

FREQUENTLY ASKED QUESTIONS – MoPac to RM 2244 Project

1. What types of improvements will be considered?

- Replacing the existing traffic signals on Loop 360 at Walsh Tarlton Lane and Lost Creek Boulevard with overpasses (where the Loop 360 mainlanes go over the cross street), including non-signalized U-turns in both directions.
- Replacing the traffic signals on Loop 360 at Westbank Drive with either an overpass or an underpass (where the Loop 360 mainlanes go under the cross street), including non-signalized U-turns in both directions.
- Removing the mainlane traffic signal at Las Cimas Parkway and adding a signal on the new northbound frontage road.
- Removing the traffic signals at the southern entrance to Barton Creek Square and removing existing crossovers.
- Adding a north-to-south U-turn at RM 2244.
- Constructing continuous one-way north and southbound frontage roads throughout the project limits.
- Adding shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

2. Why is the Walsh Tarlton Lane project now combined with the Westbank Drive/Lost Creek Boulevard project?

The Loop 360 from MoPac to RM 2244 project is a new project that combines improvements for Walsh Tarlton Lane, Westbank Drive and Lost Creek Boulevard. Rolling these intersections into a single project will help ensure safe access to businesses and homes along that stretch of the corridor and streamline the environmental process. TxDOT will include feedback from the August 2019 Walsh Tarlton Lane workshop in the new project moving forward.

3. Why isn't additional work at RM 2244 part of the project?

The RM 2244 intersection will be included in the MoPac to RM 2244 project environmental process; however, final design and construction will move forward separately.

4. How does TxDOT decide what changes will be made to the concepts?

At the beginning of any environmental study, the community is invited to help define the problem we are trying to solve. Option(s) 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 analysis 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.

5. What is the project timeline?

Environmental coordination for the project began in late 2019. During the environmental process TxDOT will: identify the purpose and need, perform environmental analysis of alternatives, review draft documentation, finalize documentation and come to an environmental decision. After the environmental process and design phase, the project will transition into right-of-way acquisition and utility relocation, typically lasting one year each. The project is expected to proceed to construction in mid-2025. The construction process is projected to take 2-3 years.

6. Why can't TxDOT move faster/build it now?

Prior to starting construction, projects must go through a rigorous environmental study dictated by the federal National Environmental Policy Act (NEPA). The program team is working to move through the projects as efficiently and quickly as possible given these guidelines and limitations. The project has to also be designed and refined to come up with the best engineering solution based upon feedback from the public.

7. Are there improvements planned for the Las Cimas Parkway intersection?

At this time, the current project does not propose adding an overpass or underpass at Las Cimas Parkway. The project proposes removing the traffic signal and crossover from the Loop 360 mainlanes at that intersection, and adding a traffic signal on the new northbound frontage road to accommodate the traffic entering and exiting the Village at Westlake shopping center (where the H-E-B is located). Additional improvements at the intersection may be considered in the future, potentially as part of a separate project.

8. With the removal of the signal at Las Cimas Parkway, what are the anticipated travel times?

During morning peak hours:

Today, drivers leaving the Village at Westlake shopping center (where the H-E-B is located) can wait over five minutes at the signal. When improvements are complete, drivers wishing to access southbound Loop 360, or reach destinations on the other side of Loop 360, will turn right and travel approximately half a mile to make a non-signalized U-turn at RM 2244. This is anticipated to take three to four minutes during morning peak periods.

Drivers leaving the office buildings on the west side of Loop 360 do not currently experience significant delays during morning peak times.

During afternoon peak hours:

Today, drivers leaving the Village at Westlake shopping center can wait up to two minutes at the signal. In the future, drivers wishing to access southbound Loop 360, or reach destinations on the other side of Loop 360, will turn right and travel approximately half a mile to make a non-signalized U-turn at RM 2244. This is anticipated to take approximately four minutes during afternoon peak periods.

Today, drivers leaving the office buildings on the west side of Loop 360 can wait up to two minutes at the signal. In the future, drivers wishing to access northbound Loop 360, or reach destinations on the other side of Loop 360, will turn right and travel approximately

half a mile to make a non-signalized U-turn at Lost Creek Boulevard. This is anticipated to take three to four minutes during peak periods.

9. Are there any improvements planned for the MoPac intersection?

At this time, improvements at MoPac are not included in the Loop 360 program. Improvements at the intersection may be considered as part of a separate project.

10. Will the MoPac to RM 2244 project impact Barton Creek Greenbelt or the Balcones Canyonlands Preserves?

No.

11. How will I access MoPac from southbound Loop 360?

To access northbound MoPac, drivers will remain on the southbound Loop 360 mainlanes, go through the existing traffic light at the MoPac intersection, and turn left.

To access southbound MoPac, drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, drivers in both lanes will proceed down the frontage road to access southbound MoPac.

12. How will I get to Westlake High School?

Drivers heading southbound on Loop 360 will exit north of Las Cimas Parkway and will pass through the signalized intersection at Lost Creek Boulevard. They will continue to Westbank Drive and turn left to access the high school.

Drivers heading northbound on Loop 360 will exit north of Walsh Tarlton Lane, proceed to Westbank Drive and turn right in the dedicated lane to access the high school.

13. How will I get to Forest Trail and Valley View Elementary Schools?

Drivers heading southbound on Loop 360 will take the Lost Creek/Westbank exit (south of RM 2244), proceed to Lost Creek Boulevard and turn left to access the elementary schools.

Drivers heading northbound on Loop 360 will take the Lost Creek/Westbank exit (north of Walsh Tarlton Lane) and will pass through the signalized intersection at Westbank Drive. They will enter the divided right-turn lane and turn right just south of Lost Creek Boulevard to access the elementary schools.

14. How will I get to Barton Creek Square?

Drivers heading southbound on Loop 360 will exit north of Walsh Tarlton Lane to the frontage road and turn left at the signalized intersection at Walsh Tarlton Lane. They will turn right to enter the mall through the driveway on Walsh Tarlton Lane.

Drivers heading northbound on Loop 360 will exit south of Walsh Tarlton Lane and may enter the mall using its northern driveway on the new Loop 360 frontage road, or may proceed to Walsh Tarlton Lane and turn right to enter the driveway on Walsh Tarlton Lane.

15. How does TxDOT 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. Noise reduction measures are only proposed if the predicted future noise levels exceed acceptable levels for surrounding properties. The results of that analysis 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.

16. Does TxDOT require additional right of way for the MoPac to RM 2244 project?

This project may require small amounts of additional right of way. TxDOT is working with property owners regarding the potential right-of-way impacts to their properties. If you have questions or would like more information, visit <https://www.txdot.gov/inside-txdot/division/right-of-way.html>.

17. How are the bicycle and pedestrian accommodations being added to the MoPac to RM 2244 project?

From RM 2244 to Lost Creek Boulevard, the current design includes a 10-foot wide shared-use path (SUP) along the northbound (east) side of Loop 360, and a 6-foot wide sidewalk along the southbound (west) side. At Lost Creek Boulevard, the SUP switches over to the west side of Loop 360 to connect with the existing SUP on MoPac, and the sidewalk continues on the east side.