



*Loop 375 (NE) –Woodrow Bean Transmountain Road*  
*TxDOT - El Paso District*

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**Project Name:** Loop 375 Woodrow Bean Transmountain Road Main Lanes  
(Northeast)

**Description:** Build four main lanes between existing frontage roads providing grade separations at US 54, Kenworthy Dr., Rushing Blvd. and Alcan Street.

**CSJ:** 2552-01-036

**Project Limits:** 1 mile west of US 54 (Patriot Freeway) to BUS 54 (Dyer St.)

**Highway:** LP 375

**Estimated Construction Cost:** \$80,000,000 (2010)

**ROW Issues:** No right-of-way impacts. Special considerations with Ft. Bliss on acquiring an easement for roadway improvements west of US 54.

**Probable Funding Source:** Category 2 (Metro Area Mobility) and Coordinated Border Infrastructure Funds (CBI)

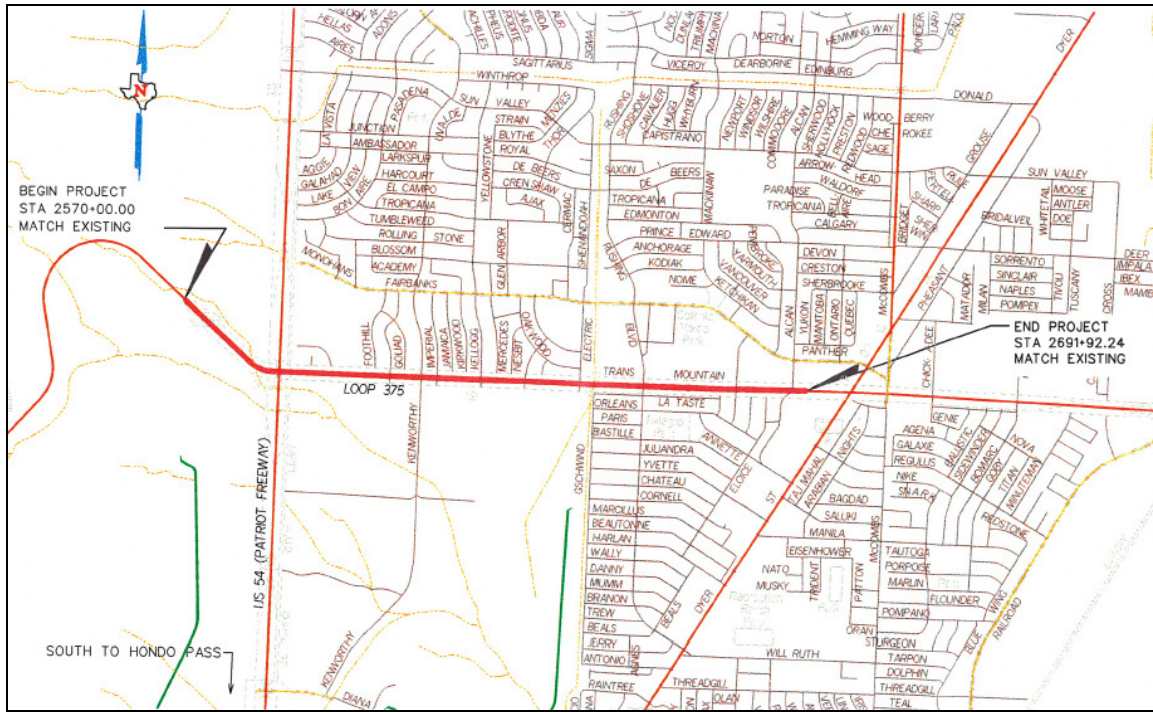
**Letting Year:** 2011

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**Project Summary:**

The proposed improvements of this segment of Loop 375 include (see Figure 1):

- converting the existing six-lane divided urban collector into an urban freeway with frontage roads; and
- providing the Loop 375 main lanes to be depressed at US 54 (an urban freeway); and
- providing grade separations at Kenworthy Dr., Rushing Blvd. and Alcan St.



**Figure 1. Location Map**  
 Loop 375 Project Limits: West of US 54 to Dyer St.

**Need and Purpose:**

Studies show that there is moderate but rapidly increasing residential and commercial development both in the area of the project and to the north of Loop 375. The proposed Loop 375 main lane improvements will provide an access controlled urban freeway that will accomplish the following objectives:

- Reduce intersection conflicts with local streets.
- Improve vehicular traffic flow.
- Provide street lighting for safety.
- Improve local drainage.
- Provide easier access for businesses along the Loop 375 frontage roads.
- Develop a safe and convenient connection between US 54 and Loop 375.
- Improve access at the museums west of US 54

Improvements to the Loop 375 corridor from US 54 to Dyer Street are necessary in order to extend the limited access status of Loop 375 from Dyer Street to west of US 54 and improve the level of service. Currently, this segment of Loop 375



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experiences poor operation due to heavy congestion during peak hour periods. Without the proposed improvements, the Loop 375 corridor in this area will experience unacceptable volume to capacity ratios at the intersections, which will deteriorate traffic operations.

### **Schematic Design:**

Loop 375 will be reconstructed from approximately 1 mile west of US 54 to Dyer Street. It will generally be limited access, 4-lane divided section with a concrete median barrier and will be connected directly to the existing Woodrow Bean Transmountain Road west of US 54, using an eastbound exit ramp and a westbound entrance ramp. East of this connection point, in order to maintain proper vertical clearance, the Loop 375 main lanes will be depressed under Gateway Blvd. South and North and elevated over the local street crossings (Kenworthy Drive, Rushing Blvd. and Alcan Street). The existing Woodrow Bean Transmountain Road lanes will become the eastbound and westbound frontage roads to maintain access for the local streets, which will T-in to the frontage roads and to allow bicycle and pedestrian access to the corridor. Local street access will be enhanced by "U" turn lanes at US 54, Kenworthy Drive, Rushing Blvd and Alcan St.

The following alterations or restrictions to other travelways within the corridor will be needed in order to construct this interchange:

- Gateway Blvd. South and North will cross Loop 375 with at-grade bridges (middle level of the interchange).
- US 54 will maintain its existing bridge (highest level of interchange) over Loop 375 (lowest level of interchange) and its frontage roads (middle level of the interchange).

The plan also provides service interchange ramps at Kenworthy Drive and Rushing Blvd. In the course of schematic design, the following aspects were considered:

- Traffic engineering studies
- Identification of drainage requirements
- Field surveys
- Investigation of utility adjustments
- Traffic control during construction
- Estimates of probable construction costs



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**Environmental Status:** Environmental document is under preparation.

**MTP/TIP Status:**

The project is included in the fiscally constrained project list of the El Paso MPO 2035 Transborder MTP.