



TEXAS DEPARTMENT OF TRANSPORTATION



TxDOT

State Loop 360



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Program Overview



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.

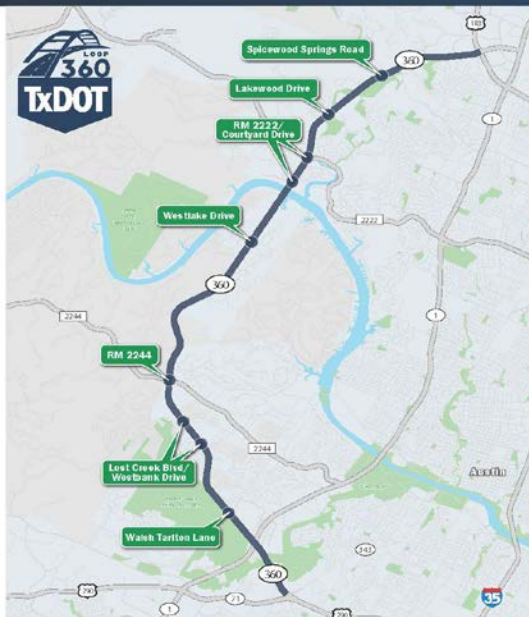
The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area. The Pennybacker Bridge, located at the roadway's crossing of the Colorado River, serves as an iconic symbol of central Texas.

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 nine intersections along the roadway. These improvements are being completed as separate projects that 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 Tortoise Lane.



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

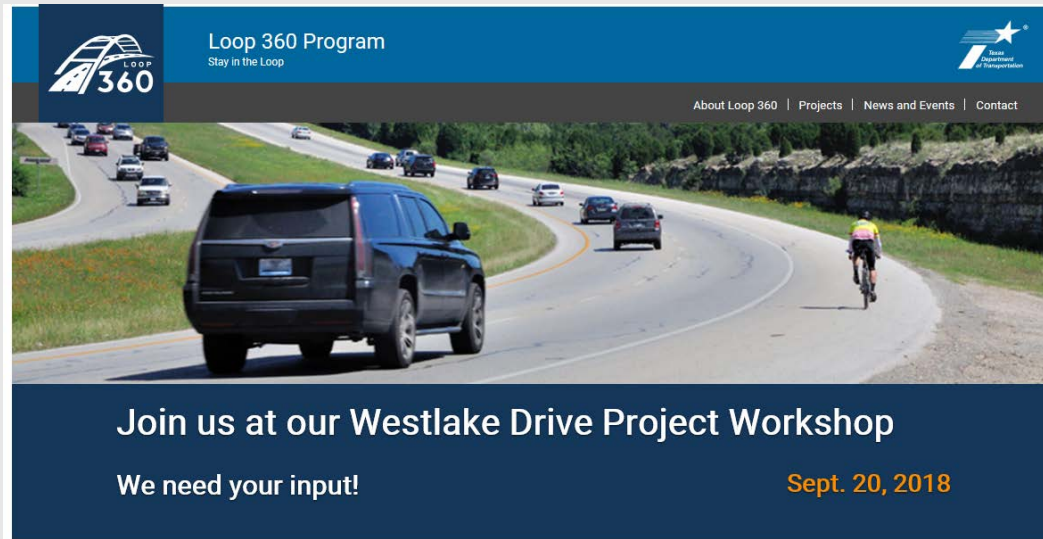


FIND OUT MORE
www.LOOP360PROJECT.com

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



CONTACT US
Austin District Public Information Officer
Brad Wheels
Bradley.Wheels@txdot.gov | 512.832.7060



- TxDOT website at <http://www.loop360project.com> went live on August 13th.
- It will contain all of the programs latest and most up to date information.
- If you would like to leave comments with our team, please visit the website to provide input.

Westlake Drive



WESTLAKE DRIVE PROJECT

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.



FIND OUT MORE
www.LOOP360PROJECT.com

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Coordination

TxDOT

- Internal safety meetings
- September 7th coordination meeting with City of Austin (CoA)
- Stakeholder meetings
- Communication with Division level Bicycle and Pedestrian planner.
- Possible bicycle accommodation studies to help with various concerns.

City of Austin

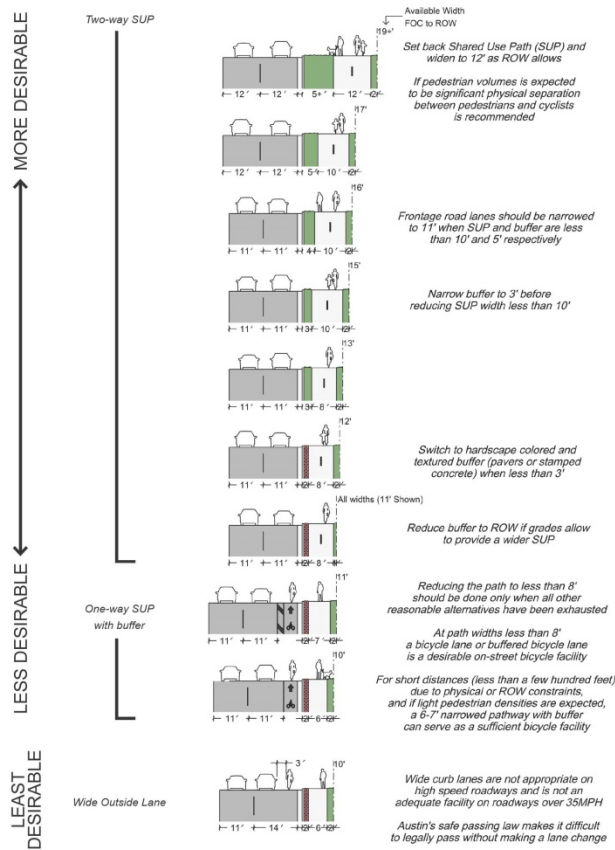
- Paul Terranova is CoA Program point of contact.
- CoA Transportation Department
- Citywide Charrette on August 28th.

Stakeholders

- Local Elected Officials
- School Districts
- Bike Austin
- Local HOA and Neighborhood Associations
- Be Kind to Cyclists
- Additional advocate groups

Exhibit 1

Recommended Bicycle and Pedestrian Facilities Along High Speed Roadways with Limited Access (Curbed)



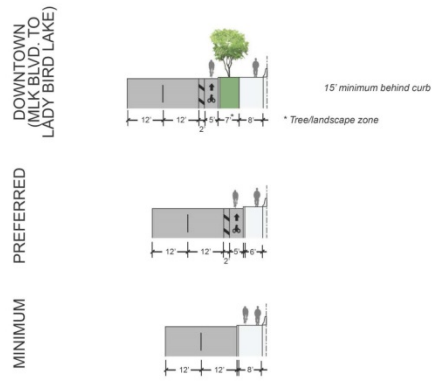
Notes

1) High-speed roadways defined as operating at or over 45MPH. Limited access is defined as limited opportunities for crossing the highway and infrequent driveway conflicts (ex. Freeway/frontage roads and major highways).

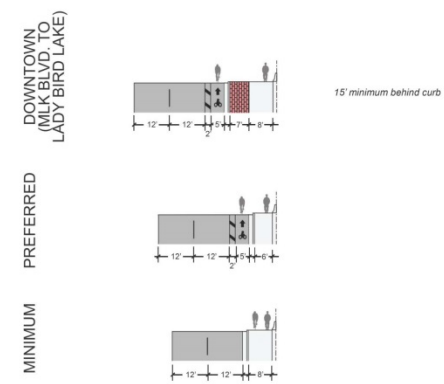
2) Assumes SUP is unobstructed (signs, utilities, etc) and properly designed including proper sight distance, driveways, and intersections.

Bicycle Facility Recommendations on High Speed Roadways with Limited Access.dgn 4/14/2014 6:23:14 PM -HNTB EDITED 8/12/2014

Recommended Bicycle and Pedestrian Facilities for Interstate Overpasses



Recommended Bicycle and Pedestrian Facilities for Interstate Underpasses



SOURCES:

1. THE EXHIBITS ON THIS PAGE WERE EXTRACTED FROM A DOCUMENT DEVELOPED FOR THE MOBILITY 35 CAPITAL REGION PROJECTS.

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SHEET 1 OF 4

SL 360

BIKE LANE CONCEPTS

EXHIBIT

FRONTAGE ROADS

AND AT CROSS STREETS

DESIGNED:	REV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
CHECKED:	6	TEXAS		LOOP 360
DRAWN:	W. J. BRYANT	COUNTY	CONTROL SECTION	NO. 100
CHECKED:	AUS	TRAVIS	XXXX	XX XXX

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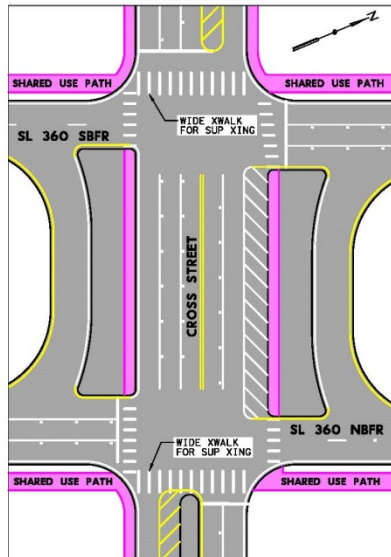
Exhibit 2

SOURCES

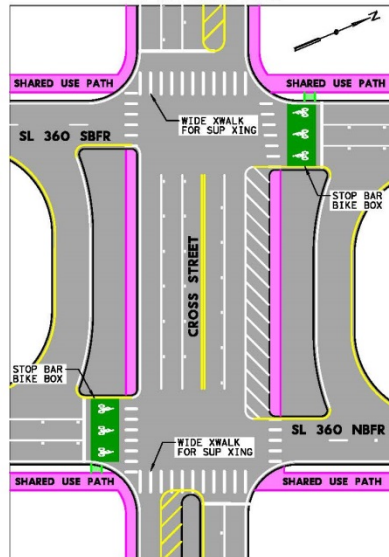
1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.
2. NACTO URBAN BIKEWAY DESIGN GUIDE
3. TEXAS MUTCD, 2011 EDITION

0 30 60
SCALE: 1" = 60'

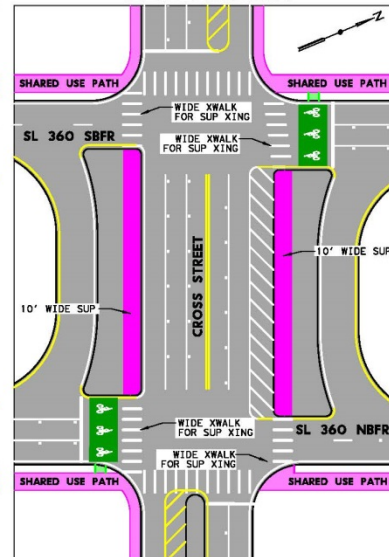
BASELINE CONFIGURATION BIKES AND PEDESTRIANS USE CROSSWALKS



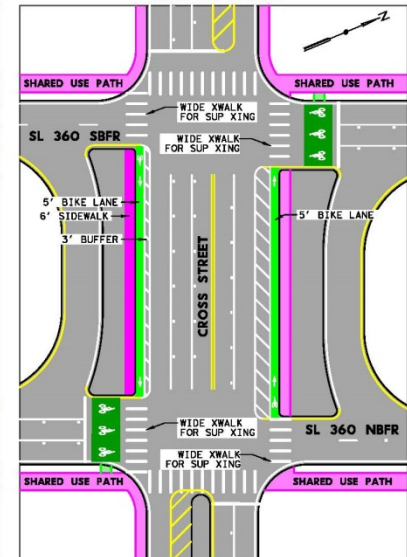
OPTION 1 WITH BIKE TREATMENTS AT INTERCHANGE



OPTION 2 WIDEN INTERNAL SIDEWALK TO SUP STANDARDS



OPTION 3 ADD 5' BIKE LANE AND 3' BUFFER



NOTE: CONCEPTUAL LAYOUTS ONLY. NOT INTENDED FOR CONSTRUCTION.

PRELIMINARY

FOR INTERIM REVIEW ONLY. NOT FOR
PERMITTING, BIDDING, OR CONSTRUCTION.

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9/8/2018



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810 Heaters Crowley Road, Suite 120
Round Rock, Texas 78681
(Texas Registered Engineering Firm No. F-754)

LEGEND

- PROPOSED BIKE RAMP
- PROPOSED BIKE RAMP UPGRADES
- PROPOSED SIDEWALK/SUP
- PROPOSED SIDEWALK/SUP UPGRADES
- PROPOSED ROADWAY/PAVING

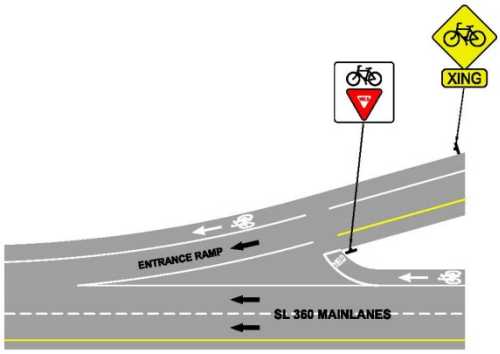


SL 360
SL 360 AND CROSS STREET
INTERSECTION LAYOUT
OPTIONS
(CONCEPTUAL)

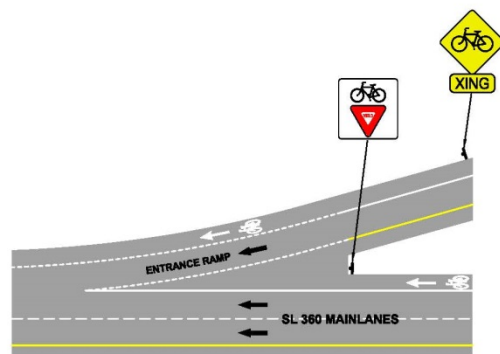
DESIGNED TO	REV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
CHECKED BY	6	TEXAS		LOOP 360
DRAWN BY	SF	DISTRICT	COUNTY	CONTRACT SECTION
CHECKED TO	AUS	TRAVIS		

SL 360-Bike and Ped Exhibits
9/8/2018

Exhibit 3



OPTION 1
(PREFERRED)



OPTION 2

- SOURCES:
- 1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.
 - 2. FEDERAL HIGHWAY ADMINISTRATION PUBLICATION FHWA-HRT-06-113.

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SHEET 3 OF 4



Texas Department of Transportation



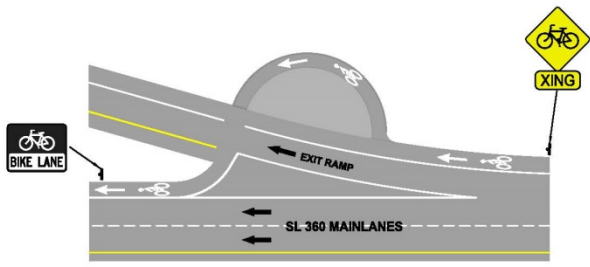
LOOP 360

SL 360
BIKE LANE CONCEPTS
EXHIBIT
ENTRANCE RAMPS

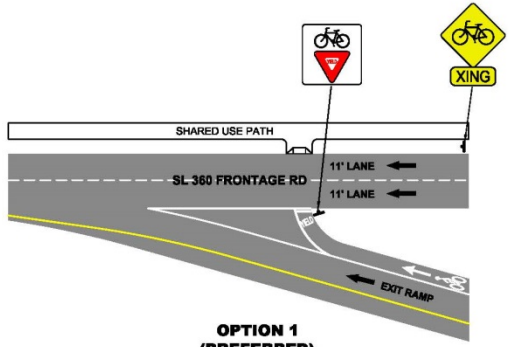
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DRAWN	REVISED	COUNTY	CENTRAL SECTION	SHEET
CHECKED	AUS	TRAVIS	XXXX	XX XXX 3

D:\Exhibits\2018\Loop360\SL360Bike Lane Concepts.dgn 12/20/18

Exhibit 3



OPTION 1
(PREFERRED)



OPTION 1
(PREFERRED)

- SOURCES:
1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES.
 2. FEDERAL HIGHWAY ADMINISTRATION PUBLICATION FHWA-HRT-05-113.

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SHEET 4 OF 4



Texas Department of Transportation



LOOP 360

SL 360
BIKE LANE CONCEPTS
EXHIBIT
EXIT RAMPS

DESIGNED	FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.
CHECKED	6	TEXAS		LOOP 360
DRAWN	DISTRICT	COUNTY	CONTRACT SECTION NO.	SHEET NO.
CHECKED	AUS	TRAVIS	XXXX	XX XXX 4

D:\Exhibits\2818\Loop360\SL360\Bike Lane Concepts.dgn
3/6/2018 4:53:41 PM

Exhibit 3

Events



Upcoming Workshop: Westlake Drive Project

Sept. 20, 2018

The workshop will be held from 4 to 7 p.m. at Riverbend Church, located at 4214 N. Capital of Texas Highway. All interested citizens are invited to attend this public workshop. Attendees will have the opportunity to learn more about the Westlake Drive project and to provide feedback. The input received at the workshop will help to guide the planning for improvements at the Westlake Drive intersection.

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