

FACT SHEET

Project Purpose

The purpose of the Westlake Drive project is to improve mobility at the Loop 360 and Westlake Drive intersection. Proposed solutions for the intersection include



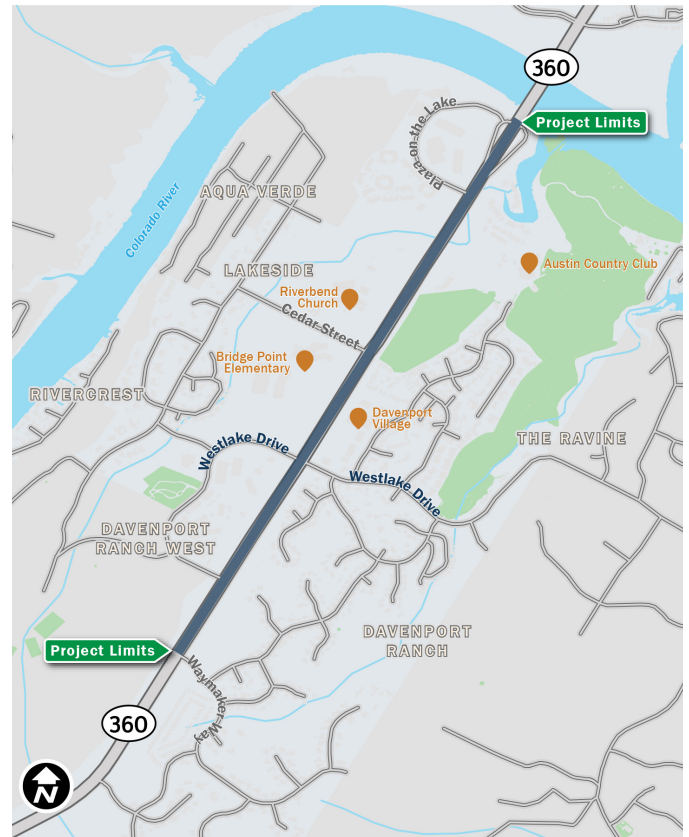
Removal of the signalized intersection from the mainlanes



Construction of either an overpass or underpass



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



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.

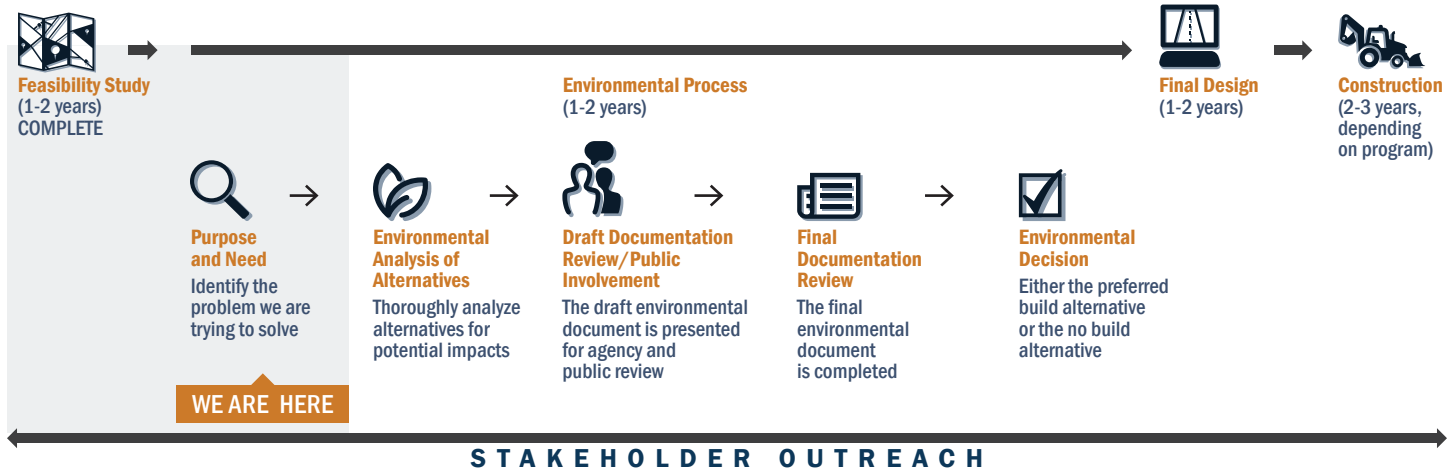
Westlake Drive at Loop 360 is the most congested intersection along the corridor. Increased traffic congestion at Westlake Drive and along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless something is done, traffic conditions will worsen as our population grows.

Details and Timeline

Environmental work began in summer 2018 and will incorporate input collected at upcoming public meetings.

The environmental, preliminary and final engineering stages are anticipated to be complete in mid 2022.

PROJECT PROCESS | The Westlake Drive project will be conducted using a multi-step process that engages stakeholders on an ongoing basis.



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FREQUENTLY ASKED QUESTIONS – WESTLAKE DRIVE

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

This project consists of removing the signal on the mainlanes and adding either an overpass (where the Loop 360 mainlanes go over Westlake Drive) or underpass (where the Loop 360 mainlanes go under Westlake Drive and Cedar Street). There are two overpass options; one adds an elevated U-turn structure to provide access to Cedar Street.

2. How will you decide which option to select?

At the beginning of any environmental study, the community is invited to help define the problem we are trying to solve. Options 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 option, 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 Westlake Drive 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 alternatives, 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. Will the Westlake Drive project impact the Pennybacker Bridge?

No. The bridge will remain intact as built.

5. Will the project impact the Loop 360 boat ramp that provides access to the Colorado River?

The Loop 360 boat ramp and access to the Colorado River will not be directly impacted. However, the project team is considering removing the signal at Cedar Street which could potentially increase the amount of traffic using the U-turn at the boat ramp. One option (Option 1) enhances boat ramp access by creating a dedicated U-turn lane to separate drivers accessing the boat ramp from drivers turning around to travel southbound on Loop 360.

6. How will I access Cedar Street if traveling northbound on Loop 360?

In Option 1, drivers would use a dedicated U-turn lane under the south end of the Pennybacker Bridge that would be physically separated from the boat ramp access. Option 2 includes an elevated U-turn bridge that provides access to Cedar Street. Option 3 drops the Loop 360 mainlanes and provides a new bridge at Cedar Street that allows a direct left turn for northbound traffic onto Cedar Street.

7. 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.

8. Does TxDOT require additional right of way for the Westlake Drive Project?

At this time, none of the options for the Westlake Drive improvements would require additional right of way.

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.

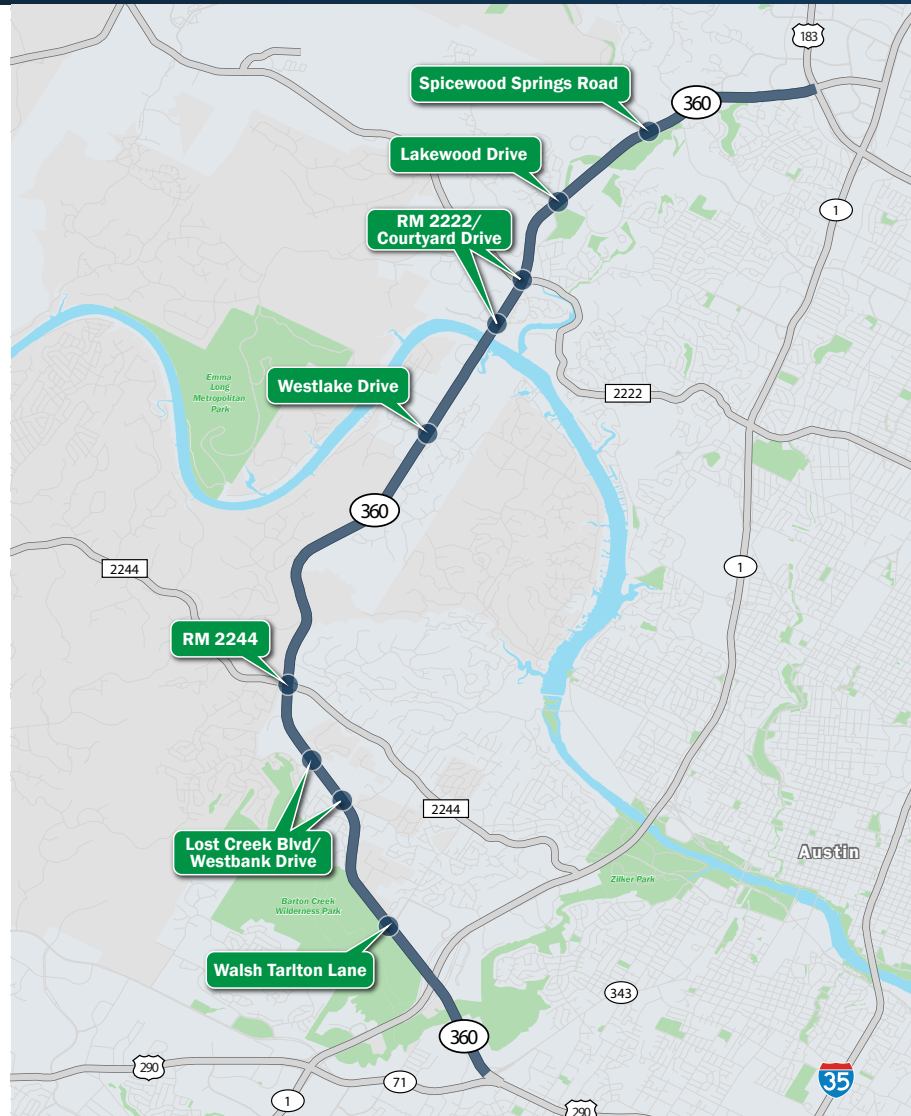
The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area. The Pennybacker Bridge, located at the roadway's crossing of the Colorado River, serves as an iconic symbol of central Texas.

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.

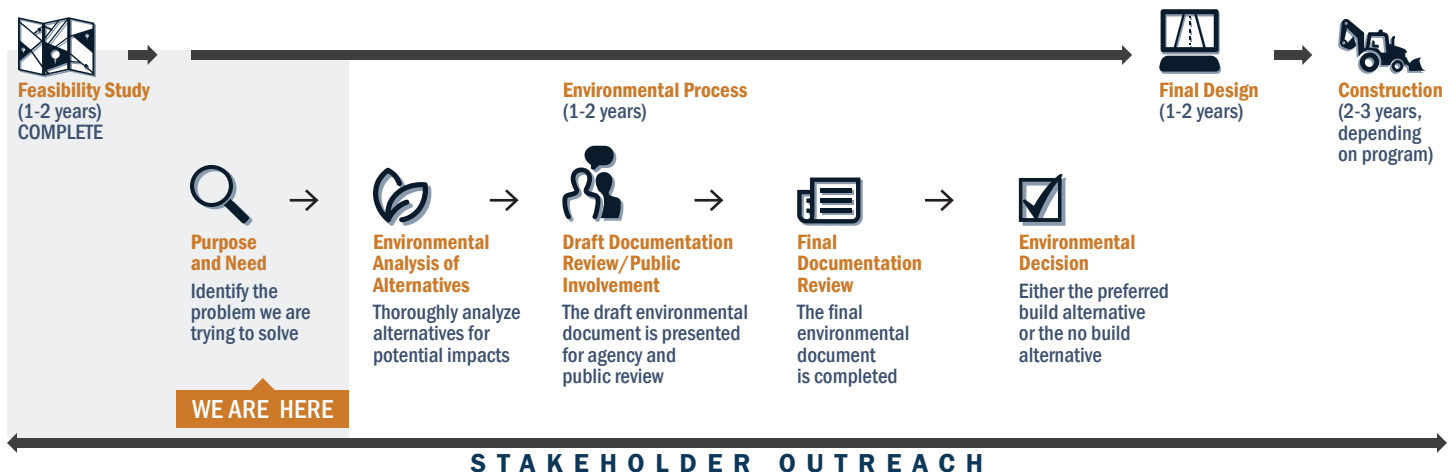
Program Details

The Loop 360 program will upgrade nine intersections along the roadway. These improvements will collectively provide substantial benefits for congestion relief.

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.



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 nine intersections along the corridor. These improvements will collectively provide substantial benefits for congestion relief. 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. 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.

6. 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. The first project will be the Westlake Drive project.

7. 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.

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

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

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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 over 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.



LOOP 360 PROGRAM



YOU CAN ALSO VISIT US ONLINE AT OUR VIRTUAL WORKSHOP

**www.Loop360Project.com
from Sept. 20 to Oct. 5, 2018**

Download and review meeting materials



Fill out a community survey



Provide your comments or ask questions



Sign up for email updates

WE HOPE TO SEE YOU ONLINE!