



# Borderland Expressway Coalition

Status Report

Camino Real RMA Board Meeting



# Coalition

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- Key Stakeholders
  - Texas Department of Transportation
  - New Mexico Department of Transportation
  - City of El Paso
  - Public Service Board - El Paso Water
  - Camino Real RMA
  - El Paso Metropolitan Planning Organization
  - Military Installations
- Began activities in 2016



# Project Features

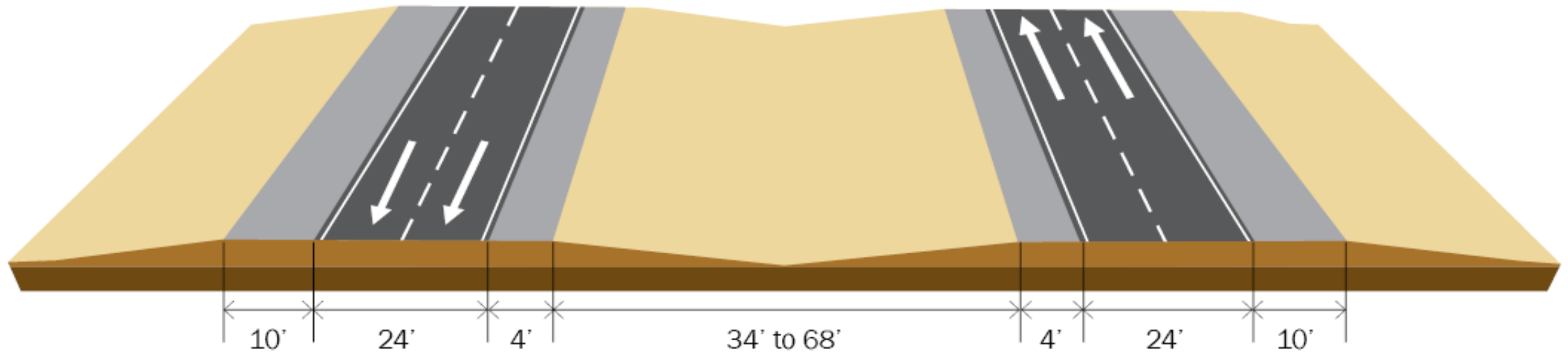
- Limits
  - From I-10 @ NM404 interchange in Anthony, NM
  - To LP375 (Purple Heart Blvd.) in El Paso, TX
- Segments:
  - NM: Upgrade existing NM404 and NM213
  - TX: New location





# Project Features: Typical Section

- Four 12-foot lanes
- Divided, depressed median
- Limited Access (i.e., “freeway”)





# Project Features: Preliminary Costs

Preliminary Project Costs (2017, million)	NM404 / 213	TX (NEP)	TOTAL
Engineering	\$ 0.98	\$ 17.20	\$ 18.18
ROW/Utilities	\$ -	\$ 39.95	\$ 39.95
Construction	\$ 34.74	\$240.24	\$ 274.99
TOTAL	\$ 35.72	\$296.19	\$ 333.11

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# INFRA Grant Program

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- Federal government program
- Focus on enhancing trade activities
- Provides up to 60% eligible costs
- Maximize non-federal portion
- Benefit-Cost Analysis
- Support from communities
- Project sponsor(s)



# Next Steps in 2018

- Explore local partnerships
- Memorandum of Understanding
- Project Sponsorship
- Develop Benefit-Cost Analysis
- Prepare and Submit INFRA grant application:

## APRIL

*Identify project sponsor and key stakeholders*

## MAY

*Roles and responsibilities for project development, funding, and implementation*

## JUNE

*Solidify funding plan  
INFRA 60%  
Local Match 40%*

## JULY-OCT

*Obtain letters of support, develop application*

## NOV

*Deadline to submit grant application*

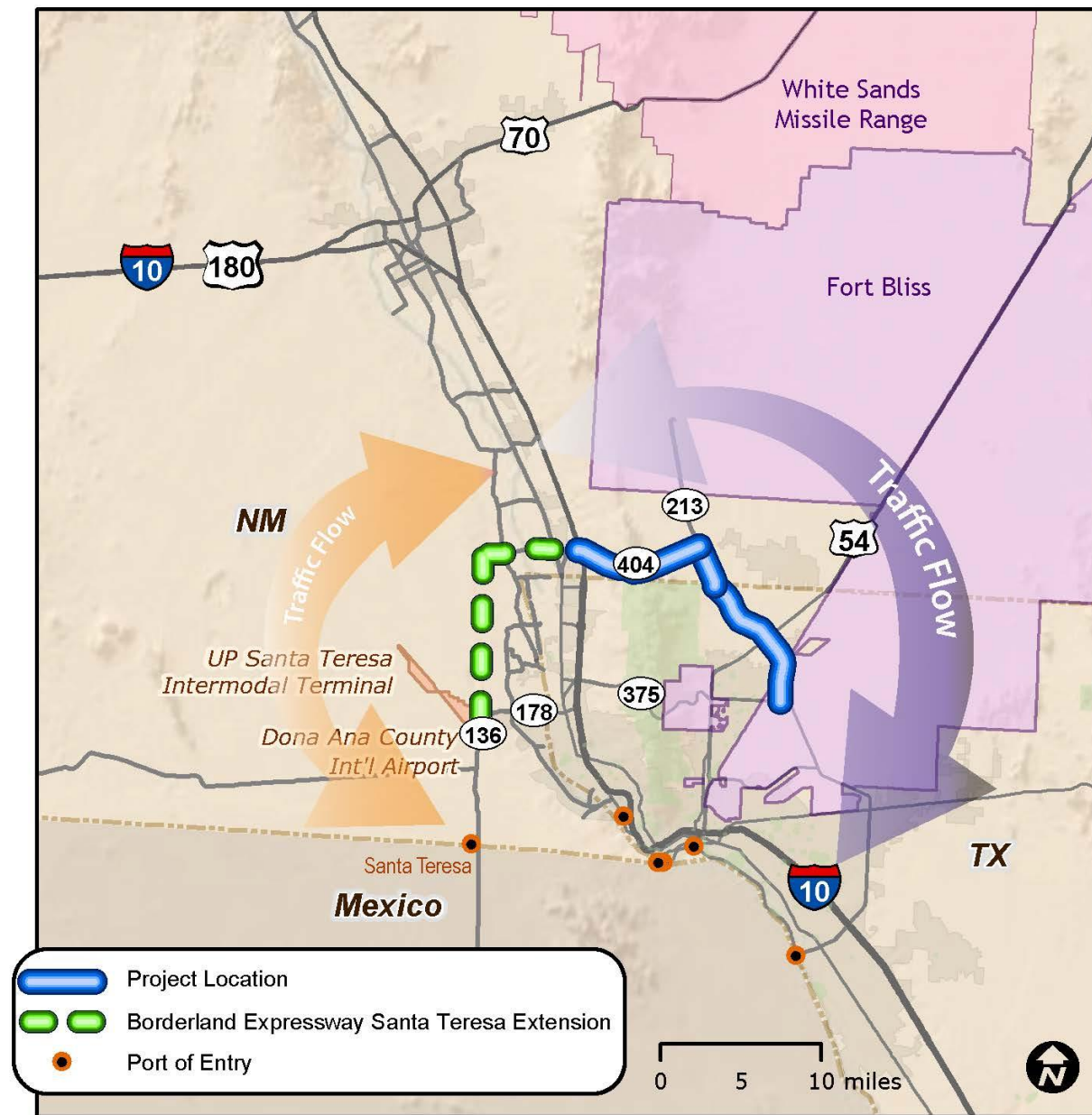


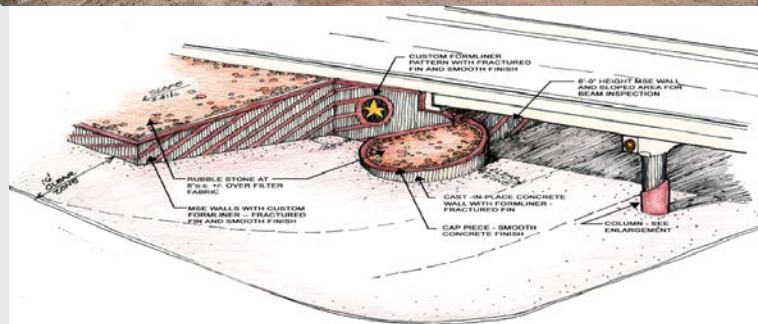
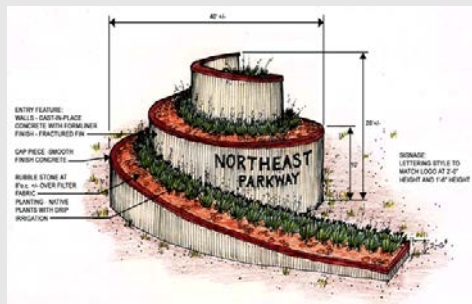




# Vision

- Create a loop around Borderplex
- New gateway to Santa Teresa
- Connectivity and synergy between international crossings





## Northeast Parkway Update CRRMA Board of Directors Meeting

April 11, 2018

CSJ: 0924-06-136

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



## Project Needs

- Regional System Connectivity
- Improved Mobility

## Project Purpose

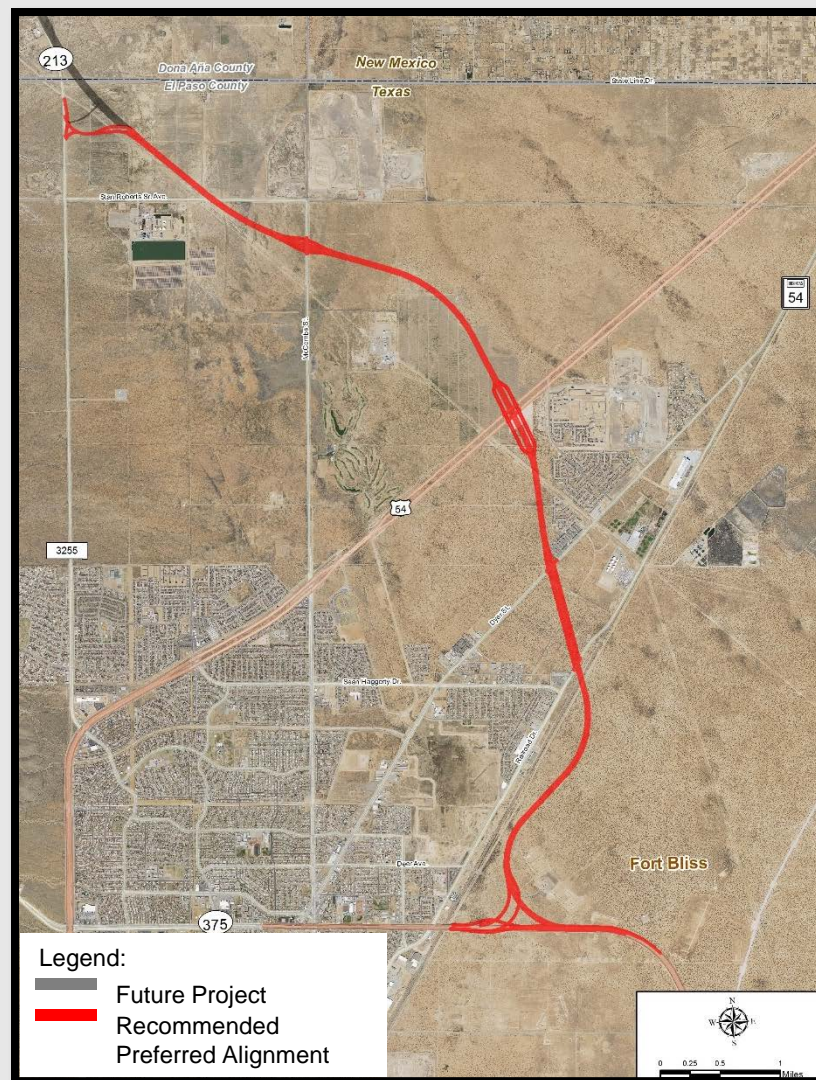
The purpose of the proposed project is to address regional system linkage and system capacity. The proposed Northeast Parkway would complete a circumferential route around El Paso suitable for truck and other through traffic, utilizing in part existing transportation facilities in New Mexico (NM 404 and NM 213) and Texas (Loop 375).

## Project Need and Purpose





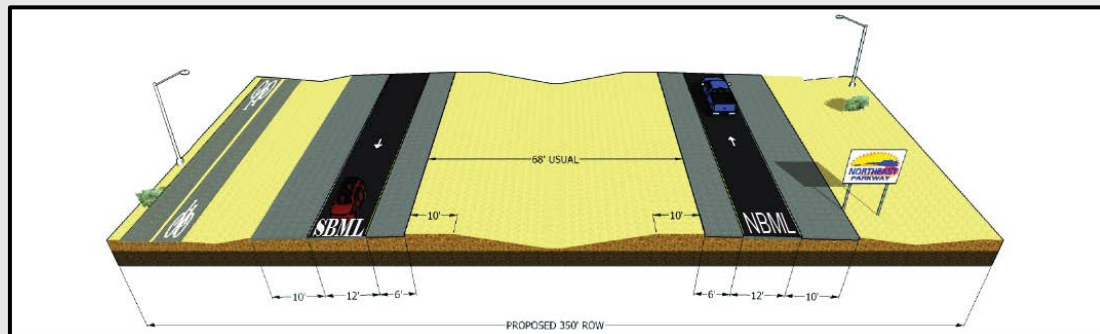
- The proposed Northeast Parkway within Texas would be a new location facility from Loop 375 (1.8 miles east of the Railroad Dr. overpass) to Martin Luther King, Jr. Blvd. / Farm-to-Market Road (FM) 3255, (0.5 miles south of the TX/NM state line).
- Approximately 10.8 miles in length



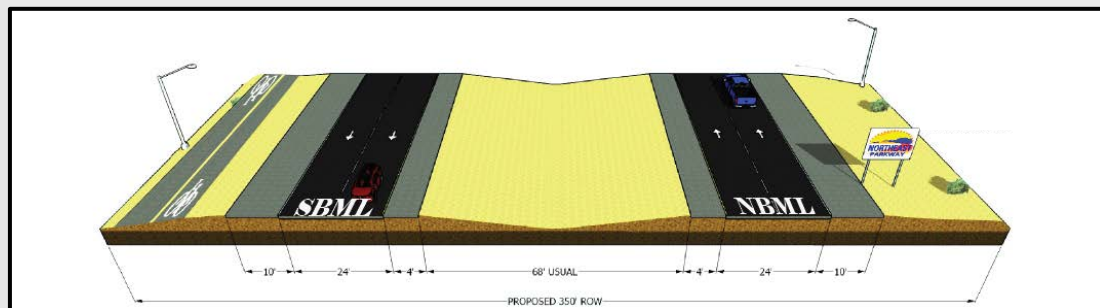
## NE Parkway Project Location



- Four-lane, limited access facility
- 350-ft ROW
- Phase 1 of construction will be a Super 2
- Limited Frontage Roads (between Dyer St. and Railroad Dr.)
- Grade separations at all cross streets and the Union Pacific (UP) Railroad tracks
- Five Interchanges: Loop 375, Dyer St./U.S. Highway Business 54 (Bus US 54), U.S. Highway 54 (US 54), McCombs Ave. (FM 2529), and Martin Luther King Jr. Blvd. (FM 3255)
- A 10-foot wide shared use path located on the southbound side of the proposed facility (From Stan Roberts. Sr. Ave to Railroad Dr.)



**Super 2 Typical Section without Passing Lanes**



**Ultimate Typical Section**

## Preferred Build Alternative Design Features





## Pedestrian Facilities at US 54



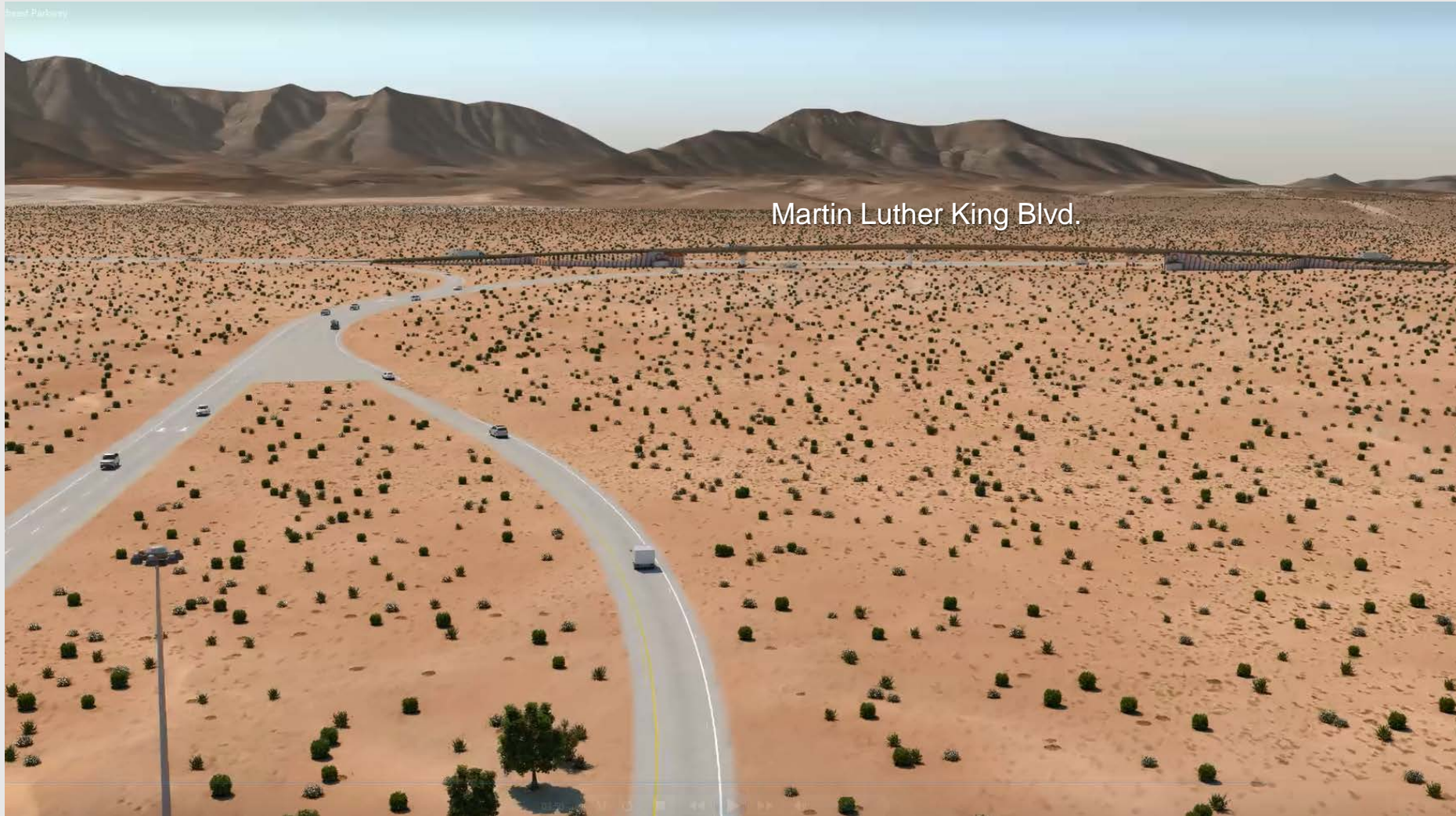


Frontage roads between Dyer St. and Railroad Dr.





Grant Parkway



Martin Luther King Blvd.

NE Parkway at Martin Luther King, Jr. Blvd.





## ■ Traffic Projections

- 2023 (Super 2): 10,900 average daily vehicles
- 2043 (Ultimate): 21,850 average daily vehicles

## ■ Status of Traffic Analysis

- Jacobs Traffic Analysis; anticipated submittal late Spring/Early Summer 2018



## ■ Update on Schematic

### — Changes included:

- Right-of-Way impacts reduced at Loop 375/Fort Bliss Rod and Gun Club to avoid impacts to sensitive archeological resources
- Schematic updated to current TxDOT Design Criteria (October 2014) and AASHTO'S *A Policy on Geometric Design of Highway and Streets, 6<sup>TH</sup> Edition* (2011). Only design changes impacted were superelevation calculations
- Updated with 2015 aerial photography



- **Proposed project requires a Environmental Assessment (EA) level document.**
- **Status of Technical Reports:**
  - Community Impacts – In review at ENV-Austin
  - Hazmat – Completed
  - Biological and Water Resources – In review at ENV-Austin
  - Air Quality – In process
  - Noise – In process
  - Historic – Anticipated submittal Summer 2018
  - Archology – Fort Bliss has preliminarily blessed the current design for archology impacts
- **Jacobs EA submittal anticipated late Summer/Fall 2018**



## ■ Phase 1: Super 2

—Total = \$263,191,899

- ROW Cost: \$22,556,433

- Utility Adjustments: \$17,396,368

## ■ Phase 2: Ultimate (4-lane divided facility)

—Total = \$296,190,000

- Includes ROW and utility adjustment cost; however, it is anticipated that all ROW acquisition and utility adjustments would be completed during Phase 1.

**Note: Estimates provided in 2017 dollars**



## Next Steps:

- Continue development of the Environmental Assessment (EA)
- Next Public Meeting anticipated late Summer 2018
- Hold Public Hearing to present findings from the EA (Fall/Winter 2018)
- Approval of the EA anticipated Spring 2019



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# Thank You!