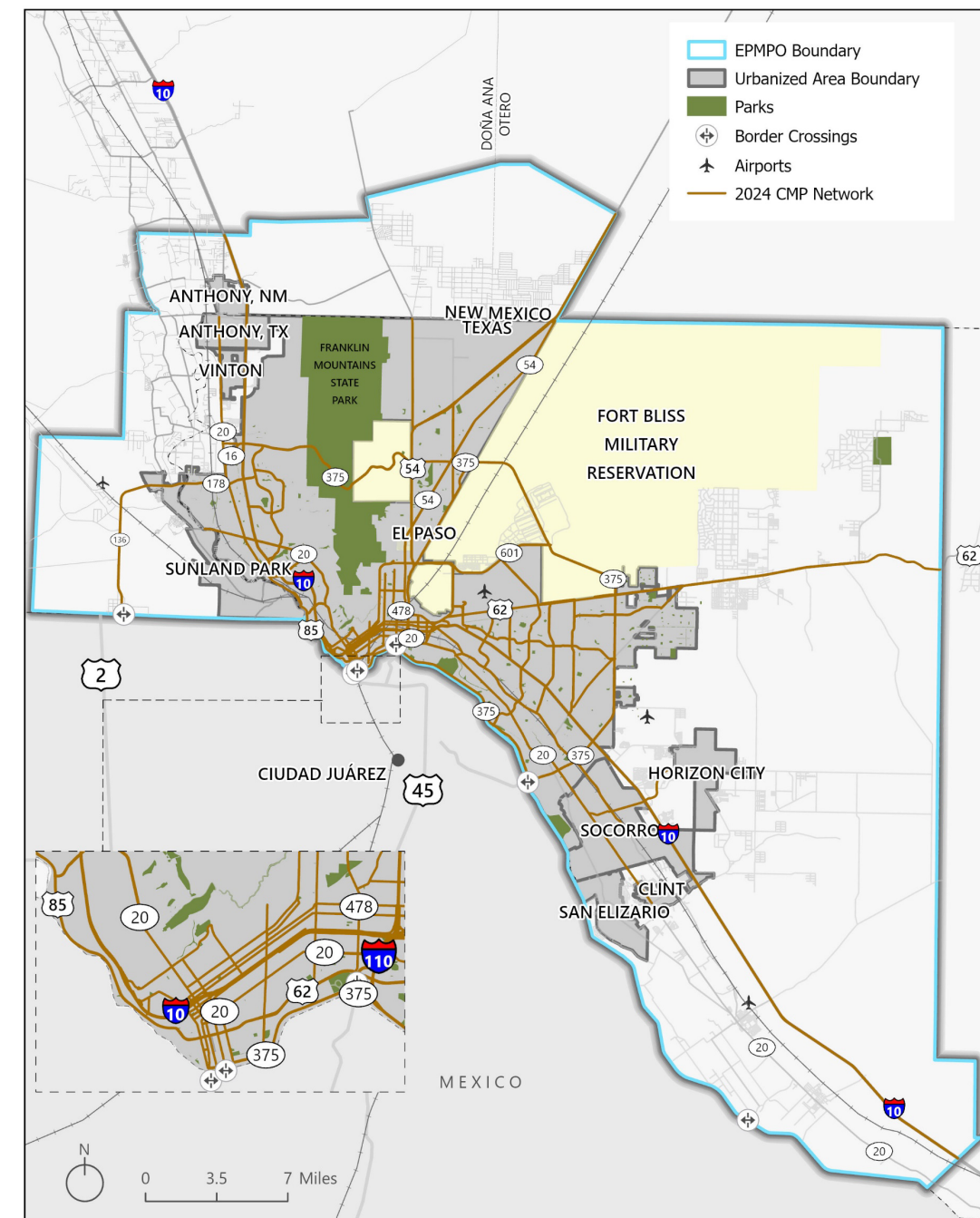
Access and Connectivity: Enhance communities and lives through improved access to opportunities

Objectives	Performance Measures
Restore vehicle miles traveled (VMT) to 2019 levels by 2026 (joint with Goal #2).	Average Annual VMT per capita
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026.	Planning time index
Maintain percent of non-single occupancy vehicle (Non-SOV) travel at 2021 level (20%) by 2026.	Percent non-single occupancy vehicle (Non-SOV) travel

CMP Network

- **Geographic Area of Application**
- **System Components**
 - NPMRDS TMCs
- **Methods for Defining CMP Networks**
 - Identify corridors made of TMC links
 - Collect data
 - Add attributes to TMCs for collected data

May 7, 2025



El Paso MPO Workshop

Schedule



Task (current as of 10 Mar. 2025)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
TPAC Meeting			X								
TPB Meeting			X								
Step 8: Evaluate Strategy Effectiveness											
Step 1: Refine/Define Regional CMP Objectives											
Step 2: Refine/Define CMP Network											
Step 3: Align Performance Measures with Defined Objectives											
TPAC Meeting					X						
TPB Meeting					X						
Step 4: Collect Data/Monitor System Performance											
Step 5: Analyze Congestion Problems and Needs											
Step 6: Identify and Assess Strategies											
Step 7: Program and Implement Strategies											
TPAC Meeting								X			
Request TPAC Approval of CMP									X		
Request TPB Approval of CMP										X	

Dates subject to change

Checkpoint 1 on May 7:

- Confirm Regional CMP Objectives with TPAC input
- Confirm CMP Network with TPAC input
- Demonstrate alignment of performance measures with Regional CMP Objectives

Checkpoint 2 on August 6:

- Present congestion problems and needs based on data analyzed
- Demonstrate strategies to reduce congestion
- Share implementation strategy

May 7, 2025

Update to TPAC



Congestion Management Process

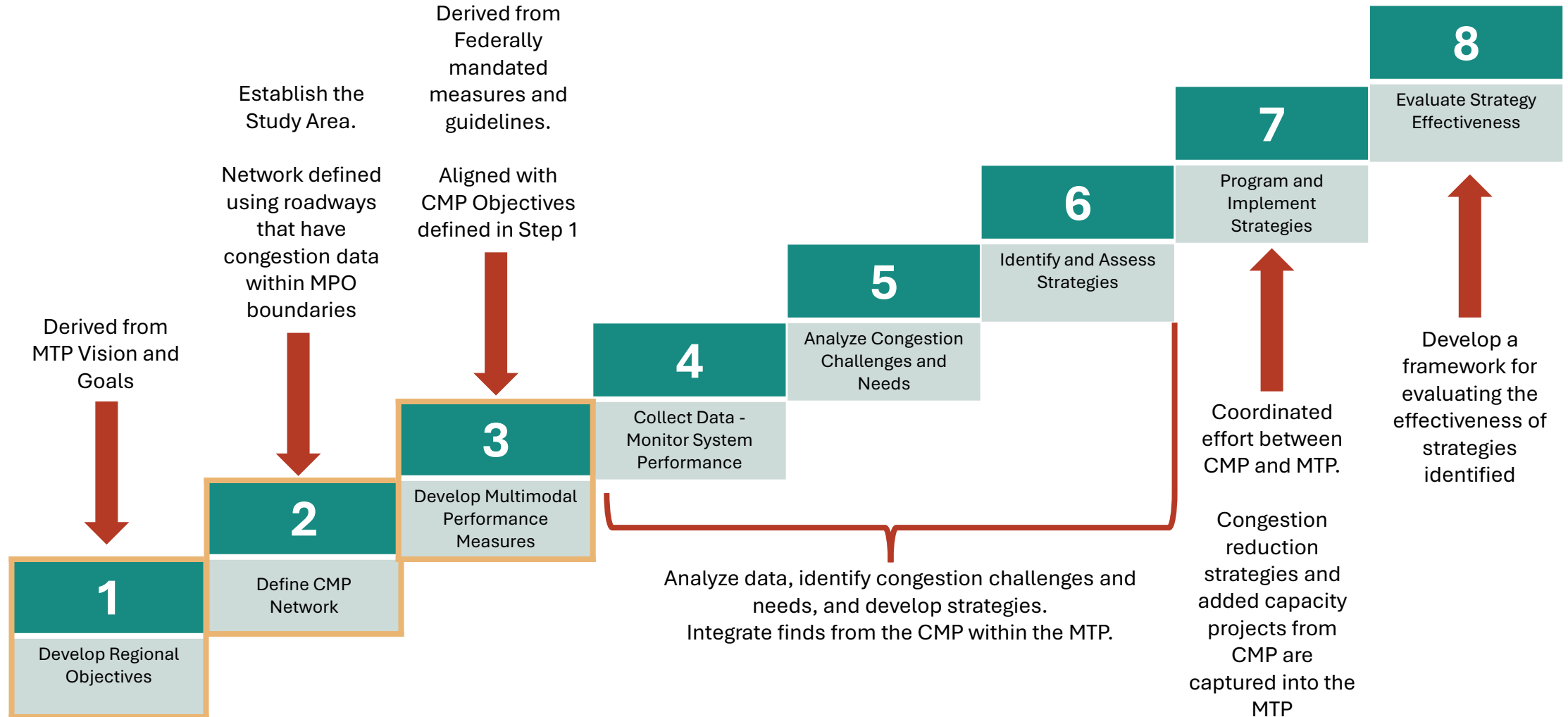
Update to TPB

May 23, 2025





CMP 8-Step Framework



May 23, 2025

Update to TPB



Development of Goals, Objectives, and Performance Measures

- **CMP Goals** were informed by the **RMS/MTP 2052 Goals**
- Evaluation of **2019 CMP strategy effectiveness** assessed both Systemwide Performance and Corridor Performance.
- Strategy effectiveness informed the development of **CMP Objectives**.
- **Performance measures** were aligned with each objective.



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 1

Reliability and Performance: Optimize system reliability and performance

Objectives	Performance Measures
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026.	Planning time index
Increase number of reliable segments by 5% compared to 2019 performance by 2026 on a) interstate roadways and b) non-interstate roadways.	Percent of a) interstate and b) non-interstate roadways providing reliable travel times (LOTTR)
Restore performance to 2019 levels of truck travel time reliability (TTTR) on the freight transportation system by 2026.	Truck travel time reliability index (TTTR)
Restore performance to 2021 levels of annual hours of peak hour delay (PHED) per capita along commuter routes by 2026.	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
Decrease duration of non-recurring congestion events by 5% compared to 2019 performance by 2026	Duration of non-recurring congestion events
Decrease frequency of non-recurring congestion events by 5% compared to 2019 performance by 2026	Frequency of non-recurring congestion events



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 2

Health and Environment: Improve health and environmental conditions

Objectives	Performance Measures
Decrease frequency of non-recurring congestion events by 5% compared to 2019 performance by 2026	Frequency of recurring congestion
Restore vehicle miles traveled (VMT) to 2019 levels by 2026 (joint with Goal #3)	Average Annual VMT per capita



Proposed CMP Goals, Objectives, and Performance Measures

GOAL 3

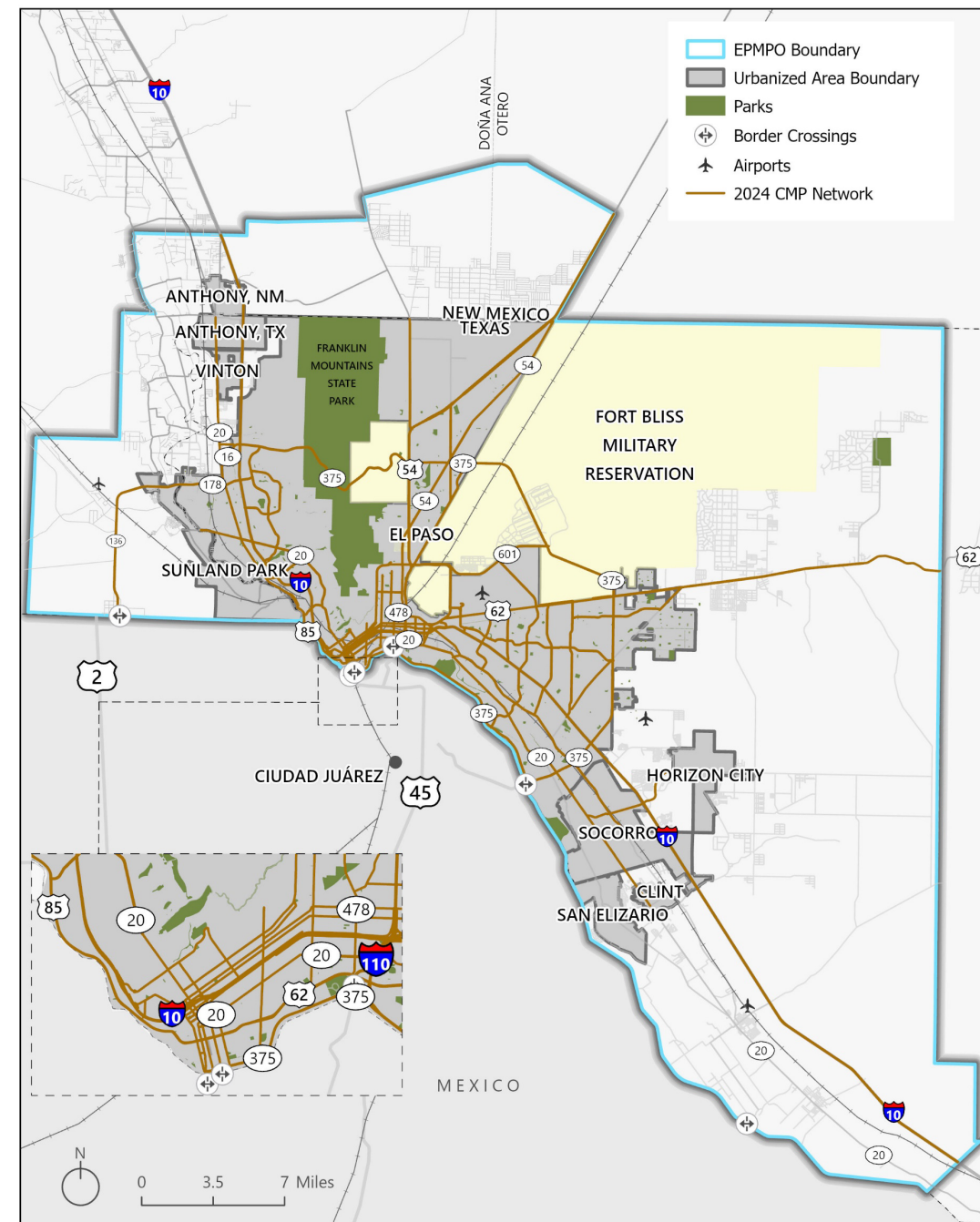
Access and Connectivity: Enhance communities and lives through improved access to opportunities

Objectives	Performance Measures
Restore vehicle miles traveled (VMT) to 2019 levels by 2026 (joint with Goal #2).	Average Annual VMT per capita
Improve travel time reliability on the roadway network by 10% compared to 2019 performance by 2026.	Planning time index
Maintain percent of non-single occupancy vehicle (Non-SOV) travel at 2021 level (20%) by 2026.	Percent non-single occupancy vehicle (Non-SOV) travel

CMP Network

- **Geographic Area of Application**
- **System Components**
 - NPMRDS TMCs
- **Methods for Defining CMP Networks**
 - Identify corridors made of TMC links
 - Collect data
 - Add attributes to TMCs for collected data

May 23, 2025



El Paso MPO Workshop



Next Steps

- **CMP Development**
 - Present congestion challenges and needs based on data analyzed
 - Demonstrate congestion management strategies
 - Share implementation strategy
- **TPAC and TPB review and approval of the CMP Document**



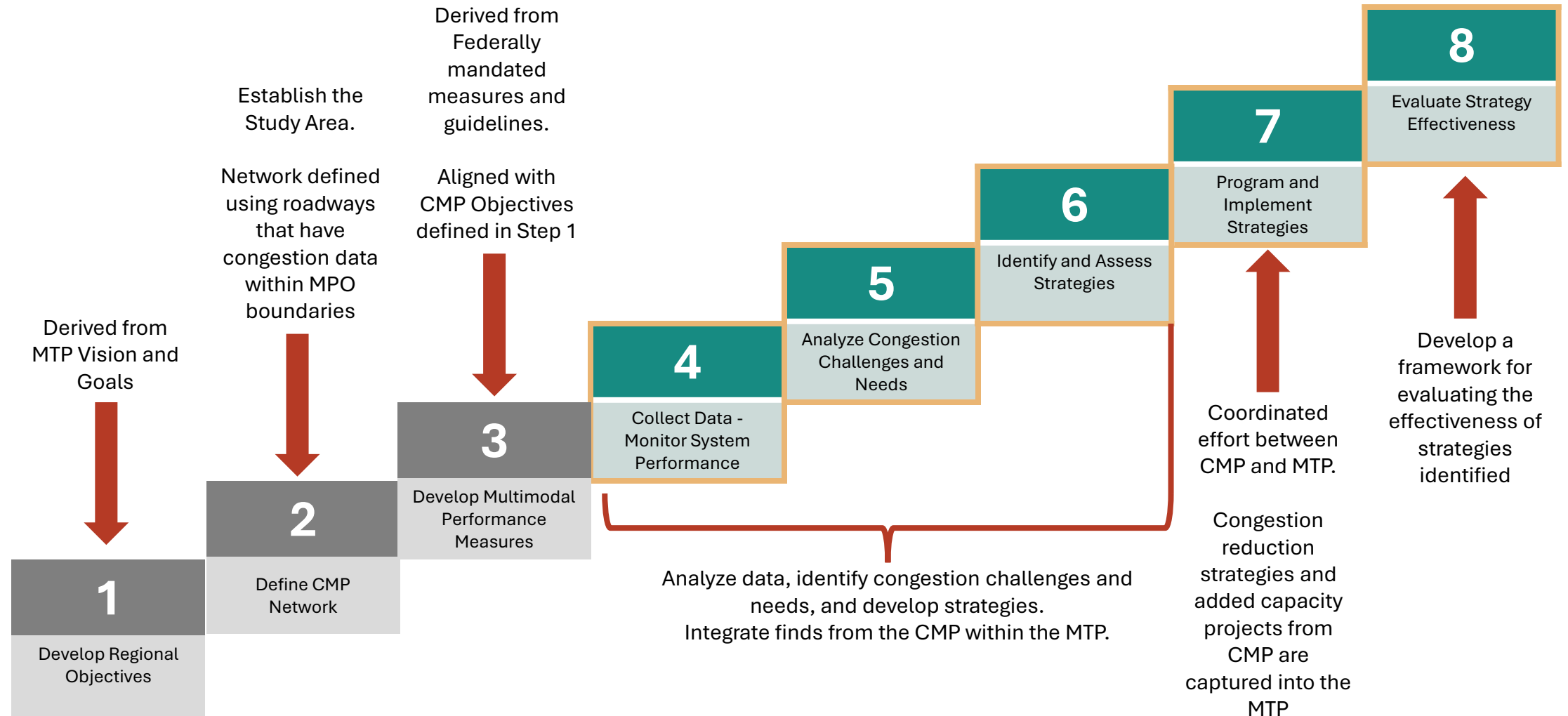
Congestion Management Process *Update to TPAC*

June 4, 2025





CMP 8-Step Framework



June 4, 2025

Update to TPAC

STEP 4

Collect Data/Monitor System Performance



Multiple datasets were processed and integrated into a single file. Several data attributes were sourced and integrated into a single GIS shapefile from a variety of datasets.



National Performance Management Research

Data Set (NPMRDS) - travel time, speed data, and Average Daily Traffic (AADT)

TxDOT Roadway Inventory and NMDOT

Transportation Roadway Inventory – number of lanes, shoulder widths, roadway characteristics

TxDOT Crash Records Information System

(CRIS) and NMDOT Statewide Traffic Records System – crash data

STEP 5

Analyze Congestion Challenges and Needs - Performance Measures



SYSTEMWIDE

- Speed
- Travel Time Index (TTI)
- Planning Time Index (PTI)
- Buffer Time Index (BTI)

CORRIDOR

- Speed
- Level of Travel Time Reliability (LOTTR)
- Truck Travel Time Reliability (TTTR)
- Peak-Hour Excessive Delay (PHED)

STEP 6

Identify and Assess Strategies – *Systemwide Congestion Management*



Transit Operations
and Management

Travel Demand
Management

Arterial
Management

Freeway
Management

Freight
Management

Emergency/Inciden
t Management

Work Zone
Management

Special Event
Management

Travel Weather
Management

Traveler
Information

Non-Motorized
Transportation
Strategies

Capacity Adding
Strategies

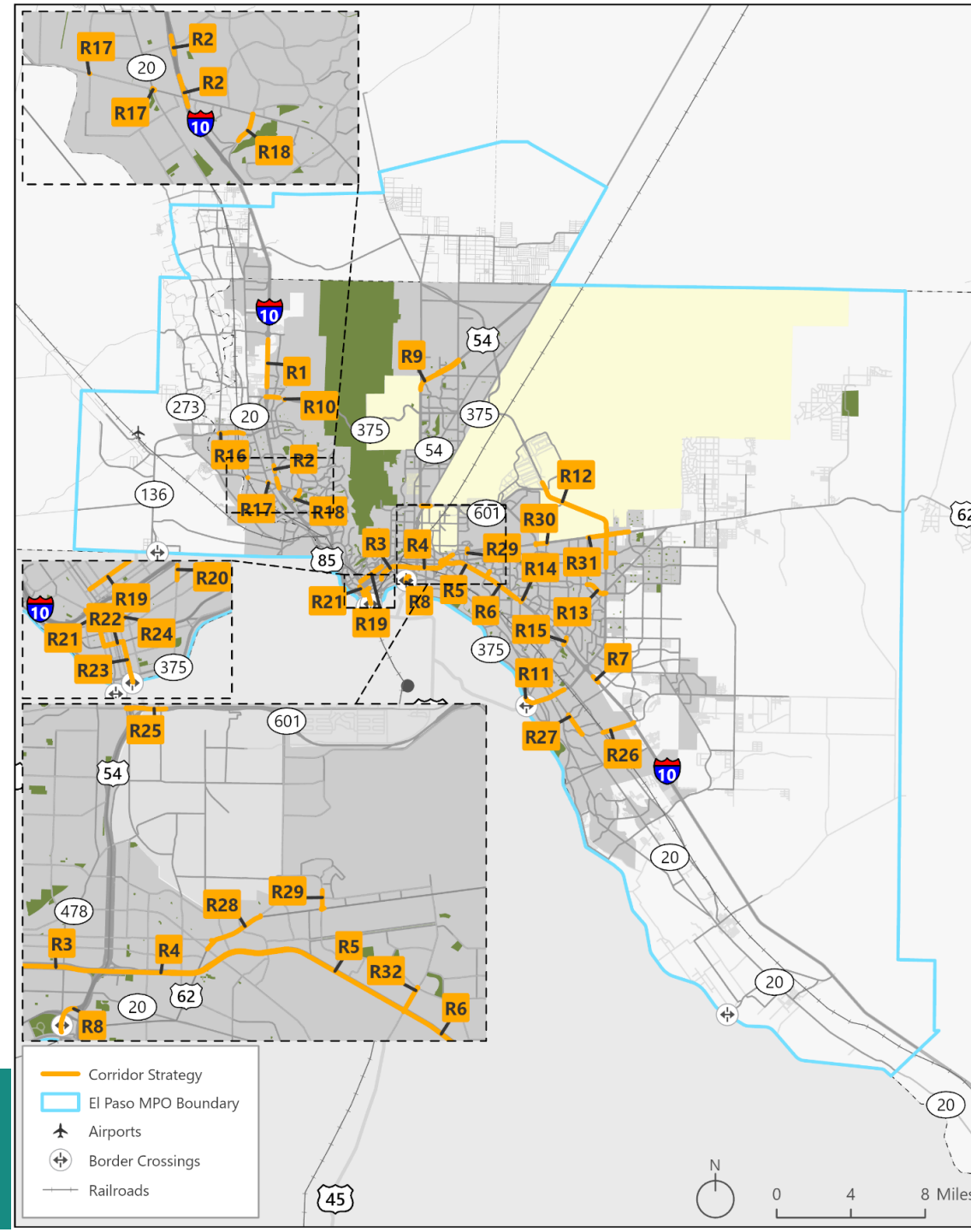
STEP 6

Identify and Assess Strategies – *Recurring Congestion* Management

Corridors

- Increase capacity
- Travel demand management
- Reconfigure weaving sections
- Transportation Systems Management and Operations (TSMO)
- Interchange/Intersection operation improvements
- Traffic operational management

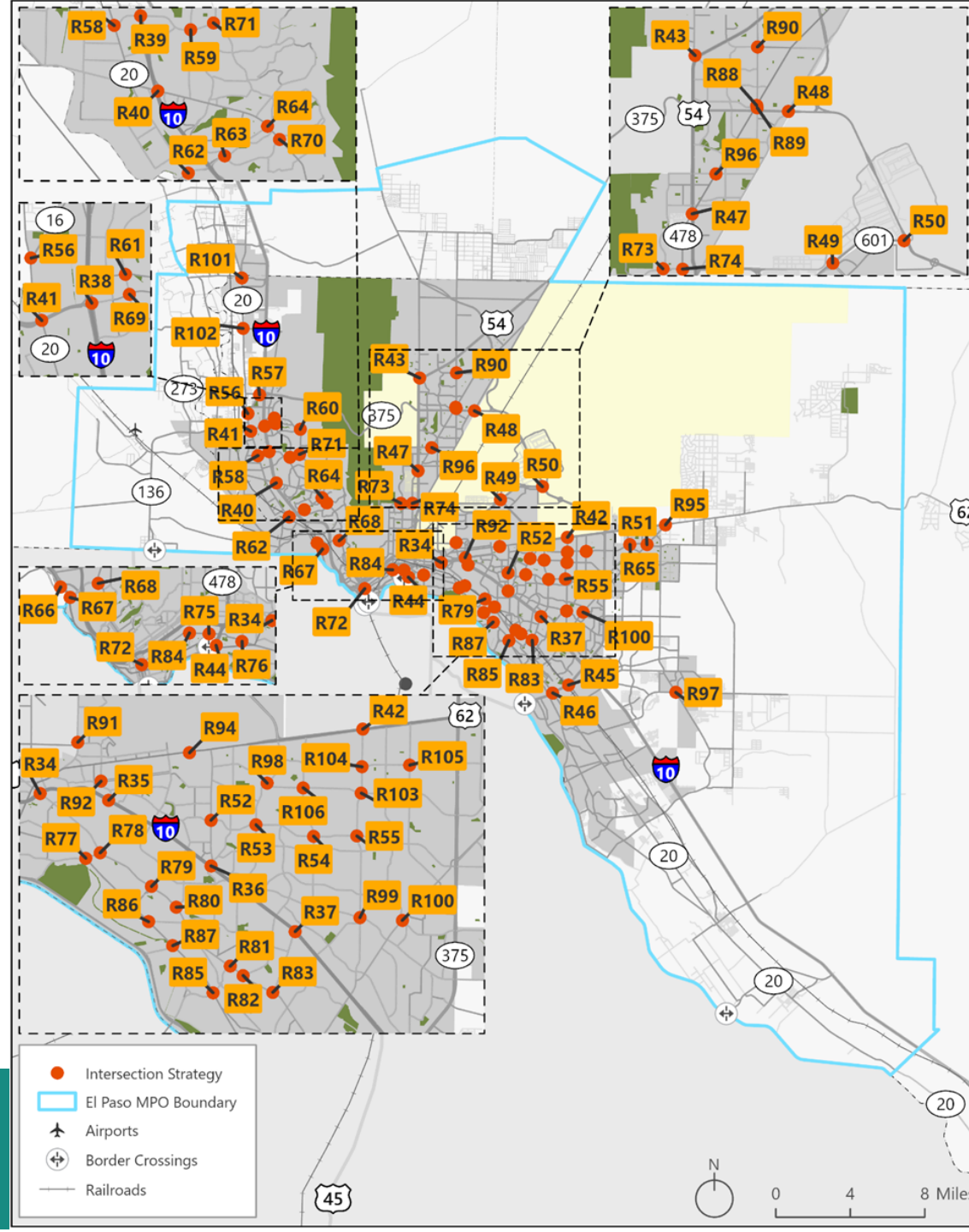
RECURRING CONGESTION is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system.



Identify and Assess Strategies – *Recurring* Congestion Management Intersections

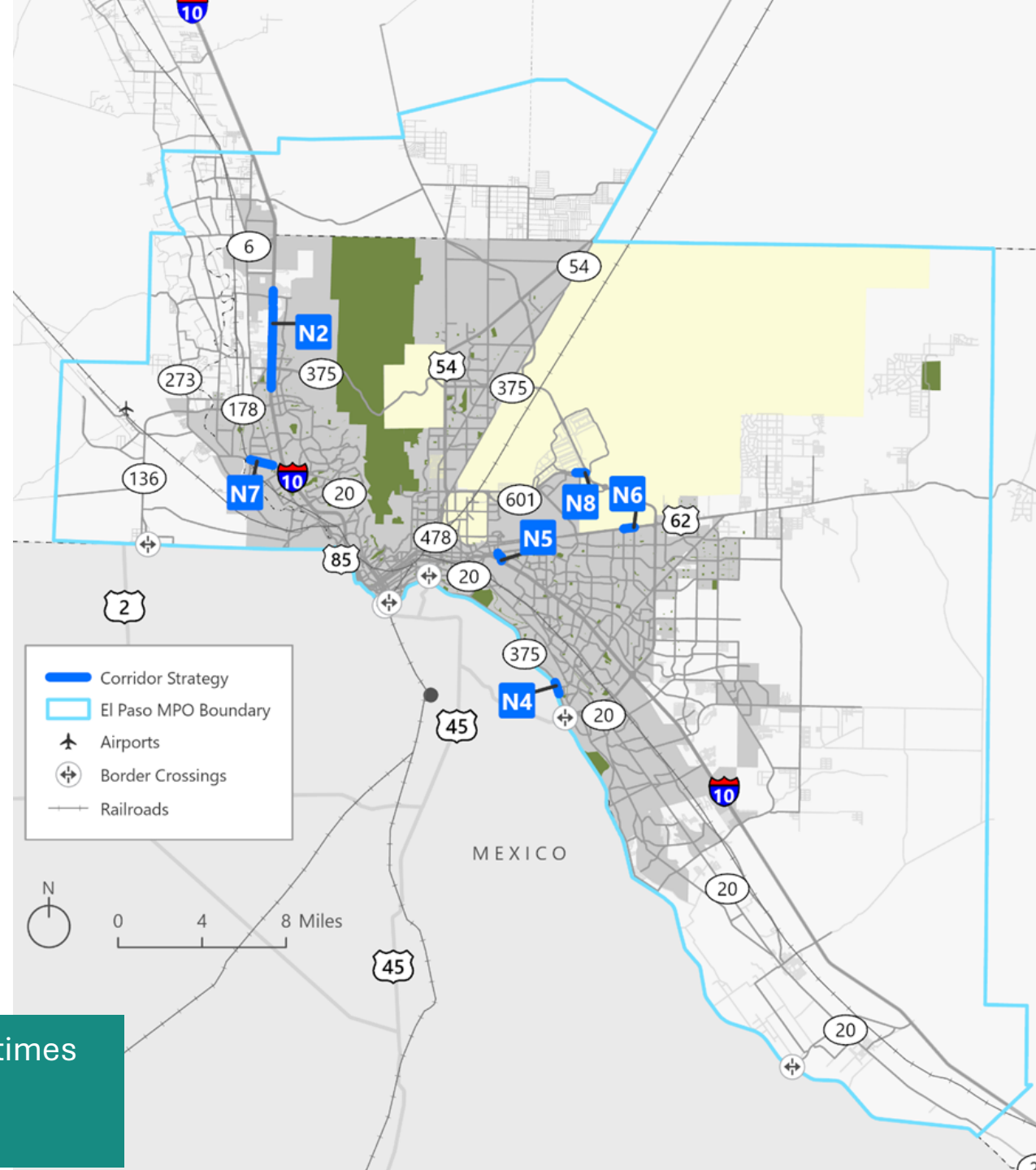
- Increase capacity
- Travel demand management
- Reconfigure weaving sections
- Transportation Systems Management and Operations (TSMO)
- Interchange/Intersection operation improvements
- Traffic operational management

RECURRING CONGESTION is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system.



Identify and Assess Strategies – *Non-recurring* Congestion Management

- NON-RECURRING CONGESTION** causes unreliable travel times and is caused by transient events such as traffic incidents, weather conditions, work zones, or special events.



STEP 7

Program and Implement Strategies



Implementation Level	Responsible Party	Mechanism	Funding
Regional	MPO	Fiscally constrained MTP and TIP	TxDOT, FTA
Corridor	TxDOT, NMDOT, Municipalities, Transit Agencies, El Paso County	Capital improvement programs	Local funds, state funds, STP, CMAQ, etc.
Project	TxDOT, NMDOT, Municipalities, Transit Agencies, El Paso County	Capital improvement programs	Local funds, state funds



Program and Implement Strategies - Integrating the MTP and CMP

CMP
MTP

- The strategy recommendations the CMP will be reflected in the RMS/MTP 2052.
- The CMP is being considered and incorporated throughout the MTP project identification, evaluation, prioritization, and ultimately the financially constrained project list.
- One MTP project evaluation criteria assessed project contribution to the CMP: **System Reliability/Congestion Relief**
- For MPOs in nonattainment of air quality standards, capacity adding projects programmed in the MTP must be identified as congestion management strategies in the CMP.

Establishing the linkage between the CMP and the long-range transportation process is important for developing cohesive solutions to regional congestion.



Strategy Effectiveness

Evaluation of strategy effectiveness is an on-going process as part of the living CMP. The primary goal of this step is to ensure that implemented strategies are effective at addressing congestion as intended, and to make changes based on the findings as necessary.

System-level performance evaluation

Regional analysis of historical trends to identify improvement or degradation in system performance, in relation to objectives.

Strategy effectiveness evaluation

Project-level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.



Next Steps

- Continued coordination between CMP and MTP.
- Capture congestion reduction strategies and added capacity projects from CMP into the MTP.
- Finalize development of a framework for evaluating the effectiveness of strategies identified.
- Prepare CMP Document
- Continued coordination with TPAC and TPB

Schedule



Task (current as of 10 Mar. 2025)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
TPAC Meeting			X								
TPB Meeting			X								
Step 1: Refine/Define Regional CMP Objectives											
Step 2: Refine/Define CMP Network											
Step 3: Align Performance Measures with Defined Objectives											
TPAC Meeting					X						
TPB Meeting					X						
Step 4: Collect Data/Monitor System Performance											
Step 5: Analyze Congestion Problems and Needs											
Step 6: Identify and Assess Strategies											
Step 7: Program and Implement Strategies											
Step 8: Evaluate Strategy Effectiveness											
TPAC Meeting						X					
TPB Meeting						X					
CMP Documentation											
Request TPAC Approval of CMP								X			
Request TPB Approval of CMP								X			

Dates subject to change

June 4, 2025

Update to TPAC



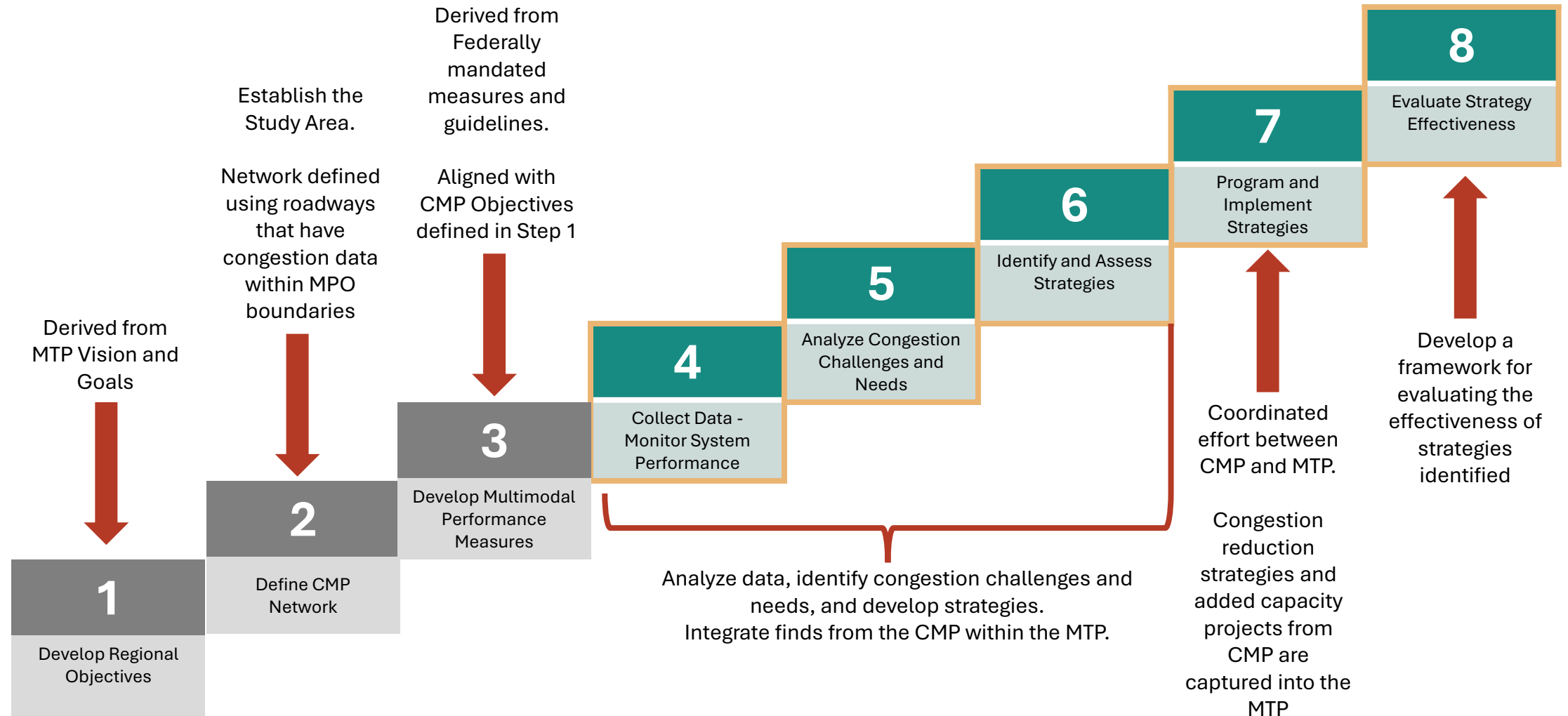
Congestion Management Process *Update to TPB*

June 20, 2025





CMP 8-Step Framework



STEP 4

Collect Data/Monitor System Performance



Multiple datasets were processed and integrated into a single file. Several data attributes were sourced and integrated into a single GIS shapefile from a variety of datasets.



National Performance Management Research

Data Set (NPMRDS) - travel time, speed data, and Average Daily Traffic (AADT)

TxDOT Roadway Inventory and NMDOT

Transportation Roadway Inventory – number of lanes, shoulder widths, roadway characteristics

TxDOT Crash Records Information System (CRIS) and NMDOT Statewide Traffic Records System – crash data

STEP 5

Analyze Congestion Challenges and Needs - Performance Measures



SYSTEMWIDE

- Speed
- Travel Time Index (TTI)
- Planning Time Index (PTI)
- Buffer Time Index (BTI)

CORRIDOR

- Speed
- Level of Travel Time Reliability (LOTTR)
- Truck Travel Time Reliability (TTTR)
- Peak-Hour Excessive Delay (PHED)

STEP 6

Identify and Assess Strategies – *Systemwide Congestion Management*



Transit Operations
and Management

Travel Demand
Management

Arterial
Management

Freeway
Management

Freight
Management

Emergency/Incident
Management

Work Zone
Management

Special Event
Management

Travel Weather
Management

Traveler
Information

Non-Motorized
Transportation
Strategies

Capacity Adding
Strategies

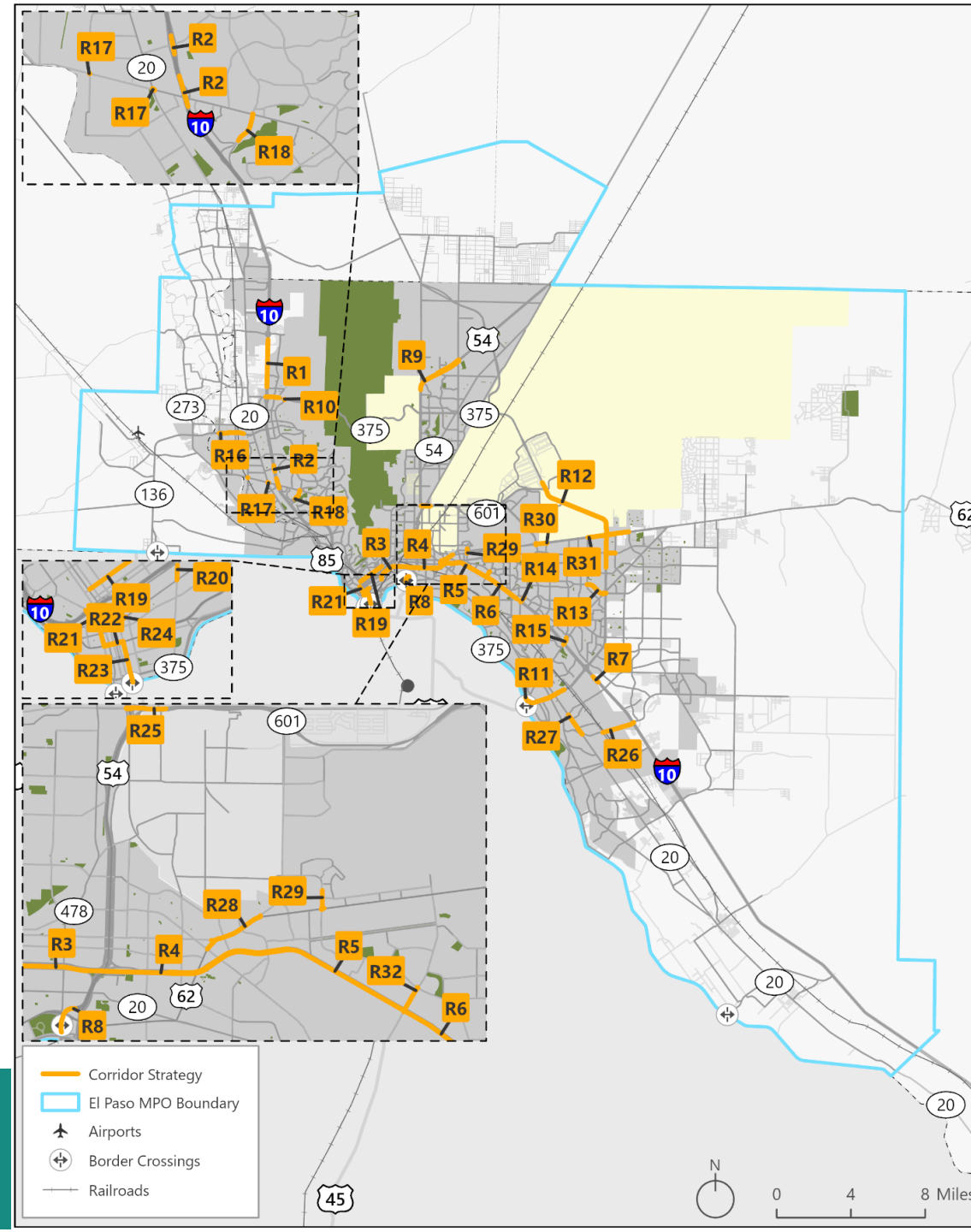
STEP 6

Identify and Assess Strategies – *Recurring Congestion* Management

Corridors

- Increase capacity
- Travel demand management
- Reconfigure weaving sections
- Transportation Systems Management and Operations (TSMO)
- Interchange/Intersection operation improvements
- Traffic operational management

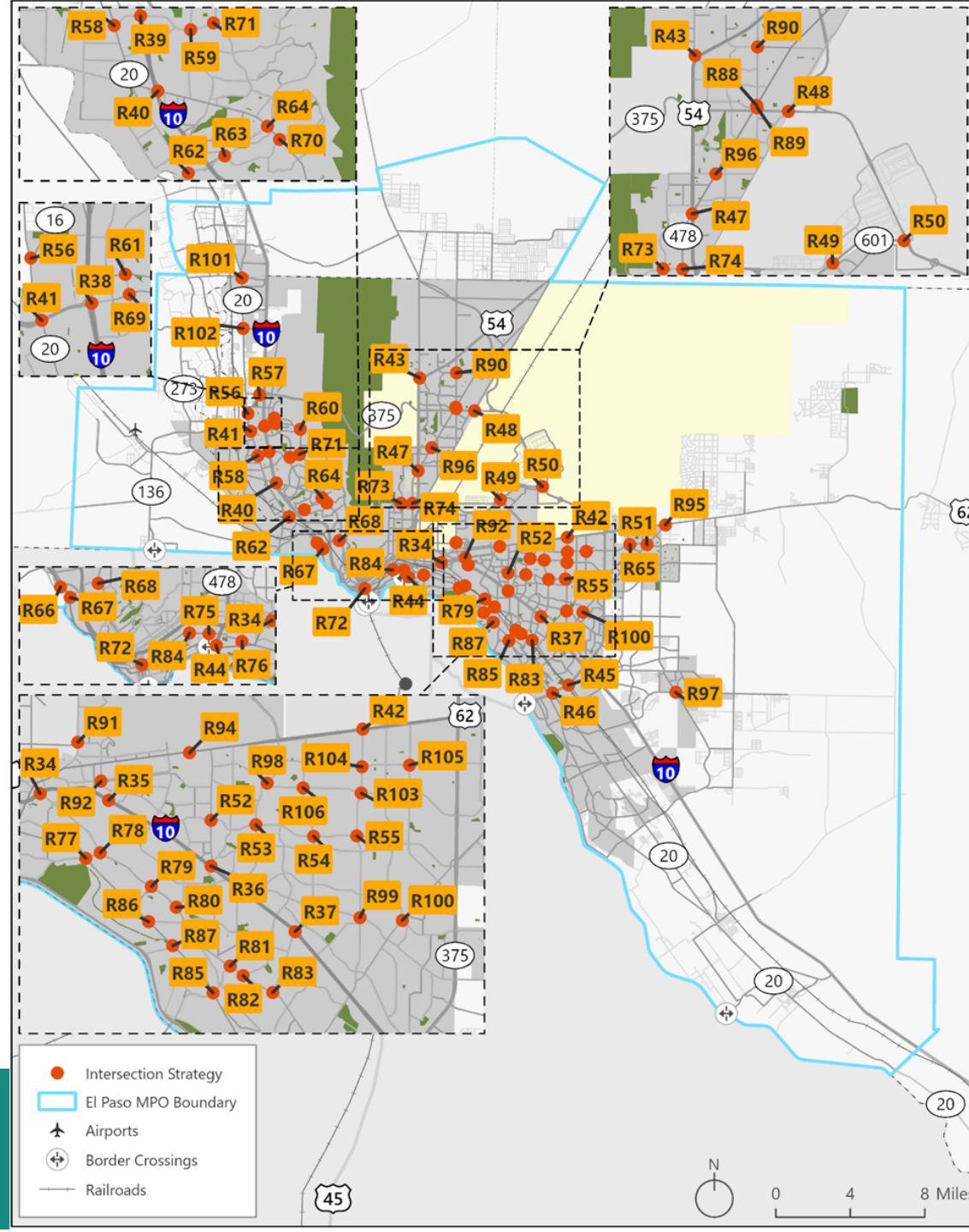
RECURRING CONGESTION is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system.



Identify and Assess Strategies – *Recurring* Congestion Management Intersections

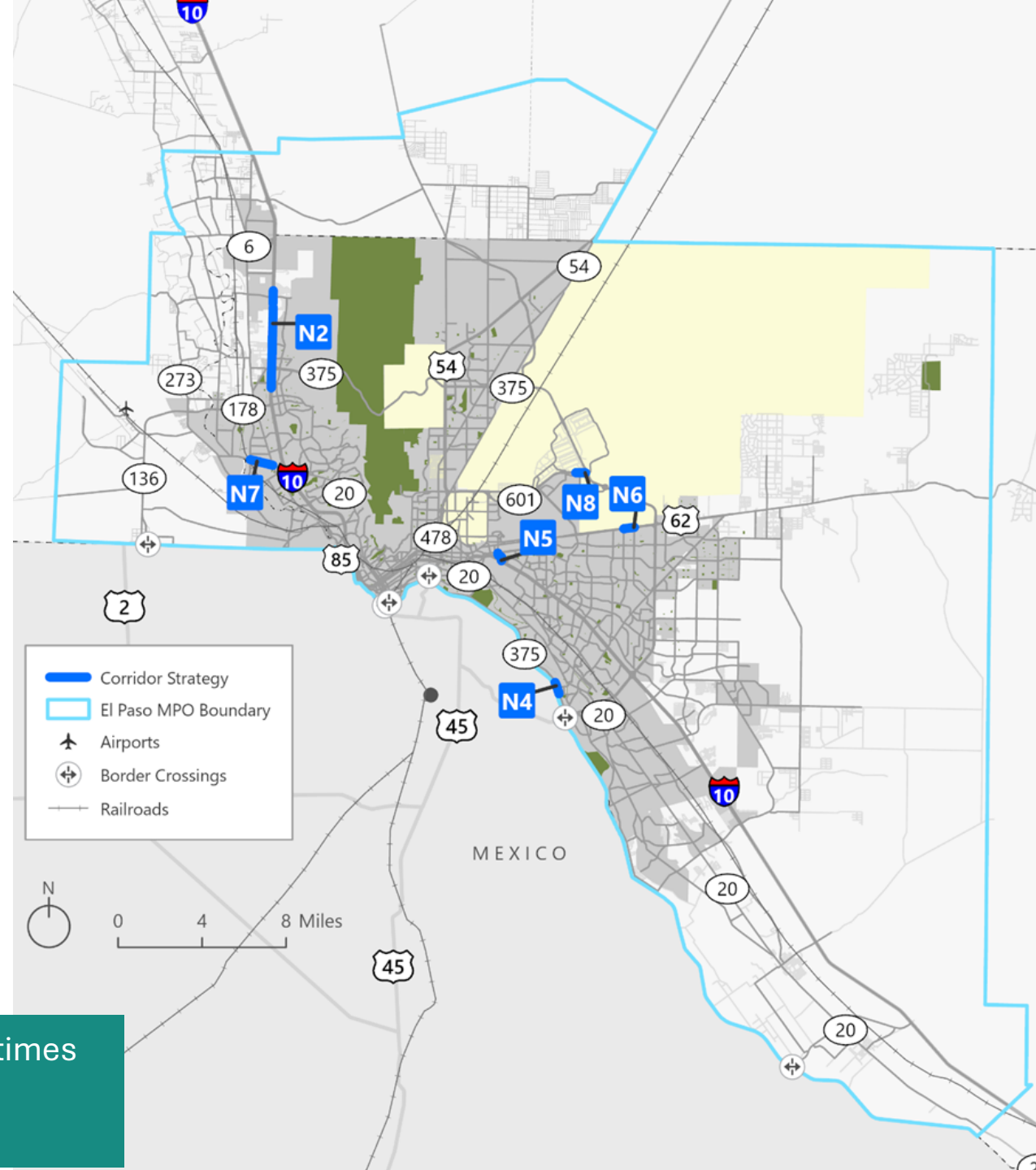
- Increase capacity
- Travel demand management
- Reconfigure weaving sections
- Transportation Systems Management and Operations (TSMO)
- Interchange/Intersection operation improvements
- Traffic operational management

RECURRING CONGESTION is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system.



Identify and Assess Strategies – *Non-recurring* Congestion Management

- NON-RECURRING CONGESTION** causes unreliable travel times and is caused by transient events such as traffic incidents, weather conditions, work zones, or special events.



STEP 7

Program and Implement Strategies



Implementation Level	Responsible Party	Mechanism	Funding
Regional	MPO	Fiscally constrained MTP and TIP	TxDOT, FTA
Corridor	TxDOT, NMDOT, Municipalities, Transit Agencies, El Paso County	Capital improvement programs	Local funds, state funds, STP, CMAQ, etc.
Project	TxDOT, NMDOT, Municipalities, Transit Agencies, El Paso County	Capital improvement programs	Local funds, state funds



Program and Implement Strategies - Integrating the MTP and CMP

CMP
MTP

- The strategy recommendations the CMP will be reflected in the RMS/MTP 2052.
- The CMP is being considered and incorporated throughout the MTP project identification, evaluation, prioritization, and ultimately the financially constrained project list.
- One MTP project evaluation criteria assessed project contribution to the CMP: **System Reliability/Congestion Relief**
- For MPOs in nonattainment of air quality standards, capacity adding projects programmed in the MTP must be identified as congestion management strategies in the CMP.

Establishing the linkage between the CMP and the long-range transportation process is important for developing cohesive solutions to regional congestion.



Strategy Effectiveness

Evaluation of strategy effectiveness is an on-going process as part of the living CMP. The primary goal of this step is to ensure that implemented strategies are effective at addressing congestion as intended, and to make changes based on the findings as necessary.

System-level strategy effectiveness

Regional analysis of historical trends to identify improvement or degradation in system performance, in relation to objectives.

Project-level strategy effectiveness

Project-level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.



Next Steps

- Continued coordination between CMP and MTP.
- Capture congestion reduction strategies and added capacity projects from CMP into the MTP.
- Finalize development of a framework for evaluating the effectiveness of strategies identified.
- Prepare CMP Document
- Continued coordination with TPAC and TPB

Schedule



Task (current as of 10 Mar. 2025)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
TPAC Meeting			X								
TPB Meeting			X								
Step 1: Refine/Define Regional CMP Objectives											
Step 2: Refine/Define CMP Network											
Step 3: Align Performance Measures with Defined Objectives											
TPAC Meeting					X						
TPB Meeting					X						
Step 4: Collect Data/Monitor System Performance											
Step 5: Analyze Congestion Problems and Needs											
Step 6: Identify and Assess Strategies											
Step 7: Program and Implement Strategies											
Step 8: Evaluate Strategy Effectiveness											
TPAC Meeting						X					
TPB Meeting						X					
CMP Documentation											
Request TPAC Approval of CMP								X			
Request TPB Approval of CMP								X			

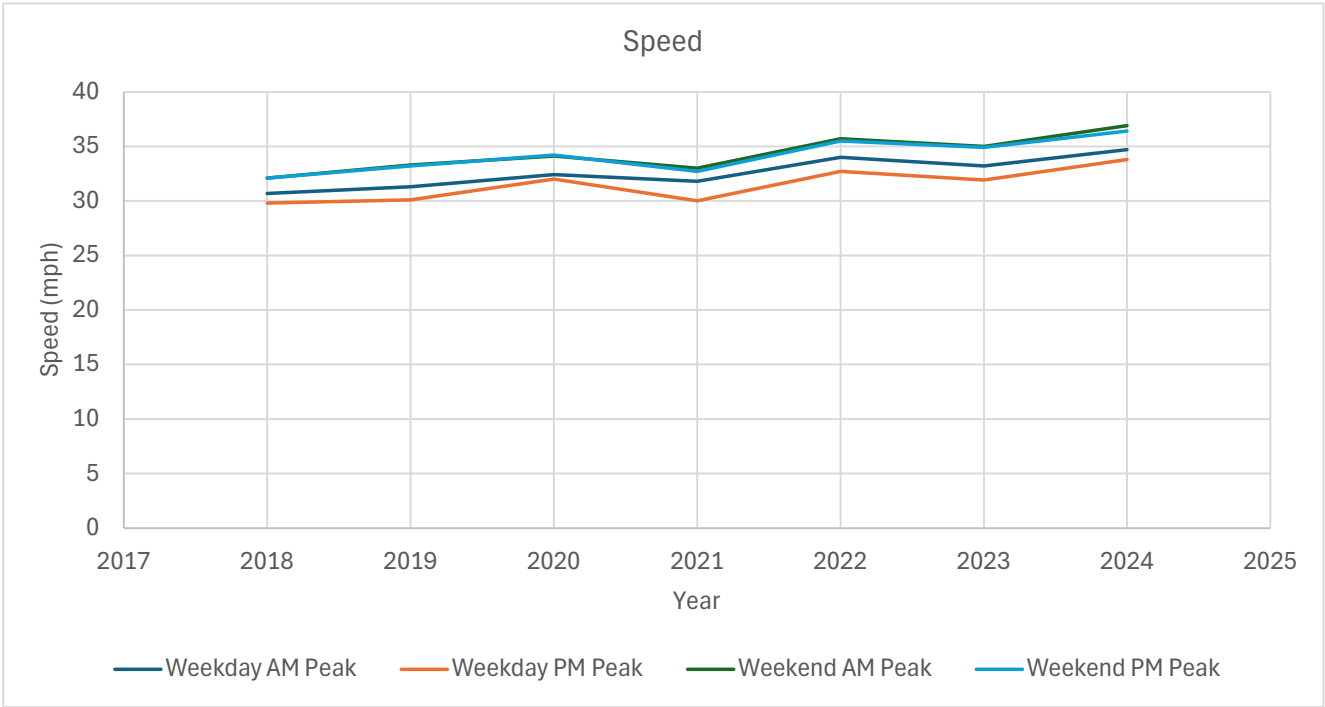
Dates subject to change

June 20, 2025

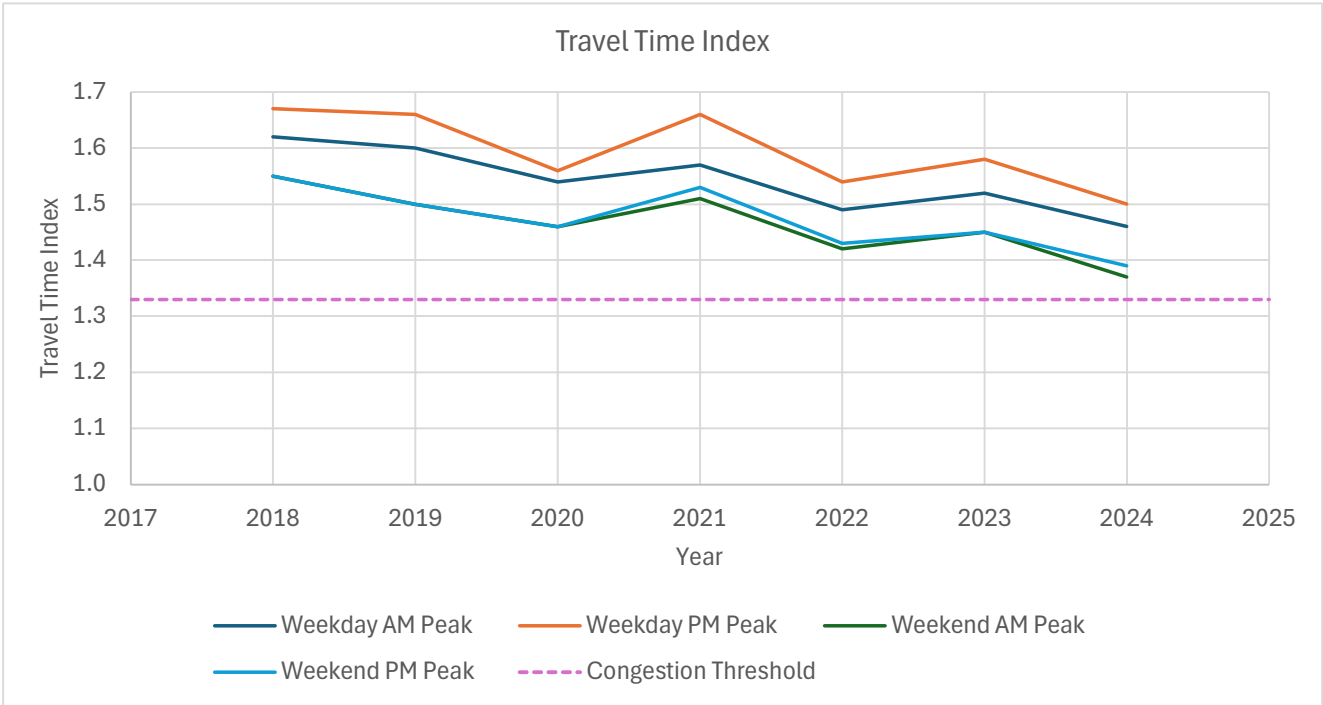
Update to TPB



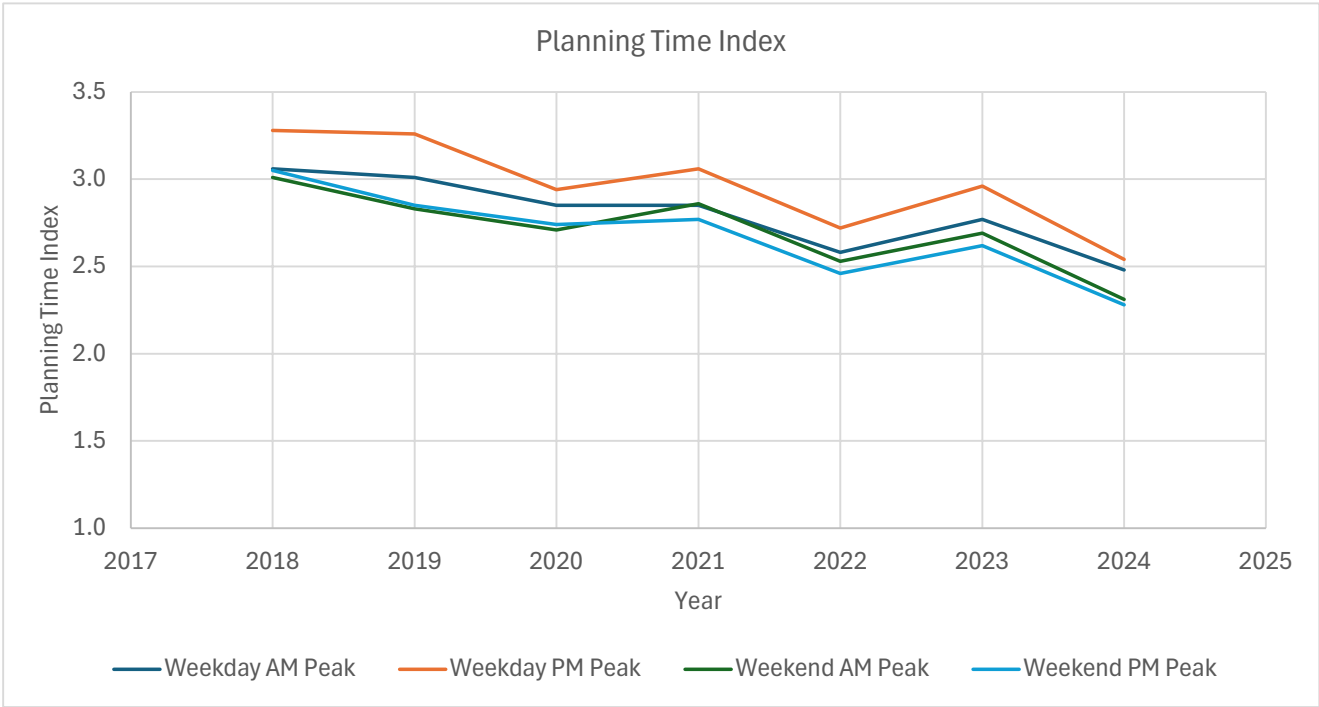
Appendix B: Systemwide Performance



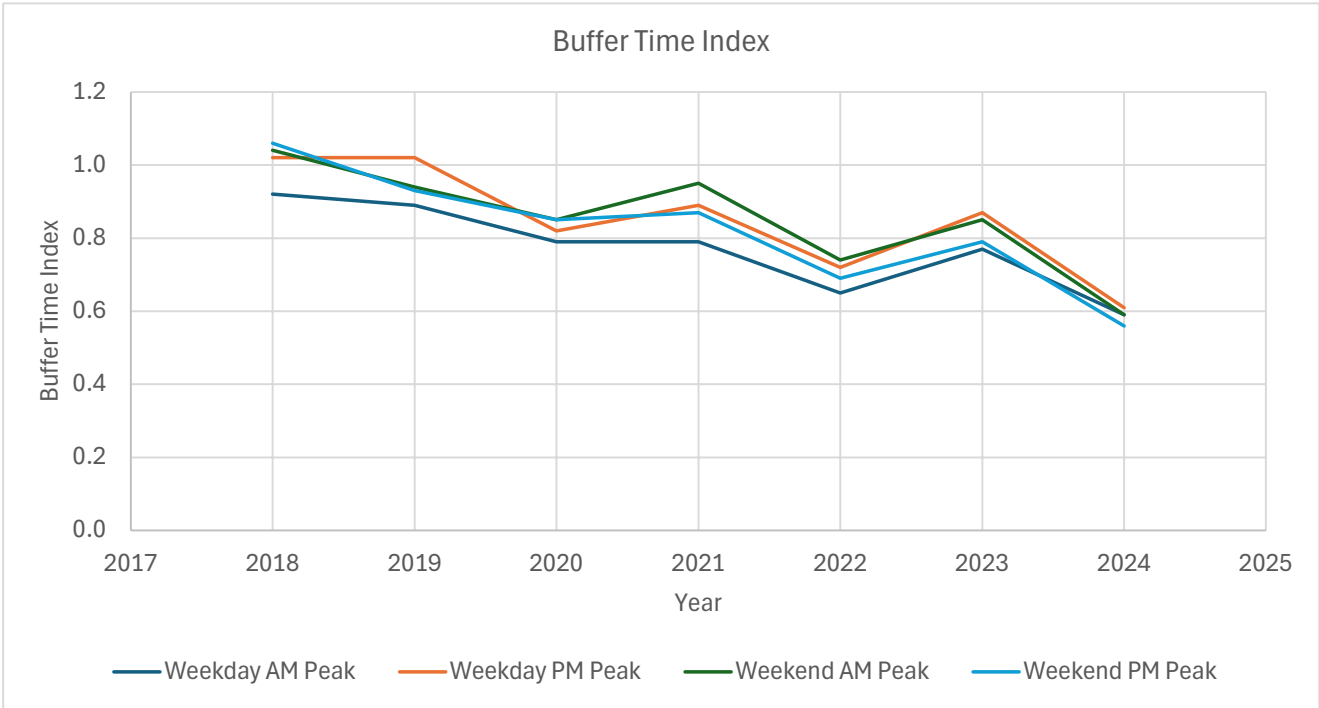
Year	Speed (mph)			
	Weekday		Weekend	
	AM Peak	PM Peak	AM Peak	PM Peak
2018	31	30	32	32
2019	31	30	33	33
2020	32	32	34	34
2021	32	30	33	33
2022	34	33	36	36
2023	33	32	35	35
2024	35	34	37	36



Year	Travel Time Index			
	Weekday		Weekend	
	AM Peak	PM Peak	AM Peak	PM Peak
2018	1.62	1.67	1.55	1.55
2019	1.60	1.66	1.50	1.50
2020	1.54	1.56	1.46	1.46
2021	1.57	1.66	1.51	1.53
2022	1.49	1.54	1.42	1.43
2023	1.52	1.58	1.45	1.45
2024	1.46	1.50	1.37	1.39



Year	Planning Time Index			
	Weekday		Weekend	
	AM Peak	PM Peak	AM Peak	PM Peak
2018	3.06	3.28	3.01	3.05
2019	3.01	3.26	2.83	2.85
2020	2.85	2.94	2.71	2.74
2021	2.85	3.06	2.86	2.77
2022	2.58	2.72	2.53	2.46
2023	2.77	2.96	2.69	2.62
2024	2.48	2.54	2.31	2.28



Year	Buffer Time Index			
	Weekday		Weekend	
	AM Peak	PM Peak	AM Peak	PM Peak
2018	0.92	1.02	1.04	1.06
2019	0.89	1.02	0.94	0.93
2020	0.79	0.82	0.85	0.85
2021	0.79	0.89	0.95	0.87
2022	0.65	0.72	0.74	0.69
2023	0.77	0.87	0.85	0.79
2024	0.59	0.61	0.59	0.56



Appendix C: Corridor Performance

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H1 I-10 W	From N Mesa St / SH 20 To Patriot Fwy / US 54	W	115+04785	TX-478-LOOP/Copia St/Exit 22A	6:00 am - 10:00 am	1.04		1.12		0	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.06		1.17			
					Overnight			1.12			
					Weekend	1.03		1.11			
			115P04785	TX-478-LOOP/Copia St/Exit 22A	6:00 am - 10:00 am	1.05		1.12		3631	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.12			
					Overnight			1.12			
					Weekend	1.03		1.10			
			115+04786	Raynor St	6:00 am - 10:00 am	1.04		1.11		1458	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.03		1.10			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115P04786	Raynor St	6:00 am - 10:00 am	1.05		1.12		503	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.03		1.11			
					Overnight			1.13			
					Weekend	1.03		1.11			
			115+04787	Piedras St/Exit 21	6:00 am - 10:00 am	1.04		1.12		0	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.12			
					Overnight			1.13			
					Weekend	1.03		1.11			
			115P04787	Piedras St/Exit 21	6:00 am - 10:00 am	1.04		1.10		320	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.03		1.09			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115+04788	Gateway Blvd	6:00 am - 10:00 am	1.03		1.08		3804	
					10:00 am - 4:00 pm	1.02		1.07			
					4:00 pm - 8:00 pm	1.03		1.10			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115P04788	Gateway Blvd	6:00 am - 10:00 am	1.04		1.09		1076	
					10:00 am - 4:00 pm	1.02		1.07			
					4:00 pm - 8:00 pm	1.03		1.12			
					Overnight			1.10			
					Weekend	1.03		1.09			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H1 I-10 W	From N Mesa St / SH 20 To Patriot Fwy / US 54	W	115+04789	Cotton St/Exit 20	6:00 am - 10:00 am	1.03		1.09		128	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.04		1.12			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115P04789	Cotton St/Exit 20	6:00 am - 10:00 am	1.04		1.10		1473	
					10:00 am - 4:00 pm	1.02		1.07			
					4:00 pm - 8:00 pm	1.04		1.13			
					Overnight			1.09			
					Weekend	1.03		1.09			
			115+04790	Dallas St/Exit 20	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.04		1.13			
					Overnight			1.09			
					Weekend	1.04		1.09			
			115P04790	Dallas St/Exit 20	6:00 am - 10:00 am	1.04		1.10		1561	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.14			
					Overnight			1.10			
					Weekend	1.04		1.09			
			115+04791	Missouri Ave	6:00 am - 10:00 am	1.04		1.12		6577	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.26			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115P04791	Missouri Ave	6:00 am - 10:00 am	1.04		1.12		46	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.34			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115+04792	Wyoming Ave	6:00 am - 10:00 am	1.04		1.12		23	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.33			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115P04792	Wyoming Ave	6:00 am - 10:00 am	1.04		1.12		82	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.32			
					Overnight			1.10			
					Weekend	1.03		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H1 I-10 W	From N Mesa St / SH 20 To Patriot Fwy / US 54	W	115+04793	Campbell St	6:00 am - 10:00 am	1.04		1.12		0	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.33			
					Overnight			1.10			
					Weekend	1.03		1.10			
			115P04793	Campbell St	6:00 am - 10:00 am	1.04		1.12		45	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.35			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115+04794	Kansas St	6:00 am - 10:00 am	1.04		1.13		23	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.35			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115P04794	Kansas St	6:00 am - 10:00 am	1.04		1.13		100	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.35			
					Overnight			1.11			
					Weekend	1.04		1.09			
			115+04795	Stanton St	6:00 am - 10:00 am	1.04		1.13		64	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.37			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115P04795	Stanton St	6:00 am - 10:00 am	1.04		1.14		64	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.36			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115+04796	TX-20/N Mesa St	6:00 am - 10:00 am	1.04		1.14		0	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.37			
					Overnight			1.11			
					Weekend	1.03		1.10			
H1 I-10 E	From N Mesa St / SH 20 To Patriot Fwy / US 54	E	115-04795	Stanton St	6:00 am - 10:00 am	1.03		1.10		75	
					10:00 am - 4:00 pm	1.03		1.13			
					4:00 pm - 8:00 pm	1.04		1.20			
					Overnight			1.10			
					Weekend	1.03		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H1 I-10 E	From N Mesa St / SH 20 To Patriot Fwy / US 54	E	115N04795	Stanton St	6:00 am - 10:00 am	1.03		1.10		638	
					10:00 am - 4:00 pm	1.03		1.13			
					4:00 pm - 8:00 pm	1.04		1.21			
					Overnight			1.10			
					Weekend	1.03		1.10			
			115-04794	Kansas St	6:00 am - 10:00 am	1.03		1.10		417	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.04		1.23			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04794	Kansas St	6:00 am - 10:00 am	1.03		1.10		692	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.04		1.24			
					Overnight			1.10			
					Weekend	1.03		1.10			
			115-04793	Campbell St	6:00 am - 10:00 am	1.03		1.10		250	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.04		1.25			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04793	Campbell St	6:00 am - 10:00 am	1.03		1.10		103	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.04		1.26			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04792	Wyoming Ave	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.04		1.26			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04792	Wyoming Ave	6:00 am - 10:00 am	1.03		1.10		385	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.04		1.28			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04791	Missouri Ave	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.04		1.28			
					Overnight			1.11			
					Weekend	1.03		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
							Trend		Trend		Trend
						2024	2018-2024	2024	2018-2024	2024	2018-2024
H1 I-10 E	From N Mesa St / SH 20 To Patriot Fwy / US 54	E	115N04791	Missouri Ave	6:00 am - 10:00 am	1.03		1.10		1085	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.04		1.34			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04790	Dallas St/Exit 20	6:00 am - 10:00 am	1.03		1.11		14096	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.06		1.89			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04790	Dallas St/Exit 20	6:00 am - 10:00 am	1.03		1.07		4799	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.08		2.47			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115-04789	Cotton St/Exit 20	6:00 am - 10:00 am	1.03		1.07		0	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.08		2.47			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115N04789	Cotton St/Exit 20	6:00 am - 10:00 am	1.03		1.07		3632	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.11		2.76			
					Overnight			1.10			
					Weekend	1.03		1.08			
			115-04788	Gateway Blvd	6:00 am - 10:00 am	1.03		1.08		440	
					10:00 am - 4:00 pm	1.03		1.13			
					4:00 pm - 8:00 pm	1.13		2.82			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115N04788	Gateway Blvd	6:00 am - 10:00 am	1.03		1.08		2450	
					10:00 am - 4:00 pm	1.03		1.16			
					4:00 pm - 8:00 pm	1.17		2.95			
					Overnight			1.11			
					Weekend	1.03		1.09			
			115-04787	Piedras St/Exit 21	6:00 am - 10:00 am	1.03		1.07		23598	
					10:00 am - 4:00 pm	1.03		1.37			
					4:00 pm - 8:00 pm	1.54		3.42			
					Overnight			1.09			
					Weekend	1.03		1.08			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H1 I-10 E	From N Mesa St / SH 20 To Patriot Fwy / US 54	E	115N04787	Piedras St/Exit 21	6:00 am - 10:00 am	1.03		1.07		3368	
					10:00 am - 4:00 pm	1.04		1.82			
					4:00 pm - 8:00 pm	2.17		3.68			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115-04786	Raynor St	6:00 am - 10:00 am	1.03		1.07		0	
					10:00 am - 4:00 pm	1.04		1.85			
					4:00 pm - 8:00 pm	2.23		3.73			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115N04786	Raynor St	6:00 am - 10:00 am	1.03		1.07		5268	
					10:00 am - 4:00 pm	1.04		1.98			
					4:00 pm - 8:00 pm	2.29		3.67			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115-04785	TX-478-LOOP/Copia St/Exit 22A	6:00 am - 10:00 am	1.03		1.08		20993	
					10:00 am - 4:00 pm	1.05		2.15			
					4:00 pm - 8:00 pm	2.35		3.43			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115N04785	TX-478-LOOP/Copia St/Exit 22A	6:00 am - 10:00 am	1.03		1.09		72889	
					10:00 am - 4:00 pm	1.09		2.55			
					4:00 pm - 8:00 pm	2.74		3.60			
					Overnight			1.10			
					Weekend	1.03		1.10			
			115-04784	US-54/Patriot Fwy/Exit 22B	6:00 am - 10:00 am	1.04		1.13		2083	
					10:00 am - 4:00 pm	1.16		2.71			
					4:00 pm - 8:00 pm	2.88		3.73			
					Overnight			1.12			
					Weekend	1.04		1.11			
			115P04777	Hawkins Blvd/Exit 26	6:00 am - 10:00 am	1.04		1.12		5858	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.17			
					Overnight			1.11			
					Weekend	1.04		1.12			
H2 I-10 W	From Patriot Fwy/ US 54 To Hawkins Blvd	W	115+04778	Airway Blvd/Exit 25	6:00 am - 10:00 am	1.04		1.13		10142	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.05		1.60			
					Overnight			1.10			
					Weekend	1.04		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H2 I-10 W	From Patriot Fwy/ US 54 To Hawkins Blvd	W	115P04778	Airway Blvd/Exit 25	6:00 am - 10:00 am	1.05		1.15		24371	
					10:00 am - 4:00 pm	1.04		1.18			
					4:00 pm - 8:00 pm	1.07		2.36			
					Overnight			1.11			
					Weekend	1.04		1.13			
			115+04779	Geronimo Dr/Exit 24B	6:00 am - 10:00 am	1.04		1.15		22766	
					10:00 am - 4:00 pm	1.04		1.20			
					4:00 pm - 8:00 pm	1.10		2.92			
					Overnight			1.13			
					Weekend	1.04		1.14			
			115P04779	Geronimo Dr/Exit 24B	6:00 am - 10:00 am	1.04		1.17		43116	
					10:00 am - 4:00 pm	1.04		1.49			
					4:00 pm - 8:00 pm	1.29		3.66			
					Overnight			1.12			
					Weekend	1.04		1.12			
			115+04780	Trowbridge Dr/Exit 24A	6:00 am - 10:00 am	1.05		1.21		14106	
					10:00 am - 4:00 pm	1.06		1.82			
					4:00 pm - 8:00 pm	1.65		3.87			
					Overnight			1.12			
					Weekend	1.04		1.13			
			115P04780	Trowbridge Dr/Exit 24A	6:00 am - 10:00 am	1.05		1.30		19497	
					10:00 am - 4:00 pm	1.08		1.87			
					4:00 pm - 8:00 pm	1.80		3.71			
					Overnight			1.13			
					Weekend	1.05		1.18			
			115+04781	US-180/US-62/Paisano/Exit 23B	6:00 am - 10:00 am	1.06		1.35		777	
					10:00 am - 4:00 pm	1.10		1.91			
					4:00 pm - 8:00 pm	1.84		3.69			
					Overnight			1.14			
					Weekend	1.05		1.20			
			115P04781	US-180/US-62/Paisano/Exit 23B	6:00 am - 10:00 am	1.07		1.46		31230	
					10:00 am - 4:00 pm	1.18		1.90			
					4:00 pm - 8:00 pm	1.90		3.34			
					Overnight			1.14			
					Weekend	1.07		1.24			
H2 I-10 E	From Patriot Fwy/ US 54 To Hawkins Blvd	E	115N04781	US-180/US-62/Paisano/Exit 23B	6:00 am - 10:00 am	1.05		1.15		937	
					10:00 am - 4:00 pm	1.14		1.69			
					4:00 pm - 8:00 pm	1.58		1.89			
					Overnight			1.15			
					Weekend	1.04		1.13			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H2 I-10 E	From Patriot Fwy/ US 54 To Hawkins Blvd	E	115-04780	Trowbridge Dr/Exit 24A	6:00 am - 10:00 am	1.04		1.14		73	
					10:00 am - 4:00 pm	1.13		1.68			
					4:00 pm - 8:00 pm	1.57		1.84			
					Overnight			1.15			
					Weekend	1.04		1.13			
			115N04780	Trowbridge Dr/Exit 24A	6:00 am - 10:00 am	1.04		1.12		6356	
					10:00 am - 4:00 pm	1.10		1.46			
					4:00 pm - 8:00 pm	1.39		1.61			
					Overnight			1.14			
					Weekend	1.04		1.12			
			115-04779	Geronimo Dr/Exit 24B	6:00 am - 10:00 am	1.04		1.10		1887	
					10:00 am - 4:00 pm	1.06		1.21			
					4:00 pm - 8:00 pm	1.15		1.61			
					Overnight			1.12			
					Weekend	1.04		1.12			
			115N04779	Geronimo Dr/Exit 24B	6:00 am - 10:00 am	1.04		1.10		8525	
					10:00 am - 4:00 pm	1.05		1.13			
					4:00 pm - 8:00 pm	1.12		1.72			
					Overnight			1.12			
					Weekend	1.04		1.11			
			115-04778	Airway Blvd/Exit 25	6:00 am - 10:00 am	1.04		1.11		3358	
					10:00 am - 4:00 pm	1.04		1.12			
					4:00 pm - 8:00 pm	1.14		1.88			
					Overnight			1.13			
					Weekend	1.04		1.12			
			115N04778	Airway Blvd/Exit 25	6:00 am - 10:00 am	1.03		1.08		9531	
					10:00 am - 4:00 pm	1.04		1.10			
					4:00 pm - 8:00 pm	1.27		2.00			
					Overnight			1.10			
					Weekend	1.04		1.09			
			115-04777	Hawkins Blvd/Exit 26	6:00 am - 10:00 am	1.03		1.06		5268	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.62		2.35			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115N04777	Hawkins Blvd/Exit 26	6:00 am - 10:00 am	1.03		1.07		13260	
					10:00 am - 4:00 pm	1.04		1.11			
					4:00 pm - 8:00 pm	1.58		1.91			
					Overnight			1.09			
					Weekend	1.03		1.09			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H3 I-10 W	From W Paisano Dr / US 84 To N Mesa St / SH 20	W	115P04796	TX-20/N Mesa St	6:00 am - 10:00 am	1.04		1.15		86	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.36			
					Overnight			1.11			
					Weekend	1.04		1.10			
			115+04797	Oregon St	6:00 am - 10:00 am	1.04		1.15		0	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.34			
					Overnight			1.11			
					Weekend	1.04		1.10			
			115P04797	Oregon St	6:00 am - 10:00 am	1.04		1.15		45	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.32			
					Overnight			1.11			
					Weekend	1.04		1.10			
			115+04798	El Paso St	6:00 am - 10:00 am	1.04		1.15		0	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.32			
					Overnight			1.11			
					Weekend	1.04		1.10			
			115P04798	El Paso St	6:00 am - 10:00 am	1.04		1.15		86	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.29			
					Overnight			1.11			
					Weekend	1.04		1.10			
			115+04799	Santa Fe St	6:00 am - 10:00 am	1.04		1.15		0	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.05		1.28			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115P04799	Santa Fe St	6:00 am - 10:00 am	1.04		1.15		40	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.05		1.25			
					Overnight			1.12			
					Weekend	1.04		1.10			
			115+04800	Prospect St/Exit 19	6:00 am - 10:00 am	1.04		1.15		0	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.05		1.24			
					Overnight			1.12			
					Weekend	1.04		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H3 I-10 W	From W Paisano Dr / US 84 To N Mesa St / SH 20	W	115P04800	Prospect St/Exit 19	6:00 am - 10:00 am	1.04		1.14		294	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.05		1.20			
					Overnight			1.12			
					Weekend	1.04		1.10			
			115+04801	Franklin Ave	6:00 am - 10:00 am	1.05		1.16		0	
					10:00 am - 4:00 pm	1.04		1.12			
					4:00 pm - 8:00 pm	1.06		1.20			
					Overnight			1.14			
					Weekend	1.04		1.12			
			115P04801	Franklin Ave	6:00 am - 10:00 am	1.04		1.13		511	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.05		1.15			
					Overnight			1.13			
					Weekend	1.03		1.10			
			115+04802	Porfirio Diaz St/Exit 18B	6:00 am - 10:00 am	1.04		1.11		63	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.13			
					Overnight			1.12			
					Weekend	1.04		1.10			
			115P04802	Porfirio Diaz St/Exit 18B	6:00 am - 10:00 am	1.03		1.08		481	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.04		1.10			
					Overnight			1.11			
					Weekend	1.03		1.08			
			115+04803	Yandell Dr	6:00 am - 10:00 am	1.03		1.08		0	
					10:00 am - 4:00 pm	1.02		1.07			
					4:00 pm - 8:00 pm	1.03		1.10			
					Overnight			1.10			
					Weekend	1.04		1.09			
			115P04803	Yandell Dr	6:00 am - 10:00 am	1.04		1.08		0	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.03		1.09			
					Overnight			1.10			
					Weekend	1.04		1.09			
H3 I-10 W	From W Paisano Dr / US 84 To N Mesa St / SH 20	N	115P04804	Schuster Ave/Exit 18A	6:00 am - 10:00 am	1.03		1.07		34	
					10:00 am - 4:00 pm	1.03		1.06			
					4:00 pm - 8:00 pm	1.03		1.09			
					Overnight			1.10			
					Weekend	1.03		1.08			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H3 I-10 W	From W Paisano Dr / US 84 To N Mesa St / SH 20	N	115+04805	Executive Center Blvd/Exit 16	6:00 am - 10:00 am	1.03		1.07		296	
					10:00 am - 4:00 pm	1.02		1.06			
					4:00 pm - 8:00 pm	1.03		1.08			
					Overnight			1.10			
					Weekend	1.03		1.08			
			115P04805	Executive Center Blvd/Exit 16	6:00 am - 10:00 am	1.03		1.07		283	
					10:00 am - 4:00 pm	1.03		1.06			
					4:00 pm - 8:00 pm	1.03		1.08			
					Overnight			1.10			
					Weekend	1.03		1.08			
			115+04806	US-85/Paisano Dr/Exit 13	6:00 am - 10:00 am	1.03		1.07		712	
					10:00 am - 4:00 pm	1.03		1.07			
					4:00 pm - 8:00 pm	1.03		1.08			
					Overnight			1.11			
					Weekend	1.04		1.11			
			115P04806	US-85/Paisano Dr/Exit 13	6:00 am - 10:00 am	1.04		1.07		34	
					10:00 am - 4:00 pm	1.04		1.07			
					4:00 pm - 8:00 pm	1.03		1.08			
					Overnight			1.09			
					Weekend	1.04		1.09			
			115N04806	US-85/Paisano Dr/Exit 13	6:00 am - 10:00 am	1.03		1.08		301	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.04		1.08			
					Overnight			1.11			
					Weekend	1.04		1.09			
			115-04805	Executive Center Blvd/Exit 16	6:00 am - 10:00 am	1.02		1.07		1187	
					10:00 am - 4:00 pm	1.02		1.07			
					4:00 pm - 8:00 pm	1.03		1.07			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115N04805	Executive Center Blvd/Exit 16	6:00 am - 10:00 am	1.02		1.07		1140	
					10:00 am - 4:00 pm	1.02		1.05			
					4:00 pm - 8:00 pm	1.03		1.06			
					Overnight			1.07			
					Weekend	1.04		1.07			
H3 I-10 E	From W Paisano Dr / US 84 To N Mesa St / SH 20	S	115-04804	Schuster Ave/Exit 18A	6:00 am - 10:00 am	1.02		1.08		11865	
					10:00 am - 4:00 pm	1.02		1.06			
					4:00 pm - 8:00 pm	1.03		1.07			
					Overnight			1.07			
					Weekend	1.03		1.07			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H3I-10 E	V Paisano Dr / US 84 To N Mesa St	S	115N04804	Schuster Ave/Exit 18A	6:00 am - 10:00 am	1.03		1.08		5793	
					10:00 am - 4:00 pm	1.03		1.08			
					4:00 pm - 8:00 pm	1.03		1.08			
					Overnight			1.08			
					Weekend	1.03		1.07			
			115-04803	Yandell Dr	6:00 am - 10:00 am	1.03		1.08		2068	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.03		1.08			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115N04803	Yandell Dr	6:00 am - 10:00 am	1.03		1.09		2086	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.03		1.09			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115-04802	Porfirio Diaz St/Exit 18B	6:00 am - 10:00 am	1.03		1.10		213	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.03		1.09			
					Overnight			1.09			
					Weekend	1.03		1.08			
			115N04802	Porfirio Diaz St/Exit 18B	6:00 am - 10:00 am	1.03		1.09		6419	
					10:00 am - 4:00 pm	1.02		1.11			
					4:00 pm - 8:00 pm	1.03		1.10			
					Overnight			1.10			
					Weekend	1.03		1.09			
			115-04801	Franklin Ave	6:00 am - 10:00 am	1.03		1.10		191	
					10:00 am - 4:00 pm	1.02		1.13			
					4:00 pm - 8:00 pm	1.04		1.12			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04801	Franklin Ave	6:00 am - 10:00 am	1.04		1.10		2583	
					10:00 am - 4:00 pm	1.03		1.13			
					4:00 pm - 8:00 pm	1.04		1.14			
					Overnight			1.12			
					Weekend	1.03		1.10			
H3 I-10 E	From W Paisano Dr / US 84 To N Mesa St / SH 20	E	115-04800	Prospect St/Exit 19	6:00 am - 10:00 am	1.04		1.11		492	
					10:00 am - 4:00 pm	1.03		1.13			
					4:00 pm - 8:00 pm	1.04		1.14			
					Overnight			1.12			
					Weekend	1.03		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H3 I-10 E	From W Paisano Dr / US 84 To N Mesa St / SH 20	E	115N04800	Prospect St/Exit 19	6:00 am - 10:00 am	1.03		1.11		2697	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.04		1.16			
					Overnight			1.12			
					Weekend	1.03		1.10			
			115-04799	Santa Fe St	6:00 am - 10:00 am	1.03		1.11		385	
					10:00 am - 4:00 pm	1.03		1.10			
					4:00 pm - 8:00 pm	1.04		1.14			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04799	Santa Fe St	6:00 am - 10:00 am	1.03		1.10		766	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.04		1.15			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04798	El Paso St	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.03		1.11			
					4:00 pm - 8:00 pm	1.04		1.15			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04798	El Paso St	6:00 am - 10:00 am	1.03		1.10		732	
					10:00 am - 4:00 pm	1.03		1.12			
					4:00 pm - 8:00 pm	1.04		1.16			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04797	Oregon St	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.03		1.13			
					4:00 pm - 8:00 pm	1.04		1.17			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115N04797	Oregon St	6:00 am - 10:00 am	1.03		1.10		749	
					10:00 am - 4:00 pm	1.03		1.14			
					4:00 pm - 8:00 pm	1.04		1.18			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04796	TX-20/N Mesa St	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.03		1.14			
					4:00 pm - 8:00 pm	1.04		1.18			
					Overnight			1.11			
					Weekend	1.03		1.10			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H3 I-10 E	From W Paisano Dr / US 84 To N Mesa St / SH 20	E	115N04796	TX-20/N Mesa St	6:00 am - 10:00 am	1.03		1.10		784	
					10:00 am - 4:00 pm	1.03		1.14			
					4:00 pm - 8:00 pm	1.04		1.19			
					Overnight			1.10			
					Weekend	1.03		1.10			
H4 I-10 W	From Hawkins Blvd To Lee Trevino Dr	N	115P04771	Lee Trevino Dr/Exit 30	6:00 am - 10:00 am	1.90		4.34		69701	
					10:00 am - 4:00 pm	1.05		1.24			
					4:00 pm - 8:00 pm	1.05		1.16			
					Overnight			1.15			
					Weekend	1.04		1.13			
			115+04772	Lomaland Dr/Exit 29	6:00 am - 10:00 am	2.18		3.77		15322	
					10:00 am - 4:00 pm	1.04		1.19			
					4:00 pm - 8:00 pm	1.05		1.18			
					Overnight			1.17			
					Weekend	1.04		1.15			
			115P04772	Lomaland Dr/Exit 29	6:00 am - 10:00 am	1.93		2.98		25850	
					10:00 am - 4:00 pm	1.04		1.19			
					4:00 pm - 8:00 pm	1.05		1.17			
					Overnight			1.11			
					Weekend	1.04		1.12			
			115+04773	Yarbrough Dr/Exit 28B	6:00 am - 10:00 am	1.90		2.73		16975	
					10:00 am - 4:00 pm	1.04		1.25			
					4:00 pm - 8:00 pm	1.05		1.23			
					Overnight			1.11			
					Weekend	1.04		1.12			
			115P04773	Yarbrough Dr/Exit 28B	6:00 am - 10:00 am	1.92		2.54		32094	
					10:00 am - 4:00 pm	1.06		1.47			
					4:00 pm - 8:00 pm	1.07		1.35			
					Overnight			1.10			
					Weekend	1.04		1.12			
			115+04774	Sumac Dr/WB Exit 28B/EB Exit 28A	6:00 am - 10:00 am	1.72		2.28		149	
					10:00 am - 4:00 pm	1.13		1.49			
					4:00 pm - 8:00 pm	1.15		1.44			
					Overnight			1.12			
					Weekend	1.06		1.20			
H4 I-10 W	From Hawkins Blvd To Lee Trevino Dr	W	115P04774	Sumac Dr/WB Exit 28B/EB Exit 28A	6:00 am - 10:00 am	1.47		1.96		725	
					10:00 am - 4:00 pm	1.08		1.33			
					4:00 pm - 8:00 pm	1.11		1.32			
					Overnight			1.12			
					Weekend	1.06		1.18			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H4 I-10 W	From Hawkins Blvd To Lee Trevino Dr	W	115+04775	FM-2316/McRae Blvd/Exit 28A	6:00 am - 10:00 am	1.39		1.88		0	
					10:00 am - 4:00 pm	1.07		1.29			
					4:00 pm - 8:00 pm	1.09		1.28			
					Overnight			1.12			
					Weekend	1.05		1.17			
			115P04775	FM-2316/McRae Blvd/Exit 28A	6:00 am - 10:00 am	1.39		1.91		5810	
					10:00 am - 4:00 pm	1.05		1.24			
					4:00 pm - 8:00 pm	1.05		1.17			
					Overnight			1.11			
					Weekend	1.04		1.13			
			115+04776	Hunter Dr/Exit 27	6:00 am - 10:00 am	1.39		1.87		50	
					10:00 am - 4:00 pm	1.07		1.29			
					4:00 pm - 8:00 pm	1.07		1.20			
					Overnight			1.12			
					Weekend	1.05		1.16			
			115P04776	Hunter Dr/Exit 27	6:00 am - 10:00 am	1.21		1.42		1755	
					10:00 am - 4:00 pm	1.05		1.19			
					4:00 pm - 8:00 pm	1.06		1.16			
					Overnight			1.12			
					Weekend	1.05		1.15			
			115+04777	Hawkins Blvd/Exit 26	6:00 am - 10:00 am	1.06		1.16		1323	
					10:00 am - 4:00 pm	1.03		1.09			
					4:00 pm - 8:00 pm	1.04		1.11			
					Overnight			1.11			
					Weekend	1.04		1.11			
H4 I-10 E	From Hawkins Blvd To Lee Trevino Dr	E	115-04776	Hunter Dr/Exit 27	6:00 am - 10:00 am	1.03		1.07		5328	
					10:00 am - 4:00 pm	1.04		1.14			
					4:00 pm - 8:00 pm	1.37		2.02			
					Overnight			1.09			
					Weekend	1.04		1.08			
			115N04776	Hunter Dr/Exit 27	6:00 am - 10:00 am	1.03		1.08		9500	
					10:00 am - 4:00 pm	1.06		1.23			
					4:00 pm - 8:00 pm	1.38		1.78			
					Overnight			1.10			
					Weekend	1.04		1.11			
			115-04775	FM-2316/McRae Blvd/Exit 28A	6:00 am - 10:00 am	1.04		1.09		0	
					10:00 am - 4:00 pm	1.06		1.23			
					4:00 pm - 8:00 pm	1.23		1.63			
					Overnight			1.10			
					Weekend	1.04		1.11			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H4 I-10 E	From Hawkins Blvd To Lee Trevino Dr	E	115N04775	FM-2316/McRae Blvd/Exit 28A	6:00 am - 10:00 am	1.03		1.08		11940	
					10:00 am - 4:00 pm	1.07		1.37			
					4:00 pm - 8:00 pm	1.36		1.76			
					Overnight			1.10			
					Weekend	1.04		1.12			
			115-04774	Sumac Dr/WB Exit 28B/EB Exit 28A	6:00 am - 10:00 am	1.04		1.11		932	
					10:00 am - 4:00 pm	1.13		1.42			
					4:00 pm - 8:00 pm	1.37		1.71			
					Overnight			1.13			
					Weekend	1.05		1.15			
			115N04774	Sumac Dr/WB Exit 28B/EB Exit 28A	6:00 am - 10:00 am	1.04		1.09		1483	
					10:00 am - 4:00 pm	1.09		1.31			
					4:00 pm - 8:00 pm	1.22		1.49			
					Overnight			1.12			
					Weekend	1.05		1.14			
			115-04773	Yarbrough Dr/Exit 28B	6:00 am - 10:00 am	1.03		1.10		0	
					10:00 am - 4:00 pm	1.08		1.26			
					4:00 pm - 8:00 pm	1.18		1.45			
					Overnight			1.12			
					Weekend	1.05		1.13			
			115N04773	Yarbrough Dr/Exit 28B	6:00 am - 10:00 am	1.03		1.08		4229	
					10:00 am - 4:00 pm	1.05		1.17			
					4:00 pm - 8:00 pm	1.11		1.37			
					Overnight			1.10			
					Weekend	1.04		1.11			
			115-04772	Lomaland Dr/Exit 29	6:00 am - 10:00 am	1.04		1.11		1884	
					10:00 am - 4:00 pm	1.05		1.20			
					4:00 pm - 8:00 pm	1.08		1.46			
					Overnight			1.12			
					Weekend	1.04		1.12			
			115N04772	Lomaland Dr/Exit 29	6:00 am - 10:00 am	1.04		1.10		3383	
					10:00 am - 4:00 pm	1.05		1.31			
					4:00 pm - 8:00 pm	1.07		1.49			
					Overnight			1.11			
					Weekend	1.03		1.10			
			115-04771	Lee Trevino Dr/Exit 30	6:00 am - 10:00 am	1.04		1.13		0	
					10:00 am - 4:00 pm	1.06		1.40			
					4:00 pm - 8:00 pm	1.07		1.47			
					Overnight			1.12			
					Weekend	1.04		1.11			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H4 I-10 E	From Hawkins Blvd To Lee Trevino Dr	E	115N04771	Lee Trevino Dr/Exit 30	6:00 am - 10:00 am	1.04		1.09		4511	
					10:00 am - 4:00 pm	1.06		1.28			
					4:00 pm - 8:00 pm	1.11		1.44			
					Overnight			1.10			
					Weekend	1.03		1.08			
H5 TX-375-LOOP N	From IH-10 To Pellicano Dr	N	115P10248	I-10/Gateway Blvd/Exit 14	6:00 am - 10:00 am	1.05				2557	
					10:00 am - 4:00 pm	1.06					
					4:00 pm - 8:00 pm	1.06					
					Overnight						
					Weekend	1.06					
			115+10249	Pellicano Dr/Exit 42	6:00 am - 10:00 am	1.05				941	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.05					
					Overnight						
					Weekend	1.05					
			115P10249	Pellicano Dr/Exit 42	6:00 am - 10:00 am	1.05				584	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.05					
					Overnight						
					Weekend	1.05					
			115N10249	Pellicano Dr/Exit 42	6:00 am - 10:00 am	1.04				2911	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.04					
			115-10248	I-10/Gateway Blvd/Exit 14	6:00 am - 10:00 am	1.04				1897	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115N10248	I-10/Gateway Blvd/Exit 14	6:00 am - 10:00 am	1.08				7249	
					10:00 am - 4:00 pm	1.06					
					4:00 pm - 8:00 pm	1.06					
					Overnight						
					Weekend	1.08					
			115P04809	TX-20/Mesa St/Exit 11	6:00 am - 10:00 am	1.05		1.22		30632	
					10:00 am - 4:00 pm	1.08		5.11			
					4:00 pm - 8:00 pm	1.63		2.68			
					Overnight			1.12			
					Weekend	1.05		1.46			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H6 I-10 W	From Mesa Ave To Redd Rd	N	115+04810	Thorn Ave	6:00 am - 10:00 am	1.06		1.43		12082	
					10:00 am - 4:00 pm	1.18		3.12			
					4:00 pm - 8:00 pm	1.77		2.50			
					Overnight			1.16			
					Weekend	1.08		2.36			
			115P04810	Thorn Ave	6:00 am - 10:00 am	1.07		1.41		4527	
					10:00 am - 4:00 pm	1.16		2.16			
					4:00 pm - 8:00 pm	1.36		2.08			
					Overnight			1.20			
					Weekend	1.10		1.87			
			115+04811	Redd Rd/Exit 9	6:00 am - 10:00 am	1.08		1.27		109	
					10:00 am - 4:00 pm	1.12		1.76			
					4:00 pm - 8:00 pm	1.20		1.93			
					Overnight			1.22			
					Weekend	1.09		1.71			
			115P04811	Redd Rd/Exit 9	6:00 am - 10:00 am	1.10		1.80		44370	
					10:00 am - 4:00 pm	1.40		3.71			
					4:00 pm - 8:00 pm	1.26		1.89			
					Overnight			1.17			
					Weekend	1.36		4.34			
			115+04812	Arctcraft Rd/Exit 8	6:00 am - 10:00 am	1.14		2.15		9924	
					10:00 am - 4:00 pm	1.88		4.65			
					4:00 pm - 8:00 pm	1.16		2.37			
					Overnight			1.18			
					Weekend	1.25		3.60			
			115P04812	Arctcraft Rd/Exit 8	6:00 am - 10:00 am	1.17		2.37		46422	
					10:00 am - 4:00 pm	1.91		5.09			
					4:00 pm - 8:00 pm	1.19		2.19			
					Overnight			1.20			
					Weekend	1.32		6.44			
H6 I-10 E	From Mesa Ave To Redd Rd	S	115N04812	Arctcraft Rd/Exit 8	6:00 am - 10:00 am	1.17		1.28		11809	
					10:00 am - 4:00 pm	1.16		1.27			
					4:00 pm - 8:00 pm	1.17		1.31			
					Overnight			1.24			
					Weekend	1.16		1.37			
			115-04811	Redd Rd/Exit 9	6:00 am - 10:00 am	1.16		1.31		6099	
					10:00 am - 4:00 pm	1.16		1.39			
					4:00 pm - 8:00 pm	1.17		1.33			
					Overnight			1.21			
					Weekend	1.15		1.27			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H6 I-10 E	From Mesa Ave To Redd Rd	S	115N04811	Redd Rd/Exit 9	6:00 am - 10:00 am	1.08		1.45		47686	
					10:00 am - 4:00 pm	1.08		5.05			
					4:00 pm - 8:00 pm	1.09		1.50			
					Overnight			1.16			
					Weekend	1.08		1.38			
			115-04810	Thorn Ave	6:00 am - 10:00 am	1.07		1.33		149	
					10:00 am - 4:00 pm	1.06		2.22			
					4:00 pm - 8:00 pm	1.07		1.29			
					Overnight			1.16			
					Weekend	1.07		1.25			
			115N04810	Thorn Ave	6:00 am - 10:00 am	1.08		1.35		2495	
					10:00 am - 4:00 pm	1.06		1.77			
					4:00 pm - 8:00 pm	1.07		1.27			
					Overnight			1.16			
					Weekend	1.07		1.26			
			115-04809	TX-20/Mesa St/Exit 11	6:00 am - 10:00 am	1.07		1.23		872	
					10:00 am - 4:00 pm	1.07		1.26			
					4:00 pm - 8:00 pm	1.07		1.21			
					Overnight			1.17			
					Weekend	1.07		1.32			
			115N04809	TX-20/Mesa St/Exit 11	6:00 am - 10:00 am	1.04		1.12		451	
					10:00 am - 4:00 pm	1.04		1.12			
					4:00 pm - 8:00 pm	1.05		1.13			
					Overnight			1.15			
					Weekend	1.06		2.06			
H7 I-10 W	From Eastlake Dr To Horizon Blvd / FM 1281	N	115P04768	FM-1281/Horizon Blvd/Exit 37	6:00 am - 10:00 am	1.04		1.07		58	
					10:00 am - 4:00 pm	1.04		1.08			
					4:00 pm - 8:00 pm	1.04		1.07			
					Overnight			1.08			
					Weekend	1.04		1.07			
			115+07211	Eastlake Dr/Exit 35	6:00 am - 10:00 am	1.05		1.14		670	
					10:00 am - 4:00 pm	1.04		1.08			
					4:00 pm - 8:00 pm	1.04		1.09			
					Overnight			1.11			
					Weekend	1.04		1.09			
H7 I-10 W	From Eastlake Dr To Horizon Blvd / FM 1281	N	115P07211	Eastlake Dr/Exit 35	6:00 am - 10:00 am	1.04		1.09		748	
					10:00 am - 4:00 pm	1.04		1.07			
					4:00 pm - 8:00 pm	1.04		1.08			
					Overnight			1.09			
					Weekend	1.04		1.08			

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
							Trend		Trend		Trend
						2024	2018-2024	2024	2018-2024	2024	2018-2024
H7 I-10 E	From Eastlake Dr To Horizon Blvd / FM 1281	S	115N07211	Eastlake Dr/Exit 35	6:00 am - 10:00 am	1.04		1.07		877	
					10:00 am - 4:00 pm	1.04		1.07			
					4:00 pm - 8:00 pm	1.05		1.14			
					Overnight				1.08		
					Weekend	1.04		1.07			
			115-04768	FM-1281/Horizon Blvd/Exit 37	6:00 am - 10:00 am	1.04		1.09		375	
					10:00 am - 4:00 pm	1.05		1.12			
					4:00 pm - 8:00 pm	1.13		1.38			
					Overnight				1.12		
					Weekend	1.04		1.10			
			115N04768	FM-1281/Horizon Blvd/Exit 37	6:00 am - 10:00 am	1.04		1.08		167	
					10:00 am - 4:00 pm	1.04		1.07			
					4:00 pm - 8:00 pm	1.04		1.09			
					Overnight				1.08		
					Weekend	1.04		1.08			
H8 US-54 E	From Elletthorpe Ave To Pershing Dr.	N	115P06097	Pershing Dr	6:00 am - 10:00 am	1.04				277	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.06					
			115+06751	Cassidy Rd	6:00 am - 10:00 am	1.03				422	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115P06751	Cassidy Rd	6:00 am - 10:00 am	1.04				247	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115+06098	TX-601-SPUR/Fred Wilson Ave	6:00 am - 10:00 am	1.04				21	
					10:00 am - 4:00 pm	1.05					
					4:00 pm - 8:00 pm	1.05					
					Overnight						
					Weekend	1.05					
			115P06098	TX-601-SPUR/Fred Wilson Ave	6:00 am - 10:00 am	1.04				240	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.05					
					Overnight						
					Weekend	1.06					

						LOTTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H8 US-54 E	From Ellethorpe Ave To Pershing Dr.	N	115+06099	Ellerthorpe Ave	6:00 am - 10:00 am	1.04				68	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.04					
			115P06099	Ellerthorpe Ave	6:00 am - 10:00 am	1.04				95	
					10:00 am - 4:00 pm	1.03					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
H8 US-54 W	From Ellethorpe Ave To Pershing Dr.	S	115N06099	Ellerthorpe Ave	6:00 am - 10:00 am	1.04				0	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115-06098	TX-601-SPUR/Fred Wilson Ave	6:00 am - 10:00 am	1.04				18	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115N06098	TX-601-SPUR/Fred Wilson Ave	6:00 am - 10:00 am	1.04				39	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115-06751	Cassidy Rd	6:00 am - 10:00 am	1.04				0	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.06					
			115N06751	Cassidy Rd	6:00 am - 10:00 am	1.04				11	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					
			115-06097	Pershing Dr	6:00 am - 10:00 am	1.03				87	
					10:00 am - 4:00 pm	1.03					
					4:00 pm - 8:00 pm	1.04					
					Overnight						
					Weekend	1.05					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
H8 US-54 W	From Ellethroe Ave To Pershing Dr.	S	115N06097	Pershing Dr	6:00 am - 10:00 am	1.04				21	
					10:00 am - 4:00 pm	1.04					
					4:00 pm - 8:00 pm	1.05					
					Overnight						
					Weekend	1.06					
			115+10213	Wyoming Ave/E Yandell Dr	6:00 am - 10:00 am	1.60				31074	
					10:00 am - 4:00 pm	1.40					
					4:00 pm - 8:00 pm	1.54					
					Overnight						
					Weekend	1.50					
A1 N MESA ST	From Executive Center Blvd To Texas Ave	N	115P10213	Wyoming Ave/E Yandell Dr	6:00 am - 10:00 am	1.39				5699	
					10:00 am - 4:00 pm	1.38					
					4:00 pm - 8:00 pm	1.50					
					Overnight						
					Weekend	1.50					
			115+10214	E Rio Grande Ave/Arizona Ave	6:00 am - 10:00 am	1.30				8840	
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.37					
					Overnight						
					Weekend	1.32					
			115P10214	E Rio Grande Ave/Arizona Ave	6:00 am - 10:00 am	1.30				289	
					10:00 am - 4:00 pm	1.31					
					4:00 pm - 8:00 pm	1.37					
					Overnight						
					Weekend	1.37					
			115+10215	Schuster Ave	6:00 am - 10:00 am	1.25				4660	
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.26					
			115+10532	E Robinson Ave	6:00 am - 10:00 am	1.34				11427	
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.29					
			115+13419	Brentwood Ave	6:00 am - 10:00 am	1.17				16046	
					10:00 am - 4:00 pm	1.19					
					4:00 pm - 8:00 pm	1.17					
					Overnight						
					Weekend	1.18					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A1 N MESA ST	From Executive Center Blvd To Texas Ave	N	115+10216	Executive Center Blvd	6:00 am - 10:00 am	1.27				2570	
					10:00 am - 4:00 pm	1.31					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.27					
A1 N MESA ST	From Executive Center Blvd To Texas Ave	S	115-13419	Brentwood Ave	6:00 am - 10:00 am	1.24				2638	
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.22					
			115-10532	E Robinson Ave	6:00 am - 10:00 am	1.15				4830	
					10:00 am - 4:00 pm	1.16					
					4:00 pm - 8:00 pm	1.17					
					Overnight						
					Weekend	1.20					
			115-10215	Schuster Ave	6:00 am - 10:00 am	1.17				9258	
					10:00 am - 4:00 pm	1.17					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.21					
			115-10214	E Rio Grande Ave/Arizona Ave	6:00 am - 10:00 am	1.20				4556	
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.24					
			115N10214	E Rio Grande Ave/Arizona Ave	6:00 am - 10:00 am	1.35				1126	
					10:00 am - 4:00 pm	1.37					
					4:00 pm - 8:00 pm	1.36					
					Overnight						
					Weekend	1.36					
			115-10213	Wyoming Ave/E Yandell Dr	6:00 am - 10:00 am	1.35				10700	
					10:00 am - 4:00 pm	1.35					
					4:00 pm - 8:00 pm	1.45					
					Overnight						
					Weekend	1.33					
			115N10213	Wyoming Ave/E Yandell Dr	6:00 am - 10:00 am	1.37				4746	
					10:00 am - 4:00 pm	1.33					
					4:00 pm - 8:00 pm	1.40					
					Overnight						
					Weekend	1.33					

						LOTTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A1 N MESA ST	From Executive Center Blvd To Texas Ave	S	115-10212	N Mesa St	6:00 am - 10:00 am	1.31			25584		
					10:00 am - 4:00 pm	1.28					
					4:00 pm - 8:00 pm	1.37					
					Overnight						
					Weekend	1.35					
A2 N MESA ST	From IH 10/ US 180/ US 85 To Executive Center Blvd	N	115P10216	Executive Center Blvd	6:00 am - 10:00 am	1.82			0		
					10:00 am - 4:00 pm	1.59					
					4:00 pm - 8:00 pm	1.64					
					Overnight						
					Weekend	2.03					
			115+10217	Mesa Hills Dr	6:00 am - 10:00 am	1.14			4788		
					10:00 am - 4:00 pm	1.13					
					4:00 pm - 8:00 pm	1.09					
					Overnight						
					Weekend	1.12					
			115P10217	Mesa Hills Dr	6:00 am - 10:00 am	1.79			0		
					10:00 am - 4:00 pm	1.67					
					4:00 pm - 8:00 pm	1.53					
					Overnight						
					Weekend	1.79					
			115+10218	Sunland Park Dr/Shadow Mountain Dr	6:00 am - 10:00 am	1.26			3649		
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.21					
			115P10218	Sunland Park Dr/Shadow Mountain Dr	6:00 am - 10:00 am	1.99			0		
					10:00 am - 4:00 pm	1.57					
					4:00 pm - 8:00 pm	1.76					
					Overnight						
					Weekend	1.71					
			115+10219	Resler Dr	6:00 am - 10:00 am	1.30			23542		
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.35					
					Overnight						
					Weekend	1.22					
A2 N MESA ST	From IH 10/ US 180/ US 85 To Executive Center Blvd	N	115P10219	Resler Dr	6:00 am - 10:00 am	1.65			0		
					10:00 am - 4:00 pm	1.57					
					4:00 pm - 8:00 pm	1.64					
					Overnight						
					Weekend	1.57					

						LOTRR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A2 N MESA ST	From IH 10/ US 180/ US 85 To Executive Center Blvd	N	115+13420	Belvidere St	6:00 am - 10:00 am	1.27			10712		
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.31					
					Overnight						
					Weekend	1.27					
			115+10220	I-10/Desert Blvd	6:00 am - 10:00 am	1.38			18539		
					10:00 am - 4:00 pm	1.27					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.29					
A2 N MESA ST	From IH 10/ US 180/ US 85 To Executive Center Blvd	S	115-13420	Belvidere St	6:00 am - 10:00 am	1.29			38601		
					10:00 am - 4:00 pm	1.27					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.24					
			115-10219	Resler Dr	6:00 am - 10:00 am	1.25			8376		
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.17					
			115N10219	Resler Dr	6:00 am - 10:00 am	1.95			0		
					10:00 am - 4:00 pm	1.65					
					4:00 pm - 8:00 pm	1.73					
					Overnight						
					Weekend	1.61					
			115-10218	Sunland Park Dr/Shadow Mountain Dr	6:00 am - 10:00 am	1.28			17340		
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.21					
			115N10218	Sunland Park Dr/Shadow Mountain Dr	6:00 am - 10:00 am	1.72			0		
					10:00 am - 4:00 pm	1.69					
					4:00 pm - 8:00 pm	1.70					
					Overnight						
					Weekend	1.87					
A2 N MESA ST	From IH 10/ US 180/ US 85 To Executive Center Blvd	S	115-10217	Mesa Hills Dr	6:00 am - 10:00 am	1.19			4563		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.22					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A2 N MESA ST	From IH 10/ US 180/ US 85 To Executive Center Blvd	S	115N10217	Mesa Hills Dr	6:00 am - 10:00 am	1.44				0	
					10:00 am - 4:00 pm	1.55					
					4:00 pm - 8:00 pm	1.70					
					Overnight						
					Weekend	1.63					
			115-10216	Executive Center Blvd	6:00 am - 10:00 am	1.10				4611	
					10:00 am - 4:00 pm	1.14					
					4:00 pm - 8:00 pm	1.14					
					Overnight						
					Weekend	1.11					
			115N10216	Executive Center Blvd	6:00 am - 10:00 am	1.52				0	
					10:00 am - 4:00 pm	1.59					
					4:00 pm - 8:00 pm	1.77					
					Overnight						
					Weekend	1.75					
A3 GEORGE DIETER DR	From Gateway Blvd/ IH 10 To Joe Battle Blvd/ TX 375 Loop	N	115+10264	George Dieter Dr	6:00 am - 10:00 am	1.38				23255	
					10:00 am - 4:00 pm	1.39					
					4:00 pm - 8:00 pm	1.34					
					Overnight						
					Weekend	1.39					
			115+10265	Pellicano Dr	6:00 am - 10:00 am	1.29				9906	
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.27					
					Overnight						
					Weekend	1.26					
			115P10265	Pellicano Dr	6:00 am - 10:00 am	1.58				0	
					10:00 am - 4:00 pm	1.45					
					4:00 pm - 8:00 pm	1.44					
					Overnight						
					Weekend	1.57					
			115+10536	Vista Del Sol Dr	6:00 am - 10:00 am	1.19				3768	
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.16					
			115P10536	Vista Del Sol Dr	6:00 am - 10:00 am	1.70				0	
					10:00 am - 4:00 pm	1.60					
					4:00 pm - 8:00 pm	1.60					
					Overnight						
					Weekend	1.77					

						LOTTTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A3 N ZARAGOZA RD	From Gateway Blvd/ IH 10 To Joe Battle Blvd/ TX 375 Loop	N	115+10266	Montwood Dr	6:00 am - 10:00 am	1.20			10055		
					10:00 am - 4:00 pm	1.19					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.20					
			115P10266	Montwood Dr	6:00 am - 10:00 am	1.71			1523		
					10:00 am - 4:00 pm	1.67					
					4:00 pm - 8:00 pm	1.64					
					Overnight						
					Weekend	1.70					
A3 N ZARAGOZA RD	From Gateway Blvd/ IH 10 To Joe Battle Blvd/ TX 375 Loop	S	115N10266	Montwood Dr	6:00 am - 10:00 am	1.49			1826		
					10:00 am - 4:00 pm	1.42					
					4:00 pm - 8:00 pm	1.43					
					Overnight						
					Weekend	1.43					
			115-10536	Vista Del Sol Dr	6:00 am - 10:00 am	1.27			23295		
					10:00 am - 4:00 pm	1.32					
					4:00 pm - 8:00 pm	1.35					
					Overnight						
					Weekend	1.31					
			115N10536	Vista Del Sol Dr	6:00 am - 10:00 am	1.66			0		
					10:00 am - 4:00 pm	1.55					
					4:00 pm - 8:00 pm	1.66					
					Overnight						
					Weekend	1.73					
			115-10265	Pellicano Dr	6:00 am - 10:00 am	1.21			3039		
					10:00 am - 4:00 pm	1.27					
					4:00 pm - 8:00 pm	1.27					
					Overnight						
					Weekend	1.23					
			115N10265	Pellicano Dr	6:00 am - 10:00 am	1.62			0		
					10:00 am - 4:00 pm	1.63					
					4:00 pm - 8:00 pm	1.66					
					Overnight						
					Weekend	1.75					
			115-10264	George Dieter Dr	6:00 am - 10:00 am	1.28			13352		
					10:00 am - 4:00 pm	1.44					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.27					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A3 N ZARAGOZA RD	From Gateway Blvd/ IH 10 To Joe Battle Blvd/ TX 375 Loop	S	115N10264	George Dieter Dr	6:00 am - 10:00 am	2.06				0	
					10:00 am - 4:00 pm	1.91					
					4:00 pm - 8:00 pm	1.80					
					Overnight						
					Weekend	1.90					
			115-10263	I-10/Gateway Blvd	6:00 am - 10:00 am	1.33				37594	
					10:00 am - 4:00 pm	1.38					
					4:00 pm - 8:00 pm	1.46					
					Overnight						
					Weekend	1.33					
A4 N LEE TREVINO DR	From Montana Ave /US 180 / US 62 To Gateway Blvd / IH 10	N	115+10292	Vista Del Sol Dr	6:00 am - 10:00 am	1.32				41986	
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.31					
			115+10293	Montwood Dr	6:00 am - 10:00 am	1.30				17927	
					10:00 am - 4:00 pm	1.33					
					4:00 pm - 8:00 pm	1.37					
					Overnight						
					Weekend	1.30					
			115P10293	Montwood Dr	6:00 am - 10:00 am	1.91				0	
					10:00 am - 4:00 pm	1.79					
					4:00 pm - 8:00 pm	1.63					
					Overnight						
					Weekend	2.15					
			115+10294	Pebble Hills Blvd	6:00 am - 10:00 am	1.26				11044	
					10:00 am - 4:00 pm	1.31					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.24					
			115P10294	Pebble Hills Blvd	6:00 am - 10:00 am	1.83				0	
					10:00 am - 4:00 pm	1.85					
					4:00 pm - 8:00 pm	1.83					
					Overnight						
					Weekend	1.94					
			115+13298	Edgemere Blvd	6:00 am - 10:00 am	1.26				3391	
					10:00 am - 4:00 pm	1.31					
					4:00 pm - 8:00 pm	1.30					
					Overnight						
					Weekend	1.24					

						LOTRR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A4 N LEE TREVINO DR	From Montana Ave /US 180 / US 62 To Gateway Blvd / IH 10	N	115+10295	US-62/US-180/Montana Ave	6:00 am - 10:00 am	1.45			3013		
					10:00 am - 4:00 pm	1.39					
					4:00 pm - 8:00 pm	1.30					
					Overnight						
					Weekend	1.24					
			115P10295	US-62/US-180/Montana Ave	6:00 am - 10:00 am	1.71			945		
					10:00 am - 4:00 pm	1.70					
					4:00 pm - 8:00 pm	1.58					
					Overnight						
					Weekend	1.68					
A4 N LEE TREVINO DR	From Montana Ave /US 180 / US 62 To Gateway Blvd / IH 10	S	115N10295	US-62/US-180/Montana Ave	6:00 am - 10:00 am	1.30			10		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.32					
A4 N LEE TREVINO DR	From Montana Ave /US 180 / US 62 To Gateway Blvd / IH 10	S	115-13298	Edgemere Blvd	6:00 am - 10:00 am	1.36			2089		
					10:00 am - 4:00 pm	1.32					
					4:00 pm - 8:00 pm	1.35					
					Overnight						
					Weekend	1.25					
			115-10294	Pebble Hills Blvd	6:00 am - 10:00 am	1.38			2663		
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.25					
			115N10294	Pebble Hills Blvd	6:00 am - 10:00 am	1.93			0		
					10:00 am - 4:00 pm	1.80					
					4:00 pm - 8:00 pm	1.71					
					Overnight						
					Weekend	1.84					
			115-10293	Montwood Dr	6:00 am - 10:00 am	1.32			7996		
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.31					
					Overnight						
					Weekend	1.17					
115N10293	Montwood Dr	6:00 am - 10:00 am	1.63			0					
		10:00 am - 4:00 pm	1.58								
		4:00 pm - 8:00 pm	1.56								
		Overnight									
		Weekend	1.67								

						LOTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A4 N LEE TREVINO DR	From Montana Ave /US 180 / US 62 To Gateway Blvd / IH 10	S	115-10292	Vista Del Sol Dr	6:00 am - 10:00 am	1.28			15517		
					10:00 am - 4:00 pm	1.31					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.23					
			115-10291	I-10/Gateway Blvd	6:00 am - 10:00 am	1.30			45963		
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.39					
					Overnight						
					Weekend	1.25					
A5 MONTWOOD DR	From Lee Trevino Dr. To N Zaragoza Rd	E	115+10277	George Dieter Dr	6:00 am - 10:00 am	1.28			5685		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.20					
			115P10277	George Dieter Dr	6:00 am - 10:00 am	1.85			0		
					10:00 am - 4:00 pm	1.59					
					4:00 pm - 8:00 pm	1.48					
					Overnight						
					Weekend	1.56					
			115+10538	Saul Kleinfeld Dr	6:00 am - 10:00 am	1.22			8447		
					10:00 am - 4:00 pm	1.21					
					4:00 pm - 8:00 pm	1.23					
					Overnight						
					Weekend	1.18					
			115P10538	Saul Kleinfeld Dr	6:00 am - 10:00 am	1.78			0		
					10:00 am - 4:00 pm	1.64					
					4:00 pm - 8:00 pm	1.52					
					Overnight						
					Weekend	1.79					
			115+10278	TX-375-LOOP/Joe Battle Blvd	6:00 am - 10:00 am	1.42			25347		
					10:00 am - 4:00 pm	1.43					
					4:00 pm - 8:00 pm	1.56					
					Overnight						
					Weekend	1.50					
			115-10538	Saul Kleinfeld Dr	6:00 am - 10:00 am	1.23			11307		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.30					
					Overnight						
					Weekend	1.27					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A5 MONTWOOD DR	From Lee Trevino Dr. To N Zaragoza Rd	W	115N10538	Saul Kleinfeld Dr	6:00 am - 10:00 am	1.62				0	
					10:00 am - 4:00 pm	1.59					
					4:00 pm - 8:00 pm	1.61					
					Overnight						
					Weekend	1.68					
			115-10277	George Dieter Dr	6:00 am - 10:00 am	1.25				12728	
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.22					
			115N10277	George Dieter Dr	6:00 am - 10:00 am	1.67				0	
					10:00 am - 4:00 pm	1.63					
					4:00 pm - 8:00 pm	1.67					
					Overnight						
					Weekend	1.68					
			115-10276	N Lee Trevino Dr	6:00 am - 10:00 am	1.24				5649	
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.25					
A6 N YARBROUGH DR	From Montana Ave/ US 180/ US 62 To Gateway Blvd/ IH 10	N	115+10540	Vista Del Sol Dr	6:00 am - 10:00 am	1.41				22296	
					10:00 am - 4:00 pm	1.40					
					4:00 pm - 8:00 pm	1.54					
					Overnight						
					Weekend	1.41					
			115+10300	Montwood Dr	6:00 am - 10:00 am	1.27				10230	
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.19					
			115P10300	Montwood Dr	6:00 am - 10:00 am	1.65				0	
					10:00 am - 4:00 pm	1.60					
					4:00 pm - 8:00 pm	1.60					
					Overnight						
					Weekend	1.68					
			115+10301	Pebble Hills Blvd	6:00 am - 10:00 am	1.23				6101	
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.21					
					Overnight						
					Weekend	1.21					

						LOTRR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A6 N YARBROUGH DR	From Montana Ave/ US 180/ US 62 To Gateway Blvd/ IH 10	N	115P10301	Pebble Hills Blvd	6:00 am - 10:00 am	1.66			0		
					10:00 am - 4:00 pm	1.79					
					4:00 pm - 8:00 pm	1.80					
					Overnight						
					Weekend	1.94					
			115+13503	Edgemere Blvd	6:00 am - 10:00 am	1.23			4178		
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.26					
			115+10302	US-62/US-180/Montana Ave	6:00 am - 10:00 am	1.55			5833		
					10:00 am - 4:00 pm	1.42					
					4:00 pm - 8:00 pm	1.40					
					Overnight						
					Weekend	1.39					
			115P10302	US-62/US-180/Montana Ave	6:00 am - 10:00 am	1.50			789		
					10:00 am - 4:00 pm	1.70					
					4:00 pm - 8:00 pm	1.69					
					Overnight						
					Weekend	1.71					
A6 N YARBROUGH DR	From Montana Ave/ US 180/ US 62 To Gateway Blvd/ IH 10	S	115N10302	US-62/US-180/Montana Ave	6:00 am - 10:00 am	1.53			519		
					10:00 am - 4:00 pm	1.53					
					4:00 pm - 8:00 pm	1.56					
					Overnight						
					Weekend	1.37					
			115-13503	Edgemere Blvd	6:00 am - 10:00 am	1.32			4214		
					10:00 am - 4:00 pm	1.35					
					4:00 pm - 8:00 pm	1.41					
					Overnight						
					Weekend	1.25					
			115-10301	Pebble Hills Blvd	6:00 am - 10:00 am	1.22			2076		
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.23					
					Overnight						
					Weekend	1.18					
			115-10300	Montwood Dr	6:00 am - 10:00 am	1.25			7747		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.20					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A6 N YARBROUGH DR	From Montana Ave/ US 180/ US 62 To Gateway Blvd/ IH 10	S	115N10300	Montwood Dr	6:00 am - 10:00 am	1.54				0	
					10:00 am - 4:00 pm	1.56					
					4:00 pm - 8:00 pm	1.57					
					Overnight						
					Weekend	1.58					
			115-10540	Vista Del Sol Dr	6:00 am - 10:00 am	1.16				5151	
					10:00 am - 4:00 pm	1.18					
					4:00 pm - 8:00 pm	1.15					
					Overnight						
					Weekend	1.12					
			115-10299	I-10/Gateway Blvd	6:00 am - 10:00 am	1.37				10379	
					10:00 am - 4:00 pm	1.35					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.26					
A7 N MESA ST	From Talbot Ave / SL 375 To IH 10/ US 180	N	115P10220	I-10/Desert Blvd	6:00 am - 10:00 am	1.42				6777	
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.31					
			115+10221	FM-260/Doniphan Dr/Country Club Rd	6:00 am - 10:00 am	1.34				8453	
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.26					
			115P10221	FM-260/Doniphan Dr/Country Club Rd	6:00 am - 10:00 am	1.47				212	
					10:00 am - 4:00 pm	1.44					
					4:00 pm - 8:00 pm	1.50					
					Overnight						
					Weekend	1.46					
			115+13421	Thorn Ave	6:00 am - 10:00 am	1.21				3309	
					10:00 am - 4:00 pm	1.21					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.21					
			115+10533	E Redd Rd	6:00 am - 10:00 am	1.21				5794	
					10:00 am - 4:00 pm	1.25					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.24					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A7 DONIPHAN DR	From Talbot Ave / SL 375 To IH 10/ US 180	N	115P10533	E Redd Rd	6:00 am - 10:00 am	1.69			0		
					10:00 am - 4:00 pm	1.56					
					4:00 pm - 8:00 pm	1.65					
					Overnight						
					Weekend	1.67					
			115+13422	Montoya Rd	6:00 am - 10:00 am	1.24			13690		
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.24					
			115+10222	TX-178/Artcraft Rd	6:00 am - 10:00 am	1.25			1984		
					10:00 am - 4:00 pm	1.22					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.21					
			115P10222	TX-178/Artcraft Rd	6:00 am - 10:00 am	1.49			909		
					10:00 am - 4:00 pm	1.36					
					4:00 pm - 8:00 pm	1.45					
					Overnight						
					Weekend	1.44					
			115+11795	TX-16-SPUR	6:00 am - 10:00 am	1.23			4199		
					10:00 am - 4:00 pm	1.17					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.19					
			115P11795	TX-16-SPUR	6:00 am - 10:00 am	1.31			13		
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.29					
			115+10223	TX-375-LOOP/Talbot Ave	6:00 am - 10:00 am	1.18			3431		
					10:00 am - 4:00 pm	1.18					
					4:00 pm - 8:00 pm	1.21					
					Overnight						
					Weekend	1.19					
A7 DONIPHAN DR	From Talbot Ave / SL 375 To IH 10/ US 180	S	115-11795	TX-16-SPUR	6:00 am - 10:00 am	1.14			893		
					10:00 am - 4:00 pm	1.12					
					4:00 pm - 8:00 pm	1.13					
					Overnight						
					Weekend	1.14					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A7 DONIPHAN DR	From Talbot Ave / SL 375 To IH 10/ US 180	S	115N11795	TX-16-SPUR	6:00 am - 10:00 am	1.69				117	
					10:00 am - 4:00 pm	1.54					
					4:00 pm - 8:00 pm	1.74					
					Overnight						
					Weekend	1.77					
			115-10222	TX-178/Artcraft Rd	6:00 am - 10:00 am	1.25				5704	
					10:00 am - 4:00 pm	1.18					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.17					
			115N10222	TX-178/Artcraft Rd	6:00 am - 10:00 am	1.64				1741	
					10:00 am - 4:00 pm	1.54					
					4:00 pm - 8:00 pm	1.51					
					Overnight						
					Weekend	1.62					
			115-13422	Montoya Rd	6:00 am - 10:00 am	1.29				6439	
					10:00 am - 4:00 pm	1.25					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.22					
			115-10533	E Redd Rd	6:00 am - 10:00 am	1.21				3521	
					10:00 am - 4:00 pm	1.22					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.22					
			115N10533	E Redd Rd	6:00 am - 10:00 am	1.65				0	
					10:00 am - 4:00 pm	1.60					
					4:00 pm - 8:00 pm	1.81					
					Overnight						
					Weekend	1.79					
			115-13421	Thorn Ave	6:00 am - 10:00 am	1.17				1118	
					10:00 am - 4:00 pm	1.16					
					4:00 pm - 8:00 pm	1.16					
					Overnight						
					Weekend	1.17					
			115-10221	FM-260/Doniphan Dr/Country Club Rd	6:00 am - 10:00 am	1.26				4156	
					10:00 am - 4:00 pm	1.32					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.29					

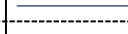
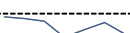
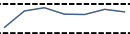
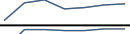
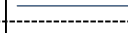
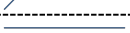
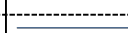
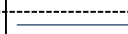
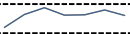
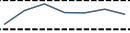
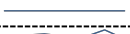
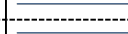
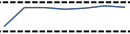
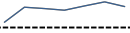
						LOTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A7 N MESA ST	From Talbot Ave / SL 375 To IH 10/ US 180	S	115N10221	FM-260/Doniphan Dr/Country Club Rd	6:00 am - 10:00 am	1.44			1855		
					10:00 am - 4:00 pm	1.38					
					4:00 pm - 8:00 pm	1.42					
					Overnight						
					Weekend	1.47					
			115-10220	I-10/Desert Blvd	6:00 am - 10:00 am	1.35			22605		
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.39					
					Overnight						
					Weekend	1.34					
			115N10220	I-10/Desert Blvd	6:00 am - 10:00 am	1.53			9876		
					10:00 am - 4:00 pm	1.46					
					4:00 pm - 8:00 pm	1.41					
					Overnight						
					Weekend	1.54					
A8 NORTH LOOP DR	From N Americas Ave / SL 375 To Horizon Blvd / FM 1281	N	115+10454	TX-375-LOOP/Americas Ave	6:00 am - 10:00 am	1.28			26125		
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.21					
			115-10453	FM-1281/Horizon Blvd	6:00 am - 10:00 am	1.24			24502		
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.19					
A9 E PAISANO DR	From Gateway Blvd/ IH 10 To Global Reach Dr.	E	115P10336	I-10/Gateway Blvd	6:00 am - 10:00 am	1.58			1113		
					10:00 am - 4:00 pm	1.50					
					4:00 pm - 8:00 pm	1.45					
					Overnight						
					Weekend	1.49					
			115+10337	Trowbridge Dr	6:00 am - 10:00 am	1.37			2065		
					10:00 am - 4:00 pm	1.41					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.35					
			115+10338	Geronimo Dr	6:00 am - 10:00 am	1.30			7215		
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.28					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A9 MONTANA AVE	From Gateway Blvd/ IH 10 To Global Reach Dr.	E	115P10338	Geronimo Dr	6:00 am - 10:00 am	1.74				0	
					10:00 am - 4:00 pm	1.68					
					4:00 pm - 8:00 pm	1.62					
					Overnight						
					Weekend	1.88					
			115+13982	Airport Rd	6:00 am - 10:00 am	1.28				853	
					10:00 am - 4:00 pm	1.33					
					4:00 pm - 8:00 pm	1.23					
					Overnight						
					Weekend	1.24					
			115+10339	Airway Blvd	6:00 am - 10:00 am	1.29				10923	
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.27					
					Overnight						
					Weekend	1.26					
			115P10339	Airway Blvd	6:00 am - 10:00 am	1.69				0	
					10:00 am - 4:00 pm	1.55					
					4:00 pm - 8:00 pm	1.52					
					Overnight						
					Weekend	1.64					
			115+10340	Hawkins Blvd	6:00 am - 10:00 am	1.22				6982	
					10:00 am - 4:00 pm	1.21					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.16					
			115+10341	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.24				5542	
					10:00 am - 4:00 pm	1.22					
					4:00 pm - 8:00 pm	1.17					
					Overnight						
					Weekend	1.18					
			115P10341	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.69				1492	
					10:00 am - 4:00 pm	1.40					
					4:00 pm - 8:00 pm	1.38					
					Overnight						
					Weekend	1.52					
			115+10342	Yarbrough Dr	6:00 am - 10:00 am	1.17				13129	
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.17					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A9 MONTANA AVE	From Gateway Blvd/ IH 10 To Global Reach Dr.	W	115-10341	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.21				20170	
					10:00 am - 4:00 pm	1.25					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.20					
			115-10340	Hawkins Blvd	6:00 am - 10:00 am	1.23				13007	
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.19					
			115-10339	Airway Blvd	6:00 am - 10:00 am	1.16				4608	
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.14					
			115N10339	Airway Blvd	6:00 am - 10:00 am	1.61				846	
					10:00 am - 4:00 pm	1.65					
					4:00 pm - 8:00 pm	1.68					
					Overnight						
					Weekend	1.75					
			115-13982	Airport Rd	6:00 am - 10:00 am	1.33				14959	
					10:00 am - 4:00 pm	1.39					
					4:00 pm - 8:00 pm	1.37					
					Overnight						
					Weekend	1.26					
			115-10338	Geronimo Dr	6:00 am - 10:00 am	1.57				22701	
					10:00 am - 4:00 pm	1.49					
					4:00 pm - 8:00 pm	1.72					
					Overnight						
					Weekend	1.40					
			115-10337	Trowbridge Dr	6:00 am - 10:00 am	1.36				36448	
					10:00 am - 4:00 pm	1.33					
					4:00 pm - 8:00 pm	1.42					
					Overnight						
					Weekend	1.31					
			115-10336	I-10/Gateway Blvd	6:00 am - 10:00 am	1.38				3032	
					10:00 am - 4:00 pm	1.38					
					4:00 pm - 8:00 pm	1.39					
					Overnight						
					Weekend	1.36					

						LOTRR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A9 MONTANA AVE	From Gateway Blvd/ IH 10 To Global Reach Dr.	W	115N10336	I-10/Gateway Blvd	6:00 am - 10:00 am	1.47				484	
					10:00 am - 4:00 pm	1.55					
					4:00 pm - 8:00 pm	1.52					
					Overnight						
					Weekend	1.48					
A10 FM-76 N	From North Carolina Dr. To N Americas Ave / SL 375	N	115P10454	TX-375-LOOP/Americas Ave	6:00 am - 10:00 am	1.43				1706	
					10:00 am - 4:00 pm	1.47					
					4:00 pm - 8:00 pm	1.43					
					Overnight						
					Weekend	1.43					
			115+10455	FM-659/Zaragosa Rd	6:00 am - 10:00 am	1.37				18245	
					10:00 am - 4:00 pm	1.25					
					4:00 pm - 8:00 pm	1.23					
					Overnight						
					Weekend	1.19					
			115+10456	Lee Trevino Dr	6:00 am - 10:00 am	1.24				6529	
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.27					
					Overnight						
					Weekend	1.18					
			115P10456	Lee Trevino Dr	6:00 am - 10:00 am	1.63				0	
					10:00 am - 4:00 pm	1.68					
					4:00 pm - 8:00 pm	1.76					
					Overnight						
					Weekend	1.89					
			115+13265	Lomaland Dr	6:00 am - 10:00 am	1.21				5388	
					10:00 am - 4:00 pm	1.21					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.19					
			115P13265	Lomaland Dr	6:00 am - 10:00 am	1.76				237	
					10:00 am - 4:00 pm	1.61					
					4:00 pm - 8:00 pm	1.63					
					Overnight						
					Weekend	2.06					
			115+10457	N Yarbrough Dr	6:00 am - 10:00 am	1.31				4354	
					10:00 am - 4:00 pm	1.33					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.24					

						LOTTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A10 NORTH LOOP DR	From North Carolina Dr. To N Americas Ave / SL 375	N	115P10457	N Yarbrough Dr	6:00 am - 10:00 am	1.61			1070		
					10:00 am - 4:00 pm	1.49					
					4:00 pm - 8:00 pm	1.50					
					Overnight						
					Weekend	1.59					
			115+10458	Hunter Dr	6:00 am - 10:00 am	1.20			5107		
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.18					
					Overnight						
					Weekend	1.17					
A10 NORTH LOOP DR	From North Carolina Dr. To N Americas Ave / SL 375	S	115-10457	N Yarbrough Dr	6:00 am - 10:00 am	1.23			7081		
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.20					
					Overnight						
					Weekend	1.19					
			115N10457	N Yarbrough Dr	6:00 am - 10:00 am	1.91			556		
					10:00 am - 4:00 pm	1.70					
					4:00 pm - 8:00 pm	1.67					
					Overnight						
					Weekend	1.78					
			115-13265	Lomaland Dr	6:00 am - 10:00 am	1.38			3999		
					10:00 am - 4:00 pm	1.32					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.25					
			115N13265	Lomaland Dr	6:00 am - 10:00 am	2.00			288		
					10:00 am - 4:00 pm	1.69					
					4:00 pm - 8:00 pm	1.65					
					Overnight						
					Weekend	1.99					
			115-10456	Lee Trevino Dr	6:00 am - 10:00 am	1.26			3452		
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.18					
					Overnight						
					Weekend	1.23					
			115N10456	Lee Trevino Dr	6:00 am - 10:00 am	1.56			414		
					10:00 am - 4:00 pm	1.40					
					4:00 pm - 8:00 pm	1.42					
					Overnight						
					Weekend	1.52					

						LOTRR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A10 NORTH LOOP DR	From North Carolina Dr. To N Americas Ave / SL 375	S	115-10455	FM-659/Zaragosa Rd	6:00 am - 10:00 am	1.31			18906		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.47					
					Overnight						
					Weekend	1.19					
			115-10454	TX-375-LOOP/Americas Ave	6:00 am - 10:00 am	1.38			26501		
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.23					
					Overnight						
					Weekend	1.21					
			115N10454	TX-375-LOOP/Americas Ave	6:00 am - 10:00 am	1.49			1403		
					10:00 am - 4:00 pm	1.44					
					4:00 pm - 8:00 pm	1.35					
					Overnight						
					Weekend	1.42					
A11 GLOBAL REACH DR	From Liberty Expy /Spur 601 To Montana Ave / US 180 / US 62	N	115P50353	US-180/US-62/Montana Ave	6:00 am - 10:00 am	1.54			841		
					10:00 am - 4:00 pm	1.68					
					4:00 pm - 8:00 pm	1.70					
					Overnight						
					Weekend	1.82					
			115+50354	TX-601-SPUR/Liberty Expy	6:00 am - 10:00 am	1.19			20403		
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.21					
			115P50354	TX-601-SPUR/Liberty Expy	6:00 am - 10:00 am	1.47			397		
					10:00 am - 4:00 pm	1.66					
					4:00 pm - 8:00 pm	1.49					
					Overnight						
					Weekend	1.65					
A11 GLOBAL REACH DR	From Liberty Expy /Spur 601 To Montana Ave / US 180 / US 62	S	115N50354	TX-601-SPUR/Liberty Expy	6:00 am - 10:00 am	1.70			370		
					10:00 am - 4:00 pm	1.62					
					4:00 pm - 8:00 pm	1.50					
					Overnight						
					Weekend	1.15					
			115-50353	US-180/US-62/Montana Ave	6:00 am - 10:00 am	1.20			29895		
					10:00 am - 4:00 pm	1.22					
					4:00 pm - 8:00 pm	1.41					
					Overnight						
					Weekend	1.22					

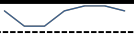
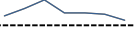
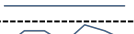
						LOTRR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A11 GLOBAL REACH DR	From Liberty Expy /Spur 601 To Montana Ave / US 180 / US 62	S	115N50353	US-180/US-62/Montana Ave	6:00 am - 10:00 am	1.64			1149		
					10:00 am - 4:00 pm	1.55					
					4:00 pm - 8:00 pm	1.47					
					Overnight						
					Weekend	1.65					
A12 ALAMEDA AVE	From Americas Ave / SL 375 To Passmore Rd	N	115+13415	Vineyard Rd	6:00 am - 10:00 am	1.14			72		
					10:00 am - 4:00 pm	1.18					
					4:00 pm - 8:00 pm	1.12					
					Overnight						
					Weekend	1.11					
			115+10198	FM-1281/Horizon Blvd	6:00 am - 10:00 am	1.20			3429		
					10:00 am - 4:00 pm	1.29					
					4:00 pm - 8:00 pm	1.22					
					Overnight						
					Weekend	1.16					
			115+13416	N Moon Rd	6:00 am - 10:00 am	1.51			41118		
					10:00 am - 4:00 pm	1.22					
					4:00 pm - 8:00 pm	1.44					
					Overnight						
					Weekend	1.19					
			115+13417	S Nevarez Rd	6:00 am - 10:00 am	1.29			2517		
					10:00 am - 4:00 pm	1.27					
					4:00 pm - 8:00 pm	1.27					
					Overnight						
					Weekend	1.23					
			115+10199	TX-375-LOOP/America Ave	6:00 am - 10:00 am	1.32			11980		
					10:00 am - 4:00 pm	1.34					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.22					
			115P10199	TX-375-LOOP/America Ave	6:00 am - 10:00 am	1.50			1147		
					10:00 am - 4:00 pm	1.51					
					4:00 pm - 8:00 pm	1.46					
					Overnight						
					Weekend	1.52					
A12 ALAMEDA AVE	From Americas Ave / SL 375 To Passmore Rd	S	115N10199	TX-375-LOOP/America Ave	6:00 am - 10:00 am	1.45			666		
					10:00 am - 4:00 pm	1.36					
					4:00 pm - 8:00 pm	1.33					
					Overnight						
					Weekend	1.36					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A12 ALAMEDA AVE	From Americas Ave / SL 375 To Passmore Rd	S	115-13417	S Nevarez Rd	6:00 am - 10:00 am	1.23				6553	
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.20					
					Overnight						
					Weekend	1.16					
			115-13416	N Moon Rd	6:00 am - 10:00 am	1.33				7394	
					10:00 am - 4:00 pm	1.34					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.27					
			115-10198	FM-1281/Horizon Blvd	6:00 am - 10:00 am	1.26				7715	
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.32					
					Overnight						
					Weekend	1.19					
			115-13415	Vineyard Rd	6:00 am - 10:00 am	1.14				984	
					10:00 am - 4:00 pm	1.13					
					4:00 pm - 8:00 pm	1.10					
					Overnight						
					Weekend	1.10					
			115-13414	Episo Rd	6:00 am - 10:00 am	1.16				106	
					10:00 am - 4:00 pm	1.18					
					4:00 pm - 8:00 pm	1.12					
					Overnight						
					Weekend	1.10					
			115-13413	Camino de la Rosa Rd	6:00 am - 10:00 am	1.23				7559	
					10:00 am - 4:00 pm	1.27					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.23					
A13 MONTWOOD DR	From Viscount Blvd. To Lee Trevino Dr	E	115+10274	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.29				1317	
					10:00 am - 4:00 pm	1.22					
					4:00 pm - 8:00 pm	1.17					
					Overnight						
					Weekend	1.18					
			115P10274	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.83				0	
					10:00 am - 4:00 pm	1.51					
					4:00 pm - 8:00 pm	1.70					
					Overnight						
					Weekend	1.58					

						LOTTR		TTTR		PHED	
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
A13 MONTWOOD DR	From Viscount Blvd. To Lee Trevino Dr	E	115+10275	N Yarbrough Dr	6:00 am - 10:00 am	1.23			8274		
					10:00 am - 4:00 pm	1.18					
					4:00 pm - 8:00 pm	1.36					
					Overnight						
					Weekend	1.17					
			115P10275	N Yarbrough Dr	6:00 am - 10:00 am	1.95			0		
					10:00 am - 4:00 pm	1.64					
					4:00 pm - 8:00 pm	1.56					
					Overnight						
					Weekend	1.80					
			115+13289	Lomaland Dr	6:00 am - 10:00 am	1.23			3461		
					10:00 am - 4:00 pm	1.21					
					4:00 pm - 8:00 pm	1.25					
					Overnight						
					Weekend	1.22					
			115+10276	N Lee Trevino Dr	6:00 am - 10:00 am	1.27			2820		
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.20					
					Overnight						
					Weekend	1.16					
			115P10276	N Lee Trevino Dr	6:00 am - 10:00 am	1.66			0		
					10:00 am - 4:00 pm	1.78					
					4:00 pm - 8:00 pm	1.58					
					Overnight						
					Weekend	1.69					
A13 MONTWOOD DR	From Viscount Blvd. To Lee Trevino Dr	W	115N10276	N Lee Trevino Dr	6:00 am - 10:00 am	1.62			0		
					10:00 am - 4:00 pm	1.71					
					4:00 pm - 8:00 pm	1.70					
					Overnight						
					Weekend	1.73					
			115-13289	Lomaland Dr	6:00 am - 10:00 am	1.24			2371		
					10:00 am - 4:00 pm	1.23					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.13					
			115-10275	N Yarbrough Dr	6:00 am - 10:00 am	1.29			4472		
					10:00 am - 4:00 pm	1.26					
					4:00 pm - 8:00 pm	1.24					
					Overnight						
					Weekend	1.21					

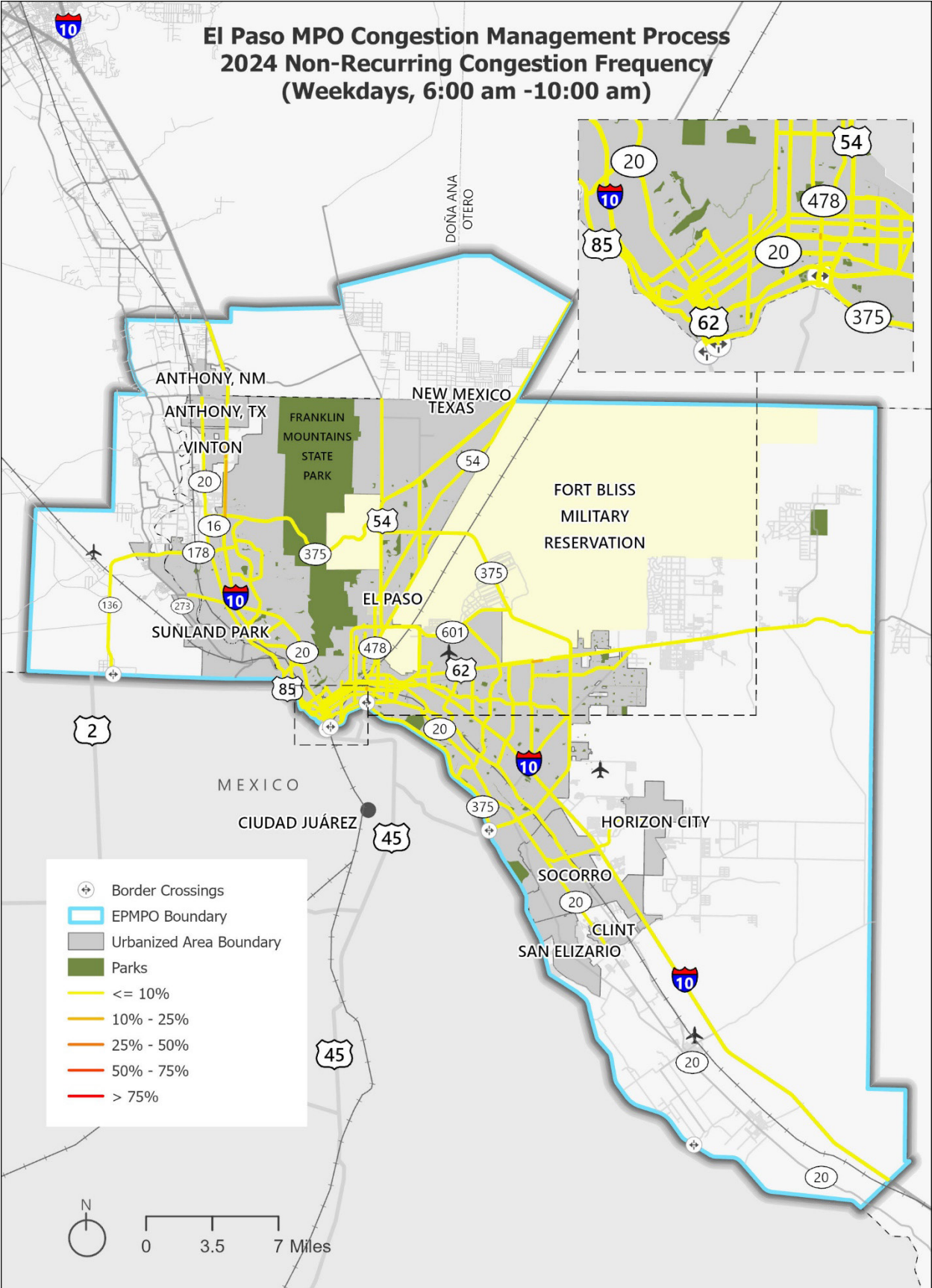
Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
							Trend		Trend		Trend
						2024	2018-2024	2024	2018-2024	2024	2018-2024
A13 MONTWOOD DR	From Viscount Blvd. To Lee Trevino Dr	W	115N10275	N Yarbrough Dr	6:00 am - 10:00 am	1.66				0	
					10:00 am - 4:00 pm	1.60					
					4:00 pm - 8:00 pm	1.60					
					Overnight						
					Weekend	1.56					
			115-10274	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.23				5106	
					10:00 am - 4:00 pm	1.19					
					4:00 pm - 8:00 pm	1.26					
					Overnight						
					Weekend	1.16					
			115N10274	FM-2316/McRae Blvd	6:00 am - 10:00 am	1.75				0	
					10:00 am - 4:00 pm	1.86					
					4:00 pm - 8:00 pm	1.76					
					Overnight						
					Weekend	1.85					
			115-10273	Viscount Blvd	6:00 am - 10:00 am	1.21				1541	
					10:00 am - 4:00 pm	1.27					
					4:00 pm - 8:00 pm	1.21					
					Overnight						
					Weekend	1.23					
A14 NORTH LOOP DR	From Alameda Ave. To Hunter Dr.	W	115P10458	Hunter Dr	6:00 am - 10:00 am	1.58				44	
					10:00 am - 4:00 pm	1.54					
					4:00 pm - 8:00 pm	1.58					
					Overnight						
					Weekend	1.78					
			115+10459	Hawkins Blvd	6:00 am - 10:00 am	1.18				2402	
					10:00 am - 4:00 pm	1.19					
					4:00 pm - 8:00 pm	1.21					
					Overnight						
					Weekend	1.17					
			115P10459	Hawkins Blvd	6:00 am - 10:00 am	1.76				1010	
					10:00 am - 4:00 pm	1.57					
					4:00 pm - 8:00 pm	1.98					
					Overnight						
					Weekend	1.80					
			115+10460	Trowbridge Dr	6:00 am - 10:00 am	1.26				5484	
					10:00 am - 4:00 pm	1.24					
					4:00 pm - 8:00 pm	1.23					
					Overnight						
					Weekend	1.23					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
							Trend		Trend		Trend
						2024	2018-2024	2024	2018-2024	2024	2018-2024
A14 DELTA DR	From Alameda Ave. To Hunter Dr.	W	115P10460	Trowbridge Dr	6:00 am - 10:00 am	1.11				0	
					10:00 am - 4:00 pm	1.09					
					4:00 pm - 8:00 pm	1.09					
					Overnight						
					Weekend	1.09					
			115+50314	TX-20/Alameda Ave	6:00 am - 10:00 am	1.47				2382	
					10:00 am - 4:00 pm	1.50					
					4:00 pm - 8:00 pm	1.28					
					Overnight						
					Weekend	1.16					
			115P50314	TX-20/Alameda Ave	6:00 am - 10:00 am	1.70				1418	
					10:00 am - 4:00 pm	1.63					
					4:00 pm - 8:00 pm	1.62					
					Overnight						
					Weekend	1.66					
A14 DELTA DR	From Alameda Ave. To Hunter Dr.	E	115N50314	TX-20/Alameda Ave	6:00 am - 10:00 am	1.55				1148	
					10:00 am - 4:00 pm	1.43					
					4:00 pm - 8:00 pm	1.47					
					Overnight						
					Weekend	1.45					
			115-10460	Trowbridge Dr	6:00 am - 10:00 am	1.53				2118	
					10:00 am - 4:00 pm	1.52					
					4:00 pm - 8:00 pm	1.29					
					Overnight						
					Weekend	1.24					
			115N10460	Trowbridge Dr	6:00 am - 10:00 am	1.13				60	
					10:00 am - 4:00 pm	1.11					
					4:00 pm - 8:00 pm	1.09					
					Overnight						
					Weekend	1.08					
			115-10459	Hawkins Blvd	6:00 am - 10:00 am	1.22				2812	
					10:00 am - 4:00 pm	1.20					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.19					
			115N10459	Hawkins Blvd	6:00 am - 10:00 am	1.85				572	
					10:00 am - 4:00 pm	1.76					
					4:00 pm - 8:00 pm	1.70					
					Overnight						
					Weekend	2.17					

Segment/ Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	LOTTR		TTTR		PHED	
						2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
NORTH LOOP DR	From Alameda Ave. To Hunter Dr.	E	115-10458	Hunter Dr	6:00 am - 10:00 am	1.31				1193	
					10:00 am - 4:00 pm	1.30					
					4:00 pm - 8:00 pm	1.19					
					Overnight						
					Weekend	1.25					



Appendix D: Maps of Congestion Problems and Needs



**El Paso MPO Congestion Management Process
2024 Non-Recurring Congestion Frequency
(Weekdays, 10:00 am - 4:00 pm)**

