

# Loop 360

## Section 3: Westlake Drive to Lakewood Drive

The Texas Department of Transportation (TxDOT) is developing a project aimed at improving traffic flow, safety, and mobility along Loop 360 in Travis County. The department is proposing a series of innovative intersection improvements to increase safety and reduce travel time through the corridor that will be shaped by feedback from residents and drivers.

The limits of the proposal extend from U.S. 183 to U.S. 290. For conceptual planning and public outreach purposes, the overall project has been divided into four sections.

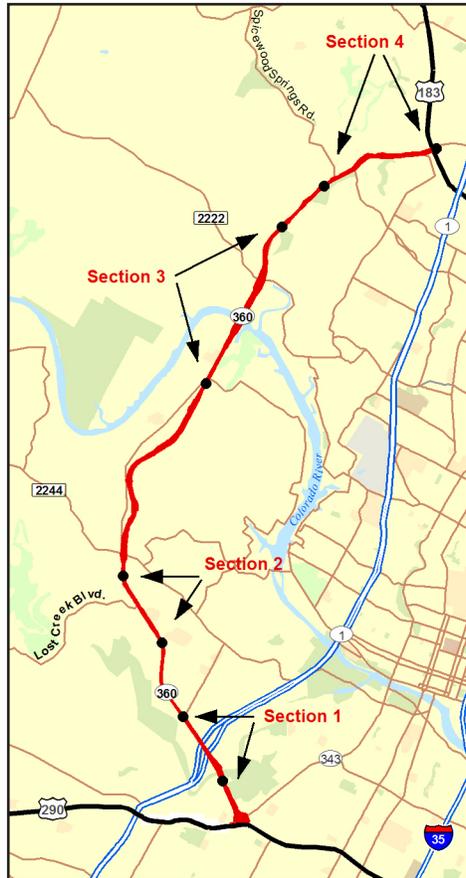
**Section 4** extends from Old Spicewood Springs Road to U.S. 183.

**Section 3** extends from Westlake Drive to Lakewood Drive.

**Section 2** extends from Westbank Drive/Scottish Woods Trail to Las Cimas Parkway.

**Section 1** extends from 800 feet southeast of Mopac Expressway (Loop 1) to Walsh Tarlton Lane.

**We Want to Hear From You!** TxDOT's mission is to work with others to provide safe and reliable transportation solutions for Texas. Feedback is essential to this process. Verbal and written comments from the public regarding the proposals related to Section 3 may be submitted tonight via the transcriber or through the provided public comment sheets. In addition, written comments submitted after the public meeting may be presented by mail or e-mail to the addresses at the right.



Information presented at this public meeting is available online at [http://www.txdot.gov/project\\_information/projects/austin/loop360/default.htm](http://www.txdot.gov/project_information/projects/austin/loop360/default.htm)

### Upcoming public meetings:

- May 22, 2012 at Westlake High School • Section 2: Westbank Drive/Scottish Woods Trail to Las Cimas Parkway
- To be determined • Section 1: From 800 feet southeast of MoPac Expressway (Loop 1) to Walsh Tarlton Lane

Presented to:

Austin District Residents

Date:

April 16, 2012

Public Comments by April 26, 2012:

Environmental Coordinator

TxDOT Austin District

P.O. Box 15426

Austin, TX 78761-5426

Fax: (512) 832-7157

AUS\_Loop360@txdot.gov

Online Information:

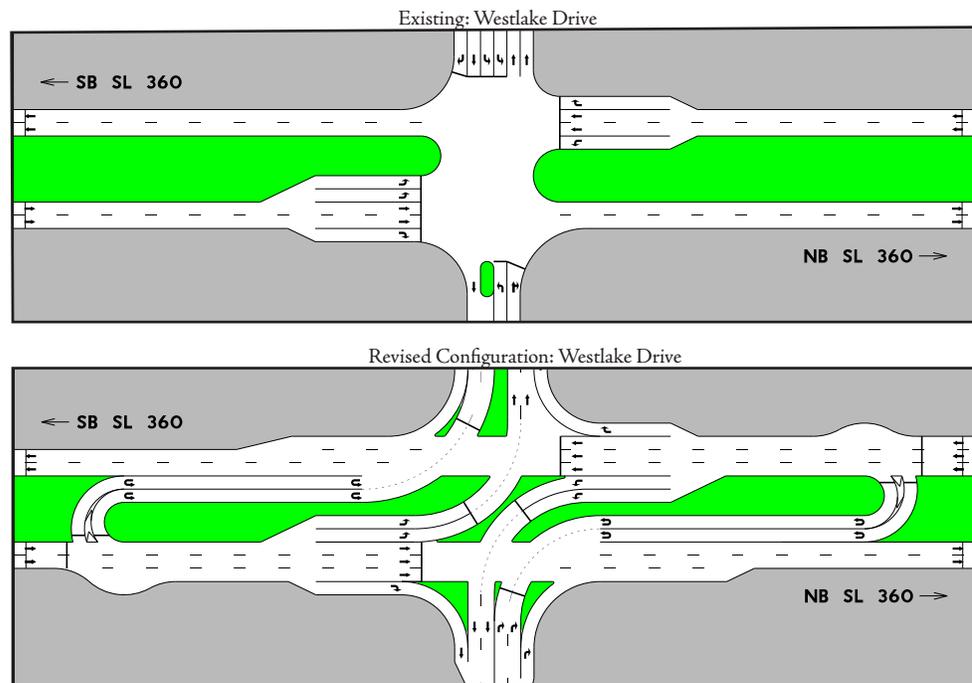
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### Section 3: Westlake Drive to Lakewood Drive Innovative Intersections

There are no foregone conclusions regarding the implementation of the improvements under consideration. However, we think that the innovative intersection approach presented is feasible, effective in providing short- to mid-term congestion relief for all users of Loop 360, and meets the funding and project development constraints that we currently face. We will work diligently over the course of the next few months to effectively and factually explain the concepts of the improvements under consideration and compare components for a range of alternatives such that public response and a final determination is based on a fair understanding of all factors.

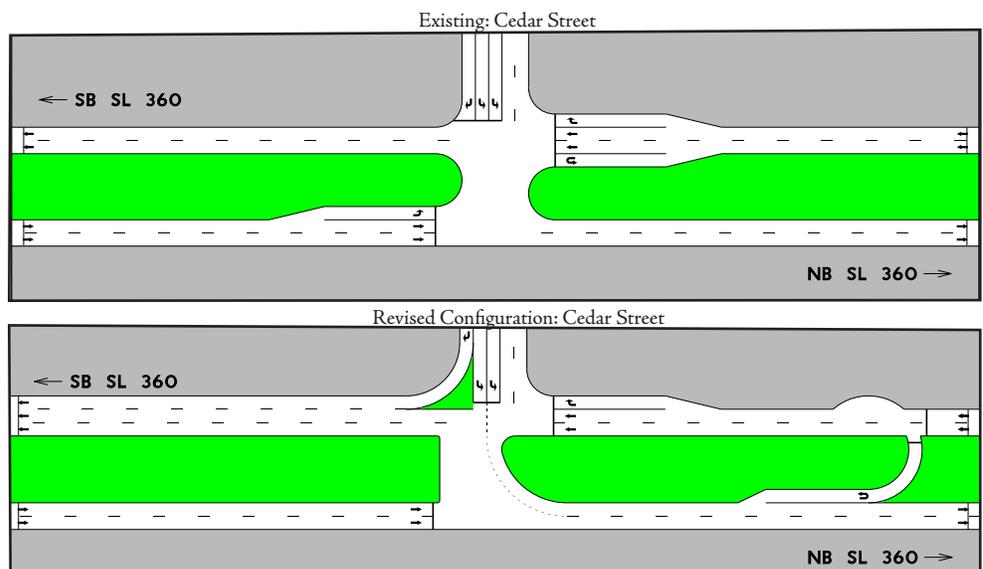
#### Westlake Drive

Includes additional left- and right-turn bays and an auxiliary lane from Cedar Street to Westlake Drive. Left turns onto Loop 360 and cross-traffic from Westlake Drive across Loop 360 would be eliminated. Traffic wishing to cross over Loop 360 or turn left onto Loop 360 from Westlake Drive would instead turn right and continue to a new, nearby U-turn.



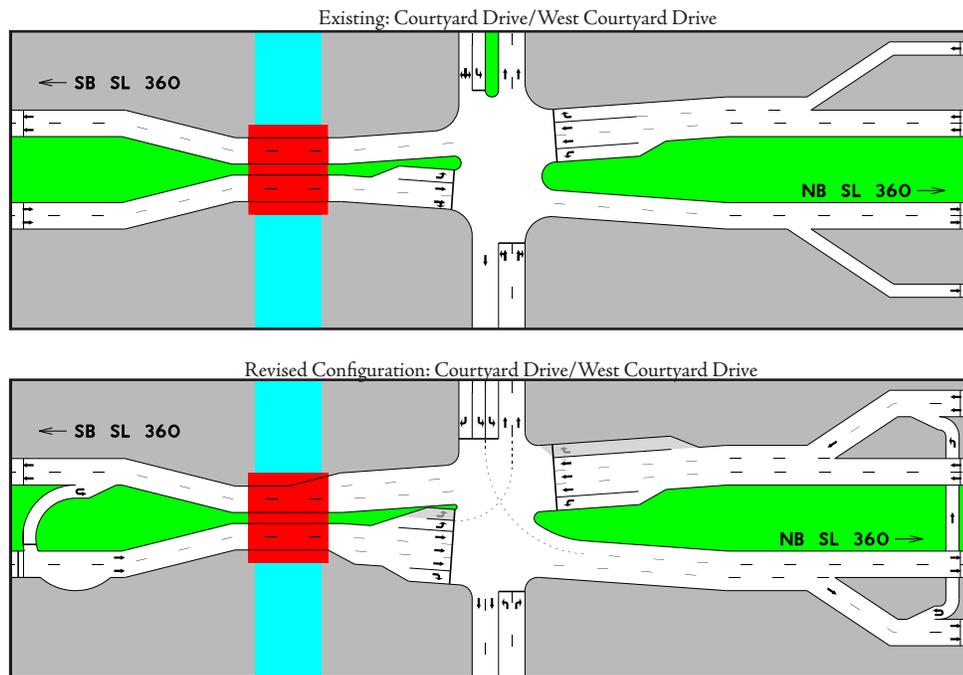
#### Cedar Street

Includes the removal of the existing U-turn and the removal of left turns from Loop 360 to Cedar Street. Instead, traffic wishing to turn left would continue along Loop 360 to a new, nearby U-turn.



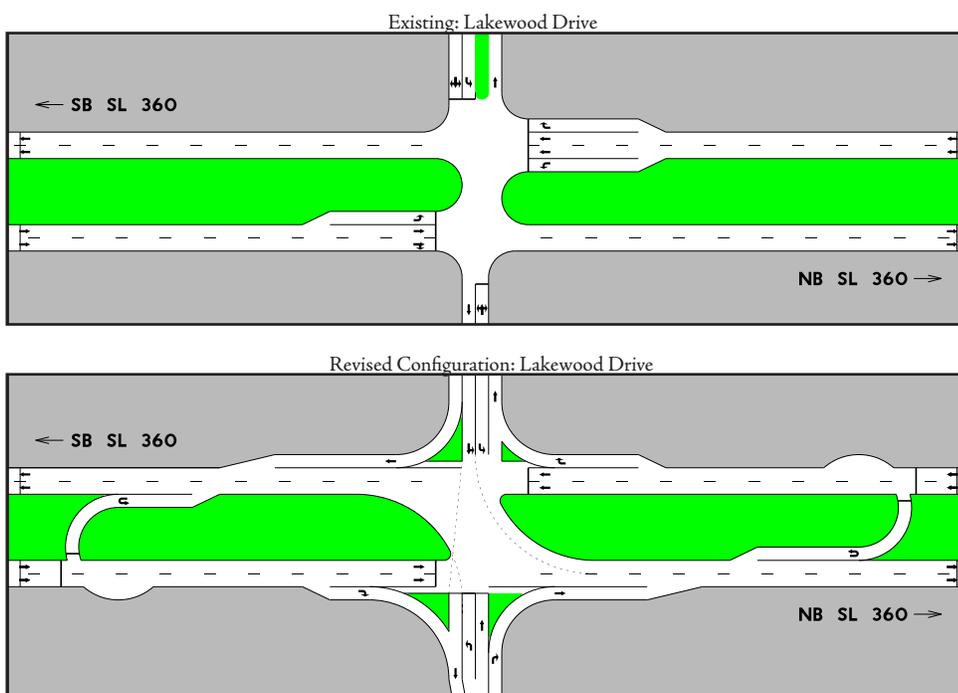
## Courtyard Drive/West Courtyard Drive

Includes the addition of right-turn bays from Loop 360 to Courtyard Drive/West Courtyard Drive. Cross-traffic from Courtyard Drive/West Courtyard Drive across Loop 360 would be eliminated. Traffic wishing to cross over Loop 360 would instead turn right and continue to a new, nearby U-turn. Based on comments received at the November open house, left-turn movements would continue to be allowed.



## Lakewood Drive

Includes additional dedicated right-turn bays from Lakewood Drive to Loop 360 as well as an additional right-turn bay from northbound Loop 360 onto Lakewood Drive. Left turns from Loop 360 onto Lakewood Drive would be removed. Instead, traffic wishing to turn left would continue along Loop 360 to a new, nearby U-turn. Based on comments received at the November open house, cross-traffic from Lakewood Drive across Loop 360 would continue to be allowed.



## Loop 360 Delay Comparison

Time of Day	Intersection	Existing Delay	Innovative Delay	Time Savings
AM Peak	Westlake	1 min, 33 secs	29 secs	1 min, 4 secs
	Cedar	57 secs	18 secs	39 secs
	Courtyard	1 min, 20 secs	17 secs	1 min, 3 secs
	Lakewood	1 min, 24 secs	30 secs	54 secs
PM Peak	Westlake	2 mins, 24 secs	32 secs	1 min, 52 secs
	Cedar	29 secs	15 secs	15 secs
	Courtyard	2 mins, 7 secs	26 secs	1 min, 41 secs
	Lakewood	1 min, 31 secs	31 secs	1 min

## What can this mean for me?

- + Short project development timeline
- + No additional right-of-way or utility adjustments needed
- + Short environmental coordination process
- + Relatively quick and low impact construction
- + Minimal environmental impacts
- + Compatible with bicyclists and pedestrian traffic
- + Innovative intersections are safe, reducing the potential for accidents; a standard intersection has 32 conflict points. The innovative intersections proposed here have between 16 and 18 conflict points.

## Side Streets to Loop 360 Travel Time Comparison

Time of Day	Intersection	Direction	Existing Delay	Innovative Delay	Time Savings
AM Peak	Courtyard	EBT	5 mins, 46 secs	3 mins, 50 secs	1 min, 56 secs
		WBT	1 min, 19 secs	2 mins, 33 secs	+ 1 min, 4 secs
	Westlake	EBLT	1 min, 31 secs	2 mins, 51 secs	+ 1 min, 20 secs
		EBT	2 mins, 4 secs	3 mins, 29 secs	+ 1 min, 25 secs
		WBLT	3 mins, 54 secs	3 mins, 16 secs	38 secs
PM Peak	Courtyard	EBT	2 mins, 55 secs	4 mins	+ 1 min, 5 secs
		WBT	1 min, 25 secs	2 mins, 28 secs	+ 1 min, 3 secs
	Westlake	EBLT	3 mins, 52 secs	3 mins, 39 secs	13 secs
		EBT	3 mins, 41 secs	3 mins, 27 secs	14 secs
		WBLT	3 mins, 17 secs	3 mins, 18 secs	+ 1 sec
	WBT	3 mins, 28 secs	3 mins, 31 secs	+ 3 secs	

## Loop 360 Travel Time Savings from Lakewood Drive to Westlake Drive

Time of Day	Direction	Existing Condition Travel Time	Innovative Intersection Travel Time	Time Savings
AM Peak	Northbound	5 mins, 37 secs	5 mins, 2 secs	35 secs
	Southbound	9 mins, 37 secs	5 mins, 36 secs	4 mins, 1 sec
PM Peak	Northbound	13 mins, 26 secs	6 mins, 13 secs	7 mins, 13 secs
	Southbound	7 mins, 54 secs	5 mins, 12 secs	2 mins, 42 secs

## Side Streets to Loop 360 Travel Time Comparison

Time of Day	Intersection	Direction	Existing Delay	Innovative Delay	Time Savings
Off Peak	Courtyard	EBT	1 min	3 mins	+ 2 min
		WBT	1 min	1 min, 47 secs	+ 47 secs
	Westlake	EBLT	1 min, 3 secs	1 min, 29 secs	+ 26 secs
		EBT	1 min, 3 secs	1 min, 29 secs	+ 26 secs
		WBLT	1 min, 3 secs	1 min, 29 secs	+ 26 secs
WBT	1 min, 3 secs	1 min, 29 secs	+ 26 secs		

