

# WELCOME

# PROJECT OVERVIEW

## THE LOOP 360 FROM MOPAC TO RM 2244 PROJECT INCLUDES:



Removal of the traffic signals from the Loop 360 mainlanes at the southern entrance to Barton Creek Square, Walsh Tarlton Lane, Westbank Drive, Las Cimas Parkway and Lost Creek Boulevard.



Construction of an overpass at Walsh Tarlton Lane and Lost Creek Boulevard, and either an overpass or an underpass at Westbank Drive, with non-signalized U-turns in both directions.



Construction of continuous one-way northbound and southbound frontage roads throughout the project limits to improve local connectivity.



Addition of a shared-use path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

# 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.



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



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.

# WHAT WE'VE HEARD



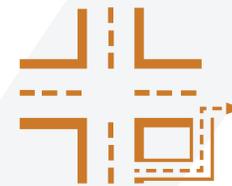
Improve mobility and safety along Loop 360 for all users



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 TRAFFIC SUMMARY



It 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.

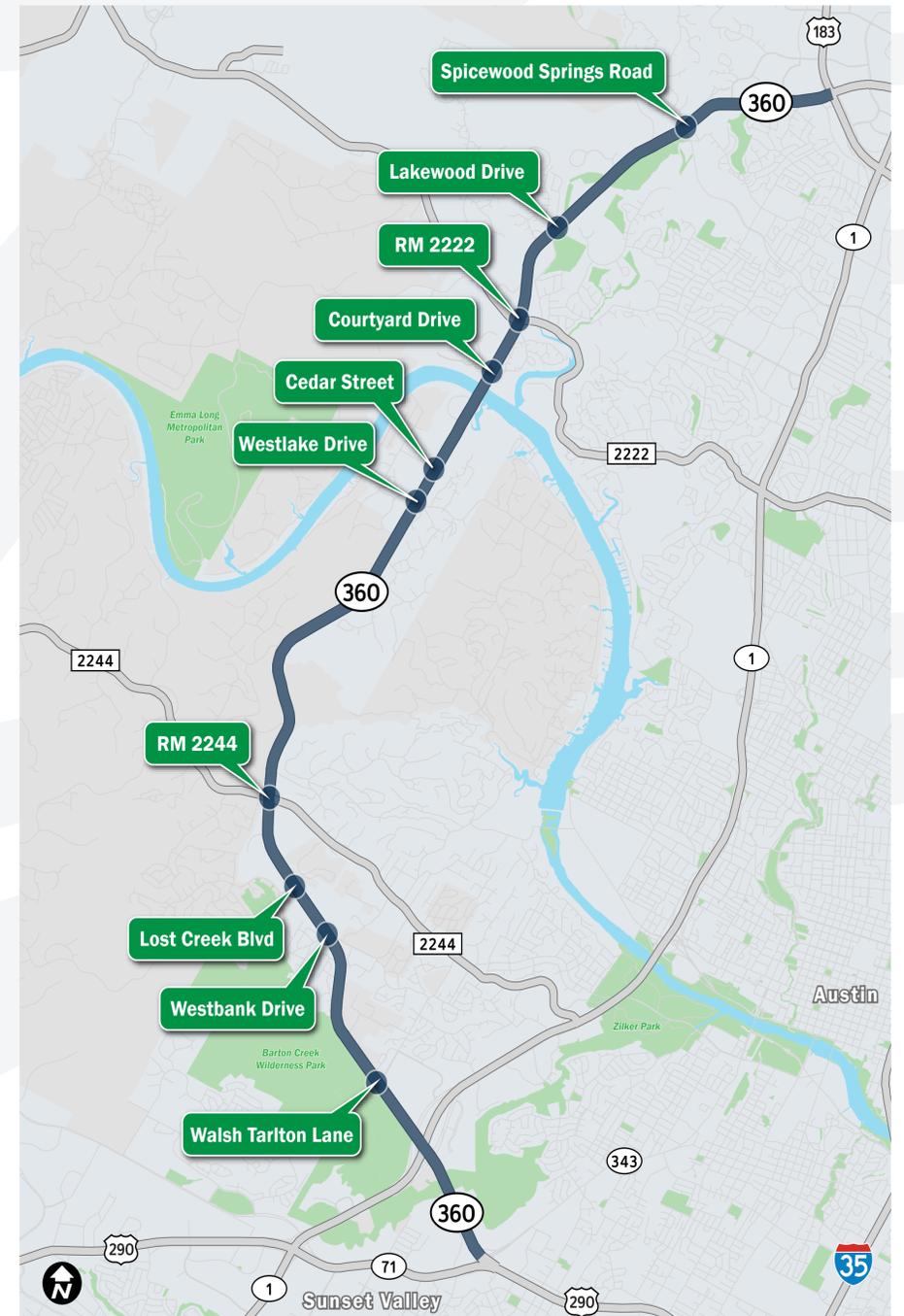


Loop 360 from RM 2244 to SH 71 is ranked in the top 100 on the 2019 Texas Congestion Index (TCI), which ranks all roads in the state and measures how much longer a trip takes during peak periods versus free-flow.

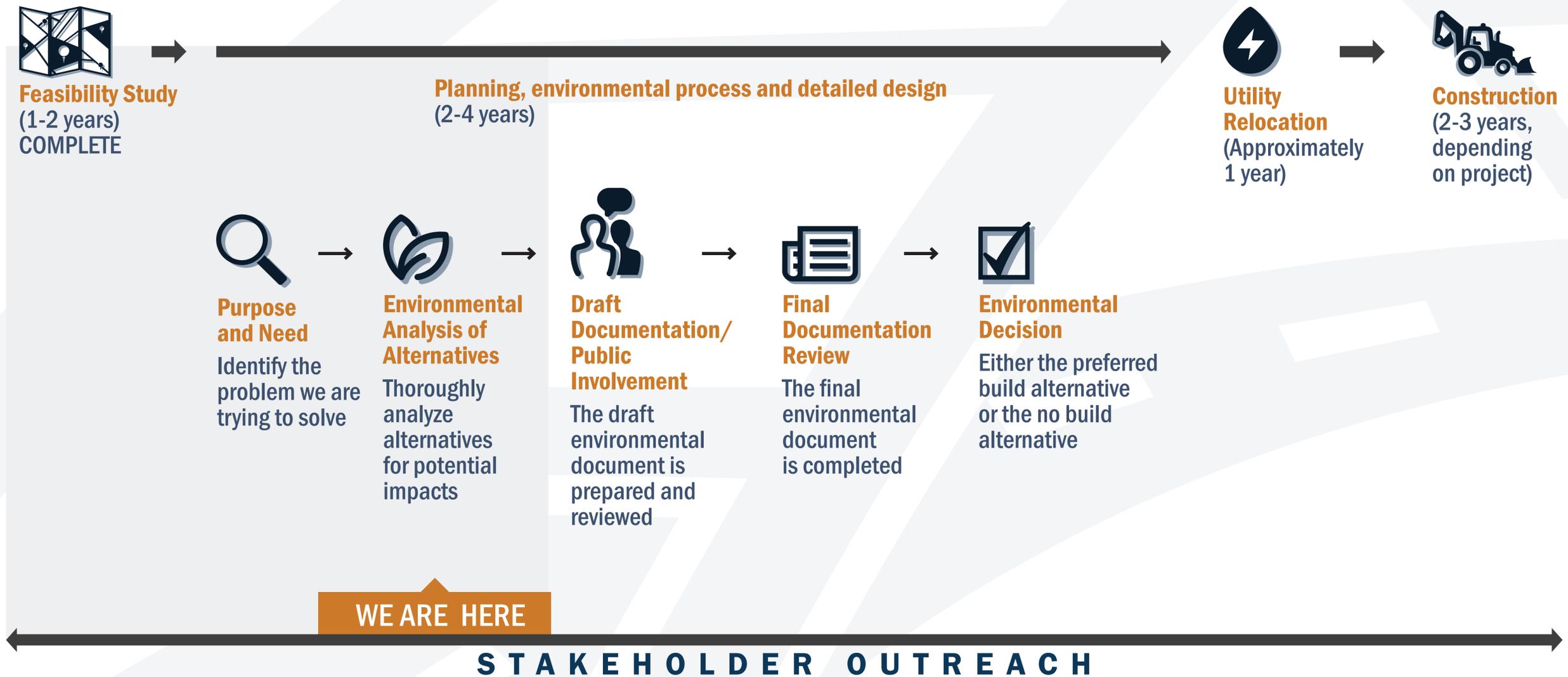
# PROGRAM SCHEDULE



All dates are subject to change.



# PROJECT PROCESS

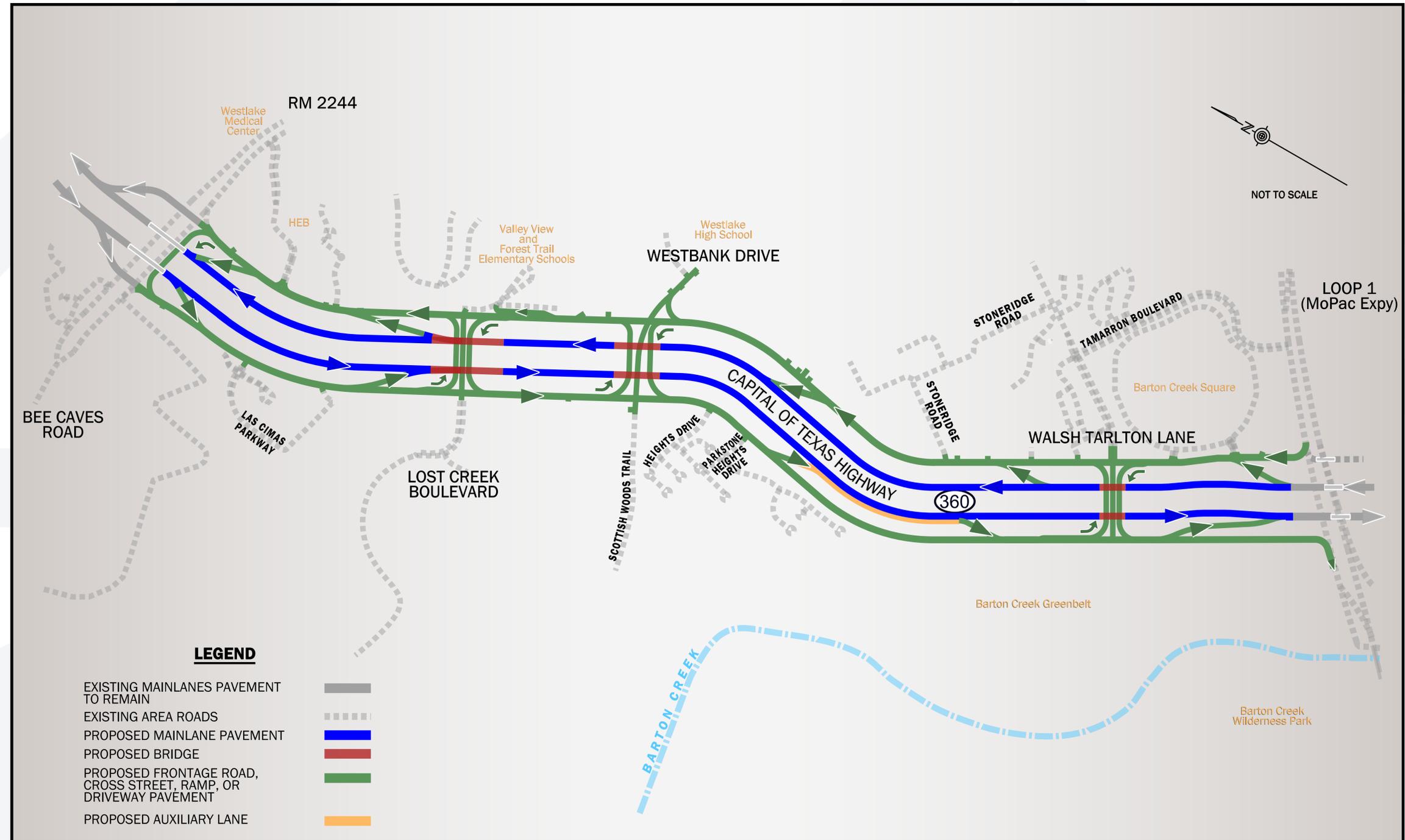


# OPTION 1 CONCEPTUAL LAYOUT

## OVERPASS AT WESTBANK DRIVE

### GENERAL DESCRIPTION

- Existing mainlane signals at Walsh Tarlton Lane, Westbank Drive and Lost Creek Boulevard replaced with mainlane overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized u-turns.
- Existing mainlane signal at Las Cimas Parkway removed; new signal added on the new northbound frontage road.
- Existing mainlane signal at southern entrance to Barton Creek Square, and existing crossovers, removed.
- North to southbound u-turn added at RM 2244.
- One-way frontage roads added on either side of Loop 360 in project limits.

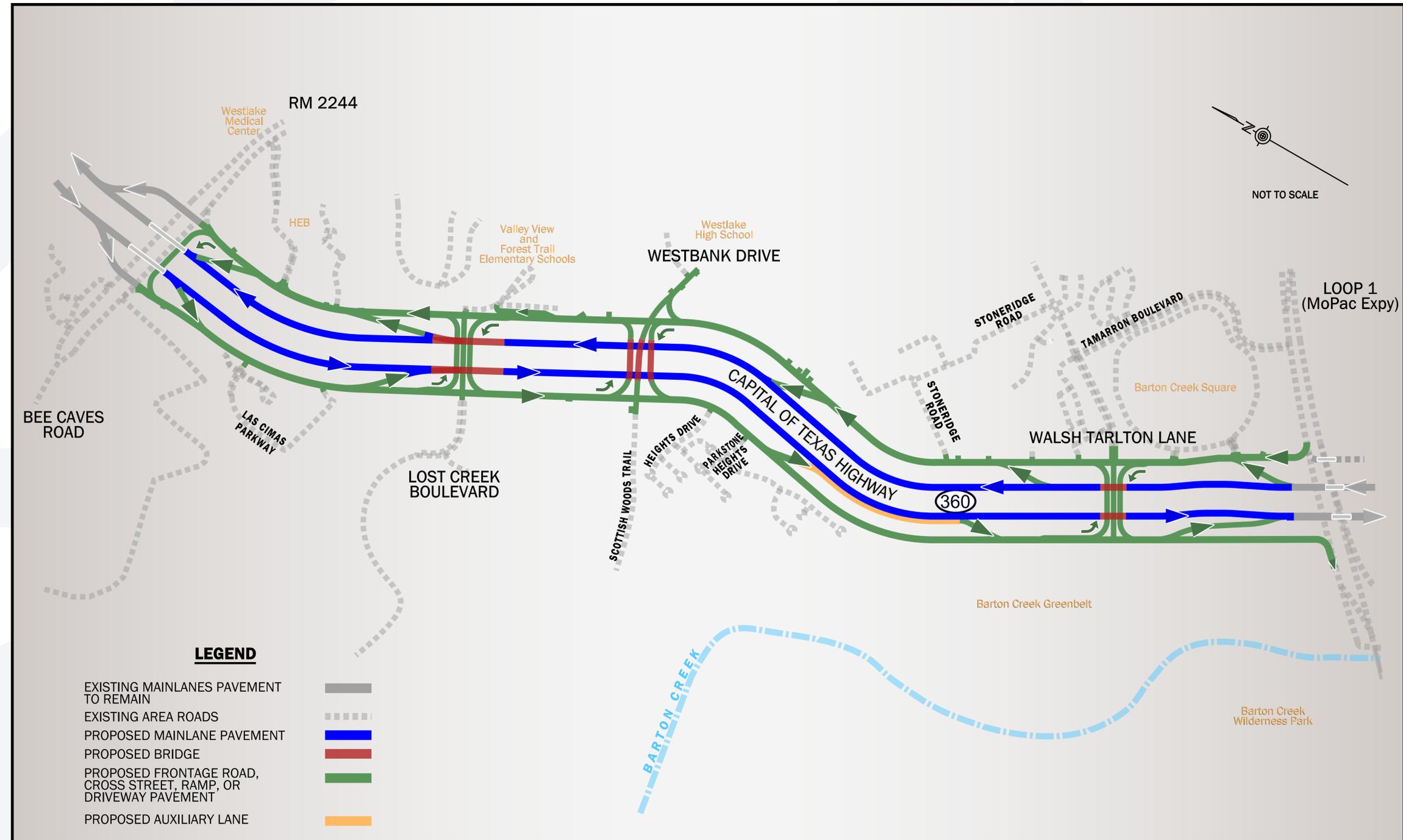


# OPTION 2 CONCEPTUAL LAYOUT

## UNDERPASS AT WESTBANK DRIVE

### GENERAL DESCRIPTION

- Existing mainlane signals at Walsh Tarlton Lane and Lost Creek Boulevard replaced with mainlane overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized u-turns.
- Existing mainlane signal at Westbank Drive replaced with mainlane underpass (where the Loop 360 mainlanes go under the cross street) with non-signalized u-turns.
- Existing mainlane signal at Las Cimas Parkway removed; new signal added on the new northbound frontage road.
- Existing mainlane signal at southern entrance to Barton Creek Square, and existing crossovers, removed.
- North to southbound U-turn added at RM 2244.
- One-way frontage roads added on either side of Loop 360 in project limits.



# CONCEPTUAL OVERPASS AT WALSH TARLTON LANE



# CONCEPTUAL OVERPASS AT WESTBANK DRIVE



# CONCEPTUAL UNDERPASS AT WESTBANK DRIVE



# CONCEPTUAL OVERPASS AT LOST CREEK BOULEVARD



# SUBMIT YOUR COMMENTS

**We want to hear from you!**

**Send us your feedback for the project.**



**Online using the comment form on [Loop360Project.com](http://Loop360Project.com)**



**By email to: [info@Loop360Project.com](mailto:info@Loop360Project.com)**



**Verbally by calling **512-904-3800** and leaving a voice message**



**By mail to:  
TxDOT Austin District  
Attn: PIO  
7901 N I-35  
Austin, TX 78753**

Comments must be received by Thursday, July 23, 2020 to be included in the official record of this public workshop.

To learn more and take our interactive survey, visit:

**[Loop360Project.com](http://Loop360Project.com)**

# 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

Beginning in November 2018, TxDOT has been gathering public input about CSS features at multiple public meetings and online.

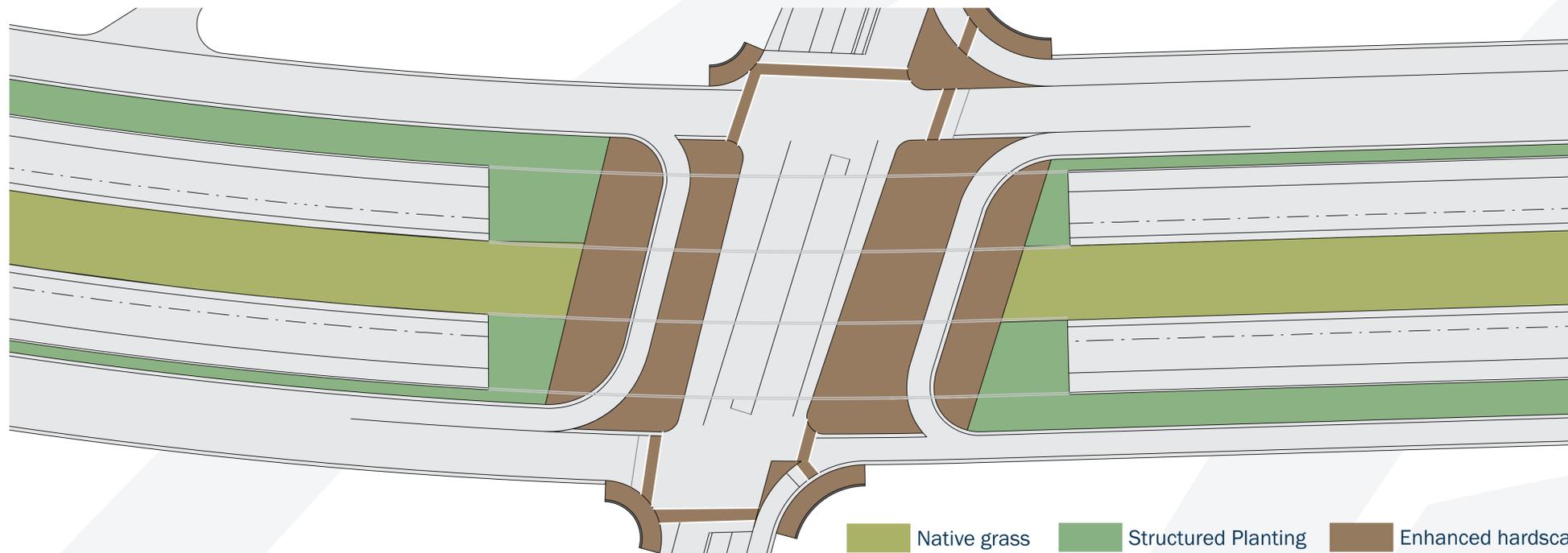
Based on that feedback, TxDOT plans to incorporate certain landscaping and hardscaping elements, as well as treatments for walls and columns.

More details about the aesthetics and CSS process, including summaries of public feedback, can be found at [Loop360Project.com](http://Loop360Project.com).



# CONTEXT SENSITIVE SOLUTIONS

## LANDSCAPING AND HARDSCAPING



### LIGHTING

Cobra head light fixtures with low-intensity LED bulbs to be installed at intersections and on ramps only



### TRADITIONAL INTERSECTIONS

Slender footprint with confined landscape and hardscape areas

### DIVERGING DIAMONDS INTERSECTIONS

Enhanced landscape and hardscape areas

### LANDSCAPING AND PLANTS

Native grass, wildflowers and plants along center median

Structured planting near intersection

Some aesthetics may be added as part of a separate program



### HARDSCAPING

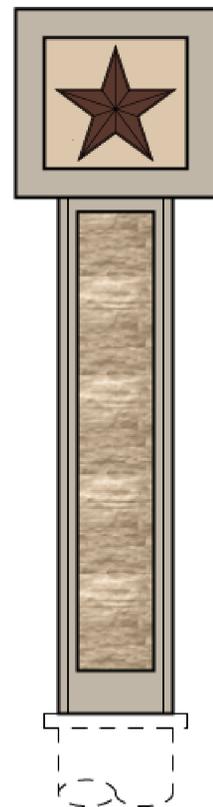
Muted colors

Simple accents

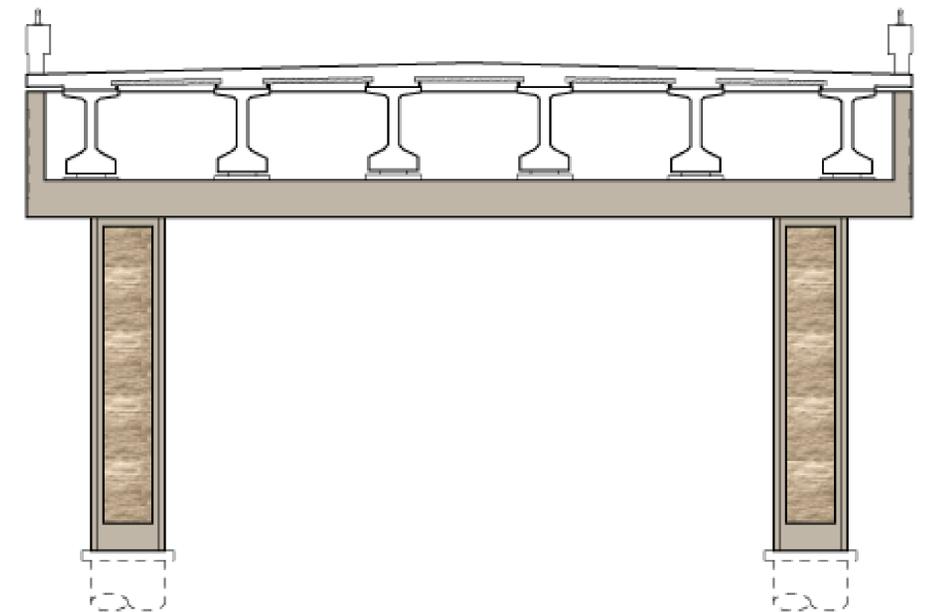
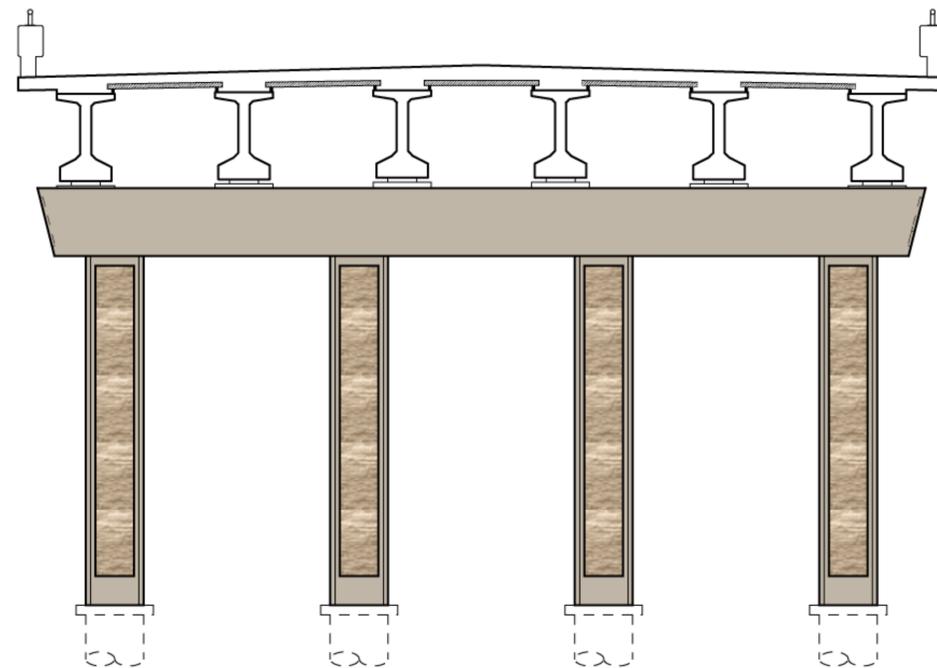


# CONTEXT SENSITIVE SOLUTIONS

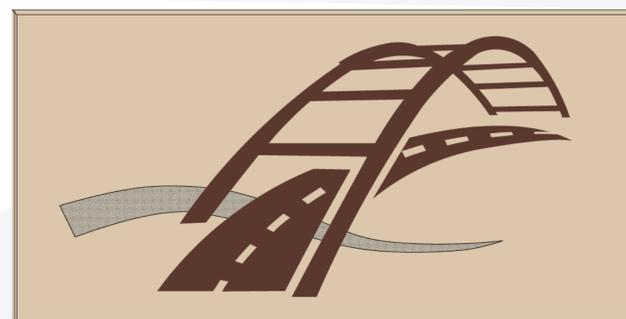
## WALLS AND COLUMNS



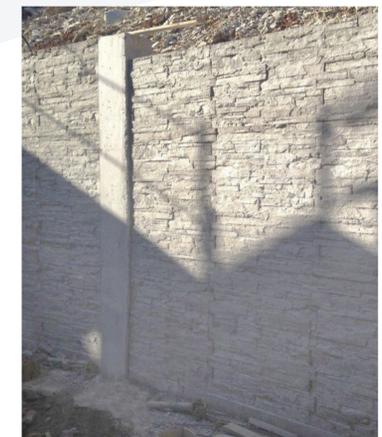
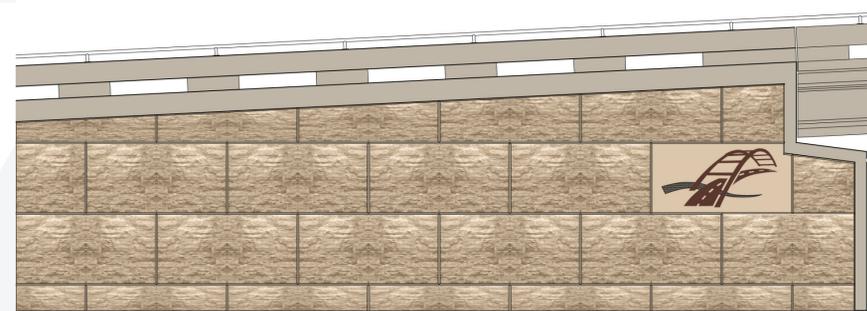
**SQUARE COLUMNS WITH TEXAS STAR**



### CROSS SECTIONS



**PENNYBACKER BRIDGE AND COLORADO RIVER REPRESENTED ON RETAINING WALLS**



### WALL TREATMENT

Rock wall to resemble natural cliff