

CAMINO REAL REGIONAL MOBILITY AUTHORITY BOARD RESOLUTION

WHEREAS, the Northeast Parkway Project is proposed as a 21 mile long, limited access highway around the north and east sides of El Paso, which would connect to Interstate 10 in far east El Paso to the New Mexico Route 404 interchange in Anthony, New Mexico, and that was included in the 2008 El Paso Comprehensive Mobility Plan;

WHEREAS, the Camino Real Regional Mobility Authority (CRRMA) and the Texas Department of Transportation (TxDOT) are parties to the 2008 El Paso Comprehensive Mobility Plan, and both parties recognize the importance of the Northeast Parkway Project as an alternate to I-10 through El Paso, which would allow traffic passing through El Paso to bypass a very congested section of I-10; and

WHEREAS, the CRRMA and TxDOT now desire to coordinate efforts to identify any and all available options for the development and implementation of the Northeast Parkway Project and the CRRMA Board of Directors now desires to direct CRRMA staff to work with TxDOT on such efforts.

NOW, THEREFORE, BE IT RESOLVED BY THE CAMINO REAL REGIONAL MOBILITY AUTHORITY:

THAT the CRRMA Executive Director is hereby directed to work with the Texas Department of Transportation to develop any and all available options for the development and implementation of the Northeast Parkway Project.

PASSED AND APPROVED THIS 12TH DAY OF APRIL 2017.

**CAMINO REAL REGIONAL
MOBILITY AUTHORITY**

ATTEST:

Susan A. Melendez, Chair

Joe R. Fernandez, Board Secretary

APPROVED AS TO CONTENT:

Raymond L. Telles
Executive Director

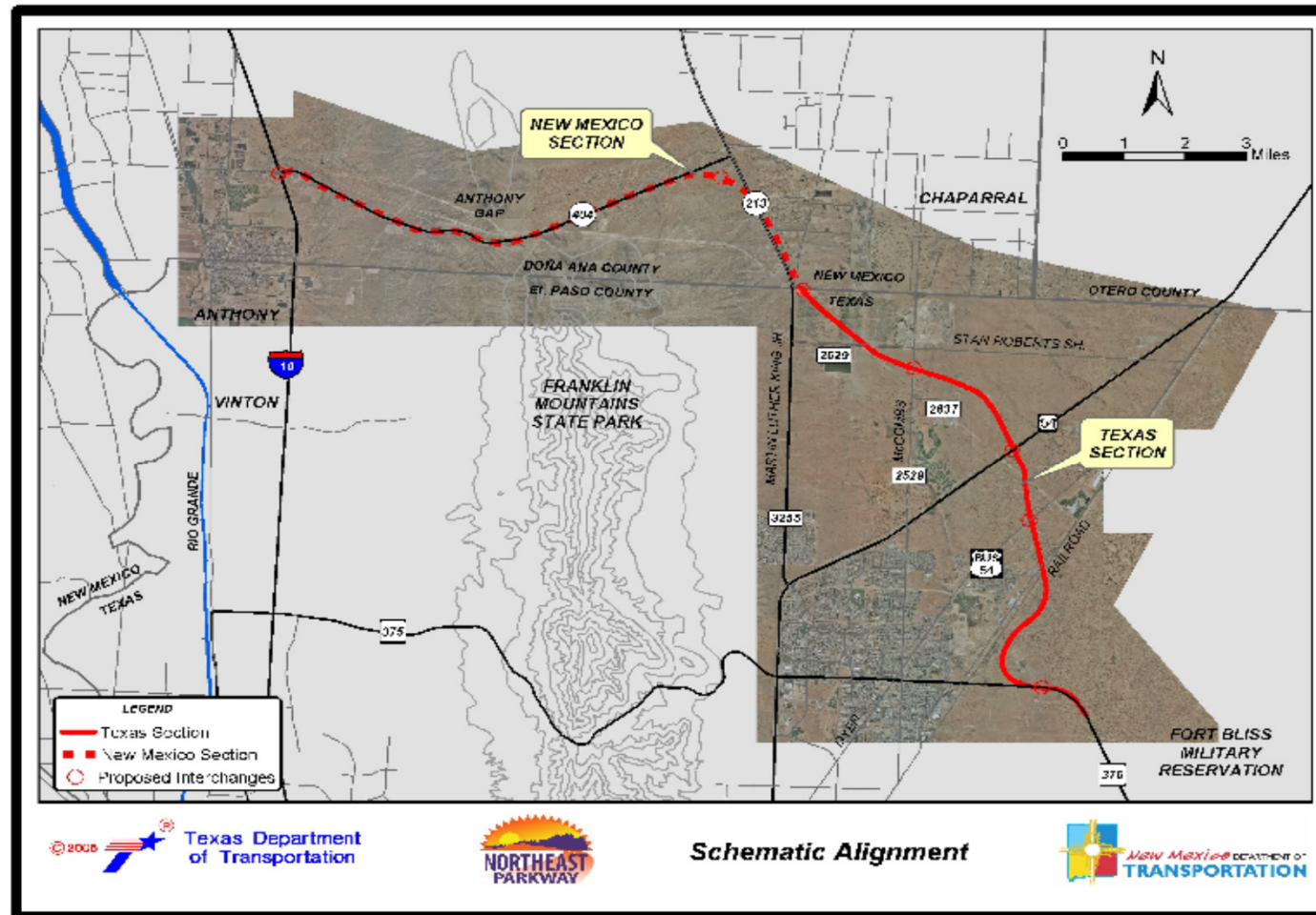


Northeast Parkway

An alternative route to I-10



Schematic Alignment





Key Stakeholders

- Camino Real Regional Mobility Authority
- Metropolitan Planning Organization
- City of El Paso
- El Paso County
- Fort Bliss
- New Mexico Department of Transportation
- El Paso Water Utilities
- El Paso Natural Gas
- El Paso Electric

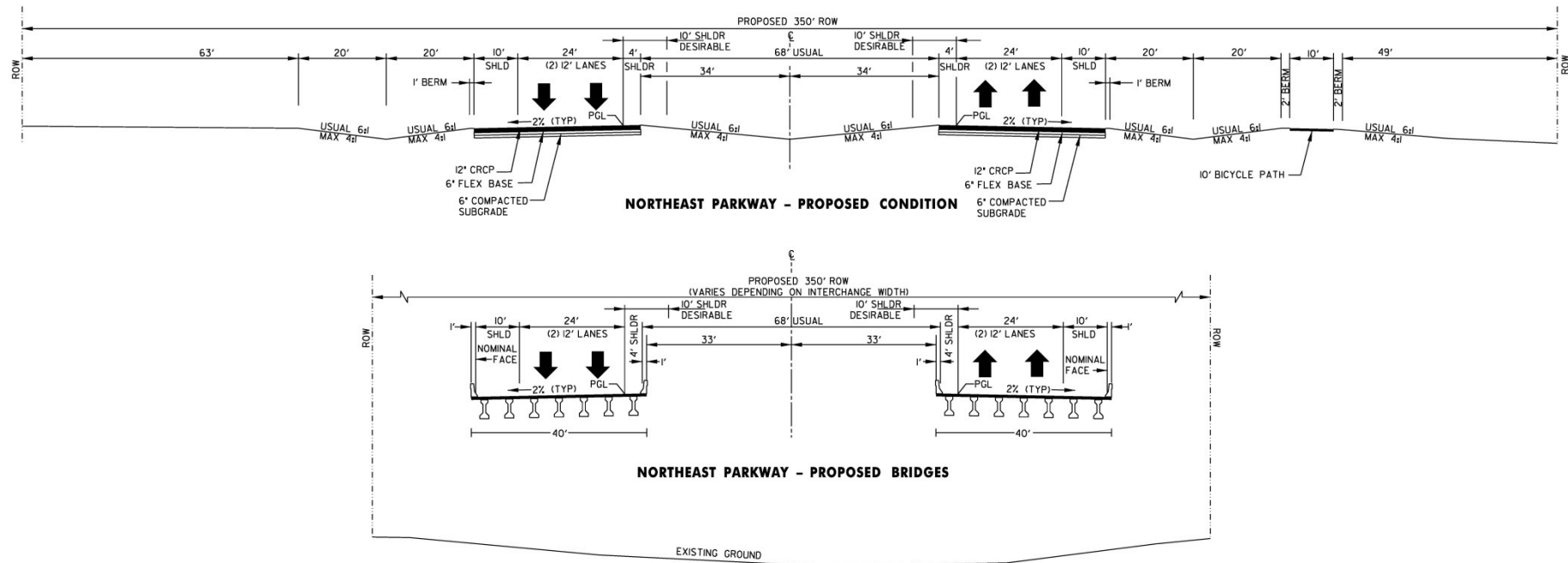


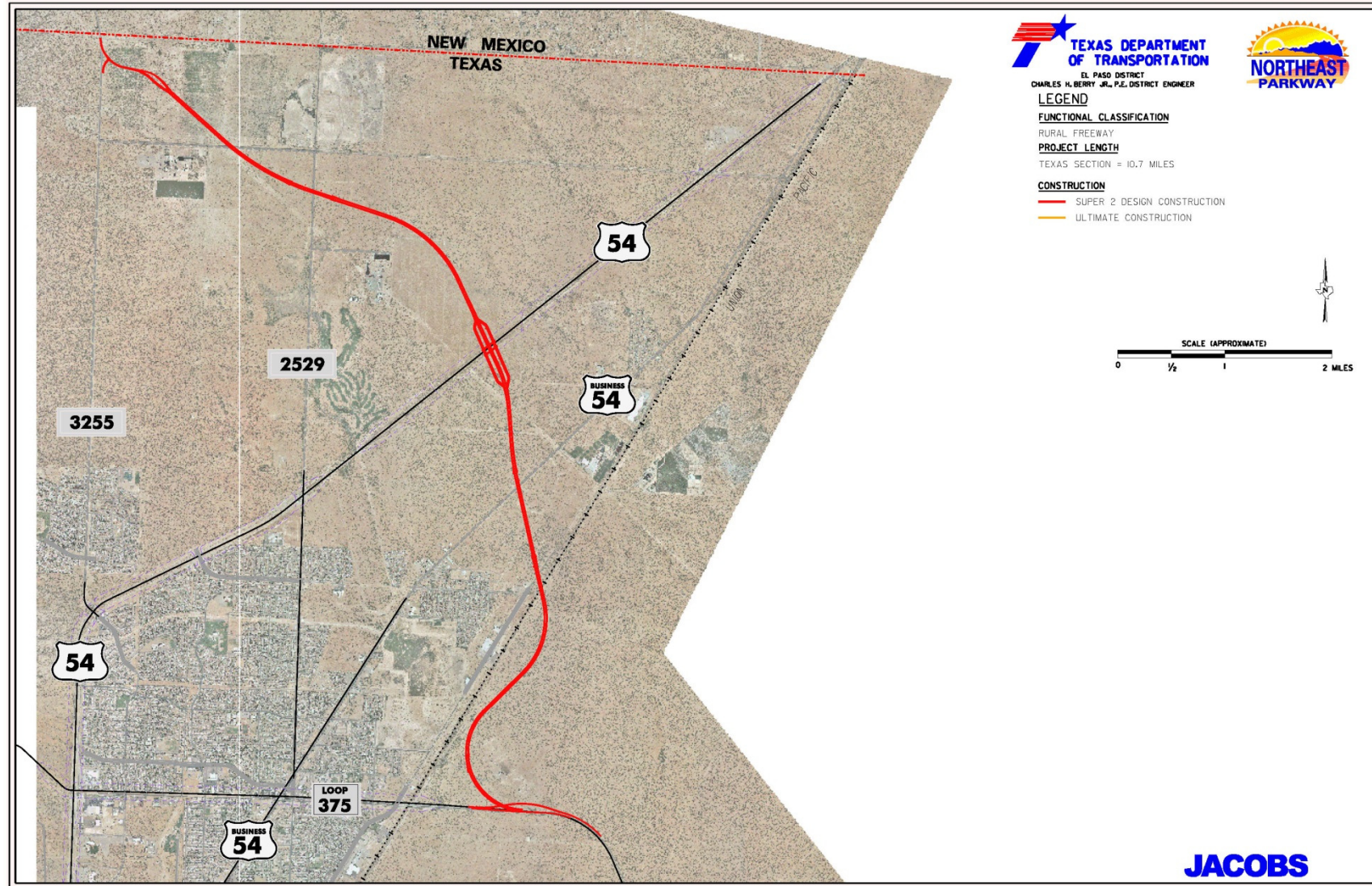
Design Features- Ultimate Concept

- **350 foot Proposed Right-of-Way**
- **Project Length 10.75 miles**
- **4-Lane, Limited Access Facility**
- **70 MPH Design Speed**
- **Minimize Use of Frontage Roads**
- **Interchanges at Loop 375, Dyer, US 54, McCombs, and MLK (FM 3255)**
- **Level of Service “C” or better Traffic Operations**



Typical Sections- Ultimate Design





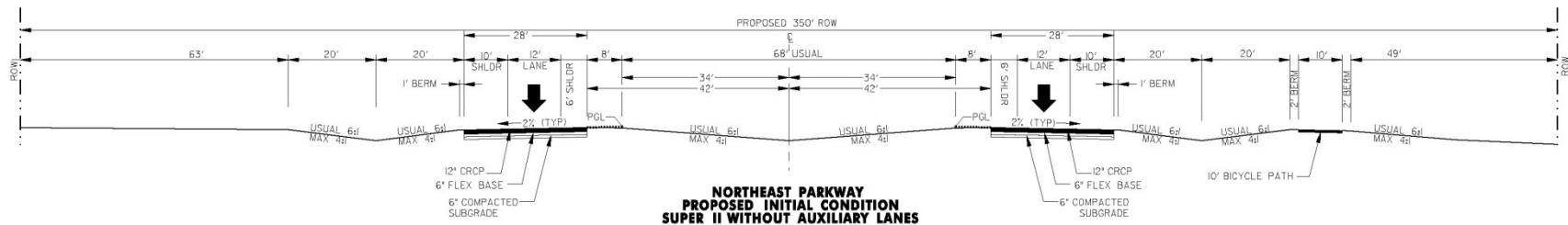


Design Features- Super 2 Concept

- **Two-lane, limited-access, divided facility - outside edges of main lanes to match ultimate conditions.**
- **Passing lanes, as required**
- **Structures built to ultimate design**
- **Interchanges at McCombs and Dyer deferred to later phase**



Typical Section- Super 2 Concept





Traffic Projections

- **2012 (Super 2): 20,000-24,000 vehicals/day**
- **2032 (Ultimate): 44,800-50,200 vehicals/day**

**Note: Assumes construction of ultimate 4-lane facility by 2015.
Traffic projections are currently being updated.**



Preliminary Cost Estimate

- **Super 2:**

- Construction = \$222,344,351
- Prop. ROW/Utility Adjs. = \$38,195,794
- Total = \$260,540,145

- **Ultimate:**

- Construction = \$267,848,606
- Prop. ROW/Utility Adjs. = \$38,195,794
- Total = \$306,044,400

Note: Estimate prepared July 2013 and has not been escalated.



Project Status

- TxDOT and FHWA classified this environmental document as a Environmental Assessment (EA)
- Anticipated completion of the EA in 12 to 18 months
- Schematic approved in May 14, 2007
- Project is in the MPO's 2040 Horizon Metropolitan Transportation Plan (2030 Network)
- Project is not funded



Contact Information

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