

WELCOME

HISTORY OF LOOP 360 IMPROVEMENTS



Loop 360 construction was started in March 1962 and completed in December 1982 with the opening of the Pennybacker Bridge.



The current Loop 360 program takes into account the recommendations from the feasibility study by upgrading multiple intersections along the corridor, improving mobility and safety.



In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.

LOOP 360 TRAFFIC SUMMARY



Currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow conditions.



If nothing is done by 2040:

Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/free-flow travel times.



Loop 360 from RM 2222 to RM 2244 is ranked #7 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

WHAT WE'VE HEARD



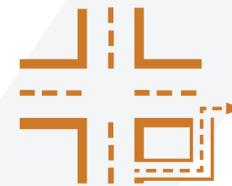
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



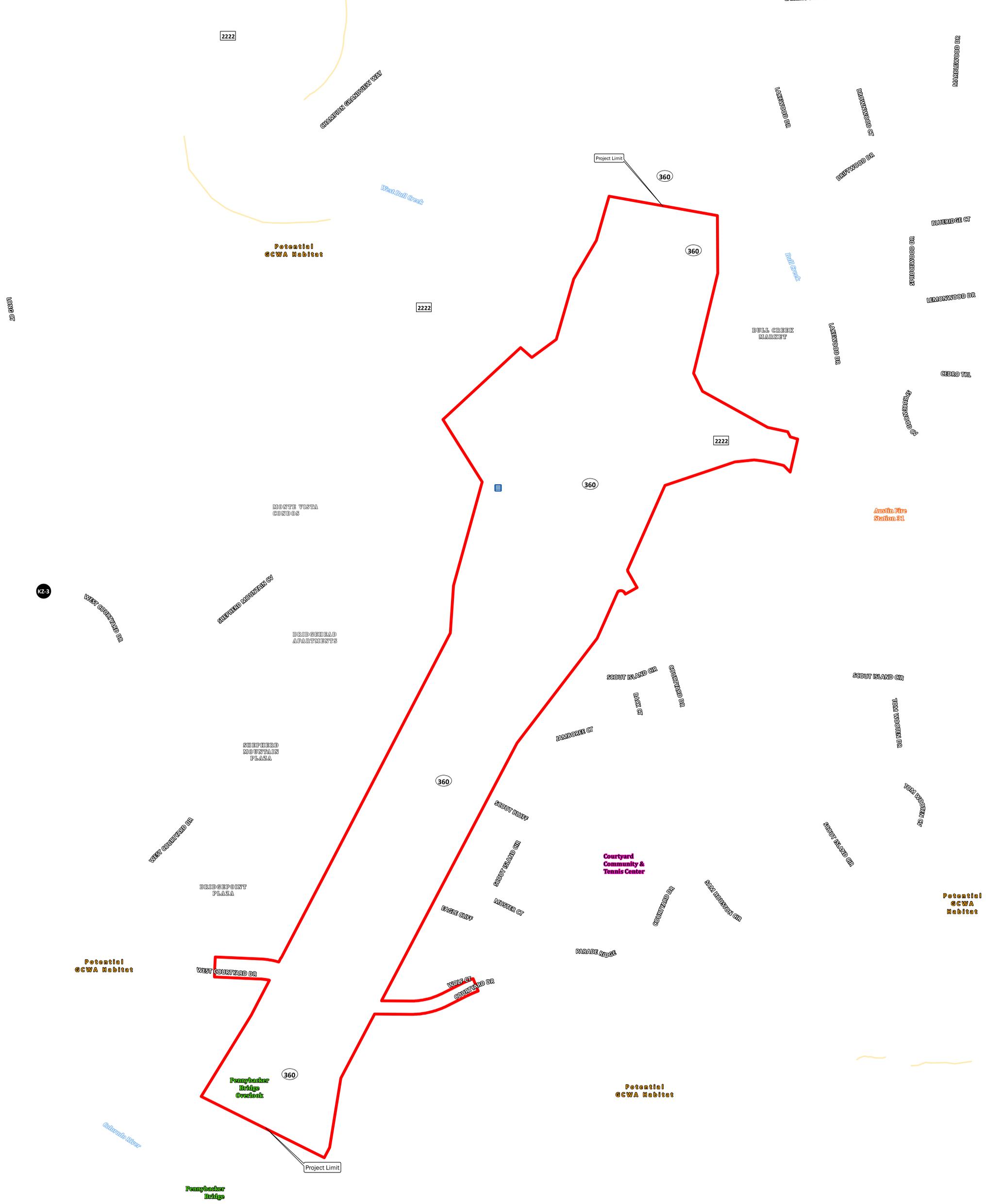
Reduce cut-through traffic in neighborhoods



Minimize impacts to the community

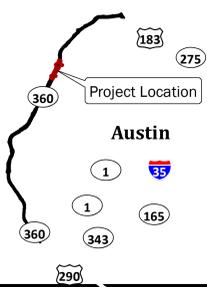


Address delays at signalized intersections



LOOP 360 AT RM 2222/ COURTYARD DRIVE PROJECT

CSJs: 2100-01-065 & 0113-13-168



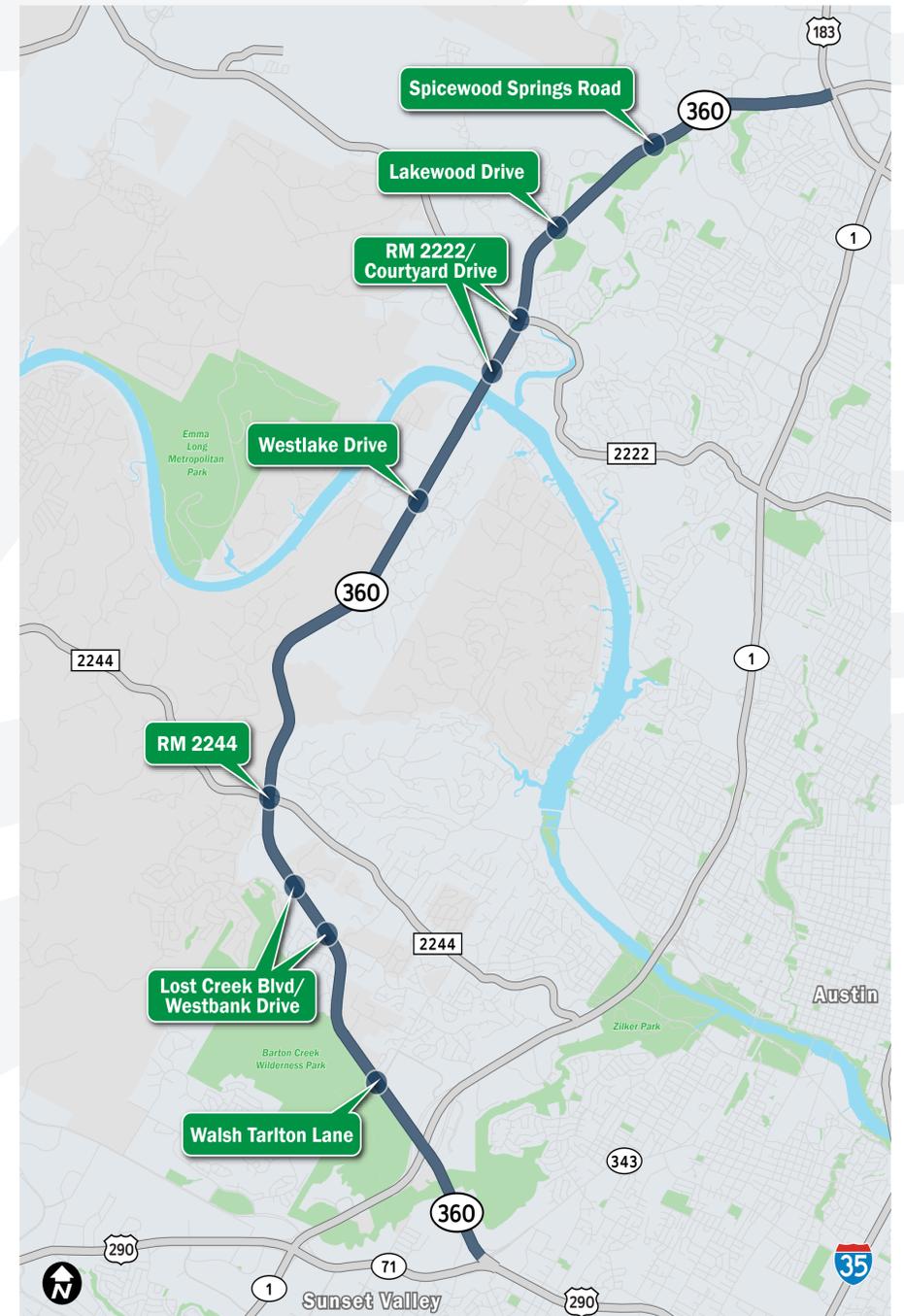
ENVIRONMENTAL CONSTRAINTS MAP

- Existing Right of Way
- Fire Station
- Community Facility
- Other POI (labeled on map)
- Land Use**
- Residential
- Retail/Office
- Community/Civic Facility
- Agricultural
- Parks, Preserves, Open Spaces, Golf Courses
- Undeveloped
- National Hydrography Dataset (NHD) Flowline
- National Hydrography Dataset (NHD) Waterbody
- Potential Wetland (National Wetlands Inventory)
- 100-Year Floodplain
- Spring
- City of Austin Wetland
- Canyon Rimrock/Bluff
- Karst Zone (KZ-#)
- Potential Golden-cheeked Warbler (GCWA) Habitat

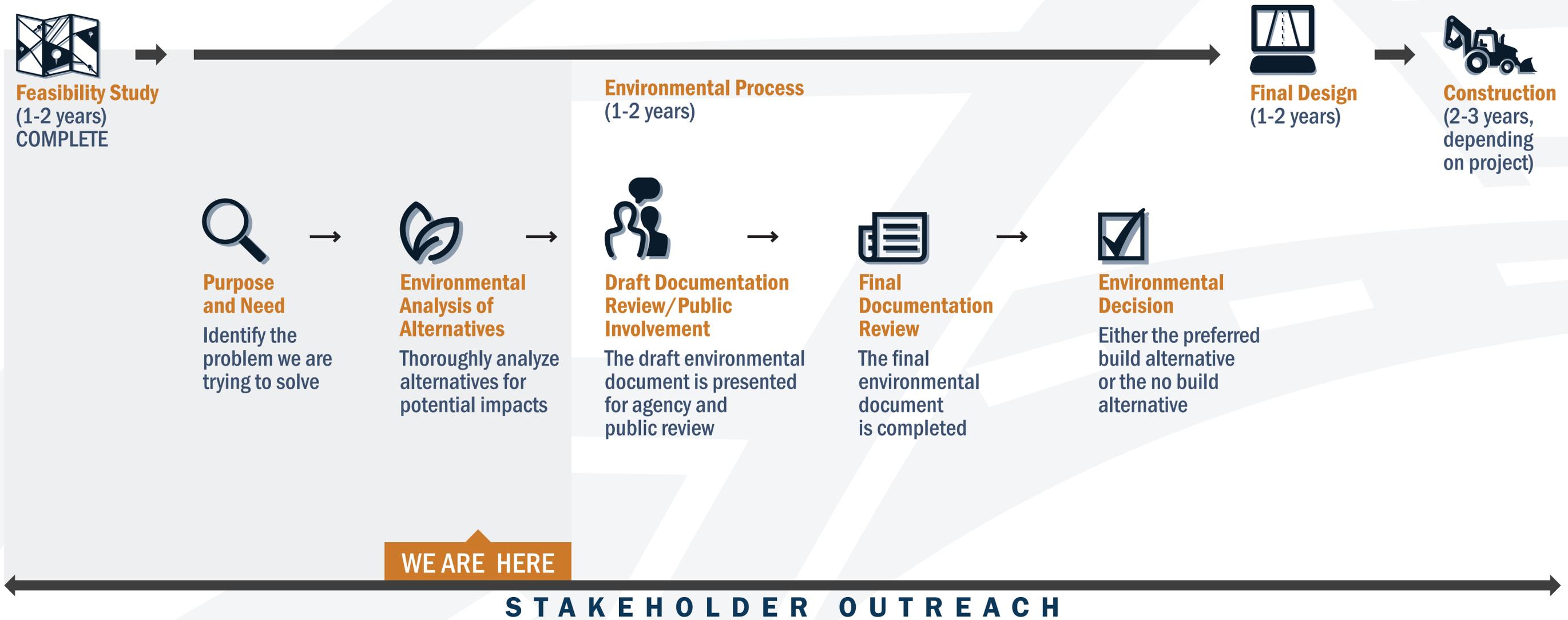
PROGRAM SCHEDULE



ALL DATES ARE SUBJECT TO CHANGE



PROJECT PROCESS



PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge.

The bridge will remain intact as built.

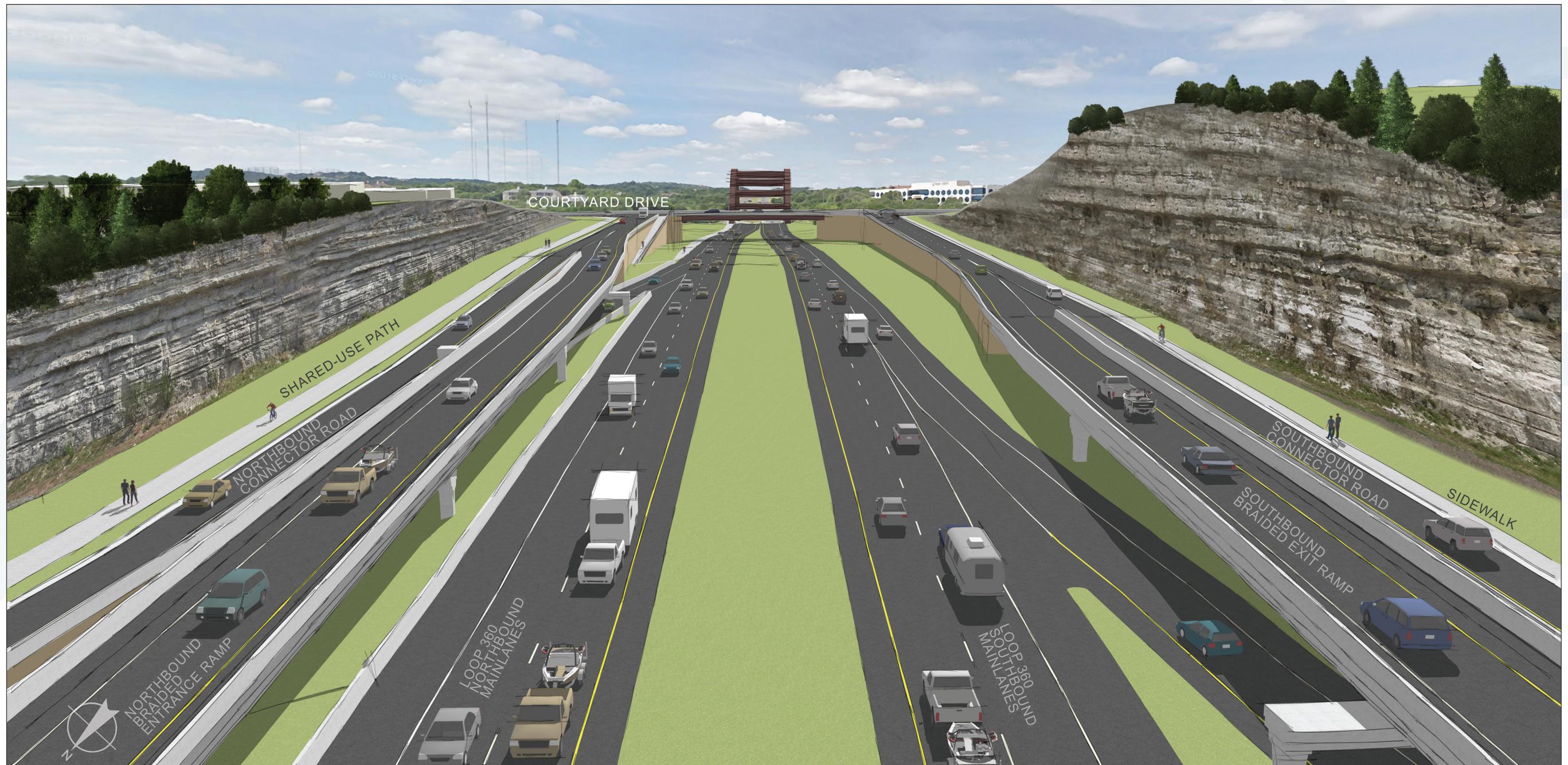
TxDOT has plans for routine maintenance work on the bridge in summer 2019.



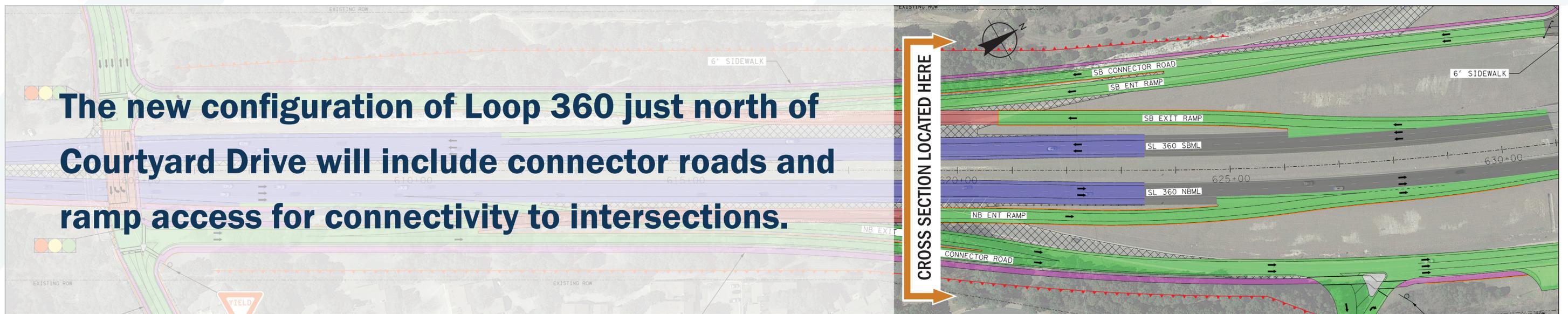
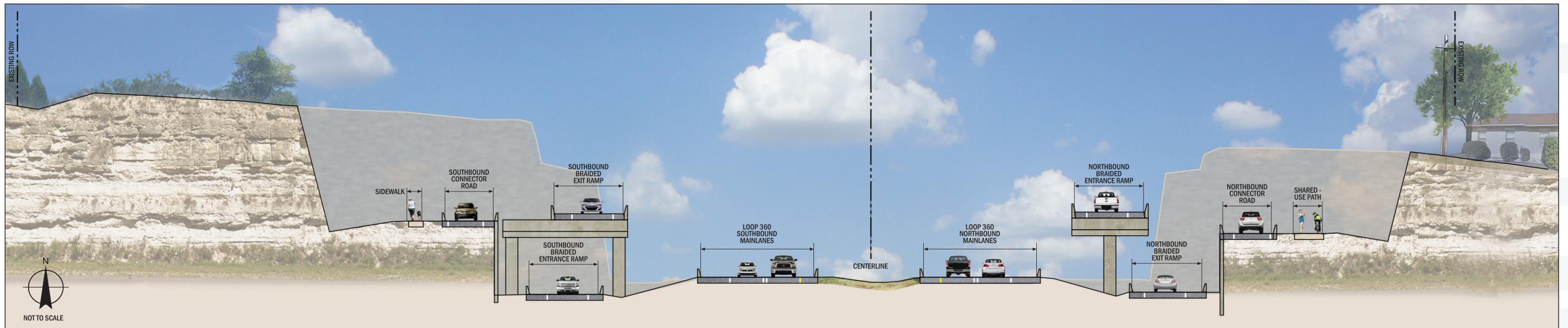
LOOP 360 LOOKING NORTH TOWARD RM 2222



LOOP 360 LOOKING SOUTH TOWARD COURTYARD DRIVE



CROSS SECTION WITH PLAN VIEW



The new configuration of Loop 360 just north of Courtyard Drive will include connector roads and ramp access for connectivity to intersections.

CHANGES TO ACCESS AT LOOP 360 AND COURTYARD DRIVE

WHY WE ARE NOT PROPOSING TO MAINTAIN EXISTING ACCESS

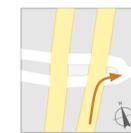


EASTBOUND COURTYARD DRIVE TO SOUTHBOUND LOOP 360

Due to the proximity to RM 2222 and the Pennybacker Bridge, maintaining existing access would require:

- A full stop condition with no auxiliary lane and limited sight distance
- Drivers to merge with traffic already entering Loop 360 from the proposed entrance ramp just north of Courtyard Drive

This would create lengthy wait times and cause traffic to back up along Courtyard Drive.



NORTHBOUND LOOP 360 TO EASTBOUND COURTYARD DRIVE

Due to the proximity to the Pennybacker Bridge, and steep grades, maintaining existing access would require:

- Acquisition of properties near Courtyard Drive at Loop 360 and right-of-way impacts to additional properties
- Sharp turn with barriers on either side

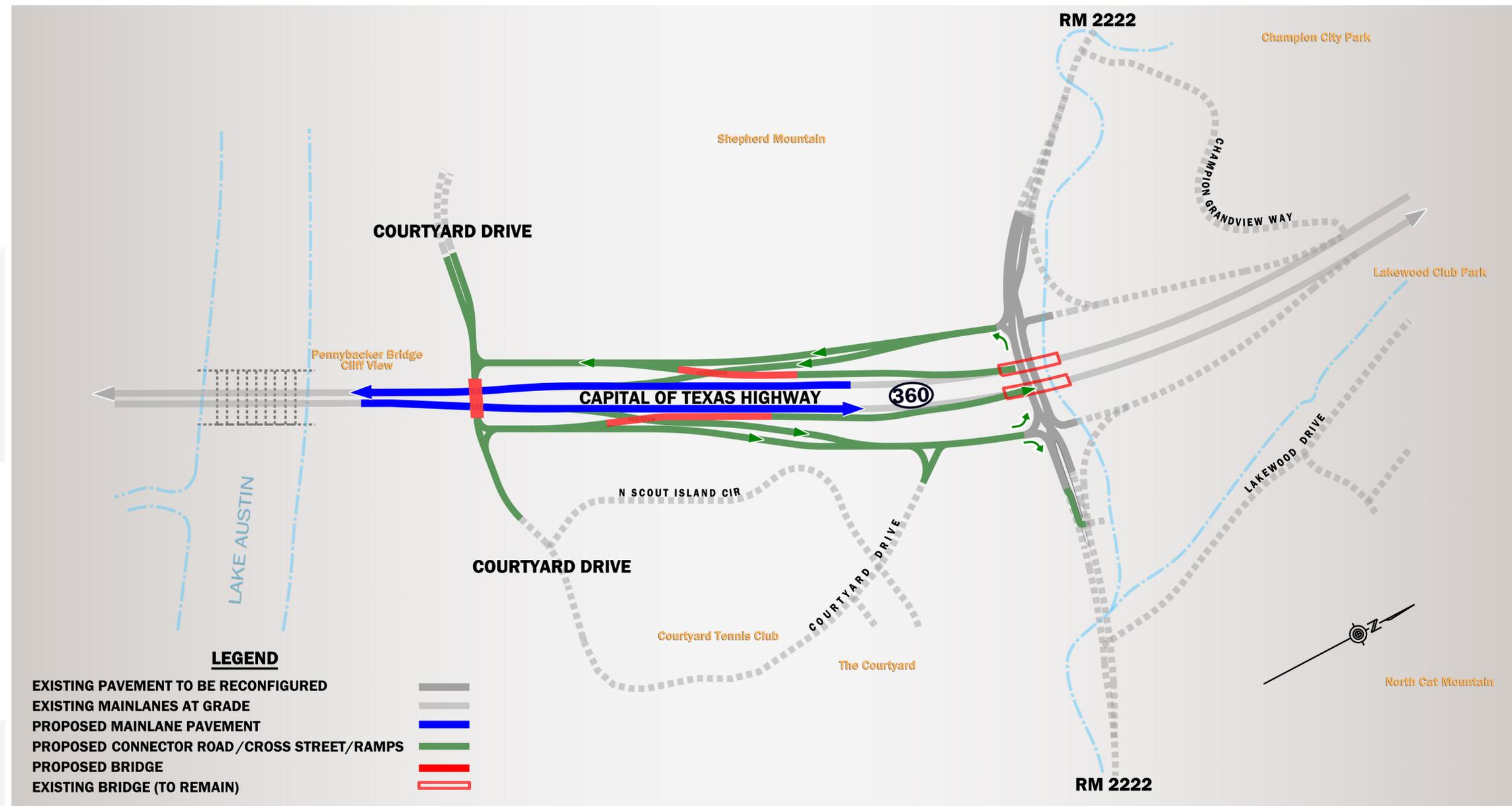
Due to these constraints, a northbound braided entrance ramp has been added to allow safe access to eastbound Courtyard Drive via the north neighborhood entrance.

OPTION 1 CONCEPTUAL LAYOUT



GENERAL DESCRIPTION

1. Existing signalized interchange at RM 2222 reconfigured to a diverging diamond intersection.
2. Existing mainlane signal at Courtyard Drive replaced with mainlane underpass.
3. Access changes from eastbound Courtyard Drive to southbound Loop 360 and from northbound Loop 360 to eastbound Courtyard Drive.
4. Northbound exit ramp replaced with northbound braided ramps.
5. Southbound entrance ramp replaced with southbound braided ramps.



SHARE YOUR THOUGHTS

**WHAT I LIKE
ABOUT OPTION 1**

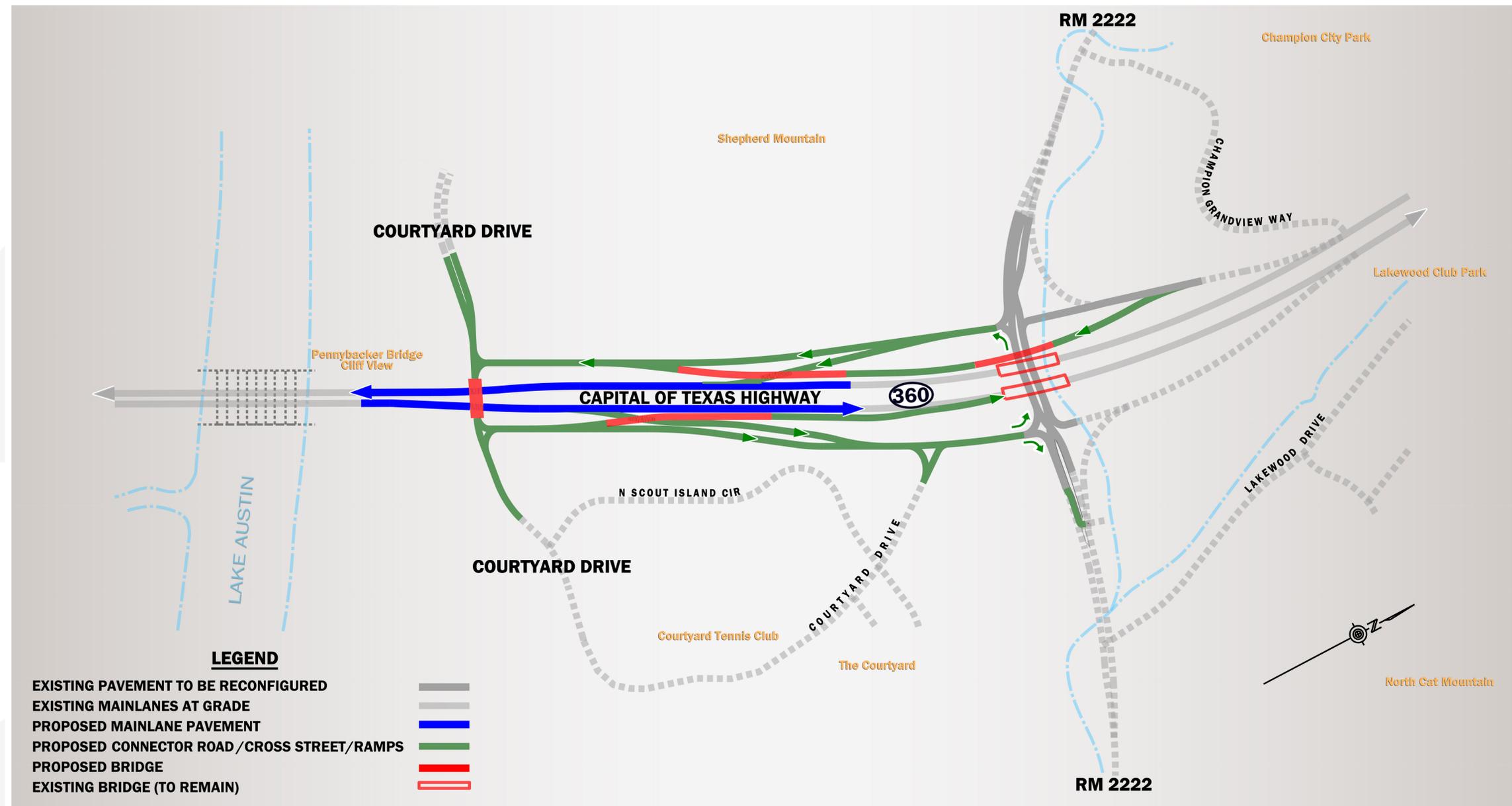
**WHAT I DON'T LIKE
ABOUT OPTION 1**

OPTION 2 CONCEPTUAL LAYOUT



GENERAL DESCRIPTION

1. Existing signalized interchange at RM 2222 reconfigured to a diverging diamond intersection.
2. Existing mainlane signal at Courtyard Drive replaced with mainlane underpass.
3. Access changes from eastbound Courtyard Drive to southbound Loop 360 and from northbound Loop 360 to eastbound Courtyard Drive.
4. Northbound exit ramp replaced with northbound braided ramps.
5. Southbound exit ramp added with bridge over RM 2222 and southbound braided ramps.



SHARE YOUR THOUGHTS

WHAT I LIKE ABOUT OPTION 2

WHAT I DON'T LIKE ABOUT OPTION 2

CONTEXT SENSITIVE SOLUTIONS



Context Sensitive Solutions (CSS) is a collaborative approach to developing roadways that fit within their surroundings.

CONSIDERATIONS

The CSS approach considers not only physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community.



INVOLVEMENT

The process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state and federal agencies.



OUTCOME

CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor.



COMMUNITY FEEDBACK

In November 2018, TxDOT conducted a survey to receive feedback from the community. **Results can be viewed at Loop360Project.com**

CONTEXT SENSITIVE SOLUTIONS SURVEY RESULTS

DESIGN FEATURES PREFERRED FOR THE CORRIDOR AS RATED BY PARTICIPANTS.

MOST PREFERRED

LEAST PREFERRED

Overall Theme



Hill country



Contemporary



Blended



Modest

Walls and Columns



Decorative patterns



Representative art



Muted



Bright

Landscape



Native plants



Ornamental gravel/rock



Some non-native plants



Manicured



Pavers

Bicycle and Pedestrian Access



Shared-use path, large buffer



Shared-use path, narrow buffer



Bicycle lane, no sidewalk

CONTEXT SENSITIVE SOLUTIONS SURVEY RESULTS

VISUALS TO MAINTAIN, ADD OR OBSTRUCT FROM VIEW AS INDICATED BY PARTICIPANTS.



TOP THREE FEATURES people wanted to incorporate into walls and other structures:

- Regional wildlife
- Austin landmarks
- Local history

MOST IMPORTANT TO MAINTAIN:

- Pennybacker Bridge
- Hills and hill country views
- Views of downtown and the Austin skyline
- Wildflowers
- Limestone cliffs
- Bull Creek and green spaces
- Trees and other natural plants
- Water features

LESS IMPORTANT TO MAINTAIN:

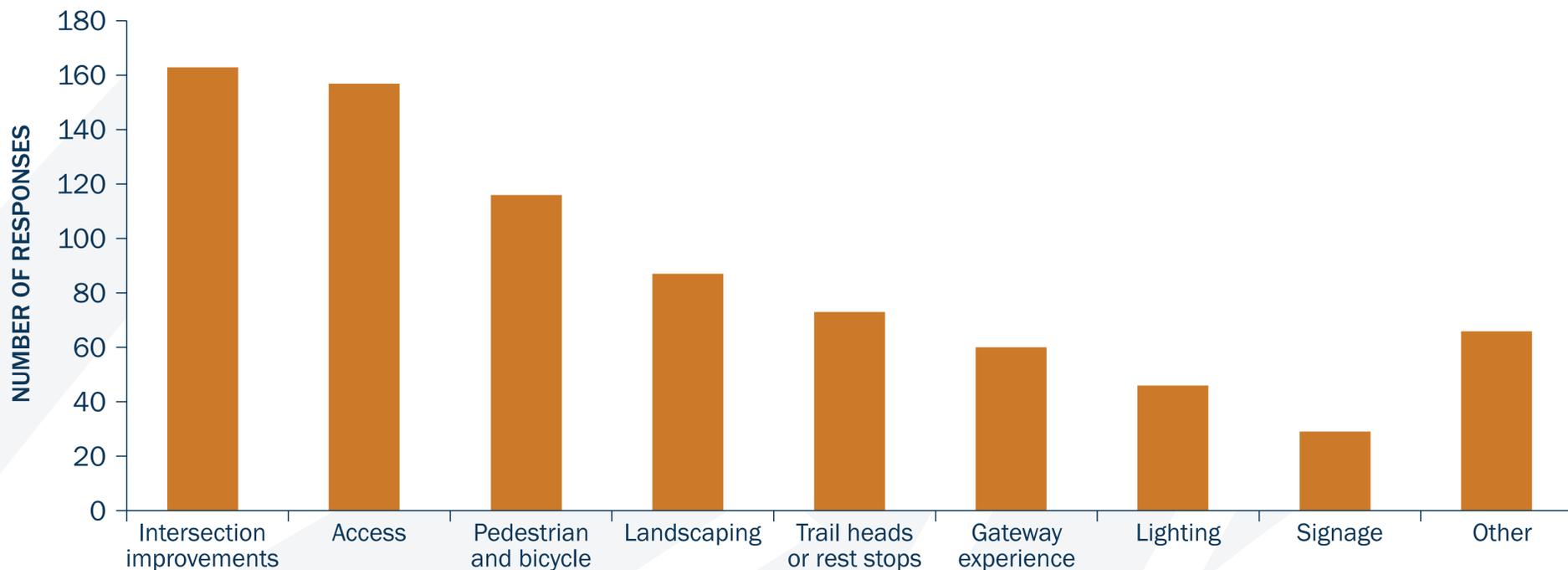
- Substantial buildings and homes
- Commercial development including office/retail spaces and parking structures, infrastructure/utilities
- Concrete walls

CONTEXT SENSITIVE SOLUTIONS SURVEY RESULTS

TOP PRIORITIES AND CONCERNS FOR LOOP 360.

People were asked about their top priorities and concerns for Loop 360.

The top three priorities were intersection improvements/features, access, and pedestrian and bicycle facilities.



WHAT PEOPLE ENJOY ABOUT LOOP 360:

- Visual aspects
- Local access provided by the roadway
- Dark skies along the corridor during night time travel

WHAT PEOPLE DON'T ENJOY ABOUT LOOP 360:

- Multiple traffic signals
- Traffic congestion
- Lack of pedestrian access
- Pollution
- Multiple safety concerns

CORRIDOR ASSETS



1 The Arboretum



2 Hiking access at Bull Creek Park at Winding Ridge Boulevard



3 Indeed campus at Bull Creek



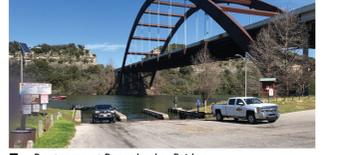
4 Indeed campus at RM 2222



5 Waterloo Ice House



6 Pennybacker Bridge



7 Boat ramp at Pennybacker Bridge



8 Austin Country Club



9 Davenport Village



10 Scenic overlook at Wild Basin Wilderness Preserve



11 Limestone cliffs



12 Scenic view of downtown Austin



13 Westlake High School



14 Barton Creek Square



15 Mopac bicycle and pedestrian path

- Loop 360 alignment
- Existing bicycle route
- Existing urban trail
- Proposed urban trail
- Location of an often noted feature or destination as indicated in the survey (keyed to photos)
- Shopping/Dining
- Scenic/Recreation
- Other

March 7, 2019

SHARE YOUR IDEAS

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

HOW CAN I STAY INFORMED?

For questions or comments, visit the program website or email the project team.



www.Loop360Project.com



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