LOOP 360 AT WALSH TARLTON LANE PROJECT

FREQUENTLY ASKED QUESTIONS – WALSH TARLTON LANE

1. **What types of improvements will be considered?**
   This project consists of removing the traffic signals on the Loop 360 mainlanes at Walsh Tarlton Lane and adding an overpass (where the mainlanes go over the cross street) with non-signalized U-turns in both directions. The project also includes a shared-use path (SUP) and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

2. **How does TxDOT decide what changes will be made to the different options?**
   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.

3. **What is the project timeline?**
   Environmental coordination began in fall 2018 along with incorporating public input. 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. Due to the project being located in an environmentally sensitive area, the environmental phase may be extended past the typical 2-4 years. The environmental, preliminary and final engineering stages are anticipated to be complete in early 2025. The project will undergo utility relocation, typically lasting one year, then will proceed to construction. The construction process is projected to take 2-3 years.

4. **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.

5. **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.

6. **Will the Walsh Tarlton Lane project impact Barton Creek Greenbelt or the Balcones Canyonlands Preserves?**
   No.

7. **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, two concepts are being proposed:
   Concept 1 – 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 connector road to access southbound MoPac as they do today.
   Concept 2 – Drivers will exit north of Walsh Tarlton Lane and pass through the signalized intersection at Walsh Tarlton Lane. Then, the right lane will proceed down the connector road to access southbound MoPac, and the left lane will enter southbound Loop 360.

8. **How will I access northbound Loop 360 from the northbound Loop 360 connector road?**
   There are two concepts proposed for this movement:
   Concept 1 – An acceleration lane will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes.
   Concept 2 – A stop sign will be added from the Loop 360 connector road north of Stoneridge Road to the northbound Loop 360 mainlanes.

9. **How will I access the northbound Loop 360 connector road from the southern Barton Creek Square driveway?**
   There are three concepts proposed for this movement:
   Concept 1 – Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road after yielding to cross traffic.
   Concept 2 – Drivers exiting the south driveway from Barton Creek Square will enter the northbound connector road using their own dedicated lane.
   Concept 3 – The south driveway to/from Barton Creek Square is removed.

10. **How will I get to Barton Creek Square?**
    Drivers heading southbound on Loop 360 will exit north of Walsh Tarlton Lane to the connector 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 will turn right to enter the mall using its northern driveway on the Loop 360 connector road.

11. **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 made available at future public meetings and 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.

12. **Does TxDOT require additional right of way for the Walsh Tarlton Lane project?**
    At this time, the proposed improvements would not require additional right of way.

13. **How are the bicycle and pedestrian accommodations being added to the Walsh Tarlton Lane project?**
    The current design shows a 10-foot shared-use path along the southbound (west) side of Loop 360, and a 6-foot sidewalk along the northbound (east) side, within the project limits.