



PROJECTS and PAYCHECKS

STATE EXAMPLES

On the Road to Recovery 2009

(As of December 31, 2009)

**Number of Recovery
Projects:**
90

**Total State
Expenditures:**
\$27,336,880

**State Web Site for
More Information:**
<http://www.nmshtd.state.nm.us/main.asp?secid=16555>

<http://www.recovery.state.nm.us/>

**AASHTO Recovery
Web Site:**
recovery.transportation.org

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*A one-year report on **state transportation successes** under the American Recovery and Reinvestment Act*

February 2010



"The American Recovery and Reinvestment Act has helped create greatly needed construction jobs and has helped to improve New Mexico's transportation system. ARRA has contributed to increased employment in both the public and private sectors. The state of New Mexico has promptly obligated 97 percent of ARRA funding and well over 50 percent is under construction; putting New Mexico to work."

- Gary Girón, New Mexico Department of Transportation, Cabinet Secretary

Highway Expansion Along US 62/180

Carlsbad, Eddy County

Value: \$17,507,498 (including GRT). \$13,268,046 in ARRA Funds.

Promoting inter-state commerce, and tourism to Carlsbad Caverns National Park, smoother roadway

This project is the fourth project let out of five let to construct approximately 29 miles of two new lanes and reconstruct 29 miles of existing roadway that was in poor condition and without shoulders. These projects once completed will complete the four-laning of US62/180 in New Mexico from the Texas State Line coming from El Paso, Texas to the Texas State Line going to Lubbock, Texas. This route leads to many natural tourist attractions in southeastern New Mexico/west Texas, to include the Carlsbad Caverns National Park, Guadalupe Mountains National Park, Living Desert State Park and Brantley Lake State Park. It serves as a major east/west route between El Paso, Texas and Lubbock, Texas.



The project included large areas of cut and fill, to include gypsum and sink holes on the southern half of the project. A corridor study and environmental assessment was completed on the corridor before the first project was let to bid.

Highway construction jobs were created, mainly earthwork, asphalt paving and concrete structure work. Subcontractors that do right-of-way fencing, permanent traffic signing, highway striping, and structure work are also employed. It is anticipated that visitation to Carlsbad Caverns National Park and the surrounding points of interest will also increase once the projects are all complete in 2010.