

Documentation of Public Meeting

Project Location

Travis County

State Loop 360 at Lakewood Drive/Spicewood Springs Road 0113-13-169 and 0113-13-167

Project Limits

From north of RM 2222 to Winding Ridge Boulevard and From Winding Ridge Boulevard to south of Great Hills Trail

Meeting Location

Westover Hills Church of Christ 8332 Mesa Dr. Austin, TX 78759

Meeting Date and Time

June 6, 2019 at 4 to 6 p.m.

Translation Services

N/A

Presenters

N/A

Elected Officials in Attendance N/A

Total Number of Attendees (approx.)

114

Number of Commenters

85

Contents

- A. Comment/response matrix
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- D. Comments received
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I. Overview

The Texas Department of Transportation (TxDOT), in partnership with the City of Austin, held a public workshop on June 6, 2019, to gather input on the Loop 360 at Lakewood Drive/Spicewood Springs Road project. The workshop provided attendees the opportunity to review informational boards and exhibits, provide comments and ask questions about the project. Attendees were also able to provide feedback on boards outlining the results of the Context Sensitive Solutions (CSS) feedback gathered in March 2019, including options for intersection treatments, landscaping, bridge supports and shared-use path hardscaping along the corridor. A summary of CSS feedback is available in a separate report on the program website, www.Loop360Project.com.

Loop 360 has severe traffic congestion, causing both mobility and safety concerns, and we can expect traffic congestion to worsen as our population grows. The Loop 360 program will upgrade multiple intersections along the roadway, and the upgrades will be completed as separate projects. Updated details on the anticipated timeline for projects can be found on the program website, Loop360Project.com.

The Lakewood Drive/Spicewood Springs Road project would include removing the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W), and Spicewood Springs Road (E)/Bluffstone Drive. Construction of overpasses at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive, including nonsignalized Uturns in both directions, would also be included. Additionally, the project would add shared-use paths/sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Attendees were encouraged to provide written feedback about the project, email comments to the project team, or submit a comment via a form on the project website. Comments will help guide the next planning phases of the project, including environmental analysis, design and construction. A summary of the comments received, and their responses, is included in **Appendix A.**

II. Workshop Information

The workshop was held from 4 to 6 p.m. on June 6, 2019, at Westover Hills Church of Christ located at 8332 Mesa Dr., Austin, TX, 78759. Notices announcing the workshop were distributed beginning 23 days before the event and continued on an ongoing basis through the day of the workshop.

Copies of the notices are included in **Appendix B**. Notices included:

- Email to elected officials
- Email to project stakeholders
- TxDOT.gov notice
- Newspaper advertisement in Austin-American Statesman
- Flyers distributed to local organizations, schools, businesses and residents
- Announcement in program e-Newsletter
- Social media posts on Twitter and Facebook
- On-road signage
- News release

Approximately 114 people (82 members of the public, 1 media representative, 2 elected official staff members and 29 staff) registered their attendance by signing in at the workshop. Sign-in sheets are included in **Appendix C.**

Upon arrival, attendees were provided with handouts, including overall program and Lakewood Drive/Spicewood Springs Road fact sheets, overall program and Lakewood Drive/Spicewood Springs Road FAQs, and a flyer informing participants of the online virtual workshop. Comment forms were also available.

Workshop displays included 18 informational boards, including boards regarding the program, project, and CSS. Exhibits also included two engineering drawings, one illustrating the overpass at Lakewood Drive and another showing the overpass at Spicewood Springs Road. Copies of the workshop handouts, display boards and engineering drawings are included as figures in **Appendix E**.

III. Comments and Responses

A total of 33 written comments were submitted on the day of the workshop and 79 additional comments were submitted by the public comment deadline via email or the online comment form following the workshop. Copies of the comments received in response to the workshop are included in **Appendix D.** Feedback includes:

- General support for the project and for TxDOT's efforts to improve mobility along Loop 360
- Requests for TxDOT to consider traffic at the US 183 intersection
- Requests for TxDOT to consider lengthened or additional turn lanes at the Spicewood Springs Road (E)/Bluffstone Drive and Spicewood Springs Road (W) intersections
- Concerns that the proposed design at Spicewood Springs Road (W) is not adequate to handle traffic demand, especially for drivers traveling from eastbound Spicewood Springs Road (W) to northbound Loop 360
- Suggestions to connect Bluffstone Drive to Spicewood Springs Road (W)
- Requests for better understanding plans for Old Spicewood Springs Road
- Requests for TxDOT to evaluate the lane configuration at Lakewood Drive, in particular reducing the proposed four lanes to three lanes on the southbound connector road as it approaches Lakewood Drive
- Requests that TxDOT save trees when possible, including the trees in the Lakewood Drive median and the large oak tree at the southwest corner of Loop 360 at Lakewood Drive
- Requests for TxDOT to consider traffic at the southern project limits, as well as at Champion Grandview Way
- Concerns about the noise level from the proposed overpasses
- Requests for TxDOT to consider the impact of traffic from new developments
- Concern about how the bicycle traffic will be routed on to the shared-use paths
- Requests to maintain a natural look on Loop 360

Attendees were invited to write comments on Post-It Notes and leave them on the boards or place them directly onto the drawings. Photographs of the display boards and engineering drawings showing comments are included in **Appendix D**. Feedback includes the following:

- General support for the project
- Support for removing traffic signals to improve traffic flow
- Requests for TxDOT to consider lengthening the right and left-turn lanes at US 183
- Requests for TxDOT to lengthen the southbound exit ramp to Spicewood Springs Road (E)/Bluffstone Drive
- Requests for TxDOT to provide two left-turn lanes from westbound Spicewood Springs Road (E) to southbound Loop 360
- Requests for TxDOT to add a merge/acceleration lane or connector road from Spicewood Springs Road (W) to Lakewood Drive
- Requests for Old Spicewood Springs Road to remain open
- Support for the entrance and exits for Lakewood Drive in all directions
- Support for improving the northeast corner of Lakewood Drive at Loop 360, especially since Bull Creek Park is a popular area
- Questions about the weaving distance from Wallace Drive to southbound Loop 360 mainlanes
- Requests to minimize the footprint of the overpasses
- Support for the shared-use path for bicycle and pedestrian traffic
- Questions about noise level in local neighborhoods
- Questions about impacts of construction on the climate, pollution and environment

IV. Post-Workshop Outreach

After the workshop, program stakeholders were sent an e-blast thanking workshop attendees and encouraging them to visit the program website (i.e. virtual workshop) to review and comment on all workshop materials, including CSS elements. Twitter posts also encouraged participants to visit the virtual workshop and submit a comment online. See the figures in **Appendix E** for post-workshop outreach materials, including a record of the virtual workshop.

V. Additional Notifications

In addition to the outreach efforts completed by TxDOT, the workshop was publicized on NextDoor by Austin City Council member Alison Alter

and was covered by local media outlets, including Patch Media and local NBC affiliate KXAN. See the figures in **Appendix E** for additional notifications.



Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1.	Abeel, Bette	06/18/2019	Email Comment	My name is Bette Abeel and I live in Lakewood in Renaissance village. I love the greenery at 360 in Lakewood Drive, so I think the right hand turn lane is the way to go. You can call me at <number redacted="">.</number>	Comment noted.
2.	Anonymous	06/06/2019	Comment Form	Dont mess with the Road They ARE SAFE And Bikes go downtown to Lady Bird Zilker PARK. Please take control Park with the Drinking Party. No Beer in parks. So get off "ya'll" ASS and get to work.	Comment noted.
3.	Anonymous	06/07/2019	Email Comment	Hi Crystal, Thank you for hosting the meeting last night! I have a couple of questions remaining. What is the width of the bridge and how many lanes will exist at the 360 bridge over lakewood drive? What is the distance between the 360 bridge and the access road bridge at the same location? How far will the access road be from Creekbluff Drive? Is it possible that the business on Creekbluff	The Loop 360 mainlanes will be divided into two bridges that cross over Lakewood Drive. Each bridge will be 44 feet wide and will be composed of two 12-foot lanes, a 10-foot shoulder on the outside, a 6-foot shoulder on the inside, and 2 feet of buffer on each side. TxDOT is currently evaluating options, and therefore the exact dimensions between the bridges have not been determined. Exhibits presented at the June 6 workshop showed approximately 3.5 feet between the edges of the bridges. The southbound access/connector road will be, at minimum, 150 feet from Creekbluff Drive. As Creekbluff

				Drive or the condos that back up to Creekbluff Drive will be subject to eminent domain? Thanks,	Drive curves around to the west, the distance between the connector road and Creekbluff increases. Based on current design, there is no right-of-way acquisition required for this project, so it is unlikely that the businesses or condos located there will be subject to eminent domain or that TxDOT will seek to acquire right of way in the area.
4.	Atassi, Shana	06/20/2019	Online Comment	I own both a home and business along the 360 Loop. I spend almost my entire day along this roadway with home, work, and two schools all being accessed from 360. With that being said, I am very interested in how the 360 expansion will play out. I live in Jester, and recently heard of a plan to remove our landscaping at Lakewood Dr and 360. Please do not do this. There is plenty of room to add a right turning lane on the right side of the road. KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. Thank you.	As part of this project, TxDOT is working to preserve as much of the privately-maintained median as possible; however, the median is partially located in TxDOT right of way, and some of the median may need to be removed to allow for construction or to accommodate this roadway design. The median is currently maintained by the Lakewood HOA, and TxDOT will continue to work with the HOA to offer them opportunity to salvage or relocate any landscaping elements prior to construction, if needed. Regarding a right-turn lane: Adding a right-turn lane to the right of the existing lanes would require TxDOT to acquire additional right of way. It would also require additional utility relocations and would impact

					drainage adjacent to the corner of Loop 360 at Lakewood Drive.
5.	B., Marie	06/06/19	Comment Form	Stay away from the creeks and wildlife.	Avoiding impacts to bodies of water and wildlife, including endangered species, are priorities of the project
6.	Bachman, Doug and Lucinda	06/20/2019	Online Comment	Leave your comment: KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
7.	Bajkowski, Maciej	6/06/2019	Comment Form	Biggest concern is turning left from Spicewood (w) onto 360 NB. The proposal forces everyone who need to go onto 360 NB and is coming from Spicewood (w) to first go right several miles until lakeway, before a turnaround becomes available. This is very bad for all residents who live on spicewood, and at Arbor at great hills (especially Yaupon @ spicewood). A lot of the commute routes involve going either onto 360 NB, or across using old spicewood springs, including the following: Arboretum, HEB, Albertson, Anderson High, Hill Elementary, Airport, School Bus routes, Whole Foods, Work Comutes to the Domain, etc. All these people will now be forced to turn right onto 360 SB first, adding traffic during rush hour & non-rush hour, and polluting more. I strongly urge you to consider adding a fast "Uturn" from the access road so that residents driving from Spicewood (w) can get onto 360 NB a lot more easily.	TxDOT considered multiple options for Spicewood Springs Road (W) at Loop 360 and determined that traffic demand does not warrant adding a protected U-turn with dedicated access from Spicewood Springs Road (W) to northbound Loop 360 at this time. Drivers headed from Spicewood Springs Road (W) who wish to access northbound Loop 360 will head south on Loop 360, travel approximately one mile to Lakewood Drive, and use the proposed nonsignalized U-turn at the Loop 360 at Lakewood Drive intersection. This allows for a safe maneuver that also increases mobility on the Loop 360

					mainlanes.
8.	Barr, Dan	06/18/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
9.	Bauereis, Eric	06/06/2019	Online Comment	It appears that no changes are planned for ramps on and off 360 near Champion Grandview Way. That is already a dangerous section with people and bikes exiting for 2222 or Champion Grandview Way (at very different speeds) and getting on from Champion Grandview Way. With increasing traffic that section will only get worse. An extension to the access road through there should be given serious thought.	Comment noted; however, 10' shared-use paths (SUPs) for bicyclists & pedestrians will be constructed with the project. TxDOT is currently evaluating options for drivers headed to and from Loop 360 and Champion Grandview Way.
10.	Bauereis, Eric	6/06/2019	Comment Form	Go check w/ proj mgr for past const of 2222/360 intersection. It was handled better than any other major intersection in Austin area in the past 35 yrs. Please handle it as well as that.	Comment noted.
11.	Blythe, Sharon	06/12/2019	Online Comment	Having driven old Spicewood Springs Road west to the 360 intersection for 30 years, I know that removing the traffic light at that intersection will not improve traffic along 360 since the commuters will bypass that intersection and route through the nearby neighborhoods to access 360 at Great Hills.	Comment noted. TxDOT evaluated the option of maintaining the current traffic signal on Loop 360 at Spicewood Springs Road (W). The Loop 360 Feasibility Study, which ended in 2016, recommended removing signals on the mainlanes and replacing them

		Keeping the traffic light at that intersection and the cross over open to traffic will improve the traffic on old spicewood springs west and not significantly slow down traffic on 360. It is interesting that TXDOT have made arrangements to underpass or overpass all the other intersections along 360 except for the one at old Spicewood Springs west.	project currently proposes building the overpass only at Spicewood Springs Road (E)/Bluffstone Drive. Extending the overpass to Spicewood Springs Road (W) would require significant additional construction, including additional mainlane bridges in the north and southbound directions at Spicewood Springs Road (W), additional pavement at Spicewood Springs Road (W), additional pavement at Spicewood Springs Road (W), along connector roads, and along the mainlanes, and additional and higher retaining walls along the Loop 360 mainlanes. It would also require modifications to the Bull Creek bridge.
			modifications to the Bull Creek
			Maintaining the signal at Loop 360 at Spicewood Springs Road (W) would also require a traffic signal for both the northbound and

southbound connector roads and

both mainlanes, resulting in operational issues as well as minimal

					room for queuing lengths between the northbound and southbound directions. Finally, additional pavement, retaining walls, bridge structures, and grading would be necessary to accommodate the Loop 360 northbound and southbound left-turn bays at Spicewood Springs Road (W). Additionally, maintaining the Spicewood Springs Road (W) signal and removing the others along the corridor would potentially cause safety issues.
12.	Bodour, Sarah	06/18/2019	Online Comment	As a Lakewood resident, I would really like to maintain the look of what the neighborhood is like. If a lane has to be added, it should be added to the far right and the landscaped median remain.	See response to Shana Atassi.
13.	Bosking, Darlene	6/06/2019	Comment Form	 2 Left turn lane at the Spicewood Sprgs (W) @ 360 to head south Closed Old Spicewood Rd (east of 360) park area to bikes and pedestrians only Old Spicewood springs Rd (W of 360); Large commuter traffic that uses as cut thru from 360 to 183 @ McNeil; I envision huge volume of traffic trying to get on that road thru the Bluffstone intersection. 	Comment noted. There is no left-turn movement from Spicewood Springs Road (W) to southbound Loop 360. TxDOT evaluated adding a second right-turn lane to southbound Loop 360 from Spicewood Springs Road (W). Traffic analyses show that the current configuration (a single dedicated right-turn lane) will accommodate projected traffic at the intersection. Additionally, design

					standards require a minimum of 1,000 feet prior to the merge into a one-lane entrance ramp. There is not sufficient space between Spicewood Springs Road (W) and Winding Ridge Boulevard to allow this distance. Both lanes of traffic would be turning into a two-lane connector road, which is not desired from an operations standpoint and may impact safety. The City of Austin owns and maintains Old Spicewood Springs Road, and will be the entity deciding whether, or how, to move that project forward, including accommodations for bicycle and pedestrian traffic. Closing Old Spicewood Springs Road to vehicular traffic will not be considered until after the TxDOT project and the City of Austin Mobility Bond improvements on Spicewood Springs Road are complete. Your comment has been shared with the City.
					10-foot shared-use paths (SUPs) for bicyclists and pedestrians will be constructed along Loop 360 within the project limits.
14.	Brockman, David	06/21/2019	Online Comment	I'm in favor of the design being proposed at the Lakewood intersection. However, I want to make sure the landscaped island at the Lakewood community entrance is maintained.	See response to Shana Atassi.

				This island makes the entrance attractive and provides a safety barrier between opposite lanes of traffic.	
15.	Brooks, Ruven	6/06/2019	Comment Form	Removing stop lights from a road increases the capacity of the road. I was told that an additional lane would have a capacity of 1600 cars/hour. By what amount does removing the stop lights increase the capacity of Loop 360?	Traffic analyses show that, due to the terrain, traffic signals and other features along the corridor, Loop 360 currently accommodates approximately 1,000 vehicles per hour per lane. Removing the signals along the entire corridor would nearly double the capacity, increasing it to approximately 1,800-2,000 vehicles per hour per lane.
16.	Caskey, Kathy	6/06/2019	Comment Form	Please reduce lanes from 4 to 3 on SB access road @ Lakewood Please keep DARK SKY initiative for our precious neighborhoods! Most important – giant, old, very special Live Oak tree on SW corner of intersection! Hundreds of years old! Please (Lucas & Melissa) save this tree! Thanks, Kathy	TxDOT evaluated multiple options for the southbound Loop 360 connector road as it approaches Lakewood Drive. Traffic analyses show that the current configuration (a dedicated Uturn lane, a shared left-turn and through lane, a dedicated through lane, and a dedicated right-turn lane) are needed to accommodate projected traffic at the intersection. Regarding the dark sky initiative – There are different dark sky certification levels and various ways a location can be dark-skies friendly. There are a few locations in and around the Austin area that are currently considered a dark sky place, including the River Hills and Lost Creek developments, and the nearby city of Dripping Springs. You

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		can learn more about dark skies
		qualifications and see lists of
		international dark sky places here:
		https://www.darksky.org/. In the fall of
		2018, the Loop 360 project team
		began to gather public input on
		design solutions, or Context Sensitive
		Solutions (CSS), for the corridor. CSS
		is a collaborative approach to
		developing roadways that fit within
		their surroundings. The CSS
		approach considers not only the
		physical aspects or standard
		specifications of a roadway, but also
		the scenic, environmental, historic,
		economic and social resources in the
		surrounding community, including
		but not limited to the dark skies at
		night, as well as other aesthetic
		properties along Loop 360. The CSS
		process involves all stakeholders,
		including community members,
		elected officials, interest groups, and
		affected state, local and federal
		agencies to develop a transportation
		facility that fits its physical setting.
		CSS processes help to preserve and
		enhance community resources while
		improving safety and mobility along
		the corridor. You can learn more
		about the CSS process, and see
		additional public input received to
		date, on Loop360Project.com. On
		Loop 360, safety lighting will be
		installed at intersections and ramps.
		TxDOT will use cobra head lighting

					that directs light onto the ground and surrounding area, rather than toward the sky. TxDOT is continuing to evaluate and develop further details and specifications for lighting options along Loop 360. Regarding the tree - TxDOT has evaluated options for maintaining the large oak tree at the southwest corner of Loop 360 at Lakewood Drive. TxDOT is shifting the roadway approximately 40 feet to the east to preserve the tree.
17.	Caskey, Kathy	06/20/2019	Online Comment	The proposed access lanes (4) on each side which cross Bull Creek at Lakewood Drive, traverse the most precious, scenic and fragile area in this project. Lanes should be condensed to 3 max. and overpass should squeeze the middle over the creek. No gap between northbound and southbound lanes. Leave the natural areas as untouched as possible. You are actually abutting private property homes on either side of Lakewood Drive. Sound barrier walls are not possible on bridges due to weight Is that correct? This is ruining my home which backs to Bull Creek! It is a lovely area. Please do not remove the large live oak tree at the southwest corner of Lakewood Drive and Loop 360! If there are still traffic lights at 183, how is any of this going to provide free flow traffic when cars are stopping at both the north and the south ends	See previous response to Kathy Caskey regarding the lanes on the southbound Loop 360 access road. Regarding using the median for the current project: TxDOT is preserving the median for future transportation improvements as detailed in the Loop 360 Feasibility Study completed in 2016. The final report for the Feasibility Study (titled Loop 360 Improvement Study Summary Report) can be found here: http://loop360project.com/docs/final-report.pdf It is feasible to construct certain types of sound walls on bridges; however, noise walls on the Bull Creek bridge may not be reasonable and feasible as defined below. A

	of Loop 260. It will stock up worse than ever!	noise analysis is currently underway
	of Loop 360. It will stack up worse than ever!	noise analysis is currently underway
	At least the lights modulate the heavy traffic	as part of the environmental study.
	and allow cross traffic to work its way onto the	The analysis considers the current
	loop.	level of noise at many locations
	South being the Y in Oak Hill which is always a	throughout the study area, calculates
	snafu!	existing and projected future traffic
		noise levels and considers noise
		reduction measures. Noise reduction
		measures are only proposed if the
		predicted future noise levels exceed
		acceptable levels for surrounding
		properties. The results of that
		analysis will be included as part of
		the environmental study.
		The most common noise reduction
		measure is the construction of noise
		barriers or sound walls. If the noise
		analysis shows that noise levels exceed acceptable standards in a
		particular area, the project will
		provide sound walls if they are
		determined to be feasible,
		•
		reasonable and acceptable to the
		adjacent property owners. Feasibility
		considers whether a substantial noise reduction can be achieved and
		whether the noise barrier will cause
		a reduction in safety.
		Reasonableness considers, among
		other factors, cost effectiveness,
		expected noise levels and land use.
		Acceptability considers the opinions
		of the residents that live adjacent to
		the proposed wall.

		l See pro	evious response to Kathy
		·	regarding the tree at
		· · · · · · · · · · · · · · · · · · ·	ood Drive.
			504 51170.
		The Lo	op 360 at Lakewood
			Spicewood Springs Road
		,	extends from north of RM
			o Winding Ridge Boulevard,
			m Winding Ridge Boulevard to
			of Great Hills Trail. US 183,
			and the Y in Oak Hill are
			e the Loop 360 at Lakewood
			Spicewood Springs Road
		· ·	limits. The Loop 360 program
		* · · · · · · · · · · · · · · · · · ·	n incremental approach that
			izes the use of existing
			ays, requires smaller amounts
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			ing to accomplish major ements and limits the amount
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			struction at any one time.
			looked at options for direct
			etions to US 183 and MoPac
			of our Loop 360 feasibility
		I 3	which ended in 2016. The
			ound that traffic forecasts
			demand near capacity for US
			nd MoPac, and these corridors
			not be able to accommodate
			ditional traffic from more than
			ane flyover. Improvements at
			ntersections were
			nended in the feasibility study
			ay still be considered as part
			re projects, but are not
			ly planned or funded. Your
		comme	ent has been shared with the

					appropriate departments within TxDOT.
18.	Caskey, Kathy	06/20/2019	Online Comment	SAVE THE LARGE, VERY OLD LIVE OAK TREE AT THE CORNER OF LOOP 360 AND LAKEWOOD DRIVE, SITUATED ON THE SOUTHWEST CORNER OF THAT INTERSECTION! THANK YOU VERY, VERY MUCH!	See previous response to Kathy Caskey regarding the tree at Lakewood Drive.
19.	Caskey, Kathy	06/20/2019	Online Comment	Allow only 3 lanes for access lanes, not 4. Do not have a bike/pedestrian path on the west side of southbound lanes as they are already too close to private property HOMES! Bull Creek park users will use our street for parking and loitering. Bike/pedestrian path on northbound side of loop where no homes are affected! No street lights on overpass or access lanes! Too close to homes. Loop 360 is a dark sky roadway and lovely as it is now (darkness wise). Thank you!!!!!	See previous response to Kathy Caskey regarding the lanes on the southbound Loop 360 access road. After evaluation, TxDOT relocated the shared-use path from the west to the east side of Loop 360. When developing a project that is federally funded, TxDOT is required to follow guidelines mandated by the Federal Highway Administration (FHWA). These guidelines require transportation agencies to make bicycle and pedestrian accommodations a "routine part of their planning, design, construction, operations and maintenance activities" and to make accommodations for persons with disabilities in accordance with civil rights mandates, unless there are exceptional circumstances, which prohibit agencies from doing so. Guidelines must be followed in order to ensure federal project funding. Learn more about the requirements

					here: https://www.fhwa.dot.gov/environm ent/bicycle_pedestrian/guidance/de sign.cfm See previous response to Kathy Caskey regarding the Context Sensitive Solutions process for the corridor.
20.	Caskey, Kathy	06/20/2019	Online Comment	3 access lanes, not 4. Cuts too deeply into the creek area and brings the roadway and noise into my backyard! Do not place bike/pedestrian path on southbound side of Lakewood intersection. Please place on northbound side as only business, no homes are on that side of the road in that area!	See previous response to Kathy Caskey regarding the lanes on the southbound Loop 360 access road. See previous response to Kathy Caskey regarding noise walls. See previous response to Kathy Caskey regarding shared-use paths along Loop 360.
21.	Caskey, Kathy	06/20/2019	Online Comment	No street lights! Do not want light invasion of our dark skys.	See previous response to Kathy Caskey regarding the Context Sensitive Solutions process for the corridor.
22.	Charbeneau, Nancy	06/20/2019	Online Comment	I would like to see more attention to the environmental, visual and auditory impacts of creating a new expressway through what was originally designed as a scenic byway traversing sensitive waterways and habitat. Also, please remember some of us live by 360 and the noise is already pretty deafening. Please consider at least prohibiting trucks from air-breaking along 360. Also, please	See response to Kathy Caskey regarding the Context Sensitive Solutions process for the corridor. See response to Kathy Caskey regarding noise walls. The City of Austin has passed an ordinance prohibiting the use of engine brakes within 5,000 feet of

				consider putting a slower speed limit to 360 so folks don't consider the lack of lights to be permission to drive over 55 mph.	the city limits, including state roadways such as Loop 360. Your comment has been shared with them. The current target design speed for this area of Loop 360 is 60 mph on the mainlanes. However, posted speed limits are set on TxDOT highways by the Texas Transportation Commission, considering design speed of the facility and the results of a traffic study.
23.	Clardy, Mark	06/19/2019	Online Comment	Exiting Lakewood (eastbound) to 360, should have two lanes that can turn left (North Bound) and one lane that goes straight (current configuration). MOST traffic turns north on 360 – why are you eliminating one of the NB turn lanes? Forcing all NB traffic into a single lane will cause traffic to back up even more into Lakewood drive, and will completely block cars trying to exit Creekbluff Drive. This is simply a matter of painting stripes - making this change will not impact the project cost.	TxDOT evaluated including a second left-turn lane to northbound Loop 360 from Lakewood Drive. Traffic analyses show that the current configuration (a shared left-turn and through lane, and a dedicated right-turn lane) will accommodate projected traffic at the intersection. Additionally, the Loop 360 at Lakewood Drive/Spicewood Springs Road project aims to separate local from through traffic. Adding an overpass at Lakewood Drive will remove the mainlane traffic from the signal, thereby reducing wait times for drivers traveling along the cross street.

24.	Clardy, Mark	06/19/2019	Online Comment	Add a right turn lane for cars on eastbound Lakewood to southbound 360. This will help move traffic more efficiently from Lakewood, which tends to get backed up during rush hour. Add an acceleration lane for this to the 360 southbound feeder road. If needed, the median on Lakewood can be removed, it will already be much shorter based on the proposed changes.	Comment noted. See response to Shana Atassi regarding the right-turn lane at Lakewood Drive. Regarding the acceleration lane: Adding an acceleration lane to the southbound side of Loop 360 would require TxDOT to work outside of current right of way. It would also require additional utility relocations.
25.	Clardy, Mark	06/19/2019	Online Comment	The current plan has two pedestrian/bike paths crossing 360 under the overpasses, one on each side of Lakewood Dr. This can easily be reduced to 1. There is minimal foot traffic crossing 360 in the area and two paths to cross 360 are not needed. The Bull Creek Park overflow parking at the Lakewood (E)/360 intersection will be eliminated by the project, which will substantially increase parking in our neighborhood by park-goers. Adding foot crossings to 360 will encourage this activity and will have a detrimental impact on permanent residents. It is essentially the same as increasing cut-through traffic, which is one of the concerns stated in the CSS that is supposed to be minimized.	See response to Kathy Caskey regarding the shared-use path and Context Sensitive Solutions. Comment noted.
26.	Clardy, Mark	06/19/2019	Online Comment	The multi-use hike & bike trail should only be on East/South side of 360 (where the North Bound lanes are). It doesn't make sense to have it cross under 360 at Lakewood, this will just slow down bikers at the stop lights.	See response to Kathy Caskey regarding the shared-use path.

27.	Clardy, Mark	06/19/2019	Online Comment	Four new southbound feeder lanes at Lakewood, plus the proposed multiuse path will encroach approximately 50 feet to the homes on Creekbluff and Lakewood. This is overkill and unnecessary for the number of cars exiting 360 onto Lakewood. (1) Reduce the number of southbound feeder lanes by having one dedicated u-turn, one left/straight lane, and one dedicated right turn lane. (2) Eliminate the multi-use lane (it should be on the east side/northbound 360 only). (3) Reduce the space between NB and SB through traffic lanes (similar to 360 approach/crossing Pennybacker Bridge) to reduce encroachment onto Lakewood and Creekbluff residences. Use the additional space to move feeder lanes as far as possible away (east) from Lakewood/Creekbluff.	See response to Kathy Caskey regarding the current lane configuration at Lakewood Drive. Additionally, TxDOT is recommending shifting the roadway approximately 40 feet to the east to preserve the large oak tree at the southwest corner of Loop 360 at Lakewood Drive. This will increase the distance between the edge of the roadway and the nearby homes. See response to Kathy Caskey regarding the shared-use path. See response to Kathy Caskey regarding using the Loop 360 median for the current project.
28.	Clardy, Mark	06/19/2019	Online Comment	The overall design at Lakewood (both sides of 360) is out of proportion to the traffic requirements on these feeder roads. The neighborhoods on both sides of 360 are saturated – there will never be a substantial increase in the number of homes in these neighborhoods – they are completely built out, and there is no additional land available for development due to the Balcones Canyonland preserve and Bull Creek Park. Please re-think	One goal of the Loop 360 program is to balance through traffic with local traffic. TxDOT evaluated the lane configuration on all sides of Loop 360 and Lakewood Drive. Traffic analyses show that the current configuration is needed to accommodate projected traffic at the intersection.

				the design for this intersection by minimizing the impact to the neighborhood instead of planning for a non-existent potential for growth.	
29.	Clardy, Mark	06/19/2019	Online Comment	CSS Options for Bridge Supports - I prefer the bent cap SLOPED with ROUND columns	Comment noted.
30.	Clardy, Mark	06/19/2019	Online Comment	I'm pleased to see that additional lighting is NOT specified as a needed "improvement". I, and many of my neighbors, prefer the darkness of Creekbluff Drive (no streetlights) and have opposed suggestions to have lights installed. The Loop 360 Context Sensitive survey results (CSJ 5000-00-131) confirm that very few people feel current lighting is inadequate, while a greater number of people favor the dark skies aspect of the current roadway. Please do not install lighting along 360, specifically not at 360/Lakewood drive. Even though shielded lights limit the amount of light spilling upward, they definitely increase ambient light at ground level, which is where I live and where I wish to retain the dark sky ambiance.	See previous response to Kathy Caskey regarding the Context Sensitive Solutions process for the corridor.
31.	Clardy, Mark	06/19/2019	Online Comment	Reduction of neighborhood cut-through traffic is stated as one of the goals of the 360 project, but the addition of multiple lanes at existing neighborhood intersections will actually have the opposite effect. Lakewood Drive traffic crossing Loop 360 is a prime example. The proposed drawings show an	See previous response to Mark Clardy regarding the lane configuration on all sides of Lakewood Drive at Loop 360. One of the goals of the Loop 360 Program is to improve mainlane

				additional lane added for westbound traffic (a second left/south turn lane) and all striped lanes extended several feet to queue additional cars. I drive this intersection daily and a second left turn lane is unnecessary at any time, including rush hour. Adding new lanes and extending existing lanes will certainly move traffic more quickly, but it will have the unintended consequence of making it more attractive for non-residents to cut through on Lakewood from 2222 to 360. Leaving the number of lanes and existing short turn lanes as they are will ensure that people avoid the cut-through because it will not save them any time.	operations and separate local from through traffic, which should impact neighborhood cut-through traffic. Comment noted.
32.	Clardy, Mark	06/19/2019	Online Comment	I'm very concerned about the increase in noise spilling onto the Lakewood neighborhood west of 360 - particularly the homes on Creekbluff Drive. Sound barriers need to be installed to mitigate this issue. I am also concerned about the noise coming into the neighborhood from the elevated lanes. Adding a wall to the outer edge of these lanes will help direct that noise upward and not allow it to disperse into the neighborhood. There are homes on the mountaintop behind Bull Creek Park that are visible from Creekbluff Drive. It is amazing how much noise from these residences rains down on our street. A much worse situation can be expected from 360 traffic on elevated lanes unless something is done.	See previous response to Kathy Caskey regarding noise walls.

33.	Countryma n, Nancy	6/06/2019	Comment Form	Long, long overdue – the 2 lanes on 360 getting on Hwy 183 that end up just going to 5 lanes at the last minute. More asphalt much sooner could not cost that much! The traffic now backs up starting at Great Hills Trail at peak times. We always go through the neighborhood to Oak Knoll as do many, many people. We have trouble getting out of our caul-de-sac during rush hour- so many cars are avoiding 360 and #183.	The Loop 360 at Lakewood Drive/Spicewood Springs Road Project extends from north of RM 2222 to Winding Ridge Boulevard, and from Winding Ridge Boulevard to south of Great Hills Trail. US 183 and Great Hills Trail are outside the Loop 360 at Lakewood Drive/Spicewood Springs Road project limits. Improvements at these intersections may be considered as part of future projects, but are not currently planned or funded. Your comment has been shared with the appropriate departments within TxDOT.
34.	Countryma n, Nancy	6/06/2019	Comment Form	Driving #360 to #183 going North or Northeast needs to have more asphalt placed so that cars can leave #360 sooner and take the (shortcut) to Jollyville to #183 east. They have put up barriers and cost us 5-10 minutes more now to get off of #360.	See previous response to Nancy Countryman. Comment noted.
35.	Countryma n, Nancy	6/06/2019	Comment Form	The light at 360 and Bluffstone is too short much of the time. Sometimes only 3 to 5 cars can get across and have to wait almost 3 minutes for each light change—and have to wait for 2 (or more) light changes.	Comment noted. The Loop 360 at Lakewood Drive/Spicewood Springs Road project aims to separate local from through traffic. Adding an overpass at Bluffstone Drive/Spicewood Springs Road (E) will eliminate the signal cycle for mainlane traffic, thereby reducing wait times for

					drivers traveling along the cross streets. The City of Austin owns and maintains Bluffstone Drive/Spicewood Springs Road (E), and is the entity in charge of traffic signal operations at that location. Your comment has been shared with them.
36.	Countryma n, Nancy	6/06/2019	Comment Form	The left hand turn at Bluffstone (going south) and #360 needs to be very very long. They have improve it but it still gets backed up. The right hand turn lane off of #360 going south onto Bluffstone needs to be all the way to Great Hills Trail. Cars leave too much space between them and now you can't turn as soon as you should be able to.	Comment noted. The City of Austin owns and maintains Bluffstone Drive/Spicewood Springs Road (E), and is the entity in charge of any potential improvements along that street. Your comment has been shared with them. The current proposed design includes a 1400' connector road approaching Bluffstone Drive/Spicewood Springs Road (E). The length of the connector road will accommodate projected traffic at the intersection. Interim improvements in this location may be considered as part of future projects, but are not currently planned or funded. Your comment has been shared with the appropriate departments within TxDOT.

37.	Countryma n, Roger	6/06/2019	Comment Form	The scope of this project should be extended up to the bridge over 183. At peak traffic times the two lane 360 splits into 2 left turn lanes and 2 straight ahead lanes. There is not enough road way to accommodate all the traffic. The transition from 2 lanes to 4 lanes need to be at least doubled and directive striping added showing	See response to Nancy Countryman regarding potential improvements at US 183.
38.	Day, Vicki	6/06/2019	Comment Form	I understand the need for improvement. However I do not want our neighborhood impacted negatively. 1. Please consider saving our trees at Lakewood & 360. They are an important part of our history. 2. Please increase the use of plants and wildflowers to help the view. 3. I am worried about more pollution w/ the use of overpasses. Our neighborhood will suffer from light and car sounds. I suggest you study the impact on all neighborhoods along 360. You could certainly	See response to Shana Atassi regarding the trees located in the median at Lakewood Drive. See responses to Kathy Caskey regarding the large oak tree at Lakewood Drive, Context Sensitive Solutions for the corridor, and noise walls. Comment noted.

				consider giving us a tax break.	
39.	Deweese, Vicki	6/06/2019	Comment Form	Overpasses w/out stopping traffic are great Pls tell City not to close road from Spicewood to Old Spicewood Why 4 lane access road by Lakewood Dr.	Comment noted. See response to Darlene Bosking regarding Old Spicewood Springs Road. See response to Kathy Caskey regarding the number of lanes on the southbound Loop 360 connector road.
40.	Dodge, Lloyd	6/06/2019	Comment Form	Main concern – 360 N deadends into a "shopping center". With all the improvements to 360, I understand there are NO PLANS on improving traffic flow from/to 360 and 183, yet alone Mopac. The traffic lights at 183 only allow a minimal number of cars through at a time. Traffic backs up considerably down 360 from the 183 light. So, the project "opens up" traffic to end up at a "dead-end" in the north. Can the management of TxDOT let the public know what the plans are for the 183/360 intersection? All I have heard is "it is not in this project".	See response to Nancy Countryman regarding potential improvements at US 183. If any future plans develop for that location, TxDOT will inform the public.
41.	Dohse, Christian	6/06/2019	Comment Form	*Construction noise echoing up the canyons is a major concern, especially in early morning hours. Canyons echo, and the overpass at Bluffstone/Spicewood Springs leads right up	See response to Kathy Caskey regarding noise walls. Comment noted.

				Laurel Oaks Creek Canyon. Residents on this canyon would appreciate predictable construction times so as to avoid excess noise from this multi-year project. *Noise reduction on the finished overpasses would be much appreciated. Any way we can reduce "signing" concrete would help.	
42.	Dula, Sandy	06/18/2019	Online Comment	Please DO NOT take out the landscape at entrance to Lakewood. Instead, add a right lane on side. It is more sensible and would cut down cost!!! The colorful landscape island is like a beautiful doormat to our neighborhood!!!	See response to Shana Atassi.
43.	Ferguson, Paul	6/06/2019	Comment Form	Current plan at Old Spicewood Springs Road doesn't have left turn to enter 360. Instead you have to travel down to Lakewood Drive, make U-turn to back north. This is extra time+mileage. Solution is to connect Bluffstone to Spicewood Springs Road West – this property was designated for this to years ago and now ignored.	Comment noted. Spicewood Springs Road (W) and Bluffstone Drive are owned and maintained by Travis County and the City of Austin, respectively. They are the entities in charge of any potential improvements along those streets. Your comment has been shared with them. You can also learn more about the City of Austin's plans for Bluffstone Drive at http://austintexas.gov/asmp
44.	Fullerton, Bruce	06/18/2019	Online Comment	Please leave the landscaping on Lakewood @ 360 as-is. What's needed is a new right turn lane for people heading southbound on 360.	See response to Shana Atassi.

45.	Garcia, Mark	06/06/2019	Online Comment	I can't seem to find a workshop roll plot map for the Lakewood Dr/360 intersection like there is for the Spicewood Springs/360 intersection: http://loop360project.com/docs/Spicewood% 20Springs_Workshop1_RollPlots.pdf	The roll plot for the Lakewood Drive intersection can be found here: http://www.loop360project.com/docs/LakewoodSpicewood_Exhibits_June2019.pdf
46.	Gerstenhabe r, Karen	06/18/2019	Online Comment	As a resident and homeowner in Lakewood, I am writing to advocate for the retention of the landscaped median at the entrance to the neighborhood by adding a second right turn lane to the right of the existing lanes. I'm also very interested in maintaining dark skies as much as possible with lighting choices.	See response to Shana Atassi regarding the median and the right-turn lane at Lakewood Drive. See response to Kathy Caskey regarding the Context Sensitive Solutions process for the corridor.
47.	Gimble, Bruce	06/18/2019	Online Comment	I live in Lakewood and would rather see left turns at this intersection closed (no more light) and a Michigan left installed rather than an overpass or underpass at the intersection of Lakewood and 360. Adding anything else just encourages even more traffic to cut through Jester and Lakewood neighborhoods between 2222 and 360 during rush hours. I also do not approve of bulldozing the existing landscaping at the Lakewood neighborhood entrance.	TxDOT has previously evaluated the possibility of adding Michigan left-turns to Loop 360. Due to public input, the proposal did not move forward. The Loop 360 Feasibility Study, which ended in 2016, recommended removing signals on the mainlanes and replacing them with overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street) where feasible. See response to Shana Atassi regarding the median at Lakewood Drive.

48.	Gole, Anagha	06/22/2019	Email Comment	Hello! I take a left and sometimes a right on 360 coming from Lakewood daily, sometimes 4-5 times / day. I have never encountered any congestion or issues in my 5 years. Yes at 8 am there are 6 cars and at 9.30 am only 2, but I do not think there is any problem here to fix. Can we please keep the Lakewood landscaping? Also we don't need a cross bridge at this intersection.	Comment noted. See response to Shana Atassi regarding the median at Lakewood Drive. See response to Bruce Gimble regarding the recommendations for Loop 360 from the Feasibility Study.
49.	Gross, Karlen	06/19/2019	Online Comment	Thanks Anagha PLEASE KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. A RIGHT TURN LANE MAKES MUCH MORE SENSE AS THERE IS ALREADY A SPACE WHERE ONE OR TWO CARS CAN WAIT TO TURN RIGHT - ALL IT TAKES IS MOVING THE CURB AND WIDENING THAT SIDE OF THE ENTRANCE. DO NOT DESTROY THE WELCOMING ENTRANCE TO OUR NEIGHBORHOOD THANK YOU	See response to Shana Atassi regarding the median and right-turn lane at Lakewood Drive.

50.	Grossfield, Scott	6/06/2019	Comment Form	Overall I like the design. Please try & minimize concrete to keep the beautiful (?) that exists on 360. At Lakewood please consider bikers that need to go northbound or southbound and need a shoulder or path. Also, prefer 2 left turns at Lakewood going north to 360. If heading south, people in (?) will go to 360.	Comment noted. See response to Kathy Caskey regarding the Context-Sensitive Solutions process for the corridor, and regarding the shared-use path. See response to Mark Clardy regarding the lane configuration at Lakewood Drive.
51.	Henry	06/20/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
52.	Hern, Virginia	6/06/2019	Comment Form	Please do not destroy the large oak at Lakewood and 360. That tree is at least 300 years old and adds so much to the Lakewood neighborhood. The tree is located on the west side of the 360 intersection with Lakewood Dr. across from Bull Creek.	See response to Kathy Caskey.
53.	Hintikka, Cindy	6/06/2019	Comment Form	The intersection you propose at Spicewood Springs (W) is unfair. You are making my access to 360 N much more time consuming so as to optimize the travel of others that are already on the road. This is unacceptable. The needs of people who live near 360 are as important if not more so, than the needs of people who are merely passing through. I probably go through that area much more often than they do. Please put a reasonable intersection at Spicewood Springs (W) & 360 – which probably means build an overpass there,	See response to Sharon Blythe regarding building an overpass at Spicewood Springs Road (W). Travis County is the entity in charge of rebuilding the bridge over the low water crossing on Spicewood Springs Road (W), and the City of Austin is the entity in charge of improvements along Spicewood Springs Road (E).

				Also, please do the work on this intersection while the bridge on Spicewood Springs road is being done, so as to minimize the amount of time that there is construction in the area.	TxDOT coordinates with the county, city, and other local, state and federal entities to coordinate construction efforts in the area.
54.	Hintikka, Cindy	06/21/2019	Online Comment	You forgot to point out the important fact that you plan to remove the signals at Spicewood Springs(W)! Pleas add it. From the way you portray the area, it's cleat that Spicewood Springs Rd(W) is not important to you. The needs of those who use it are definitely not served by this design.	The June 2019 workshop handouts and exhibits show the removal of the traffic signal at Spicewood Springs Road (W). They can be found here: http://loop360project.com/spicewoodspringsrd.htm
55.	Hintikka, Cindy	06/21/2019	Online Comment	You say that you "hope that all residents, pedestrians, bicyclists, who use and rely on Loop 360 will benefit ", but removing the signals and crossover at Spicewood Springs(W) without installing an overpass there will reduce mobility tremendously for many people who live near that intersection! There are few nearby destinations to the south on 360. Most of the shopping and businesses are to the north. So optimizing the southbound traffic doesn't help those of us who live near this intersection. The main things we need to do are go to destinations off Spicewood Springs(E) or go north to the 183/360 area, and we do it frequently at all times of the week, not just at rush hour!	Comment noted. See response to Sharon Blythe regarding constructing an overpass at Spicewood Springs Road (W). See previous response to Cindy Hintikka regarding construction coordination efforts. See response to Paul Ferguson regarding the connection for Bluffstone Drive to Spicewood Springs Road (W). Travis County is the entity that owns and maintains Spicewood Springs Road (W) at that location, and the City of Austin owns and maintains

Under the proposed design, people who want to go north on Loop 360 from Spicewood Springs (W) would face a much longer delay as they would have to go a mile out of their way to make a U-turn at Lakewood Drive or go a long way through the neighborhood around the canyon to the Bluffstone/Spicewood Springs intersection.

Please build an overpass at the Loop 360/Spicewood Springs(W) intersection just like you plan to at Lakewood Drive and Spicewood Springs (E). It is only fair. Our needs are no less important than the needs of other people who use 360.

There are so many different governmental agencies involved in planning transportation in Austin and in this particular area that if the projects are not coordinated they do not serve the public well.

Someone at the meeting on June 6 told me that the city was considering possibly extending Bluffstone through to Spicewood Springs(W) at some point. I can't find anything about that online, but it seems it would help to mitigate the adverse impact of the proposed 360 design on those of us who live off of Spicewood Springs (W). Assuming that the new roadway would take the shortest path between Bluffstone and Spicewood

Yaupon Drive. Your comments have been shared with them.

				Springs (W) and not divert traffic onto Yaupon, I think that this project should be included in the scope of the 360 project or at least coordinated with it so that it is in place before the signals are removed. There is a plan to replace the low water crossing on Spicewood Springs Rd. Please coordinate with the county so as to minimize the amount of time that the Spicewood Springs(W)/360 area is under construction. It would be difficult if the bridge were completed just as the intersection at 360 was torn apart. Also, please put a stop sign on Spicewood Springs (W) where it intersects at the Yaupon. During the evening rush hour, it is dangerous for us to leave our neighborhood by taking a left turn onto Spicewood Springs from Yaupon. Heavy traffic that is traveling north very fast just keeps speeding by, I believe well above the speed limit. I fear that this situation will only get worse. I believe that this task falls	
56.	Hintikka, Cindy	06/21/2019	Online Comment	That looks like a pretty short entrance ramp for people merging onto southbound 360 from Spicewood Springs(W). How does it's length compare to industry standards for roads with the speed limit proposed on 360?	The southbound Loop 360 acceleration lane provides sufficient distance for acceleration, and the ramp junction with the mainlanes meets TxDOT design criteria for a ramp.

57.	Hotchkiss, Christopher	06/18/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. I am going to type comments in website so you	See response to Shana Atassi. Comment noted.
58.	Hovorka, Susan	06/06/2019	Comment Form	can read them.	
59.	Hulme-Lowe, Susan	06/20/2019	Online Comment	Comments from meeting on May 29th at Cupprimo. 1. We think it is likely that some drivers will choose to avoid the new "no left turn" intersection at 360 because of the enforced additional drive down to Lakewood, U-turn and back north again on 360, driving instead through the Great Hills area and coming out at Bluffstone or Great Hills Trail. This will put a greater volume of traffic through this residential area. 2. The drivers who do continue to use Spicewood Springs to get down to 360 will still face congestion at that intersection since - we were told - there will be a STOP sign and only one lane turning right. At the moment, there are two lanes exiting to 360, as well as the lane for traffic coming in the other direction. Nobody was able to explain why those two were not still going to be available, albeit both	Comment noted. See response to Mark Clardy regarding neighborhood cut-through traffic. The proposed design separates local from through traffic. Traffic analyses show that, once improvements are complete, a signal will no longer be warranted on the southbound Loop 360 connector road at Spicewood Springs Road (W). In the future, a traffic signal could be constructed if the results of a new warrant study show that a signal is needed at that time. You can learn more about how signals are added and adjusted along TxDOT facilities here: https://www.txdot.gov/insidetxdot/division/traffic/trafficsignals/evaluation-traffic-signals.html

going south, to increase traffic flow through the intersection.

- 3. When traffic on 360 southbound gets to the U-turn at Lakewood, we were concerned that the lane for that turn would be too short for the volume of traffic making the turn, causing a back-up into the traffic flow continuing south. I'm sure you are familiar with the recently lengthened turn-lane on the northbound side of 360, to go left onto Spicewood, as it exists today. In rush hour traffic, the turn-lane is often not long enough to hold all the cars wishing to take the turn and so traffic turning blocks the through-traffic.
- 4. We fear this same problem might exist at the Bluffstone intersection on the northbound side of 360 for traffic making the U-turn to go south.
- 5. The diagrams we were shown at the meeting indicated where bike/pedestrian lanes would be included in the plan. We are all very concerned about the safety of this traffic through the intersections at Bluffstone and Lakewood, as these lanes change sides along 360. Our own experiences tell us that these road-users cannot be relied upon to stay in their designated spaces and cause a hazard to themselves and drivers alike.
- 6. You are perhaps aware that there are two

regarding adding a second right-turn lane from eastbound Spicewood Springs Road (W) to southbound Loop 360.

See response to Kathy Caskey regarding the lane configuration on the southbound connector road at Lakewood Drive.

TxDOT evaluated the lane configuration on the northbound Loop 360 connector road at Bluffstone Drive/Spicewood Springs Road (E). Traffic analyses show that the current configuration (a dedicated U-turn lane, a shared leftturn and through lane, a dedicated through lane, and a dedicated rightturn lane) will accommodate projected traffic at the intersection. Additionally, the Loop 360 at Lakewood Drive/Spicewood Springs Road project aims to separate local from through traffic. Adding an overpass at Bluffstone Drive/Spicewood Springs Road (E) will eliminate the signal cycle for mainlane traffic, thereby reducing wait times for drivers traveling along the cross street.

See response to Kathy Caskey regarding the location of the shared-use paths.

				other projects involving this intersection which are in the pipeline. The City of Austin is considering closing the underpass which allows traffic to drive under the 360 and continue going East on Spicewood Springs Road. Also, Travis County is planning to replace the low water crossing on Spicewood Springs closest to the 360. Both of these projects will involve considerable construction work and inconvenience to local people. We ask that your group confer with these two other entities to try to help minimize the disruption to access during construction phases.	See response to Cindy Hintikka regarding construction coordination efforts.
60.	Hunt, Joseph	06/21/2019	Online Comment	As we make changes to the interchange of Loop 360 and Lakewood Drive there are two things I would like have 1) keep our beautiful and functional plant island at the intersection and 2) create a right turn lane at the northern point of that intersection. This would speed up traffic and avoid the unnecessary delay for those turning right. I live in the Lakewood community.	See response to Shana Atassi.
61.	Jeffries, Karen	06/18/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
62.	Juhl, Regina	06/18/2019	Online Comment	Re: Creating a dedicated right turn lane on Lakewood Drive to access southbound 360.	Comment noted. See response to Shana Atassi regarding the median and the right-

I understand that eliminating the landscaped median at the entrance to the Lakewood subdivision is under consideration to create a 3rd, dedicated, right turn lane to enter onto 360.

I disagree with this proposed option. A better solution would be to create a dedicated right turn lane on the RIGHT side of the existing 2 lanes vs. destroying the landscaped median. First, there is sufficient room to expand and create an additional lane to the right of the existing lanes. Next, with the introduction of new traffic flow improvements at the intersection of 2222 and 360, much of the "cut through" traffic (i.e. cut through from Jester Blvd, Beauford Ln and onto Lakewood Drive) that is driving the current congestion at the Lakewood light would be alleviated, perhaps event eliminating a need for a new, 3rd, dedicated right turn lane at the Lakewood light. And lastly, once the Lakewood overpass is completed, traffic light timing could be adjusted to allow more time for traffic exiting the Lakewood subdivision to exit Lakewood in all directions (dedicated left turn lane, center left and straight-ahead traffic and the "new" dedicated right turn lanes). This would be preferable vs. further reducing the landscaped structures which welcome residents into their unique neighborhood and promotes sustained property values.

turn lane at Lakewood Drive.

The City of Austin owns and maintains Lakewood Drive, and is the entity in charge of traffic signal operations in that location. They will also be the entity in charge of traffic signal operations once the current project is complete. Your comment has been shared with them.

				thank you and best regards, Regina Juhl Lakewood resident	
63.	Kohls, Matthew	06/11/2019	Online Comment	The the removal of the light at spicewood springs west of 360 without considering the huge impact it will make on the individuals who use this intersection daily. A remedy needs to be found that does not require a 2 mile trip out of the way to go northbound on 360.	See response to Sharon Blythe.
64.	Kovacs, Robert	6/22/2019	Online Comment	Strongly prefer to keep landscaped median at Lakewood an 360 as is, could add another lane to the right.	See response to Shana Atassi.
65.	Lee, Laurie	06/18/2019	Online Comment	PLEASE KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT, IT IS ENJOYED BY MANY AND ENHANCES THE UNIQUE CHARACTERISTICS OF THE NEIGHBORHOOD WE CALL HOME. IF NEEDED PLEASE RESEARCH ADDING A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. OFTEN THOSE MAKING RIGHT HAND TURNS WILL DO SO BY TAKING WALLACE COVE. THANK YOU.	See response to Shana Atassi.
66.	Lemieux, Lucky	6/06/2019	Comment Form	Thank you for making improvements to Loop 360! One of the challenges is exiting the Lakewood Neighborhood from Lakewood Drive. Currently there are 2 lanes – one can go left only – the second can go left, straight, or right. Often times traffic stacks up in AM or other times w/ 2222 cut-through – and it can be difficult to turn right. Even when left turn	Comment noted. See response to Shana Atassi regarding the right-turn lane at Lakewood Drive.

				lane is empty, somebody will go in right lane to turn left (even when no other cars around). Idea: three lanes- 2 regular and one mini dedicated right turn area (remove curb and wooden utility pole to make small right turn area) I have lived in Lakewood 25 years and have experienced this backup hassle first hand and truly think a small right turn lane removing curb would help- it fills up so will need to be removed. I know there is a tree in that area I don't think this small turn lane would affect the tree. Thank you for considering public's feedback! Lucky	
				Hello Crystal -	Comment noted.
67.	Lemieux, Lucky	06/19/19	Email Comment	I am a resident of Lakewood who attended the public meeting a few weeks ago. I have two comments to enter into the public record before tomorrow's deadline please - and a photo to illustrate an issue I reference. 1. Our center median at the entrance to Lakewood is lovely - and my family and I would	See response to Shana Atassi regarding the median and addition of a right turn lane at Lakewood Drive.
			Comment	like to see it left untouched by the new project.	
				The median has been landscaped with native plants and has taken years to develop into this lovely entranceway into our neighborhood. We do not to see the landscaped median removed to make way for another lane - and we want to	

see it remain as-is.

2. We would like to see a small right-turn lane added to the Lakewood Drive exit (heading eastbound) where there is currently a partial curb and gravel depression (yet no trees). We don't need a full lane at the expense of the median - we just suggest a few modifications to the current concrete curb, hole, and a wooden utility pole to make right turns

As it currently stands, the exit from Lakewood Drive to 360 has two lanes - one that goes left, and the other which goes left, straight, or right. There is no right turn lane.

possible at less busy times of the day when maybe 2 cars are in the right lane of the

current two lanes.

However, if only one car (or possibly two cars) are in the right lane of the two current lanes - and they both pull up to the line - and they hug the lane dividing line on their left - a car can turn right (so long as the right-turning car is past the curb and doesn't hit the gravel depression when filled with water). However (and I see this happen frequently) if a car on the right side of the 2 turning lanes stays way behind the intersection line - or the second car hangs back on the right - or people turn left from the right lane when the left lane is completely empty (yes this happens more than you think especially with larger trucks), a right

turn is not possible until the light changes (since the driver would have to jump the curb to get to the turn space).

I think a few modifications (cutting the curb back, filling in the hole, and moving the wooden utility post) may allow for a small right turn lane which may ease some congestion from the exit of the neighborhood.

I saw several comments at the meeting regarding adding a right turn lane - yet I understand it is a balancing act because many cars must turn left and/or go straight through the intersection. While the current draft plans do not show removing the median - or adding another lane - a shorter, partial right-turn lane may be a possible solution if the curb, gravel hole, and wooden pole are remedied. Food for thought anyway! I have lived in this neighborhood for 25 years and enter/exit at all times of the day, so I have a pretty good idea what I am talking about.

I am attaching a photo I took yesterday of the challenge (and opportunity) for the 360/Lakewood intersection. It shows the curb, the gravel hole/depression, and the challenge when 2 cars are in the right lane (especially when they don't maximize the space in front of them and to the left of them). I hope the photo helps - for it shows the curb, the hole, and the potential space for a

				small right-turn lane.	
				Thanks so much, Crystal, for considering these comments and entering them into the public record - I really appreciate it!	
				Sincerely, Lucky Lemieux <phone number="" redacted=""> <address redacted=""></address></phone>	
68.	Levenson, N M	06/08/2019	Online Comment	I attended the Westover Church meeting. You had a wonderful Google Earth map with herdrawings of proposed construction. I do not see that on this website. The only one I found here is only a partial (eliminating Lakewood Drive/360 intersection).	All materials and exhibits shown at the June 2019 workshop can be found here: http://loop360project.com/spicewoodspringsrd.htm
69.	Lewis, Alex	06/20/2019	Online Comment	I am strongly against eliminating the landscaped median at Lakewood and 360. 1. There is room at minimum to put a partial right	Comment noted. See response to Shana Atassi

				turn lane in the dirt next to the current right lane. When there are 3 or less cars lined up, cars will be able to get by and turn right. This could help the situation while we await the more major changes being discussed (overpass) and does not require moving poles. 2. We could move/transplant the median 20 feet to the left (north) instead, which leaves enough room on the right (south) for 3 full lanes, and then pave extra on that north side to re-create the entry lane into Lakewood/Jester. 3. Observation - Landscaping is an easy way to help prevent Austin's growth from turning us into one giant piece of asphalt. Please do not remove that median.	regarding the median and right turn lane at Lakewood Drive. Lakewood Drive is owned and maintained by the City of Austin and Travis County. They are the entities in charge of any potential interim improvements along that street. Your comment has been shared with them. Expanding Lakewood Drive to add an additional westbound lane to the north of the existing lanes would require TxDOT to acquire additional right of way.
70.	Macdaniel, Alfred	06/18/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
71.	Macdaniel, Karon	06/18/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
72.	Marzilli, Alisa	06/20/2019	Online Comment	Good morning, I live west of 360 off of Spicewood Springs Rd, and I am outraged about the removal of the traffic light at 360 and westbound Spicewood Springs Rd. Why would any project make it a	As part of the Loop 360 feasibility study, which ended in 2016, TxDOT evaluated removing all of the traffic signals and replacing them with overpasses (where the Loop 360

goal to make the transportation worse for all the neighbors who live in this area? We are paying taxes too and this is not how we want you to spend that money. You're telling me that you're going to disrupt my ability to get anywhere for MULTIPLE years during the construction of this ridiculous project and then, once that construction is finally done, it will make my life MUCH worse? To make me drive two additional miles out of the way just to turn left? This is ridiculous, and I hope you are prepared for lots of protests. You will not have the support of anyone who lives in Great Hills. lives off westbound Spicewood Springs Rd, in the Mountain or the Barrington Oaks area, etc. You are also making it more difficult for us to access emergency services by adding 2 unnecessary miles.

Just leave 360 alone. If you're going to deteriorate our existing access, then it is NOT an improvement. If you want to improve traffic flow, then you'd have to replace ALL existing intersections (including Great Hills) with overpasses while still allowing surface road access below them. If you're just going to pick and choose your favorite intersections, you're just making things worse. DO NOT PROCEED WITH THIS PLAN.

-Alisa

mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). This was determined to provide significant mobility and safety enhancements. You can view the Feasibility Study here: http://loop360project.com/feasibilitystudy.htm

See response to Sharon Blythe regarding building an overpass at Spicewood Springs Road (W).

73.	McDonald, Tom	6/06/2019	Comment Form	Lakewood eastbound currently has 2 lanes that turn left or go straight. The plan changes this to a single left/straight lane. The plan should add a new right turn lane + keep the existing left/straight lanes.	Comment noted. See response to Shana Atassi regarding the right-turn lane at Lakewood Drive.
74.	Miller, Shane	06/11/2019	Email Comment	 The proposed modification to 360 will greatly increase traffic flow and traffic noise. Sound attenuation walls need to be considered near Creekbluff Dr. and Lakewood Dr. Exiting Lakewood neighborhood to 360, there needs to be two lanes that can turn left (North Bound) and one lane that goes straight. There is a lot of traffic from Jester and Lakewood heading northbound to go to Hill Elementary and Anderson High School, and there is a lot of traffic going straight to get to Murchison middle school. Exiting Lakewood neighborhood to 360, a dedicated right turn lane to go southbound would alleviate traffic. Add an acceleration lane for this to the 360 southbound feeder road. If needed, the median on Lakewood can be removed, it will already be much shorter based on the proposed changes. Minimize the area under the 360 overpasses at Lakewood so it does not become an attractive place for homeless people to set up camp. This is a growing issue across Austin and this overpass will be very close to residential areas. The current plan 	See response to Kathy Caskey regarding noise walls, the shared-use path, and the number of lanes on the southbound Loop 360 connector road. See response to Mark Clardy regarding the lane configuration at Lakewood Drive. See response to Shana Atassi regarding the right-turn lane at Lakewood Drive. Regarding minimizing the area under the Loop 360 overpass at Lakewood Drive. The overpass at Lakewood Drive will be built according to TxDOT design standards which includes providing a clear zone behind the curb line as well as room for sidewalks. Additionally, TxDOT typically minimizes bridge lengths to reduce the footprint of the design.

has two pedestrian/bike paths crossing 360 under the overpasses, one on each side of Lakewood Dr. This can easily be reduced to 1. There is minimal foot traffic crossing 360 in the area and two paths to cross 360 are not needed.

- The multi-use hike & bike trail should only be on East/South side of 360 (where the North Bound lanes are). It doesn't make sense to have it cross under 360 at Lakewood, this will just slow down bikers at the stop lights.
- On the weekends in good weather, parking at Bull Creek Park overflows from the available parking areas. Currently there is an overflow parking lot on the east side of 360 at the Lakewood intersection. This lot will go away with these proposed changes and I'm very concerned overflow parking will spill into Creekbluff Dr. and Lakewood Dr. If the multiuse hiking trail crosses 360 at this location it will encourage people to park in Lakewood and hike to Bull Creek. Move the hike & bike trail to North Bound side of 360 only and consider additional overflow parking away from residential areas.
- At the 360 Lakewood intersection, the 4 new southbound feeder lanes and multiuse path will encroach approximately 50 feet to the homes on Creekbluff and Lakewood. This is very concerning due to the noise. This can be minimized by shifting everything south, reducing the southbound feeder lanes from 4

				to 3 (1 dedicated u-turn, 1 left turn or straight, and 1 dedicated right turn lane), and moving the multiuse trail to the North Bound side. Thanks, Shane Miller.	
75.	Moritz	06/12/2019	Online Comment	Great hill and 183 should be included in this project. 183 already gets so backed up. This project needs flyovers to connect to 183 north and south. Also great hills going southbound is downhill and is dangerous to have a light when everything after it will be a highway.	See response to Nancy Countryman regarding US 183 and Great Hills Trail. See response to Kathy Caskey regarding direct connections to US 183.
76.	Mosteller, Kathy	06/19/2019	Online Comment	Please keep our existing landscaped median at Lakewood Drive @ 360 intact, and add a right turn lane to the right of existing lanes. Thank you	See response to Shana Atassi.
77.	Mosteller, Kathy	06/19/2019	Online Comment	I have concerns about turning from Lakewood Drive to go either north or south and the ability to merge onto 360. Since nothing will be done to improve traffic flow at 183 (or south) the traffic during peak times on 360 will be backed up. Will there be a dedicated entry lane to provide ample time to merge into traffic already on 360?	The current design includes a northbound connector road that provides approximately 1200' for drivers to accelerate before merging onto the northbound Loop 360 mainlanes. It also includes a southbound connector road that provides approximately 2200' for drivers to accelerate before merging onto the southbound Loop 360 mainlanes. Each merge lane is an additional 400-500'.

78.	Murray, Guy	6/06/2019	Comment Form	As a "1st line receiver" — our home abuts 360 ROWin Lakewood—our primary concern is noise abatement. Please advise the distance south of the proposed Lakewood over-pass at which the roadway header re-joins existing grade.	See response to Kathy Caskey regarding noise walls. After crossing over Lakewood Drive, the Loop 360 mainlanes will re-join existing grade approximately 1,100 feet to the south.
79.	Murray, Guy	06/08/2019	Online Comment	Light Pollution Concern: Unless I missed it, no revelation at the meeting of how community preference for illuminated vs non-illuminated roadways will be determined. Our home is within 50' of the 360 RoW. We value the "Dark Skies" of the current roadway.	See response to Kathy Caskey regarding the Context Sensitive Solutions process for the corridor.
80.	Murray, Guy	06/08/2019	Online Comment	Disappointed that on-line version of Lakewood/Spicewood workshop failed to include photo strips at the 6/6 live workshop. What's missing: location of proposed ancillary use lanes.	Comment noted. The online virtual workshop included all materials shown at the June 6, 2019 workshop, including proposed roadway improvements . That information has been archived on the website at http://loop360project.com

				Crystal	Comment noted.
81. Mui	ırray, Guy	06/11/2019	Email Comment	Crystal — Just reviewed really helpful (and prompt!) email summary of "What we heard" at the Workshop. I am shocked that "only" 60 participants attended, but maybe the storm that afternoon spooked the ambivalent into not attending. Certainly not reflective of the number of persons directly affected by Loop 360 development. I'm feeling a little sheepish about an on-line comment that I submitted, stating that I found nothing about illumination at the meeting. Reviewing the Virtual Workshop materials help allay my fear of "Bright Lights Big City", as I found the CSS recommendation for cobrahead LEDs only at intersections, and maintaining dark skies on the roadway between. Or perhaps minimally invasive ground-level lighting along ancillary use paths. Sorry for my mis-cue. I was also very pleased to see that among "what we heard" is concern about sound mitigation. Ours is among the home who are primary receivers the rear of our zero lot-line home lies within 50 feet of the existing RoW.	Comment noted. See response to Kathy Caskey regarding noise walls.
				Now that it appears that build out can proceed without eminent domain taking of our home, our #1 concern is sound mitigation!	

				Kind regards, Guy Murray <phone number="" redacted=""></phone>	
82.	Nordstrom, Cathy and Phil	06/20/19	Email Comment	We are residents of Lakewood and we have two comments to enter into the public record before the June 21 deadline. 1. The center median at the entrance to Lakewood is lovely - and we would like to see it left untouched by the new project. The median has been landscaped with native plants and has taken years to develop into this lovely entranceway into our neighborhood. Actually Cathy's landscape company designed and cared for this entrance for many years, and so it is personal for us, of course. We do not want to see the landscaped median removed to make way for another lane - and we want to see it remain as-is. 2. We would like to see a right-turn lane added to the Lakewood Drive exit (heading southbound) where there is currently a partial curb and gravel depression. We don't need a full lane at the expense of the median - we just suggest a few modifications to the current 'lane' that has formed itself from frequent use.	See response to Shana Atassi regarding the median and the right-turn lane at Lakewood Drive.

				Thanks so much, Crystal, for considering these comments and entering them into the public record - we really appreciate it! Sincerely, Cathy and Phil Nordstrom	
83.	Peterson, Coco	6/06/2019	Comment Form	Keep better access to 360 from Spicewood Springs Road. Too many homes, too much traffic too eliminate the left turn onto 360.	See response to Maciej Bajkowski.
84.	Pickering, Gayle	06/18/2019	Online Comment	We moved to Jester in 1991 and thus have moved through both entrances to the neighborhood more times than can be counted. I grimaced when the Lakewood entrance lost its beautiful tree and the landscape was reworked. It's taken some time, but the median is now a place to rest my eyes while waiting for the light to change. I wouldn't want to lose it for road construction. I support adding a right turn lane, but please don't mess with the median.	See response to Shana Atassi regarding the median and the right-turn lane at Lakewood Drive.
85.	Plepys, Anthony	06/20/2019	Online Comment	I am a resident of Lakewood who attended the public meeting a few weeks ago. I have two comments to enter into the public record before tomorrow's deadline please - and a photo to illustrate an issue I reference. 1. Our center median at the entrance to Lakewood is lovely - and my family and I would like to see it left untouched by the new project.	See response to Shana Atassi regarding the median and right-turn lane at Lakewood Drive.

				The median has been landscaped with native plants and has taken years to develop into this lovely entranceway into our neighborhood. We do not to see the landscaped median removed to make way for another lane - and we want to see it remain as-is. 2. We would like to see a small right-turn lane added to the Lakewood Drive exit (heading eastbound) where there is currently a partial curb and gravel depression (yet no trees). We don't need a full lane at the expense of the median - we just suggest a few modifications to the current concrete curb, hole, and a wooden utility pole to make right turns possible at less busy times of the day when maybe 2 cars are in the right lane of the current two lanes. Thank you	
86.	Plepys, Porter	6/06/2019	Comment Form	The signal timing at Bluffstone/Spicewood Springs needs temporary readjustment until this project is completed. I think FYA signals should be installed at the intersection to reduce signal delay on 360 mainlanes. The FYA would be used during off-peak hours only.	The City of Austin owns and maintains Bluffstone Drive/Spicewood Springs Road (E), and is the entity in charge of traffic signal operations in that location. Your comment has been shared with them.
87.	Powers, Linda	06/18/2019	Online Comment	Please keep our existing landscaped median at Lakewood Dr @ 360 intact and add a right turn lane to the right of the existing lane.	See response to Shana Atassi.

88.	Pryer, Linda	6/06/2019	Comment	People in my neighborhood are unhappy that we have to now go all the way from SS West to Lakewood to make a u-turn to go north. We are also concerned about the potentially exponential increase in cars using Old SS Rd. as a cut-through under 360 to avoid the need to u-turn. Old SS Rd. was never intended to carry the traffic it does now. We are concerned about increased wear on the road, as well as safety issues with people using the park. I am devastated by the number of heritage trees that will be lost for the Lakewood project. I don't think the traffic studies adequately address the amount of commuter cut-through traffic on SS West. It can take 10-20 minutes to get from Yaupon Dr to Loop 360 in morning drivetime. The traffic study doesn't show that.	Comment noted. See response to Maciej Bajkowski regarding accessing northbound Loop 360 from Spicewood Springs Road (W). The City of Austin owns and maintains Old Spicewood Springs Road, and is the entity in charge of traffic operations in that location. Your comment has been shared with them. See response to Kathy Caskey regarding the oak tree at Lakewood Drive. TxDOT is evaluating other trees in the area as part of the ongoing design process for the project. TxDOT does not typically conduct origin-destination studies, as it is very difficult to establish baseline numbers for comparison, as well as to predict driver behavior. The traffic data used in the analyses for this project were sourced from the CAMPO 2040 travel demand model, which takes into account current population as well as projected growth and development.
89.	Rea, Mike	6/06/2019	Comment Form	The City of Austin needs to extend Bluffstone Dr. to connect to Old Spicewood Sprgs Rd so east bound traffic on Old Spicewood Sprgs Rd	See response to Paul Ferguson. Comment noted. The contractor will

				can turn north onto 360. The City of Austin already owns the ROW needed to do this. Hire the contractor that built the FM 2900 bridge in Kingsland to get this project done. A good alternate contractor would be the company currently working on HWY 183 (Ed Bluestein), although they may have their hands full for a while.	be procured following policies and procedures outlined in the state procurement act.
90.	Riggle, Elizabeth	6/06/2019	Comment Form	Although I do not live off Spicewood Springs West I use it frequently. I know that there is a lot of through traffic from north neighborhoods. This is a major impact on 360 traffic. The traffic will back up significantly. It was not clear that the traffic impact assessment investigated this additional traffic and the impact on Spicewood Springs. I'm also concerned about the bike lanes and how the bike traffic will be routed onto the shared pathways. OR in many cases bikes will continue to use shoulder access. I'm concerned about merging on 360 either direction But especially merging from Lakewood north. Since Great Hills will have a traffic light, this could very well prevent traffic trying to merge.	Comment noted. See response to Linda Pryor regarding traffic analysis. TxDOT is currently evaluating options for routing bicycles to and from the Loop 360 mainlane shoulders and the shared-use paths that are being added as part of the Loop 360 projects. The merge lanes onto Loop 360 will be built according to TxDOT design standards. See response to Nancy Countryman regarding Great Hills Trail.
91.	Riggle, Elizabeth	06/18/2019	Online Comment	When I attended the workshop in June there was nothing said about removing the Lakewood landscaping. Specifically the medians at the entrance to Lakewood from	See response to Shana Atassi regarding the median at Lakewood Drive.

				360. It is not clear that this is a requirement. It is slso not clear if there is a plan to remove the Lakewood marquee. Is is bad enough that we will be losing so many large trees. Please don't remove existing landscaping.	
92.	Rogers, Bryan	6/06/2019	Comment Form	It is important to me that the ability to walk the creek is maintained. It should be possible to walk next to the creek under the highway (at both places). Also, I suggest adding a dedicated lane for those turning right from eastbound Spicewood Springs if they have to wait at a stopsign, that will back up.	The Lakewood Drive/Spicewood Springs Road project will not impact the ability to walk next to Bull Creek. See response to Darlene Bosking regarding the lane configuration at Spicewood Springs Road (W).
93.	Roland, Beverly	06/19/19	Email Comment	Dear Crystal Wotipka: We live off of Lakewood Dr. and are very disturbed that your department is considering taking away our landscaped median on Lakewood at 360. The congestion happens when cars want to turn RIGHT to go south on 360, not left to go north, mainly during morning and evening rush hour(s). What we need is an additional RIGHT TURN LANE. NOT another left turn lane!! The two existing lanes can already turn left!!! If all of those cars that want to turn right had a dedicated lane to do so, this would alleviate a LOT of the backed up middle lane of traffic going out to 360. The	See response to Shana Atassi. Comment noted.

				land is there to pave a right turn lane without destroying any current infrastructure!! Please, please, KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR at 360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES to go south on 360 from our subdivision!! Please keep us notified about any decisions that are being considered. Thank you. Beverly Roland	
94.	Roland, Richard	06/19/2019	Online Comment	We are very disturbed that you are considering taking away our landscaped median on Lakewood at 360. The congestion happens when cars want to turn RIGHT, not left, mainly during morning and evening rush hour(s). What we need is an additional RIGHT TURN LANE, NOT another left turn lane!! The two existing lanes can already turn left!!! Please, please, KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR at 360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES to go south on 360 from our subdivision!! Thank you.	See response to Shana Atassi.

95.	Rosenberg, Ben	06/11/2019	Online Comment	All in all I think you all are doing a great job. I just wish it didn't take so long to start construction. A couple of questions: 1) I can't tell from the diagrams, but please tell me you are adding at least one lane in each direction. 2) At the Lakewood intersectionif you are leaving Jester /Lakewood neighborhood - will you no longer be able to turn left. I thought you were going to have to turn right and then make a Uturn, but can't tell from the diagrams Let me know thanks Ben KEEP OUR EXISTING LANDSCAPED MEDIAN AT	TxDOT looked at options for additional lanes as part of our Loop 360 feasibility study, which ended in 2016. The study found that adding lanes would be beneficial, but would significantly increase the cost of the project. More benefit would be gained if signals on the mainlanes were first removed and replaced by overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). Once these improvements are complete, future projects may include adding an additional pair of lanes to Loop 360. Drivers headed from Lakewood Drive who wish to access northbound Loop 360 will be able to cross under the new overpass at Lakewood Drive and turn left onto the northbound connector road. They will be then able to merge onto the Loop 360 mainlanes. See response to Shana Atassi.
96.	Ruth, Philip	06/18/2019	Online Comment	LAKEWOOD DR @360 INTACT - ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES!	oce response to onana Atassi.

97.	Rutledge, Lee	06/18/2019	Online Comment	We live on Flamingsworth Hollow and experience lots of traffic, mostly speeding to go south on 360! I think a right turn lane at the main entrance would help with congestion. Let's not lose the aesthetics Lakewood has created at the entrance! Thank you for the speed monitoring sign on Lakewood and Wallace. Now we just need one for Wallace! Lee	The City of Austin owns and maintains Flamingsworth Hollow Drive and Wallace Drive, and is the entity in charge of any potential improvements along those streets. Your comment has been shared with them. See response to Shana Atassi regarding the median and right-turn lane at Lakewood Drive. Comment noted.
98.	Saunders, Gail	06/19/2019	Online Comment	Absolutely do not remove our landscaped island entering our community on Lakewood Dr	See response to Shana Atassi.
99.	Sejnowski, Lisa	6/06/2019	Comment Form	Please do not close Old Spicewood Springs Rd under 360. Not even AFTER project completion! This section is critical to residents of SS Rd to the west of 360. Probably at least 75% of my travels I take that underpass, so that means I would only have to do the U-turns to go north or south on 360 25% of the time.	See response to Darlene Bosking.
100.	Simmons, Kate	06/18/2019	Online Comment	It is my understanding that one possible solution to the congestion at the Lakewood/Loop 360 light is to eliminate the landscaped median/entrance to the Lakewood neighborhood. I'm in agreement with my	Comment noted. See response to Shana Atassi regarding the median and the right-turn lane at Lakewood Drive.

neighbors who feel that we should KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES.

If this proves too difficult for technical reasons, there are even solutions such as a partial right turn lane, which will help on some level without making major structural/lighting changes. I also believe that the proposed overpasses that will be built in the area will alleviate some of the congestion of this "cut-through traffic" as people drive through Lakewood to access their homes in the Jester neighborhood.

There are times that Lakewood feels like little more than a race track, or a pass-through neighborhood for Jester. To those who call this place home, Lakewood has a special significance of its own. I can't help but feel like bulldozing the beautiful median/entrance tramples the identity of the neighborhood and reinforces that mentality.

Quite honestly, I've lived in Austin my whole life and I'm definitely not opposed to change and growth. Many great things come from making big changes. But there are little things to hold onto that will preserve the dignity of the neighborhoods where Austin's residents live.

Thank you for the opportunity to leave a

				comment.	
101.	Smith, Kevin	06/21/2019	Online Comment	I live off of Spicewood Springs (W), and the removal of our left turn onto NB 360 will have a major negative impact on us. We've heard that there are no alternatives, but it actually seems like there are quite a few: 1. Add an overpass/underpass to enable the left turn. 2. Add a protected u-turn after turning right that doesn't require crossing lanes of traffic or driving a mile down the road to Lakewood Dr. E.g., something like the u-turns on the 183 access road. Maybe an existing 360 bridge could be used for the access road to dip under 360? 3. Add a light similar to that at the Hotel Granduca near 2244 that only impacts one direction of traffic (SB 360 in this case). 4. Skip the entire 360 project and save the money, since the current design actually hurts local residents more than it helps.	See response to Sharon Blythe regarding an overpass/underpass at Spicewood Springs Road (W), maintaining a traffic signal on the Loop 360 mainlanes at Spicewood Springs Road (W), and the recommendations for Loop 360 from the feasibility study. See response to Maciej Bajkowski regarding a U-turn south of Spicewood Springs (W).
102.	Smith, Kevin	06/17/2019	Email Comment	Hi Crystal, Thanks again for taking the time to listed to our feedback on the proposed changes to Loop 360, especially the planned removal of the light at Spicewood Springs (W). As residents off of Spicewood Springs (W) who make both commute-time trips and trips at other times of the day (to visit nearby stores, medical facilities / emergency services, etc.) this project will have an outsized impact on us.	Plans for construction are not yet known. More information about the proposed construction process will be available as construction is closer to starting. TxDOT evaluated extending the southbound connector road to span the full distance between Spicewood Springs Road (W) and Lakewood

Drive. Doing so would require significant modifications to the Bull Here are some additional comments to go Creek bridge, including expanding along with the comments I provided at the and rebuilding the bridge. previous workshop: See response to Maciej Bajkowski 1. The plan calls for the removal of the left turn regarding accessing northbound from Spicewood Springs (W) to NB 360, Loop 360 from Spicewood Springs requiring drivers to turn right onto SB 360 and Road (W). then make a u-turn. During construction, traffic on 360 will be a nightmare (as with any See response to Darlene Bosking construction project), especially before the regarding Old Spicewood Springs light is removed at Lakewood Dr. People will Road. be turning right on 360 SB, threading their way See response to Nancy Countryman across multiple lanes, waiting in a long line of regarding Loop 360 at Great Hills cars to make the u-turn. That line will be long Trail. because there will be no protection from NB traffic that they're trying to merge into, and will See response to Sharon Blythe likely back up the left lane of SB 360. This regarding left turns from Spicewood nightmare situation will continue for 3-5 years, Springs Road (W) to northbound until at least both the Spicewood Springs and Loop 360. Lakewood Dr. portions of the overall project are complete. 2. At a prior meeting, TXDoT representatives claimed that the removal of the left turn from Spicewood Springs (W) to NB 360 would be similar to when 183 was made a highway and people on Balcones Club (and other streets) had to start making a right turn followed by a u-turn. This analogy is actually quite problematic, since 183 introduced access roads with a u-turn under the freeway, while

the 360 changes will require the u-turning

traffic to enter the traffic flow (or stopped traffic) and then cross multiple lanes of traffic. (Even after the Lakewood Dr. portion is complete, drivers heading south to go north will have to enter the roadway and will not have the benefit of the access road.) The 360 plan is much less safe and more likely to result in u-turners sitting in more traffic than they do today.

- 3. Austin has an east-west problem. Today it's far easier to go north-south (Mopac, I-35), while there are insufficient east-west corridors. This project exacerbates that problem, improving the north-south corridor along 360 at the expense of blocking east-west travel on Spicewood Springs, both through removing the Spicewood Springs (W) left turn and with the follow-on closure of Old Spicewood Springs the City of Austin has proposed.
- 4. We've learned that the totality of the Loop 360 project will not include any improvements at Great Hills. What this means is that the NB 360 traffic that is currently stopped at Spicewood Springs will simply move 1/2 mile north. Given that current traffic is often a mile long or more (backing up from Spicewood Springs all the way to Lakewood Dr. or even to 360), this will mean that traffic will still be stopped at Spicewood Springs (and make the u-turn extremely time-consuming). Also, with

				the removal of all other 360 lights that currently serve to meter the traffic, the line on NB 360 backing up from Great Hills will undoubtedly be much longer than it is today. 5. The modeling done by the engineering team is predicting that 360 will be free-flowing post-construction. However, given that none of the other recently added freeways and flyovers in the area are free-flowing at commute time, it seems unlikely that this will be the one case where there won't be future traffic. 6. Again, it's imperative that a way be found to allow local residents on Spicewood Springs (W) to turn left onto NB 360. Saying there's "insufficient budget" while building 6+ other overpasses is a slap in the face to those of us whose lives are most impacted by this project. Thanks for your help in finding a workable solution to these challenges. -Kevin	
103.	Stern, Gabe	06/07/2019	Online Comment	I see some potential good with the proposal, but I also have some concerns. For background, I live off Spicewood springs Road (see my address) and have lived here for around 15 years. Our family mostly goes north on 360 or across to the east side of spicewood springs for work, school, or errands and this is	See response to Sharon Blythe regarding the construction of an overpass at Spicewood Springs Road (W). See response to Maciej Bajkowski regarding accessing northbound

common for everyone I know in our neighborhood.

Most of the traffic coming from this intersection today is due to people cutting through to avoid 183 because it will take 10 minutes to go through our neighborhood vs 1 hour on 183 and even a GPS will prefer this route. In the morning the traffic will back up all the way on to yaupon drive and takes ~15 minutes to reach 360. 10 years ago that simply did not exist. You could always make it through the light with no wait. This primarily started with the MOPAC construction and did not improve when that was finished as that project did nothing to improve traffic flow.

We need an overpass and left turn from Spicewood Springs to 360. Your images show this as a stop sign with only a right turn possible and I feel you are making some VERY POOR ASSUMPTIONs.

First, that doing the U turn will be quick. That is wrong. Look at MOPAC, 35, 183, 360 today – they are all incredibly slow or stopped going southbound – morning is worse but this is at night also. This plan will force northbound traffic to go south into that slow/stopped traffic even though we don't want to. This is made worse that we would be forced to join the main highway rather than stay on a frontage road to reach the U turn. People here

Loop 360 from Spicewood Springs Road (W).

See response to Kevin Smith regarding the addition of a connector road between Spicewood Springs Road (W) and Lakewood Drive.

US 183, MoPac, and I-35 in Austin are not part of the Loop 360 program. Each roadway is currently undergoing or being evaluated for improvements within the Austin area as part of a different series of projects. Your comment has been shared with the appropriate departments at TxDOT.

The Lakewood Drive/Spicewood Springs Road project will not impact the trail system along Bull Creek. do not know how to merge into a freeway or from stop sign into traffic, so even getting onto 360 will take a very long time.

Second, if you make an assumption that 360 traffic did move much faster, this will cause even more people to cut through our neighborhood to bypass 183, meaning even more people than today at this intersection trying to make this right turn and merge, making this even longer than today.

You need to address the major highways (183, MOPAC, 35) before the smaller ones. While I would like to see 360 improved, for our neighborhood – I see this causing more problems if the major highways are still way too small as they are today. For a city of this size and to prepare for the future – all these roads need to be at least 6 lanes each way – no tolls.

Also I am concerned with the impact to the greenbelt in this area. There is a wonderful trail system with many waterfalls along bull creek starting at spicewood springs and ending past Lakewood. This winds back and forth on both sides of the road. This is one of the main reasons I bought a home here and I am very concerned that those trails stay intact.

I did like the session that was hosted on Thursday at church. I feel this format was very

				good and informative with so many people from both TXDOT and the city to answer questions and appreciate that. I also do like seeing some multi-use paths are being added as that is lacking today.	
104.	Strickland, Don	06/18/2019	Online Comment	PLEASE KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES.	See response to Shana Atassi.
105.	Wagner	06/20/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
106.	Watts, Dennis	6/06/2019	Comment Form	Regarding Alternative C: We have 8 houses in Spicewood Green HOA. 4821 Spicewood Springs Your drawing shows a proposed Left turn bay/turn around that is aligned with the office building entrance across the street. We need this turn around to be aligned with our HOA in that they also have access to another one near them as well. Otherwise people in our HOA will zip against traffic in order to turn left rather than going quite a further distance to next turn around.	The proposed improvements on Spicewood Springs Road (E), including Alternative C, are being moved forward by the City of Austin, which is the entity that owns and maintains Spicewood Springs Road. Your comment has been shared with them.
107.	Weber, Lynne	06/12/2019	Online Comment	I don't understand why we can't just make 360 three lanes each way, get rid of some traffic lights (Spicewood West and Pascal	See response to Bruce Gimble regarding the recommendations for Loop 360 from the Feasibility Study.

come to mind) and sync the remaining lights. This seems like a better better solution costwise, and these extra lanes could then be used as exit ramps/access roads in the future. This plan is much too expensive and aggresive, and I HATE the idea of the character of 360 being changed. I HATE the idea of coming out of Lakewood and facing UGLY overpasses. This plan really sucks. BTW, so does the plan for all the UGLY overpasses that will be in front of the Pennybacker Bridge. Can't y'all do a better job than this, given all the high taxes we pay? Very disappointed.

Improving traffic signal synchronization will help, but not solve the congestion issue on Loop 360. Currently, the corridor's traffic signals do not have the capability to be synced based on the daily traffic flow, but are timed to be as in-sync as possible. TxDOT has an active design project to bring real time monitoring to the traffic signals for the Loop 360 corridor to better aid in congestion relief. However, such improvements would have little to no effect during peak traffic times unless they are accompanied by more significant design and/or capacity improvements - there are simply too many cars trying to move through each intersection to avoid sitting through multiple signals. All proposed improvements, including intersection and additional capacity improvements, will assume that traffic signals will be upgraded and synchronized to the greatest extent possible.

Comment noted.

See response to Kathy Caskey regarding using the Loop 360 median for the current project, as well as regarding the Context Sensitive Solutions process for the corridor.

108.	Weber, Lynne	06/18/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES! And keep the large live oak tree! We don't want our green city to be paved over!!	See response to Shana Atassi.
109.	Webster, Lori	06/24/2019	Online Comment	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	See response to Shana Atassi.
110.	Whitlock, Jennifer	06/19/2019	Online Comment	Leave our landscaped median at Lakewood drive & 360. Please add a dedicated right turn lane instead.	See response to Shana Atassi.
111.	Wright, Laura	06/20/2019	Online Comment	Regarding the Loop 360 project and Lakewood Drive at 360, I would NOT like to add another lane, but add only a dedicated right turn lane from the Lakewood/Jester neighborhoods where it crosses 360. I think the upcoming overpass will make destroying the subdivision medium to create another lane turning left will be unnecessary. KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	Comment noted. See response to Shana Atassi regarding the median and right-turn lane at Lakewood Drive. See response to Mark Clardy regarding the lane configuration at Lakewood Drive.

			Thank you.	
112. Zoch, Rich	6/06/2019	Comment Form	In the presented design for the Lakewood/360 intersection, there is only one left turn lane for turning on 360 to go north on 360. Currently, two lanes turning left there already struggle during rush hour, and there are no other viable options for folks to turn left to go north on 360. Decreasing this will be a dangerous proposition as drivers will likely run the red light more often to make that turn. Lastly, exiting from Lakewood/Jester is already choked to 2 exits. Limiting this further will be deadly during fire events.	Comment noted. See response to Mark Clardy regarding the lane configuration at Lakewood Drive.



Email to Elected Officals



Upcoming Loop 360 at Lakewood Drive/Spicewood Springs Road Workshop

3 messages

Bradley Wheelis <Bradley.Wheelis@txdot.gov>
To: Bradley Wheelis <Bradley.Wheelis@txdot.gov>

Tue, May 14, 2019 at 1:15 PM

Good Afternoon,

TxDOT, in conjunction with the City of Austin, is moving forward with the next phases of the Loop 360 at Lakewood Drive/Spicewood Springs Road project.

In November 2018, TxDOT hosted a public workshop to share information and receive input on the Loop 360 at Spicewood Springs Road project. Due to their proximity, environmental work for the Spicewood Springs Road and Lakewood Drive projects has now been combined to best manage resources and federal consultation. Comments previously submitted for the Spicewood Springs Road project will be included in the documentation for the combined projects.

Proposed solutions include:

- Removal of the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive including non-signalized U-turns in both directions.
- Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

We will present the proposed improvements at the Lakewood Drive/Spicewood Springs Road project workshop on Thursday, June 6, 2019, from 4 to 6 p.m. at Westover Hills Church of Christ, 8332 Mesa Drive, Austin, TX 78759.

At the workshop, the project team will gather feedback on the recommended improvements to help guide the planning of this important transportation improvement project. The public workshop will be in an open house format, so attendees may come and go at their convenience.

If you are unable to attend the workshop in person, a virtual workshop will be available on the website at www.Loop360Project.com beginning June 6. Interested citizens can view meeting materials, take our survey and comment online.

The Loop 360 at Lakewood Drive/Spicewood Springs Road project is part of the Loop 360 program, which will upgrade intersections along the corridor, including:

- Westlake Drive/Cedar Street
- Lakewood Drive/Spicewood Springs Road
- Courtyard Drive/RM 2222
- Walsh Tarlton Lane

- Lost Creek Boulevard/Westbank Drive
- RM 2244

Improvements at four of these intersections, including Lakewood Drive/Spicewood Springs Road, are being jointly funded by the City of Austin through its 2016 Mobility Bond program.

I have attached fact sheets with more information about the workshop and the project. If you have any questions or would like to meet to discuss the project in more detail, please feel free to email or call. We look forward to seeing you at the workshop.

Sincerely,



Brad Wheelis

Public Information Officer

TxDOT Austin District

7901 North I-35

Austin, TX 78753

Office: 512-832-7060

Cell: 512-815-7239

Follow us: www.twitter.com/txdotaustin

Talk to us: www.facebook.com/txdot

Watch us: www.youtube.com/txdotpio



3 attachments



Lakewood Spicewood Fact Sheet - Loop 360 - 05.14.19.pdf 769K

Overall Fact Sheet - Loop 360 - 05.14.19.pdf

Email to Project Stakeholders

Crystal Wotipka-C

From: Crystal Wotipka-C

Sent: Wednesday, May 22, 2019 3:45 PM

To: Crystal Wotipka-C

Subject: Loop 360 at Lakewood Drive/Spicewood Springs Project

Attachments: Fact Sheet - Loop 360 at Lakewood Spicewood.pdf; Workshop Flyer - Loop 360 at

Lakewood Spicewood.pdf

Good Afternoon,

TxDOT, in conjunction with the city of Austin, is moving forward with the Loop 360 at Lakewood Drive/Spicewood Springs Road project.

The project proposes the following solutions and improvements:

- Removal of the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.
- Construction of an overpass (where the Loop 360 mainlanes go over the cross street) at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive, including non-signalized U-turns in both directions.
- Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian
 accommodations.

We will present the proposed improvements at the Lakewood Drive/Spicewood Springs Road project workshop on Thursday, June 6, 2019, from 4 to 6 p.m. at Westover Hills Church of Christ, 8332 Mesa Drive, Austin, TX 78759.

At the workshop, the project team will gather feedback on the recommended improvements to help guide the planning of this important transportation improvement project. You can come and go at your convenience. If you are unable to attend the workshop in person, a virtual workshop will be available on the website at www.Loop360Project.com from June 6 until June 21 where you can view meeting materials and comment online.

In November 2018, TxDOT hosted a public workshop to share information and receive input on the Loop 360 at Spicewood Springs Road project. Due to their proximity, environmental work for the Lakewood Drive and Spicewood Springs Road projects has now been combined to best manage resources and federal consultation. Comments previously submitted for the Spicewood Springs Road project will be included in the documentation for the combined project.

I have attached fact sheets with more information about the workshop and the project. If you have any questions or would like to meet to discuss the project in more detail, please feel free to email or call. We look forward to seeing you at the workshop.

Sincerely, Crystal Wotipka



Crystal Wotipka | Loop 360 Public Information Austin District 7901 N. IH 35, Austin, TX 78753

Cell: (512) 395-7792 | Office: (512) 832-7192 | Email: cwotip-c@txdot.gov

TxDOT.gov Notice

Public Workshop - Loop 360 Program - Lakewood Drive and Spicewood Springs

Texas Department of Transportation > Inside TxDOT > Get Involved

About Public Hearings, Meetings and Notices
 Hearings, Meetings and Notices Schedule

Where: Westover Hills Church of Christ

8332 Mesa Dr.

Austin, TX 78759 (Map)

When: Thursday, June 6, 2019

4 p.m. - 6 p.m.

Purpose: The purpose of the public workshop is to gather input on the proposed

improvements at Lakewood Drive and Spicewood Springs Road, as part of the Loop 360 Program. The workshop is an open house format, so the public may come and go at their convenience, and staff will be available to answer questions. Comments must be received on or before Friday, June 21, 2019 to be a part of the official public workshop record. Comments will be accepted

at the meeting or by mail at:

TxDOT Austin District Attn: Loop 360 Program

7901 N I-35 Austin, TX 78753

Description: Loop 360 has severe and increasing traffic congestion, causing both mobility

and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway. The Loop 360 at Lakewood Drive and Spicewood Springs Road improvements include removing the traffic signals from mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive; and constructing an overpass with non-signalized U-turns in both directions at Lakewood Drive and Springwood Springs Road (E)/Bluffstone Drive. Additionally, the design will include a shared-use path and sidewalks for bicycle and pedestrian

accommodations in the project area.

Special TxDOT makes every reasonable effort to accommodate the needs of the

Accommodations:

public. The workshop will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 832-7192 at least five working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

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.

Downloads:

- Display Ad
- Meeting Display Boards
- Fact Sheet
- Frequently Asked Questions
- Comment Card
- Schematic Spicewood Springs
- · Schematic Lakewood Drive
- Environmental Constraints Map
- Virtual Workshop Instructions
- Frequenty Asked Questions (Loop 360 Program)
- Fact Sheet (Loop 360 Program)

Contact:

TxDOT Austin District P.O. Box 15426 Austin, TX 78761

(512) 832-7000

Email

Updated June 10, 2019

PAID ADVERTISEMENT

HEALTH NEWS

New Hearing Aid Sound Quality Makes Im



The "Via AI" hearing aid - Hearing that's personalized for you

Maker Seeks 100 Austin Area Residents With Problems Hearing For Field Trial

MINNEAPOLIS, MN: At the nation's Silicon Valley of nano hearing innovation, scientists at Starkey Hearing Technologies unveiled a tiny device called Via AI, which in just a few weeks has become the bellwether for a revolution in healthcare. "This is the best sounding,

best performing hearing aid we have ever made," announced Dr. Achin Bhowmik, Starkey's chief technology officer and executive vice president of engineering. "It is best-in-class. When you put it on, you literally forget you have it on and you can wear it all the time. It has automatic connectivity, streaming your television and cell phone right into your ear, hands free." The center-stage announcement was made to an audience of the world's leading ears, nose and throat physicians, audiologists and hearing aid pro-

viders. Prior to being recruited by Starkey, Dr. Bhowmik was the lead scientist with chipmaker Intel Corporation, serving as general manager of perceptual computing. Last year he left Intel to join Starkey, the nation's largest hearing aid technology company, to connect Intel's advanced sensor and artificial-intelligence capabilities within an all-new, svelte

ear-worn hearing aid that weighs less than a dime and employs the same artificial intelligence used in Apple's continuous glucose sensor to be built into its Apple Watch.

It is first in a new category of hearing aids called "Healthables."

Via AI is more than a hearing aid; it is a brain, health and fitness tracker, an ear-worn language translator capable of 27 languages, and an in-ear fall detector, automatically calling a loved one's cell

phone should the user fall. "Via AI sets a new high standard in clarity and comfort, providing the user clean hearing in noise, significant reduction in listening effort and less cognitive fatigue," said Dr. David Fabry, chief innovation officer. "Clinical trials of the new device scored a 98 percent satisfaction rating for

sound quality." Dr. Bhowmik adds, "I will give you my perspective as a normal-hearing person. I wear Via AI all the time because it streams my phone calls hands-free, and when I go to a loud restaurant where the volume is so loud anyone would have trouble hearing - I feel

super-human." The maker has released 100 sets for Austin-area field trials. To qualify call NewSound Hearing

Centers at 1-888-648-4104.

A man shows a bag of his dirty syringes before

Coalition's mobile syringe exchange truck in March.

Legislation that would have given Texas counties the

in the Texas House. [NICK WAGNER/AMERICAN-STATESMAN]

exchanging them for clean ones at Austin Harm Reduction

authority to decide whether to make programs that hand

out syringes to drug users legal did not make it to a vote

who call to report drug overdoses from prosecu tion got hearings either, despite advocates saying that the measure would lead to a significant drop in overdose deaths, as seen in other states with such laws. A similar bill was passed with wide spread support in the House and Senate in the last legislative session but was vetoed by Gov. Gregg Abbott, who said it did not include provisions to "prevent its misuse by habitual drug users and

OPIOIDS

From Page A1

drug dealers.' Most of the bills that have gotten preliminary approval by lawmakers so far recommend additional education for doctors and patients about prescrib ing opioids and addiction. Other bills with preliminary approval would elimi nate barriers to accessing medication assisted treat ment including the drug buprenorphine, which is used to treat opioid addic and drugs that tion reverse the effects of an

opioid overdose. On Thursday, lawmak ers gave final approval to a bill that will amend the Texas Education Code to require local school health advisory councils to make recommendations about ways to teach kids, at appropriate grade levels, about opioid addiction and how to administer the opioid overdose reversing

drug naloxone. More than 47,000 people died of overdoses involving opioids in the U.S. in 2017, and drug overdoses generally went up 4% in Texas from 2016 to 2017, U.S. Centers for Disease Control and Prevention data show.

Opioid prescription limits

Because of the increasing

number of deaths, Texas lawmakers last year decided to take a look at the state's drug problem. In a 108 page report issued in November, they made nearly 100 recommenda tions on how to tackle the issue.

"You see a fair amount of opioid bills out there to deal with the problem we are facing," said Rep. John Zerwas, R Katy, the author of one of the bills filed this session. "There's no doubt that the opioid related deaths have risen significantly. There are some things from a policy standpoint

I think we can do." Zerwas' bill, House Bill 2174, is still being con sidered by lawmakers and would limit opioid prescriptions for acute pain to a 10 day supply. He said this would prevent patients from staying on the medications long term and becoming addicted and would reduce the number of unused pills in homes that could be taken by someone else.

The bill would also require electronic pre scriptions for all opioid medications to curb the number of fraudulent prescriptions. Experts have testified that 4% of opioid prescriptions in Texas or about 1 million prescriptions each year are fraudulent.

The bill passed the House by a 129 4 vote and is now in the hands of the

See OPIOIDS, A10





LOOP 360 PROGRAM LAKEWOOD DRIVE/ SPICEWOOD SPRINGS ROAD PROJECT WORKSHOP

WE WANT TO HEAR FROM YOU

Join us at a public workshop to learn more about proposed improvements for the Loop 360 at Lakewood Drive and Spicewood Springs Road intersections. Come and go at your convenience. Your input will help guide planning for this important transportation improvement project.

Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway. Proposed improvements at Lakewood Drive/Spicewood Springs Road include:

Thursday June 6, 2019 4 - 6 p.m.

Westover Hills Church of Christ 8332 Mesa Drive Austin, TX 78759

- Removal of the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.
- Construction of overpasses (where the Loop 360 mainlanes go over the cross streets) with non-signalized U-turns in both directions at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive.
- Addition of shared-use paths and sidewalks within the project limits to



UNABLE TO ATTEND?

Review materials and provide comments online at our virtual workshop

June 6 - June 21 Loop360Project.com



For more information, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis at Bradley Wheelis@txdot.gov or at 512-832-7060.

Official written comments will also be received and accepted.

EMAIL: cwotip-c@txdot.gov

MAIL: Crystal Wotipka, TxDOT Austin District Office, 7901 N I-35, Austin, TX, 78753

Attn: Loop 360 Program

Comments must be received by Friday, June 21, 2019 to be included in the

official record of this public workshop.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512-832-7192. Requests should be made at least five days prior to the

public workshop. Every reasonable effort will be made to accommodate these needs. 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 Dec. 16, 2014, and executed by FHWA and TxDOT.

hearing check-ups this week at NewSound Hearing Centers*

*Free hearing check-ups are widely available at no cost.





Experience word clarity dialed back into focus, on the spot.™

1-888-648-4104

- Using a video microscope, we will check your ear canal and eardrum. We will check for wax impinging on your ear drum, a condition that can mimic a hearing loss. If found, we will remove it.
- You will receive a complete hearing consultation. Our clinician will answer any questions you have.
- If your consultation reveals a hearing loss, you may try a pair of custom Via Al wireless hearing instruments prescription matched to your audiogram.
- You may take advantage of our 10-day test trial at home, work and in your daily routine.

On a pair of new Al wireless hearing aids.

A limited time offer. See store for details.

Try it. Like it or return it.

A limited time offer. See store for details.

Burnet . San Marcos North Austin . South Austin Round Rock • Georgetown Lakeway

HEARING CENTERS

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- LOOP 360 AT LAKEWOOD DRIVE/ SPICEWOOD SPRINGS ROAD PROJECT



PUBLIC WORKSHOP

We Want to Hear from You.

You are invited to attend a public workshop for the Loop 360 at Lakewood Drive/Spicewood Springs Road project.

Come and go at your convenience to learn more about the project and provide input on the proposed improvements for the Loop 360 at Lakewood Drive and Spicewood Springs Road intersections. The input received at the workshop will help to guide the planning for this important transportation improvement project.

Please join us for a workshop for the Loop 360 at Lakewood Drive/ Spicewood Springs Road project.



WHEN:

Thursday June 6, 2019 4 to 6 p.m.



WHERE:

Westover Hills Church of Christ 8332 Mesa Drive Austin, TX 78759

About the Loop 360 Program

Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway.

The Loop 360 at Lakewood Drive/Spicewood Springs Road project includes removing the traffic signals on the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. An overpass (where the mainlanes go over the cross streets) with non-signalized U-turns in each direction will be added at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive.

The project also includes adding shared-use paths and sidewalks to improve bicycle and pedestrian accommodations and connections in the project area.

Official written comments will also be received and accepted by the program team.

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.



MAIL

Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753



EMAIL

cwotip-c@txdot.gov

FOREST GANYON BUN

CAN'T ATTEND?

Review materials and provide comments online.



The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512.832.7192. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

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FIND OUT MORE www.LOOP360PROJECT.com

FOLLOW US ON TWITTER @Loop360Project



CONTACT US TxDOT Public Information Officer Brad Wheelis Bradley.Wheelis@txdot.gov | 512.832.7060



Welcome to the TxDOT Loop 360 program e-Newsletter.

Take a look at what we've been doing.

JOIN US AT OUR NEXT PUBLIC WORKSHOP: LOOP 360 AT LAKEWOOD DRIVE/ SPICEWOOD SPRINGS ROAD PROJECT

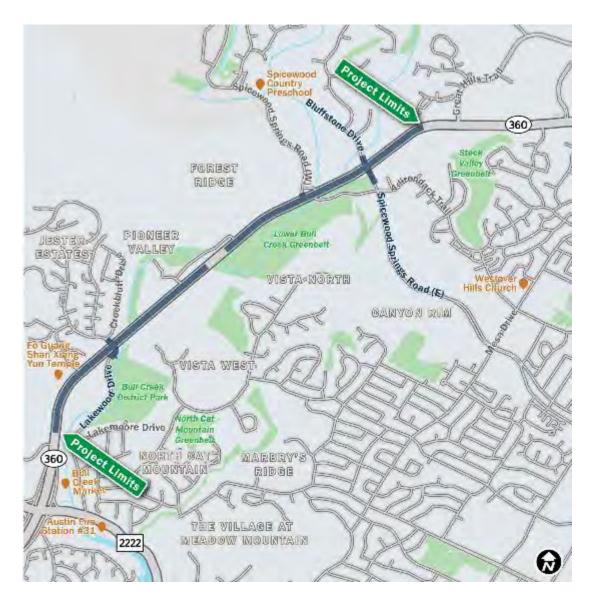
We want to hear from you! TxDOT, in conjunction with the city of Austin, is hosting a public workshop for the Loop 360 at Lakewood Drive/Spicewood Springs Road Project on Thursday, June 6, 2019, from 4 to 6 p.m. at the Westover Hills Church of Christ, located at 8332 Mesa Drive, Austin, TX, 78759.

Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway.

Proposed improvements at Lakewood Drive/Spicewood Springs Road include:

- Removal of the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.
- Construction of overpasses (where the Loop 360 mainlanes go over the cross streets) with non-signalized U-turns in both directions at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive.

 Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.



Project map

At the workshop, the project team will gather feedback on the proposed improvements. There is no formal presentation; please come and go at your convenience.

A virtual workshop will be also available on the website at Loop360Project.com from June 6 until June 21 where you can view meeting materials and comment online.

If you have special communication or accommodation needs, please contact Crystal Wotipka at 512-832-7192 or cwotip-c@txdot.gov at least five days prior to the workshop. Official written comments will also be received and accepted

Crystal Wotipka
TxDOT Austin District Office

Attn: Loop 360 Project

7901 N. I-35

Austin, TX 78753

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.

In November 2018, TxDOT hosted a public workshop to share information and receive input on the Loop 360 at Spicewood Springs Road project. Due to their proximity, environmental work for the Lakewood Drive and Spicewood Springs Road projects has now been combined to best manage resources and federal consultation. Comments previously submitted for the Spicewood Springs Road project will be included in the documentation for the combined project.

For more information, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis at Bradley.Wheelis@txdot.gov or 512-832-7060.

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.

Social Media Posts on Twitter



#Loop360 projects are moving forward. The TxDOT team is looking to improve safety and ease congestion at Lakewood Drive and Spicewood Springs Road. Let your voice be heard and join us for a public workshop on June 6 from 4-6 p.m. at Westover Hills Church of Christ.





Loop360Project @Loop360Project Jun 3

As a reminder, our TxDOT team is ready to share the proposed designs for #Loop360 at Lakewood Drive and Spicewood Springs Road. Looking forward to seeing you at the Westover Hills Church of Christ on Thursday, June 6 from 4-6











Loop360Project @Loop360Project · Jun 6

t] 2

Today is the big day!!! The TxDOT team will be available to show you their designs and updates for the Lakewood Drive and Spicewood Springs Road projects, and answer any questions you may have.

Join us at the Westover Hills Church of Christ from 4-6 p.m.

0 3







Facebook Post



Loop 360 Program - Lakewood Drive and Spicewood Springs Public · Hosted by Texas Department of Transportation Interested Going

Thursday, June 6, 2019 at 4 PM $-6\ PM$ about 4 months ago		
Westover Hills Church 8332 Mesa Dr, Austin, Texas 78759		Show Map
About	Discussion	

2 Went · 7 Interested Share this event with your friends

Details

Where:

Westover Hills Church of Christ 8332 Mesa Dr. Austin, TX 78759 (Map)

When:

Thursday, June 6, 2019 4 p.m. - 6 p.m.

Purpose:

The purpose of the public workshop is to gather input on the proposed improvements at Lakewood Drive and Spicewood Springs Road, as part of the Loop 360 Program. The workshop is an open house format, so the public may come and go at their convenience, and staff will be available to answer questions. Comments must be received on or before Friday, June 21, 2019 to be a part of the official public workshop record. Comments will be accepted at the meeting or by mail at:

TxDOT Austin District Attn: Loop 360 Program 7901 N I-35 Austin, TX 78753

Description:

Loop 360 has severe and increasing traffic congestion, causing both mobility

and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway. The Loop 360 at Lakewood Drive and Spicewood Springs Road improvements include removing the traffic signals from mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive; and constructing an overpass with non-signalized U-turns in both directions at Lakewood Drive and Springwood Springs Road (E)/Bluffstone Drive. Additionally, the design will include a shared-use path and sidewalks for bicycle and pedestrian accommodations in the project area.

Special Accommodations:

TxDOT makes every reasonable effort to accommodate the needs of the public. The workshop will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 832-7192 at least five working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

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.

Contact:

TxDOT Austin District P.O. Box 15426 Austin, TX 78761 (512) 832-7000

See Less

Kid Friendly

On-Road Signage



ON-ROAD_SIGNAGE-NOTICE-0113-13-167 and 0113-13-169_FINAL_20190516

John Taylor <John.Taylor@txdot.gov>
To: Jon Geiselbrecht <Jon.Geiselbrecht@txdot.gov>
Cc: Crystal Wotipka <cwotipka@rifeline.com>, Shelley Law <slaw@rifeline.com>

Tue, May 21, 2019 at 8:21 AM

We'll take care of it.



John Taylor

Maintenance Supervisor

Georgetown Maintenance

North Travis Maintenance

2727 S. Austin Ave.

Georgetown, Tx 78626

(512) 930-4700 Georgetown Office

(512) 331-5361 Cedar Park Office

(512) 591-1104 Mobile

John.taylor@txdot.gov

From: Jon Geiselbrecht Sent: Saturday, May 18, 2019 11:19 AM
To: John Taylor
Cc: Crystal Wotipka; Shelley Law
Subject: Re: ON-ROAD_SIGNAGE-NOTICE-0113-13-167 and 0113-13-169_FINAL_20190516

John, can we get some PCMS boards up for this? 5/28-6/7. Thanks, Jon

From: Shelley Law [mailto:slaw@rifeline.com] Sent: Thursday, May 16, 2019 1:13 PM To: Jon Geiselbrecht

Ce: Crystal Wotipka
Subject: ON-ROAD_SIGNAGE-NOTICE-0113-13-167 and 0113-13-169_FINAL_20190516

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jon,

As you know, the Loop 360 at Lakewood Drive/ Spicewood Springs Road Public Workshop is coming up in a couple of weeks. Can we request PCMS boards again? We'd like one in both the north and southbound direction, in whatever location is best for visibility around Lakewood Drive/Spicewood Springs Road. Set up Monday 5/27 or Tuesday 5/28, and removal the morning of Friday 5/07. Copy is:

LAKEWOOD

SPICEWD

WORKSHOP

<flash>

WESTOVER

CHURCH 6/6 4-6P

Please let me know if you need anything else.

Best regards, Shelley Law





NEWS RELEASE

AUSTIN DISTRICT

Brad Wheelis
O: (512) 832-7060
C: (512) 815-7239
Bradley.Wheelis@TxDOT.gov

TXDOT TO HOST PUBLIC WORKSHOP FOR THE LOOP 360 AT LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PROJECT

Share This
Tweet This

Project team seeks public input to enhance proposed design

June 4, 2019

AUSTIN — The Texas Department of Transportation will host a public workshop on Thursday, June 6, 2019 to discuss the proposed improvements to Loop 360 at Lakewood Drive and Spicewood Springs Road. The workshop will be held from 4 to 6 p.m. at Westover Hills Church of Christ, located at 8332 Mesa Drive in Austin. The meeting will be an open house format with no formal presentation, so attendees can come and go at their convenience.

In November 2018, TxDOT hosted a public workshop to share information and receive input on the Loop 360 at Spicewood Springs Road project. Due to their proximity, environmental work for the Spicewood Springs Road and Lakewood Drive projects has been combined to best manage resources and federal consultation. Comments previously submitted for the Spicewood Springs Road project will be included in the documentation for the combined projects.

The purpose of the project is to improve safety and mobility at the intersections of Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. Proposed improvements include

- Removing the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive
- Constructing overpasses (where the Loop 360 mainlanes go over the cross street) with nonsignalized U-turns in both directions at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive
- Adding a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations

Maps, drawings and project information will be on display at the workshop, and project team members will be available to answer questions. Comments from the public are requested.

Those unable to attend the meeting in person can review materials and comment online via our virtual workshop, which will be available from June 6 through June 21, 2019, at www.Loop360Project.com. Individuals may also email comments to cwotip-c@txdot.gov or mail in their comments to the TxDOT Austin District, Attention: Crystal Wotipka, Loop 360 Program, 7901 N. I-35, Austin, Texas 78753. All comments must be received by Friday, June 21, 2019 to be included in the public record.

The Lakewood Drive/Spicewood Springs Road project is part of the Loop 360 program, which will upgrade multiple intersections to improve safety and mobility along the corridor, including RM 2222, Courtyard Drive, Cedar Street, Westlake Drive, Walsh Tarlton Lane, RM 2244, Lost Creek Boulevard and Westbank Drive.

For media inquiries, contact Bradley.Wheelis@txdot.gov or (512) 832-7060.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. "Like" us on Facebook and follow us on Twitter.

Our Values: People • Accountability • Trust • Honesty

An Equal Opportunity Employer

www.txdot.gov | TxDOT on Facebook | TxDOT on Twitter



Loop 360 at Lakewood Drive/Spicewood Springs Road Workshop

Thursday, June 6, 2019, 4 to 6 p.m.

Westover Hills Church of Christ, 8332 Mesa Drive, Austin, TX 78759

Staff Sign-In

Name	Organization	Initials
Alex Navarro	TXDÖT	M
Allen Crozier, P.E.	HDR	ARC
Alisa West	TXDOT	Pe
Amanda Owens	TxDOT	AD
Amy Redmond	TxDOT	
Andrew Morosky, P.E.	Travis County	
Andy Atlas	CP&Y	All
Brad Wheelis	TxDOT	The C
Bruce Byron	TXDOT	BB
Bobby Ramthun, P.E.	TxDOT	Pal
Crystal Wotipka	Rifeline	(au
Darren Dodson	CP&Y	
David Harrah	TXDOT	de
Diann Hodges	TxDOT	DA
Dipti Borkar-Desai, P.E.	City of Austin	SRS
Dwayne Halbardier, P.E.	TxDOT	
Eddie Garcia, P.E.	TxDOT	60
Emily Tuttle	City of Austin	
Epi Gonzales, P.E.	TxDOT	
Eric Gobert, P.E.	TxDOT	
Felipe Tudtud, P.E.	HDR	FST
Glen Taffinder	City of Austin	

Staff Sign-In

Name	Organization	Initials
Heather Ashley-Nguyen, P.E.	TxDOT	
Jon Geiselbrecht	TXDOT	C)-Pa
Julie Jerome	TxDOT	88
John Peters, P.E.	TxDOT	JOP
Kelsey Ammons	TxDOT	KA
Kevin Dickey, P.E.	TXDOT	
Lucas Short, P.E.	TxDOT	L75
Marisabel Ramthun, P.E.	TxDOT	
Melissa Hurst	Rifeline	mas
Michelle Romage-Chambers, P.E.	TXDOT	
Mike Meroney, P.E.	HDR	
Ngan Bui	TxDOT	
Nic Barbera	Rifeline	N.
Paul Schrader, P.E.	CP&Y	
Paul Terranova, MBA, P.E.	City of Austin	P34-
Robert Carrillo, P.E.	RTG	
Rob Spillar, P.E.	City of Austin	
Roy Garcia, P.E.	TxDOT	
Seyed Miri, P.E.	TxDOT	
Shelley Law	Rifeline	lx -
Shirley Nichols	TxDOT	
Patrick Huddleson	THOOT	CP
Patrick Huddleson	TXDOT	PH

Staff Sign-In

Name	Organization	Initials
Kathna DiGlora	TXDOT	Ki
Kathna DiGlora Phily Fulton Tapplor Hilloums	TXDOT	Pait

Loop 360 at Lakewood Drive/Spicewood Springs Road Workshop

Thursday, June 6, 2019, 4 to 6 p.m.

Westover Hills Church of Christ, 8332 Mesa Drive, Austin, TX 78759

Public Sign-In

	Name	Elected Official Check Here
1	CAEDAN CLARKE	
2	Lynoa Streiff	
3	Many Countryman	
4	Road Countryman	
5	Luga K. Payer	
6	Tuere X) ay	
7	Mramia Harn	
8	Bethy Rissle	
9	Rich Zocat	
10	Stephanie Ware	
11	Gabe Sterry	
12	Tom MEDonald	
13	Brandon Boosch	
14	I VORESTAGE	
15	Bryan Odom	
16	Brun Odom	

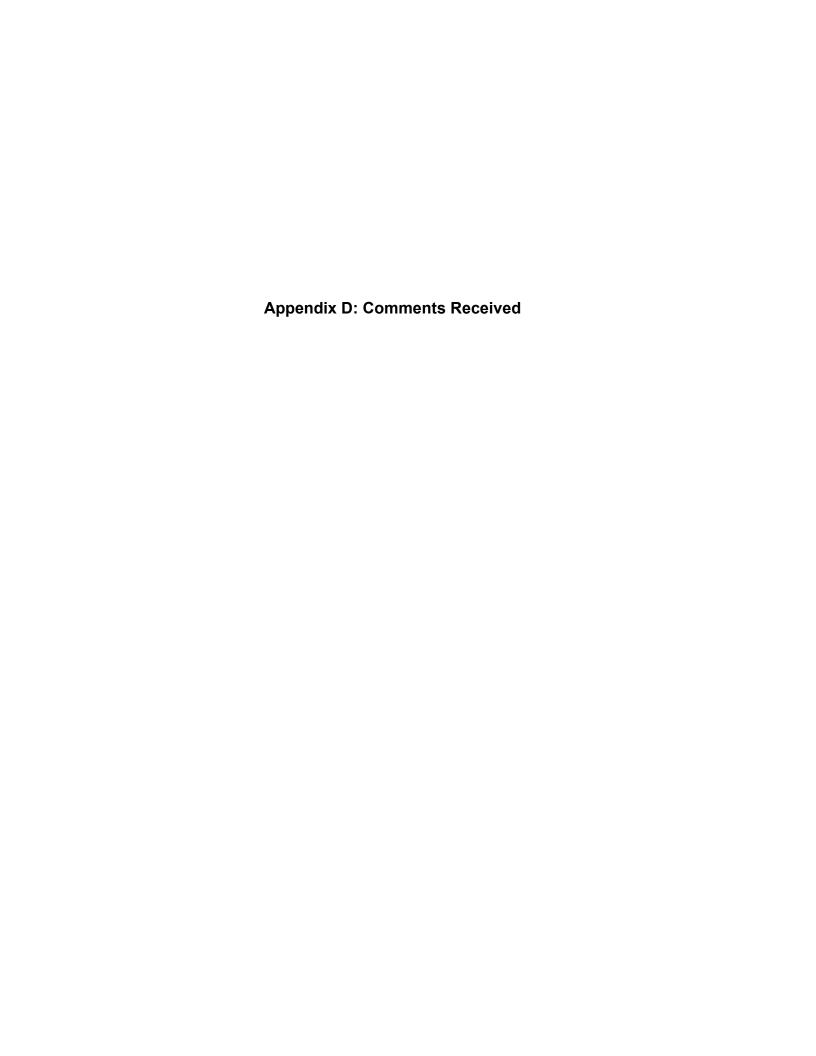
	Name	Elected Official Check Here
17	140YD DODGE	
18	MIKE REA	
19	Joyce Statz	
20	anna Bauereis	
21	MARK CLARDY	
22	Wanne Kindle	
23	NM Levenson	
24	PAUL FERGUSON	
25	mark maflister	
26	MICHELLE POLASEK	
27	Valence Myers	
28	TINA LOGAN	
29	Shame Bhth	
30	Madeline White (Rep Goodwin).	
31	Karen Cenhower	
32	Ann Schneider	
33	CHASE DIERSCHIE	
34	SHARON ZATSHA	
35	BEB LATSHA	

	Name	Elected Official Check Here
36	Jan Moss	
37	Muldel S. S.	
38	En Com	
39	Porter Plepys	
40	Lucky Lemieux	
41	Pahina Burrall	
42	Rathy McDuffie	
43	Nina Guidice	
44	Bruce Merrill	
45	BOB KOHLS	
46	Jerry Levenson	
47	Dori McConnell	
48	CAROL Philipson	
49	Share miller	
50	Elizabeth Bradbury	
51	Iain Oldman - Community Impact wildman@community in	moach com
52	Ellen Brunjes-Brandt	
53	Cirdy Hintikka	
54	GEORGE TOREKI	

	Name	Elected Officia Check Here
55	Karen Kershaw	
56	Susan Hovenha	
57	Macie's Bajkowski	
58	Dennie Rivaetts	
59	David Menteum	
60	Tathy Cashin	
61	Dar 2	
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	Name	Elected Official Check Here
93	Scott Grossfeld	
94	Keith K McGill	
95	Found Hite	
96	Milk BUSSEY	
97	Bret Bussey	
98	Wike Bury	
99	Kachy Mostether	
100	Dereto Hams	
101	BRIAN ROGERS	
102	Jane Harris	
103	John Harris	
104	Ken Bartlew	
105	Christian Shoe	
106	Sandra Smith	
107	Tanava Shuey	
108	Carol Raxton	
109	Carol Barton Kevin Smith	
110	BRADSHUEU	
111		

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□ I am employed by TxDOT

□ I do business with TxDOT

☐ I could benefit monetarily from the project

or other item about which I am commenting

LOOP 360 PROGRAM



LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC **WORKSHOP COMMENT FORM**

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print):	
Address:	
Email:	***
Comment: Hont Mess with SAFE And Bikes do do	the Road They ALE UNHOWN to LANGE BILL RILKER
3	PARK
These take contRd1	PARK
With +1	he Painking Party "
NO.	Bookins
	No BOER IN DAKES
	Sogetoff yall
	000
	HSS Wet to WORK
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka

TxDOT Austin District Office Attn: Loop 360 Program

7901 N I-35, Austin TX 78753

Crystal Wotipka

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.



LOOP 360 PROGRAM



LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): MARIE 3	
mail:	
Comment:	form the
Check is	and w wid life
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.



LOOP 360 PROGRAM



LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Macie) Bajkowski		
Address:		
Email:		
Comment:		
Biggest concern is torning left of	rong Spice wood (w) on to	
360 NB. The proposal forces every or	up who need to go onto 360 NB	
and is coming from Spire waca (w)	te fixt go vight soverol	
miles outil lake was , before a to	unaroud becomes availably.	
This is very but for oll residents		
	Coupon a spice wood). A lot of the	
compute voutes work doing either		
old spice yeard spraings, including		
	Whole Foods, Work Comules to	
the Domain, etc.	1 1 2 2 1 1 1	
All these people will mon be forced	to town right out 300 SB first,	
odding traffic during rush have &	non-outs hour, and polluting more.	
I strongly was you to consider add	ding a fast "U-town" from the	
access road so that residents driving	y hom Spice weed (w) conget	
onto 360 NB a lot more posity.		
	Official written comments will also be received and	
	accepted by the program team via email at	
(Texas Transportation Code, §201.811(a)(5)):	cwotip-c@txdot.gov or by mail at:	
Check each of the following boxes that apply to you:	Crystal Wotipka	
☐ I am employed by TxDOT	TxDOT Austin District Office	
☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Attn: Loop 360 Program	
or other item about which I am commenting	7901 N I-35, Austin TX 78753	

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Pr Address: Email:	int): <u>Faic</u>	BAL	ENEIS				
Comment: PAST FATERS	CHECK CONST ECTION,	n/	Pr	UJ B ZZZ HAN	2/31	BET	
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): NARLENE Address:	Rosketne
Email:	
Comment: D Z Left trum lones at the	Spice wood Sprays (W) @ 360 to
Dikas and pedestroms only	Coost of 300) park area to
3 Og Stromang String	t uses as cus three c morked; I any sum
that now how	the Buffstone Housection.
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): River Bros	27.
Address: Email:	
Comment: Removing stop lights from capacity of the road. I verte would have a capacity what amount does removed the capacity of Loop 300?	m a modd increases the vos told that an additional a of isab cars shows By
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): KATHY CASKEY Address:	
Email:	
Comment: D'Please reduce lapes SB access poad @	Juon 4 to 3 on
Please keep DARKS	Ky institute for our
3 most important -	exon 5W Corner
Please (Lucas & D)	clisca Dave this
tree " It anks	
Karly	

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at:
Crystal Wotipka
TxDOT Austin District Office
Attn: Loop 360 Program
7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

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Address:	2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Email: _	
Littaii	
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comment: hong, long overdue action, long flux 183 that lanes lat the last Min sooner could not cos now backs up starting peak times. We always to Oak Knoll as do man We have trouble getti during rush hour-so man and 1#183.	the 2 lanes on 360 to end up just going to 5 ite. More as phalt much that much the traffic at Great Hills Trail at so through the neighbor many people. In out of our caul-de-sac any cars are avoiding 360
	Official written comments will also be received and accepted by the program team via email at
(Texas Transportation Code, §201.811(a)(5)):	cwotip-c@txdot.gov or by mail at:
Check each of the following boxes that apply to you:	Crystal Wotipka
☐ I am employed by TxDOT	TxDOT Austin District Office
☐ I do business with TxDOT	Attn: Loop 360 Program
☐ I could benefit monetarily from the project	7901 N I-35, Austin TX 78753
or other item about which I am commenting	





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Address Email:	Name (Please Print): Nancy Cour	thuman
Comment: Driving #360 to #183 gang North or Northeast needs to have more asymbolic placed so that caus can leave #360 sooner and traile the chartent to Jollyville to #183 east. They have put up harriers and cost us 5 - 10 minutes more how to get accepted by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at cooting controlled by the program team via email at the controlled by the program team via email at the controlled by the program tea		-
Comment: Driving #360 to #183 acm, North or Northeast needs to have more as what placed so that caus can leave #360 segmen and baye the Sharkent to Jollyville to #183 east. They have but up harners and cost us 5-10 minutes how to get of #360. Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at:		-
Driving #360 to #83 gaing North or Northeast needs to have more asothatt placed so that caus can leave #360 sooner and bake the shortcut to Jollyville to #83 east. They have but up harriers and cost us 5 - 10 winutes more how to get of #360. Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at:	Email: _	
Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)):	Comment:	
Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)):	Driving #360 to #18.	3 going North or Northeast
Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)): cwotip-c@txdot.gov or by mail at:	needs to have more	as what placed so that
Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)): cwotip-c@txdot.gov or by mail at:	cars can leave #360	sooner and baye the
Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)): cwotip-c@txdot.gov or by mail at:	(shortcut) to Jollyville +	on #83 east. They have
Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)): cwotip-c@txdot.gov or by mail at:	Dut up barriers, and	cost us 5-10 winutes
(Texas Transportation Code, §201.811(a)(5)): accepted by the program team via email at cwotip-c@txdot.gov or by mail at:	more how to get off.	of #36D.
(Texas Transportation Code, §201.811(a)(5)): accepted by the program team via email at cwotip-c@txdot.gov or by mail at:		
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	(Texas Transportation Code, §201.811(a)(5)):	
	Check each of the following boxes that apply to you:	
☐ I am employed by TxDOT TxDOT Austin District Office		TxDOT Austin District Office
☐ I do business with TxDOT Attn: Loop 360 Program		
☐ I could benefit monetarily from the project 7901 N I-35, Austin TX 78753 or other item about which I am commenting		7901 N I-35, Austin TX 78753

For more information or to provide input until June 21, 2019, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis via email at Bradley.Wheelis@txdot.gov or via phone at 512.832.7060.





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

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Name (Please Print): Nava Couv	- Criman
Address	
Email:	
comment: The light at 360 a nuch of the time. 500 can get across and have for Jeach, light change. Lor move) light change.	nd Bluffstone is too show metimes only 3 to 5 cay e to wait almost 3 minute and have to wait for 2
(Texas Transportation Code, §201,811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

1/	T
Name (Please Print): Nancy Cou	intruman.
Address:	
Email: _	
	6
Comment:	gomy son
The left hand to	urn at 13/4/5/one and 73
10-1- to 10 110 11 15	our long. They have mura
heras to be you	by long. They have impro
It but It Still gets	Machta up-
The night hand to	14 10 10 of #3/0 miles
- Ment Jana Ci	in have one of the ser of the
anto plusts tone nec	as to be all the wast to
Great Hills Trail, Car	is leure ton much share
Not and Harman	and the state of t
perween them and he	of you cane win as soon
as you should be able	TA.
(
_	
	Official written comments will also be received and
/Toyon Transportation Code 5001 911/aVEV	accepted by the program team via email at
(Texas Transportation Code, §201.811(a)(5)):	cwotip-c@txdot.gov or by mail at:
Check each of the following boxes that apply to you:	
☐ I am employed by TxDOT	TxDOT Austin District Office
☐ I do business with TxDOT	Attn: Loop 360 Program
□ I could benefit monetarily from the project	7901 N I-35, Austin TX 78753
or other item about which I am commenting	





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

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Name (Please Print):	1304	ER	Loi	וז אנ	RYM	AN					
Address:											
Email:											
Comment:											
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print):	VICKE I JOH			
Address:				
Email:				
	3-2			
Comment: /		1 0		4.5
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(8) N / 1000	BULMINA	Kontin	Was worth	W.F.
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and sugge	o Agram C	Jones Wina	TORE BOOM	101
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- Congress	Carl Land	TA TON	WY AVE	
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Villax Ove	ar,	<u> </u>	0	

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX Name (Please Print): Address: _ Email: Comment: ocess Official written comments will also be received and accepted by the program team via email at (Texas Transportation Code, §201.811(a)(5)): cwotip-c@txdot.gov or by mail at: Check each of the following boxes that apply to you: Crystal Wotipka ☐ I am employed by TxDOT **TxDOT Austin District Office** ☐ I do business with TxDOT Attn: Loop 360 Program Could benefit monetarily from the project 7901 N I-35, Austin TX 78753

For more information or to provide input until June 21, 2019, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis via email at Bradley. Wheelis@txdot.gov or via

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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): _ LLOY り かるらと	
ddress:	
mail:	
comment:	
MAIN CONCERN - 360 N	
"SHOPPING CENTER". WITH ALL	
	ANS ON IMPROVING TRAFFIC FLOW
FROM/TO 360 AND 183, YET AL	ONE MOPAC. THE TRAFFIC LIGHTS
AT 183 ONLY KLOW A MINAME	L hundred at ches through AT A
THE. TREFIC BACKS UP CONSIDER	RIBLY DOWN 360 FRAM THE 183
LIGKT.	
SO, THE PROJECT "OFFUS UP"	TRAFFIC TO KEND UP AT A
"DEAD - END"IN THE WORTH.	3000
CAN THE MANAGEMENT OF TX	DOT LET THE PUBLIC KNOW WHAT
	BU INTENSECTION? ALL I HAVE
HEARD IS "IT IS NOT IN THIS P	
FIDN-9 13 11 12 201 12 1213 1	RUSTEET.
	Average Control of the Average and Franchise Control
	Official written comments will also be received and accepted by the program team via email at
(Texas Transportation Code, §201.811(a)(5)):	cwotip-c@txdot.gov or by mail at:
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Dohse
Hours. Canyons is a concern, hours. Canyons edia, ff stone / Spire wood Springs which Creek Canyon. Residents appreciate predictable to avoid excess noise from
ished overpasses would be way we can reduce
Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753

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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): PAUL FERCU Address: Email:	SON
TRAVEL DOWN TO LAKEWOOD D	CEW OOD SPRINGS ROAD DOESNI 36D. FUSTEAD YOU HAVE TO RIVE, MAKE U-THEN TO BACK EXM. LEAGE.
	STONE TO SPICEWOOD SPAINS S DesigNATED FON This TO YEARS
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Cott G ross Re.	11
Address: _	
Email:	
Concrete to keep the devision.	Place try + minimize
	outs (oud and need a shoulder
or path. Also, prefer &	let t torns at lakewood
	heading south, people in
Jeahr Will go to 3600	<i>t</i>
	18
	Official written comments will also be received and
Anna Francisco de la Roya Baka Baka Marinetto	accepted by the program team via email at
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Virginia He Address: Email:	- r n
Comment: Please do not desta La sewood and 360. That Old and adds se much the tree is wested on the later section with Laker Bull creek.	The large oak at the see is fat least 300 yes to the Lakewood Neighborh was side of the 340 from
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Cindy Hintikka Address: Email: The rest intersection you propose at Sprawood Springs (W) 15 untain. You are making my access to 360 to much more fine consuming 50 as to optimize the travel of others that are alteredy on the road. This is unaccuptable the neets of speake who we neare 360 are as Important it hot have so, than the needs of seefle who are merely passing through I probable go through that area much more often than they do
Comment: The west intersection you propose at sprewood springs (W) 15 untain. You are making my access to 360 W much more time consuming so as to optimize the travel of others that are alteredy on the road. This is unacceptable The nelly to fleshe who we near 360 are as important it not have so, than the needs to fleshe who are merely passing through. I probably go
The 18st intersection you propose at Spigwood Springs (W) 15 untain. You are making my access to 360 W much more fine consuming 50 as to optimize the travel of others that are already on the road. This is unacceptable The nelts to floole who we near 360 are as important it not now 50, than the needs of floors who are merely passing through. I probably go
more fine consuming 50 as the oftimize the travel of others that are already on the road. This is unacceptable the nelts of floods who we near 360 are as important if not have 50, than the needs of floods who are passing through. I probably go
The nelts of flood who we near 360 are as important of hor more 50, than the needs of floods who we have so people who we are needs of floods who we are people who are people who are people assure, through I probably go
up are nerely passing through I probably go
who are merely passing through I probably go
Who are nevely passing through I probably go
Through that bired much more of ten than they do
is come so as some some in the total some con
I that is that a boat am able into a start Am at Dispulse of
Arings (11) + 3/12 - 4 heal Dobably Means Duill an
Everbass there, ton
also please do the Work on thes intersection while
the bridge on spicewood springs read is being done
so as to minimize the amount of time that there is
Construction in the area.

Official written comments will also be received and

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): SUSAN HOVORKAT	
Address: Email:	
Comment: I am going to type com Kadthem.	ments in website so you can
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Victoria Landina
Name (Please Print). LVIKY Lemitux
Address:
Email:
Comment:
I hank you for making implanments
to loop 3600 and at the challenges is
exiting the Lakewood Wighburhood Offor
Laterwood Drive, Williamy Steet are 2 lanes-
one can go lett only - the second can go left.
straight of right, offentimes trathe stacks of
in the of after three w 2222 cut-through and the re
be detroit to turn light guin when left trin lane
is empty simebody will go in eight land to turn left
LAND WHEN IN 14TH (UIS Ground) Intas
- thru lands - I crostor and me
The state of the s
mini hedicated right trin area filmove co
HILITY PO
I have lived in Calcinod 25 years to make sm
tist hand and truly think a small of the world the
Charles to the Control of the total of the control
now treet is a tree in that are conditated
Official written comments will also be received and
addepted of the program tourn for the children of
(Texas Transportation Code, §201.811(a)(5)): (A (*) cwotip-c@txdot.gov or by mail at: Crystal Wotipka
☐ I am employed by TxDOT
☐ I do business with TxDOT Attn: Loop 360 Program
☐ I could benefit monetarily from the project 7001 N I-35, Austin TX 78753 or other item about which I am commenting
Comments must be received by Friday, June 21, 2019 to
MIN Uperind cluded in the official record of this public workshop.
Think uperindeluded in the official record of this public workshop. fil considering publics teed back!
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Tom M=Do	mald
Address: _	
Email:	
Comment: Lakewood eastbourge turn left or go straight. a single left straight The plan should add a the existing left straight	Currently has 2 lanes that The plad changes this to lane new right turn lane + keep lanes
(Texas Transportation Code, §201.811(a)(5)):	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at:
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): GUY M	112017
Name (Please Print): (>1) 4	U I C I C I C I C I C I C I C I C I C I
Address:	
Email:	
Comment:	43
AS A "157 LINE RECEI	VER" - OUR HOME ABUTTS
	WOOD OUR PRIMARY
CONCERN IS NOISE	ARATEMENT
- CONCELIN 12 VOLVE	TOTILITIES !!
Diana Asuce Tue De	COLUCE SAUGU OF THE
	STANCE SOUTH OF THE
PROPOSED LAHEWOOD	OVER-PASS AT WHICH
THE BRIDGE ROADY	
EXISTING GRADE	DUTANCE IN FEET
110011	14 - 40 1
NEW	SICIPEE FROM
	BRIDGE
	TO REJOIN
	EXISTING
	O ICH
3/3	EXISTING GRADE
M. JOER	CAIS TOO DET
5,24	
14/0	
1/12	
70	Official written comments will also be received and
	accepted by the program team via email at
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print):CocoPcter.	
Address:	
mail:	
Spring Road Too m	any homes to much ate the left turn into
	Official written comments will also be received and accepted by the program team via email at
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or other item about which I am commenting	100211.001110001111110100





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Porter Plepys Address	
Email:	
Comment: The signal timing at Bluffstone/sp cntil this project is completed. installed at the intersection to The FYA would be used dual	I think FYA signals should be reduce signal delay on 300 mainlands
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





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June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): LINDA PRYER	
Address:	
Email:	
Comment:	
People in my neigh bronhood are und	appy that we have to now go all
the way from SS West to Labourous	I to unake a u-turn to go worth.
we are also concerned about the pote	ntially expanditial increase in cars using
	ender 360 to avoid the used to u-turn
Bld SS Rd. was hover intended to co	
concerned draw increased wear on 4	NU A
with sease using the sails.	0 0
I am devastated by the number of	of heritage trees that will be lost
for the Rabremmed trained.	0
	ier adequately address the amount
the little of the standard of	to Loop 360 in morning drivethen
The happic study doesn't show I	wat
	Official college and college to an about and
	Official written comments will also be received and accepted by the program team via email at
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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): MIKE REA Address:	
Email:	
traffic on Old Goicewood Spr. 360. The City of Austin a) do this: Hire the Contractor to bridge in Kingsland	gs Rd can turn north onto
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting	Official written comments will also be received and accepted by the program team via email at cwotip c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Elizaceth & CCIE
Name (Please Print) ELIZABETH 166LE
Address:
Email:
Litidit.
Comment:
Although & do not live of Spice wood Springe
I know that there is a lot of through that ic.
from north poishborhoods. This kas at maich
compacts on 360 produc. The tradic will back up
Sign from the old will not cliab, that the
Rathir - impart assessment investigated This
additional partic and the impact on Spicewood Springs.
the algo concerned about The like lands
and how the bike that is will be routed and onto
the shared pathirus, OR in many cases biken will
Continue to use Shoulder and me
I'm concerned about mekaing on 360 either
direction but except meraines from date wood
north, Since GREAT HILLS will how a treatic light
This could very well prevent tradic thering to merge.
The state of the s
9 ,

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): 13RIAN RO	GBRS
Address:	***
Email: _	
Lillall.	
Comment: IT IS IMPORTANT TO ME WALK THE CREEK IS MA POSSIBLE TO WALK NEXT HIGHWAY. (AT BOTH PLANES)	E THAT THE ABILITY TO INTAINBO, IT SHOULD BE P THE CLEEK UNDER THE
	A DEDICATED LANE FOR THOSE DOUND SPICE WOOD SPRINGS IF A STOPSIGN, THAT WILL BACK
(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you: ☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project	Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Seinnulski
Comment: Please DO NOT close Old Spice woold
Springs Rd under 360. NOt even APTER project completion!
This section is critical to residents of SSRd to the west of 360.
Probably at least 75% of my travels, I take that what what pass, so that means I unul only have to do the V-turns to go north or south on 360 25% of the time.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Dennic Watt	d .
Address:	
Email: _	
Littaii _	
Comment:	
Regarding Alternature	e ;
Springs in	Spicewood Green HOA. 482
your drawing Shows	a proposed Left turn
Day / turn around +	hot is aligned with
the office building	entrance across the street
We weed this turn a	round to be aligned with
our HoA in that the	y has have access
to another one vear the	n as well. Offenwise people
mour HOA will Ise a	esainst traffic in order to
turn left radher than	
Lover wround.	Official written comments will also be received and accepted by the program team via email at
(Texas Transportation Code, §201.811(a)(5)):	cwotip-c@txdot.gov or by mail at:
Check each of the following boxes that apply to you:	Crystal Wotipka
☐ I am employed by TxDOT ☐ I do business with TxDOT	TxDOT Austin District Office
☐ I could benefit monetarily from the project	Attn: Loop 360 Program
or other item about which I am commenting	7901 N I-35, Austin TX 78753





LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): RCH Zoch	+
Address:	
Email:	
2	
Comment:	
	1 1 1 1/2
In the presented design	for the Lakewood 360
intersection, there is only	one les 7 turn lane to
1, 310 6	210 0 11
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the love train last the	are already stancle duch
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likely run the red light	more often to make that
there is the first	11-11 10-1-1
turn. Lastly exiting from	Lakered Jester is already
111111111	Official written comments will also be received and accepted by the program team via email at
choked to 2 exits. Limiting	Official written comments will also be received and
	accepted by the program team via email at
(Texas Transportation Code, §201.811(a)(5)):	cwotip-c@txdot.gov or by mail at:
Check each of the following boxes that apply to you:	Crystal Wotipka
☐ I am employed by TxDOT	TxDOT Austin District Office
☐ I do business with TxDOT	Attn: Loop 360 Program
☐ I could benefit monetarily from the project	7901 N I-35, Austin TX 78753
or other item about which I am commenting	

Email Comments

From: Bette Abeel

To: 360 at Lakewood Drive

Date: Tuesday, June 18, 2019 4:27:54 PM

My name is Bette Abeel and I live in Lakewood in Renaissance village. I love the greenery at 360 in Lakewood Drive, so I think the right hand turn lane is the way to go. You can call me at

Sent from my iPhone

From: Anagha Gole
To: Crystal Wotipka-C

Subject: Lakewood /360 Intersection

Date: Saturday, June 22, 2019 5:58:10 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

I take a left and sometimes a right on 360 coming from Lakewood daily, sometimes 4-5 times / day.

I have never encountered any congestion or issues in my 5 years. Yes at 8 am there are 6 cars and at 9.30 am only 2, but I do not think there is any problem here to fix.

Can we please keep the Lakewood landscaping? Also we don't need a cross bridge at this intersection.

Thanks Anagha From: Lucky Lemieux
To: Crystal Wotipka-C

Subject: comment for Loop 360 at Lakewood/Spicewood Springs project with photo

Date: Wednesday, June 19, 2019 5:34:48 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Crystal -

I am a resident of Lakewood who attended the public meeting a few weeks ago. I have two comments to enter into the public record before tomorrow's deadline please - and a photo to illustrate an issue I reference.

1. Our center median at the entrance to Lakewood is lovely - and my family and I would like to see it left untouched by the new project.

The median has been landscaped with native plants and has taken years to develop into this lovely entranceway into our neighborhood. We do not to see the landscaped median removed to make way for another lane - and we want to see it remain as-is.

2. We would like to see a small right-turn lane added to the Lakewood Drive exit (heading eastbound) where there is currently a partial curb and gravel depression (yet no trees). We don't need a full lane at the expense of the median - we just suggest a few modifications to the current concrete curb, hole, and a wooden utility pole to make right turns possible at less busy times of the day when maybe 2 cars are in the right lane of the current two lanes.

As it currently stands, the exit from Lakewood Drive to 360 has two lanes - one that goes left, and the other which goes left, straight, or right. There is no right turn lane.

However, if only one car (or possibly two cars) are in the right lane of the two current lanes - and they both pull up to the line - and they hug the lane dividing line on their left - a car can turn right (so long as the right-turning car is past the curb and doesn't hit the gravel depression when filled with water). However (and I see this happen frequently) if a car on the right side of the 2 turning lanes stays way behind the intersection line - or the second car hangs back on the right - or people turn left from the right lane when the left lane is completely empty (yes this happens more than you think especially with larger trucks), a right turn is not possible until the light changes (since the driver would have to jump the curb to get to the turn space).

I think a few modifications (cutting the curb back, filling in the hole, and moving the wooden utility post) may allow for a small right turn lane which may ease some congestion from the exit of the neighborhood.

I saw several comments at the meeting regarding adding a right turn lane - yet I understand it is a balancing act because many cars must turn left and/or go straight through the intersection. While the current draft plans do not show removing the median - or adding another lane - a shorter, partial right-turn lane may be a possible solution if the curb, gravel hole, and wooden pole are remedied. Food for thought anyway! I have lived in this neighborhood for 25 years and enter/exit at all times of the day, so I have a pretty good idea what I am talking about.

I am attaching a photo I took yesterday of the challenge (and opportunity) for the 360/Lakewood intersection. It shows the curb, the gravel hole/depression, and the challenge when 2 cars are in the right lane (especially when they don't maximize the space in front of them and to the left of them). I hope the photo helps - for it shows the curb, the hole, and the potential space for a small right-turn lane.

Thanks so much, Crystal, for considering these comments and entering them into the public record - I really appreciate it!

Sincerely, Lucky Lemieux



From: Alisa Marzilli
To: Crystal Wotipka-C

Subject: Loop 360 Project: Please don't remove our traffic light

Date: Thursday, June 20, 2019 10:07:37 AM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I live west of 360 off of Spicewood Springs Rd, and I am outraged about the removal of the traffic light at 360 and westbound Spicewood Springs Rd. Why would any project make it a goal to make the transportation *worse* for all the neighbors who live in this area? We are paying taxes too and this is **not** how we want you to spend that money. You're telling me that you're going to disrupt my ability to get anywhere for MULTIPLE years during the construction of this ridiculous project and then, once that construction is *finally* done, it will make my life **MUCH** worse? To make me drive two additional miles out of the way just to turn left? This is ridiculous, and I hope you are prepared for lots of protests. You will not have the support of anyone who lives in Great Hills, lives off westbound Spicewood Springs Rd, in the Mountain or the Barrington Oaks area, etc. You are also making it more difficult for us to access emergency services by adding 2 unnecessary miles.

Just leave 360 alone. If you're going to deteriorate our existing access, then it is NOT an improvement. If you want to improve traffic flow, then you'd have to replace ALL existing intersections (including Great Hills) with overpasses while still allowing surface road access below them. If you're just going to pick and choose your favorite intersections, you're just making things worse. DO NOT PROCEED WITH THIS PLAN.

-Alisa

Loop 360 at Lakewood Dr.- Comments

Miller, Shane

Tue 6/11/2019 3:36 PM

To:Crystal Wotipka-C < CWOTIP-C@txdot.gov>;

Cc:info@Loop360Project.com <info@Loop360Project.com>;

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- The proposed modification to 360 will greatly increase traffic flow and traffic noise. Sound attenuation walls need to be considered near Creekbluff Dr. and Lakewood Dr.
- Exiting Lakewood neighborhood to 360, there needs to be two lanes that can turn left (North Bound) and one lane that goes straight. There is a lot of traffic from Jester and Lakewood heading northbound to go to Hill Elementary and Anderson High School, and there is a lot of traffic going straight to get to Murchison middle school.
- Exiting Lakewood neighborhood to 360, a dedicated right turn lane to go southbound would alleviate traffic. Add an
 acceleration lane for this to the 360 southbound feeder road. If needed, the median on Lakewood can be removed, it
 will already be much shorter based on the proposed changes.
- Minimize the area under the 360 overpasses at Lakewood so it does not become an attractive place for homeless
 people to set up camp. This is a growing issue across Austin and this overpass will be very close to residential areas.
 The current plan has two pedestrian/bike paths crossing 360 under the overpasses, one on each side of Lakewood Dr.
 This can easily be reduced to 1. There is minimal foot traffic crossing 360 in the area and two paths to cross 360 are not needed.
- The multi-use hike & bike trail should only be on East/South side of 360 (where the North Bound lanes are). It doesn't make sense to have it cross under 360 at Lakewood, this will just slow down bikers at the stop lights.
- On the weekends in good weather, parking at Bull Creek Park overflows from the available parking areas. Currently
 there is an overflow parking lot on the east side of 360 at the Lakewood intersection. This lot will go away with these
 proposed changes and I'm very concerned overflow parking will spill into Creekbluff Dr. and Lakewood Dr. If the
 multiuse hiking trail crosses 360 at this location it will encourage people to park in Lakewood and hike to Bull Creek.
 Move the hike & bike trail to North Bound side of 360 only and consider additional overflow parking away from
 residential areas.
- At the 360 Lakewood intersection, the 4 new southbound feeder lanes and multiuse path will encroach approximately
 50 feet to the homes on Creekbluff and Lakewood. This is very concerning due to the noise. This can be minimized by
 shifting everything south, reducing the southbound feeder lanes from 4 to 3 (1 dedicated u-turn, 1 left turn or straight,
 and 1 dedicated right turn lane), and moving the multiuse trail to the North Bound side.

Thanks,

Shane Miller.



Re: Lakewood Drive/Spicewood Springs Road Workshop: What We Heard

Tue, Jun 11, 2019 at 4:55 PM Guy Murray

Crystal --

Just reviewed really helpful (and prompt!) email summary of "What we heard" at the Workshop.

I am shocked that "only" 60 participants attended, but maybe the storm that afternoon spooked the ambivalent into not attending. Certainly not reflective of the number of persons directly affected by Loop

I'm feeling a little sheepish about an on-line comment that I submitted, stating that I found nothing about illumination at the meeting. Reviewing the Virtual Workshop materials help allay my fear of "Bright Lights Big City", as I found the CSS recommendation for cobra-head LEDs only at intersections, and maintaining dark skies on the roadway between. Or perhaps minimally invasive ground-level lighting along ancillary use paths. Sorry for my mis-cue.

I was also very pleased to see that among "what we heard" is concern about sound mitigation. Ours is among the home who are primary receivers... the rear of our zero lot-line home lies within 50 feet of the existing RoW. Now that it appears that build out can proceed without eminent domain taking of our home, our #1 concern is sound mitigation!

Kind regards,

Guy Murray

Loop 360 Project/Lakewood Drive Comment for Public Record

Cathy Nordstrom

Thu 6/20/2019 1:06 AM

To:Crystal Wotipka-C <CWOTIP-C@txdot.gov>;

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Crystal -

We are residents of Lakewood and we have two comments to enter into the public record before the June 21 deadline.

1. <u>The center median at the entrance to Lakewood</u> is lovely - and we would like to see it left untouched by the new project.

The median has been landscaped with native plants and has taken years to develop into this lovely entranceway into our neighborhood. Actually Cathy's landscape company designed and cared for this entrance for many years, and so it is personal for us, of course. We do not want to see the landscaped median removed to make way for another lane - and we want to see it remain as-is.

2. We would like to see a <u>right-turn lane added to the Lakewood Drive exit</u> (heading southbound) where there is currently a partial curb and gravel depression. We don't need a full lane at the expense of the median - we just suggest a few modifications to the current 'lane' that has formed itself from frequent use.

Thanks so much, Crystal, for considering these comments and entering them into the public record - we really appreciate it!

Sincerely, Cathy and Phil Nordstrom

Save our landscaped median!

Beverly Roland

Wed 6/19/2019 12:45 PM

To:Crystal Wotipka-C < CWOTIP-C@txdot.gov>;

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Crystal Wotipka:

We live off of Lakewood Dr. and are very disturbed that your department is considering taking away our landscaped median on Lakewood at 360. The congestion happens when cars want to turn RIGHT to go south on 360, not left to go north, mainly during morning and evening rush hour(s). What we need is an additional RIGHT TURN LANE, NOT another left turn lane!! The two existing lanes can already turn left!!! If all of those cars that want to turn right had a dedicated lane to do so, this would alleviate a LOT of the backed up middle lane of traffic going out to 360. The land is there to pave a right turn lane without destroying any current infrastructure!!

Please, please, KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR at 360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES to go south on 360 from our subdivision!

Please keep us notified about any decisions that are being considered.

Thank you. Beverly Roland

--

Beverly Roland

From: Kevin Smith
To: Crystal Wotipka-C

Subject: loop 360 (Spicewood Springs) feedback
Date: Monday, June 17, 2019 2:31:36 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Crystal,

Thanks again for taking the time to listed to our feedback on the proposed changes to Loop 360, especially the planned removal of the light at Spicewood Springs (W). As residents off of Spicewood Springs (W) who make both commute-time trips and trips at other times of the day (to visit nearby stores, medical facilities / emergency services, etc.) this project will have an outsized impact on us.

Here are some additional comments to go along with the comments I provided at the previous workshop:

- 1. The plan calls for the removal of the left turn from Spicewood Springs (W) to NB 360, requiring drivers to turn right onto SB 360 and then make a u-turn. During construction, traffic on 360 will be a nightmare (as with any construction project), especially before the light is removed at Lakewood Dr. People will be turning right on 360 SB, threading their way across multiple lanes, waiting in a long line of cars to make the u-turn. That line will be long because there will be no protection from NB traffic that they're trying to merge into, and will likely back up the left lane of SB 360. This nightmare situation will continue for 3-5 years, until at least both the Spicewood Springs and Lakewood Dr. portions of the overall project are complete.
- 2. At a prior meeting, TXDoT representatives claimed that the removal of the left turn from Spicewood Springs (W) to NB 360 would be similar to when 183 was made a highway and people on Balcones Club (and other streets) had to start making a right turn followed by a uturn. This analogy is actually quite problematic, since 183 introduced access roads with a uturn under the freeway, while the 360 changes will require the u-turning traffic to enter the traffic flow (or stopped traffic) and then cross multiple lanes of traffic. (Even after the Lakewood Dr. portion is complete, drivers heading south to go north will have to enter the roadway and will not have the benefit of the access road.) The 360 plan is much less safe and more likely to result in u-turners sitting in more traffic than they do today.
- 3. Austin has an east-west problem. Today it's far easier to go north-south (Mopac, I-35), while there are insufficient east-west corridors. This project exacerbates that problem, improving the north-south corridor along 360 at the expense of blocking east-west travel on Spicewood Springs, both through removing the Spicewood Springs (W) left turn and with the follow-on closure of Old Spicewood Springs the City of Austin has proposed.
- 4. We've learned that the totality of the Loop 360 project will not include any improvements at Great Hills. What this means is that the NB 360 traffic that is currently stopped at Spicewood Springs will simply move 1/2 mile north. Given that current traffic is often a mile long or more (backing up from Spicewood Springs all the way to Lakewood Dr. or even to 360), this will mean that traffic will still be stopped at Spicewood Springs (and make the u-turn

extremely time-consuming). Also, with the removal of all other 360 lights that currently serve to meter the traffic, the line on NB 360 backing up from Great Hills will undoubtedly be much longer than it is today.

- 5. The modeling done by the engineering team is predicting that 360 will be free-flowing post-construction. However, given that none of the other recently added freeways and flyovers in the area are free-flowing at commute time, it seems unlikely that this will be the one case where there won't be future traffic.
- 6. Again, it's imperative that a way be found to allow local residents on Spicewood Springs (W) to turn left onto NB 360. Saying there's "insufficient budget" while building 6+ other overpasses is a slap in the face to those of us whose lives are most impacted by this project.

Thanks for your help in finding a workable solution to these challenges.

-Kevin

	Comment	I am employed with TxDOT	I could benefit monetarily from the project	I do business with TxDOT	Date
	I own both a home and business along the 360 Loop. I spend almost my entire day along this roadway with home, work, and two schools all being accessed from 360. With that being said, I am very interested in how the 360 expansion will play out. I live in Jester, and recently heard of a plan to remove our landscaping at Lakewood Dr and 360. Please do not do this. There is plenty of room to add a right turning lane on the right side of the road. KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. Thank you.	false	false	false	6/20/2019
Atassi, Shana Bachman, Doug and LuCinda	Leave your comment: KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	false	false	false	6/20/2019
Barr, Dan		false	false	false	6/18/2019
	It appears that no changes are planned for ramps on and off 360 near Champion Grandview Way. That is already a dangerous section with people and bikes exiting for 2222 or Champion Grandview Way (at very different speeds) and getting on from Champion Grandview Way. With increasing traffic that section will only get worse. An extension to the access road through there should be given serious thought.	false	false	false	6/6/2019
Bauereis, Eric		false	false	false	6/12/2019
Blythe, Sharon	As a Lakawaad racidant I would raally like to maintain the lack of what the naighborhood is like. If a	false	false	false	6/18/2019
Padaur Sarah	As a Lakewood resident, I would really like to maintain the look of what the neighborhood is like. If a lane has to be added, it should be added to the far right and the landscaped median remain.	iaise	Taise	iaise	0/ 10/ 2019
Brockman, David	I'm in favor of the design being proposed at the Lakewood intersection. However, I want to make sure the landscaped island at the Lakewood community entrance is maintained. This island makes the entrance attractive and provides a safety barrier between opposite lanes of traffic.	false	false	false	6/21/2019

	The proposed access lanes (4) on each side which cross Bull Creek at Lakewood Drive, traverse the most precious, scenic and fragile area in this project. Lanes should be condensed to 3 max. and overpass should squeeze the middle over the creek. No gap between northbound and southbound lanes. Leave the natural areas as untouched as possible. You are actually abutting private property homes on either side of Lakewood Drive. Sound barrier walls are not possible on bridges due to weight Is that correct? This is ruining my home which backs to Bull Creek! It is a lovely area. Please do not remove the large live oak tree at the southwest corner of Lakewood Drive and Loop 360! If there are still traffic lights at 183, how is any of this going to provide free flow traffic when cars are stopping at both the north and the south ends of Loop 360. It will stack up worse than ever! At least the lights modulate the heavy traffic and allow cross traffic to work its way onto the loop. South being the Y in Oak Hill which is always a snafu!	false	false	false	6/20/2019
Caskey, Kathy			-		
Caskey, Kathy	SAVE THE LARGE, VERY OLD LIVE OAK TREE AT THE CORNER OF LOOP 360 AND LAKEWOOD DRIVE, SITUATED ON THE SOUTHWEST CORNER OF THAT INTERSECTION! THANK YOU VERY, VERY MUCH!	false	false	false	6/20/2019
Caskey, Kathy	Allow only 3 lanes for access lanes, not 4. Do not have a bike/pedestrian path on the west side of southbound lanes as they are already too close to private property HOMES! Bull Creek park users will use our street for parking and loitering. Bike/pedestrian path on northbound side of loop where no homes are affected! No street lights on overpass or access lanes! Too close to homes. Loop 360 is a dark sky roadway and lovely as it is now (darkness wise). Thank you!!!!!	false	false	false	6/20/2019
	3 access lanes, not 4. Cuts too deeply into the creek area and brings the roadway and noise into my backyard! Do not place bike/pedestrian path on southbound side of Lakewood intersection. Please place on northbound side as only business, no homes are on that side of the road in that area!	false	false	false	6/20/2019
Caskey, Kathy					
Caskey, Kathy	No street lights! Do not want light invasion of our dark skys.	false	false	false	6/20/2019
	I would like to see more attention to the environmental, visual and auditory impacts of creating a new expressway through what was originally designed as a scenic byway traversing sensitive waterways and habitat. Also, please remember some of us live by 360 and the noise is already pretty deafening. Please consider at least prohibiting trucks from air-breaking along 360. Also, please consider putting a slower speed limit to 360 so folks don't consider the lack of lights to be permission to drive over 55 mph.	false	false	false	6/20/2019
Charbeneau, Nancy					
Clardy, Mark	I'm pleased to see that additional lighting is NOT specified as a needed "improvement". I, and many of my neighbors, prefer the darkness of Creekbluff Drive (no streetlights) and have opposed suggestions to have lights installed. The Loop 360 Context Sensitive survey results (CSJ 5000-00-131) confirm that very few people feel current lighting is inadequate, while a greater number of people favor the dark skies aspect of the current roadway. Please do not install lighting along 360, specifically not at 360/Lakewood drive. Even though shielded lights limit the amount of light spilling upward, they definitely increase ambient light at ground level, which is where I live and where I wish to retain the dark sky ambiance.	false	false	false	6/19/2019

		1	•	1	
	Reduction of neighborhood cut-through traffic is stated as one of the goals of the 360 project, but the addition of multiple lanes at existing neighborhood intersections will actually have the opposite effect. Lakewood Drive traffic crossing Loop 360 is a prime example. The proposed drawings show an additional lane added for westbound traffic (a second left/south turn lane) and all striped lanes extended several feet to queue additional cars. I drive this intersection daily and a second left turn lane is unnecessary at any time, including rush hour. Adding new lanes and extending existing lanes will certainly move traffic more quickly, but it will have the unintended consequence of making it more attractive for non-residents to cut through on Lakewood from 2222 to 360. Leaving the number of lanes and existing short turn lanes as they are will ensure that people avoid the cut-through because it will not save them any time.	false	false	false	6/19/2019
Clardy, Mark					
	I'm very concerned about the increase in noise spilling onto the Lakewood neighborhood west of 360 - particularly the homes on Creekbluff Drive. Sound barriers need to be installed to mitigate this issue. I am also concerned about the noise coming into the neighborhood from the elevated lanes. Adding a wall to the outer edge of these lanes will help direct that noise upward and not allow it to disperse into the neighborhood. There are homes on the mountaintop behind Bull Creek Park that are visible from Creekbluff Drive. It is amazing how much noise from these residences rains down on our street. A much worse situation can be expected from 360 traffic on elevated lanes unless something is done.	false	false	false	6/19/2019
Clardy, Mark			6.1	6.1	0 (40 (0040
	Exiting Lakewood (eastbound) to 360, should have two lanes that can turn left (North Bound) and one lane that goes straight (current configuration). MOST traffic turns north on 360 – why are you eliminating one of the NB turn lanes? Forcing all NB traffic into a single lane will cause traffic to back up even more into Lakewood drive, and will completely block cars trying to exit Creekbluff Drive. This is simply a matter of painting stripes - making this change will not impact the project cost.	Taise	false	false	6/19/2019
Clardy, Mark					
Clardy, Mark	Add a right turn lane for cars on eastbound Lakewood to southbound 360. This will help move traffic more efficiently from Lakewood, which tends to get backed up during rush hour. Add an acceleration lane for this to the 360 southbound feeder road. If needed, the median on Lakewood can be removed, it will already be much shorter based on the proposed changes.	false	false	false	6/19/2019
	The current plan has two pedestrian/bike paths crossing 360 under the overpasses, one on each side of Lakewood Dr. This can easily be reduced to 1. There is minimal foot traffic crossing 360 in the area and two paths to cross 360 are not needed. The Bull Creek Park overflow parking at the Lakewood (E)/360 intersection will be eliminated by the project, which will substantially increase parking in our neighborhood by park-goers. Adding foot crossings to 360 will encourage this activity and will have a detrimental impact on permanent residents. It is essentially the same as increasing cutthrough traffic, which is one of the concerns stated in the CSS that is supposed to be minimized.	false	false	false	6/19/2019
Clardy, Mark					
	The multi-use hike & bike trail should only be on East/South side of 360 (where the North Bound lanes are). It doesn't make sense to have it cross under 360 at Lakewood, this will just slow down	false	false	false	6/19/2019
Clardy, Mark	bikers at the stop lights.				

	Four new southbound feeder lanes at Lakewood, plus the proposed multiuse path will encroach	false	false	false	6/19/2019
	approximately 50 feet to the homes on Creekbluff and Lakewood. This is overkill and unnecessary for the number of cars exiting 360 onto Lakewood.				
	(1) Reduce the number of southbound feeder lanes by having one dedicated u-turn, one left/straight				
	lane, and one dedicated right turn lane.				
	(2) Eliminate the multi-use lane (it should be on the east side/northbound 360 only).				
	(3) Reduce the space between NB and SB through traffic lanes (similar to 360 approach/crossing Pennybacker Bridge) to reduce encroachment onto Lakewood and Creekbluff residences. Use the				
	additional space to move feeder lanes as far as possible away (east) from Lakewood/Creekbluff.				
Clardy, Mark	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
	The overall design at Lakewood (both sides of 360) is out of proportion to the traffic requirements on these feeder roads. The neighborhoods on both sides of 360 are saturated – there will never be a	false	false	false	6/19/2019
	substantial increase in the number of homes in these neighborhoods – they are completely built out,				
	and there is no additional land available for development due to the Balcones Canyonland preserve				
	and Bull Creek Park. Please re-think the design for this intersection by minimizing the impact to the				
	neighborhood instead of planning for a non-existent potential for growth.				
Clardy, Mark					
Clardy, Mark	CSS Options for Bridge Supports - I prefer the bent cap SLOPED with ROUND columns	false	false	false	6/19/2019
	Please DO NOT take out the landscape at entrance to Lakewood.	false	false	false	6/18/2019
	Instead, add a right lane on side. It is more sensible and would cut down cost!!!				
Dula, Sandy	The colorful landscape island is like a beautiful doormat to our neighborhood!!!				
	Please leave the landscaping on Lakewood @ 360 as-is. What's needed is a new right turn lane for	false	false	true	6/18/2019
Fullerton, Bruce	people heading southbound on 360.				0.40.400.40
	I can't seem to find a workshop roll plot map for the Lakewood Dr/360 intersection like there is for the Spicewood Springs/360 intersection:	false	false	false	6/6/2019
Garcia, Mark	http://loop360project.com/docs/Spicewood%20Springs_Workshop1_RollPlots.pdf				
	As a resident and homeowner in Lakewood, I am writing to advocate for the retention of the	false	false	false	6/18/2019
	landscaped median at the entrance to the neighborhood by adding a second right turn lane to the				
	right of the existing lanes. I'm also very interested in maintaining dark skies as much as possible with lighting choices.				
Gerstenhaber, Karin	I live in Lakewood and would rather see left turns at this intersection closed (no more light) and a	false	false	false	6/18/2019
	Michigan left installed rather than an overpass or underpass at the intersection of Lakewood and	laise	laise	laise	0/10/2019
	360. Adding anything else just encourages even more traffic to cut through Jester and Lakewood				
	neighborhoods between 2222 and 360 during rush hours. I also do not approve of bulldozing the				
Gimble, Bruce	existing landscaping at the Lakewood neighborhood entrance.				
	PLEASE KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A	false	false	false	6/19/2019
	RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. A RIGHT TURN LANE MAKES MUCH MORE				
	SENSE AS THERE IS ALREADY A SPACE WHERE ONE OR TWO CARS CAN WAIT TO TURN RIGHT - ALL IT				
	TAKES IS MOVING THE CURB AND WIDENING THAT SIDE OF THE ENTRANCE. DO NOT DESTROY THE				
Gross, Karlen	WELCOMING ENTRANCE TO OUR NEIGHBORHOOD THANK YOU				
Honny	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	false	false	false	6/20/2019
Henry	You forgot to point out the important fact that you plan to remove the signals at Spicewood	false	false	false	6/21/2019
	Springs(W)! Pleas add it.	iaise	laise	laise	0/ 21/ 2019
	From the way you portray the area, it's cleat that Spicewood Springs Rd(W) is not important to you.				
Hintikka, Cindy	The needs of those who use it are definitely not served by this design.				

benefit ", but removing the signals and crossover at Spicewood Springs(W) without installing an overpass there will reduce mobility tremendously for many people who live near that intersection! There are few nearby destinations to the south on 360. Most of the shopping and businesses are to the north. So optimizing the southbound traffic doesn't help those of us who live near this intersection. The main things we need to do are go to destinations off Spicewood Springs(E) or go				
the north. So optimizing the southbound traffic doesn't help those of us who live near this				
north to the 183/360 area, and we do it frequently at all times of the week, not just at rush hour!				
Under the proposed design, people who want to go north on Loop 360 from Spicewood Springs (W) would face a much longer delay as they would have to go a mile out of their way to make a U-turn at Lakewood Drive or go a long way through the neighborhood around the canyon to the Bluffstone/Spicewood Springs intersection.				
Please build an overpass at the Loop 360/Spicewood Springs(W) intersection just like you plan to at Lakewood Drive and Spicewood Springs (E). It is only fair. Our needs are no less important than the needs of other people who use 360.				
There are so many different governmental agencies involved in planning transportation in Austin and in this particular area that if the projects are not coordinated they do not serve the public well.				
Someone at the meeting on June 6 told me that the city was considering possibly extending Bluffstone through to Spicewood Springs(W) at some point. I can't find anything about that online, but it seems it would help to mitigate the adverse impact of the proposed 360 design on those of us who live off of Spicewood Springs (W). Assuming that the new roadway would take the shortest path between Bluffstone and Spicewood Springs (W) and not divert traffic onto Yaupon, I think that this project should be included in the scope of the 360 project or at least coordinated with it so that it is in place before the signals are removed.				
There is a plan to replace the low water crossing on Spicewood Springs Rd. Please coordinate with the county so as to minimize the amount of time that the Spicewood Springs(W)/360 area is under construction. It would be difficult if the bridge were completed just as the intersection at 360 was torn apart.				
Also, please put a stop sign on Spicewood Springs (W) where it intersects at the Yaupon. During the evening rush hour, it is dangerous for us to leave our neighborhood by taking a left turn onto Spicewood Springs from Yaupon. Heavy traffic that is traveling north very fast just keeps speeding by, I believe well above the speed limit. I fear that this situation will only get worse. I believe that this task falls within the county's jurisdiction. Putting a stop sign on Spicewood Springs (W) might also help reduce the amount of traffic that is cutting through the area to avoid 183/360.				
Springs(W). How does it's length compare to industry standards for roads with the speed limit	false	false	false	6/21/2019
	would face a much longer delay as they would have to go a mile out of their way to make a U-turn at Lakewood Drive or go a long way through the neighborhood around the canyon to the Bluffstone/Spicewood Springs intersection. Please build an overpass at the Loop 360/Spicewood Springs(W) intersection just like you plan to at Lakewood Drive and Spicewood Springs (E). It is only fair. Our needs are no less important than the needs of other people who use 360. There are so many different governmental agencies involved in planning transportation in Austin and in this particular area that if the projects are not coordinated they do not serve the public well. Someone at the meeting on June 6 told me that the city was considering possibly extending Bluffstone through to Spicewood Springs(W) at some point. I can't find anything about that online, but it seems it would help to mitigate the adverse impact of the proposed 360 design on those of us who live off of Spicewood Springs (W). Assuming that the new roadway would take the shortest path between Bluffstone and Spicewood Springs (W) and not divent traffic onto Yaupon, I think that this project should be included in the scope of the 360 project or at least coordinated with it so that it is in place before the signals are removed. There is a plan to replace the low water crossing on Spicewood Springs Rd. Please coordinate with the county so as to minimize the amount of time that the Spicewood Springs (M)/360 area is under construction. It would be difficult if the bridge were completed just as the intersection at 360 was torn apart. Also, please put a stop sign on Spicewood Springs (W) where it intersects at the Yaupon. During the evening rush hour, it is dangerous for us to leave our neighborhood by taking a left turn onto Spicewood Springs from Yaupon. Heavy traffic that is traveling north very fast just keeps speeding by, I believe well above the speed limit. I fear that this situation will only get worse. I believe that this task falls within the county's jurisd	would face a much longer delay as they would have to go a mile out of their way to make a U-turn at Lakewood Drive or go a long way through the neighborhood around the carryon to the Bluffstone/Spicewood Springs intersection. Please build an overpass at the Loop 360/Spicewood Springs(W) intersection just like you plan to at Lakewood Drive and Spicewood Springs (E). It is only fair. Our needs are no less important than the needs of other people who use 360. There are so many different governmental agencies involved in planning transportation in Austin and in this particular area that if the projects are not coordinated they do not serve the public well. Someone at the meeting on June 6 told me that the city was considering possibly extending Bluffstone through to Spicewood Springs(W) at some point. I can't find anything about that online, but it seems it would help to mitigate the adverse impact of the proposed 360 design on those of us who live off of Spicewood Springs (W). Assuming that the new roadway would take the shortest path between Bluffstone and Spicewood Springs (W) and not divert traffic onto Yaupon, I think that this project should be included in the scope of the 360 project or at least coordinated with it so that it is in place before the signals are removed. There is a plan to replace the low water crossing on Spicewood Springs Rd. Please coordinate with the county so as to minimize the amount of time that the Spicewood Springs(W)/360 area is under construction. It would be difficult if the bridge were completed just as the intersection at 360 was torn apart. Also, please put a stop sign on Spicewood Springs (W) where it intersects at the Yaupon. During the evening rush hour, it is dangerous for us to leave our neighborhood by taking a left turn onto Spicewood Springs from Yaupon. Heavy traffic that is traveling north very fast just keeps speeding by. I believe well above the speed limit. I fear that this situation will only get worse. I believe that this task falls within the county's jurisd	would face a much longer delay as they would have to go a mile out of their way to make a U-turn at Lakewood Drive or go a long way through the neighborhood around the canyon to the Bluffstone/Spicewood Springs intersection. Please build an overpass at the Loop 360/Spicewood Springs(W) intersection just like you plan to at Lakewood Drive and Spicewood Springs (E). It is only fair. Our needs are no less important than the needs of other people who use 360. There are so many different governmental agencies involved in planning transportation in Austin and in this particular area that if the projects are not coordinated they do not serve the public well. Someone at the meeting on June 6 told me that the city was considering possibly extending Bluffstone through to Spicewood Springs(W) at some point. I can't find anything about that online, but it seems it would help to mitigate the adverse impact of the proposed 360 design on those of us who live off of Spicewood Springs (W). Assuming that the new roadway would take the shortest path between Bluffstone and Spicewood Springs (W) and not divert traffic onto Yaupon, I think that this project should be included in the scope of the 360 project or at least coordinated with it so that it is in place before the signals are removed. There is a plan to replace the low water crossing on Spicewood Springs Rd. Please coordinate with the county so as to minimize the amount of time that the Spicewood Springs (R) as a so minimize the amount of time that the Spicewood Springs (W)/360 area is under construction. It would be difficult if the bridge were completed just as the intersection at 360 was torn apart. Also, please put a stop sign on Spicewood Springs (W) where it intersects at the Yaupon. During the evening rush hour, it is dangerous for us to leave our neighborhood by taking a left turn onto Spicewood Springs from Yaupon. Heavy traffic that is travelling north very fast just keeps speeding by, I believe well above the speed limit. I fear that this situation will only	would face a much longer delay as they would have to go a mile out of their way to make a U-turn at Lakewood Drive or go a long way through the neighborhood around the canyon to the Bilufstone/Spicewood Springs intersection. Please build an overpass at the Loop 360/Spicewood Springs(W) intersection just like you plan to at Lakewood Drive and Spicewood Springs (E). It is only fair. Our needs are no less important than the needs of other people who use 360. There are so many different governmental agencies involved in planning transportation in Austin and in this particular area that if the projects are not coordinated they do not serve the public well. Someone at the meeting on June 6 told me that the city was considering possibly extending Bluffstone through to Spicewood Springs(W) at some point. I can't find anything about that online, but it seems it would help to mitigate the adverse impact of the proposed 360 design on those of us who live off of Spicewood Springs(W). 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I believe that this task falls within the county's jurisdict

Hotchkiss, Christopher	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES.	false	false	false	6/18/2019
Hotchkiss, Christopher		false	false	false	6/20/2019
Hulme-Lowe, Susan Hunt, Joseph	6. You are perhaps aware that there are two other projects involving this intersection which are in the pipeline. The City of Austin is considering closing the underpass which allows traffic to drive under the 360 and continue going East on Spicewood Springs Road. Also, Travis County is planning to replace the low water crossing on Spicewood Springs closest to the 360. Both of these projects will involve considerable construction work and inconvenience to local people. We ask that your group confer with these two other entities to try to help minimize the disruption to access during construction phases. As we make changes to the interchange of Loop 360 and Lakewood Drive there are two things I would like have 1) keep our beautiful and functional plant island at the intersection and 2) create a right turn lane at the northern point of that intersection. This would speed up traffic and avoid the unnecessary delay for those turning right. I live in the Lakewood community.	false	false	false	6/21/2019
Jeffries, Karen	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	false	false	false	6/18/2019

	Re: Creating a dedicated right turn lane on Lakewood Drive to access southbound 360.	false	false	false	6/18/2019
	Re: Creating a dedicated right turn lane on Lakewood Drive to access southbound 360. I understand that eliminating the landscaped median at the entrance to the Lakewood subdivision is under consideration to create a 3rd, dedicated, right turn lane to enter onto 360. I disagree with this proposed option. A better solution would be to create a dedicated right turn lane on the RIGHT side of the existing 2 lanes vs. destroying the landscaped median. First, there is sufficient room to expand and create an additional lane to the right of the existing lanes. Next, with the introduction of new traffic flow improvements at the intersection of 2222 and 360, much of the "cut through" traffic (i.e. cut through from Jester Blvd, Beauford Ln and onto Lakewood Drive) that is driving the current congestion at the Lakewood light would be alleviated, perhaps event eliminating a need for a new, 3rd, dedicated right turn lane at the Lakewood light. And lastly, once the Lakewood overpass is completed, traffic light timing could be adjusted to allow more time for traffic exiting the Lakewood subdivision to exit Lakewood in all directions (dedicated left turn lane, center left and straight-ahead traffic and the "new" dedicated right turn lanes). This would be preferable vs. further reducing the landscaped structures which welcome residents into their unique neighborhood and promotes sustained property values.	false	false	false	6/18/2019
Juhl, Regina	The the removal of the light at spicewood springs west of 360 without considering the huge impact it	false	false	false	6/11/2019
Kohls, Matthew	will make on the individuals who use this intersection daily. A remedy needs to be found that does not require a 2 mile trip out of the way to go northbound on 360.	laise	laise	raise	0/11/2019
Kovacs, Robert	Strongly prefer to keep landscaped median at Lakewood an 360 as is, could add another lane to the right.	false	false	false	6/22/2019
	PLEASE KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT, IT IS ENJOYED BY MANY AND ENHANCES THE UNIQUE CHARACTERISTICS OF THE NEIGHBORHOOD WE CALL HOME. IF NEEDED PLEASE RESEARCH ADDING A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. OFTEN THOSE MAKING RIGHT HAND TURNS WILL DO SO BY TAKING WALLACE COVE. THANK YOU.	false	false	false	6/18/2019
Lee, Laurie					
	I attended the Westover Church meeting. You had a wonderful Google Earth map with her-drawings of proposed construction. I do not see that on this website. The only one I found here is only a partial (eliminating Lakewood Drive/360 intersection).	false	false	false	6/8/2019
Levenson, N M	I am strongly against eliminating the landscaped median at Lakewood and 360. 1. There is room at minimum to put a partial right turn lane in the dirt next to the current right lane. When there are 3 or less cars lined up, cars will be able to get by and turn right. This could help the situation while we await the more major changes being discussed (overpass) and does not require moving poles. 2. We could move/transplant the median 20 feet to the left (north) instead, which leaves enough room on the right (south) for 3 full lanes, and then pave extra on that north side to re-create the entry lane into Lakewood/Jester. 3. Observation - Landscaping is an easy way to help prevent Austin's growth from turning us into one giant piece of asphalt. Please do not remove that median.	false	false	false	6/20/2019

Macdaniel, Alfred	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	false	false	false	6/18/2019
Macdaniel, Karon	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES	false	false	false	6/18/2019
	I live west of 360 off of Spicewood Springs Rd, and I am outraged about the removal of the traffic light at 360 and westbound Spicewood Springs Rd. Why would any project make it a goal to make the transportation worse for all the neighbors who live in this area? We are paying taxes too and this is not how we want you to spend that money. You're telling me that you're going to disrupt my ability to get anywhere for MULTIPLE years during the construction of this ridiculous project and then, once that construction is finally done, it will make my life MUCH worse? To make me drive two additional miles out of the way just to turn left? This is ridiculous, and I hope you are prepared for lots of protests. You will not have the support of anyone who lives in Great Hills, lives off westbound Spicewood Springs Rd, in the Mountain or the Barrington Oaks area, etc. You are also making it more difficult for us to access emergency services by adding 2 unnecessary miles. Just leave 360 alone. If you're going to deteriorate our existing access, then it is NOT an improvement. If you want to improve traffic flow, then you'd have to replace ALL existing intersections (including Great Hills) with overpasses while still allowing surface road access below them. If you're just going to pick and choose your favorite intersections, you're just making things worse. DO NOT PROCEED WITH THIS PLAN.	false	false	false	6/20/2019
Marzilli, Alisa					
Moritz	Great hill and 183 should be included in this project. 183 already gets so backed up. This project needs flyovers to connect to 183 north and south. Also great hills going southbound is downhill and is dangerous to have a light when everything after it will be a highway.	false	false	false	6/12/2019
Mosteller, Kathy	Please keep our existing landscaped median at Lakewood Drive @ 360 intact, and add a right turn lane to the right of existing lanes. Thank you	false	false	false	6/19/2019
Mosteller, Kathy	I have concerns about turning from Lakewood Drive to go either north or south and the ability to merge onto 360. Since nothing will be done to improve traffic flow at 183 (or south) the traffic during peak times on 360 will be backed up. Will there be a dedicated entry lane to provide ample time to merge into traffic already on 360?	false	false	false	6/19/2019
	Light Pollution Concern: Unless I missed it, no revelation at the meeting of how community preference for illuminated vs non-illuminated roadways will be determined.	false	false	false	6/8/2019
Murray, Guy	Our home is within 50' of the 360 RoW. We value the "Dark Skies" of the current roadway.				
	Disappointed that on-line version of Lakewood/Spicewood workshop failed to include photo strips at the 6/6 live workshop.	false	false	false	6/8/2019
Murray, Guy	What's missing: location of proposed ancillary use lanes.				
Pickering, Gayle	We moved to Jester in 1991 and thus have moved through both entrances to the neighborhood more times than can be counted. I grimaced when the Lakewood entrance lost its beautiful tree and the landscape was reworked. It's taken some time, but the median is now a place to rest my eyes while waiting for the light to change. I wouldn't want to lose it for road construction. I support adding a right turn lane, but please don't mess with the median.	false	false	false	6/18/2019

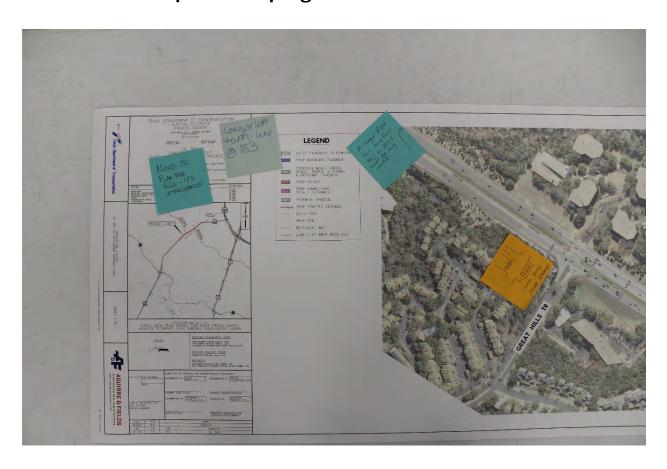
		falas	falas	falas	0 (00 (0010
	I am a resident of Lakewood who attended the public meeting a few weeks ago. I have two comments to enter into the public record before tomorrow's deadline please - and a photo to illustrate an issue I reference.	raise	false	false	6/20/2019
	1. Our center median at the entrance to Lakewood is lovely - and my family and I would like to see it left untouched by the new project.				
	The median has been landscaped with native plants and has taken years to develop into this lovely entranceway into our neighborhood. We do not to see the landscaped median removed to make way for another lane - and we want to see it remain as-is.				
	2. We would like to see a small right-turn lane added to the Lakewood Drive exit (heading eastbound) where there is currently a partial curb and gravel depression (yet no trees). We don't need a full lane at the expense of the median - we just suggest a few modifications to the current concrete curb, hole, and a wooden utility pole to make right turns possible at less busy times of the day when maybe 2 cars are in the right lane of the current two lanes.				
	Thank you				
Plepys, Anthony					
Powers, Linda	Please keep our existing landscaped median at Lakewood Dr @ 360 intact and add a right turn lane to the right of the existing lane.	false	false	false	6/18/2019
Riggle, Elizabeth	When I attended the workshop in June there was nothing said about removing the Lakewood landscaping. Specifically the medians at the entrance to Lakewood from 360. It is not clear that this is a requirement. It is slso not clear if there is a plan to remove the Lakewood marquee. Is is bad enough that we will be losing so many large trees. Please don't remove existing landscaping.	false	false	false	6/18/2019
	We are very disturbed that you are considering taking away our landscaped median on Lakewood at 360. The congestion happens when cars want to turn RIGHT, not left, mainly during morning and evening rush hour(s). What we need is an additional RIGHT TURN LANE, NOT another left turn lane!! The two existing lanes can already turn left!!!	false	false	false	6/19/2019
	Please, please, KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR at 360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES to go south on 360 from our subdivision!!				
	Thank you.				
Roland, Richard					
	All in all I think you all are doing a great job. I just wish it didn't take so long to start construction.	false	false	false	6/11/2019
	A couple of questions: 1) I can't tell from the diagrams, but please tell me you are adding at least one lane in each direction. 2) At the Lakewood intersectionif you are leaving Jester /Lakewood neighborhood - will you no longer be able to turn left. I thought you were going to have to turn right and then make a U-turn, but can't tell from the diagrams				
	Let me know thanks Ben				
Rosenberg, Ben					

		I	le .	Te i	10/40/00/40
Ruth, Philip	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES!	false	false	false	6/18/2019
	We live on Flamingsworth Hollow and experience lots of traffic, mostly speeding to go south on 360! I think a right turn lane at the main entrance would help with congestion. Let's not lose the aesthetics Lakewood has created at the entrance!	false	false	false	6/18/2019
	Thank you for the speed monitoring sign on Lakewood and Wallace. Now we just need one for Wallace!				
Rutledge, Lee	Lee				
Saunders, Gail	Absolutely do not remove our landscaped island entering our community on Lakewood Dr	false	false	false	6/19/2019
	It is my understanding that one possible solution to the congestion at the Lakewood/Loop 360 light is to eliminate the landscaped median/entrance to the Lakewood neighborhood. I'm in agreement with my neighbors who feel that we should KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES. If this proves too difficult for technical reasons, there are even solutions such as a partial right turn lane, which will help on some level without making major structural/lighting changes. I also believe that the proposed overpasses that will be built in the area will alleviate some of the congestion of this "cut-through traffic" as people drive through Lakewood to access their homes in the Jester neighborhood. There are times that Lakewood feels like little more than a race track, or a pass-through neighborhood for Jester. To those who call this place home, Lakewood has a special significance of its own. I can't help but feel like bulldozing the beautiful median/entrance tramples the identity of the neighborhood and reinforces that mentality. Quite honestly, I've lived in Austin my whole life and I'm definitely not opposed to change and growth. Many great things come from making big changes. But there are little things to hold onto that will preserve the dignity of the neighborhoods where Austin's residents live.	false	false	false	6/18/2019
	Thank you for the opportunity to leave a comment.				
Simmons, Kate					
	I live off of Spicewood Springs (W), and the removal of our left turn onto NB 360 will have a major negative impact on us. We've heard that there are no alternatives, but it actually seems like there are quite a few: 1. Add an overpass/underpass to enable the left turn. 2. Add a protected u-turn after turning right that doesn't require crossing lanes of traffic or driving a mile down the road to Lakewood Dr. E.g., something like the u-turns on the 183 access road. Maybe an existing 360 bridge could be used for the access road to dip under 360? 3. Add a light similar to that at the Hotel Granduca near 2244 that only impacts one direction of traffic (SB 360 in this case). 4. Skip the entire 360 project and save the money, since the current design actually hurts local residents more than it helps.	false	false	false	6/21/2019
Smith, Kevin		<u> </u>			

					<u> </u>
	I see some potential good with the proposal, but I also have some concerns.				
	For background, I live off Spicewood springs Road (see my address) and have lived here for around 15				
	years. Our family mostly goes north on 360 or across to the east side of spicewood springs for work,				
	school, or errands and this is common for everyone I know in our neighborhood.				
	Most of the traffic coming from this intersection today is due to people cutting through to avoid 183				
	because it will take 10 minutes to go through our neighborhood vs 1 hour on 183 and even a GPS will				
	prefer this route. In the morning the traffic will back up all the way on to yaupon drive and takes ~15				
	minutes to reach 360. 10 years ago that simply did not exist. You could always make it through the				
	light with no wait. This primarily started with the MOPAC construction and did not improve when that				
	was finished as that project did nothing to improve traffic flow.				
	We need an overpass and left turn from Spicewood Springs to 360. Your images show this as a stop				
	sign with only a right turn possible and I feel you are making some VERY POOR ASSUMPTIONs.				
	First, that doing the U turn will be quick. That is wrong. Look at MOPAC, 35, 183, 360 today - they				
	are all incredibly slow or stopped going southbound - morning is worse but this is at night also. This				
	plan will force northbound traffic to go south into that slow/stopped traffic even though we don't want				
	to. This is made worse that we would be forced to join the main highway rather than stay on a				
	frontage road to reach the U turn. People here do not know how to merge into a freeway or from stop				
	sign into traffic, so even getting onto 360 will take a very long time.				
	20 21 2000, 22 2120 02 2120 02 2120 00 00 00 00 00 00 00 00 00 00 00 00 0				
	Second, if you make an assumption that 360 traffic did move much faster, this will cause even more				
	people to cut through our neighborhood to bypass 183, meaning even more people than today at this				
	intersection trying to make this right turn and merge, making this even longer than today.				
	interconduction dying to make the right tarm and morge, making the overhead of the right tarm to do.				
	You need to address the major highways (183, MOPAC, 35) before the smaller ones. While I would				
	like to see 360 improved, for our neighborhood – I see this causing more problems if the major				
	highways are still way too small as they are today. For a city of this size and to prepare for the future				
	- all these roads need to be at least 6 lanes each way - no tolls.				
	Also I am concerned with the impact to the greenbelt in this area. There is a wonderful trail system				
	with many waterfalls along bull creek starting at spicewood springs and ending past Lakewood. This				
	winds back and forth on both sides of the road. This is one of the main reasons I bought a home here				
	and I am very concerned that those trails stay intact.				
	and rain very concerned that alloss daile stay massi				
	I did like the session that was hosted on Thursday at church. I feel this format was very good and				
	informative with so many people from both TXDOT and the city to answer questions and appreciate				
	that.				
	I also do like seeing some multi-use paths are being added as that is lacking today.				
	Tallo do line occing of the mater doe paths are being added as that is labeling today.				
ern, Gabe		false	false	false	6/7/2019
	PLEASE KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A	false	false	false	6/18/2019
ckland, Don	RIGHT TURN LANE TO THE RIGHT OF EXISTING LANES.				
	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT	false	false	false	6/20/2019
	TURN LANE TO THE RIGHT OF EXISTING LANES				

	I don't understand why we can't just make 360 three lanes each way, get rid of some traffic lights	false	false	false	6/12/2019
	(Spicewood West and Pascal come to mind) and sync the remaining lights. This seems like a better				
	better solution cost-wise, and these extra lanes could then be used as exit ramps/access roads in the				
	future. This plan is much too expensive and aggresive, and I HATE the idea of the character of 360				
	being changed. I HATE the idea of coming out of Lakewood and facing UGLY overpasses. This plan				
	really sucks. BTW, so does the plan for all the UGLY overpasses that will be in front of the				
	Pennybacker Bridge. Can't y'all do a better job than this, given all the high taxes we pay? Very				
	disappointed.				
Weber, Lynne					
	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT	false	false	false	6/18/2019
	TURN LANE TO THE RIGHT OF EXISTING LANES! And keep the large live oak tree! We don't want our				
Weber, Lynne	green city to be paved over!!				
	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT	false	false	false	6/24/2019
	TURN LANE TO THE RIGHT OF EXISTING LANES				, ,
Webster, Lori		6.1	6.1	6.1	0.440.40040
	Leave our landscaped median at Lakewood drive & 360. Please add a dedicated right turn lane	false	false	false	6/19/2019
WHITLOCK, JENNIFER	instead.				
	Regarding the Loop 360 project and Lakewood Drive at 360, I would NOT like to add another lane,	true	TRUE	true	6/20/2019
	but add only a dedicated right turn lane from the Lakewood/Jester neighborhoods where it crosses				
	360.				
	I think the upcoming overpass will make destroying the subdivision medium to create another lane				
	turning left will be unnecessary.				
	KEEP OUR EXISTING LANDSCAPED MEDIAN AT LAKEWOOD DR @360 INTACT - AND ADD A RIGHT				
	TURN LANE TO THE RIGHT OF EXISTING LANES				
	Thank you.				
Wright, Laura					

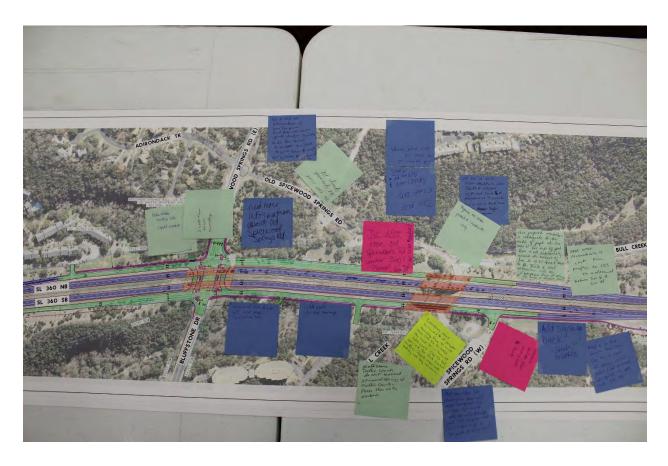
Spicewood Springs Road - Roll Plot #1

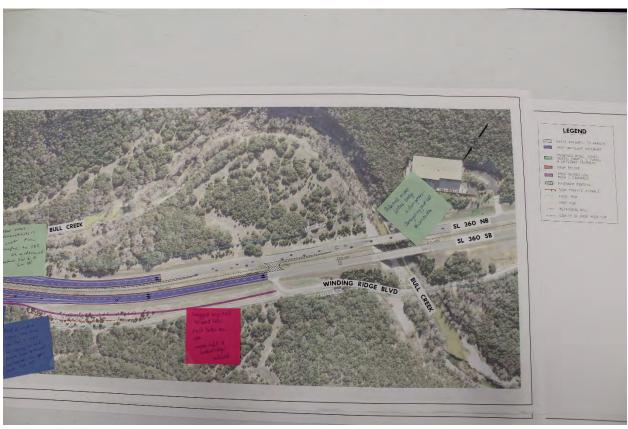




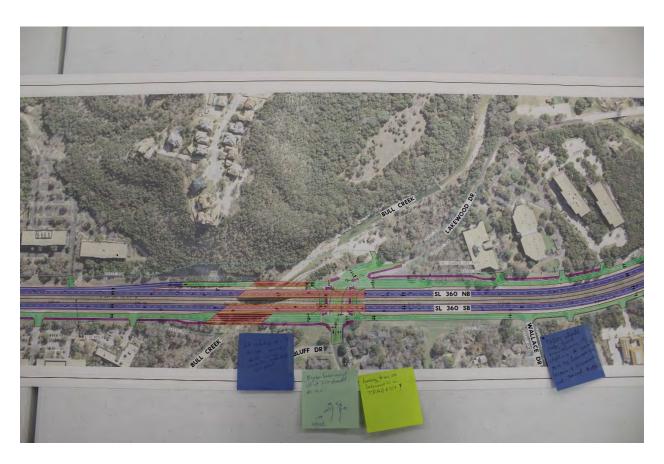


Spicewood Springs Road - Roll Plot #1



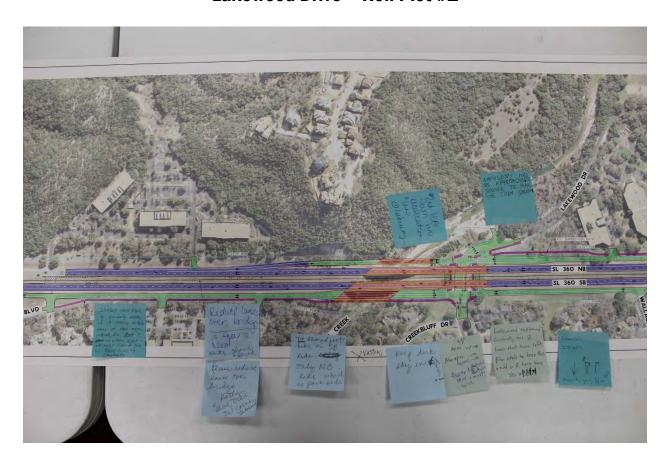


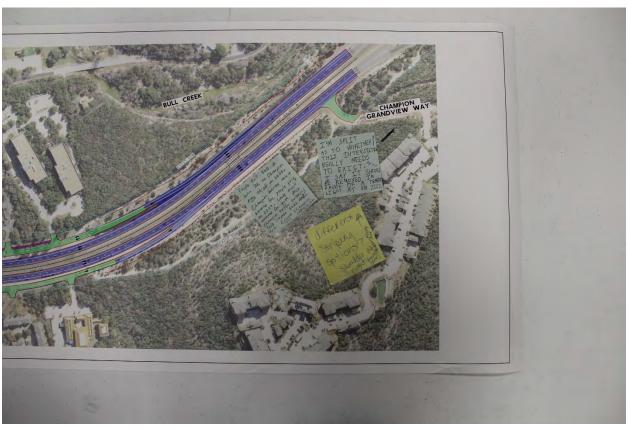
Lakewood Drive - Roll Plot #1





Lakewood Drive - Roll Plot #1





Share Your Thoughts Board







LOOP 360 PROGRAM



FACT SHEET

About Loop 360

Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area.

Loop 360 has severe traffic congestion, causing both mobility and safety concerns. We can expect traffic congestion to worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

Program Details

The Loop 360 program will upgrade multiple intersections along the roadway. Improvements include removing traffic signals from the Loop 360 mainlanes and constructing overpasses or underpasses at several intersections along the corridor. Diverging diamond intersections will likely be built at RM 2222 and RM 2244.

Projects include: Lakewood Drive/Spicewood Springs Road, Courtyard Drive/RM 2222, Westlake Drive/ Cedar Street, RM 2244, Westbank Drive/Lost Creek Boulevard and Walsh Tarlton Lane.



PROGRAM PROCESS | The Loop 360 program will be conducted using a multi-step process that engages stakeholders on an ongoing basis.









FACT SHEET

Why Improvements Are Needed

Loop 360 is a major transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin and those passing through. The 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

Increased traffic congestion at Lakewood Drive, Spicewood Springs Road and along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless something is done, traffic conditions will worsen as our population grows.

Project Overview

The purpose of the project is to improve mobility and safety on Loop 360 at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.

The City of Austin is also evaluating improvements on Spicewood Springs Road. For more information, visit www.austintexas.gov/SpicewoodSpringsRd

Details and Timeline

Environmental work began in summer 2018 and will continue to incorporate public input.

The environmental stages are currently anticipated to be complete in early 2021.



Proposed solutions include:



Removal of the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W), and Spicewood Springs Road (E)/Bluffstone Drive.



Construction of overpasses at Lakewood Drive and Spicewood Springs Road (E)/ Bluffstone Drive including nonsignalized U-turns in both directions.



Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

PROJECT PROCESS | The Loop 360 at Lakewood Drive/Spicewood Springs Road project will be conducted using a multi-step process that engages stakeholders on an ongoing basis.



STAKEHOLDER OUTREACH







LOOP 360 PROGRAM



FREQUENTLY ASKED QUESTIONS - OVERALL PROGRAM

1. What is the purpose of the Loop 360 program?

Loop 360 is a major transportation corridor for the capital area region, serving as a north/south route and functioning as a connector between US 183 and US 290/SH 71. The 14-mile corridor acts as a commuter route and a local thoroughfare for residents and businesses. Loop 360 also provides access for other citizens, including bicyclists, photographers, geologists, hikers, and visitors to Lake Austin. The purpose of the Loop 360 program is to upgrade multiple intersections along the corridor. The program team will involve stakeholders throughout the community in selecting the best option for each intersection to improve safety and mobility along the Loop 360 corridor.

2. Why are improvements needed?

Increased traffic congestion along Loop 360 has resulted in a lack of mobility and increased safety concerns. Three sections of the corridor are listed on the state's Most Congested Roadways list. Unless something is done, traffic conditions along Loop 360 will worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

3. Who will benefit from the projects?

Ultimately, we hope that all residents, pedestrians, bicyclists, businesses, commuters, and others who use and rely on Loop 360 will benefit. The goal of the program is to work with stakeholders to identify solutions that optimize safety and mobility, while balancing local accessibility and corridor-wide mobility, bike/pedestrian/transit use, environmental impacts, and other important issues for all Loop 360 users. Specific benefits for each user group will depend on the solutions that are recommended for further development.

4. Will the projects consider pedestrian, bicycle and transit needs?

Yes. The projects will consider a wide range of transportation modes. The degree to which alternative modes are incorporated into proposed solutions will depend largely on the initial needs identified through stakeholder input and technical analysis. TxDOT is coordinating with representatives from the bicycling community, Capital Metro and local neighborhoods to identify these needs and opportunities for alternative transportation improvements within the corridor.

5. What is the program timeline?

The Loop 360 program began in summer 2018 and is comprised of separate projects, each with their own timeline. Each project will include an environmental, design, and construction phase estimated to take seven to ten years to complete.

6. What is CAMPO and how does it impact the planning process?

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties. MPOs are federally required throughout the country in areas with a population of 50,000 or more and are required to produce a 20+ year transportation plan, called a

Regional Transportation Plan (RTP), and a four-year planning document called the Transportation Improvement Program (TIP).

A 20-member Transportation Policy Board made up of 18 elected officials and representatives from TxDOT and Capital Metro governs CAMPO.

For a project to move forward into the environmental phase, CAMPO includes the project in the RTP and TIP, and the agency sponsor, in this case TxDOT, chooses to move forward into environmental phase.

7. What types of improvements will be considered in the projects?

Improvements will vary by intersection. Overpasses (where the Loop 360 mainlanes go over the cross streets) or underpasses (where the Loop 360 mainlanes go under the cross streets) will likely be constructed at eight of the intersections along the corridor. Diverging diamond intersections will likely be built at RM 2222 and RM 2244 where overpasses already exist.

8. How did you decide in what order intersections were being improved?

Based on the results of the Loop 360 feasibility study, the first projects to move forward will be Westlake Drive/Cedar Street, Lakewood Drive/Spicewood Springs Road and RM 2222/Courtyard Drive. The City of Austin decided to include these intersections in their 2016 Mobility Bond because they were the most congested. Whereas the other projects in the program (RM 2244, Lost Creek Boulevard/Westbank Drive and Walsh Tarlton Lane) are also funded, improvements for those intersections are still under development. TxDOT continues to study the remaining intersections along Loop 360.

9. Why aren't we adding lanes or widening Loop 360 or the Pennybacker Bridge?

TxDOT looked at options for additional lanes as part of our Loop 360 feasibility study, which ended in 2016. The study found that adding lanes would be beneficial, but would significantly increase the cost of the project. More benefit would be gained if signals on the mainlanes were first removed and replaced by overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). Once these improvements are complete, future projects may include adding an additional pair of lanes to Loop 360, which could be connected

10. Will the projects impact the Pennybacker Bridge?

directly via flyovers to US 183 and south MoPac.

No. The bridge will remain intact as built. The bridge can accommodate six continuous lanes, but the current projects do not include these improvements. In summer 2019, TxDOT has plans for routine maintenance work on the bridge.

11. How will selected improvements be financed?

The improvements in the Loop 360 program are funded by TxDOT. The City of Austin will contribute \$46 million in funds from the 2016 Mobility Bond.

12. What intersection improvements are funded by the 2016 Mobility Bond?

The 2016 Mobility Bond includes \$46 million to improve four Loop 360 corridor intersections. Those intersections are Westlake Drive, Spicewood Springs Road,

Courtyard Drive and Lakewood Drive. TxDOT is also investing \$204 million to improve these intersections and six other intersections along Loop 360.

13. How will TxDOT ensure that the beauty of Loop 360 is maintained?

We have heard a clear message that the community wants to maintain the beauty and character of Loop 360, regardless of which improvements are ultimately identified for the corridor. The project team will consider this important factor in its analysis of all proposed improvements. We will share any potential visual impacts associated with each scenario as part of this project. Aesthetics will continue to be an important factor as Loop 360 improvements move through the project development process.

14. What is a diverging diamond intersection?

Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic. DDIs allow vehicles to travel more quickly through an intersection by temporarily shifting traffic to the left side of the road. This allows throughtraffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for a left-turn arrow. To help drivers navigate, DDIs are designed with overhead signs, pavement markings and traffic signals. Learn more about DDIs by visiting Loop360Project.com and checking out our FAQs page.

15. How is stakeholder input being incorporated into the program, and how can I get involved?

Stakeholder involvement not only helps identify the issues experienced by Loop 360 users, but helps shape the solutions and potential visual, economic, environmental and community impacts. Input received to date has helped the program team evaluate and refine the originally proposed scenarios, identify new scenarios to be studied, and refine the criteria by which all scenarios will be evaluated. Ongoing stakeholder involvement is necessary to support and promote solutions for the corridor. Throughout the process there will continue to be opportunities to provide feedback, concerns and ideas. Comments are welcome at any time, and may be submitted through the online comment form at www.Loop360Project.com. TxDOT will also meet with stakeholder groups along the corridor, in addition to other interested stakeholders throughout the greater Austin area, to discuss both local and corridor-wide issues.

16. Why can't we just synchronize the traffic lights along the corridor?

Improving traffic signal synchronization will help, but not solve, the congestion issue on Loop 360. Currently, the corridor's traffic signals are manually configured and do not "talk" to each other. Therefore, any timing tweaks must be made on-site to each individual signal, and any tweaks to one signal do not affect any other signals along the corridor. The program team is currently working to identify potential signal upgrades and timing improvements that would provide some relief in light to moderate traffic conditions. However, such improvements would have little to no effect during peak traffic times unless they are accompanied by more significant design and/or capacity improvements – there are simply too many cars trying to move through each intersection to avoid sitting through multiple signals. All proposed improvements, including intersection and additional capacity improvements, will assume that traffic signals will be upgraded and synchronized to the greatest extent possible.

FREQUENTLY ASKED QUESTIONS - LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD

1. What types of improvements will be considered in the project?

This project consists of removing the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. Overpasses (where the mainlanes go over the cross street) with non-signalized U-turns in both directions will be constructed at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive. The project also includes a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

2. Why is the environmental work for the Spicewood Springs Road and Lakewood Drive projects combined?

Due to their proximity and similar environmental considerations, TxDOT has combined the environmental process for the Lakewood Drive and the Spicewood Springs Road projects. This streamlines the environmental process, preserving financial resources and reducing duplicate federal consultation efforts. Any previous comments received on the Spicewood Springs Road project will be included in the documentation for the combined project.

- 3. What updates have been made to the design since the November 2018 workshop?

 Based on public input, and preliminary traffic analysis, the design team has made changes to the lane configuration at the Spicewood Springs Road (E)/Bluffstone Drive intersection. Changes include the following:
 - The dedicated right-turn lane on eastbound Bluffstone Drive has been removed to
 ensure the project can be built within existing right of way. The current lane
 configuration includes one shared right-turn/through lane and one shared leftturn/through lane
 - There are now two left-turn lanes for traffic turning from southbound Loop 360 onto eastbound Spicewood Springs Road (E)
 - Turn lanes and dedicated U-turn lanes have been lengthened based on the results of the preliminary traffic analysis for the northbound and southbound connector roads Additionally, the interim U-turn proposed for use during construction between Spicewood Springs Road (W) and Lakewood Drive has been eliminated to increase safety. Traffic signals

4. How does TxDOT decide what changes will be made to the concept?

will remain in place during construction to assist with traffic flow.

At the beginning of any environmental study, the community is invited to help define the problem we are trying to solve. Concept(s) are developed to help solve that problem, and the community is invited to provide additional input on the development and evaluation of all proposed improvements. A "no build," or "do nothing," alternative will be carried through the process and used as a baseline for comparison.

Public feedback is then combined with engineering feasibility, social, economic and environmental analyses to identify the best concept, ultimately leading to the identification of a preferred alternative. As the environmental study nears completion, a preferred alternative will be presented to the public.

5. What is the project timeline? Will the combination for the environmental work impact the timeline?

The Lakewood Drive/Spicewood Springs Road project will include an environmental and design phase lasting approximately 2-4 years. During the environmental phase, TxDOT will: identify the purpose and need, perform environmental analysis of alternatives, review draft documentation, finalize documentation and come to an environmental decision. Environmental work for the project is expected to conclude in early 2021. The project will then enter the utility relocation phase, typically lasting one year, and then will proceed to construction. The construction process may be phased, and is projected to take 2-3 years. Combining the environmental work for the two projects streamlines the process.

6. Why can't we move faster/build it now?

Prior to starting construction, projects must go through several processes, including a rigorous environmental study dictated by the federal National Environmental Policy Act (NEPA), roadway design, utility relocation and a construction bidding process. During the environmental process, the project design will continually be modified based on engineering feasibility, traffic analyses and public input. Area utilities, including those placed underground, must also be relocated to allow space to construct the project. Once a construction contractor is selected, construction can begin. The program team is working to move through the projects as efficiently and quickly as possible given these guidelines.

- 7. Are there any improvements planned for the intersection of Loop 360 at Great Hills Trail? At this time, improvements at Great Hills Trail are not included in the Loop 360 program. Improvements at the intersection may be considered as part of a separate project.
- 8. Will the Spicewood Springs Road project impact Bull Creek or Bull Creek Trail?
- 9. How will I access northbound Loop 360 from eastbound Spicewood Springs Road (W)? Drivers headed from Spicewood Springs (W) will turn right to head south on Loop 360, proceed to Lakewood Drive, and then turn around using the non-signalized U-turn at Lakewood Drive.
- 10.How will I access Spicewood Springs Road (W) from northbound Loop 360?

 Drivers headed northbound on Loop 360 will take the exit for Spicewood Springs Road(E)/Bluffstone Drive, turn around via the non-signalized U-turn at Spicewood Springs Road (E)/Bluffstone Drive, and proceed southbound on the connector road to reach the intersection of Loop 360 at Spicewood Springs Road (W).

11. How will drivers coming from the east side of Loop 360 access neighborhoods on the west side?

Drivers headed from neighborhoods east of Loop 360 to neighborhoods on the west side of the corridor may travel under the new overpass at Spicewood Springs Road (E)/Bluffstone Drive. A southbound connector road will allow drivers to travel from Spicewood (E)/Bluffstone to Spicewood Springs Road (W). Drivers will no longer have to wait for through traffic, as it will be diverted onto the Loop 360 mainlanes.

12. How do you plan to address noise?

A noise analysis is currently underway as part of the environmental study. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future traffic noise levels and considers noise reduction measures. Noise reduction measures are only proposed if the predicted future noise levels exceed acceptable levels for surrounding properties. The results of that analysis will be made available at future public meetings and will be included as part of the environmental study.

The most common noise reduction measure is the construction of noise barriers or sound walls. If the noise analysis shows that noise levels exceed acceptable standards in a particular area, the project will provide sound walls if they are determined to be feasible, reasonable and acceptable to the adjacent property owners. Feasibility considers whether a substantial noise reduction can be achieved and whether the noise barrier will cause a reduction in safety. Reasonableness considers, among other factors, cost effectiveness, expected noise levels and land use. Acceptability considers the opinions of the residents that live adjacent to the proposed wall.

13. Does TxDOT require additional right of way for the Lakewood Drive/Spicewood Springs Road project?

At this time, the proposed improvements would not require additional right of way.



LOOP 360 PROGRAM



LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM

June 6, 2019, 4 to 6 p.m., Westover Hills Church of Christ, Austin, TX

* * * * * * * * * * * * * * * * * * *
Official written comments will also be received and accepted by the program team via email at cwotip-c@txdot.gov or by mail at: Crystal Wotipka TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35, Austin TX 78753

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.



YOU CAN ALSO VISIT US ONLINE AT OUR VIRTUAL WORKSHOP

www.Loop360Project.com from June 6 to June 21, 2019

Download and review meeting materials

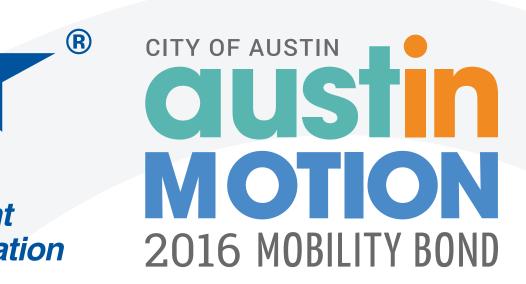
Provide your comments or ask questions

Give feedback on Context Sensitive Solutions for the corridor

Sign up for email updates

WE HOPE TO SEE YOU ONLINE!





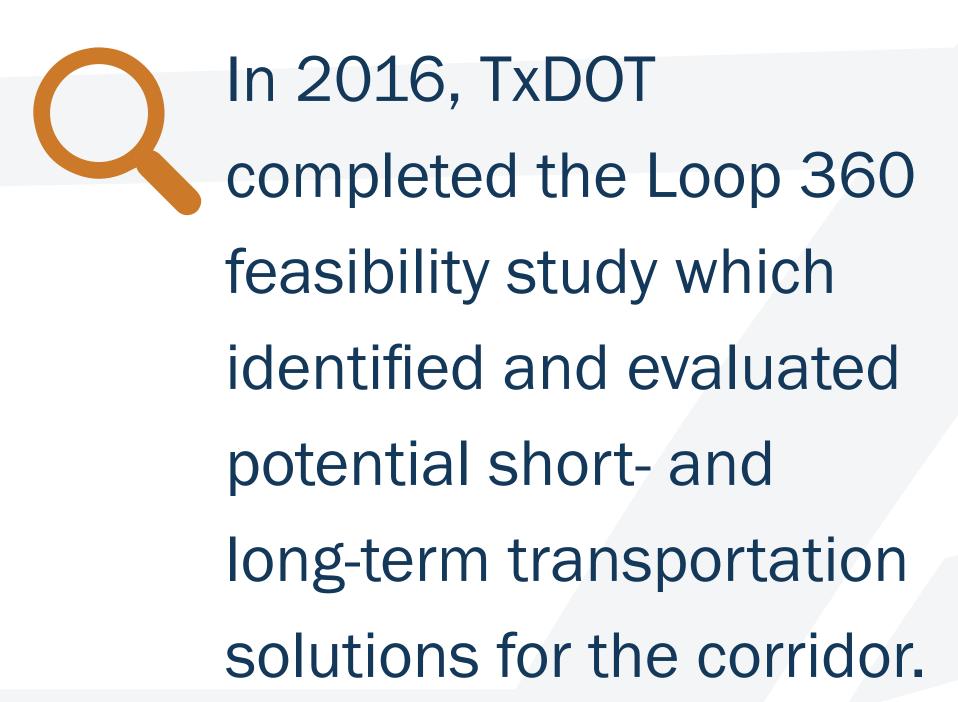
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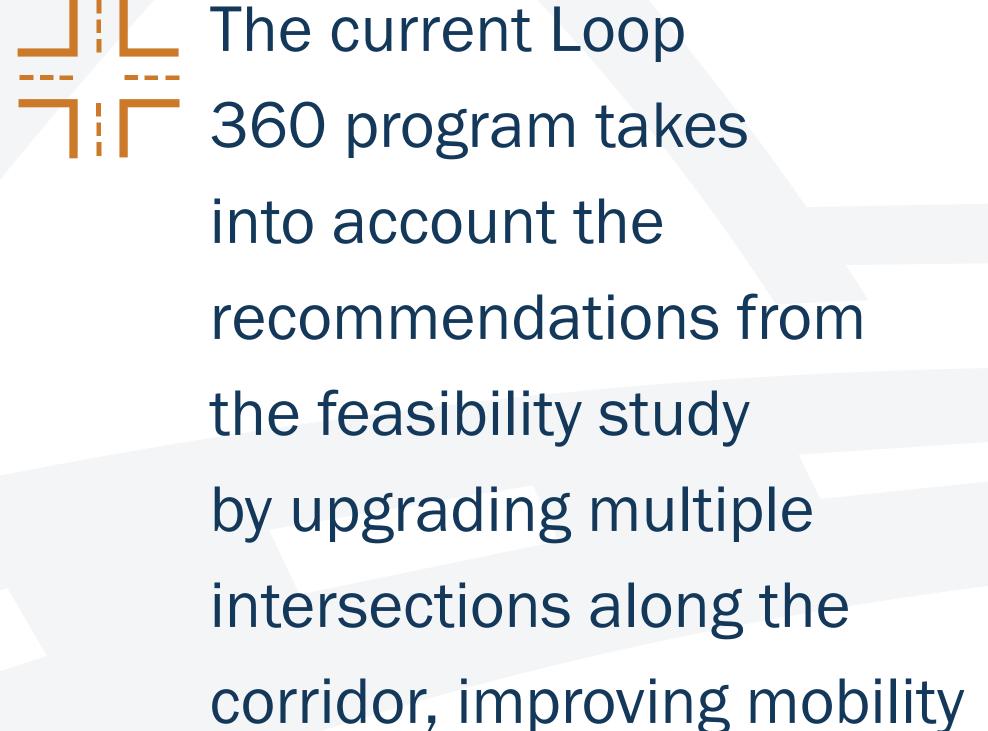
Texas Department of Transportation

HISTORY OF LOOP 360 IMPROVEMENTS



Loop 360 construction was started in March 1962 and completed in December 1982 with the opening of the Pennybacker Bridge.





and enhancing safety.

LOOP 360 TRAFFIC SUMMARY



It currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow conditions.



If nothing is done by 2040:
Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/ free-flow travel times.



Loop 360 from US 183 to RM 2222 is ranked #17 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

WHAT WE'VE HEARD





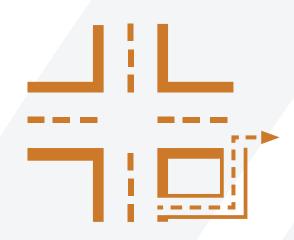
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



Reduce cut-through traffic in neighborhoods



Minimize impacts to the community



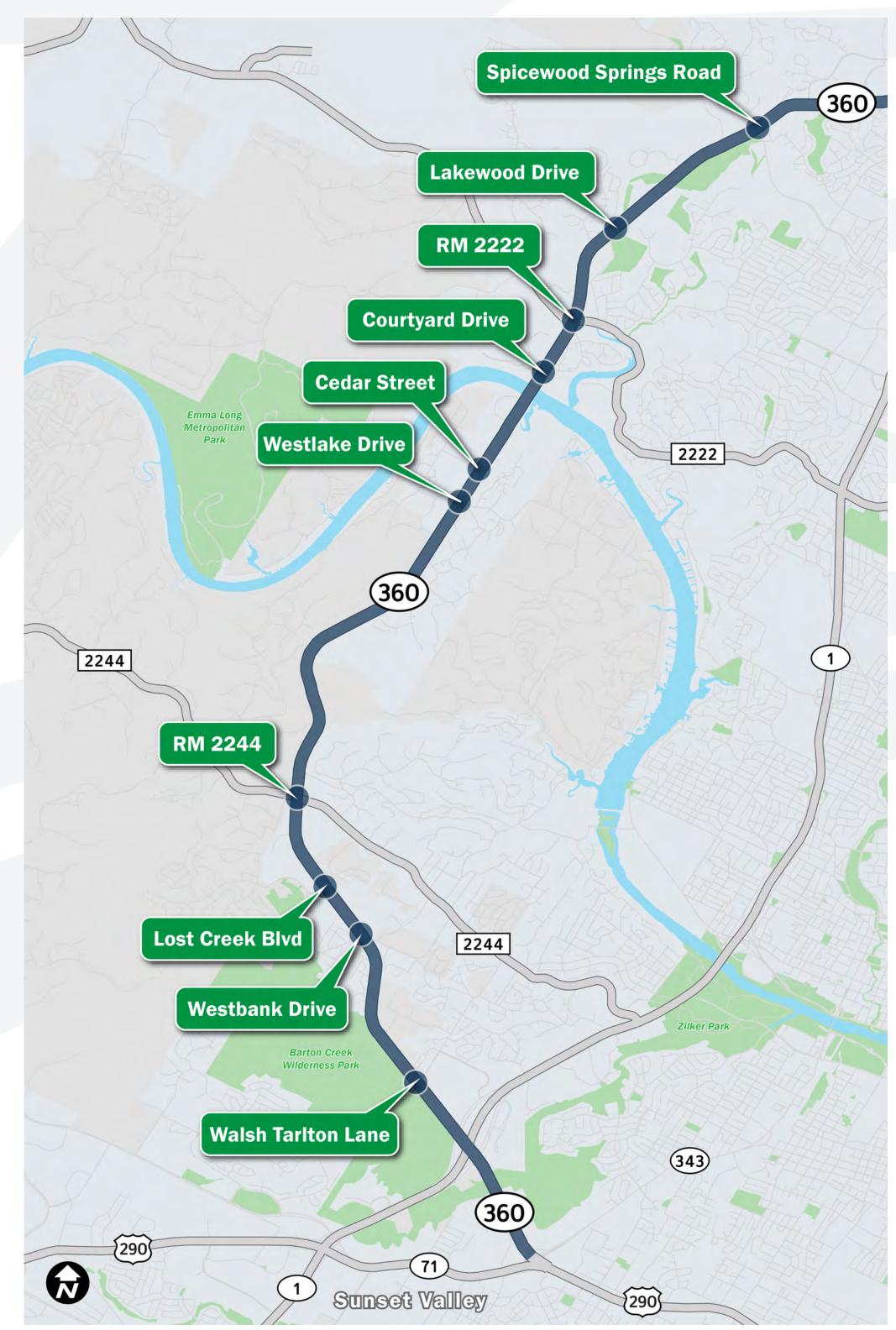
Address delays at signalized intersections











PROJECT PROCESS







Purpose and Need

Identify the problem we are trying to solve



Environmental Analysis of Alternatives

Thoroughly analyze alternatives for potential impacts



(2-4 years)



Draft Documentation/ Public Involvement

The draft environmental document is prepared and reviewed



Documentation Review

The final environmental document is completed







on project)



Environmental Decision

Either the preferred build alternative or the no build alternative

WEARE HERE

STAKEHOLDER OUTREACH



PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge.

The bridge will remain intact as built.

TxDOT has plans for routine maintenance work on the bridge in summer 2019.





WHY THE ENVIRONMENTAL STUDY FOR THE TWO PROJECTS IS COMBINED



Due to their proximity and similar environmental considerations, TxDOT has combined the environmental process for the Lakewood Drive and the Spicewood Springs Road projects.



This streamlines
the environmental
process, preserving
financial resources
and reducing duplicate
federal consultation
efforts.



Any previous comments received on the Spicewood Springs Road project will be included in the documentation for the combined project.

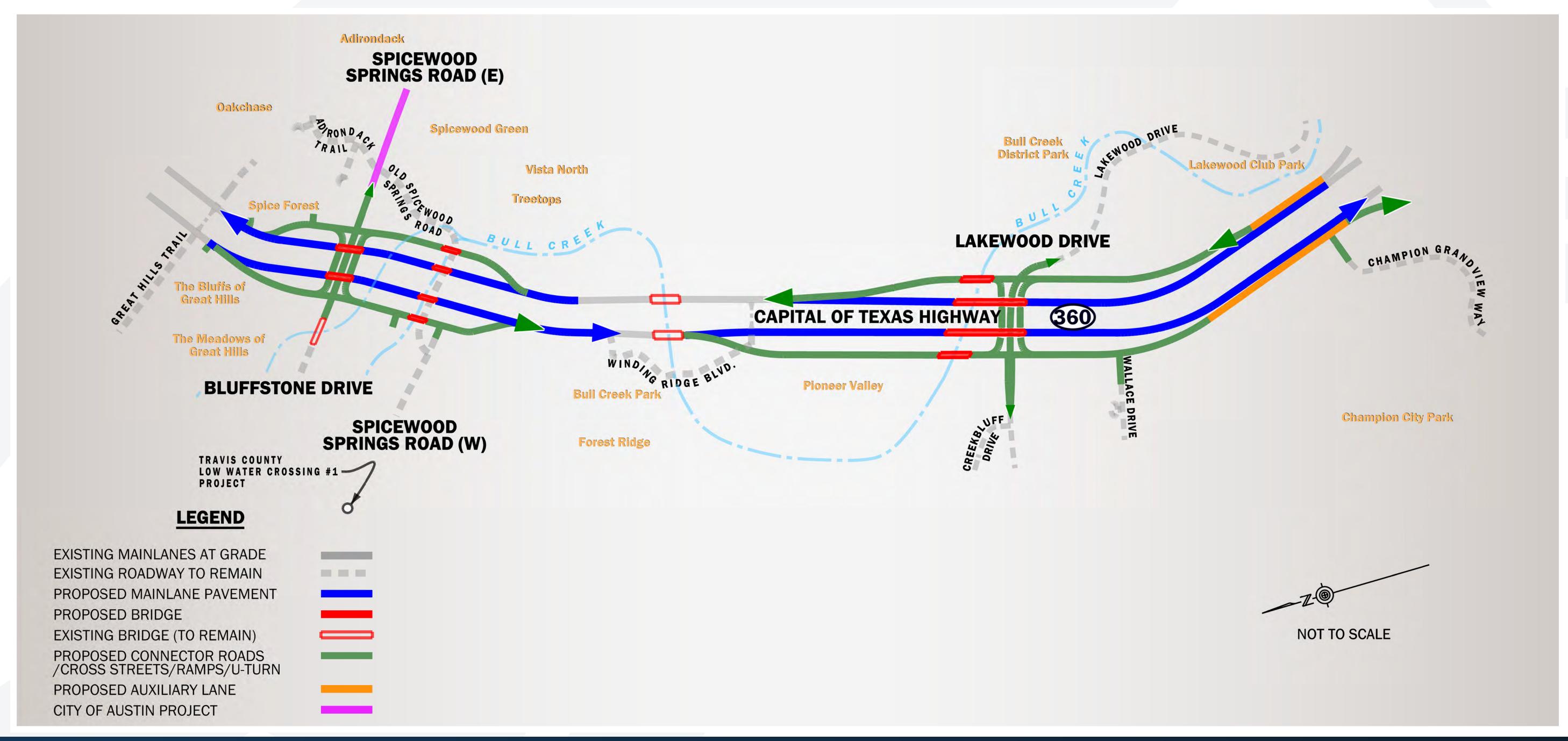
CONCEPTUAL LAYOUT



OVERPASS AT LAKEWOOD DR./SPICEWOOD SPRINGS RD.

GENERAL DESCRIPTION

- 1. Existing mainlane signals at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive replaced with mainlane overpass with non-signalized U-turns in each location.
- 2. Existing mainlane signal at Spicewood Springs Road (W) and existing crossovers removed.

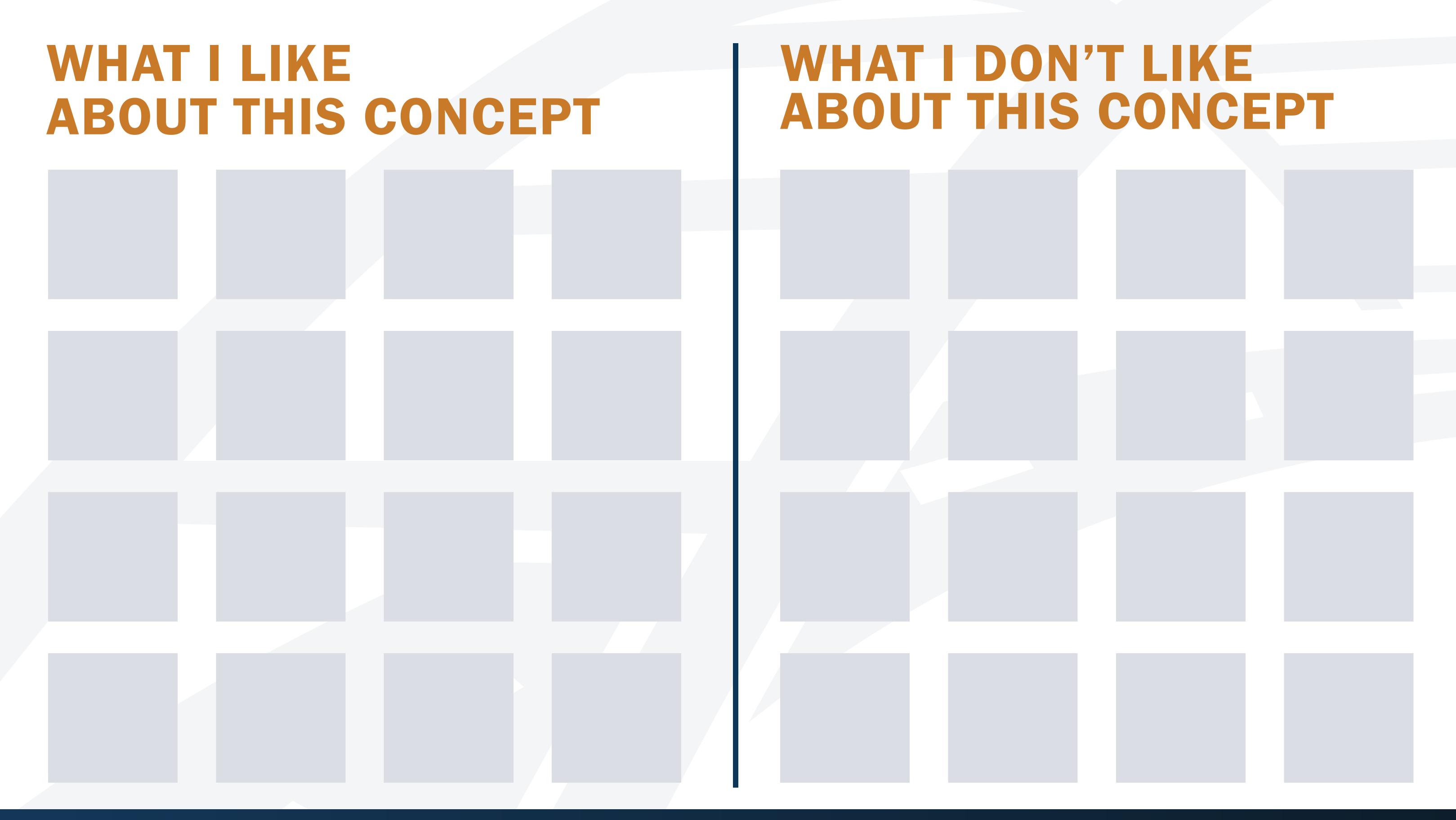


CONCEPTUAL OVERPASS AT LAKEWOOD DRIVE AND SPICEWOOD SPRINGS ROAD (E)/BLUFFSTONE DRIVE











HOW CAN I STAY INFORMED?

For questions or comments, visit the program website or email the project team.



www.Loop360Project.com



info@Loop360Project.com

CONTEXT SENSITIVE SOLUTIONS



Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings.

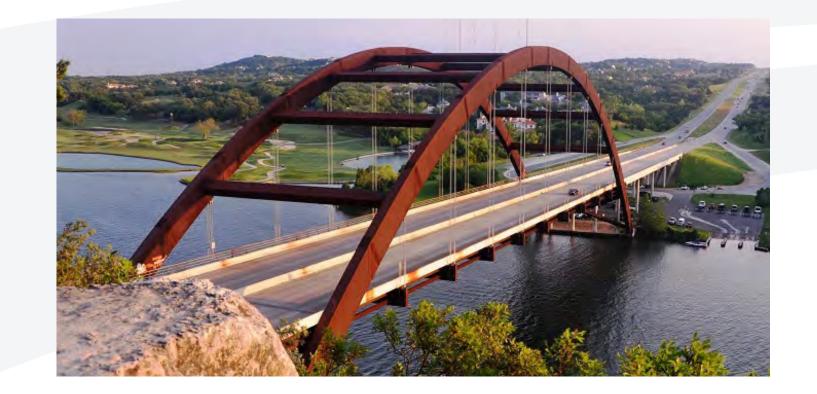
CONSIDERATIONS

The CSS approach considers not only physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community.



INVOLVEMENT

The process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state and federal agencies.



OUTCOME

CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor.



COMMUNITY FEEDBACK

In November 2018, TxDOT conducted a survey to receive feedback from the community. We shared the results of that survey and collected further public input in March 2019.

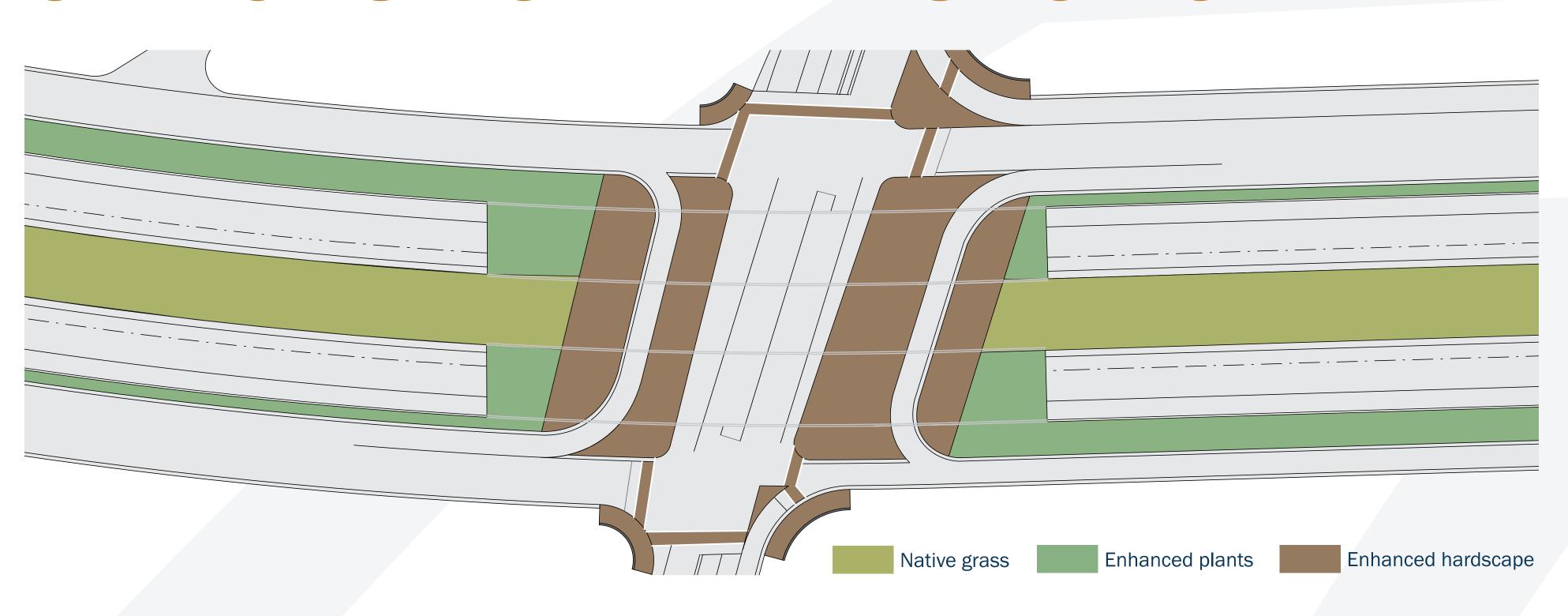
More details about the CSS process can be found at Loop360Project.com





CONTEXT SENSITIVE SOLUTIONS

OPTIONS FOR INTERSECTION TREATMENTS



OPTION 1



Plantings in structured groupings focus of interchange



Intricate hardscape
Bolder color(s)



Detailed accents
Low walls

OPTION 2



Planting in loose groupings with prairie grass focus of interchange



Muted color(s)
Simple accents



Texas Departi of Transp

CONTEXT SENSITIVE SOLUTIONS

OPTIONS FOR LANDSCAPING AND PLANTS



TREES

Arizona Cypress
Cedar Elm
Chinquapin Oak

Eastern Red Cedar
Live Oak
Mexican Plum

Red Bud
Texas Red Oak



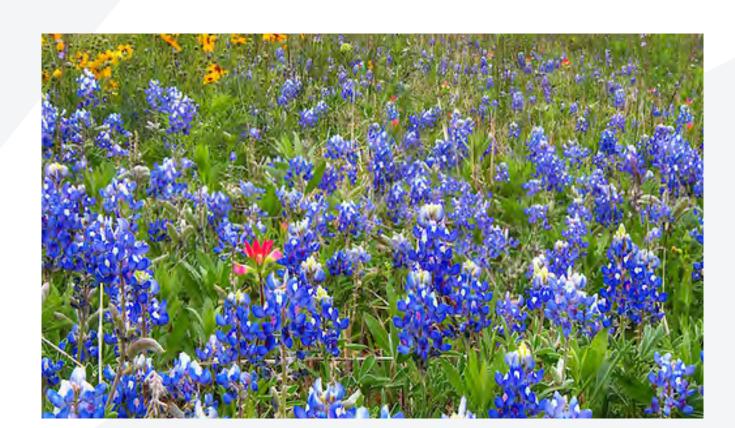
SHRUBS

Agarita
Anacacho
Orchid Tree
Crape Myrtle

Evergreen Sumac
False Red Yucca
Flameleaf Sumac
Fragrant Sumac

Lindheimer Muhly
Mexican Buckeye
Mountain Laurel

Sotol (Desert Spoon)
Texas Sage
Yaupon Holly



WILDFLOWER MIX

Indian Blanket
Bluebonnet
Pink Evening
Primrose

Black Eyed Susan
Texas Star
Mealy Blue Sage

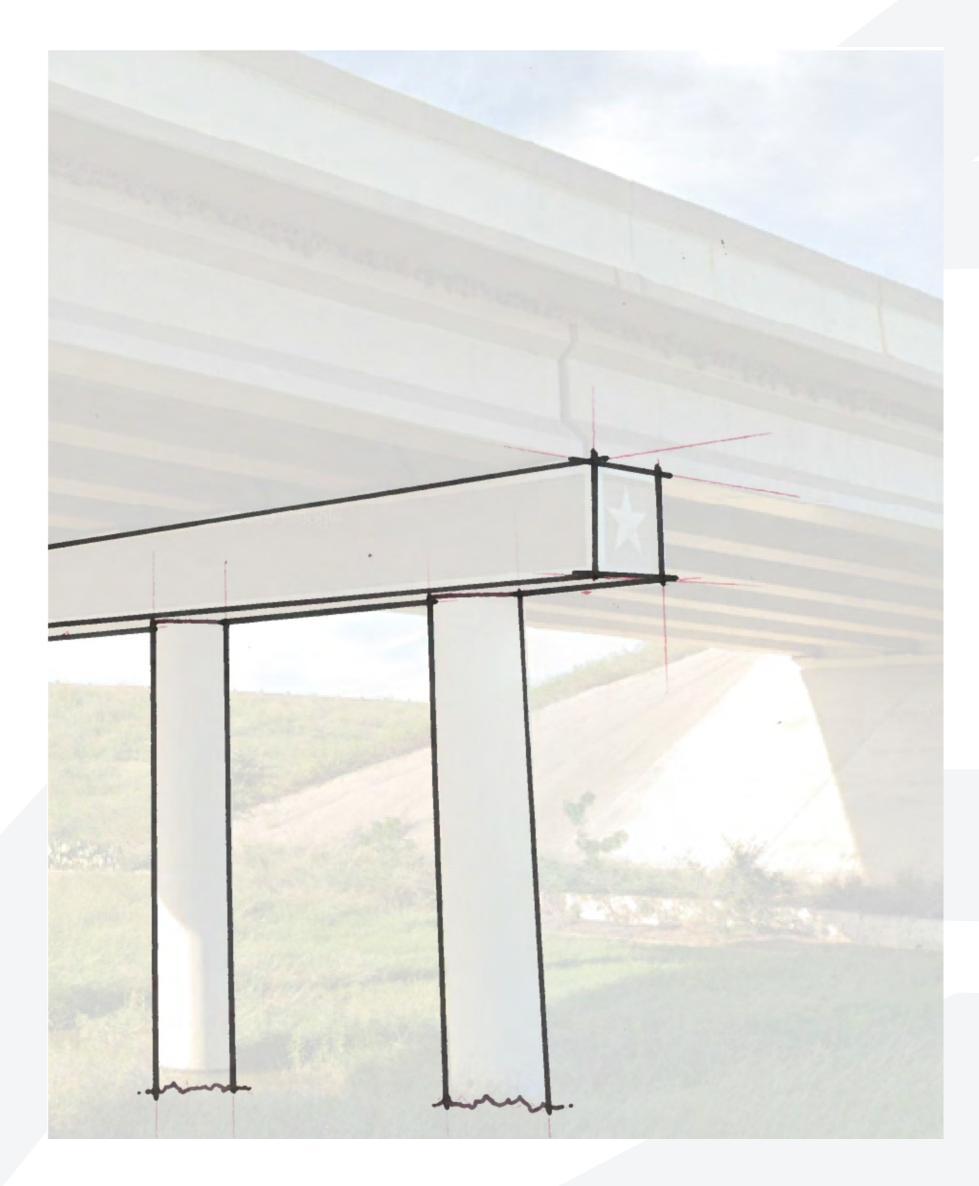
Coreopsis
Little Bluestem
Blue Grama

Buffalograss
Curly Mesquite

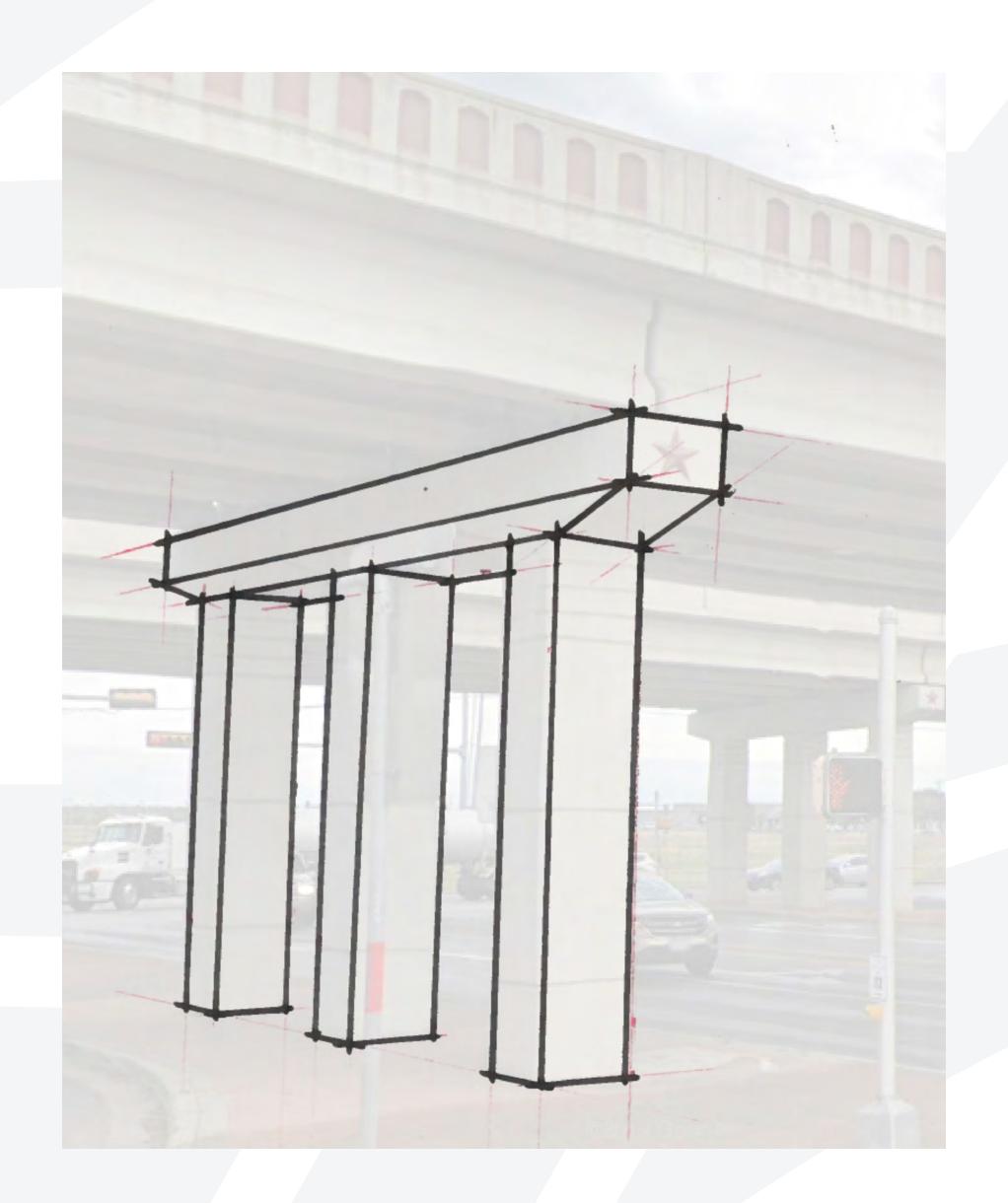




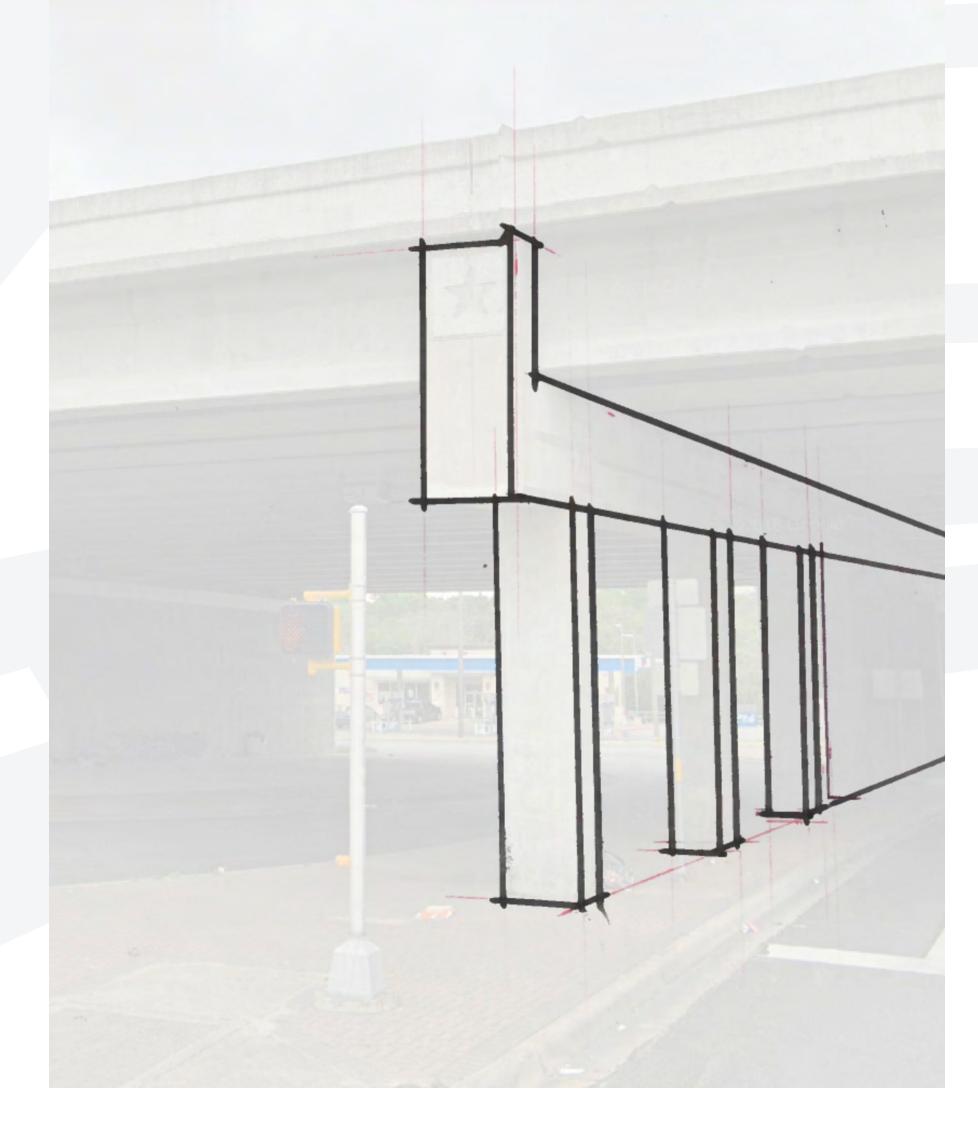
OPTIONS FOR BRIDGE SUPPORTS



BENT CAP Standard RectangularCOLUMNS Round



BENT CAP Standard Sloped COLUMNS Square



BENT CAP Standard Rectangular with Ear Wall

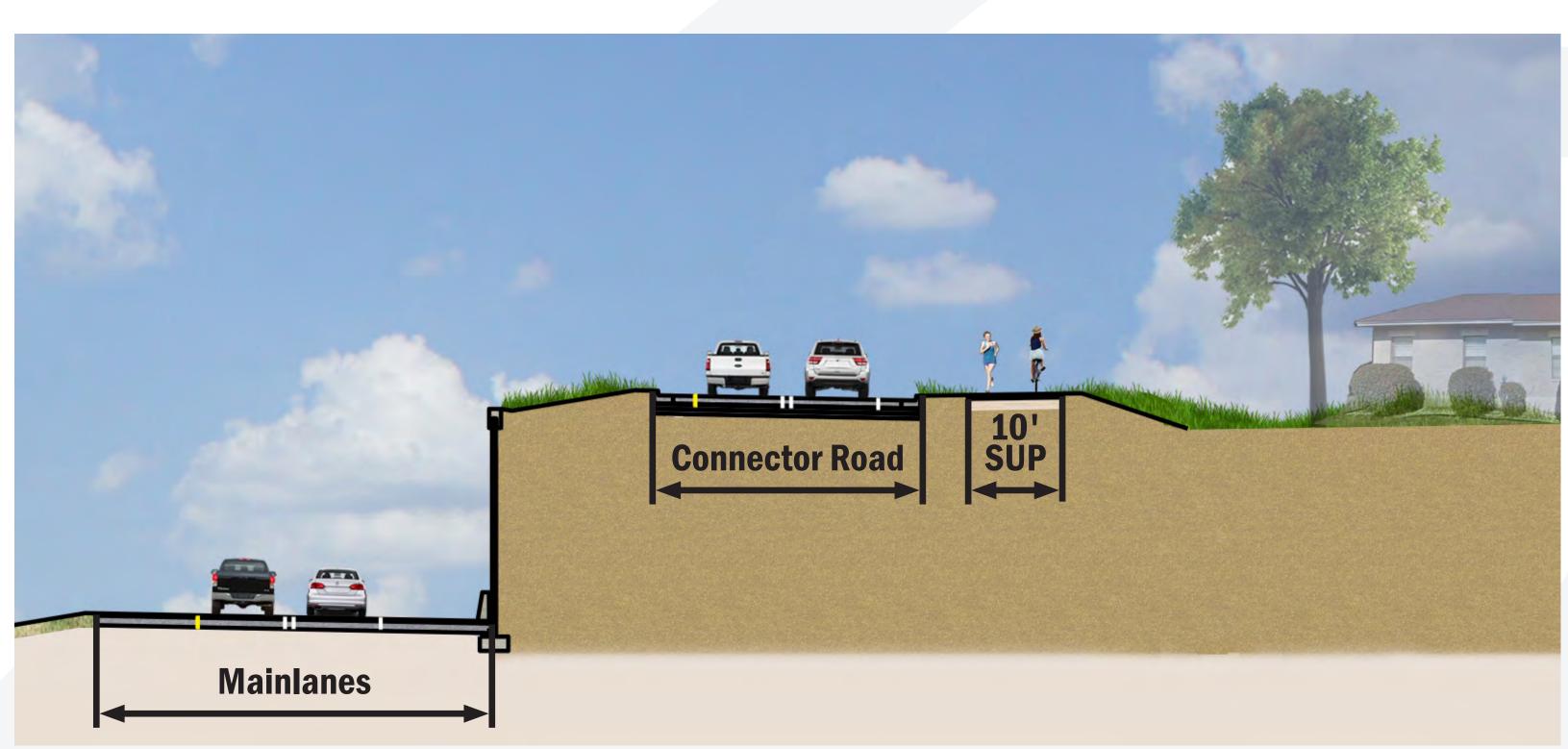
COLUMNS Rectangular



CONTEXT SENSITIVE SOLUTIONS

OPTIONS FOR SHARED-USE PATH HARDSCAPING

CONCEPTUAL CROSS SECTION FOR SHARED-USE PATH



10 foot shared-use path with 5 foot buffer as right of way allows

LIGHTING OPTIONS



Low-level path lighting

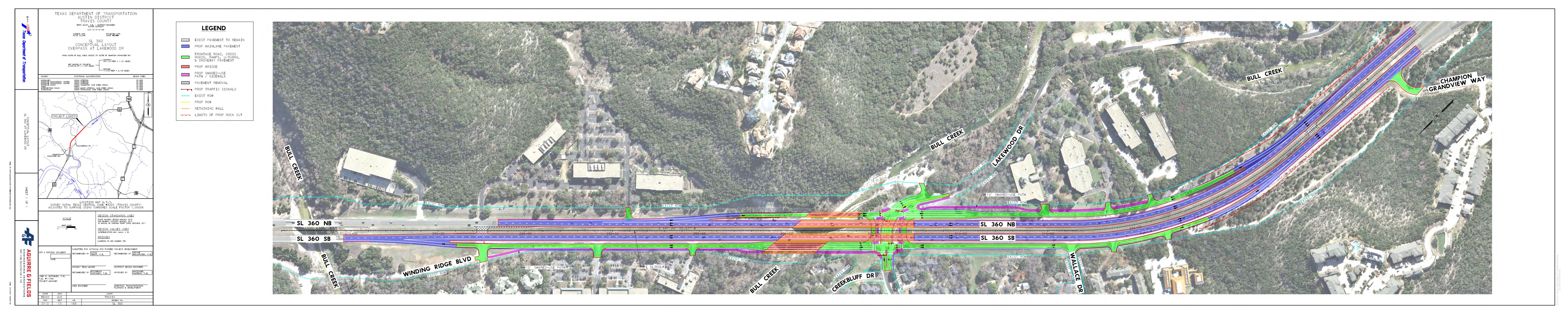
PAVING OPTIONS

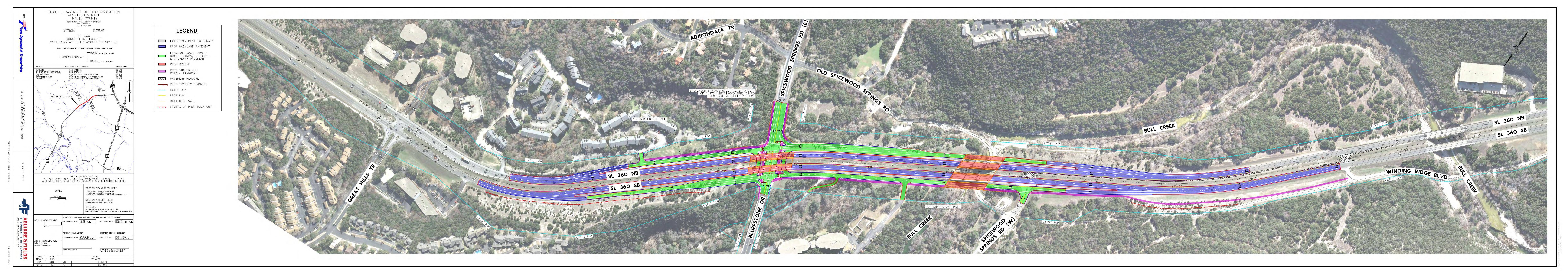


Enhanced paving at high bicycle and pedestrian traffic areas



Colored, textured herringbone treatment





Post Workshop e-Blast



LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PROJECT PUBLIC WORKSHOP RECAP

Thank you to those who participated in the public workshop and provided feedback on the Loop 360 at Lakewood Drive/Spicewood Springs Road project on Thursday, June 6. More than 80 community members joined the TxDOT team to view the proposed improvements and share their feedback.

The project proposes removing the traffic signals on the Loop 360 mainlanes at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions. The project also removes the signal on the mainlanes at Spicewood Springs Road (W). Shared-use paths and sidewalks will be added within the project limits to enhance bicycle and pedestrian accommodations.



Project team discusses proposed improvements

At last Thursday's workshop, the project team heard a number of comments and suggestions from nearby residents and commuters. Here are a few things we heard:

- Support for the overall Loop 360 program, which aims to increase safety and enhance mobility along the entire corridor.
- Concerns that TxDOT would need right of way to complete the proposed project. At this time, the improvements do not require any additional right of way.
- Requests for TxDOT to further consider traffic patterns and delay at Loop 360 at Spicewood Springs Road (W).
- Questions about noise walls and whether they would be a possibility within the project area.
- Concerns about the number of lanes proposed for the southbound Loop 360 connector road at the Lakewood Drive intersection.
- Requests for TxDOT to further evaluate the position of the shared-use path at Loop 360 at Lakewood Drive.
- Support for completing the project as quickly as possible.

If you couldn't make it to the workshop, you can visit our virtual workshop anytime between now and June 21, 2019, to download and review workshop materials, provide comments or ask questions.

Official written comments will also be received and accepted by the project team via email at cwotip-c@txdot.gov or by mail at:

Crystal Wotipka
TxDOT Austin District Office
Attn: Loop 360 Project
7901 N. I-35
Austin, TX 78753

Comments must be received by Friday, June 21, 2019 to be included in the official record of the Loop 360 at Lakewood Drive/Spicewood Springs Road public workshop. We look forward to hearing from you!

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.

LOOP 360 CONTEXT SENSITIVE SOLUTIONS (CSS) RECAP

We need your feedback! The TxDOT team continues to refine options for the Context Sensitive Solutions (CSS) components of the corridor, and we welcome your input on what you'd like to see as you drive Loop 360 in the future.

CSS is a collaborative approach to developing roadways that fit within their surroundings. It incorporates public input to determine what natural, historic, environmental and social resources best enhance the roadway design. At the Lakewood Drive/Spicewood Springs Road public workshop held on June 6, community members had the opportunity to provide feedback and learn about the CSS features currently under consideration for incorporation into the design of Loop 360.

Options include intersection treatments such as structured versus loose groups of plants and intricate versus simple hardscapes. Concepts also include lighting that helps maintain dark skies at night, using plants such as native trees,

shrubs and wildflowers, bridge column size and shape, and shared-use path hardscaping, including paving and low-level lighting options.



Project team discusses Context Sensitive Solutions

Display boards showing the various options for consideration are included in our Lakewood Drive/Spicewood Springs Road virtual workshop. Log on to the workshop between now and June 21, 2019 to review the CSS boards and provide comments. We look forward to hearing from you!

Loop 360 at Lakewood Drive/Spicewood Springs Road Virtual Workshop



WELCOME!



Welcome to the Loop 360 at Lakewood Drive/Spicewood Springs Road virtual workshop!

To navigate through the workshop, click on the arrows on the right and left side of your screen or use the menu button on the top left of your screen.

To provide a comment at any point during your visit, simply click on the **Comment** button at the top right of your screen. We look forward to receiving your input and continuing to work with you throughout the project.

This is an interactive experience. You will have the opportunity to leave your feedback on the project, so we encourage you to view the entire meeting.

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ABOUT THE LOOP 360 PROGRAM

Loop 360 is a major transportation corridor for the capital area region, serving as a north/south route and functioning as a connector between US 183 and US 290/SH 71. The 14-mile corridor acts as a commuter route and a local thoroughfare for residents and businesses. Loop 360 also provides access for other citizens, including bicyclists, photographers, geologists, hikers and visitors to Lake Austin.



Loop 360 has severe traffic congestion, causing both mobility and safety concerns. The corridor includes three sections listed on the state's Most Congested Roadways list. We can expect traffic congestion to worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

The purpose of the Loop 360 program is to upgrade multiple intersections along the corridor. The program team will engage stakeholders throughout the community in selecting the best option for each intersection to improve safety and mobility along Loop 360.

The Lakewood Drive/Spicewood Springs Road project is one of the intersections included in the Loop 360 Program.

To learn more, download the Program Fact Sheet and FAQs.

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HISTORY OF LOOP 360 IMPROVEMENTS

100P 360

Loop 360 construction was started in March 1962 and completed in December 1982 with the opening of the Pennybacker Bridge. In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.

The current Loop
360 program takes
into account the
recommendations from
the feasibility study
by upgrading multiple
intersections along the
corridor, improving mobility
and enhancing safety.





LOOP 360 TRAFFIC SUMMARY



It currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow conditions.



If nothing is done by 2040: Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/ free-flow travel times.



Loop 360 from US 183 to RM 2222 is ranked #17 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

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Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



Reduce cut-through traffic in neighborhoods



Minimize impacts to the community



Address delays at signalized intersections



PROJECT PROCESS



Feasibility Study (1-2 years) COMPLETE



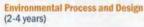
Purpose and Need

Identify the problem we are trying to solve



Analysis of **Alternatives**

Thoroughly analyze alternatives for potential impacts





Draft Documentation/ Public Involvement

The draft environmental document is prepared and reviewed



Documentation Review

The final environmental document is completed



Environmental Decision

Either the preferred

build alternative

or the no build

alternative

(Approximately



(2-3 years, depending on project)

WE ARE HERE

STAKEHOLDER OUTREACH





PROGRAM SCHEDULE



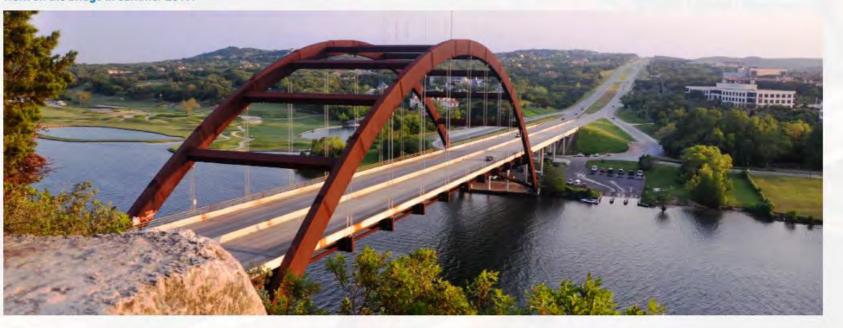








The current Loop 360 projects will not impact the Pennybacker Bridge. The bridge will remain intact as built. TxDOT has plans for routine maintenance work on the bridge in summer 2019.









LAKEWOOD DRIVE/SPICEWOOD SPRINGS ROAD PROJECT



The project includes:

- Replacing the traffic signals on the Loop 360 mainlanes with underpasses (where the mainlanes go under the cross streets) at Westlake Drive and Cedar Street.
- Construction of overpasses at Lakewood Drive and Spicewood Springs Road (E)/ Bluffstone Drive including nonsignalized U-turns in both directions.
- Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Environmental, preliminary and final engineering work is anticipated to be complete in early 2021.

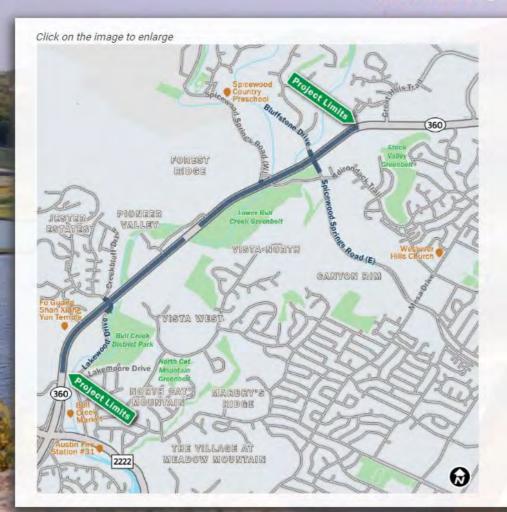
Download the Lakewood Drive/Spicewood Springs Road Fact Sheet and FAQs.



Loop 360 at Lakewood Drive/Spicewood Springs Road Virtual Workshop







The project includes:

- Replacing the traffic signals on the Loop 360 mainlanes with underpasses (where the mainlanes go under the cross streets) at Westlake Drive and Cedar Street.
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- Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Environmental, preliminary and final engineering work is anticipated to be complete in early 2021.

Download the Lakewood Drive/Spicewood Springs Road Fact Sheet and FAQs.





WHY THE ENVIRONMENTAL STUDY FOR THE TWO PROJECTS IS COMBINED



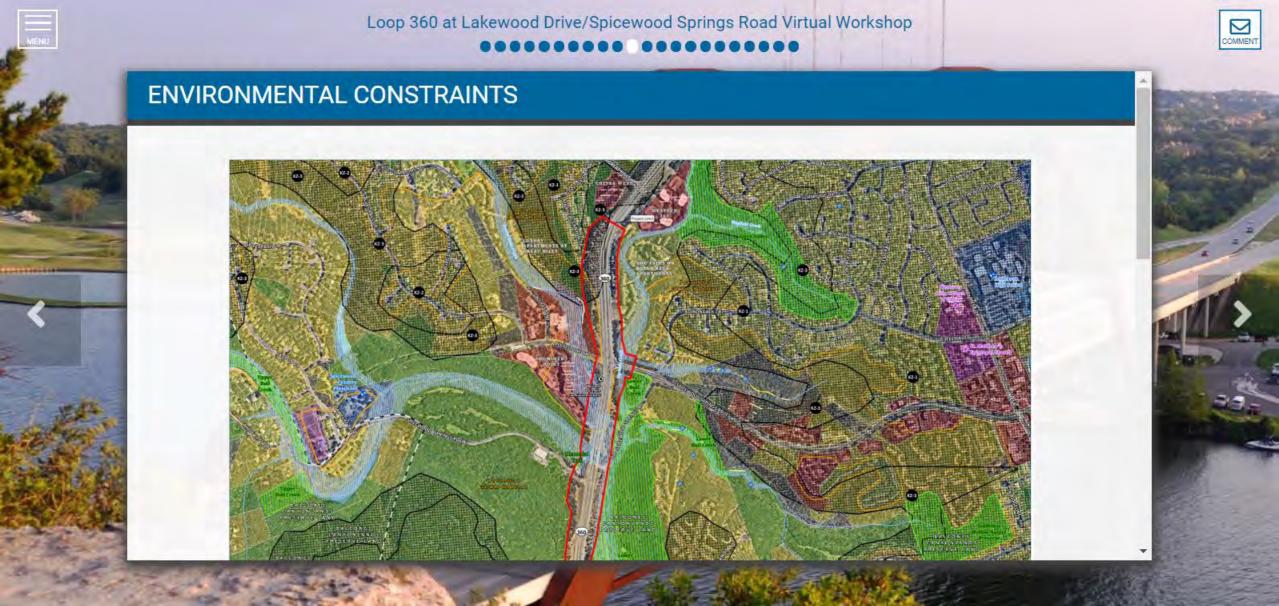
Due to their proximity and similar environmental considerations, TxDOT has combined the environmental process for the Lakewood Drive and the Spicewood Springs Road projects.



This streamlines the environmental process, preserving financial resources and reducing duplicate federal consultation efforts.



Any previous comments received on the Spicewood Springs Road project will be included in the documentation for the combined project.







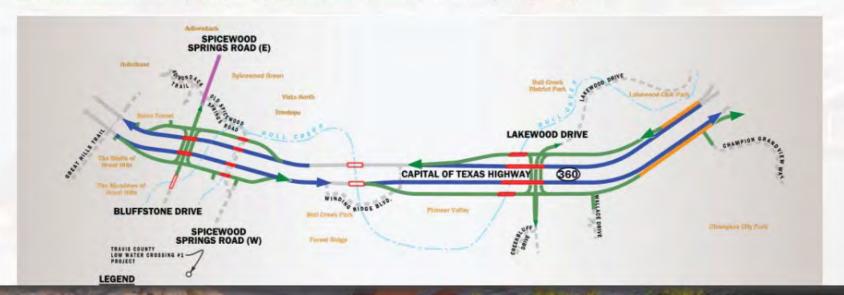




CONCEPTUAL LAYOUT

Overpass at Lakewood Drive/Spicewood Springs Road

- Existing mainlane signals at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive replaced with mainlane overpass with non-signalized U-turns in each location.
- . Existing mainlane signal at Spicewood Springs Road (W) and existing crossovers removed.
- Overpass at Lakewood Drive engineering drawing. Overpass at Spicewood Springs Road engineering drawing.





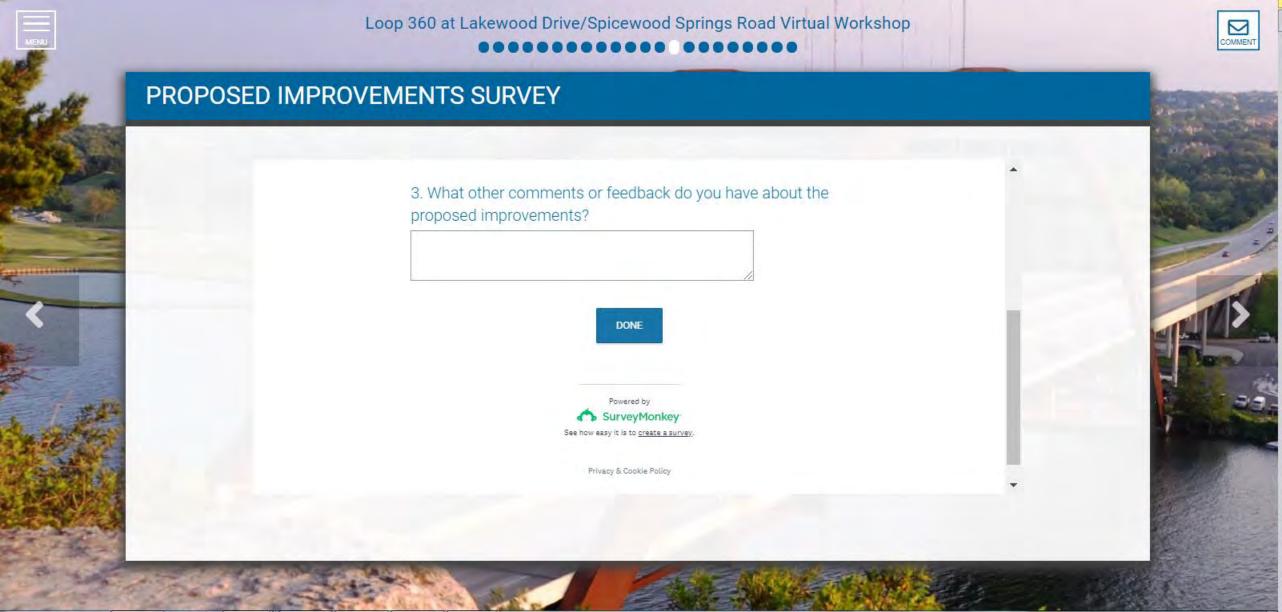




PROJECT RENDERING

Conceptual Overpass at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive





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Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings.

CONSIDERATIONS

The CSS approach considers not only physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community.

INVOLVEMENT

The process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state and federal agencies.

OUTCOME

CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor.

COMMUNITY FEEDBACK

In November 2018, TxDOT conducted a survey to receive feedback from the community. We shared the results of that survey and collected further public









input in March 2019. More details about the CSS process can be found at Loop360Project.com









TREES

Arizona Cypress Cedar Elm Chinquapin Oak Eastern Red Cedar Live Oak Mexican Plum Red Bud Texas Red Oak



SHRUBS

Agarita Anacacho Orchid Tree Crape Myrtle Evergreen Sumac False Red Yucca Flameleaf Sumac Fragrant Sumac Lindheimer Muhly Mexican Buckeye Mountain Laurel Sotol (Desert Spoon) Texas Sage Yaupon Holly



WILDFLOWER MIX

Indian Blanket Bluebonnet Pink Evening Primrose Black Eyed Susan Texas Star Mealy Blue Sage Coreopsis Little Bluestem Blue Grama

Buffalograss Curly Mesquite



CSS OPTIONS FOR BRIDGE SUPPORTS



BENT CAP Standard Rectangular COLUMNS Round



BENT CAP Standard Sloped
COLUMNS Square



BENT CAP Standard Rectangular with Ear Wall

COLUMNS Rectangular



CSS OPTIONS FOR SHARED-USE PATH

CONCEPTUAL CROSS SECTION FOR SHARED-USE PATH



10 foot shared-use path with 5 foot buffer as right of way allows

LIGHTING OPTIONS



Low-level path lighting

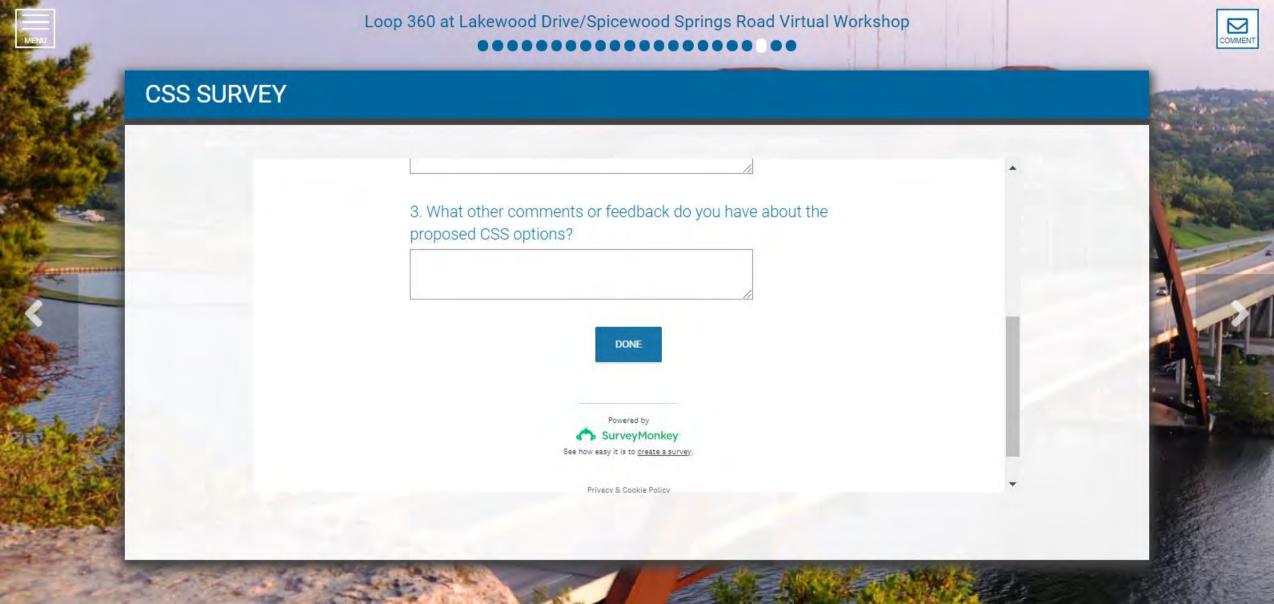
PAVING OPTIONS

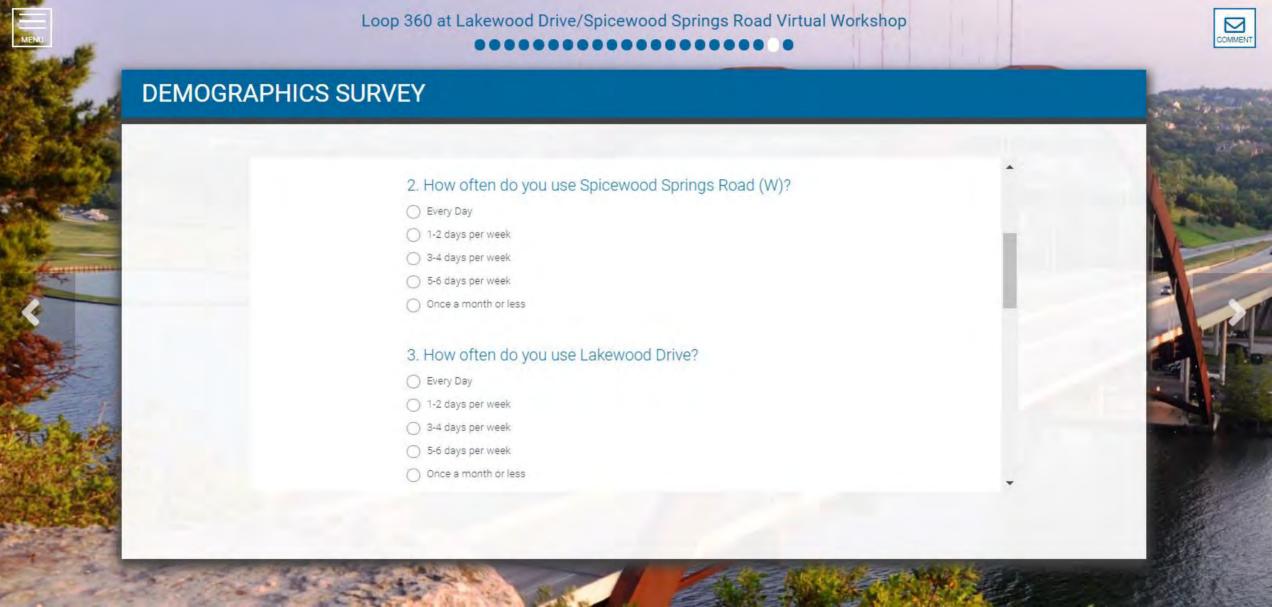


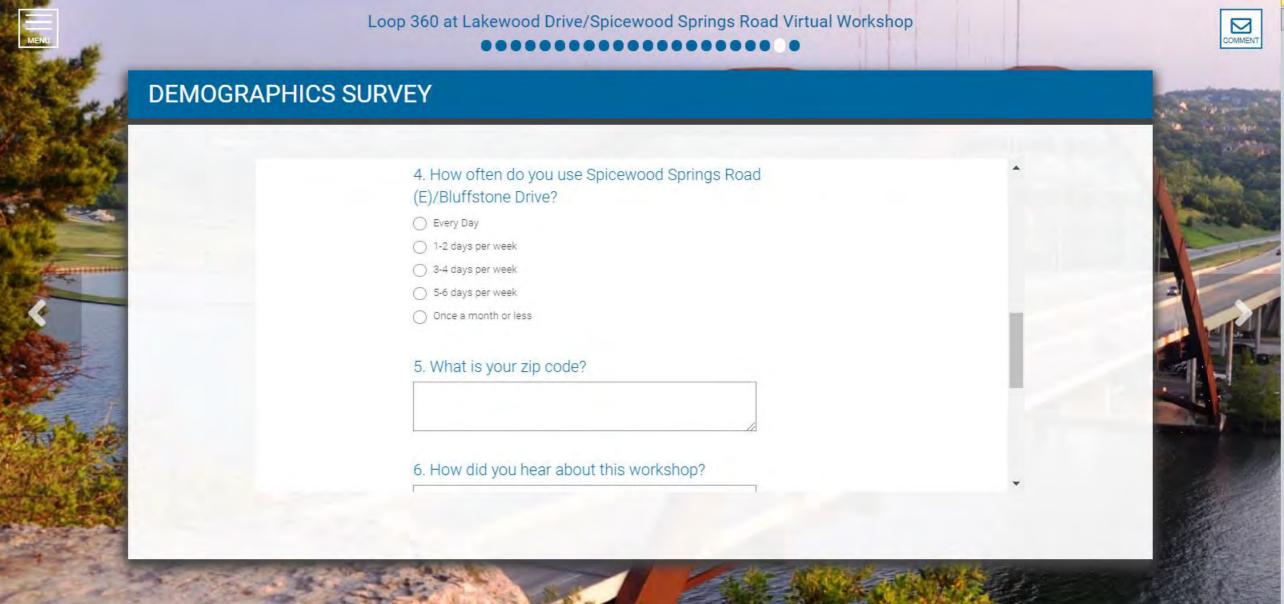
Enhanced paving at high bicycle and pedestrian traffic areas

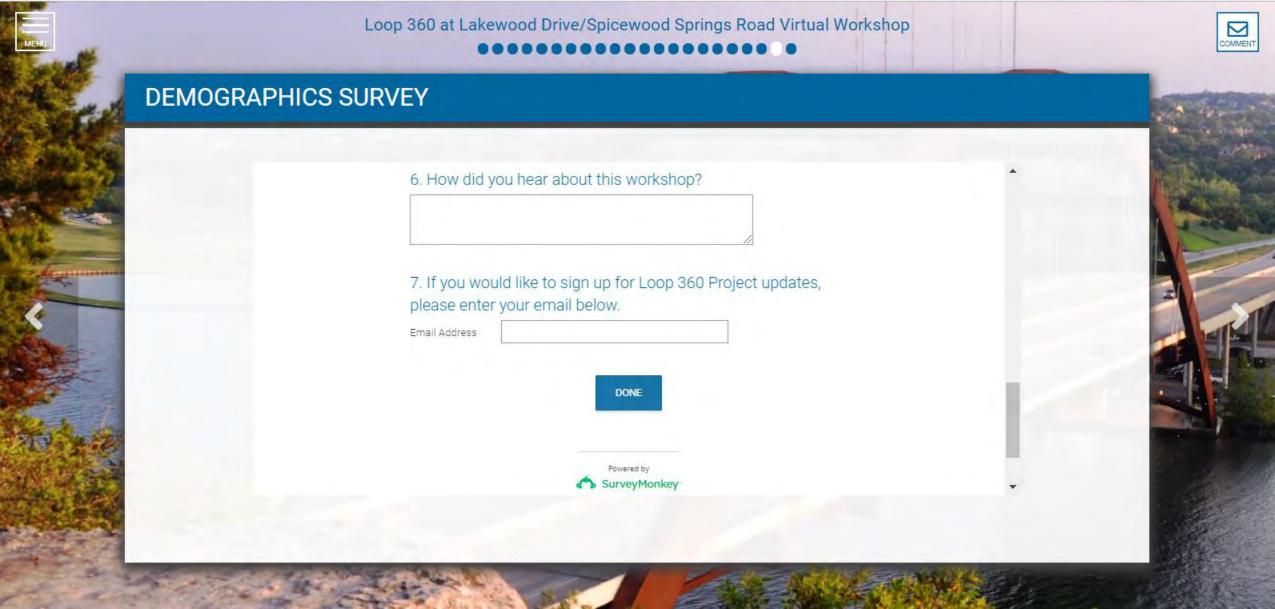


Colored, textured herringbone treatment













WE WANT TO HEAR FROM YOU

TxDOT recognizes the importance of involving stakeholders in the effort to improve mobility and safety, and we appreciate your participation.

Comments must be received by Friday, June 21, 2019 to be included in the official record of the Loop 360 at Lakewood Drive/Spicewood Springs Road public workshop.

Submit a Comment Online

Submit an online comment form by clicking here or by clicking the comment button at the top right corner of your screen.

Join our Mailing List

Please sign up for electronic updates to stay informed as the Westlake Drive project and the Loop 360 program continue to develop.

Submit a Written Comment

Written comments will also be accepted by email to cwotip-c@txdot.gov or by mail to: Crystal Wotipka

TxDOT Austin District Office Attn: Loop 360 Program 7901 N I-35 Austin, TX 78753



<u>Loop 360 Project Workshop June 6 - Lakewood Drive/Spicewood Springs Road</u>

District 10 Council Member Alison Alter from City of Austin City Council · 2 Jun

TxDOT, in conjunction with the city of Austin, is hosting a public workshop for the Loop 360 at Lakewood Drive/Spicewood Springs Road Project on Thursday, June 6, 2019, from 4 to 6 p.m. at the Westover Hills Church of Christ, located at 8332 Mesa Drive, Austin, TX, 78759.

Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 program will upgrade multiple intersections along the roadway.

Proposed improvements at Lakewood Drive/Spicewood Springs Road include:

- Removal of the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.
- Construction of overpasses (where the Loop 360 mainlanes go over the cross streets) with non-signalized U-turns in both directions at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive.
- Addition of shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

At the workshop, the project team will gather feedback on the proposed improvements. There is no formal presentation; please come and go at your convenience.

A virtual workshop will be also available on the website at <u>Loop360Project.com</u> from June 6 until June 21 where you can view meeting materials and comment online.

If you have special communication or accommodation needs, please contact Crystal Wotipka at 512-832-7192 or cwotip-c@txdot.gov at least five days prior to the workshop. Official written comments will also be received and accepted by the project team via email at cwotip-c@txdot.gov or by mail at:

Crystal Wotipka
TxDOT Austin District Office
Attn: Loop 360 Project
7901 N. I-35
Austin, TX 78753

Comments must be received by Friday, June 21, 2019 to be included in the official record of this public workshop.

Website: http://loop360project.com/spicewoodspringsrd.htm

Patch Media Article

Public Workshop Showcasing Loop 360 Road Work Scheduled

Improvements to artery at Lakewood Drive and Spicewood Springs Road scheduled to be discussed on Thursday, June 6.

By Tony Cantu | Jun 6, 2019 12:45 pm ET

AUSTIN, TX — The Texas Department of Transportation will host a public workshop on Thursday, June 6, to discuss the proposed improvements to Loop 360 at Lakewood Drive and Spicewood Springs Road.

The workshop will take place from 4 to 6 p.m. at Westover Hills Church of Christ, located at 8332 Mesa Drive in Austin. The meeting will be an open house format with no formal presentation, enabling attendees can come and go at their convenience.

In November 2018, TxDOT hosted a public workshop to share information and receive input on the Loop 360 at Spicewood Springs Road project. Due to their proximity, environmental work for the Spicewood Springs Road and Lakewood Drive projects has been combined to best manage resources and federal consultation. Comments previously submitted for the Spicewood Springs Road project will be included in the documentation for the combined projects.

The purpose of the project is to improve safety and mobility at the intersections of Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive. Proposed improvements include

- Removing the traffic signals from the Loop 360 mainlanes at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive
- Constructing overpasses (where the Loop 360 mainlanes go over the cross street) with non-signalized U-turns in both directions at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive
- Adding a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations

Maps, drawings and project information will be on display at the workshop, and project team members will be available to answer questions. Comments from the public are requested.

Those unable to attend the meeting in person can review materials and comment online via our virtual workshop, which will be available from June 6 through June 21, 2019, at www.Loop360Project.com. Individuals may also email comments to or mail in their comments to the TxDOT Austin District, Attention: Crystal Wotipka, Loop 360 Program, 7901 N. I-35, Austin, Texas 78753. All comments must be received by Friday, June 21, 2019 to be included in the public record.

The Lakewood Drive/Spicewood Springs Road project is part of the Loop 360 program, which will upgrade multiple intersections to improve safety and mobility along the corridor, including RM 2222, Courtyard Drive, Cedar Street, Westlake Drive, Walsh Tarlton Lane, RM 2244, Lost Creek Boulevard and Westbank Drive.

More proposed improvements coming to Loop 360

by: Candy Rodriguez

Posted: Jun 6, 2019 / 01:00 PM CDT / **Updated:** Jun 6, 2019 / 07:16 PM CDT

AUSTIN (KXAN) — The Texas Department of Transportation is working on improving the busy 14-mile corridor.

"It needs improvement because there's so much traffic," said Ann Snyder, who lives near the busy highway.

On Thursday, officials will meet with the community to discuss plans at Lakewood Drive and Spicewood Springs Road. TxDOT officials will also give the community another look at the proposed improvements on Spicewood Springs Road and Bluffstone Drive.

This includes getting rid of traffic signals and constructing overpasses with non-signalized U-turns in both directions.

"I just wonder where the blockage is going to be because there are so many cars," Snyder said.

TxDOT officials said not only will the changes reduce congestion, but also help people like Snyder who need to get in and out of their neighborhood. The project will have exits and create connector roads which help drivers jump on the loop. However, Margaret Jordan isn't so sure it'll help ease traffic.

"It's going to be like an accordion in those places. It'll slow down and it'll speed up and then slow down and speed up," Jordan said.

Both Snyder and Jordan agree they would like to see something done to improve congestion and hope it happens sooner than later.

"Hopefully they're correct and it'll actually help something," Jordan said. "But it's going to be a mess until they get it done."

TxDOT officials said they are also proposing adding a shared-use path and sidewalks to improve bicycle and pedestrian safety.

The Lakewood Drive and Spicewood Springs workshop will be at the Westover Hills Church of Christ on Mesa Drive from 4 to 6 p.m.

Right now, TxDOT is wrapping up the environmental studies and entering the design phases for many of these projects. The design phase is expected to last anywhere from two to four years.

In the next few months, TxDOT will host another workshop for those who live and commute along Walsh Tarlton Lane.

TxDOT officials said if nothing is done, driving on Loop 360 during rush hour could get worse. Morning drive times could double 20 years from now, and evening travel times could increase as well.