



Transportation

Highways and Bridges

Client

Camino Real Regional Mobility Authority

Location

El Paso, Texas

Americas Interchange Design-Build Project

Project Highlights

- \$109-million interchange improvement project
- Direct connector design and construction, freeway widening, realignment of frontage roads, utility relocation, and drainage improvements

The Camino Real Regional Mobility Authority (CRRMA) Board selected Americas Gateway Builders, a CH2M HILL joint venture, for the \$109-million Americas Interchange Design-Build Project in El Paso. The initial phase of the project involves the design and construction of three new direct connectors in the existing interchange at I-10 and Loop 375. An additional option may be exercised by CRRMA that would add a fourth connector.

In addition to the connector construction, the scope of work includes:

- Widening of I-10 and Loop 375 at the direct connector approach areas
- Realignment of frontage roads
- Utility relocations
- Drainage improvements

The CH2M HILL team is responsible for design, including utilities coordination and design, environmental permitting and compliance, drainage design, roadway design, and bridge design. Additionally, the CH2M HILL team will manage construction and self-perform drainage, earthwork, and bridge construction. The team brings to the project:

- Commitment to partnership with CRRMA, Texas Department of Transportation, Federal Highway Administration, and related stakeholders
- Technical solutions that achieve high-quality standards and reduce future maintenance
- Integrated design and construction – optimizing solutions
- Construction sequencing to minimize impacts from right-of-way acquisition and utility relocation activities
- Approach that provides continued mobility with minimum construction impacts
- Early completion of the project ahead of schedule and on budget

The design of the interchange includes two bridge structure types: steel plate girders and pre-stressed concrete girders. The direct connector ramp girders will support an 8-inch-thick reinforced concrete deck. The proposed



deck uses 4-inch-thick, pre-cast concrete panels along with a 4-inch cast-in-place concrete topping.

This composite deck system was chosen for its cost effectiveness, while providing for rapid and safe construction by eliminating the need to place and remove deck formwork. Use of a standard girder sections for the project approach bridges also provides for economy of construction as well as aesthetic consistency of the entire interchange.

The project includes a comprehensive traffic control plan to ensure the safe and orderly movement of traffic through and around the project during construction. The plan minimizes lane movements, implements lane closures at night and on weekends, and stages construction as much as possible outside of traffic lanes.

The project also includes reconstruction and improvements to sidewalks, curb ramps, pedestrian signals, and pavement markings.