



# LOOP 360 AT LAKEWOOD DRIVE/ SPICEWOOD SPRINGS ROAD PROJECT



## FACT SHEET

### Why Improvements Are Needed

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

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

### Project Overview

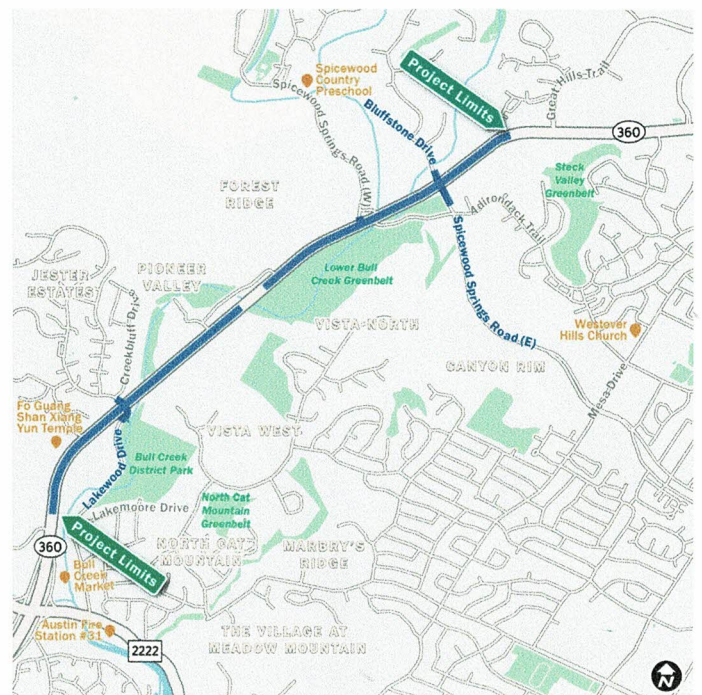
The purpose of the project is to improve mobility and safety on Loop 360 at Lakewood Drive, Spicewood Springs Road (W) and Spicewood Springs Road (E)/Bluffstone Drive.

The City of Austin is also evaluating improvements on Spicewood Springs Road. For more information, visit [www.austintexas.gov/SpicewoodSpringsRd](http://www.austintexas.gov/SpicewoodSpringsRd)

### Details and Timeline

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

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



### Proposed solutions include:



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

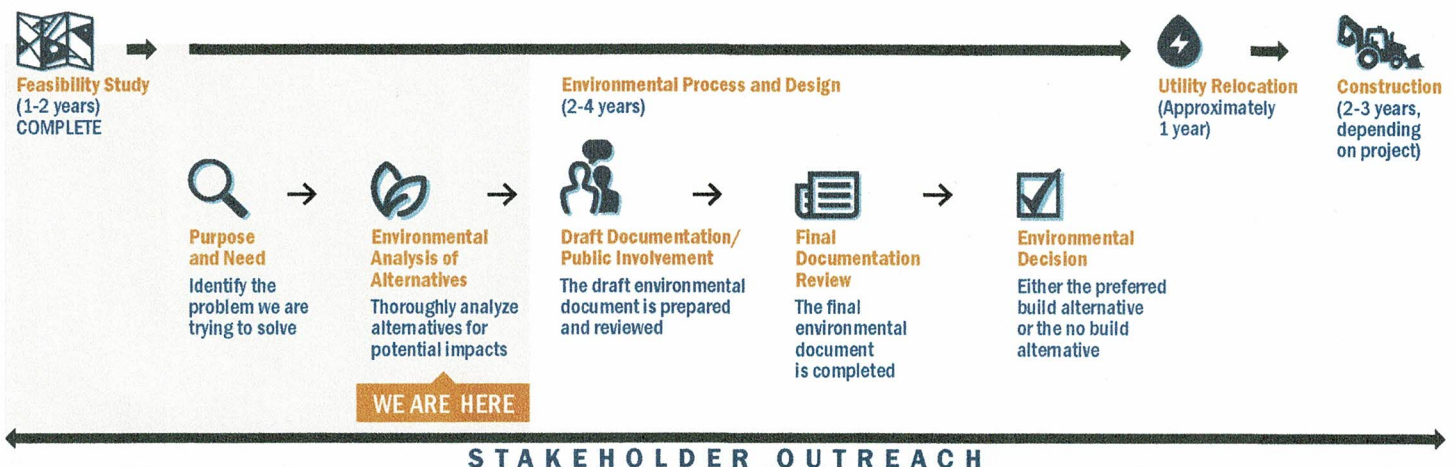


Construction of overpasses at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive including non-signalized U-turns in both directions.



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

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



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**Loop 360 at Lakewood Drive/Spicewood Springs Road  
Project Update  
March 2020**

The Loop 360 at Lakewood Drive/Spicewood Springs Road project includes:

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

TxDOT held two public workshops for the project:

- The first was held in November 2018 for the Spicewood Springs Road intersection.
- The second was held in June 2019 for the Spicewood Springs Road and Lakewood Drive intersections.

Project information, including a fact sheet and display boards, exhibits and handouts for each workshop, can be found on the Loop 360 website:

<http://loop360project.com/spicewoodspringsrd.htm>

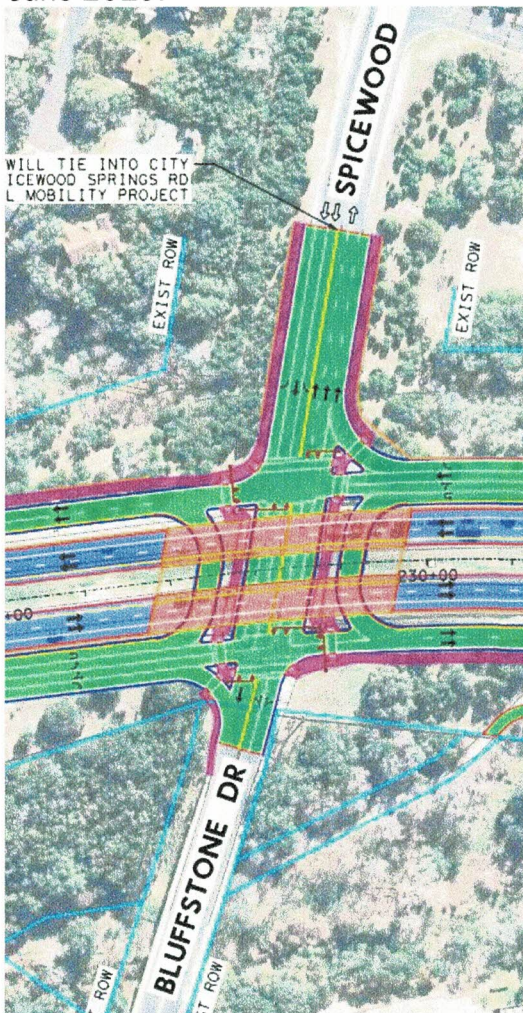
Based on public input and evaluations, TxDOT is proposing updates and modifications to the design while still accommodating projected traffic volumes and meeting the goals of the project.

Proposed updates include:

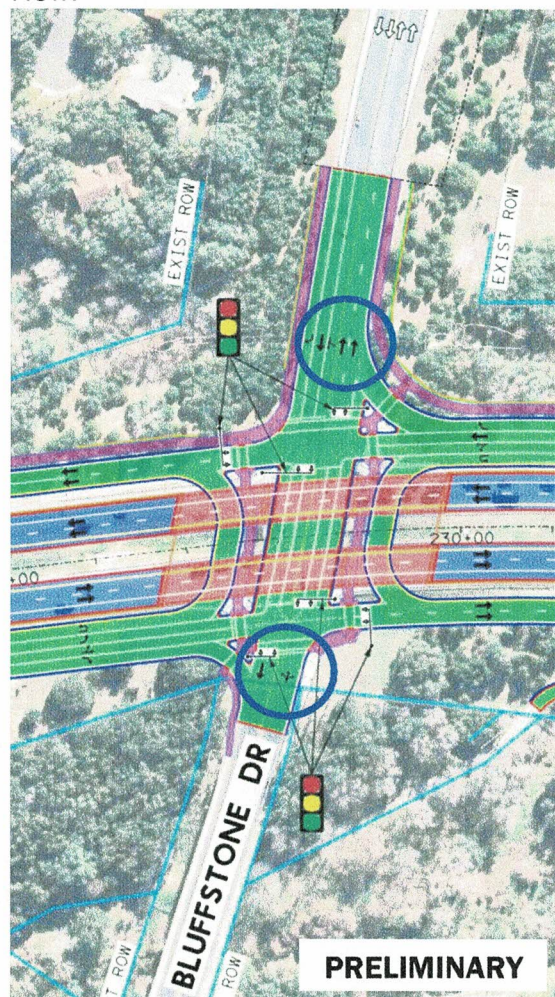
## Spicewood Springs Road

- The number of lanes on eastbound Spicewood Springs Road has been reduced to two (rather than three) to accommodate the City of Austin's 2016 Mobility Bond Spicewood Springs Road project, which will also include two lanes heading eastbound on Spicewood Springs Road (E). Updated areas circled in blue below.
  - Eastbound Bluffstone Drive at Loop 360: The June 2019 concept included two lanes: shared left-turn/through and shared right-turn/through. The updated concept includes a single, shared lane to accommodate left-turn, through and right-turn traffic.
  - Eastbound Spicewood Springs Road (E): The June 2019 concept included three lanes heading eastbound; the updated concept includes two lanes to align with the City of Austin's Spicewood Springs Road project.

June 2019:



New:

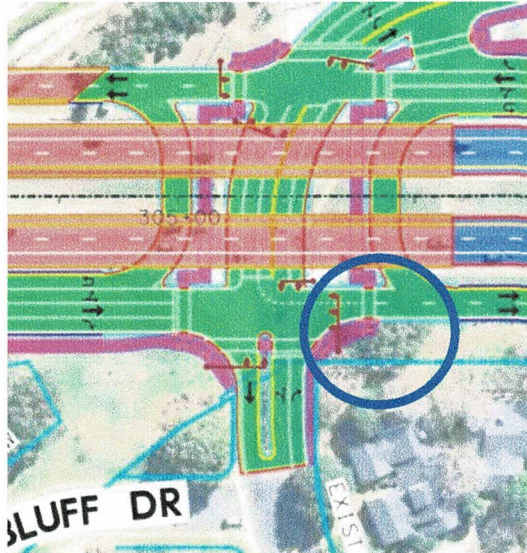




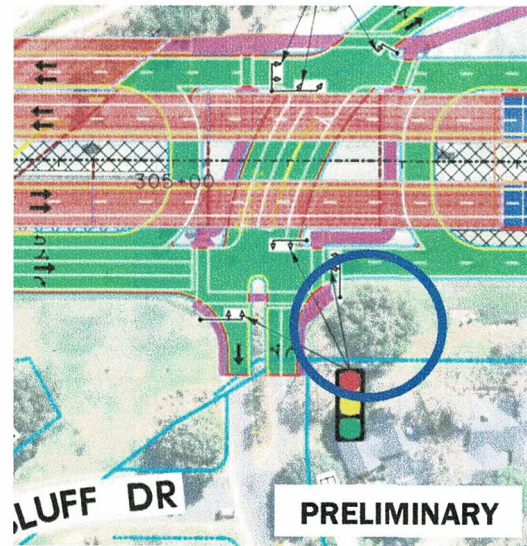
## Lakewood Drive

- The Lakewood Drive concept presented in June 2019 required the removal of a large oak tree near the intersection of Lakewood Drive and Loop 360 (circled in blue below). In response to public feedback, TxDOT shifted the roadway approximately 50 feet to the east to avoid impacting the tree.

June 2019:

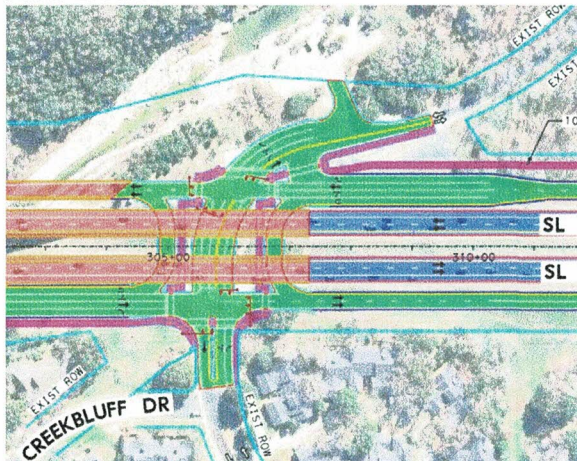


New:

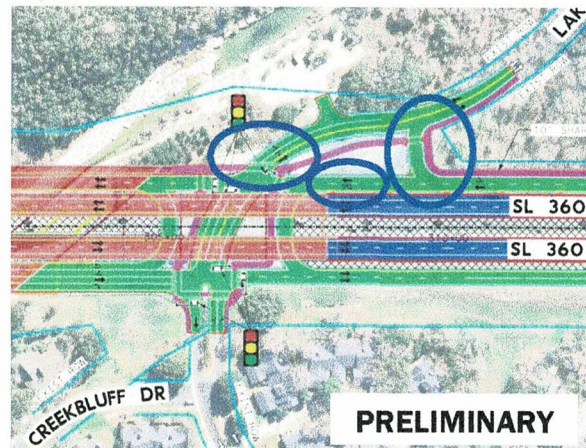


- The lane configuration at the northbound Loop 360 connector road at Lakewood Drive has changed to reduce the footprint of the design, and to make the right-turn onto Lakewood Drive from northbound Loop 360 onto eastbound Lakewood Drive easier to navigate (updated areas circled in blue below):
  - Westbound Lakewood Drive at Loop 360: The updated concept includes two lanes, rather than three: a shared left-turn/through, and a shared right-turn/through.
  - Northbound Loop 360 connector road at Lakewood Drive: The updated concept reconfigures the intersection. The updated concept includes two lanes: shared U-turn/left-turn/through, and dedicated through.

June 2019:



New:



## Overall Project

- The shared-use path has been moved from the west to the east side of the roadway throughout the project limits, based on stakeholder input and input from the City of Austin.

## Next Steps

The TxDOT team will continue to meet with local stakeholders throughout the remainder of the environmental process for the project. Environmental stages are expected to be complete in early 2021, followed by utility relocation and construction.





## FACT SHEET

### 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.

Increased traffic congestion at Courtyard Drive, RM 2222 and elsewhere along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless something is done, traffic conditions will worsen as our population grows.

### Project Overview

The purpose of the project is to improve mobility and safety at the Loop 360 intersections of Courtyard Drive and RM 2222.

Proposed solutions for the intersections include:

 <p>Removal of the traffic signal from the Loop 360 mainlanes at Courtyard Drive and construction of an underpass.</p>	 <p>Construction of a diverging diamond intersection (DDI) at RM 2222. For more information about DDIs, visit <a href="http://Loop360Project.com">Loop360Project.com</a> and check out the FAQs page.</p>	 <p>Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.</p>
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### 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 2023.

**PROJECT PROCESS** | The Loop 360 at Courtyard Drive/RM 2222 project will be conducted using a multi-step process that engages stakeholders on an ongoing basis.



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## **Loop 360 at Courtyard Drive/RM 2222 – Project Update March 2020**

The Loop 360 at Courtyard Drive/RM 2222 project includes:

- Removing the traffic signal on the Loop 360 mainlanes at Courtyard Drive and adding an underpass (where the Loop 360 mainlanes go under the cross street)
- Reconfiguring Loop 360 at RM 2222 to a diverging diamond intersection, or DDI
- Adding shared-use-paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations

In March 2019, TxDOT held a public workshop for the project. Project information, including a fact sheet and display boards, exhibits and handouts for the workshop, can be found on the Loop 360 website: <http://loop360project.com/rm222-courtyarddr.htm>

After evaluations and based on community feedback, TxDOT is proposing updates to the roadway design on the east side of Loop 360. The updated concept reconfigures the northbound lanes so that the basic layout and driving patterns are the same, but drivers' decision points have shifted. The updates reduce the footprint of the design and lessen the amount of cliff cut required on the east side of Loop 360, allowing TxDOT to maintain most of the existing natural cliff face in the area.

The concept also expands the 6' sidewalk proposed for the west side of Loop 360 into a 10' wide shared-use path. The shared-use path is now proposed on both sides of Loop 360, to better accommodate bicyclists and pedestrians.

We expect to hold a public hearing for the project in late summer or fall of this year. We will be continuing to meet with local stakeholders as the project moves forward.