

Summary of Loop 360 Improvements  
Brodie Oaks Center

NODE #	2021 Existing			Phase 2-2031 Forecasted - Loop 360 Program Imps	
	Intersection/Roadways	Approach	Lane Configuration	Approach	Lane Configuration
13	Capital of Texas Hwy & Mopac SBFR				Capital of Texas Hwy & Mopac SBFR
	Capital of Texas Hwy	EB	4 lanes - thru, thru, thru, right 3 receiving lanes	EB	5 lanes - thru, thru, thru, right, right Same
	Capital of Texas Hwy	WB	4 lanes - Uturn, left, Shared left-thru, right 3 receiving lanes	WB	Same Same
	Mopac SBFR	SB	4 lanes - left, thru, thru, thru 0 receiving lanes	SB	Same Same

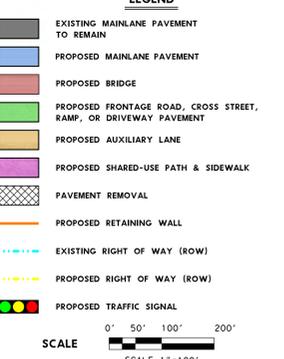
Summary of Loop 360 Improvements  
Brodie Oaks Center

NODE #	INTERSECTIONS	APPROACH	2031 FORECASTED	PRO-RATA	PRO-RATA CALCULATION NOTES
13	Mopac SBFR	EB	Add a second right-turn lane	1%	EBT Prorata, since no EBRT Prorata



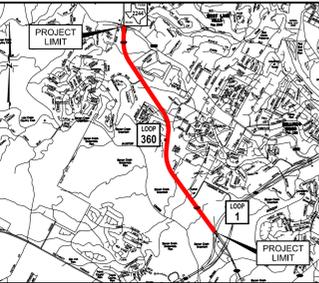
**CONCEPTUAL LAYOUT  
LOOP 360**  
FROM: MOPAC  
TO: RM 2244  
TRAVIS COUNTY, AUSTIN DISTRICT  
CSJ 0113-13-170/171/172 DATE APPROVED:

**NOT A BIDDING DOCUMENT**  
MICHAEL P. MERONEY, P.E.  
3535  
TEXAS REGISTRATION NUMBER  
DATE

**LEGEND**  


- EXISTING MAINLANE PAVEMENT TO REMAIN
- PROPOSED MAINLANE PAVEMENT
- PROPOSED BRIDGE
- PROPOSED FRONTAGE ROAD, CROSS STREET, RAMP, OR DRIVEWAY PAVEMENT
- PROPOSED AUXILIARY LANE
- PROPOSED SHARED-USE PATH & SIDEWALK
- PAVEMENT REMOVAL
- PROPOSED RETAINING WALL
- EXISTING RIGHT OF WAY (ROW)
- PROPOSED RIGHT OF WAY (ROW)
- PROPOSED TRAFFIC SIGNAL

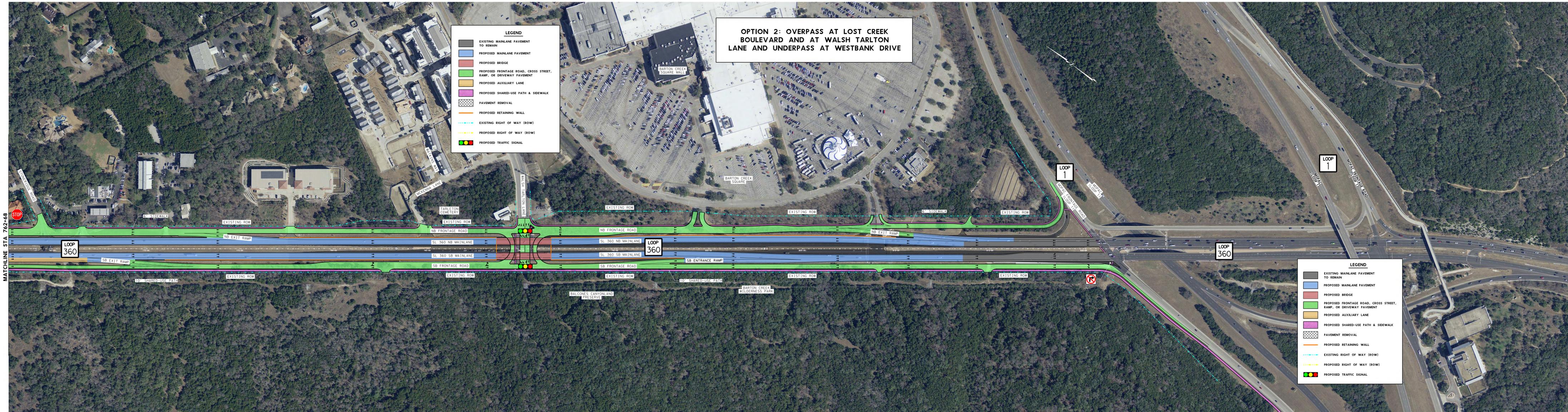
SCALE 0' 50' 100' 200'  
SCALE 1"=100'



**PRELIMINARY**  
THIS PRINT IS FURNISHED FOR INFORMATION ONLY.  
THE PLAN INFORMATION OR OTHER DATA SHOWN HEREON IS  
SUBJECT TO CHANGE AND MUST NOT BE CONSTRUCTED AS FINAL



**LOOP 360  
CONCEPTUAL LAYOUT  
MOPAC (LOOP 1) TO  
RM 2244**  
DATE: 6/9/2020



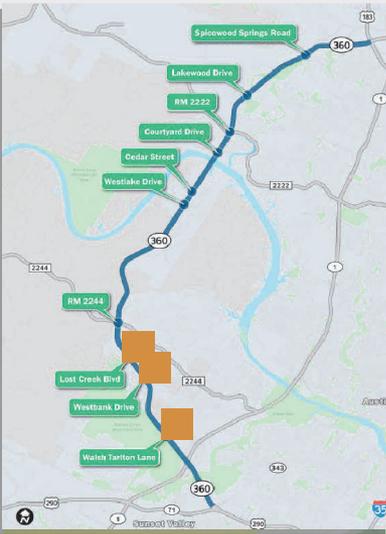
**LEGEND**  


- EXISTING MAINLANE PAVEMENT TO REMAIN
- PROPOSED MAINLANE PAVEMENT
- PROPOSED BRIDGE
- PROPOSED FRONTAGE ROAD, CROSS STREET, RAMP, OR DRIVEWAY PAVEMENT
- PROPOSED AUXILIARY LANE
- PROPOSED SHARED-USE PATH & SIDEWALK
- PAVEMENT REMOVAL
- PROPOSED RETAINING WALL
- EXISTING RIGHT OF WAY (ROW)
- PROPOSED RIGHT OF WAY (ROW)
- PROPOSED TRAFFIC SIGNAL



## ■ Project Overview:

- Remove traffic signals from the Loop 360 mainlanes at the southern entrance to Barton Creek Square, Walsh Tarlton Lane, Westbank Drive, Las Cimas Parkway and Lost Creek Boulevard.
  - Construct an overpass at Walsh Tarlton Lane and Lost Creek Boulevard, and either an overpass or an underpass at Westbank Drive, with non-signalized U-turns in both directions.
  - Construct continuous one-way northbound and southbound frontage roads throughout the project limits to improve local connectivity.
  - Add a shared-use path and sidewalks within the project limits.
- Environmental work began in fall 2019 and will incorporate input collected at upcoming public meetings. Construction is anticipated to begin in mid-2025.



## FACT SHEET

### About Loop 360

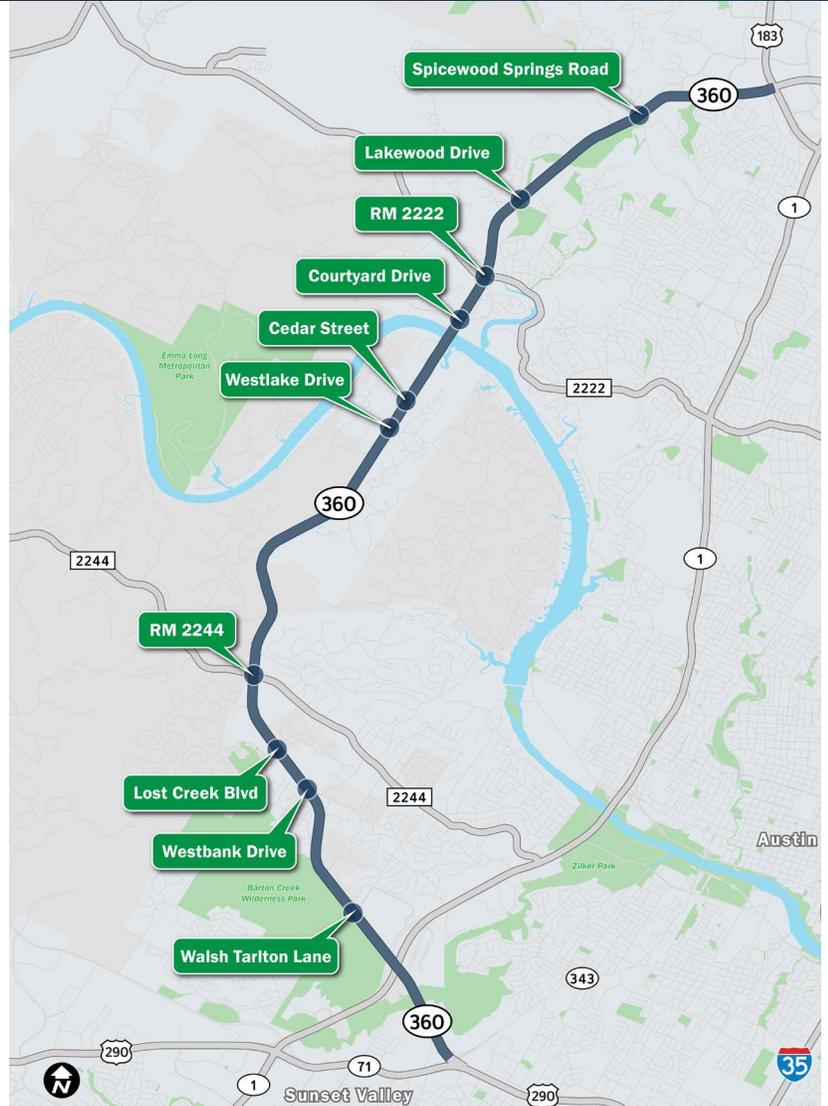
Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and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

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

### Program Details

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

Projects include: Lakewood Drive/Spicewood Springs Road, Courtyard Drive/RM 2222, Westlake Drive/Cedar Street, RM 2244 and MoPac to RM 2244.



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



**Feasibility Study**  
(1-2 years)  
COMPLETE



**Purpose and Need**  
Identify the problem we are trying to solve



**Environmental Analysis of Alternatives**  
Thoroughly analyze alternatives for potential impacts



**Draft Documentation/Public Involvement**  
The draft environmental document is prepared and reviewed



**Final Documentation Review**  
The final environmental document is completed



**Environmental Decision**  
Either the preferred build alternative or the no build alternative



**Utility Relocation**  
(Approximately 1 year)



**Construction**  
(2-3 years, depending on project)

**STAKEHOLDER OUTREACH**



**FIND OUT MORE**  
[www.LOOP360PROJECT.com](http://www.LOOP360PROJECT.com)

**FOLLOW US ON TWITTER**  
[@Loop360Project](https://twitter.com/Loop360Project)



**CONTACT US**

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



# Loop 360 Program



- Major north/south transportation corridor.
- Runs 14 miles from US 183 to US 290/SH 71.
- Serves residents and commuters.
- Known for natural beauty, Hill Country features and the Pennybacker Bridge.

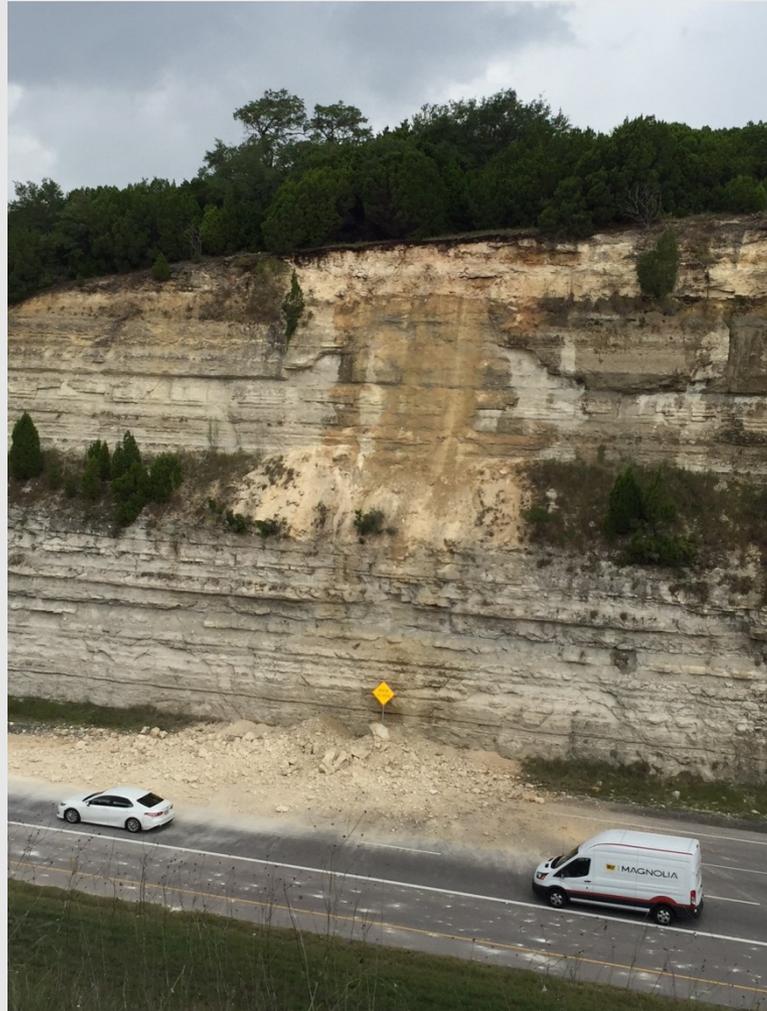


- Severe traffic congestion.
  - Mobility and safety concerns.
  - Loop 360 is ranked on the [Texas 2020 Most Congested Roadways list](#).
  - Currently takes approximately 70% longer to travel during peak periods than during free-flow conditions.
  - Traffic will worsen as population grows – population is expected to double between 2015 and 2040.



Improvements along Loop 360 face several challenges, including a sensitive environment, cliffs which sometimes experience rockslides, and natural hills and valleys.





# Challenges – Hills and Dales



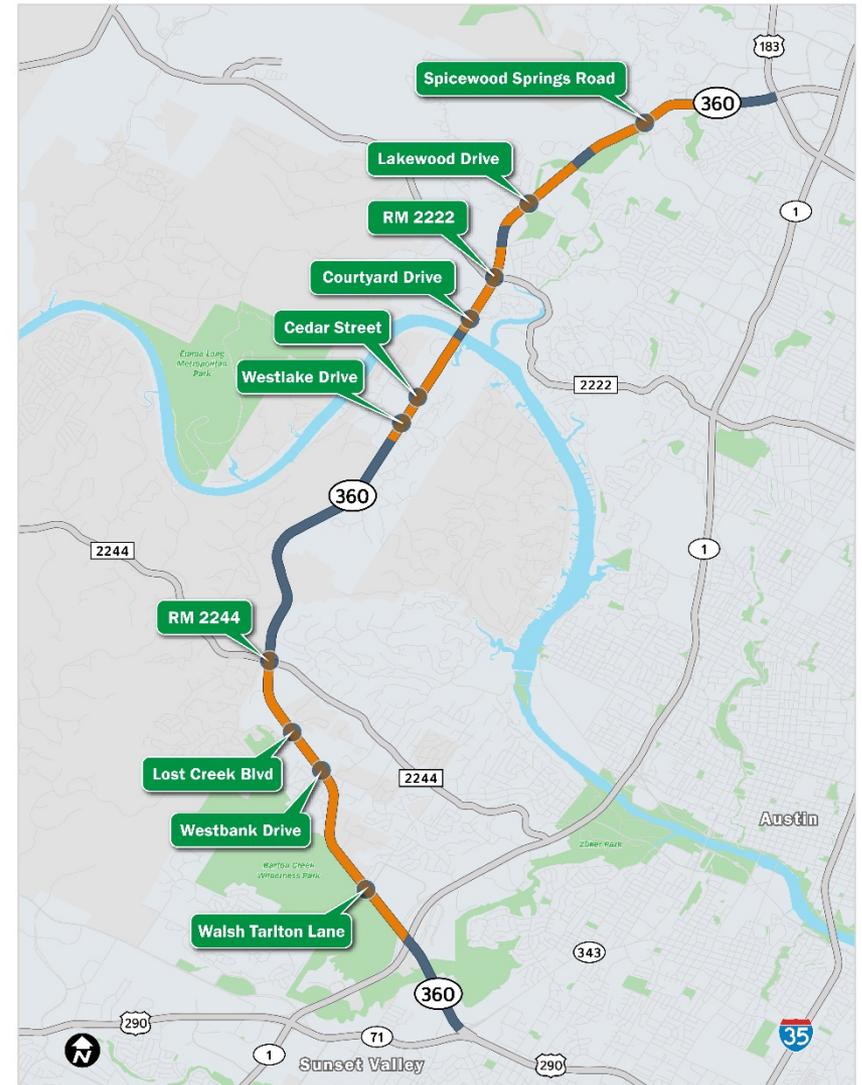


- Program purpose: Upgrade multiple intersections to improve mobility and safety along the corridor.
  - Eliminate at-grade crossings.
  - Install over/underpasses at major intersections.
  - Add a diverging diamond intersection (DDI) at RM 2222; evaluate a DDI at RM 2244.
  - Separate local and through traffic at intersections.
  - Increase safe access to/from adjoining neighborhoods.
  - Add accommodations for bicyclists and pedestrians.



## ■ Projects:

- Lakewood Drive/  
Spicewood Springs Road.
- Courtyard Drive/  
RM 2222.
- Westlake Drive/  
Cedar Street.
- RM 2244.
- MoPac to RM 2244.





## Multi-step process with ongoing stakeholder engagement.





- Project Overview:
  - Remove the traffic signals from the Loop 360 mainlanes at Spicewood Springs Road (E)/Bluffstone Drive, Spicewood Springs Road (W), and Lakewood Drive.
  - Construct overpasses at Spicewood Springs Road (E)/Bluffstone Drive and Lakewood Drive with non-signalized U-turns in both directions.
  - Add a shared-use path and sidewalks within the project limits.
- Due to their proximity and similar environmental considerations, TxDOT has combined the environmental process for the Lakewood Drive and the Spicewood Springs Road projects.
- Environmental work began in summer 2018 and will continue to incorporate public input. Construction is anticipated to begin at Lakewood Drive in early 2023 and at Spicewood Springs Road in mid-2025.

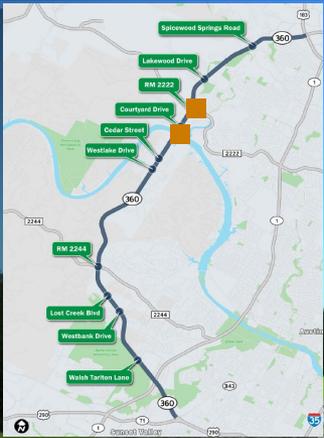
# Lakewood Drive/Spicewood Springs Road





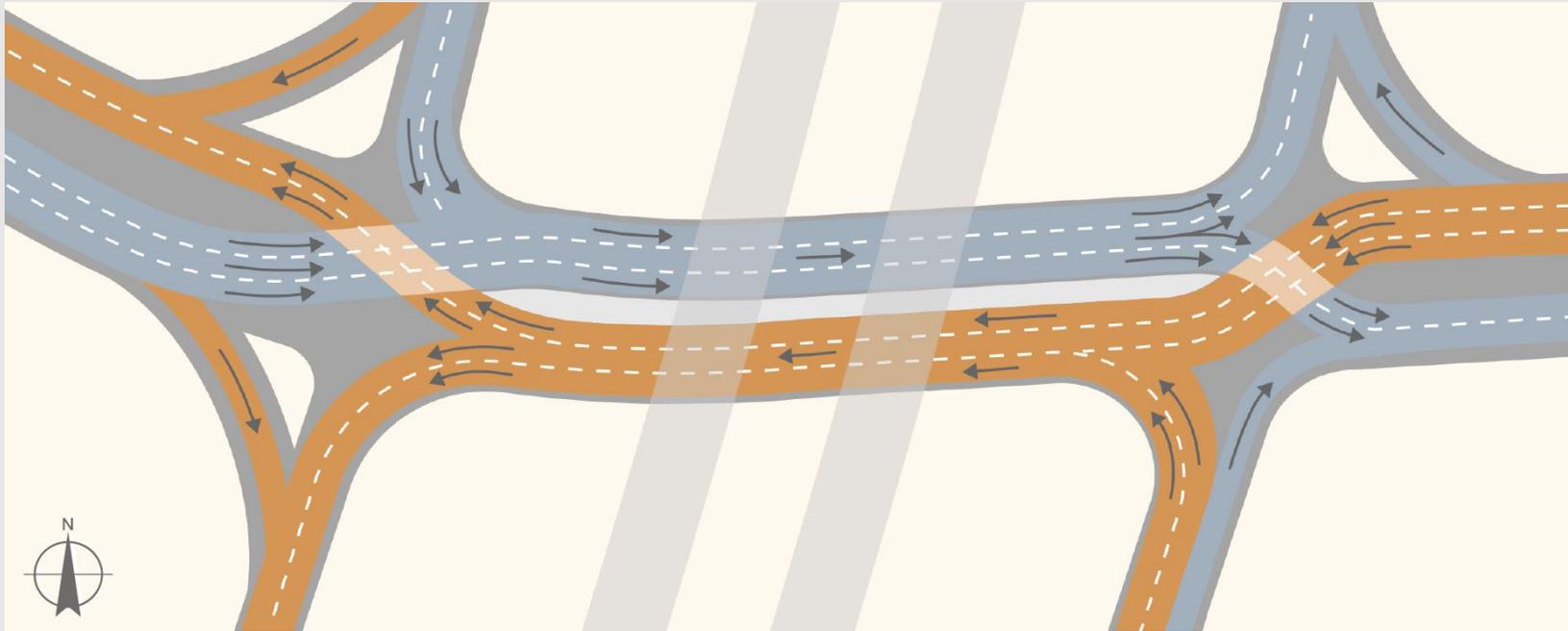
- Project Overview:
  - Remove traffic signal from the Loop 360 mainlanes at Courtyard Drive and construct an underpass.
  - Reconfigure RM 2222 at Loop 360 to a diverging diamond intersection.
  - Add a shared-use path and sidewalks within the project limits.
- Environmental work began in summer 2018 and will continue to incorporate public input. Construction is anticipated to begin in mid-2023.

# Courtyard Drive/RM 2222 – Looking North toward RM 2222





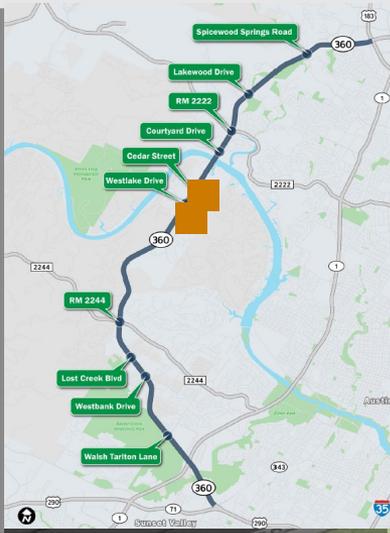
- Reduce crash points.
- Move more cars.
- Facilitate left turns without left-turn signal.
- Enhance visibility.





- Project Overview:
  - Remove traffic signal from the Loop 360 mainlanes at Westlake Drive and Cedar Street.
  - Construct an underpass at both intersections, including non-signalized U-turns in both directions at Westlake Drive.
  - Add a shared-use path and sidewalks within the project limits.
- The project was environmentally cleared in Spring 2020 and is now in the utility relocation phase. Construction is anticipated to begin in early 2022.

# Westlake Drive/Cedar Street





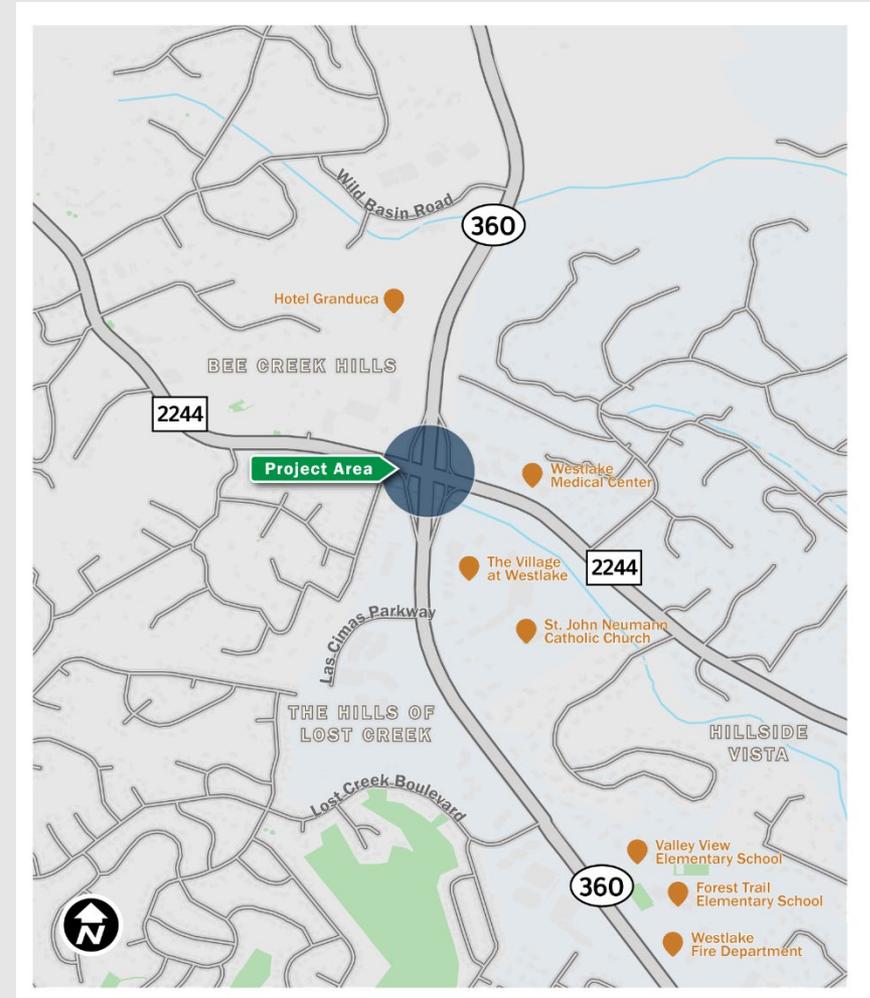
## ■ Project Overview:

- Remove traffic signals from the Loop 360 mainlanes at the southern entrance to Barton Creek Square, Walsh Tarlton Lane, Westbank Drive, Las Cimas Parkway and Lost Creek Boulevard.
  - Construct an overpass at Walsh Tarlton Lane and Lost Creek Boulevard, and either an overpass or an underpass at Westbank Drive, with non-signalized U-turns in both directions.
  - Construct continuous one-way northbound and southbound frontage roads throughout the project limits to improve local connectivity.
  - Add a shared-use path and sidewalks within the project limits.
- Environmental work began in fall 2019 and will incorporate input collected at upcoming public meetings. Construction is anticipated to begin in mid-2025.





- RM 2244:
  - This project is the last scheduled project in the program and has not yet moved forward into the environmental stage. A diverging diamond intersection will be evaluated at RM 2244.
  - Environmental work for the project has not yet begun. Construction is currently anticipated for mid-2026.



# Program Schedule



All dates are subject to change.

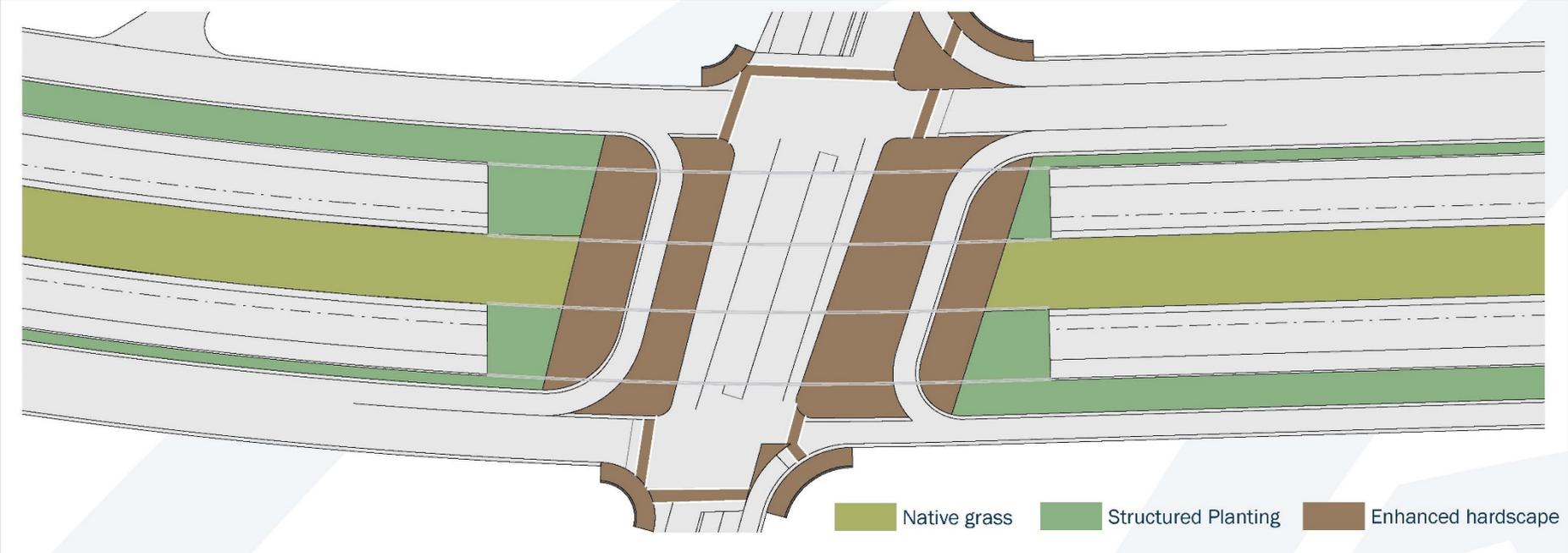
# But much of Loop 360 will continue to look like this





- A collaborative approach to developing roadways that fit within their surroundings.
- Considers not only physical aspects or standard specifications of a roadway, but also community resources.
- Community Feedback
  - Beginning in November 2018, TxDOT has been gathering public input about CSS features at multiple public meetings and online. Based on that feedback, TxDOT plans to incorporate certain landscaping and hardscaping elements, as well as treatments for walls and columns.
- More details about the CSS process can be found at [Loop360Project.com](http://Loop360Project.com).





## ■ Landscaping and Plants

- Native grass, wildflowers and plants along center median.
- Structured planting near intersection.
- Some aesthetics may be added as part of a separate program.

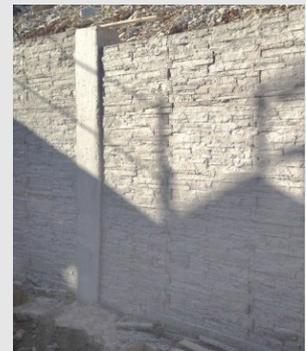
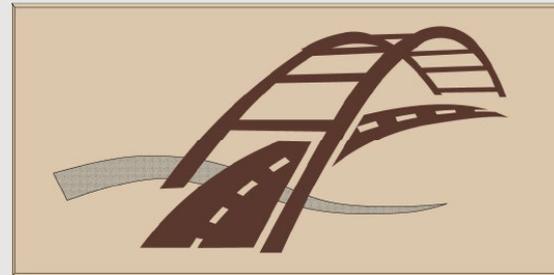
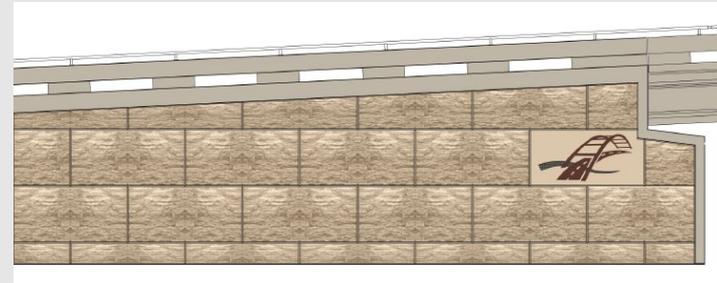
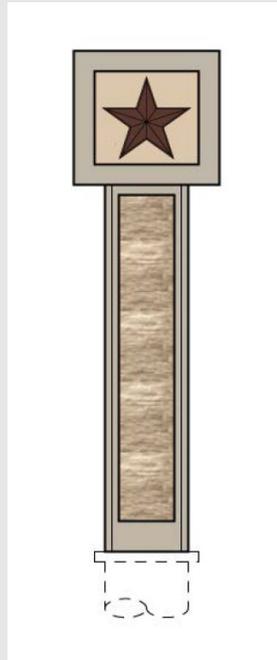
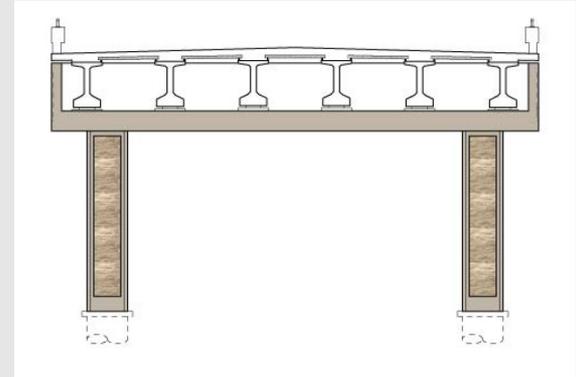
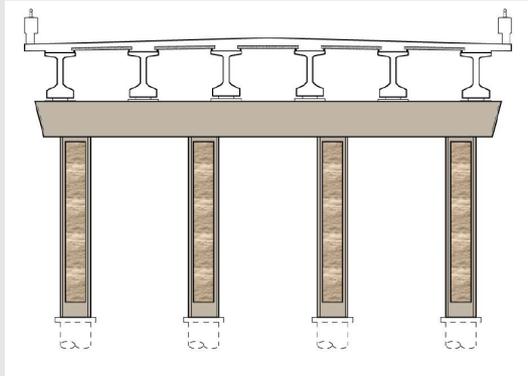


- Lighting
  - Cobra head light fixtures with low-intensity LED bulbs to be installed at intersections and on ramps only.
- Hardscaping
  - Muted colors.
  - Simple accents.
- Traditional intersections
  - Slender footprint with confined landscape and hardscape areas.
- Diverging diamond intersections
  - Enhanced landscape and hardscape areas.





- Walls and Columns
  - Square columns with Texas star.
  - Pennybacker Bridge and Colorado River represented on retaining walls.
  - Wall treatment to resemble natural cliff.





For the most up-to-date information,  
visit the program website.  
[www.Loop360Project.com](http://www.Loop360Project.com)

Questions or Comments?  
Email the project team.  
[info@Loop360Project.com](mailto:info@Loop360Project.com)