

Documentation of Public Meeting

Project Location

Travis County

State Loop 360 at Spicewood Springs Road 0113-13-167

Project Limits

From Winding Ridge Boulevard to south of Great Hills Trail

Meeting Location

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

Meeting Date and Time

Nov. 13, 2018 at 4 to 7 p.m.

Translation Services

N/A

Presenters

N/A

Elected Officials in Attendance

N/A

Total Number of Attendees (approx.)

119

Total Number of Commenters

47

Contents

- A. Comment/response matrix
- B. Notices provided
- C. Sign-in sheets
- 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 Nov. 13, 2018 to gather input on the Loop 360 at 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 the context-sensitive solutions (CSS)/aesthetics plan for the entire corridor. Results of the CSS study are available in a separate report on the program website, 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 proposed improvements consist of removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W), as well as adding a shared-use path/sidewalk 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 7 p.m. on Nov. 13, 2018, at Westover Hills Church of Christ, located at 8332 Mesa Drive, Austin, TX 78759. Notices announcing the workshop were distributed 21 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 project stakeholders and elected officials
- TxDOT.gov notice

- Newspaper advertisements in Austin-American Statesman
- Flyers distributed to local organizations, businesses and residents
- e-Blast to corridor-wide contact list
- Social media posts on Twitter
- On-road signage
- News releases

Approximately 119 people (94 members of the public, 1 media representative and 24 staff) registered their attendance by signing in at the workshop. Sign-in sheets are included in **Appendix C.**

Upon arrival, attendees were provided with overall program and Spicewood Springs Road fact sheets and FAQs, and a flyer informing participants of the opportunity to review all workshop materials on the project website. Comment forms were also available.

Workshop displays included 14 informational boards and one engineering drawing. Copies of the workshop handouts, display boards and engineering drawing are included as figures in **Appendix E**.

III. Comments and Responses

A total of 10 written comments were submitted on the day of the workshop and 51 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:

- People are ready to see change and would like the project to move forward as quickly as possible
- People noted that the design would help reduce traffic congestion and expressed support for the non-signalized U-turns and frontage roads within project limits
- Numerous concerns about removing the traffic signal and crossover at Loop 360 and Spicewood Springs Road (W), including safety concerns as well as concerns about additional travel time
- Requests to reconsider proposed configuration of Spicewood Springs Road (W), including adding lanes and lengthening the approach to the Loop 360 intersection
- Concerns about traffic volume on Spicewood Springs Road (E)/Bluffstone

- Drive and Spicewood Springs Road (W)
- Support for the shared-use path and increased bike and pedestrian access, as well as requests that the shared-use path connect to others in the area
- Requests to maintain wide shoulders for experienced bikers to utilize
- Concerns about how this project will affect Bull Creek and overall water quality in the area
- Requests to consider connecting Spicewood Springs Road (W) with Bluffstone Drive
- Support for leaving Old Spicewood Springs Road open, especially during construction.

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:

- Multiple concerns about removing the traffic signal at Loop 360 at Spicewood Springs Road (W), safety concerns and added travel time
- Requests for TxDOT to ensure that U-turns and routes are large enough to accommodate larger vehicles such as school buses and delivery trucks
- Suggestions to extend overpass to provide access to Spicewood Springs Road (W)
- Suggestions to add a protected U-turn via frontage road for those coming from Spicewood Springs Road (W) heading northbound on Loop 360, in order to avoid cutting across southbound 360 mainlanes
- Suggestions to extend the right turn lane on eastbound Spicewood Springs Road (W)
- Requests to provide a blinking yellow/red light during evening rush hour to turn onto Bluffstone Drive or Spicewood Springs Road (E)
- Shared-use path and cyclist concerns, including considering a shareduse path greater than 10 feet wide, as well as adding safety lighting and signage for bicyclists and pedestrians
- Requests to consider potential future traffic growth in neighborhoods and for area destinations
- Request for project team to consider adjacent projects, including the Loop 360 at Lakewood Drive project
- Requests for TxDOT to consider adding a lane to the Loop 360 mainlanes
- Requests to connect Bluffstone Drive to Spicewood Springs Road (W)

- Concerns about Old Spicewood Springs Road, including leaving it open to traffic, providing a safe crossing to use during high water conditions, and lowering the grade on Spicewood Springs Road (E)
- Requests to widen the shared-use path within the project limits, connect the shared-use path to adjacent paths, add a dedicated bike lane to Spicewood Springs Road (W) as well as requests to ban bikes on that road, and maintain a large shoulder on the Loop 360 mainlanes for cyclists.

IV. Post-Workshop Outreach and Project Modifications

After the workshop, program stakeholders were sent an e-blast thanking workshop attendees and encouraging them to visit the program website to review and comment on all workshop materials (i.e. virtual workshop) and to complete the context-sensitive solutions survey. Twitter posts also encouraged participants to visit the virtual workshop, submit a comment online, and complete the survey. Before the comment period ended, stakeholders were reminded of the opportunity to comment or take the survey via an announcement in the program e-Newsletter. 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 by the City of Austin, a partner agency for the project, and by local media outlets. Prior to the workshop, the City of Austin included an announcement in an e-blast sent to stakeholders, and Community Impact ran an article on their website. After the workshop, the city tweeted about the event, and Community Impact and KVUE ran follow-up articles. See the figures in **Appendix E** for additional notifications.



Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Aflatooni, Mark	11/15/2018	Online Comment	I don't see any mention of water quality improvements with this project. Bull Creek is one of the most sensitive watersheds in Central Texas. Please make sure that thoughtful, well designed and maintained measures are taken during construction (several redundancies) to ensure silty runoff won't get to bull creek. Just as critically, there should be permanent water quality treatment ponds to treat runoff from this project area once it is complete and open to traffic. I'm not against the project, but I want it done with real design time and engineering effort put into protecting / improving the water quality of the runoff during construction and during operation once the bridge is open. Thank you,	Water quality best practice measures for construction phases are still under development. When developing and constructing projects, TxDOT follows guidelines developed as part of the Texas Pollutant Discharge Elimination System (TPDES) program. This program regulates discharge of pollutants to surface water in the state or the Section 401 water quality certification. You can learn more about the program here: https://www.tceq.texas.gov/permitting/wastewater/pretreatment/tpdes_definition.html Environmental procedures will follow standards set forth by the National Environmental Policy Act (NEPA). As the project progresses, TxDOT will continually assess and develop a plan regarding what specific environmental measures to implement during construction. You can learn more about NEPA here: https://www.epa.gov/nepa/what-national-environmental-policy-act

Removal of a traffic light at the intersection of 360 & Spicewood Springs better get ready for some bad accidents and loss of life. I think removal of a light that people are accustomed to using is bad. Change up the left turn to have 2 lanes and a right turn lane. Figure out another option to keep the light. I know teen drivers who use that intersection. Removal of that light will mean a lot of risk takers. Some traffic will move to a more residential area, and some people will die. I am a concerned mom. Online Comment Online Comment Online demands of a traffic light at the intersection and loss of life. I think removal of a light that people are accustomed to using is bad. Change up the left turn to have 2 lanes and a right turn lane. Figure out another option to keep the light. I know teen drivers who use that intersection. Removal of that light will mean a lot of risk takers. Some traffic will move to a more residential area, and some people will die. I am a concerned mom. Online Comment Online Comment The Loop 360 program will upgrade multiple intersections to improve multiple apart of our feasibility study, which the conflict points created by the signalized intersections on the undered in 2016. The study noted that the conflict points created by the signalized intersections on the undered in 2016. The study noted that the conflict points created by the signalized intersections on the undered in 2016. The study which is part of our feasibility study which in the conflict points created by the signalized intersections on the undered in 2016. The study noted that the conflict points created by the sig		1				
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	Loop 360 wishing to access Spicewood
	Springs Road (W) will exit Spicewood
	Springs Road (E)/Bluffstone Drive, use
	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).
	Drivers headed from neighborhoods
	east of Loop 360 to neighborhoods on
	the west side of the corridor may cross
	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.
	Drivers headed from Spicewood
	Springs (W) who wish to access
	northbound Loop 360 will head south
	on Loop 360 and then use the non-
	signalized U-turn at the Loop 360 at
	Lakewood Drive intersection.
	TxDOT is developing traffic models to
	evaluate existing and proposed (both

					interim and ultimate) configurations. The models will assist the designers with identifying and implementing improvements to the proposed configuration. TxDOT is studying the lane configuration of the Loop 360 at Spicewood Springs Road (W) intersection.
3	Blythe, Sharon	11/16/2018	Online Comment	Stupid to close the crossover at 360 and Spicewood Springs Road West. Becomes more dangerous and inconvenient. Do not remove the light here.	See response to Maylene Bird. Due to the proximity of Spicewood Springs Road (E)/Bluffstone Drive and Spicewood Springs Road (W), the 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), along frontage 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. TxDOT is continuing to explore options regarding the Spicewood Springs Road (W) intersection.
4	Burgett, Barbie	11/28/2018	Online Comment	BAD idea to take away the underpass under 360 and Spicewood. If it was not available, much more unnecessary traffic would be pushed on 360 and the VERY long line on Old Spicewood Springs Rd. would be worse! Access to this area is a huge benefit to those that live in the neighborhoods on either side of 360 - Great Hills, NW Hills and Westover area. DO NOT REMOVE THIS ACCESS!	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. 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. Your comment has been shared with them.
5	Canby, Kate	11/24/2018	Online Comment	I am in agreement that the change to add an overpass at Spicewood Springs (E), Bluffstone (W), and 360 is LONG overdue. The wait during the work week to cross 360 from the east to the west between 4:30 and 6:30 can take several cycles at the light (average 4 light cycles). In the morning between 7:15 and 9:15 drivers coming from the west wait 2-3 light cycles. Drivers coming down Spicewood Springs are in a hazardous situation trying to slow down to stop. Construction will	Spicewood Springs Road (E) is owned and maintained by the City of Austin. Your comment has been shared with them. The Loop 360 at Spicewood Springs Road project is still in early development stages, and construction plans have not yet been determined. However, TxDOT's number one priority is safety, and TxDOT has established specifications for the construction and

				make the intersection more hazardous. What is the plan during construction to minimize hazardous driving situations? And, what is the plan to publicize this information to businesses and residents in neighborhoods along 360, Bluffstone Ln, west into Great Hills neighborhood to Oak Knoll, Yaupon Dr, Spicewood Springs Rd, Jester Estates and Lakewood subdivisions? Many residents from the neighborhoods near 360 and 2222 use 360 and Spicewood Springs Rd to get to their nearest grocery stores, shopping and entertainment areas. I appreciate your response?	maintenance of highways, streets and bridges. You can learn more about those specifications here: https://www.txdot.gov/inside- txdot/division/construction/txdot- specifications.html TxDOT will develop their community outreach plan once the construction project is ready to go out for bid.
6	Caskey, Kathy	11/13/18	Comment Form	Should work as designed. How tall is overpass? Over Spicewood Springs Rd?	Comment noted. The overpass will be 20 – 25 feet above the existing roadway. This will provide a 16'6" minimum vertical clearance for Spicewood Springs Road (E)/Bluffstone Drive and the U-turns.
7	Chawner, Karen	11/13/2018	Online Comment	I am not in favor of removing the lights at Spicewood Springs and 360 and the underpass under 360 at Spicewood Springs. This will not fix the traffic issues. It will only increase the traffic areas, especially in residential areas.	Comment noted. See response to Maylene Bird. See response to Sharon Blythe.

8	Cocco, Cathy	11/13/18	Comment Form	I support the overpass projects to expand and improve flow of 360 North & South. I recommend that Old Spicewood Springs road utilize a one way exit and U-turn to go north. Long term support a road to get Old Spicewood Springs Road to link to Bluffstone Drive and then utilize the light/overpass over for turning. Thank you for hosting this and providing opportunity for questions and feedback	Comment noted. Spicewood Springs Road and Bluffstone Drive are owned and maintained by the City of Austin and Travis County. Your comment has been shared with them.
9	Coplen, Mark	11/28/2018	Email	Your flyer indicates that the signal will be removed and an overpass installed at the Spicewood Springs (E)/Bluffstone intersection, but only says that the signal will be removed at Spicewood Springs (W). If this is the case, how is traffic coming from Spicewood Springs (W) towards 360 supposed to get on 360 northbound? A significant amount of traffic utilizes this light currently, with a backup frequently exceeding 1/2 mile. This solution, as stated, appears to only make this issue worse, not better.	See response to Maylene Bird.

				Good evening,	See response to Maylene Bird.
10	David	11/13/2018	Email	I live in the Balcones neighborhood and work on 360. I take the Spicewood road along Bull Creek each day to commute to work, it is a shorter route than taking 183 to 360 and 360 is heavy on traffic. I take the same route to go home, not being able to turn left from 360 to Spicewood would force me to take the heavy traffic 183 and make me come home later to my family. I hope you reconsider not allowing commuters to use this route to commute to and from work.	See response to Sharon Blythe.
11	Dodge, Lloyd	11/18/2018	Online Comment	Loop 360 dead ends into 183, into shopping centers, traffic lights, and then Mopac. Without making changes for traffic traveling from and to 360 and 183, the increased flow from overpasses to this major city intersection will only keep and probably increase congestions and backups. In short, increasing flow to a "deadend" does not help prevent major backups from 7 am to 9:30 am and 3:30 pm to 6:30 pm. What are the plans for Loop 360-183-	The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills Trail. US 183 and MoPac are outside the Loop 360 at Spicewood Springs Road project limits. TxDOT looked at options for direct connections to US 183 and MoPac as part of our Loop 360 feasibility study, which ended in 2016. The study found that traffic forecasts predict demand near capacity for US 183 and MoPac, and these corridors would not be able

				Mopac intersection?	to accommodate the additional traffic from more than a one-lane flyover. Improvements at these intersections were recommended in the feasibility study and may still 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.
12	Dolph, Ed	11/28/2018	Email	I think that the effort to build an overpass at Spicewood Springs Rd and Bluffstone Drive is long overdue. I have more concerns regarding the removal of the stoplight at Spicewood Springs Rd. and relying instead on a "Michigan Left" configuration. In general, this concept is a good compromise if traffic counts support inconveniencing left-turn traffic in favor of a more streamlined flow on Loop 360. There are other traffic signals on upper Loop 360 that could also potentially use a Michigan Left configuration, including Lakewood Drive, Courtyard Drive, Westlake Drive, Pascal Lane, Las Cimas Drive, Wild Basin Dr., etc. If the goal is to improve traffic flow on Loop 360 itself, the above-mentioned	Comment noted. The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills Trail. Improvements at Loop 360 at Lakewood Drive, Courtyard Drive, Westlake Drive, Pascal Lane, Las Cimas Drive, and Wild Basin Dr. are being considered as part of separate projects. Your comments have been shared with those project teams. For more information, visit Loop360project.com See response to Maylene Bird.

				intersections are all candidates for improvement. Is anyone looking at the traffic counts on these roads as well to implement Michigan Left configurations? I believe that there should be a big picture plan proposed to implement Michigan Lefts or overpasses at all these intersections before a decision is reached on Spicewood Springs Rd in isolation. Thanks for the opportunity to comment.	
13	Duran, Spencer	11/12/2018	Online Comment	My hope is that the 360 project will not serve to marginalize cyclists and pedestrians in favor of cars to minimize "congestion." "Congestion relief" seems to usually mean prioritizing cars over all other forms of transportation including cycling and walking. Taking away the shoulders for cyclists and replace them with "multi-modal paths:" sidewalks only serve to marginalize road users. In my opinion, we should be prioritizing cycling on this route for bicycle commuters and recreational cyclists. We should	Increased traffic congestion at Spicewood Springs Road and along Loop 360 has resulted in a lack of mobility and increased safety concerns. A primary goal of the Loop 360 program is to increase safety along the corridor, including that of bicyclists and pedestrians. A shared-use path will be added within the project limits for all Loop 360 projects, including the Spicewood Springs Road project. The design of the shared-use path will follow the guidance in the American Association of State Highway and Transportation (AASHTO) Officials' Guide for the Development of Bicycle Facilities and will also be compliant with the Americans with

				envision 360 not just as a highway, but an attraction with natural beauty that respects a variety of users. Safety, space for multi-modal users, and environmental protection should be weighted higher than just travel time calculations. You can justify just about anything if you only look at one metric. Imagine if all roads were only looked at to maximize car speeds - I think that's a pretty desolate existence.	Disabilities Act. The shoulders on the mainlanes will be retained for more experienced riders. The project team, in conjunction with the City of Austin, continues to evaluate potential enhancements to bicycle and pedestrian facilities along Loop 360, including within the Spicewood Springs Road project limits. Opportunities for public involvement for bicycle and pedestrian facilities will be presented at future workshops for the Loop 360 program. Comment noted.
14	Eady, Michael	11/13/18	Comment Form	Closing my Spicewood Springs signal and routing the traffic south to go north is a terrible idea. I think the west-to-east traffic on Bluffstone is underestimated. Much more traffic is flowing thru the Hwy 360/Spicewood Springs Road signal.	Traffic data shows that Spicewood Springs Road (E)/Bluffstone Drive is the dominant intersection within the project limits. Therefore, the project team recommends adding an overpass there. Spicewood Springs (W) has comparatively less traffic, and benefits from having the through traffic routed to the Loop 360 mainlanes. Additionally, drivers will not have to wait at a traffic signal and will have the

					ability to safely U-turn at Spicewood Springs Road (E)/Bluffstone Drive and Lakewood Drive. See response to Maylene Bird. See response to Sharon Blythe.
15	Elliott, Tissie	11/13/18	Comment	I live in the neighborhood that will directly be impacted by this plan. Old Spicewood Springs Rd is a direct access route to our church and various other locations that we drive to several times a week. Not having that access will cause me and my neighbors to travel an additional 20 minutes each and every time I go to North Mopac, Northwest Hills, downtown & South Austin. Has a study been done to determine the effect on the Great Hills neighborhood? That would be my next opinion to cut down the length of my trip time and distance. This will have a dramatic impact on Lost Horizon, Bluegrass, Yaupon, Rain Creek Parkway, etc. How will this affect my access to the creek under the bridge? Why not limit building on 360? Density also plays a part in the problem. What about widening 360?	See response to Barbie Burgett. The current proposed improvements at Loop 360 at Spicewood Springs Road will not affect access to Bull Creek. See response to Maylene Bird. The traffic data used in the analyses for this project were sourced from the Capital Area Metropolitan Planning Organization's (CAMPO) 2040 travel demand model. The 2040 traffic assumes that all projects listed in the CAMPO's 2040 Plan are built and takes into account population growth and development, including the Great Hills neighborhood. The City of Austin is the entity responsible for land development code

					and building permitting. Your comment has been shared with them. 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.
16	Gamble, Chris	11/19/2018	Online Comment	There is a significant amount of traffic on Westbound Spicewood Springs road that turns left onto Northbound 360. Forcing all that traffic to go right on Southbound 360 and do a u-turn to go Northbound on 360 will result in accidents, congestion and very angry homeowners.	Comment noted. See response to Maylene Bird.

17	Haas, Derek	11/15/2018	Online Comment	This looks like a great plan overall. Do you have projections about how traffic will back up at the lights on Loop 360 at Great Hills Trail and at US 183? Additionally, getting onto southbound Loop 360 from 183 is already problematic with the congested ramps at the light. Is there expected to be increased traffic at that light due to the improved flow on Loop 360? One option might be to close the entrances to the shopping centers near the intersection that encourage drivers to cut across multiple lanes of traffic in a short distance. I disagree with the comments I have read about adding the ability to turn North on Loop 360 from Spicewood Springs Rd W, but I also think the crossovers should be eliminated on the entire Loop 360 to minimize accidents. This will force some traffic to travel from Spicewood Springs Rd W to Lakewood Dr to do a U-turn, but should significantly improve safety.	The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills Trail. US 183 and Great Hills Trail are outside the Loop 360 at Spicewood Springs Road project limits. Your comment has been shared with the appropriate department within TxDOT. Comment noted. The need to remove crossovers between signalized intersections along Loop 360 is being determined on a project-by-project basis. In addition to removing the signal at Loop 360 and Spicewood Springs Road (W), the Loop 360 at Spicewood Springs Road project proposes to remove the Loop 360 crossover at Winding Ridge Boulevard.
18	Henretty Jr., Michael	11/16/2018	Online Comment	I implore you to include & closely examine as part of the process the extremely heavy cut through traffic on West Spicewood Springs Rd during commute hours. It's very common for a.m. commute traffic on W.	The traffic data used in the analyses for this project were sourced from the Capital Area Metropolitan Planning Organization's (CAMPO) 2040 travel demand model. The 2040 traffic

				Spicewood Springs Rd to be backed up to Yaupon Dr. (sometimes as far back to the north intersection of SSR & White Cliff Dr) & accordingly with rows & rows of vehicles turning left onto West SSR during the p.m. commute at the existing light. ALL traffic (not just commute traffic) on this road will also continue to worsen over time just like what is projected for 360. Also what are the projected results for traffic diverting under 360 on OLD Spicewood Springs Rd only to have to face cars flying down the road (westbound) on E. Spicewood Springs towards 360/Bluffstone? This is already a somewhat dangerous traffic problem right now. The proposal to remove theses 2 lights & the impacts the project will have on commute traffic @ 360 & WEST SSR, OLD SSR and EAST SSR MUST be studied in depth as thoroughly as everything else. Thank You.	assumes that all projects listed in the CAMPO's 2040 Plan are built and takes into account population growth and development. One of the goals of the Loop 360 Program is to improve mainlane operations, which should reduce the need for neighborhood cut-through traffic. See response to Barbie Burgett. Comment noted.
19	Henson, Dianne	11/13/2018	Email	Please do not remove the traffic light from Spicewood Springs and Loop 360 1) Many people use that to avoid congestion on 183 2) I suggest intersection improvements rather than closure (double left turn and	See response to Maylene Bird. See response to Michael Henretty, Jr.

				single right turn lane at the intersection of spicewood springs dr eastbound and loop 360) 3) This change will move traffic to bluffstone drive which is highly residential	
20	Hintikka, Cindy	12/10/2018	Email	I'm writing to follow up on our phone conversation from this morning. Thank you for agreeing to accept my comments at this point. For some reason, my email was not delivered. Also, I'm so sorry that I was unable to attend your Nov 13 public workshop for this project. We were out of town. I am writing to tell you that I am very much opposed to your plan to remove the traffic light at the Loop 360 and Spicewood Springs (W). We live off Yaupon - not too far from Spicewood Springs Rd. Especially during rush hour, we get a whole lot of traffic on that portion of Spicewood Springs. In the morning, traffic sometimes backs up from Loop 360 all the way to Yaupon. In the evening, it is very difficult for us to leave our neighborhood because so many cars are traveling NW on Spicewood Springs Rd. In addition, there is a lot of traffic on 360, as you know. As it stands right now,	Comment noted. See response to Maylene Bird. You can learn more about the project and sign up for email updates by visiting the program website, Loop360Project.com

during much of the day, we can only merge onto southbound 360 from Spicewood Springs (W) when one of the lights has forced the southbound 360 traffic to stop, creating a gap. If you get rid of the lights, it will become extremely difficult or even impossible for us to merge into the southbound 360. I believe it would create a dangerous situation, and cause traffic to back up much further. Furthermore, those who actually wanted to go north on 360 would have to quickly change all the way over to the left hand lane to make a u-turn to go north. This also sounds dangerous. Or maybe everyone would take the existing underpass to avoid the danger. It could not accommodate that and water quality would be adversely affected. Some might even take the underpass and then try to turn left across all of the traffic on Spicewood Springs to turn right on 360. Again, this would be very dangerous. And how would people get to the west side of old Spicewood Springs from northbound 360? The idea to reduce traffic jams on 360 is good, but this plan sounds very bad for people like us who use old Spicewood Springs road, and I vigorously oppose

				it. We have a right to be able to access Loop 360 in a reasonable manner, and our needs are no less important that needs of others who use 360. Please tell me how I can stay informed of your plans.	
21	Houston, Sam	11/18/2018	Email	Spicewood Springs/Bluffstone should be extended west and merged into old Spicewood so there is one continuous road. This would make for a better intersection and traffic flow at the new overpass.	See response to Cathy Cocco.
22	Kahne, Brian	11/18/2018	Online Comment	Hi, I was unable to attend the Spicewood Springs workshop, but one comment that I would like to make is that it would be very nice to link bike/pedestrian access for this phase of the project to the intersection at Great Hills. While I know this is technically outside the scope of the project, many bicyclists access 360 via Great Hills. Extending any bicycle/shared-use-path to this intersection and adding bicycle/pedestrian crossing features, which are currently lacking at this intersection, would greatly improve safety.	The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills Trail. The Loop 360 at Great Hills Trail intersection is outside the Spicewood Springs Road project limits. Improvements at that intersection are not currently planned, but future improvements would include a shared- use path as the need warrants. Currently, Great Hills Trail and the adjacent shared-use path is maintained by the City of Austin. Your comment has been shared with them. See response to Spencer Duran.

23	Keil, Tim	11/13/18	Comment Form	I ride my bicycle for sport on 360 several times a week. If you are having only workshops or discussions on cycling, I would be happy to be involved! Thanks!	Comment noted. You can learn more about the Loop 360 program, including bicycle and pedestrian accommodations, and sign up for email updates by visiting the program website, Loop360Project.com
24	Kolics, Bertold	11/12/2018	Online Comment	It is hard to understand what is being proposed at the Spicewood Springs Rd / Loop 360 intersections. The proposal does not detail how the overpass to Bluffstone Dr would work (would this overpass allow left turn from Spicewood Springs Rd to Loop 360 or not)? What would the traffic light elimination mean for drivers? How would they be able to turn left. It is really unfortunate that the documents don't have these details.	See response to Maylene Bird. Please visit Loop360Project.com to view workshop materials, including 3D renderings and line diagrams showing the proposed improvements at Spicewood Springs Road at Loop 360.
25	Koller, Stephanie	11/28/2018	Online Comment	Please do not remove the access to Spicewood Springs road east of 360 from the underpass below 360. This is a vital means for people to connect to businesses, churches and neighborhoods without having to enter 360. This relieves a lot of traffic from 360 that would	See response to Barbie Burgett.

				otherwise cause even longer delays for all commuters and users of 360 from the west side of Spicewood Springs Road.	
26	Larkin, Randy	11/28/2018	Email	An overpass at Spicewood Springs Road and Loop 360 has been proposed to eliminate the traffic light. This would require cars who want to turn left on 360 to instead turn right on 360 and loop around 2/3 of a mile south of the current intersection. This is completely unfair to the thousands of Great Hills residents who commute on Spicewood Springs Road every day. Have you ever been on Spicewood Springs Road in the morning commute? The traffic is backed up for 1/2 mile from 360 all the way to Yaupon Road. The proposed change will only serve to make this worse. Some of the thousands of residents who use the left turn every day onto 360 will opt to drive through the neighborhood by turning left onto Yaupon to avoid the congestion. Again, unfairly punishing the residents with increased traffic and air pollution from exhaust. Why is there a traffic problem on	Comment noted. See response to Maylene Bird. See response to Tissie Elliott. 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

360? Unrelenting construction of offices and businesses on 360! The residents in Great Hills have resided here for over 20 years. Why should we bear the inconvenience caused by profiteering developers on 360?

The cheap solution to traffic on 360 is not to build an overpass at Spicewood and 360. First, simply convert 360 to three lanes and put it smart traffic lights that are properly timed. This is a no brainer. This solution is cheap and could easily be done. Second, impose a moratorium on future construction along 360. We don't need any more offices! A perfect example is that no one wanted Amazon to come to Austin! If landowners with 360 frontage are unhappy about this, the State, County, or City of Austin can buy their property and turn it into parkland. It's much cheaper than building new roads! Again, a no brainer! Problem solved!

Some sections of 360 may not easily accommodate a third lane. This could be the case at the Pennybacker Bridge. If so, the third lane could end at a right turn only. Three lanes would recommence on the other side of the bridge. If it is

and additional capacity improvements, will assume that traffic signals will be upgraded and synchronized to the greatest extent possible.

The Loop 360 at Spicewood Springs Road project extends from Winding Ridge Boulevard to south of Great Hills Trail. The new traffic signal near Hotel Granduca/Apple is outside the limits of the project and will be considered as part of a separate project. Your comment has been shared with the appropriate department within TxDOT.

				deemed unsafe to have three lanes in some sections, reduce the speed limit! I'm positive that drivers would gladly drive at a steady 50 or 55 mph rather than sit in a traffic jam. I find it amusing that while residents are asked to give up their traffic lights and therefore mobility, office complexes are given new traffic lights on 360. Case in point is the new traffic light recently installed just before Bee Cave Road. That is completely unfair to residents.	
27	McConnell, Alice	11/14/2018	Online Comment	While traveling north on 360, will you still be able to turn left onto Spicewood W? This is the way we go to school in the morning.	See response to Maylene Bird.
28	McDonald, Tom	11/19/2018	Email	I have a few comments about the Loop 360 Project: - If an overpass is not added at Great Hills Trail, a massive traffic jam will result from that point back along Loop 360 for a mile or more. This overpass, or the removal of the light at Great Hills Trail, should be addressed in this project. - Ramps to Hwy 183 should be added at	The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills Trail. Great Hills Trail, US 183, and the intersection near Apple/Hotel Granduca are outside the Loop 360 at Spicewood Springs Road project limits and will be evaluated as part of separate projects. Your comment has been shared with the appropriate departments within TxDOT and will be

				this time. There is already a heavy backup at 183, and this will massively worsen after the overpasses are added. (The light timing at Hwy 183 is currently broken, and only lets 6-8 cars through per cycle on the main Hwy 360 lanes.) - If the Spicewood Springs Rd (West) light is removed, the Apple light north of Bee Caves Rd should also be removed or replaced with an overpass.	considered as part of future improvements in those areas.
29	McNeil, Gary	11/13/18	Comment Form	One of the reasons given for re-design is elimination or reduction of neighborhood traffic. I don't know where all traffic is coming through our neighborhood originates. Does not appear that there is a lot of cut-through traffic from outside the mountain subdivision and going down Scotland Well to Spicewood Springs Road. I think most comes from the mountain and other subdivisions above Old Lampassas Trail. It appears most traffic going Old Spicewood to 360 is either going toward the center of Austin or south on 360. Those turning right at Old Spicewood & 360 will be ok. Others will have to go through Canyon Vista school zone, then they will have to go to Yaupon to get to Bluffstone! Yaupon traffic increase will	Comment noted. See response to Tissie Elliott. See response to Maylene Bird.

				also affect the Laurel Mountain school zone. Also anticipate more traffic on Lost Horizon and Rain Creek Parkway. If the light at 360 & Old Spicewood is removed AND the under road" beneath 360 is closed, no one will be able to get toward the center of Austin. I think the Bluffstone overpass is a good idea. My concern with stoplight elimination AND "under road" elimination is greatly increasing traffic as described above.	
30	Meltzer, Linda	E	Ēmail	My comments concern the misguided plan to remove the traffic signal at 360 and Old Spicewood Springs Road. I live on Yaupon Drive, and Old Spicewood Springs is my ingress/egress to my neighborhood. Old Spicewood is already overrun during rush hours with folks using it as a cut-through from Cedar Park to 360, to the point that eastbound traffic backs up from 360 all the way past the entrance to Yaupon Drive. And no one can make a right turn onto 360 in heavy traffic without benefit of a green light. Now I understand you are proposing to get rid of the light, and to completely eliminate left turns. How, exactly, are the people in my neighborhood supposed to get in and out? I travel north (left) on 360 to go to work. Without a light	See response to Maylene Bird.

				there, not only can I not turn left, but I don't see how anyone can turn right either. I understand that the traffic on 360 is a nightmare, but you are going to make it impossible for me and my neighbors to live in – or leave - our neighborhood.	
31	Middleton, John	11/28/2018	Email	Thank you for the opportunity to comment on the Loop 360/Spicewood Springs Road Project. The City of Austin Watershed Protection Department (WPD) has a serious concern with TxDOT's conceptual proposal for the Loop 360/Spicewood Springs Road intersection improvements. Please refer to the proposed conceptual layout as shown in the project website http://loop360project.com/spicewoodvirt_ualworkshop/ , 12 th slide and the referenced engineering drawing (found here). WPD is concerned that Spicewood Springs Road eastbound traffic attempting to cross Loop 360 from the west would be forced to either: 1. Turn south on Loop 360, travel approximately 3700 feet to a U-	See response to Maylene Bird. See response to Barbie Burgett.

- turn, and then travel back north over 4000 feet to the Spicewood Springs intersection and turn east.
- 2. Use Old Spicewood Springs Road Faced with these two options, WPD believes that the result would be most drivers choosing Option2 opting to take Old Spicewood Springs Road and significantly increase traffic on this substandard, flood prone road. The increase in traffic is directly at odds with Watershed Protection's flood risk reduction mission. In addition, this is a decrease in service currently available to the traveling public using that route. WPD requests that the intersection improvements include a connection of Spicewood Springs Road west of Loop 360 to the northbound Loop 360 access road. This would allow traffic from the west on Spicewood Springs Road to pass under Loop 360 and easily connect to the north access road and then to Spicewood Springs Road to the east. WPD believes this preserves the existing connectivity and will enable WPD to more effectively manage the frequent closures on Old Spicewood Springs Road due to flooding.

Please let me know if you have any questions or would like to discuss these

				comments.	
32	Moreno, Elisabeth	11/13/18	Comment Form	I am very concerned about drivers emerging from Spicewood Springs W who want to connect to Spicewood Springs E. This plan requires us to go all the way South on 360 (at Winding Ridge), with the aim of reconnecting to Spicewood Springs E. With the removal of stoplights, traffic will be moving at an accelerated rate (no gaps). Drivers will have to merge into the fast lane & then cut across traffic to get to the right lane within ½ mile & turn EAST on Spicewood Springs Road. THIS IS UNACCEPTABLE!	Comment noted. See response to Maylene Bird.
33	N/A (Did not sign name)	11/28/2018	Email	I read this today: The Loop 360 at Spicewood Springs Road project includes removing the traffic signal on the mainlanes at Spicewood Springs Road (E)/Bluffstone Drive and replacing it with an overpass. The signal at Spicewood Springs Road (W) would also be removed, and bicycle and pedestrian improvements would be added within the project limits. I used the traffic signal at Bluffstone Drive and Spicewood Springs every day to get to and from work. The traffic light itself	See response to Maylene Bird.

		1	<u> </u>	alrandu takan a lang tima ta gat the sairgh	
				already takes a long time to get through	
				when trying to turn from Bluffstone onto	
				360 or to go straight onto Spicewood	
				Springs. I'm concerned this will make my	
				commute even longer if the traffic signal is	
				no longer there. There are lots of folks who	
				use this signal daily. Please re-consider	
				keeping this traffic signal.	
				My feedback is best summed up in the	Comment noted. TxDOT is working with
				email that I sent to Travis County	Travis County to ensure that they are
				Commissioner Gerald Daugherty:	aware of current and future projects in
				Commissioner Gerald Baugherty.	the area.
				Tonight, I attended the informational	
				meeting for the Spicewood Springs Rd	See response to Maylene Bird.
				section of the Loop 360 traffic	Coo response to mayrene Birai
				improvement project. I live in the Jester	See response to Barbie Burgett.
				Estates subdivision and frequent this	dec response to Barbie Bargetti
				stretch of Loop 360.	See response to Cathy Cocco.
34	Rea, Mike	11/19/2018	Email	Stretch of Loop 300.	See response to carry cocco.
34	inea, wiike	11/19/2018	Liliali	The biggest concern by far at this	
				presentation, was the proposed handling	
				of traffic east bound on Old Spicewood	
				Springs Rd from areas that are outside the	
				limits of the City of Austin.	
				The current proposal for traffic that wants	
				to go north on Loop 360 requires a right	
				turn to go south on Loop 360 for about	
				1/4 of a mile to make a U-turn at an <i>un</i> -	

controlled crossover to continue back to the north.

Even this option will eventually be eliminated when the "Lakewood Dr" section of the Loop 360 project is complete requiring drivers to go another 1000+ ft to the dedicated turn-around at Lakewood Dr.

Traffic on Loop 360 north bound that wishes to go west on Old Spicewood Springs Rd will only have to travel about 500 ft to a dedicated turn-around to be added at the Spicewood Springs Rd intersection, but will have to cross at least 2 lanes of south-bound traffic within 500 ft to make the right turn onto Old Spicewood Springs Rd.

This proposal is not an acceptable solution for those folks that live west of Loop 360 along Old Spicewood Springs Rd.

I suggested that the best solution to this problem would be extend Bluffstone Dr to meet Old Spicewood Springs Rd. This would allow Old Spicewood Springs Rd traffic to go through the new intersection at Spicewood Springs Rd.

				I spoke with several TXDOT contract engineers and Ms. Tuttle with the COA about this solution and they all said that there was nothing they could do as the area in question was in Travis Counties jurisdiction. I guess they failed to invite anyone from Travis County to attend the presentation. I do use Old Spicewood Springs Rd from time to time, but for those in Travis County and those in the areas of Austin that live off of Yaupon Dr, the current Loop 360 proposal is not acceptable. I believe that Travis County needs to be part of the discussion on this project to represent the needs of the county residents affected. Thanks for your consideration,	
35	Rea, Mike	11/27/2018	Email	Regarding my previous feedback of the Loop 360 Project - Spicewood Springs Section: It appears that the City of Austin already owns 99% of the property needed to connect Bluffstone Ln to Old Spicewood Springs Rd. Travis Cnty tax records	Comment noted. See response to Cathy Cocco.

				indicate parcel #153074 is owned by the City of Austin: 153798 153812 1	
36	Reynolds, Stephanie	11/28/2018	Online Comment	What is the cost for UNDERPASSES? And the cost for OVERPASSES? I am concerned residents will be denied Hill Country views. They are more vested in the aesthetics than commuters. It is where they live, after all. We chose trees and expanse, not concrete. We will end up with seven (7) of these impervious intersections. Just wanted to know estimated numbers, to put the project into perspective. Are underpasses three times more expensive	On average, overpasses are less expensive than underpasses, but the decision to move forward with a particular bridge type is determined by a multitude of factors, including engineering, social, economic and environmental issues. 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

				than overpasses? Are there more pros than cons for overpasses?	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. The 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
37	Shapiro, Mike	11/13/18	Comment	I would like to see a study of increased traffic on Bluegrass/Bluffstone from people avoiding the northbound turn closure of W. Spicewood Springs. Bluegrass Dr is not designed for a lot of traffic. Publishing the results of the study would be helpful for affected residents to understand impacts. Thanks.	Bluegrass Drive, Bluffstone Cove, and Bluffstone Lane are owned and maintained by the City of Austin. Your comment has been shared with them.

38	Silver, Marsha	11/28/2018	Online Comment	Listen to those who advocate for taking advantage of the hill on Spicewood springs and make that road the elevated one, NOT 360! Rebuilding 360 will be useless in any event unless we get another bridge if you are keeping Penny Bridge at its current size. and why is this dragging on so long while more and more businesses are permitted to build on 360??? Thanks but it's way too little and much too late!	Loop 360 is a freight corridor and includes height requirements for trucks (18'6"). If Spicewood Springs were to go over Loop 360 it would require additional right of way and grade changes along Spicewood Springs Road and Bluffstone Drive, and would require the creek bridge on Bluffstone to be replaced. TxDOT looked at options for additional lanes, including additional lanes across the Pennybacker Bridge, 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
					TxDOT looked at options for additional
					lanes, including additional lanes across
					the Pennybacker Bridge, as part of our
					Loop 360 feasibility study, which ended
38	Silver,	11/28/2018	Online		-
30	Marsha	11/20/2010	Comment		·
					removed and replaced by overpasses (where the Loop 360 mainlanes go
					over the cross street) or underpasses
					(where the Loop 360 mainlanes go
					over the cross street). Once these
					improvements are complete, future
					projects may include adding an
					additional pair of lanes to Loop 360.
					The time frame for the Loop 360
					·
					projects takes into account the

					environmental study required by the National Environmental Policy Act. The program team is working to move
					through the projects as efficiently and
					quickly as possible given these
					guidelines and limitations.
				I am very concerned about the ability for	See response to Maylene Bird.
				drivers going east on Spicewood springs	
				road W who want to go north on RTE 360.	See response to Barbie Burgett.
				The alternative proposed of getting on 360	
				south and getting to the far left lane to	TxDOT considered multiple options for
				make a u turn on 360 north with out the	Spicewood Springs Road at Loop 360
				support of a light is dangerous and not a	and determined that traffic demand
				practical solution. The ability of a driver	does not warrant adding a direct
				after getting on 360 south and moving to	connect from Spicewood Springs Road
				the far left lane is dangerous as the traffic	(W) to northbound Loop 360 at this
				is continuous during rush hour and with	time.
39	Singleton,	11/28/2018	Online	the removal on the light at spicewood	
39	David	11/20/2010	Comment	springs E, there will be no brakes in the	
				traffic. If you get over to the U-turn lane to	
				go north on 360, drivers will have trouble	
				merging with traffic and getting to the right	
				lane. This will also add at least 20 minutes	
				to a commute if you manage. An	
				alternative to this plan is to go under 360	
				at spicewood springs W and would be	
				workable with a light placed at spicewood	
				springs E and old spicewood springs rd.	
				The city of Austin currently has plans to	
				close this underpass. These changes will	

				force a large number of drivers to go through the great hills neighborhood, which is one of the goals to avoid in this project. Spicewood springs road W will also back up even further for the morning commute with this change. An over pass could also be built to get cars from spicewood springs W to 360 N. The underpass could also be improved, but that is not part of this project	
40	Smith, Kevin	11/25/2018	Online Comment	People who want to go north on 360 would have to turn right and go south first. This would significantly increase the number of cars turning right and make the morning back-up much longer and less safe as it wraps around low water crossing #2. (This is a very dangerous curve, with a car only just recently having gone off the road into the creek there.)	See response to Maylene Bird.
41	Smith, Kevin	11/25/2018	Online Comment	With no light at Bluffstone OR Spicewood Springs west of 360, there would be nothing to create a gap in traffic for people to make a safe right turn from Spicewood Springs onto southbound 360. This would increase the back-up and increase risk. Having a very long merge lane on 360 southbound could alleviate some of this, but it's unclear how much it would help.	Comment noted. See response to Maylene Bird. Preliminary and final design of the merge areas will be based on the results of the traffic modeling and according to TxDOT's Roadway Design Manual and Standards.

			Online	People's merge behavior at Great Hills and at Arboretum Drive indicates that someone will often come to a stop even though they have a dedicated lane. People turning south to eventually go north would have to make their way to the left lane after turning right in order to	Comment noted. See response to Maylene Bird.
42	Smith, Kevin	11/25/2018	Comment	make a u-turn. This lane-changing by a large number of cars will impede traffic on 360 and add risk.	
43	Smith, Kevin	11/25/2018	Online Comment	In the evening, the long line of left-turners from 360 northbound onto Spicewood westbound would instead have to make a u-turn at Bluffstone, likely impacting both north and southbound traffic between the two intersections.	Comment noted. See response to Maylene Bird.
44	Smith, Kevin	11/25/2018	Online Comment	With no changes planned for Great Hills Dr., northbound traffic will back up significantly (no lights south of there to regulate flow), potentially impacting people forced to do a u-turn on 360 (northbound at Bluffstone) or coming north after u-turning near Lakewood after turning right from Spicewood.	Comment noted. See response to Lloyd Dodge.
45	Smith, Kevin	11/25/2018	Online Comment	If the u-turn for people forced to head south on 360 from Spicewood Springs in order to go north is too far south (e.g.,	The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills

				near Lakewood Dr.), a number of them will choose instead head to 2222. Has this increased traffic flow been modeled for that intersection and that road?	Trail. RM 2222 is outside the Loop 360 at Spicewood Springs Road project limits and will be evaluated as part of a separate project. Your comment has been shared with that project team.
46	Smith, Kevin	11/25/2018	Online Comment	A hotel has been proposed for the intersection of Yaupon Dr. and Spicewood Springs. While the neighborhood is fighting the hotel, if it is approved it will add thousands of additional trips to Spicewood Springs (guest and staff). Has that potential increase been modeled?	See response to Michael Henretty, Jr.
47	Smith, Kevin	11/25/2018	Online Comment	Spicewood Springs being done before other lights means that there will be additional traffic (360 not clear yet) for people trying to make the right/u-turn. (The success of the right-turn-only southbound from Spicewood Springs relies on the traffic on 360 being cleared.)	Comment noted. See response to Maylene Bird. See response to Michael Henretty, Jr.
48	Smith, Kevin	11/25/2018	Online Comment	The city has recommended closing Old Spicewood Springs under 360. While this is a separate project from the TxDOT work, the two projects in conjunction would add even more traffic to the Spicewood Springs southbound right turn since drivers will no longer be able to go "straight". Has this been modeled?	See response to Barbie Burgett. See response to Michael Henretty, Jr.

49	Smith, Kevin	11/25/2018	Online Comment	Question: what are the relative (daily & peak time) traffic flows for each of the 360 intersections? It seems odd that Spicewood Springs T-intersection is the only one that is not getting an overpass, yet during peak traffic it's one of the busiest.	The Loop 360 at Spicewood Springs Road Project extends from Winding Ridge Boulevard to south of Great Hills Trail. The other intersections along Loop 360 will be evaluated as part of separate projects. Your comment has been shared with the appropriate departments at TxDOT. See response to Michael Henretty, Jr.
50	Smith, Kevin	11/25/2018	Online Comment	If it were possible for people being forced to turn right onto 360 southbound from Spicewood Springs to never have to enter 360 and be able to make a protected uturn (e.g., an access road that goes all the way south until the u-turn, and then another access road all the way north), that would alleviate a number of concerns (aside from the inconvenience of having to drive an extra 2 miles).	TxDOT considered multiple options for Spicewood Springs Road at Loop 360 and determined that traffic demand does not warrant adding a protected Uturn with dedicated access from Spicewood Springs Road (W) to northbound Loop 360 at this time.
51	Smith, Kevin	11/25/2018	Online Comment	Question: will the u-turn for people who turn right from Spicewood Springs and head south to go north be protected? Or will it be like the current gap u-turns on 360? If the latter, that will be extremely dangerous, with long lines of cars backing	See response to Maylene Bird.

52	Smith, Kevin	11/27/2018	Online Comment	up (given how much traffic will be utilizing that u-turn). If both the left turn from Spicewood Springs onto northbound 360 (TxDOT project) AND Old Spicewood Springs (City project) are closed (and this is the currently-proposed joint solution), this would place an undue (and unfair) burden on residents just west of 360 who don't really have any other egress from their homes. A good (and hopefully workable) solution might be to find a way for that traffic to pass under 360 (e.g., keep 360 elevated a little farther south from Bluffstone than currently planned) and then turn left onto the planned northbound access road. Then 360 traffic can move smoothly, people wanting to head east on Spicewood towards Mesa can turn right, and people who want to head north on 360 can do so after the Spicewood/Bluffstone intersection (or wherever the appropriate place might be).	TxDOT considered several options for the intersection of Spicewood Springs Road at Loop 360. Extending the overpass at Spicewood Springs Road (E)/Bluffstone Drive to go over Spicewood Springs Road (W) is not being considered at this time.
53	Smith, Kevin	11/28/2018	Online Comment	officials commented that removing the light at Spicewood Springs and forcing people to go south in order to go north would be similar to 183 and other	See response to Michael Henretty, Jr.

				freeways. There's one crucial difference where this analogy falls apart: along 183, if you want to go north, you also have the option of heading north slightly through the neighborhood. For example, if you're west of 183 and just south of Oak Knoll, instead of heading all the way down to Duval, you have the option of taking Jollyville to Oak Knoll and taking a left northbound from there. No such option exists for residents living on Spicewood Springs west of 360. (Going all the way to Old Lampasas is miles out of the way and might take you too far north.) Removing the light without providing an underpass or other easy way to go north will effectively trap these residents.	
54	Spurza, Michele	11/28/2018	Email	Please, please make the overpass as natural and beautiful as the road and neighborhoods deserve. If there could be some natural iron incorporated like the Pennybacker bridge that would be gorgeous. Please, please do not make the ugly sky high overpasses all the new north roads have like near Lakeline. Those couldn't be uglier.	Comment noted. See response to Stephanie Reynolds.

				Thanks for considering,	
55	Taparauskas, Stephanie	11/14/2018	Email	Good morning, I have been unable to make the informational meetings and have a question. After reading the update on the loop360project site, I see that you are recommending removing the signal at Old Spicewood Springs and 360. Is the overpass supposed to alleviate the need for the signal? How will people turn left onto 360? And, I've also heard you are considering removing the Old Spicewood Springs road that goes under 360, which allows us to skip a lot of the traffic and not have to get onto 360 to get to the east side of Spicewood Springs that heads up towards Mesa. Is that correct and if so, why? We take this route almost daily (for work and children's activities) and losing a way to avoid the 360 traffic would be extremely difficult and quite possibly add more time and stress to our commute. Thank you for your time and I look forward to hearing from you soon.	See response to Maylene Bird. See response to Barbie Burgett. Comment noted.
56	Tater, Allison	11/28/2018	Online Comment	Please, please DO NOT close Spicewood Springs road as it goes under 360. That is what connects my neighborhood to the	See response to Barbie Burgett. Comment noted.

				other side of Austin! It's how I get to my church (St. Matthew's) and how I get to my workout (Camp Gladiator at First Presbyterian Church). It's how I go to my son's weekly psychologist appt down off of 38th/Lamar. It would add quite a bit of travel time to things I do daily if this is closed and would also be a HUGE issue for the people on this side of 360 that have kids that go to school in AISD at Hill, Murchison and Anderson.	
57	Taylor, Dyron	11/28/2018	Email	Start the project immediately! 360 needs to be a none-stop highway to help with the flow of traffic in west Austin.	Comment noted. See response to Marsha Silver.
58	Trak, Mary Beth	11/14/2018	Online Comment	Removing the traffic signal and left turn onto 360 from Old Spicewood Springs Road will greatly increase our morning commute time heading north on 360. There must be a better alternative!	Comment noted. See response to Maylene Bird.
59	Weston, Karl	11/13/18	Comment Form	Thanks for public workshop. Design of Bluffstone/Spicewood Springs looks good and well designed with frontage road allowing access from the Falls on Bull Creek apartments and also Uturn under the overpass	Comment noted.

60	Whiteaker, Amy	11/13/18	Comment	Spicewood springs road west must have access to 360 N. Consider an overpass with a merge into mainlanes. - Long term plans must include addition of a lane in each direction. - Do not close old Spicewood Springs Rd. Consider replacing low water crossings with bridges - Spicewood Springs Rd. West is extremely backed up every morning. At least ¾ mile to Yaupon seven mornings a week. Not everyone is turning South so we need more lanes extending West from the intersections and a merge lane heading South	TxDOT considered several options for the intersection of Spicewood Springs Road at Loop 360. Adding an overpass at Spicewood Springs Road (W) is not being considered at this time. See response to Barbie Burgett. See response to Maylene Bird.
61	Yarbrough, Angela	11/13/2018	Email	Dear TxDOT, I'm writing regarding the Loop 360 project. Removing traffic light at 360 and Spicewood Springs Road as well as closing the underpass over Bull Creek is not a good idea. It leaves the neighborhood north of 360 not to have any alternative route to connect to 183 and MoPac. It will also force the existing traffic to use 183 (183/Anderson Mill and 183/McNeil) and 183 is already congested heavily. I do not support this project.	Comment noted. See response to Maylene Bird.



Email to Project Stakeholders and Elected Officials



Loop 360 Program: Upcoming Spicewood Springs Public Workshop

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

Tue, Oct 23, 2018 at 4:46 PM

Good afternoon,

TXDOT, in conjunction with the city of Austin, is moving forward with the Loop 360 at Spicewood Springs Road project. The project is part of the Loop 360 program, which will upgrade intersections along the corridor, including:

- Westlake Drive
- · Spicewood Springs Road
- · Lakewood Drive
- · RM 2222/Courtyard Drive
- · Walsh Tarlton Lane
- · Lost Creek Boulevard/Westbank Drive

The Spicewood Springs Road project includes removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road, as well as adding bicycle and pedestrian improvements within the project limits.

I wanted to personally invite you to our first Spicewood Springs Road project workshop on Nov. 13 from 4 to 7 p.m. at Westover Hills Church of Christ, located at 8332 Mesa Drive, Austin, TX 78759.

At the workshop, the project team will gather feedback on the recommended improvements to help guide the next planning phases including environmental analysis, final design and construction. The public workshop will be in an open house format, so attendees may come and go at their convenience. Attached is a flyer containing more information. Feel free to distribute the flyer to fellow community members who may be interested in attending.

If you are unable to attend the workshop in person, a virtual workshop will be available on the website at www.Loop360Project.com beginning Nov. 13. Interested citizens can view meeting materials, take our survey and comment online. Future workshops will be held to gather input on the additional intersections. If you have any questions, 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

A Texas Department of Transportation (TxDOT) message



Loop 360 at Spicewood Springs Workshop Flyer.pdf

TxDOT.gov Notice

Public Workshop - Loop 360 Program - Spicewood Springs Road

Texas Department of Transportation Inside TxDOT Get Involved About Public Hearings, Meetings and Notices Hearings, Meetings and Notices Schedule Subscribe to Updates X

Contact Us

Where:

Westover Hills Church of Christ

8332 Mesa Drive

Tuesday, Nov. 13, 2018

When:

Austin, TX 78759 (Map)

4 p.m. - 7 p.m.

Purpose:

The purpose of the public workshop is to gather input on the proposed improvements at Loop 360 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 Nov. 28, 2018 to be a part of the official public workshop record. Comments will be accepted at the

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

meeting or by mail at:

Austin, TX 78753

Description:

Loop 360 has severe and increasing traffic congestion, causing both mobility and safety concerns. The Loop 360 Program will upgrade intersections to collectively provide substantial benefits for congestion relief. The Loop 360 at Spicewood Springs Road intersection improvements include removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive, and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W).

Special

TxDOT makes every reasonable effort to accommodate the needs of the public. Accommodation: The open house 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) 832-7129 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 The environmental review, consultation, and other actions required by applicable Understanding: 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 Comment Card Fact Sheet

Display Boards

Schematic

Contact: TxDOT Austin District P.O. Box 15426

Austin, TX 78761

(512) 832-7000

Fmail

Posted Oct. 29, 2018

Democratic wave faces GOP gerrymandering in races

By David A. Lieb

The Associated Press

As a freshman congressman, Republican Ted Budd seems to have several strikes against him as he faces his first re-election in his North Carolina district.

He belongs to the same party as the president, a historical negative in midterm elections. President Donald Trump's national disapproval ratings have risen since taking office. And Budd faces a female challenger in a year when women's political involvement has been intensifying.

Yet Budd has at least one built-in advantage: He's running in a district intentionally drawn to favor Republicans.

Unless the U.S. Supreme Court says otherwise, "it is constitutional to politically gerrymander," Budd said while defending a practice that also has benefited Democrats in the

Across the nation, numerous congressional Republicans are hoping to survive forecasts of a Democratic wave due partly to a political seawall erected by Republicans who controlled the redistricting process in more states than Democrats after the 2010 census. The big question is whether enough of that seawall will hold to thwart Democrats' attempt to retake the U.S. House.

Democrats need to gain 23 seats in the Nov. 6 elections to wrest the House away from Republicans for the first time in a decade. Believing it has a chance, the Democratic Congressional Campaign Committee has targeted 85 Republican-held seats in 31 states, ranging from GOP strongholds such as Texas to Democratic-leaning



In this Aug. 31 photo, President Donald Trump, center, offers the podium to Rep. Ted Budd, R-N.C., right, at a GOP fundraiser at the Carmel Country Club in Charlotte, N.C. The freshman congressman is running in a district intentionally drawn to favor Republicans. [PABLO MARTINEZ MONSIVAIS/THE ASSOCIATED PRESS]

states such as California.

Those targets include about two dozen Republican seats in districts where Democrat Hillary Clinton beat Trump in 2016 and three dozen that Republicans won with less than 58 percent of the vote in the last

Nationally, election forecasters have rated more than 40 Republican-held seats as tossups or leaning toward Democrats, with only several Democratic-held districts in a similar position to flip.

Democratic gains seem all but assured in some states. In Pennsylvania, candidates will be running in new districts that improve Democrats' chances after the state Supreme Court ruled the old ones amounted to an unconstitutional partisan gerrymander by the Republican-led state Legislature. Under the old map, the GOP had won 13 of the state's 18 U.S. House seats in three straight general elections, despite Democrats holding a statewide edge in registered voters.

Yet nationally, a blue wave of strong Democratic turnout still could "crash against a wall of gerrymandered maps," the Brennan Center for Justice said in a report earlier this

To flip control of the House, the Brennan Center has projected that Democrats would need to win the national popular vote for congressional districts by a nearly 11 percentage point margin which would be their largest midterm victory size since 1974.

This election is "a true test case of voter behavior and the insurance policy that Republicans hoped to have with these districts," said Michael Bitzer, a political scientist at Catawba College in North Carolina.

Republicans had the upper hand during the 2011 redistricting because they flipped numerous state legislative chambers and governor's offices during the 2010 elections. Since then, the GOP has expanded its state control to two-thirds of all legislative chambers. It now holds a trifecta of both houses and the governor's office in 25 states compared with just eight for Democrats.

HEALTH NEWS

The World's First Hearing Aid with Integrated Sensors and **Artificial Intelligence**



Scientist Achin Bhowmik, PhD unveils hearing aid that monitors vital health. Photo Courtesy of Starkey Hearing Technologies

INNEAPOLIS, MN: At the Mation's Silicon Valley of nano hearing innovation, scientists at Starkey Hearing Technologies unveiled a tiny device called Via AI which in just a few short weeks has become the bellwether for a revolution in healthcare.

"Meet the world's first hearing aid that tracks brain and body health," announced Dr. Achin Bhowmik, Starkey's chief technology officer and executive vice president of engineering. The center-stage announcement was made to an audience of the world's leading ears, nose and throat physicians, audiologists and hearing aid providers.

Prior to his recruitment 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 monitors health,

translates languages, and more.

"We are first in a new category called "Healthables," says Dr. Bhowmik.

"Clinical trials of the new device scored a 98 percent satisfaction rating for sound quality. Via AI is light-years ahead of any other hearing aid. It features a new dualradio wireless technology utilizing 2.4GHz and Near-Field Magnetic Induction to deliver robust streaming sound quality and fast data transfer."

Weighing less than a dime, 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.

"And, get this," the young scientist said with an ear-to-ear grin. "With Via's translation tool, you can translate and understand 27 different languages as you hear them. It is remarkable!"

In the Austin area, Via AI is available on special trial at NewSound Hearing Centers 1-888-648-4104.

LOOP 360 PROGRAM SPICEWOOD SPRINGS ROAD WORKSHOP

WHEN: Thursday, Nov. 13, 2018, 4 to 7 p.m.

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

WE WANT TO HEAR FROM YOU

for the Loop 360 at Spicewood Springs Road/Bluffstone Drive intersection. The project includes removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road. Come and go at your convenience. Your input will help guide the next planning phases.

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 nine intersections along the roadway.



by Wednesday, Nov. 28, 2018 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

The Workshop will be conducted in English. For special communication or accommodation needs, such as the need for an interpreter, call 512.832.7192 at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

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For more information, visit www.Loop360Project.com or contact TxDOT Public Information Officer Brad Wheelis | 512.832.7060 | Bradley.Wheelis@txdot.gov

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- If your consultation reveals a hearing loss, you may try a pair of custom Via AI wireless hearing instruments prescription matched to your audiogram.
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HEALTH NEWS

The World's First Hearing Aid with Integrated Sensors and **Artificial Intelligence**



Scientist Achin Bhowmik, PhD unveils hearing aid that monitors vital health. Photo Courtesy of Starkey Hearing Technologies

INNEAPOLIS, 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 short weeks has become the bellwether for a revolution in healthcare.

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CORRECTED DATE

LOOP 360 PROGRAM SPICEWOOD SPRINGS ROAD WORKSHOP



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

WE WANT TO HEAR FROM YOU

Join us at a public workshop to learn more about proposed improvements for the Loop 360 at Spicewood Springs Road (E)/Bluffstone Drive intersection. The project includes removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W). Come and go at your convenience. Your input will help guide the next planning phases.

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 intersections along the roadway.



ALSO BE RECEIVED AND ACCEPTED.

Comments must be received by Wednesday, Nov. 28, 2018 to be included in the official record of this public workshop. EMAIL: cwotip-c@txdot.gov **MAIL: Crystal Wotipka TxDOT Austin District Office** Attn: Loop 360 Program 7901 N I-35, Austin, TX 78753

The Workshop will be conducted in English. For special communication or accommodation needs, such as the need for an interpreter, call 512.832.7192 at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

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.

For more information, visit www.Loop360Project.com or contact TxDOT Public

Information Officer Brad Wheelis | 512.832.7060 | Bradley.Wheelis@txdot.gov

The environmental review, consultation, and other actions required by applicable

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hearing check-ups this week at NewSound **Hearing Centers**





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- 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 AI wireless hearing instruments prescription matched to your audiogram.
- You may take advantage of our 10-day test drive at home, work and in your daily routine.

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Lakeway Verified best hearing. ©2018 James WWilson

LOOP 360 AT 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 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 Spicewood Springs Road (E)/Bluffstone Drive intersection. The input received at the workshop will help to guide the planning for this important transportation improvement project.

Please join us!



WHEN:

Tuesday Nov. 13, 2018 4 to 7 p.m.



WHERE:

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



CAN'T ATTEND?

Review materials and provide comments online.

About the Loop 360 Program

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

The Loop 360 at Spicewood Springs Road project includes remo signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass.

The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W).



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 le e days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

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

Comments must be received by Wednesday, Nov. 28, 2018 to be included in the o cord of this public workshop.



MAIL

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



EMAIL

cwotip-c@txdot.gov

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.







Upcoming Event: Spicewood Springs Workshop

Loop 360 Program <info@loop360project.com>
Reply-To: Loop 360 Program <info@loop360project.com>
To: cwotipka@rifeline.com

Tue, Nov 6, 2018 at 1:52 PM



UPCOMING WORKSHOP: LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT

We want to hear from you! TxDOT, with support from the city of Austin, is hosting a public workshop for the Loop 360 at Spicewood Springs Road project on Tuesday, Nov. 13, 2018 from 4 to 7 p.m. at Westover Hills Church of Christ, located at 8332 Mesa Drive. You are invited to come and go at your convenience to learn more about proposed improvements and give us your feedback. The input received at the workshop will help guide the next planning phases of the project, including environmental analysis, final design and construction.

If you are unable to attend the workshop in person, a virtual workshop will be available on the website at www.Loop360Project.com beginning November 13. Visit the site to view meeting materials and comment online.



Project map

The Loop 360 at Spicewood Springs Road project includes removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W), as well as adding bicycle and pedestrian improvements within the project limits.

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 Wednesday, Nov. 28, 2018 to be included in the official record of this public workshop.

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

Social Media Posts on Twitter



TxDOT Austin @TxDOTAustin · Oct 29

Want to learn more about the #Loop360 projects and how you can get involved? Join us Nov. 13 at Westover Hills Church of Christ for the Spicewood Springs Workshop from 4-7 p.m. Learn more at Loop360Project.com #ATXtraffic





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Loop360Project @Loop360Project · Oct 31

Don't get spooked by upcoming changes to 360! Instead, come out to our Spicewood Springs public workshop on Nov. 13 and learn more about the project and how the potential improvements may affect you! #Loop360 #ATXtraffic



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Loop360Project @Loop360Project · Oct 29

Want to learn more about the #Loop360 projects and how you can get involved? Join us Nov. 13 at Westover Hills Church of Christ for the Spicewood Springs Workshop from 4-7 p.m. Learn more at Loop360Project.com #ATXtraffic



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Loop360Project @Loop360Project · Nov 2

Want to learn more about the #Loop360 projects and how you can get involved? Join us from 4-7 p.m. on Nov. 13 at Westover Hills Church of Christ for the Spicewood Springs Road workshop! Learn more at Loop360Project.com #ATXtraffic













On-Road Signage



CSJ 0113-13-167 SL 360: PCMS Boards for Spicewood Workshop

Wed, Oct 31, 2018 at 12:43 PM

Crystal Wotipka crystal Wotipka com>
To: Jon Geiselbrecht <Jon.Geiselbrecht@bdot.gov>
Co: "Meroney, Michael" <Michael.Meroney@hdrinc.com>, "Crozier, Allen R." <Allen.Crozier@hdrinc.com>

Can I work with you to get two PCMS boards set up along Loop 360 to advertise the Spicewood workshop? Ideally these would be set up on the northbound and southbound sides of Loop 360 near the Spicewood Springs Road/Bluffstone Drive intersection, and would run from next Tuesday or Wednesday (11/6-11/7) until Wednesday 11/14. Proposed message is below:

SPCWD SP 11/13/18

<flash>

WESTOVER CHURCH 4-7 PM

Please let me know if you need any further information. Thank you!

Crystal

Crystal Wotipka
Community Outreach Manager

rifeline 3724 Jefferson St., Suite 114

Austin, TX 78731 (512) 395-7792

Wed, Oct 31, 2018 at 6:00 PM

Jon Geiselbrecht < Jon.Geiselbrecht@txdot.gov>
To: John Taylor < John.Taylor@txdot.gov>
Cc: "Crystal Wotipka (cwotipka@rifeline.com)" < cwotipka@rifeline.com>

John, can we get some boards setup next week on Loop 360. See below for locaons and de tails. Thanks, Jon

From: Crystal Wotipka [mailto:cwotipka@rifeline.com]
Sent: Wednesday, October 31, 2018 12:44 PM
To: Jon Geiselbrecht
C:: Meroney, Michael; Crozier, Allen R.;
Subject: CSJ 0113-13-167 SL 360: PCMS Boards for Spicewood Workshop

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.

[Quoted text hidden]

A Texas Department of Transportation (TxDOT) message





NEWS RELEASE

AUSTIN DISTRICT

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



TXDOT TO HOST WORKSHOP FOR LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT

Second of several projects planned along the Loop 360 corridor

Nov. 8, 2018

AUSTIN — The Texas Department of Transportation will host a workshop to discuss the proposed improvements to Loop 360 at Spicewood Springs Road on Tuesday, Nov. 13, 2018 from 4 to 7 p.m. The workshop will be held at Westover Hills Church of Christ, located at 8332 Mesa Drive, Austin, Texas 78759. The meeting will be an open house format with no formal presentation, so attendees can come and go at their convenience.

The purpose of the Loop 360 at Spicewood Springs Road project is to improve mobility and safety at the Loop 360 and Spicewood Springs Road intersection. Proposed improvements include

- Removal of the traffic signal from the Loop 360 mainlanes at Spicewood Springs Road (E)/Bluffstone Drive and construction of an overpass
- Removal of the traffic signal from the Loop 360 mainlanes at Spicewood Springs Road (W)
- Addition of a shared-use path and sidewalk within the project limits to improve bicycle and pedestrian accommodations

Maps, drawings and project information will be on display, 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. The virtual workshop will be available from Nov. 13 through Nov. 28, 2018, 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 Wednesday, Nov. 28, 2018 to be included in the public record.

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 txxdot.gov. "Like" us on Facebook and follow us on Twitter.



NEWS RELEASE

AUSTIN DISTRICT

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- Removal of the traffic signal from the Loop 360 mainlanes at Spicewood Springs Road (W)
- Addition of a shared-use path and sidewalk within the project limits to improve bicycle and pedestrian accommodations

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

Members of the community will also be able to take a corridor-wide design solutions survey to provide input about the design features that they would like to see along Loop 360.

Those unable to attend the meeting in person can review materials and comment online via our virtual workshop. The virtual workshop and the design solutions survey will be available from Nov. 13 through Nov. 28, 2018, 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 Wednesday, Nov. 28, 2018 to be included in the public record.

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Loop 360 at Spicewood Springs Road Workshop

Tuesday, Nov 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ 8332 Mesa Dr. Austin, TX 78759
Staff Sign-In

NAME	ORGANIZATION	INITIALS
Abby Brunson	Rifeline	98
Adrian Martinez, P.E.	TxDOT	AU
Allen Crozier, P.E.	HDR	ARC
Amy Redmond	TxDOT	ARC
Andrea Bryant, P.E.	Aguirre & Fields	AB
Andy Atlas	CP&Y	
Bobby Ramthun, P.E.	TxDOT	BAR
Brad Wheelis	TxDOT	2
Bruce Byron	TxDOT	
Chris Kelarek, P.E.	RTG	CK
Crystal Wotipka	Rifeline	ay
Darren Dodson	CP&Y	
David Harrah	TxDOT	

Loop 360 at Spicewood Springs Road Workshop

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NAME	ORGANIZATION	INITIALS
Diann Hodges	TxDOT	
Dwayne Halbardier, P.E.	TxDOT	
Eddie Garcia, P.E.	TxDOT	
Emily McCann	Rifeline	
Emily Tuttle	City of Austin	LF7
Epigmenio Gonzalez, P.E.	TxDOT	- 17 7 =
Hannah Balduc	Rifeline	13
Heather Ashley Nguyen, P.E.	TxDOT	
Jesse Bullard, P.E.	TxDOT	SP
John Mutchler, P.E.	Aguirre & Fields	m
Jon Geiselbrecht	TxDOT	
Katy Nail	Rifeline	VEN

Loop 360 at Spicewood Springs Road Workshop

Tuesday, Nov 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ 8332 Mesa Dr, Austin, TX 78759 Staff Sign-In

NAME	ORGANIZATION	INITIALS
Kevin Dickey, P.E.	TxDOT	
Lucas Short, P.E.	TxDOT	
Lynda Rife	Rifeline	JR
Marisabel Ramthun, P.E.	TxDOT	
Melissa Hurst	Rifeline	Mas
Mike Meroney, P.E.	HDR	
Paul Terranova, MBA, P.E.	City of Austin	P
Philip Fulton, P.E.	HDR	ROG
Robert Carrillo, P.E.	RTG	RD
Sam Ovalle	HDR	80
Shirley Nichols	TxDOT	
Геrry McCoy, P.E.	TxDOT	
SEYED MIRI, P.E.	TX DOT	

John Peters

TXDOT

JCP



	Name	ELECTED OFFICIAL?
1	DAUIN Single Ton.	
2	John Mody	
3	Lee Adams	
4	Ruven Brooks	
5	Terence & Aurelia Kearns	
6	Kevin Smith	
7	Tim Whiteakor	
8	Niles Seldon	
9	Ed Brannan	
10	José M. Sandoval	
11	Farrah Gotto	
12	J. Ellencht	
13	Muhld.sle	
14	Elizath Sun	
15	Elleaper Merend	
16	Anne Isenhower	
17	J.P. 0'34/1 rvin	-



	Name	ELECTED OFFICIAL?
		~
18	Annabell Wary	
19	D. Livingston	
20	Ka-1 Westa	
21	David Hood	
22	Ben Gawiser	
23	Mariana Morvan	
24	Michele Worres	
25	Mary Cochran	
26	3 haral Blithe	
27	Mary Hargiere	
28	CONNIE PEROUE	
29	LINDA PRYER	
30	MIKEREA	
31	Paul Merguson	
32	Oscar Solis	
33	Bill & Maryellen Heppen	f
34	Ann Denney - mans	, i

	Name	ELECTED OFFICIAL?
		✓ ✓
35	DAVID & MARCIA FOX	No
36	Richard Brimer	No
37	Thomas Murray	No
38	Dale Davis	
39	Marlyn Davis	
40	Tissie Elliott	No
41	CORRY JOHNSON	No
42	DAVID MANDY - 8904 YUCCA MAN Rd	NO
43	Kelsey Ahern	No
44	Hadley Ahern	NO
45	Randall Dilland	No
46	TerryLevenson	Wa
47	Terry Levenson COIFF OLSTEWSKÍ	No
48	Couthy Cocco - Travis County Commissioner 3	No City No commiss
49	Toni Barnara	No
50	Carl Candon	NO
51	Matt Novacek	No

	Name	ELECTED OFFICIAL?
		~
51	Jesse Lottin	
52	Joyce Statz	
53		
54	Brad Enctorn	
55	DIPTI BORKAR-DESAI	
56		
57	Kathy Caskey	
58	Deve Lybitz	
59	Tamara Shuey	
60	DUSTIN COSS	
61	BRAD SILKEL	
62	Helen Gelvich	
63		
64	Claire Jamis	
65		
66	MIKE DALLA	
67	DIANNE CALDER	



	Name	ELECTED OFFICIAL?
68	Anita Murray	
69	Amy Whitealcer	
70	Iris Whiteakor	
71	Les Whiteakes	-5
72	SHARON BECCA	<u> </u>
73	Laura Tilley	
74	Austin Tilley	
75	Sharid Crawing Jankowsky	
76	ROPTET DAILEY	
77	Nicki Turman	no
78	Clayton Mercal	No
79	Michael W. Eady	
80	Mike Shapiro	
81	Ratuel Rioras	116
(2 %	Aron Waisman	No
3 %	Isabel Waisman	
14 10	Tim Keil	~

		Name	OFFICIAL?
85	<i>7</i> 1	Michelle Adlones	
Se ,	1/2	Michelle Adlong Charlie + Jenny Plesums	
81	1/3	Pak Wells	
84	7/4	karen Treadvell	
89	75	Chris Currens	
	76		
	77		
	78		
	79		
	80		
	81		
	82		
	83	*	
	84		*
	85		ie.
	86		
	87		



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): KATHY CASKEY	
Address: Email: _	
Comment: Should work as	designed, How tall
es overpass? over &	picewood Springs Rul
(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
☐ I am employed by TxDOT	TxDOT Austin District Office

Comments must be received by Wednesday, Nov. 28, 2018 to be included in the official record of this public workshop.

Attn: Loop 360 Program

7901 N I-35, Austin TX 78753

For more information or to take our survey until Nov. 28, 2018, 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.

☐ I do business with TxDOT

☐ I could benefit monetarily from the project

or other item about which I am commenting

SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Cathur Cocco	
Address: Email:	
Comment: I support the over pass projects to expand and improve from of 360 North: South.	
a one way ext and "v turn" to go north.	
Long term, to support a road to get old spicewood springs road to link to Bluffstone Drive and the Utilize the light/overpase and for turning	
Thank you for hasting this and providing offer tuning on questions and feedback	

(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

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

SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Michael Eady
Address: Email:
Comment: Closing Mespicewood Springs signal and
terrible idea. I think the west to east
traffic on Bluffstore is inderestinated. Much
Spicewood Springs Road signal.

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

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

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Crystal Wotipka

TxDOT Austin District Office

Attn: Loop 360 Program

7901 N I-35, Austin TX 78753



LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Tissie Ellott	
Address: _	
Email:	
Comment: (a)	
	tirectly
be impacted by this plan, old spice wood	3010000
Rd is a direct access route to pur church &	Marions
Other locations that we drive to several times	a week.
0111	way
	Dayles
	AMULES
	Northwest
Hills, downsown & south Austin.	
That is the days do date coming a class	off at
Has a study been done to determine the	effect
on the Great Hills neighborhood! That wou	ud pe
my next option to litt aloun the length of	-my
trip - time and distance. This will have a	aramatic
impact on Lost Horizon, Bluegrass, Baincreek Po	www.etc.
ST YOUDOD	9.
How will this affect access to the creek un	der the
pridge?	
Why not limit building on 360: Density als	o plays
a part in the problem. Official written comments will also be re	ceived and
accepted by the program team via e	
(Texas Transportation Code, §201.811(a)(5)): cwotip-c@txdot.gov or by mail a	
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 Lam commenting	,
What pap about widening 360? Comments must be received to Wednesday, Nov. 28, 2018 to be in in the official record of this public wo)V
Wednesday, Nov. 28, 2018 to be in	
in the official record of this public wo	

For more information or to take our survey until Nov. 28, 2018, 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.

LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Tim Kell Address: Email:	
Comment: I vide my bicycle for sport on 360 so mot any workshops or discussions on involved. Thanks.	averal times a week. If you are having cycling, I would be hoppy to be.
(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

Comments must be received by Wednesday, Nov. 28, 2018 to be included in the official record of this public workshop.

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or other item about which I am commenting



SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print):
Address:
Email:
Email:
Comment:
One of the regions given for re-design is
comination or reduction of neighbor hood traffic.
I don't know where all tracking coming through der
weighborhood originates. Dies not appear that there is
a lot as cut - through trassic soon outside the
to spicewood Springs Road, I think most comes Show
the mountain and offer subdivisions above old Lampuscas
Thail. It appears most trastic going old spice wood to
360 is either going toward the center of Austinor
south on 360. Those turning right at old Spicewood
\$360 will be of others will have to go thinough
CANVON Vista schoolzone. They they will have to
go to Yampon to got to Blyssoctone, Yampon traffic
in chease will also that the Laurel Mountain
school zone. Also anticipate more tractic on Lost Honizon
and Raju Creek Parkway. Is the light at 360x old
Spicewood is removed AND the "ander road" beveath 360
is closed, we one will beable to get toward the center
of Buctio. I think the Bluststone overpass is a good
idea my convern with stoplisht elimination And "under
Official written comments will also be received and
Houd elimination is greatly indeas accepted by the program team via email at
(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you: Crystal Wotipka Typot Austin District Office
TXBOT Addition District Office
☐ I do business with TxDOT ☐ I could benefit monetarily from the project ☐ Attn: Loop 360 Program 7901 N I-35, Austin TX 78753
or other item about which I am commenting
Comments must be received by

For more information or to take our survey until Nov. 28, 2018, 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.

Wednesday, Nov. 28, 2018 to be included in the official record of this public workshop.

LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

lame (Please Print):ELISABETH MORENO
ddress: mail:
omment: I am ply concerned about aspect emerging from Spirewood Springs W who want to connect to spirewood E. This plan requires by to go all the way south on 360 and make an improtected U turn to return north on 360, with the aim of veconnecting to spirewood springs E. With the removal of spirewood spires at will be moving at an accelerated take (no gaps). Drives will have to a merge into the tast lane of the cut across traffic to get to the right lane within 1/2 mile to the past on spirewood spirits. This is unacceptable.

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

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

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



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Mike Shapiro	
Address: Email: _	
Comment: I would like to see a study traffic on Bluegrass / Bluffstone from toping avoiding the north bound turn W. Spicewood Springs. Bluegrass designed for a lot of traffic so lesults of the Study would tor affected residents to understant	Dr. 15 not Dr. 15 not

(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

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Crystal Wotipka

TxDOT Austin District Office

Attn: Loop 360 Program

7901 N I-35, Austin TX 78753

SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

me (Please Iress: ail:	Print): Kc-/ Weston
omment:	
Thenks +	- public workshop.
Oesign	at Bluffstone Spicewood Springs looks good
and we	Il designed with frontige road allowing access
from the	e O Fells on Bull Creek spetments and also in Turn
under tr	a Overpass

(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

LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print): Amy Whiteaker
Address:
Comment: Spirewood Springs Road West must
have access to 360 N. Wathat Consider an overpass with a merge into mainlanes.
- long term plans must helude addition of
- Do not close old Sprewood Spring Rd. was Consider replacing low water ocrossings with bridges on over low
- Spicewood Springs Road West is extremely backed up every morning. At least 3/4 mite to your on the everyone is furning south so we need more lanes extending west from the intersectionand a merge lane
heading south.

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

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- ☐ I could benefit monetarily from the project or other item about which I am commenting

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Crystal Wotipka

TxDOT Austin District Office

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Email Comments

From: Mark Coplen [

Sent: Wednesday, November 28, 2018 9:30 PM

To: Crystal Wotipka-C

Subject: Spicewood Springs Loop 360 project

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.

Your flyer indicates that the signal will be removed and an overpass installed at the Spicewood Springs (E)/Bluffstone intersection, but only says that the signal will be removed at Spicewood Springs (W). If this is the case, how is traffic coming from Spicewood Springs (W) towards 360 supposed to get on 360 northbound? A significant amount of traffic utilizes this light currently, with a backup frequently exceeding 1/2 mile. This solution, as stated, appears to only make this issue worse, not better.

Thank you.

Mark

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 evening,

I live in the Balcones neighborhood and work on 360. I take the Spicewood road along Bull Creek each day to commute to work, it is a shorter route than taking 183 to 360 and 360 is heavy on traffic. I take the same route to go home, not being able to turn left from 360 to Spicewood would force me to take the heavy traffic 183 and make me come home later to my family.

I hope you reconsider not allowing commuters to use this route to commute to and from work.

Best regards,

David

Sent from my iPhone



Comment on Loop 360 Improvement Project

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

I think that the effort to build an overpass at Spicewood Springs Rd and Bluffstone Drive is long overdue.

I have more concerns regarding the removal of the stoplight at Spicewood Springs Rd. and relying instead on a "Michigan Left" configuration. In general, this concept is a good compromise if traffic counts support inconveniencing left-turn traffic in favor of a more streamlined flow on Loop 360. There are other traffic signals on upper Loop 360 that could also potentially use a Michigan Left configuration, including Lakewood Drive, Courtyard Drive, Westlake Drive, Pascal Lane, Las Cimas Drive, Wild Basin Dr., etc.

If the goal is to improve traffic flow on Loop 360 itself, the above-mentioned intersections are all candidates for improvement. Is anyone looking at the traffic counts on these roads as well to implement Michigan Left configurations? I believe that there should be a big picture plan proposed to implement Michigan Lefts or overpasses at all these intersections before a decision is reached on Spicewood Springs Rd in isolation.

Thanks for the opportunity to comment.

Ed Dolph



Spicewood Springs Traffic Light

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Please do not remove the traffic light from Spicewood Springs and Loop 360

- 1) Many people use that to avoid congestion on 183
- 2) I suggest intersection improvements rather than closure (double left turn and single right turn lane at the intersection of spicewood springs dr eastbound and loop 360) 3) This change will move traffic to bluffstone drive which is highly residential

Sincerely,

Dianne Henson

Dear Mr. Wheelis,

I'm writing to follow up on our phone conversation from this morning. Thank you for agreeing to accept my comments at this point. For some reason, my email was not delivered. Also, I'm so sorry that I was unable to attend your Nov 13 public workshop for this project. We were out of town.

I am writing to tell you that I am very much opposed to your plan to remove the traffic light at the Loop 360 and Spicewood Springs (W).

We live off Yaupon - not too far from Spicewood Springs Rd. Especially during rush hour, we get a whole lot of traffic on that portion of Spicewood Springs. In the merning, traffic semetimes backs up from Leep 360 all the way to Yaupon. In the evening, it is very difficult for us to leave our neighborhood because so many cars are traveling NW on Spicewood Springs Rd.

In addition, there is a lot of traffic on 360, as you know. As it stands right now, during much of the day, we can only merge onto southbound 360 from Spicewood Springs (W) when one of the lights has forced the southbound 360 traffic to stop, creating a gap. If you get rid of the lights, it will become extremely difficult or even impossible for us to merge into the southbound 360. I believe it would create a dangerous situation, and cause traffic to back up much further.

Furthermore, those who actually wanted to go north on 360 would have to quickly change all the way over to the left hand lane to make a u-turn to go north. This also sounds dangerous.

Or maybe everyone would take the existing underpass to avoid the danger, It could not accommodate that and water quality would be adversely affected. Some might even take the underpass and then try to turn left across all of the traffic on Spicewood Springs to turn right on 360. Again, this would be very dangerous.

And how would people get to the west side of old Spicewood Springs from northbound 360?

The idea to reduce traffic jams on 360 is good, but this plan sounds very bad for people like us who use old Spicewood Springs road, and I vigorously oppose it. We have a right to be able to access Loop 360 in a reasonable manner, and our needs are no less important that needs of others who use 360.

Please tell me how I can stay informed of your plans.

Best Wishes.

Cindy Hintikka

Spicewood Springs/Bluffstone should be extended west and merged into old spicewood so there is one continuous road. This would make for a better intersection and traffic flow at the new overpass.

Sam Houston

Sam Houston

Office Partner

HPI Real Estate Services & Investments





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.

Re: Proposed overpass and underpass 360 changes at Spicewood Springs Road and Bluffstone Rd.

An overpass at Spicewood Springs Road and Loop 360 has been proposed to eliminate the traffic light. This would require cars who want to turn left on 360 to instead turn right on 360 and loop around 2/3 of a mile south of the current intersection. This is completely unfair to the thousands of Great Hills residents who commute on Spicewood Springs Road every day.

Have you ever been on Spicewood Springs Road in the morning commute? The traffic is backed up for 1/2 mile from 360 all the way to Yaupon Road. The proposed change will only serve to make this worse.

Some of the thousands of residents who use the left turn every day onto 360 will opt to drive through the neighborhood by turning left onto Yaupon to avoid the congestion. Again, unfairly punishing the residents with increased traffic and air pollution from exhaust.

Why is there a traffic problem on 360? Unrelenting construction of offices and businesses on 360! The residents in Great Hills have resided here for over 20 years. Why should we bear the inconvenience caused by profiteering developers on 360?

The cheap solution to traffic on 360 is not to build an overpass at Spicewood and 360. First, simply convert 360 to three lanes and put it smart traffic lights that are properly timed. This is a no brainer. This solution is cheap and could easily be done. Second, impose a moratorium on future construction along 360. We don't need any more offices! A perfect example is that no one wanted Amazon to come to Austin! If landowners with 360 frontage are unhappy about this, the State, County, or City of Austin can buy their property and turn it into parkland. It's much cheaper than building new roads! Again, a no brainer! Problem solved!

Some sections of 360 may not easily accommodate a third lane. This could be the case at the Pennybacker Bridge. If so, the third lane could end at a right turn only. Three lanes would recommence on the other side of the bridge. If it is deemed unsafe to have three lanes in some sections, reduce the speed limit! I'm positive that drivers would gladly drive at a steady 50 or 55 mph rather than sit in a traffic jam.

I find it amusing that while residents are asked to give up their traffic lights and therefore mobility, office complexes are given new traffic lights on 360. Case in point is the new traffic light recently installed just before Bee Cave Road. That is completely unfair to residents.

Sincerely,

Randy Larkin

From: Tom McDonald [

Sent: Monday, November 19, 2018 12:53 PM

To: Crystal Wotipka-C. Subject: Loop 360 comments

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 Ms. Wotipka,

I have a few comments about the Loop 360 Project:

- If an overpass is not added at Great Hills Traif, a massive traffic jam will result from that point back along Loop 360 for a mile or more. This overpass, or the removal of the light at Great Hills Trail, should be addressed in this project.
- Ramps to Hwy 183 should be added at this time. There is already a heavy backup at 183, and this will massively worsen after the overpasses are added. (The light timing at Hwy 183 is currently broken, and only lets 6-8 cars through per cycle on the main Hwy 360 lanes.)
- If the Spicewood Springs Rd (West) light is removed, the Apple light north of Bee Caves Rd should also be removed or replaced with an overpass

Thanks

Tom

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.

My comments concern the misguided plan to remove the traffic signal at 360 and Old Spicewood Springs Road. I live on Yaupon Drive, and Old Spicewood Springs is my ingress/egress to my neighborhood. Old Spicewood is already overrun during rush hours with folks using it as a cut-through from Cedar Park to 360, to the point that eastbound traffic backs up from 360 all the way past the entrance to Yaupon Drive. And no one can make a right turn onto 360 in heavy traffic without benefit of a green light. Now I understand you are proposing to get rid of the light, and to completely eliminate left turns. How, exactly, are the people in my neighborhood supposed to get in and out? I travel north (left) on 360 to go to work. Without a light there, not only can I not turn left, but I don't see how anyone can turn right either.

I understand that the traffic on 360 is a nightmare, but you are going to make it impossible for me and my neighbors to live in – or leave - our neighborhood.

Linda Meltzer



Loop 360/Spicewood Springs Road Project Comments

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.

Thank you for the opportunity to comment on the Loop 360/Spicewood Springs Road Project.

The City of Austin Watershed Protection Department (WPD) has a serious concern with TxDOT's conceptual proposal for the Loop 360/Spicewood Springs Road intersection improvements. Please refer to the proposed conceptual layout as shown in the project website http://loop360project.com/spicewoodvirtualworkshop/, 12th slide and the referenced engineering drawing (found http://loop360project.com/spicewoodvirtualworkshop/, 12th slide and the referenced engineering drawing (found http://loop360project.com/spicewoodvirtualworkshop/, 12th slide and the referenced engineering drawing (found http://loop360project.com/spicewoodvirtualworkshop/, 12th slide and the referenced engineering drawing (found http://loop360project.com/spicewoodvirtualworkshop/, 12th slide and the referenced engineering drawing (found http://loop360project.com/spicewoodvirtualworkshop/.

WPD is concerned that Spicewood Springs Road eastbound traffic attempting to cross Loop 360 from the west would be forced to either:

- 1. Turn south on Loop 360, travel approximately 3700 feet to a U-turn, and then travel back north over 4000 feet to the Spicewood Springs intersection and turn east.
- 2. Use Old Spicewood Springs Road

Faced with these two options, WPD believes that the result would be most drivers choosing Option2 opting to take Old Spicewood Springs Road and significantly increase traffic on this substandard, flood prone road. The increase in traffic is directly at odds with Watershed Protection's flood risk reduction mission. In addition, this is a decrease in service currently available to the traveling public using that route.

WPD requests that the intersection improvements include a connection of Spicewood Springs Road west of Loop 360 to the northbound Loop 360 access road. This would allow traffic from the west on Spicewood Springs Road to pass under Loop 360 and easily connect to the north access road and then to Spicewood Springs Road to the east. WPD believes this preserves the existing connectivity and will enable WPD to more effectively manage the frequent closures on Old Spicewood Springs Road due to flooding.

Please let me know if you have any questions or would like to discuss these comments.

Thanks,

John Middleton, PE, CFM
Watershed Engineering Division
Watershed Protection Department
Give of Austin



traffic signal at Spicewood Springs Road and Bluffstone Drive

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 read this today:

The Loop 360 at Spicewood Springs Road project includes removing the traffic signal on the mainlanes at Spicewood Springs Road (E)/Bluffstone Drive and replacing it with an overpass. The signal at Spicewood Springs Road (W) would also be removed, and bicycle and pedestrian improvements would be added within the project limits.

I used the traffic signal at Bluffstone Drive and Spicewood Springs every day to get to and from work. The traffic light itself already takes a long time to get through when trying to turn from Bluffstone onto 360 or to go straight onto Spicewood Springs. I'm concerned this will make my commute even longer if the traffic signal is no longer there. There are lots of folks who use this signal daily. Please re-consider keeping this traffic signal.

Regards

Sent: Monday, November 19, 2018, 4:42:58 PM CST Subject: Loop 360 Project - Spicewood Springs Rd section

My feedback is best summed up in the email that I sent to Travis County Commissioner Gerald Daugherty:

Tonight, I attended the informational meeting for the Spicewood Springs Rd section of the Loop 360 traffic improvement project. I live in the Jester Estates subdivision and frequent this stretch of Loop 360.

The biggest concern by far at this presentation, was the proposed handling of traffic east bound on Old Spicewood Springs Rd from areas that are outside the limits of the City of Austin.

The current proposal for traffic that wants to go north on Loop 360 requires a right turn to go south on Loop 360 for about 1/4 of a mile to make a U-turn at an *un-controlled* crossover to continue back to the north.

Even this option will eventually be eliminated when the "Lakewood Dr" section of the Loop 360 project is complete requiring drivers to go another 1000+ ft to the dedicated turn-around at Lakewood Dr.

Traffic on Loop 360 north bound that wishes to go west on Old Spicewood Springs Rd will only have to travel about 500 ft to a dedicated turn-around to be added at the Spicewood Springs Rd intersection, but will have to cross at least 2 lanes of south-bound traffic within 500 ft to make the right turn onto Old Spicewood Springs Rd.

This proposal is not an acceptable solution for those folks that live west of Loop 360 along Old Spicewood Springs Rd.

I suggested that the best solution to this problem would be extend Bluffstone Dr to meet Old Spicewood Springs Rd. This would allow Old Spicewood Springs Rd traffic to go through the new intersection at Spicewood Springs Rd.

I spoke with several TXDOT contract engineers and Ms. Tuttle with the COA about this solution and they all said that there was nothing they could do as the area in question was in Travis Counties jurisdiction. I guess they failed to invite anyone from Travis County to attend the presentation.

I do use Old Spicewood Springs Rd from time to time, but for those in Travis County and those in the areas of Austin that live off of Yaupon Dr, the current Loop 360 proposal is not acceptable.

I believe that Travis County needs to be part of the discussion on this project to represent the needs of the county residents affected.

Thanks for your consideration, Mike Rea



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

Regarding my previous feedback of the Loop 360 Project - Spicewood Springs Section:



Respectfully, Mike Rea

----Original Message--From: Michele Spurza

Sent: Wednesday, November 28, 2018 2:47 PM

To: Crystal Wotipka-C

Subject: Spicewood Springs-feedback

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.

Please, please make the overpass as natural and beautiful as the road and neighborhoods deserve. If there could be some natural iron incorporated like the Peneybacker bridge that would be gorgeous.

Please, please do not make the ugly sky high overpasses all the new north roads have like near Lakeline. Those couldn't be uglier.

Thanks for considering.

Michele

Great Hills Neighborhood





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Good morning,

I have been unable to make the informational meetings and have a question. After reading the update on the loop360project site, I see that you are recommending removing the signal at Old Spicewood Springs and 360. Is the overpass supposed to alleviate the need for the signal? How will people turn left onto 360?

And, I've also heard you are considering removing the Old Spicewood Springs road that goes under 360, which allows us to skip a lot of the traffic and not have to get onto 360 to get to the east side of Spicewood Springs that heads up towards Mesa. Is that correct and if so, why?

We take this route almost daily (for work and children's activities) and losing a way to avoid the 360 traffic would be extremely difficult and quite possibly add more time and stress to our commute.

Thank you for your time and I look forward to hearing from you soon.

Best,

Stephanie Taparauskas

From: Dyron Taylor

Sent: Wednesday, November 28, 2018 10:15 PM

To: Crystal Wotipka-C Subject: Way overdue

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.

Start the project immediately! 360 needs to be a none-stop highway to help with the flow of traffic in west Austin.

Sent from mv iPhone



Comments for Loop 360 Project

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 TxDOT,

I'm writing regarding the Loop 360 project.

Removing traffic light at 360 and Spicewood Springs Road as well as closing the underpass over Bull Creek is not a good idea. It leaves the neighborhood north of 360 not to have any alternative route to connect to 183 and MoPac. It will also force the existing traffic to use 183 (183/Anderson Mill and 183/NcNeil) and 183 is already congested heavily.

I do not support this project.

Best regards, Angela Yarbrough

Online Comments

Comment	Full Name	I am employed with TxDOT	I could benefit monetarily from the project or	I do business with TxDOT	Date
I don't see any mention of water quality improvements with this project. Bull Creek is one of the most sensitive watersheds in Central Texas. Please make sure that thoughtful, well designed and maintained measures are taken during construction (several redundancies) to ensure silty runoff won't get to bull creek.	Aflatooni, Mark	false	false	false	11/15/2018
Just as critically, there should be permanent water quality treatment ponds to treat runoff from this project area once it is complete and open to traffic.					
I'm not against the project, but I want it done with real design time and engineering effort put into protecting / improving the water quality of the runoff during construction and during operation once the bridge is open.					
Thank you, Mark Aflatooni					
Removal of a traffic light at the intersection of 360 & Spicewood Springs - better get ready for some bad accidents and loss of life. I think removal of a light that people are accustomed to using is bad. Change up the left turn to have 2 lanes and a right turn lane. Figure out another option to keep the light. I know teen drivers who use that intersection. Removal of that light will mean a lot of risk takers. Some traffic will move to a more residential area, and some people will die. I am a concerned mom.	Bird, Maylene	false	false	false	11/24/2018
Stupid to close the crossover at 360 and Spicewood Springs Road West. Becomes more dangerous and inconvenient. Do not remove the light here.	Blythe, Sharon	false	false	false	11/16/2018
BAD idea to take away the underpass under 360 and Spicewood. If it wasn not available, much more unnecessary traffic would be pushed on 360 and the VERY long line on Old Spicewood Springs Rd. would be worse! Access to this area is a huge benefit to those that live in the neighborhoods on either side of 360 - Great Hills, NW Hills and Westover area. DO NOT REMOVE THIS ACCESS!	Burgett, Barbie	false	false	false	11/28/2018
I am in agreement that the change to add an overpass at Spicewood Springs (E), Bluffstone (W), and 360 is LONG overdue. The wait during the work week to cross 360 from the east to the west between 4:30 and 6:30 can take several cycles at the light (average 4 light cycles). In the morning between 7:15 and 9:15 drivers coming from the west wait 2-3 light cycles. Drivers coming down Spicewood Springs are in a hazardous situation trying to slow down to stop. Construction will make the intersection more hazardous. What is the plan during construction to minimize hazardous driving situations? And, what is the plan to publicize this information to businesses and residents in neighborhoods along 360, Bluffstone Ln, west into Great Hills neighborhood to Oak Knoll, Yaupon Dr, Spicewood Springs Rd, Jester Estates and Lakewood subdivisions? Many residents from the neighborhoods near 360 and 2222 use 360 and Spicewood Springs Rd to get to their nearest grocery stores, shopping and entertainment areas. I appreciate your response?	Canby, Kate	false	false	false	11/24/2018
I am not in favor of removing the lights at spiceeood springs and 360 and the underpass under 360 at spiceeood springs. This will not fix the traffic issues. It will only increase the traffic areas, especially in residential areas.	Chawner, Karen	false	false	false	11/13/2018

Loop 360 dead ends into 183, into shopping centers, traffic lights, and then Mopac. Without making changes for traffic traveling from and to 360 and 183, the increased flow from overpasses to this major city intersection will only keep and probably increase congestions and backups.	Dodge, Lloyd	false	false	false	11/18/2018
In short, increasing flow to a "deadend" does not help prevent major backups from 7 am to 9:30 am and 3:30 pm to 6:30 pm.					
What are the plans for Loop 360-183-Mopac intersection?					
My hope is that the 360 project will will not serve to marginalize cyclists and pedestrians in favor of cars to minimize "congestion."	Duran, Spencer	false	false	false	11/12/2018
"Congestion relief" seems to usually mean prioritizing cars over all other forms of transportation including cycling and walking.					
Taking away the shoulders for cyclists and replace them with "multi-modal paths:" sidewalks only serve to marginalize road users.					
In my opinion, we should be prioritizing cycling on this route for bicycle commuters and recreational cyclists. We should envision 360 not just as a highway, but an attraction with natural beauty that respects a variety of users.					
Safety, space for multi-modal users, and environmental protection should be weighted higher than just travel time calculations.					
You can justify just about anything if you only look at one metric.					
Imagine if all roads were only looked at to maximize car speeds - I think that's a pretty desolate existence.					
There is a significant amount of traffic on Westbound Spicewood Springs road that turns left onto Northbound 360.	Gamble, Chris	false	false	false	11/19/2018
Forcing all that traffic to go right on Southbound 360 and do a u-turn to go Northbound on 360 will result in accidents, congestion and very angry homeowners.					
This looks like a great plan overall. Do you have projections about how traffic will back up at the lights on Loop 360 at Great Hills Trail and at US 183? Additionally, getting onto southbound Loop 360 from 183 is already problematic with the congested ramps at the light. Is there expected to be increased traffic at that light due to the improved flow on Loop 360? One option might be to close the entrances to the shopping centers near the intersection that encourage drivers to cut across multiple lanes of traffic in a short distance.	Haas, Derek	false	false	false	11/15/2018
I disagree with the comments I have read about adding the ability to turn North on Loop 360 from Spicewood Springs Rd W, but I also think the crossovers should be eliminated on the entire Loop 360 to minimize accidents. This will force some traffic to travel from Spicewood Springs Rd W to Lakewood Dr to do a U-turn, but should significantly improve safety.					

I implore you to include & closely examine as part of the process the extremely heavy cut through traffic on West Spicewood Springs Rd during commute hours. It's very common for a.m. commute traffic on W. Spicewood Springs Rd to be backed up to Yaupon Dr. (sometimes as far back to the north intersection of SSR & White Cliff Dr) & accordingly with rows & rows of vehicles turning left onto West SSR during the p.m. commute at the existing light. ALL traffic (not just commute traffic) on this road will also continue to worsen over time just like what is projected for 360. Also what are the projected results for traffic diverting under 360 on OLD Spicewood Springs Rd only to have to face cars flying down the road (westbound) on E. Spicewood Springs towards 360/Bluffstone? This is already a somewhat dangerous traffic problem right now. The proposal to remove theses 2 lights & the impacts the project will have on commute traffic @ 360 & WEST SSR, OLD SSR and EAST SSR MUST be studied in depth as thoroughly as everything else. Thank You.	Henretty Jr., Michael	false	false	false	11/16/2018
Hi, I was unable to attend the Spicewood Springs workshop, but one comment that I would like to make is that it would be very nice to link bike/pedestrian access for this phase of the project to the intersection at Great Hills. While I know this is technically outside the scope of the project, many bicyclists access 360 via Great Hills. Extending any bicycle/shared-use-path to this intersection and adding bicycle/pedestrian crossing features, which are currently lacking at this intersection, would greatly improve safety.		false	false	false	11/18/2018
It is hard to understand what is being proposed at the Spicewood Springs Rd / Loop 360 intersections. The proposal does not detail how the overpass to Bluffstone Dr would work (would this overpass allow left turn from Spicewood Springs Rd to Loop 360 or not)? What would the traffic light elimination mean for drivers? How would they be able to turn left. It is really unfortunate that the documents don't have these details.	Kolics, Bertold	false	false	false	11/12/2018
Please do not remove the access to Spicewood Springs road east of 360 from the underpass below 360. This is a vital means for people to connect to businesses, churches and neighborhoods without having to enter 360. This relieves a lot of traffic from 360 that would otherwise cause even longer delays for all commuters and users of 360 from the west side of Spicewood Springs Road.	Koller, Stephanie	false	false	false	11/28/2018
	McConnell, Alice	false	false	false	11/14/2018
What is the cost for UNDERPASSES? And the cost for OVERPASSES? I am concerned residents will be denied Hill Country views. They are more vested in the aesthetics than commuters. It is where they live, after all. We chose trees and expanse, not concrete. We will end up with seven (7) of these impervious intersections. Just wanted to know estimated numbers, to put the project into perspective. Are underpasses three times more expensive than overpasses? Are there more pros than cons for overpasses?	Reynolds, Stephanie	false	false	false	11/28/2018

	T.		1		
Listen to those who advocate for taking advantage of the hill on Spicewood springs and make that road the elevated one, NOT 360! Rebuilding 360 will be useless in any event unless we get another bridge if you are keeping Penny? Bridge at its current size. and why is this dragging on so long while more and more businesses are permitted to build on 360??? Thanks but it's way too little and much too late!		false	false	false	11/28/2018
I am very concerned about the ability for drivers going east on Spicewood springs road W who want to go north on RTE 360. The alternative proposed of getting on 360 south and getting to the far left lane to make a u turn on 360 north with out the support of a light is dangerous and not a practical solution. The ability of a driver after getting on 360 south and moving to the far left lane is dangerous as the traffic is continuous during rush hour and with the removal on the light at spicewood springs E, there will be no brakes in the traffic. If you get over to the U-turn lane to go north on 360, driver will have trouble merging with traffic and getting to the right lane. This will also add at least 20 minutes to a commute if you manage. An alternative to this plan is to go under 360 at spicewood springs W and would be workable with a light placed at spicewood springs E and old spicewood springs rd. The city of Austin currently has plans to close this underpass. These changes will force a large number of drivers to go through the great hills neighborhood, which is one of the goals to avoid in this project. Spicewood springs road W will also back up even further for the morning commute with this change. An over pass could also be built to get cars from spicewood springs W to 360 N. The underpass could also be improved, but that is not part of this project	Singleton, David	false	false	false	11/28/2018
People who want to go north on 360 would have to turn right and go south first. This would significantly increase the number of cars turning right and make the morning back-up much longer and less safe as it wraps around low water crossing #2. (This is a very dangerous curve, with a car only just recently having gone off the road into the creek there.)	Smith, Kevin	false	false	false	11/25/2018
With no light at Bluffstone OR Spicewood Springs west of 360, there would be nothing to create a gap in traffic for people to make a safe right turn from Spicewood Springs onto southbound 360. This would increase the back-up and increase risk. Having a very long merge lane on 360 southbound could alleviate some of this, but it's unclear how much it would help. People's merge behavior at Great Hills and at Arboretum Drive indicates that someone will often come to a stop even though they have a dedicated lane.	Smith, Kevin	false	false	false	11/25/2018
People turning south to eventually go north would have to make their way to the left lane after turning right in order to make a u-turn. This lane-changing by a large number of cars will impede traffic on 360 and add risk.	Smith, Kevin	false	false	false	11/25/2018
In the evening, the long line of left-turners from 360 northbound onto Spicewood westbound would instead have to make a u-turn at Bluffstone, likely impacting both north and southbound traffic between the two intersections.	Smith, Kevin	false	false	false	11/25/2018
With no changes planned for Great Hills Dr., northbound traffic will back up significantly (no lights south of there to regulate flow), potentially impacting people forced to do a u-turn on 360 (northbound at Bluffstone) or coming north after u-turning near Lakewood after turning right from Spicewood.	Smith, Kevin	false	false	false	11/25/2018
If the u-turn for people forced to head south on 360 from Spicewood Springs in order to go north is too far south (e.g., near Lakewood Dr.), a number of them will choose instead head to 2222. Has this increased traffic flow been modeled for that intersection and that road?	Smith, Kevin	false	false	false	11/25/2018

A hotel has been proposed for the intersection of Yaupon Dr. and Spicewood Springs. While the neighborhood is fighting the hotel, if it is approved it will add thousands of additional trips to Spicewood Springs (guest and staff). Has that potential increase been modeled?	Smith, Kevin	false	false	false	11/25/2018
Spicewood Springs being done before other lights means that there will be additional traffic (360 not clear yet) for people trying to make the right/u-turn. (The success of the right-turn-only southbound from Spicewood Springs relies on the traffic on 360 being cleared.)	Smith, Kevin	false	false	false	11/25/2018
The city has recommended closing Old Spicewood Springs under 360. While this is a separate project from the TxDOT work, the two projects in conjunction would add even more traffic to the Spicewood Springs southbound right turn since drivers will no longer be able to go "straight". Has this been modeled?	Smith, Kevin	false	false	false	11/25/2018
Question: what are the relative (daily & peak time) traffic flows for each of the 360 intersections? It seems odd that Spicewood Springs T-intersection is the only one that is not getting an overpass, yet during peak traffic it's one of the busiest.	Smith, Kevin	false	false	false	11/25/2018
If it were possible for people being forced to turn right onto 360 southbound from Spicewood Springs to never have to enter 360 and be able to make a protected u-turn (e.g, an access road that goes all the way south until the u-turn, and then another access road all the way north), that would alleviate a number of concerns (aside from the inconvenience of having to drive an extra 2 miles).	Smith, Kevin	false	false	false	11/25/2018
Question: will the u-turn for people who turn right from Spicewood Springs and head south to go north be protected? Or will it be like the current gap u-turns on 360? If the latter, that will be extremely dangerous, with long lines of cars backing up (given how much traffic will be utilizing that u-turn).	Smith, Kevin	false	false	false	11/25/2018
If both the left turn from Spicewood Springs onto northbound 360 (TxDOT project) AND Old Spicewood Springs (City project) are closed (and this is the currently-proposed joint solution), this would place an undue (and unfair) burden on residents just west of 360 who don't really have any other egress from their homes. A good (and hopefully workable) solution might be to find a way for that traffic to pass under 360 (e.g., keep 360 elevated a little farther south from Bluffstone than currently planned) and then turn left onto the planned northbound access road. Then 360 traffic can move smoothly, people wanting to head east on Spicewood towards Mesa can turn right, and people who want to head north on 360 can do so after the Spicewood/Bluffstone intersection (or wherever the appropriate place might be).	Smith, Kevin	false	false	false	11/27/2018
At the in-person workshop, several officials commented that removing the light at Spicewood Springs and forcing people to go south in order to go north would be similar to 183 and other freeways. There's one crucial difference where this analogy falls apart: along 183, if you want to go north, you also have the option of heading north slightly through the neighborhood. For example, if you're west of 183 and just south of Oak Knoll, instead of heading all the way down to Duval, you have the option of taking Jollyville to Oak Knoll and taking a left northbound from there. No such option exists for residents living on Spicewood Springs west of 360. (Going all the way to Old Lampasas is miles out of the way and might take you too far north.) Removing the light without providing an underpass or other easy way to go north will effectively trap these residents.	Smith, Kevin	false	false	false	11/28/2018

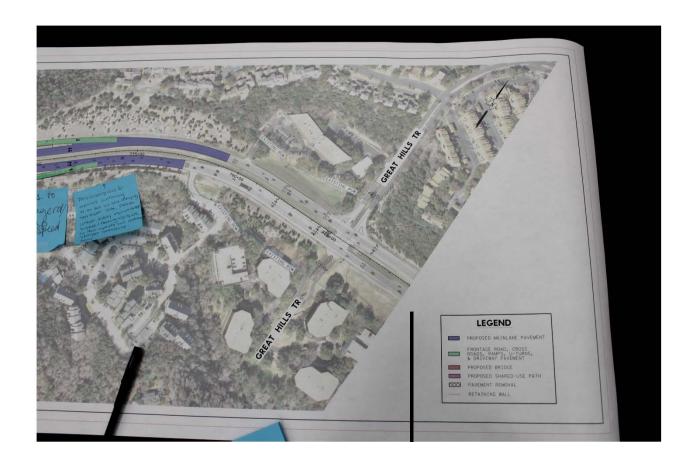
Please, please DO NOT close Spicewood Springs road as it goes under 360. That is	Tater, Allison	false	false	false	11/28/2018
what connects my neighborhood to the other side of Austin! It's how I get to my church					
(St. Matthew's) and how I get to my workout (Camp Gladiator at First Presbyterian					
Church). It's how I go to my son's weekly psychologist appt down off of 38th/Lamar. It					
would add quite a bit of travel time to things I do daily if this is closed and would also					
be a HUGE issue for the people on this side of 360 that have kids that go to school in					
AISD at Hill, Murchison and Anderson.					
Removing the traffic signal and left turn onto 360 from Old Spicewood Sprigs Road will	Trak, Mary Beth	false	false	false	11/14/2018
greatly increase our morning commute time heading north on 360. There must be a					
better alternative!					

Roll Plot #1

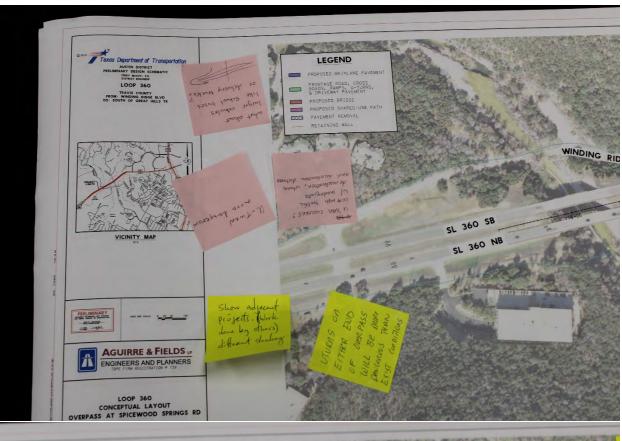




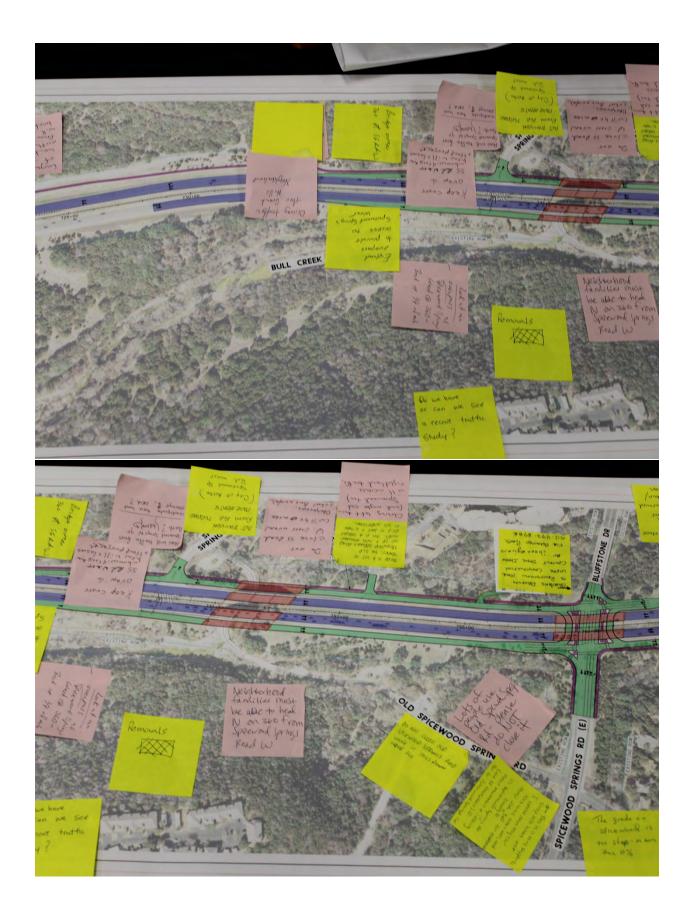


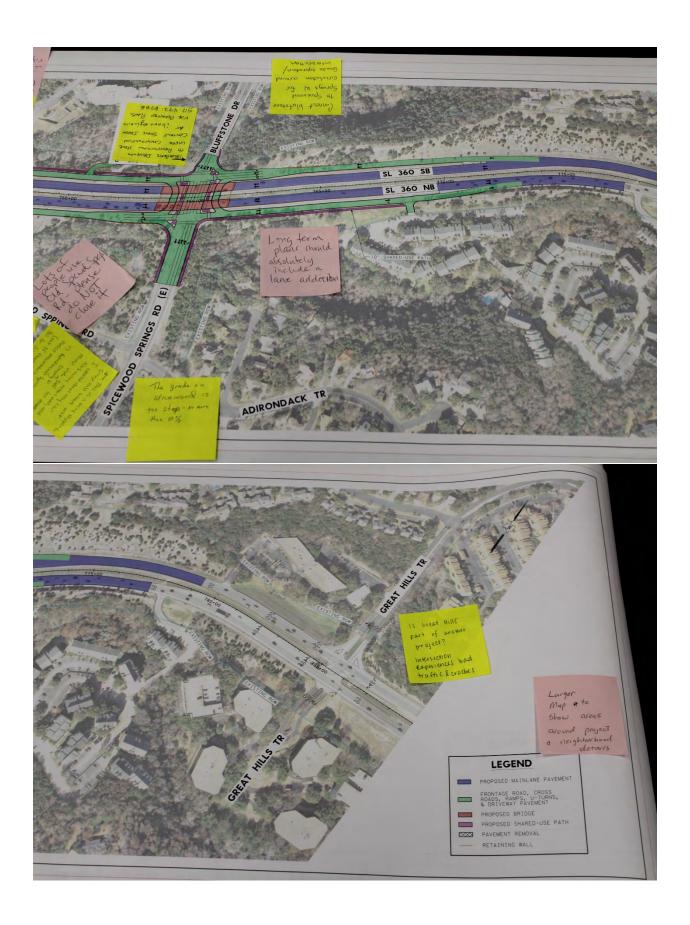


Roll Plot #2









Bicycle and Pedestrian Board







LOOP 360 PROGRAM



FACT SHEET

About Loop 360

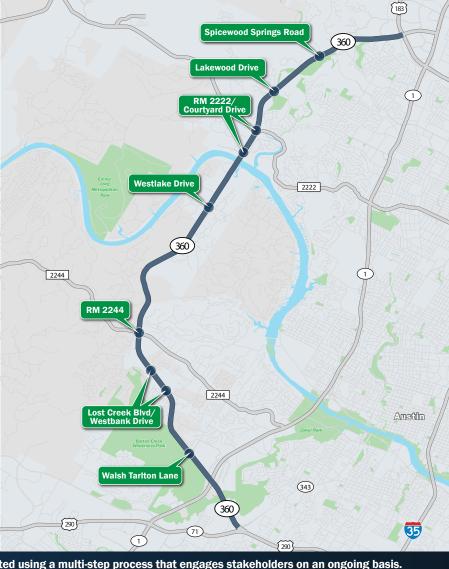
Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area. The Pennybacker Bridge, located at the roadway's crossing of the Colorado River, serves as an iconic symbol of central Texas.

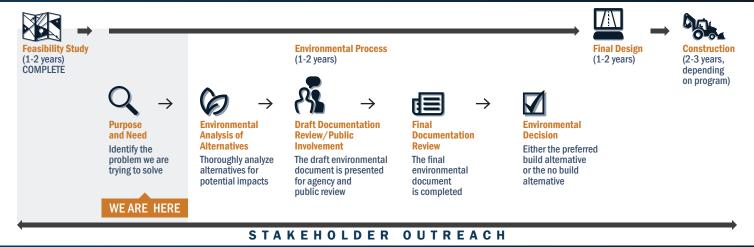
Loop 360 has severe traffic congestion, causing both mobility and safety concerns. We can expect traffic congestion to worsen as our population grows. More than two million people live in the Austin area today, and that number is expected to double by 2040.

Program Details

The Loop 360 program will upgrade multiple intersections along the roadway. Projects include: Spicewood Springs Road, Lakewood Drive, RM 2222/Courtyard Drive, Westlake Drive, RM 2244, Lost Creek Boulevard/Westbank Drive 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.









LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT 4



FACT SHEET

Project Purpose

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

Proposed solutions for the intersections include:



Removal of the traffic signals from the mainlanes



Construction of an overpass at Spicewood Springs Road (E)/ Bluffstone Drive



Addition of a shareduse path and sidewalk within the project limits to improve bicycle and pedestrian accommodations

The city of Austin is also evaluating improvements at Spicewood Springs Road east of Loop 360. For more information on that project, visit

www.austintexas.gov/SpicewoodSpringsRd

Details and Timeline

Environmental work began in summer 2018 and will incorporate input collected at upcoming public meetings. The environmental, preliminar engineering stages are anticipated to be complete in late 2022.



Why Improvements Are Needed

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 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

wood Springs Road and along Loop 360 has resulted in a lack of mobility and increased safety

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

concerns. Unless some

as our population grows.



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 in to 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 seven 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, Spicewood Springs Road, RM 2222/Courtyard Drive and Lakewood 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 Blvd/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 the Loop 360 corridor.

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 directly via flyovers to US 183 and south MoPac.

10. Will the projects impact the Pennybacker Bridge?

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 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 five 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?

A Diverging Diamond Intersection, or DDI, reduces congestion in intersections with a high volume of left-turning traffic. Constructing a DDI allows vehicles to travel more quickly through an intersection by temporarily shifting traffic to the left side of the road. This allows through-traffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for left-turn arrows. DDIs also increase safety by reducing the number of conflict points between cross-traffic and left-turning traffic.

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 - LOOP 360 AT SPICEWOOD SPRINGS ROAD

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

The proposed improvements consist of removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W), as well as adding a shared-use path and sidewalk within the project limits to improve bicycle and pedestrian accommodations.

2. How will you decide what changes to the concept will be made?

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.

3. What is the project timeline?

The Spicewood Springs Road project will include an environmental phase lasting approximately 1-2 years. During the environmental phase, TxDOT will: identify the purpose and need, perform environmental analysis of the concept, review draft documentation and hold a public hearing if needed, finalize documentation and come to an environmental decision. The project will then enter the final design phase, typically lasting one year, and then will proceed to construction. Construction is projected to take 2-3 years.

- **4.** Are there any improvements planned for the intersection of Loop 360 at Great Hills Trail? At this time, improvements at Great Hills Trail are being considered as part of a different project.
- 5. Will the Spicewood Springs Road project impact Bull Creek or Bull Creek Trail? No.

6. 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 if the predicted future noise levels exceed acceptable noise levels for properties that surround the project. 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.

7. Does TxDOT require additional right of way for the Spicewood Springs Road Project? At this time, the proposed improvements for the Spicewood Springs Road project would not require additional right of way.

YOU CAN ALSO VISIT US ONLINE AT OUR VIRTUAL WORKSHOP

www.Loop360Project.com from Nov. 13 to Nov. 28, 2018

Download and review meeting materials

Provide your comments or ask questions

Take our corridor-wide design solutions survey

Sign up for email updates

WE HOPE TO SEE YOU ONLINE!



LOOP 360 AT SPICEWOOD SPRINGS ROAD PUBLIC WORKSHOP COMMENT FORM Nov. 13, 2018, 4 to 7 p.m., Westover Hills Church of Christ, Austin, TX

Name (Please Print):	
Address:	
Email:	
Comment:	
	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: ☐ I am employed by TxDOT	Crystal Wotipka 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	

Comments must be received by Wednesday, Nov. 28, 2018 to be included in the official record of this public workshop.

For more information or to take our survey until Nov. 28, 2018, 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.



WELCONE

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.



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

In 2016, TxDOT completed the Loop 360 feasibility study which valuated potential short- and long-term transportation solutions for the corridor.

LOOP 360 TRAFFIC SUMMARY



Currently takes
approximately 70%
longer to travel on
Loop 360 during peak
periods than during
w 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/ w travel times.



Loop 360 from RM 2222 to RM 2244 is ranked #7 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





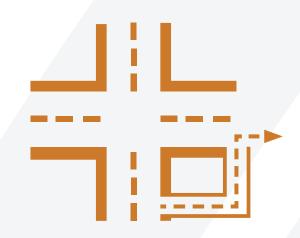
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



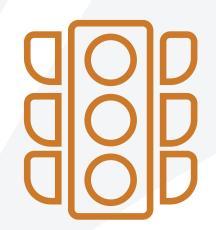
Balance the needs of through



Reduce cut-through hoods



Minimize impacts to the community

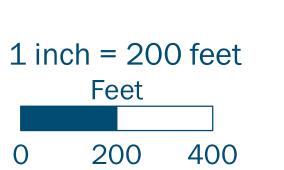


Address delays at signalized intersections



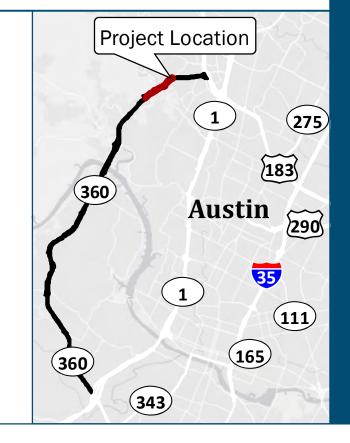
CSJ: 0113-13-167











City Limits

---- Bicycle Route

- Parking
- Other POI (labeled on map)
- Historical Marker
- City/County Park

Existing Right-of-Way <u>Land Use</u>

- Residential Retail/Office
- Park, Preserve, Open Space
- Utilities
- Undeveloped
- National
- Hydrography Dataset (NHD) Flowline
- National
- Hydrography Dataset Karst Zone (KZ-#) (NHD) Waterbody
- 100 Year Floodplain
- City of Austin Wetland
- Canyon
 - Rimrock/Bluff
 - Potential Goldencheeked Warbler (GCWA) Habitat
- Data Sources: City of Austin, Travis County, United States Fish & Wildlife Service, Federal Emergency Management Agency, United States Geological Survey, Nearmap Aerial Imagery (2018)

PROJECT PROCESS







Final Design (1-2 years)



on program)

Design Construction (2-3 years, depending



Purpose and Need

Identify the problem we are trying to solve



Environmental Analysis of Alternatives

Thoroughly analyze alternatives for potential impacts



Draft Documentation Review/Public Involvement

The draft environmental document is presented for agency and public review



Final Documentation Review

The final environmental document is completed



Environmental Decision

Either the preferred build alternative or the no build alternative

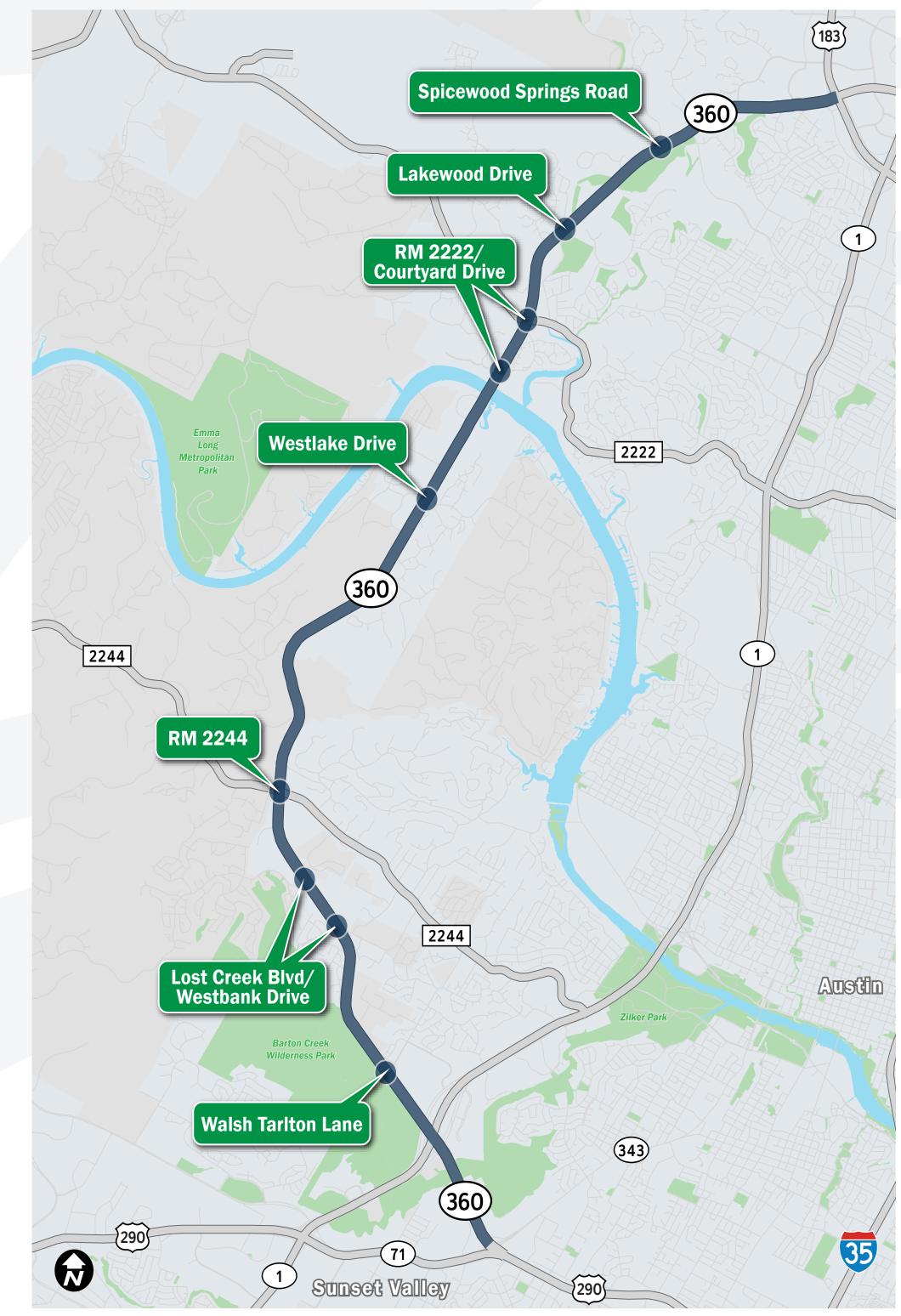
WEARE HERE

STAKEHOLDER OUTREACH











PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge. The bridge will remain intact as built.

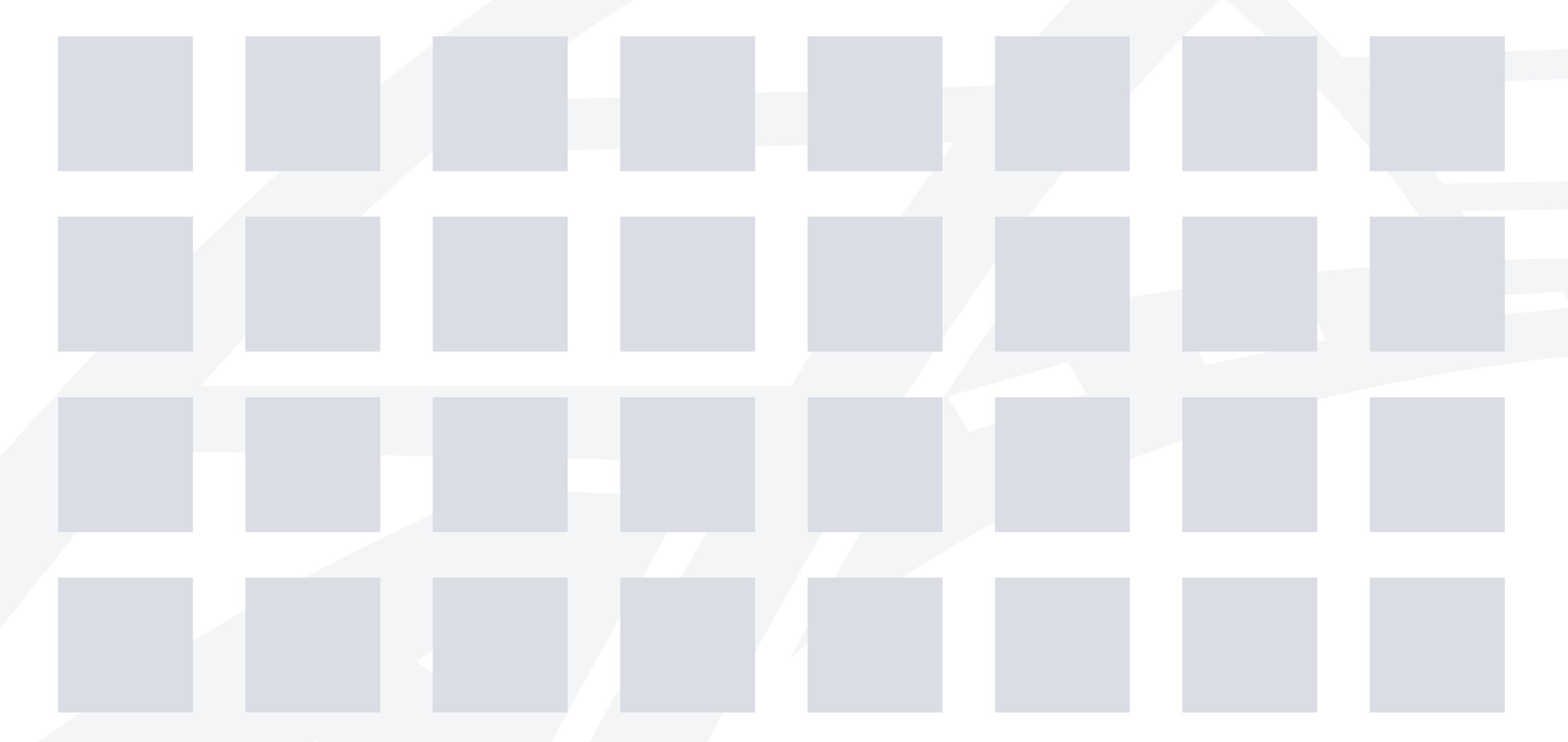
TxDOT has plans for routine maintenance work on the bridge in 2019.







BICYCLE AND PEDESTRIAN ACCOMMODATIONS







Design solutions, also termed 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 standar 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 erest 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.



Share your feedback and learn more at Loop360Project.com

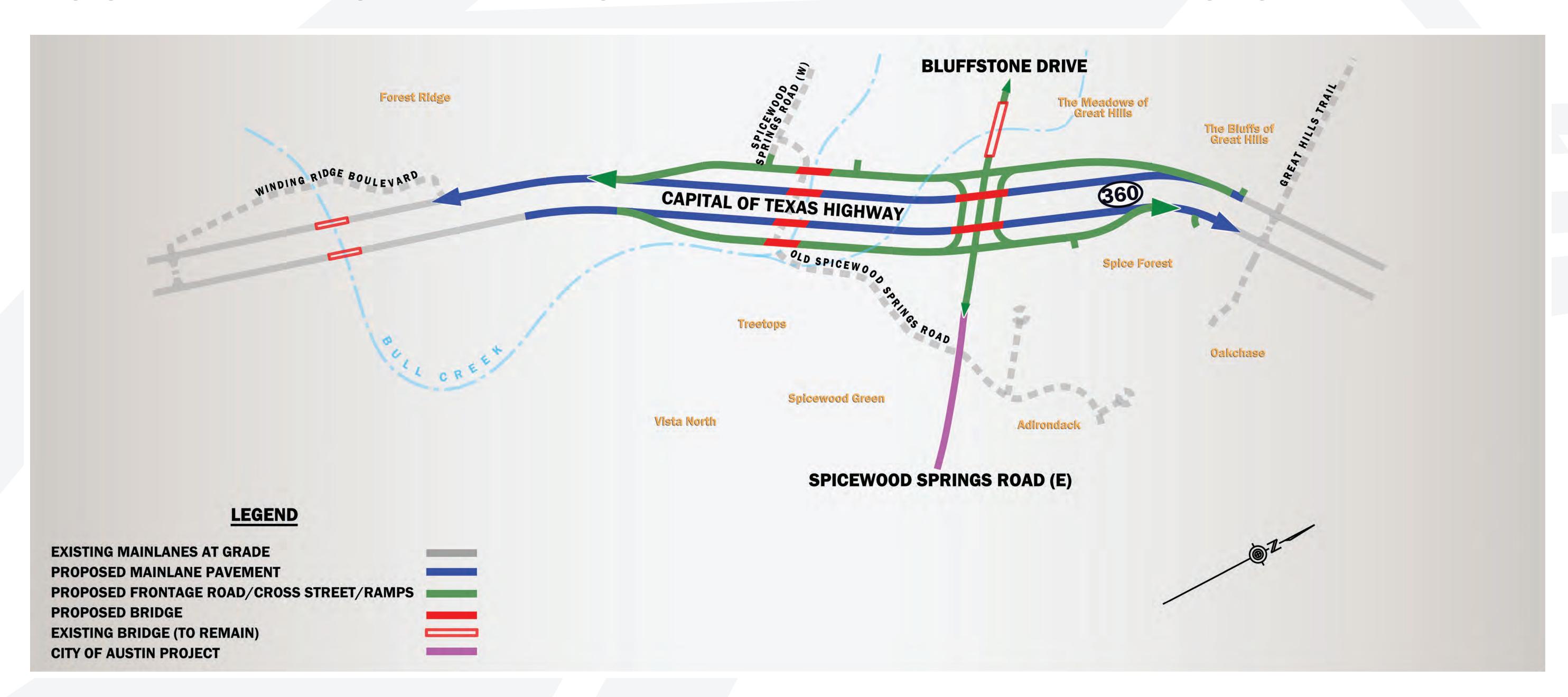
CONCEPTUAL LAYOUT



OVERPASS AT SPICEWOOD SPRINGS ROAD

GENERAL DESCRIPTION

- 1. Existing mainlane signal at Spicewood Springs Road (E)/Bluffstone Drive replaced with mainlane overpass with non-signalized u-turns.
- 2. Existing signal at Spicewood Springs Road (W) and existing crossover at northern intersection of Loop 360 at Winding Ridge Boulevard removed.



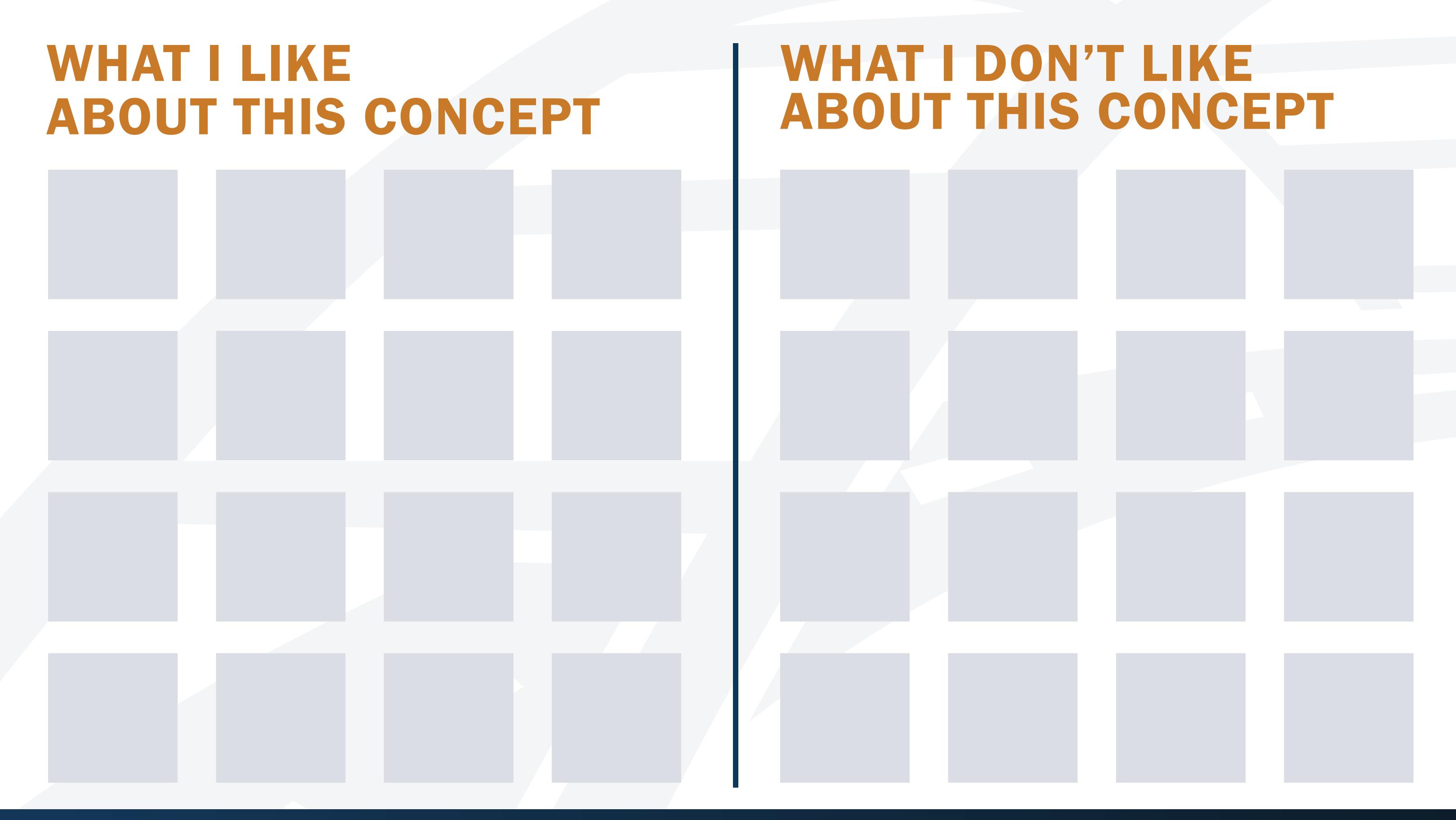
LOOP 360 AT SPICEWOOD SPRINGS Texas Department of Transportation ROAD/BLUFFSTONE DRIVE













HOW CAN I STAY INFORMED?

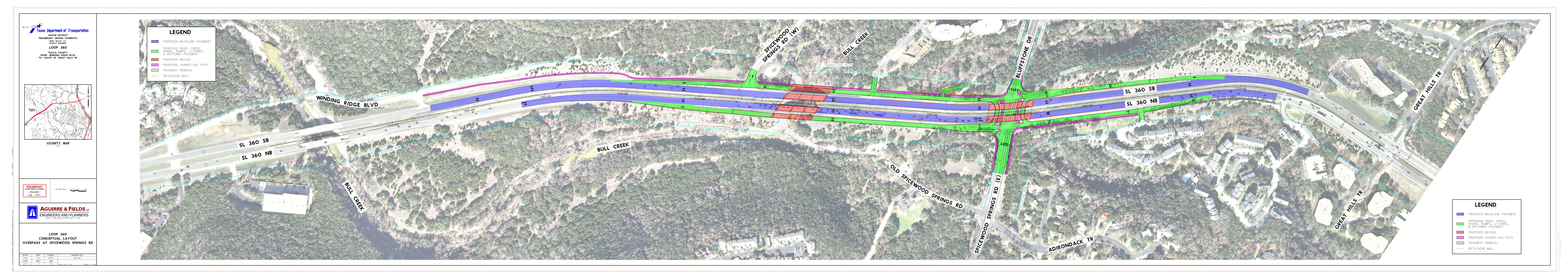
For questions or comments, visit the program website or email the project team.



www.Loop360Project.com



info@Loop360Project.com







LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT PUBLIC WORKSHOP RECAP

Thank you to those who participated in the public workshop for the <u>Spicewood Springs Road project</u> on Tuesday, Nov. 13. We're pleased to announce that more than 90 people came to offer their feedback.

To recap, the project includes removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W), as well as adding bicycle and pedestrian improvements within the project limits.

We heard a number of comments and suggestions from nearby residents and commuters during the workshop. We welcome the input and will take it into consideration as we move forward with the design process. Here are a few things we heard:

- Ready to see change and would like the project to move forward as quickly as possible.
- Concerns about removing the traffic signal and crossover at Loop 360 and Spicewood Springs Road (W). Drivers would access northbound Loop 360 by using the existing U-turn at the southern intersection of Loop 360 at Winding Ridge Boulevard, which is located approximately 2/3 of a mile from Spicewood Springs Road (W).

 Support for the shared-use path and increased bike and pedestrian access.

If you couldn't make it to the workshop, visit the virtual workshop on our website, <u>Loop360Project.com</u>. Visit anytime between now and Nov. 28, 2018, to download and review workshop materials, provide comments or ask questions.



Project map

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 Wednesday, Nov. 28, 2018 to be included in the official record of the Loop 360 at Spicewood Springs Road public workshop. We look forward to hearing from you!

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.

YOU'RE INVITED TO TAKE OUR CORRIDOR-WIDE DESIGN SOLUTIONS SURVEY

As TxDOT plans for improvements to Loop 360, the program team continues to consider the visual aspects and other features of the corridor. You are invited to take our design solutions survey to tell us what you'd like to see along Loop 360. Design solutions, or Context Sensitive Solutions (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.

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 access the design solutions survey on the program website, Loop360Project.com, from now until Nov. 28, 2018.

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Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

Post-Workshop Twitter Posts



Loop360Project @Loop360Project · Nov 28

Stay in the loop! Submit your comments for the Spicewood Springs Road project by the end of today! Visit loop360project.com/spicewoodvirtu... to give us your feedback! #Loop360 #ATXtraffic







Loop360Project @Loop360Project · Nov 24

Wish we had #Loop360 workshops every day? We do too. Check out our virtual workshop for Spicewood Springs Road and submit your comments before Nov. 28! #ATXtraffic

loop360project.com/spicewoodvirtu...







17 You Retweeted



ATX Transportation @ @austinmobility · Nov 14 Great turnout last night for the @Loop360Project at Spicewood Springs Road workshop! Couldn't make it? Visit Loop360project.com to view the virtual workshop until November 28 for this #2016Bond project.





Loop360Project @Loop360Project · Nov 16

Want to have a voice in the visual aspects of the #Loop360 improvements? Take our new survey to let us know what area features you'd like to see added to the corridor design by visiting loop360project.com and looking for the survey link on the home page!





Loop360Project @Loop360Project · Nov 14

Thank you to everyone who joined us for our Spicewood Springs Road workshop! Very excited to continue our journey with you along #Loop360! Missed the workshop? Check out all the materials and send us your comments by clicking here.

Loop360Project.com #ATXtraffic





Welcome to the TxDOT Loop 360 program e-Newsletter.

Take a look at what we've been doing.

LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT COMMENT PERIOD ENDS TONIGHT

If you haven't weighed in on the Loop 360 at Spicewood Springs Road project, we invite you to do so. The public comment period ends **tonight**. Visit our website, Loop360Project.com, to access our virtual workshop, download and review workshop materials, provide comments or ask questions.

The Loop 360 at Spicewood Springs Road project includes removing the traffic signal on the mainlanes at Spicewood Springs Road (E)/Bluffstone Drive and replacing it with an overpass. The signal at Spicewood Springs Road (W) would also be removed, and bicycle and pedestrian improvements would be added within the project limits.



Project map

Official written comments will also be received and accepted by the project team via email at commont.com wotip-commont. Tx DOT Austin District Office, Attn: Loop 360 Project, 7901 N. I-35, Austin, TX 78753.

Comments must be received by tonight, Nov. 28, 2018 to be included in the official record of this 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.

WE WANT YOUR FEEDBACK! TAKE OUR DESIGN SURVEY

There's still time to take our corridor-wide design solutions survey. The survey will close **tonight**. Join the hundreds of people who have already responded and let us know what you think about the visual aspects and other features of Loop 360. Visit our website and look for the "Online Survey" link on the home page, or click on the graphic below, to tell us what you'd like to see!



Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings. This approach considers not only the standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community. The CSS process involves gathering input from stakeholders to learn more about community resources with the goal of developing 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.











Welcome to the Loop 360 at Spicewood Springs Road project 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.







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.

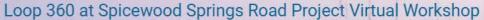


Loop 360 has severe traffic congestion, causing both mobility and safety concerns. The corridor includes three sections listed on the state's Most Congested Roadways list. We can expect traffic congestion to worsen as our population grows. More than two million people live in the Austin area today, and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





HISTORY OF LOOP 360 IMPROVEMENTS

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

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

In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.



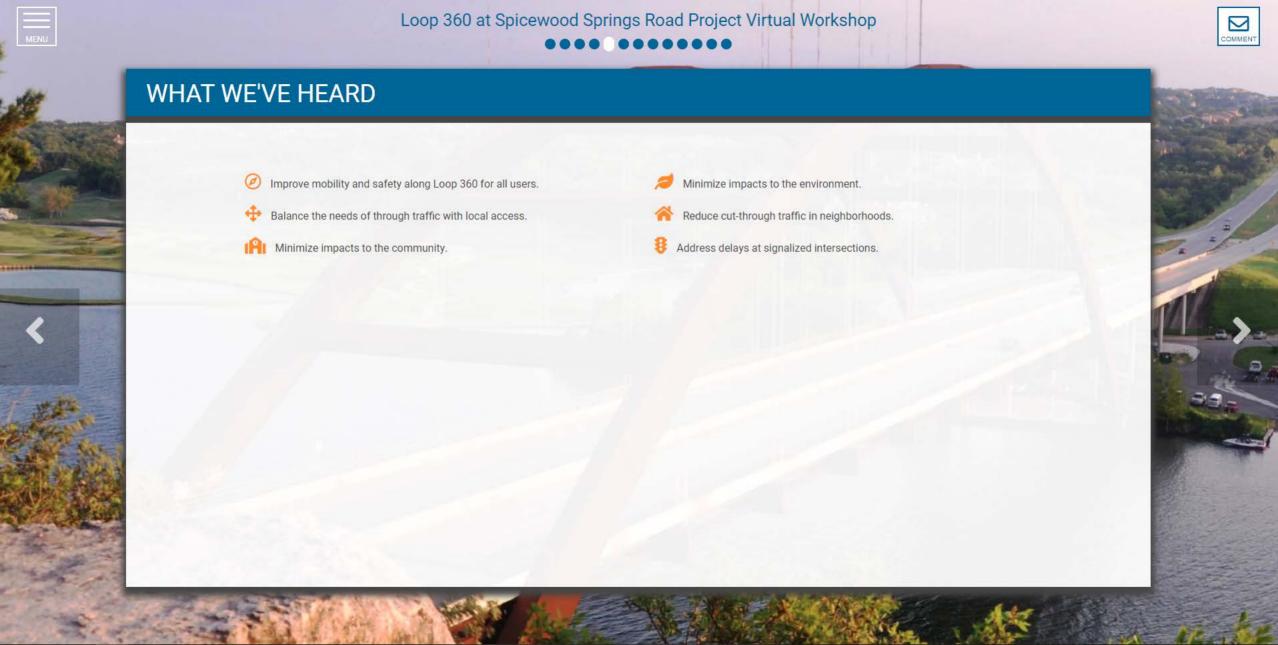


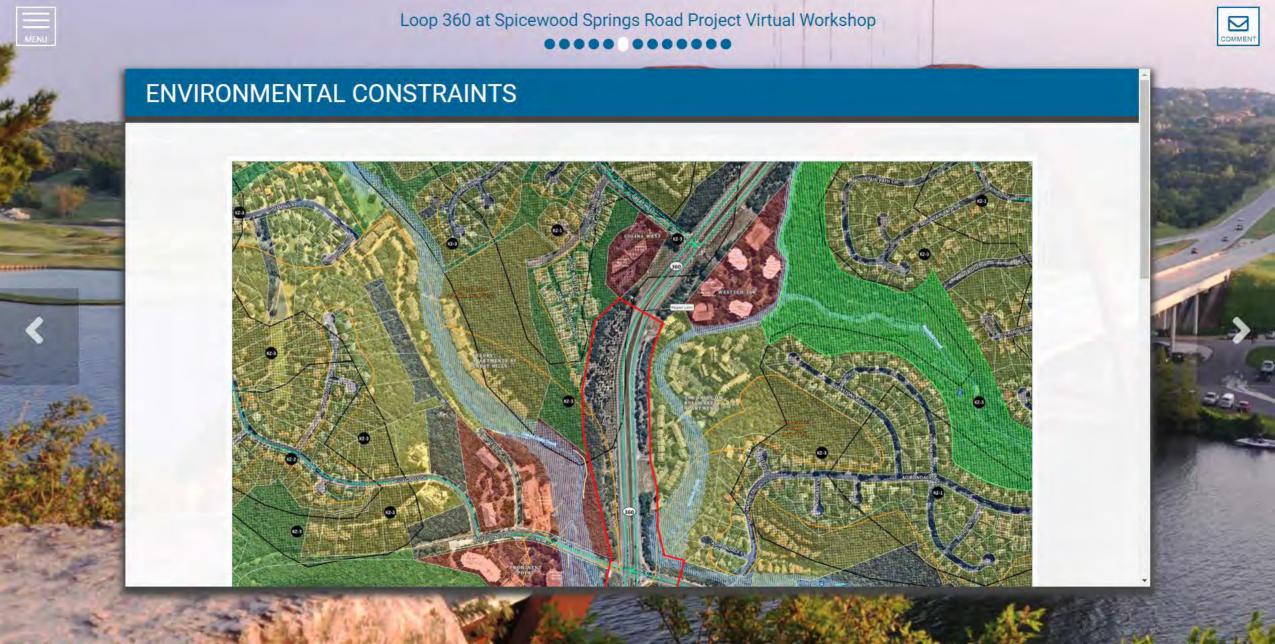
LOOP 360 TRAFFIC SUMMARY

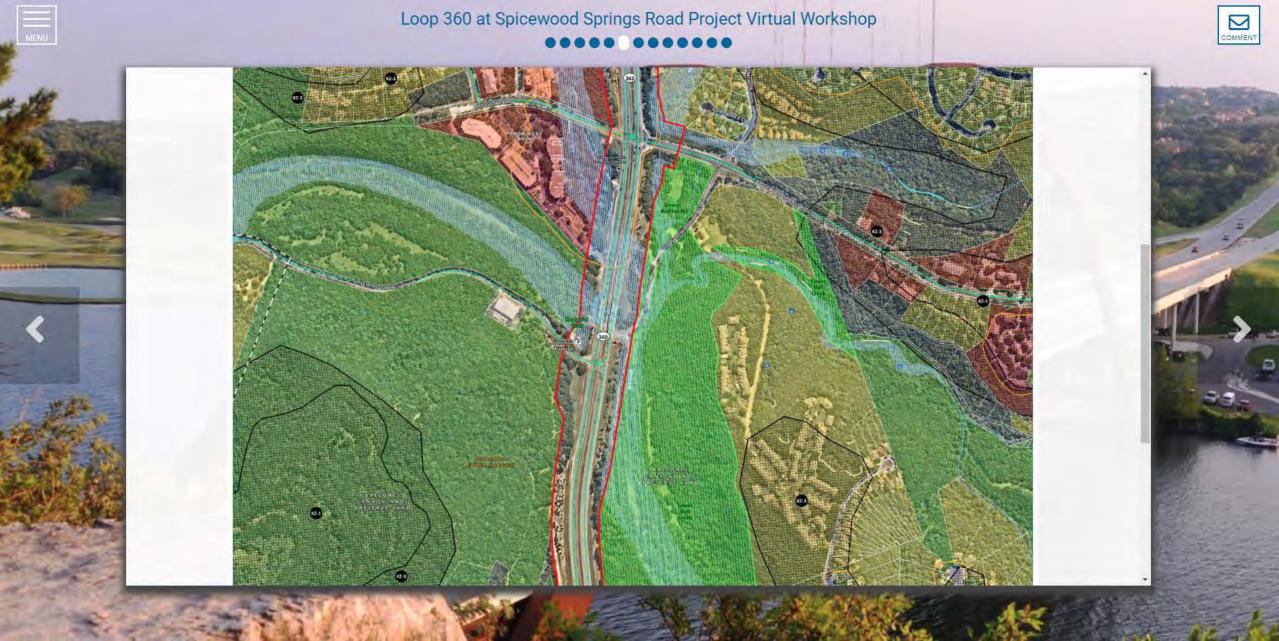
Currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow conditions.

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.

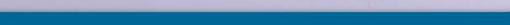






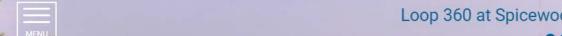






PROJECT SCHEDULE







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 2019.







DESIGN SOLUTIONS

Design solutions, also termed 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.



Share your feedback and learn more at Loop360Project.com





ABOUT LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT



This project includes removing the traffic signal on the mainlanes at Loop 360 and Spicewood Springs Road (E)/Bluffstone Drive and adding an overpass. The project also includes removing the signal at Loop 360 and Spicewood Springs Road (W), as well as adding bicycle and pedestrian improvements within the project limits.

Environmental, preliminary and final engineering work is anticipated to be complete in mid 2022.

Download the Spicewood Springs Road Fact Sheet and FAQs.









CONCEPTUAL LAYOUT

Overpass at Spicewood Springs Road

- Existing mainline signal at Spicewood Springs Road (E)/Bluffstone Drive replaced with mainline overpass with non-signalized U-turns.
- Existing signal at Spicewood Springs Road (W) and existing crossover at northern intersection of Loop 360 at Winding Ridge Boulevard removed.



Click on the image to enlarge

View the engineering drawing.



Click on the image to enlarge





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 Wednesday, Nov. 28, 2018 to be included in the official record of the Loop 360 at 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 Loop 360 at Spicewood Springs Road project and the Loop 360 program continue to develop.

G S

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

Austin, TX 78753

7901 N I-35

City of Austin Workshop Announcement

TxDOT Workshop: Loop 360 at Spicewood Springs Road Project



The Texas Department of Transportation is hosting a <u>public workshop for the Loop 360</u> at Spicewood Springs Road Project next week.

- · Date: Tuesday, Nov. 13
- Time: 4-7 p.m.
- Place: Westover Hills Church of Christ (8332 Mesa Drive, Austin TX 78759)

Drop by to learn about the project and to provide feedback on proposed improvements. The input TxDOT receives at the workshop will help guide the planning process, including environmental analysis, final design and construction.

The City of Austin is contributing \$46 million from **2016 Mobility Bond** to improvements at four Loop 360 intersections, including Spicewood Springs Road. Learn more about the Loop 360 project on the **project website**.

The Loop 360 at Spicewood Springs Road project is adjacent to the City of Austin's **Spicewood Springs Road project**.

Community Impact Workshop Announcement



IMPACTS TRANSPORTATION GOVERNMENT BUSINESS DINING THINGS TO DO E-NEWSLETTER LATEST EDITION

SEARCH..

TxDOT hosts meeting Nov. 13 for Loop 360 construction at Spicewood Springs Road



The Spicewood Springs Road/Bluffstone Drive intersection is one of several that TxDOT is seeking to improve. (Amy Denney/Community Impact Newsgaper)

By Amy Denney ☑ | 6:13 am Nov. 8, 2018 CST | Updated 9:08 am Nov. 13, 2018 CST 🕴

As the Texas Department of Transportation continues planning construction along Loop 360 in Austin, it will host a second meeting Nov. 13 for residents to learn more about plans at Spicewood Springs Road.

TxDOT will be adding overpasses or underpasses at nine intersections on Loop 360 to remove the traffic signals in an effort to alleviate traffic congestion. Construction is slated to being in 2024 on the \$250 million project.

Those intersections include Spicewood Springs Road/Bluffstone Lane, Lakewood Drive, RM 2222, Courtyard Drive, Westlake Drive, RM 2244/Bee Caves Road, Lost Creek Boulevard, Westbank Drive and Walsh Tarlton Lane.

The meeting is from 4-7 p.m. at the Westover Hills Church of Christ, located at 8332 Mesa Drive, Austin.

At the Nov. 13 meeting, residents can receive updates on the plans for Spicewood Springs, which includes adding an overpass and removing the traffic signals on the mainlanes. Residents will also be able to provide feedback on the proposed plans, and any feedback could help shape the design, said Bradley Wheelis, a spokesperson for TxDOT.

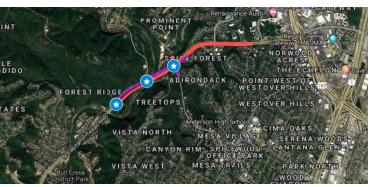
Environmental work and preliminary and final engineering plans are estimated to be complete in mid-2022, according to TxDOT.

The city of Austin is also providing \$46 million from its 2016 Mobility Bond to fund improvements at the Spicewood Springs, Lakewood, Courtyard and Westlake intersections.

TxDOT held its first meeting for the intersections projects Sept. 20 for the Westlake intersection.

Learn more about the project at www.loop360project.com.

Loop 360 at Spicewood Springs Road 🌣



City of Austin Post-Workshop Twitter Post



Community Impact Post-Workshop Coverage



You're seeing news from **NORTHWEST AUSTIN**

IMPACTS TRANSPORTATION GOVERNMENT

BUSINESS

DINING THINGS TO DO E-NEWSLETTER

TxDOT unveils preliminary design for Loop 360 overpass at Spicewood Springs Road



The Texas Department of Transportation is proposing to add an overpass at Loop 360 at Spicewood Springs Road. (Courtesy TxDOT)

By Amy Denney ☑ | 12:09 pm Nov. 14, 2018 CST















Residents got their first glimpse Nov. 13 of a proposed project that will eliminate the main lane traffic signals at Loop 360 and Spicewood Springs Road/Bluffstone Drive in Northwest Austin and add an overpass.

At the Nov. 13 open house, residents gathered around large maps of the project area and added comments on the preliminary design, which included two main lanes in each direction and one to two lanes on the frontage roads.

Several residents objected to one proposed change that would remove left turns between Loop 360 and Spicewood Springs Road West.

Amy Whiteaker, a resident of the Yaupon Bluffs neighborhood, said vehicles waiting to turn right at Spicewood Springs Road West block the queue of vehicles waiting to turn left to either Loop 360 or Old Spicewood Springs Road below Loop 360.

"In the mornings the traffic is typically back up to Yaupon [Drive], which is three-quarters of a mile west of 360, and it can take 5 or 15 or longer minutes to get onto 360 from there," she said.



A Texas Department of Transportation proposal would require drivers wanting to make left turns from Loop 360 to Spicewood Springs Road West to travel north to Spicewood Springs Road/Bluffstone Drive, make U-turns and then turn right onto Spicewood Springs Road West. Those on Spicewood Springs Road West would have to turn right, travel almost a half-mile south to make U-turns to head northbound.

"That time [to take a U-turn] is probably going to be around the same time as waiting at the light or even shave off a few minutes," said Bradley Wheelis, public information officer for TxDOT's Austin District.

But not all residents want to have to use U-turns.

"This proposed change will make anybody trying to head north on 360 [make a U-turn]. There's no way to get north; they would have to take a U-turn," Whiteaker said.

She said she hopes TxDOT reconsiders the proposal and adds another connection to the main lanes at Spicewood Springs Road West.

RELATED

CI EXCLUSIVE: Check out video of this innovative RM 620 roundabout project near I-35 in Round Rock

Construction of a unique overpass over railroad tracks and a traffic roundabout will likely begin in April at RM 620... >



"I think it could alleviate some of the northbound [drivers]if there was an overpass that went over 360 but then merged into northbound 360 main lanes," Whiteaker said.

Congestion on Loop 360 has been increasing for years.

In 2018, the section of the highway from US 183 to RM 2222 was ranked No. 73 on the Texas A&M Transportation Institute's 2018 list of most congested roadways in the state. The same segment was ranked No. 17 on the 2018 Texas Congestion Index, which analyzes the length a trip takes during peak hours versus free-flowing traffic, according to TxDOT.

The state agency began considering options for improving traffic flow and in 2016 completed the feasibility study that included short- and long-term solutions for improving congestion on the highway.

Construction on any overpasses and underpasses is still several years away, Wheelis said. Public outreach will take about two years, and final design will take another two years. At Spicewood Springs Road, environmental and final engineering work is expected to finish in mid-2022, and construction could begin in late 2023 or 2024, Wheelis said.

The intersection is one of nine where TxDOT will construct either overpasses or underpasses in an effort to improve traffic flow on the western side of Austin. With an estimated cost of \$250 million, the city of Austin is pitching in \$46 million from its 2016 Mobility Bond to be used for four of the nine intersections, including Spicewood Springs Road.

TxDOT is also gathering input on the aesthetics of the project, including the appearance of bridges, walls and landscaping as well as what type of access should be designed for pedestrians and bicyclists. Residents can take the survey here.

"We're being proactive," Wheelis said. "Part of the reason people live out here is because of the beauty."

After the Nov. 13 meeting, TxDOT staffers will analyze all public comments and take those into consideration when working on the design. TxDOT will also need to complete a traffic study to look at how any design would affect side streets, such as at Spicewood Springs Road West, Wheelis said.

Residents can learn more about the Loop 360 project and submit comments at www.loop360project.com. Public input for the Nov. 13 meeting will be accepted through Nov. 28.

Wheelis said TxDOT is also coordinating with the city of Austin, which is in the midst of designing the Spicewood Springs Road expansion from Loop 360 to Mesa Drive. That project will widen the roadway to two lanes in each direction with a center median and left-turn bays.

The city of Austin announced the final design for the \$17 million project in late October. Construction could begin in 2021. Read more about the project here.

Open full screen to view more

KVUE Post-Workshop Coverage









C1.05





LOCA

TxDOT to build bridge at Loop 360, Spicewood Springs to reduce Austin traffic

Many of us have seen Loop 360 backed up for miles, but change is on the horizon. TxDOT revealed its plans to add a bridge at the Spicewood Springs Road intersection.

Author: Kalyn Norwood Published: 9:03 PM CST November 15, 2018 Updated: 10:29 PM CST November 15, 2018

 ${\sf AUSTIN}$ — No one enjoys driving bumper to bumper and sitting in Austin traffic.

That's why the Texas Department of Transportation is working to help alleviate some of that. They said the 360 corridor includes some of the state's most congested roadways.

On an average day, there is traffic at the Spicewood Springs intersection, but they plan to add a bridge along Loop 360 to change that.

To do so, they'll remove the traffic lights on the main lanes and add frontage road lanes along Loop 360.



Flores, Rebecca

A shared use path on both sides of Spicewood Springs Road will be added for bike riders and and walkers.

The Spicewood Springs project is just one of many projects planned along the corridor. People can give feedback on these proposed changes for about two more weeks.

Construction is expected to start in 2022.

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