LOOP 360 PROGRAM

DIVERGING DIAMOND INTERSECTION

FACT SHEET

Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic. DDIs allow vehicles to travel more quickly through an intersection by temporarily shifting traffic to the left side of the road. This allows through-traffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for a left-turn arrow.

To help drivers navigate, DDIs are designed with overhead signs, pavement marking and traffic signals.

How It Works

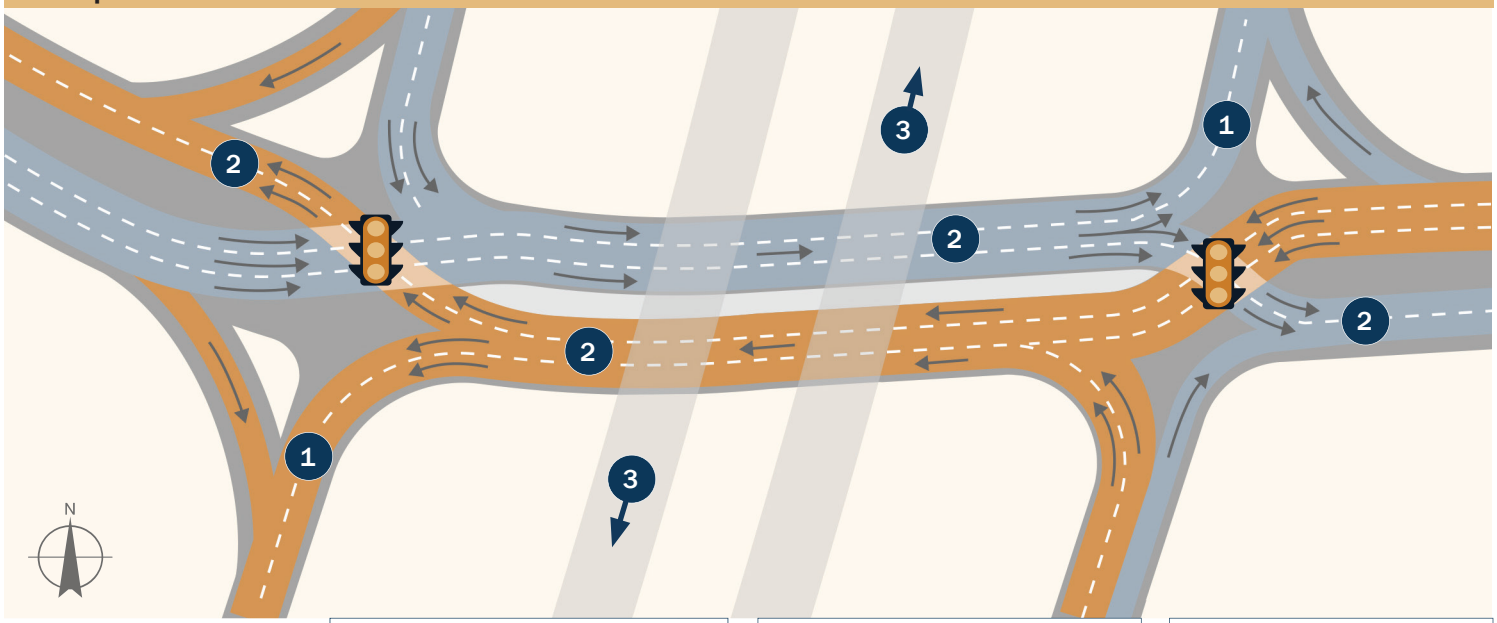
- Traffic signals are installed at crossover points. After a driver has crossed over they can:
  1. Make a protected left turn, rather than wait for oncoming traffic to clear or for a left-turn signal.
  2. Continue straight and shift back to the right side of the roadway once clearing the intersection.
- North and south-bound traffic can:
  3. Bypass the intersection by staying on the Loop 360 mainlanes or using a bypass lane if available.

Benefits of a Diverging Diamond Intersection

- Enhances safety by reducing potential crash points at intersections.
- Increases mobility by allowing more cars to move through an intersection.
- Accommodates more vehicles turning left without adding more lanes.
- Better sight distance at turns.

Example of a DDI Intersection

**This illustration is conceptual and subject to change.*



By shifting traffic, drivers can:

1. Make a protected left turn, rather than wait for oncoming traffic to clear or for a left-turn signal.
2. Continue straight and shift back to the right side of the roadway once clearing the intersection.
3. Through-traffic bypasses the intersection using the mainlanes or a bypass lane.

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LOOP 360 PROGRAM

FACT SHEET

About Loop 360

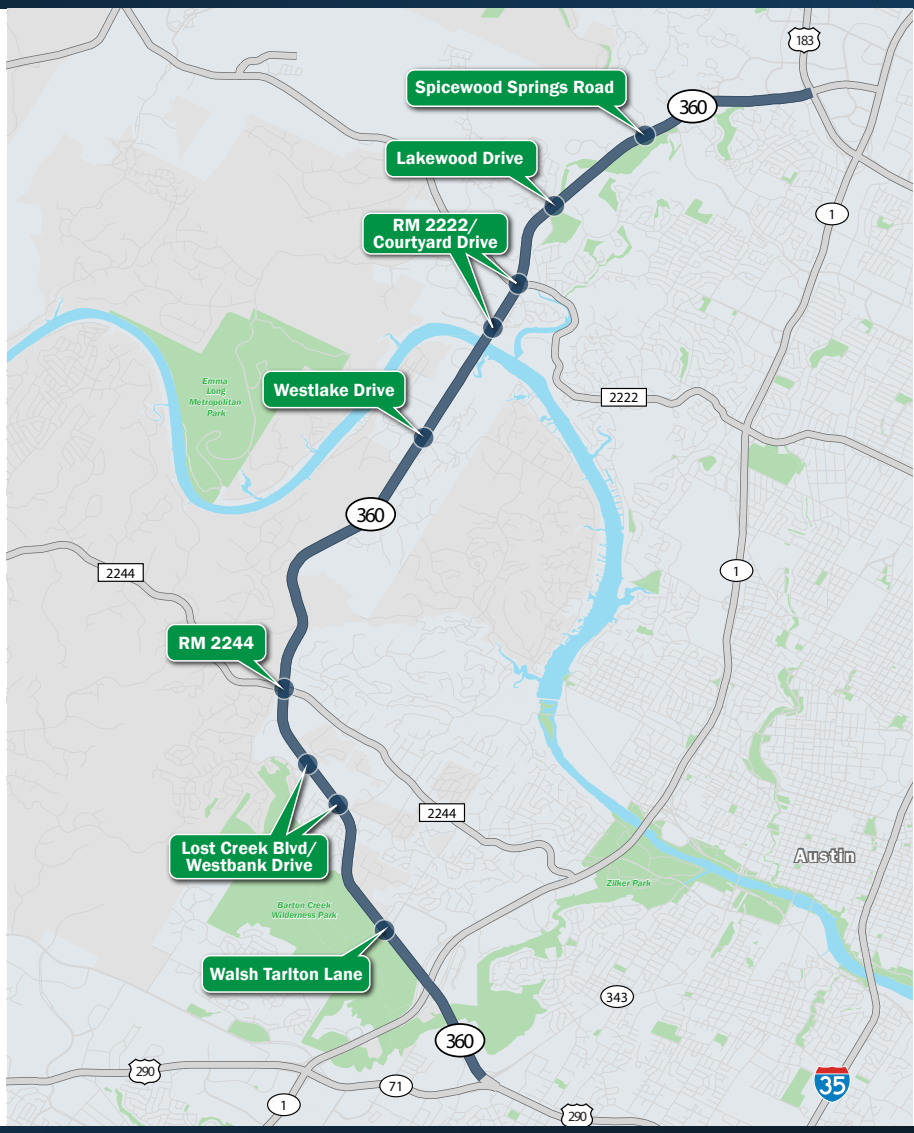
Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The 14-mile corridor runs from US 183 on the north end to US 290/SH 71 on the south end.

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 multiple intersections along the roadway. Projects include: Spicewood Springs Road, Lakewood Drive, RM 2222/Courtyard Drive, Westlake Drive, RM 2244, Lost Creek Boulevard/Westbank Drive and Walsh Tarlton Lane.



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

Feasibility Study (1-2 years) COMPLETE

Environmental Process (1-2 years)

- **Purpose and Need** — Identify the problem we are trying to solve
- **Environmental Analysis of Alternatives** — Thoroughly analyze alternatives for potential impacts
- **Draft Documentation Review/Public Involvement** — The draft environmental document is presented for agency and public review
- **Final Documentation Review** — The final environmental document is completed
- **Environmental Decision** — Either the preferred build alternative or the no build alternative

Final Design (1-2 years)

Construction (2-3 years, depending on project)

STAKEHOLDER OUTREACH

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