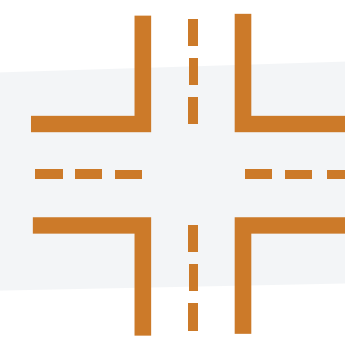


WELCOME

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.

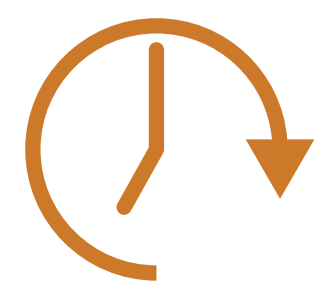


The current Loop 360 program takes into account the recommendations from the feasibility study by upgrading multiple intersections along the corridor, improving mobility and safety.



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



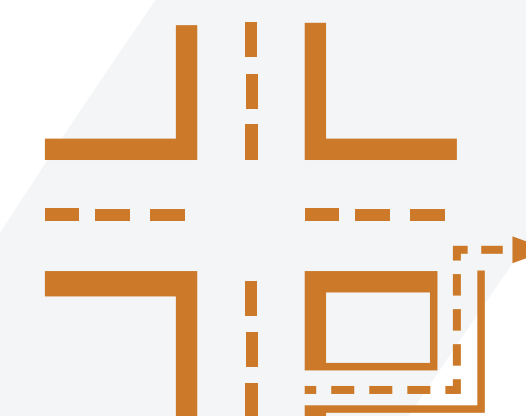
Improve mobility and safety along Loop 360 for all users



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

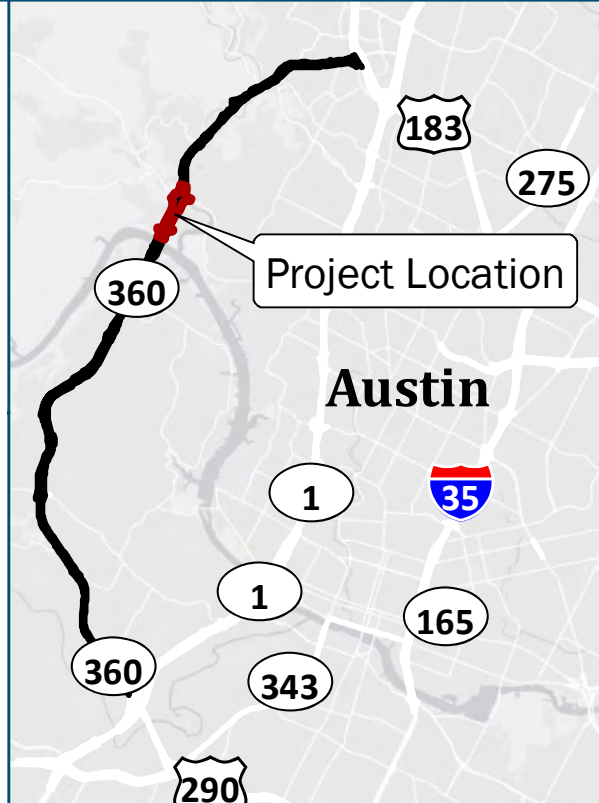
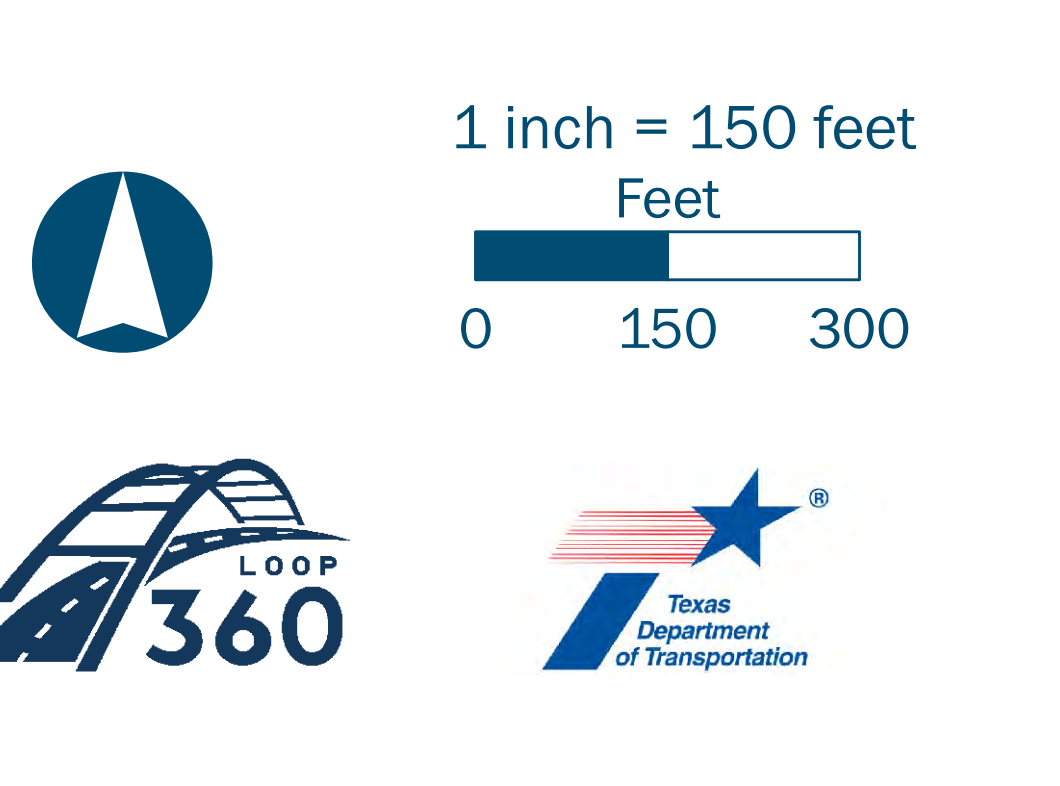


Address delays at signalized intersections



LOOP 360 AT RM 2222/ COURTYARD DRIVE PROJECT

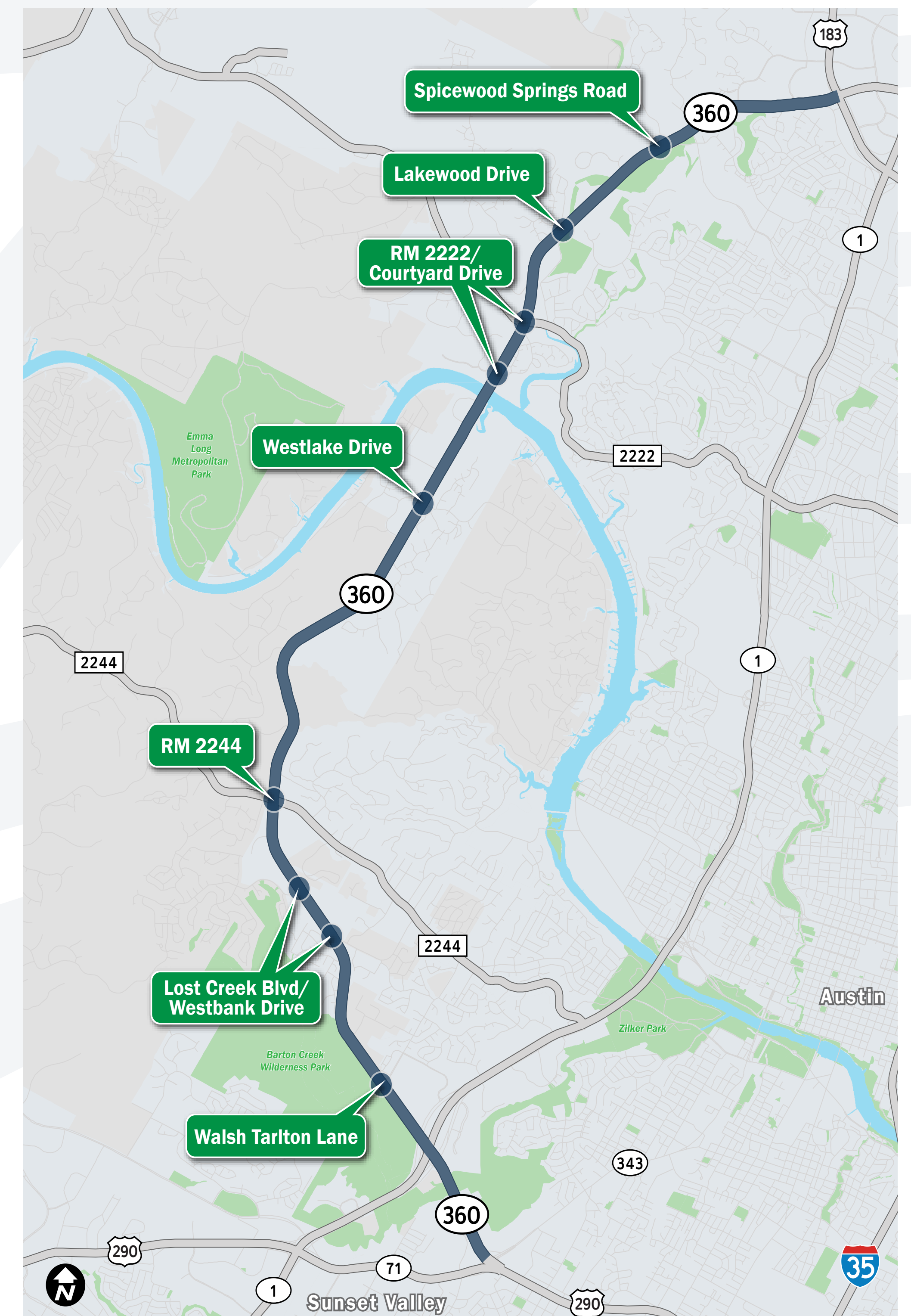
CSJs: 2100-01-065 & 0113-13-168



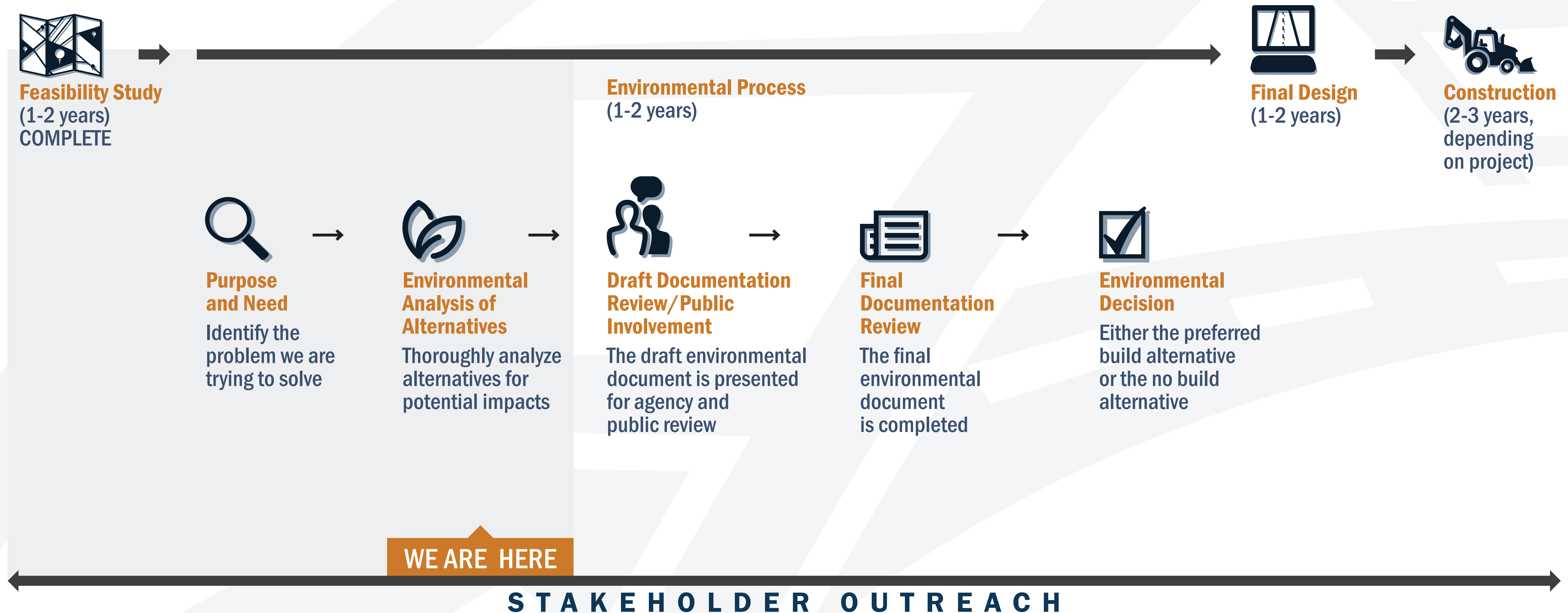
ENVIRONMENTAL CONSTRAINTS MAP

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

PROGRAM SCHEDULE



PROJECT PROCESS



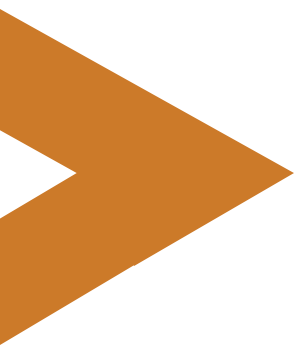
PENNYBACKER BRIDGE

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.





SHARE YOUR IDEAS

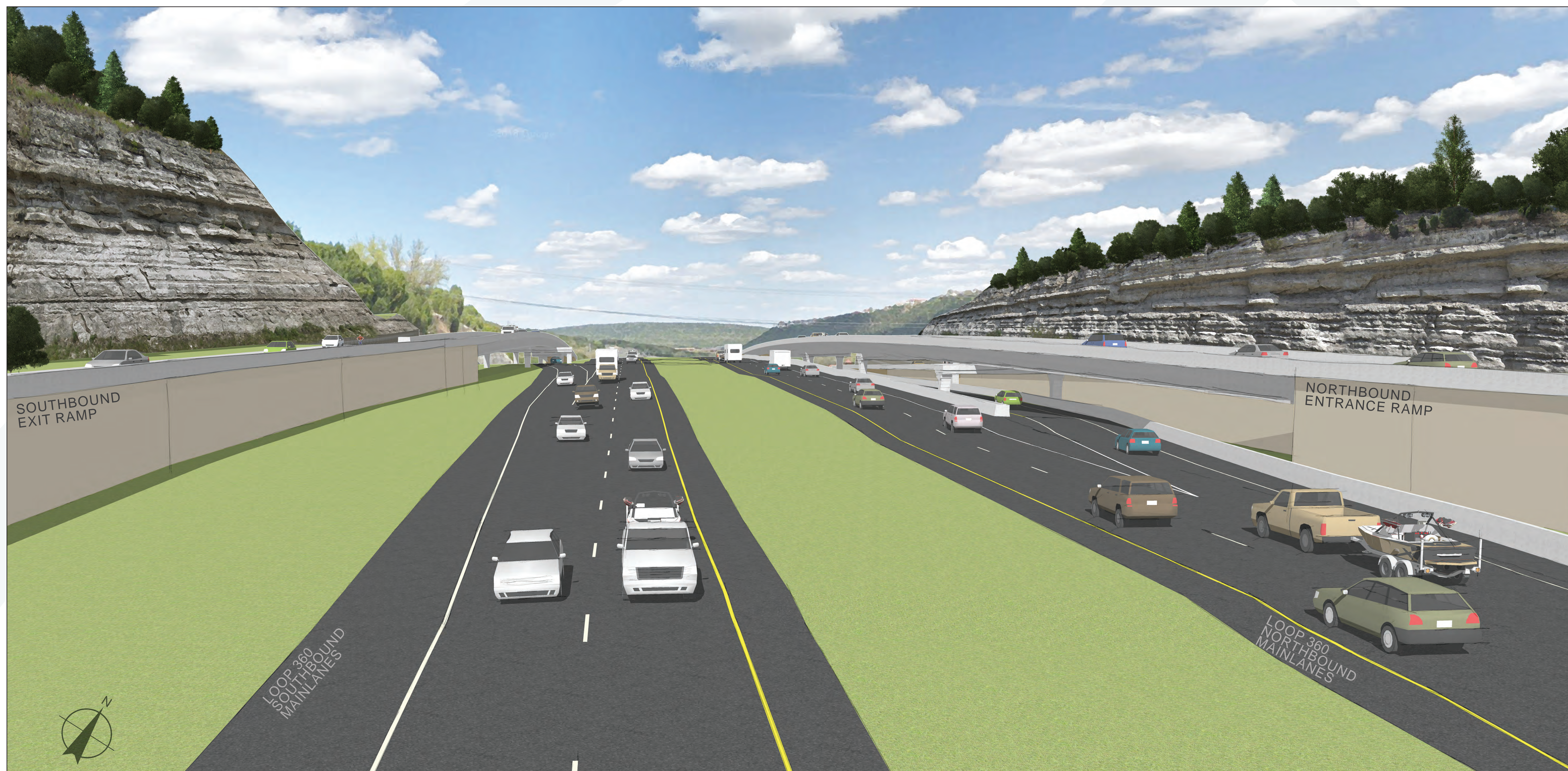


BICYCLE AND PEDESTRIAN ACCOMMODATIONS

LOOP 360 LOOKING SOUTH AT COURTYARD DRIVE

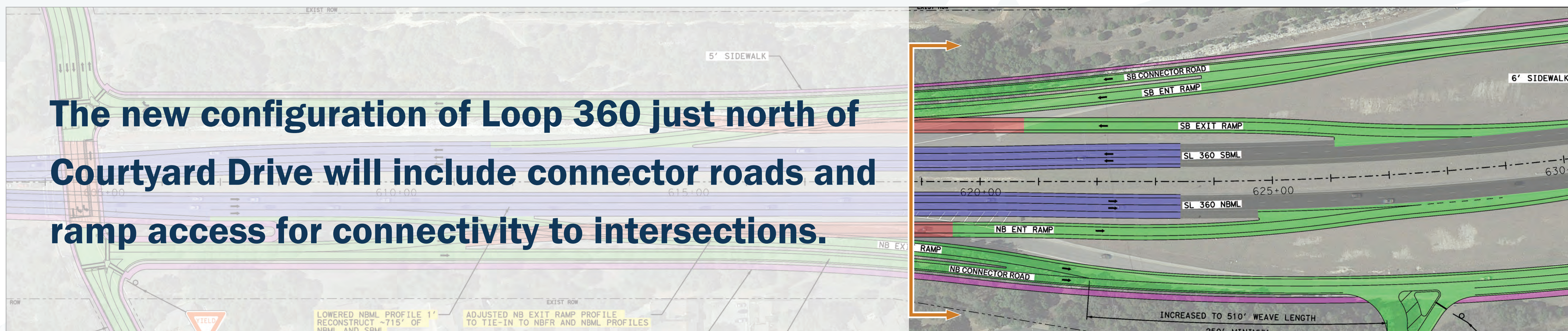
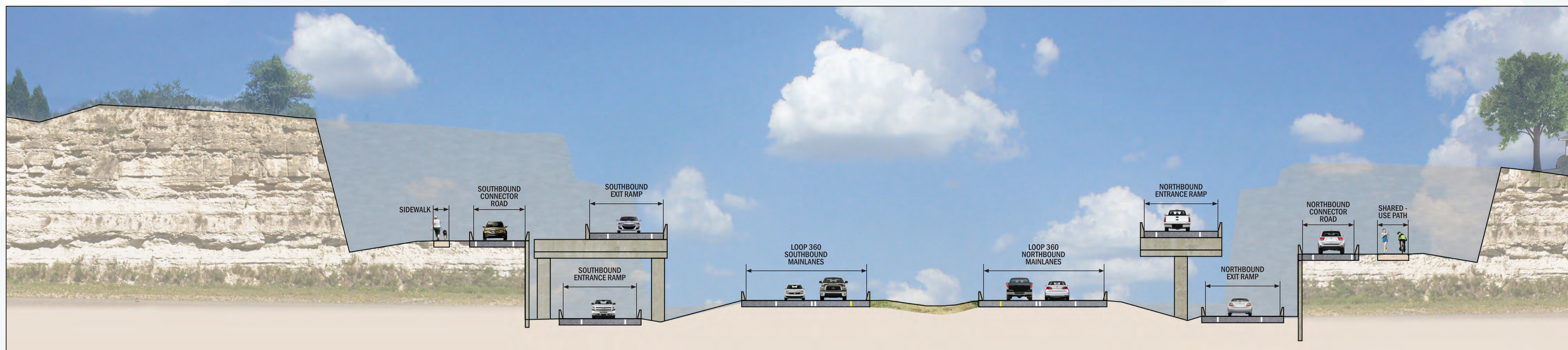


LOOP 360 LOOKING NORTH AT RM 2222



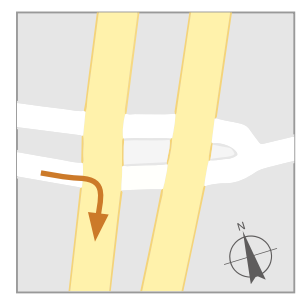
LOOP 360 LOOKING NORTH AT RM 2222

CROSS SECTION WITH PLAN VIEW



CHANGES TO ACCESS AT LOOP 360 AND COURTYARD DRIVE

WHY WE ARE NOT PROPOSING TO MAINTAIN EXISTING ACCESS

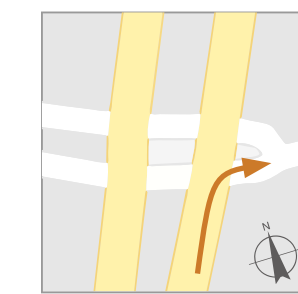


EASTBOUND COURTYARD DRIVE TO SOUTHBOUND LOOP 360

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

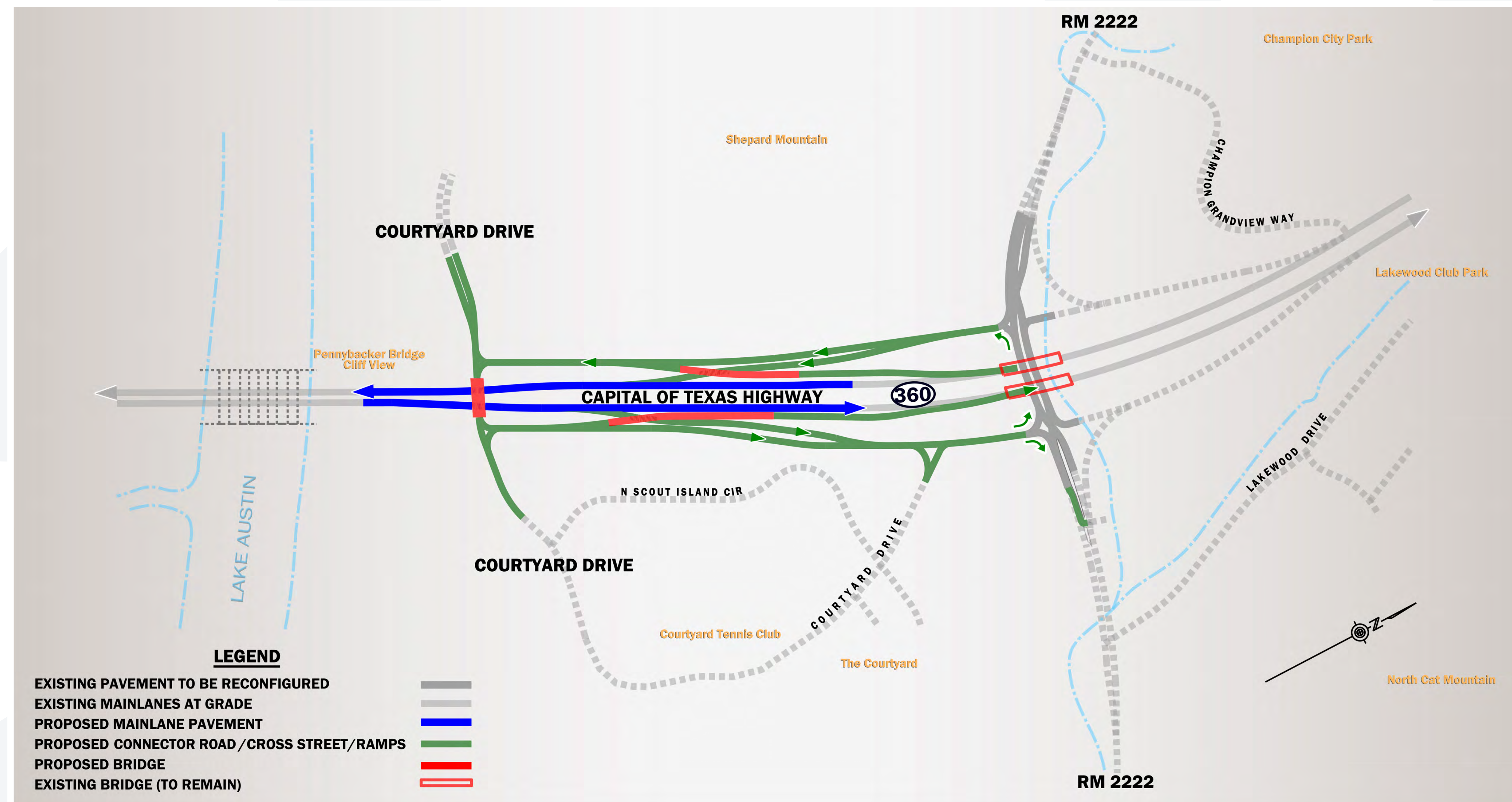
Due to the proximity to the Pennybacker Bridge, and steep grades, maintaining existing access would require:

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

OPTION 1 CONCEPTUAL LAYOUT

GENERAL DESCRIPTION

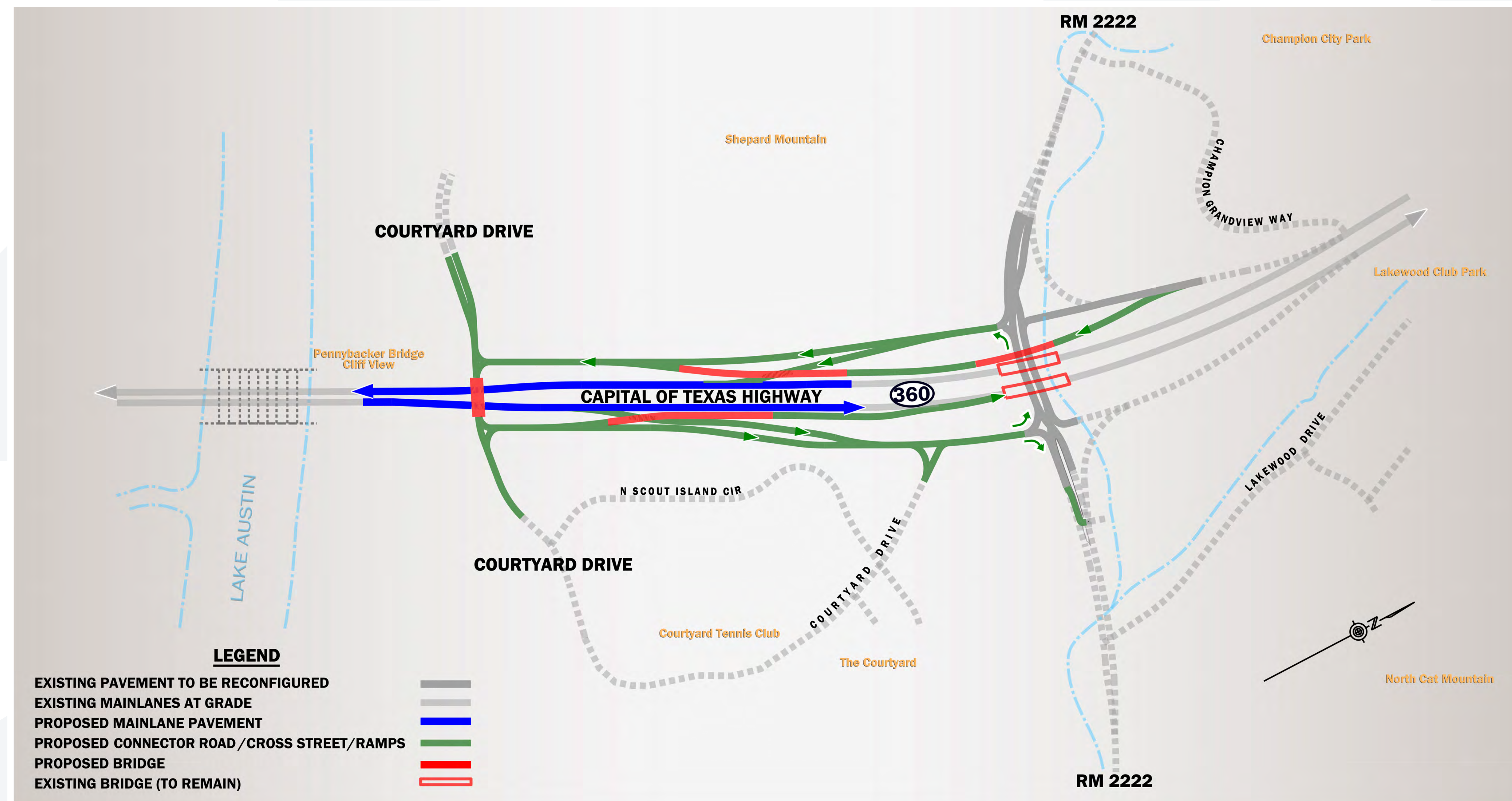
1. Existing signalized interchange at RM 2222 reconfigured to a diverging diamond intersection.
2. Existing mainlane signal at Courtyard Drive replaced with mainlane underpass.
3. Northbound exit ramp replaced with northbound braided ramps.
4. Southbound entrance ramp replaced with southbound braided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



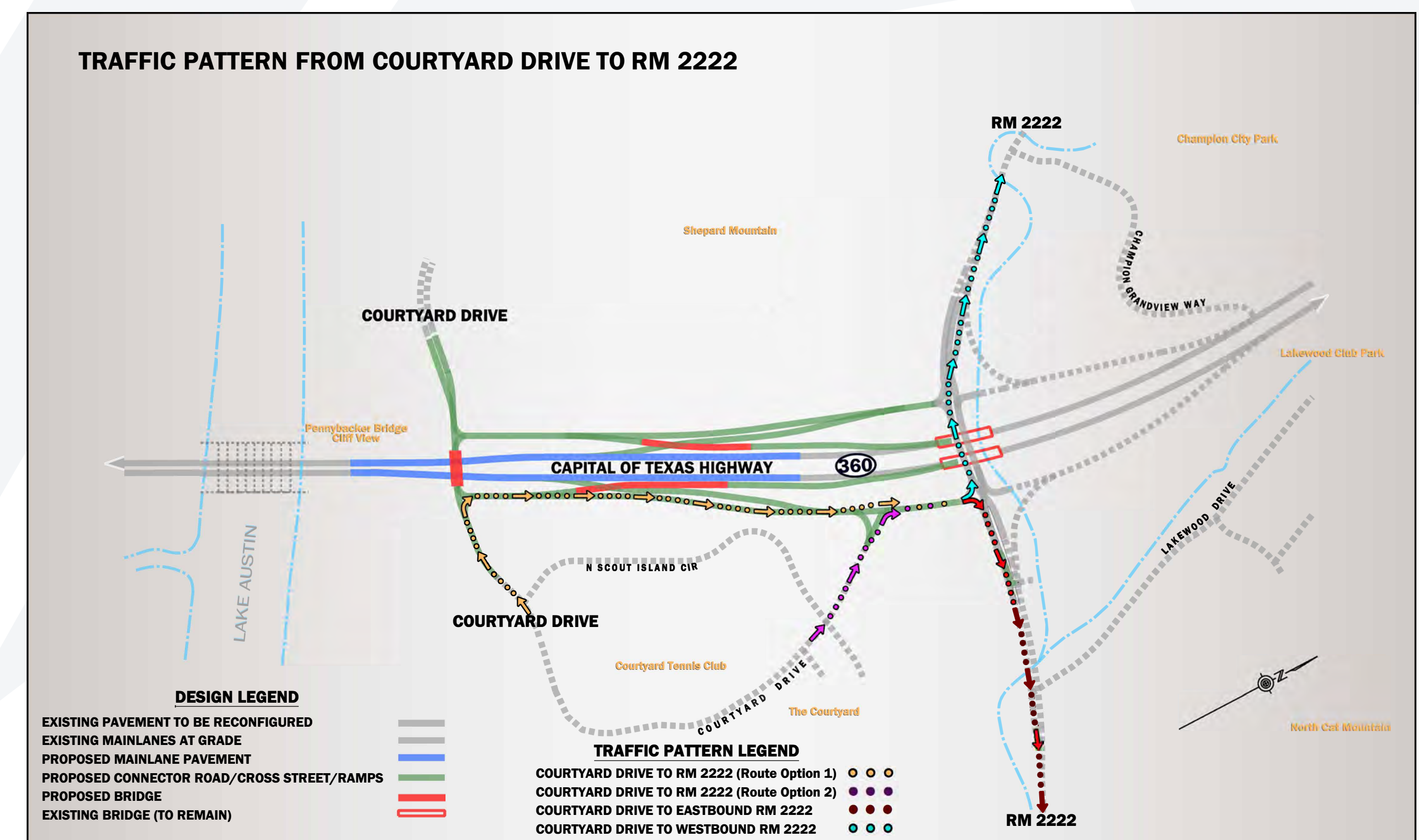
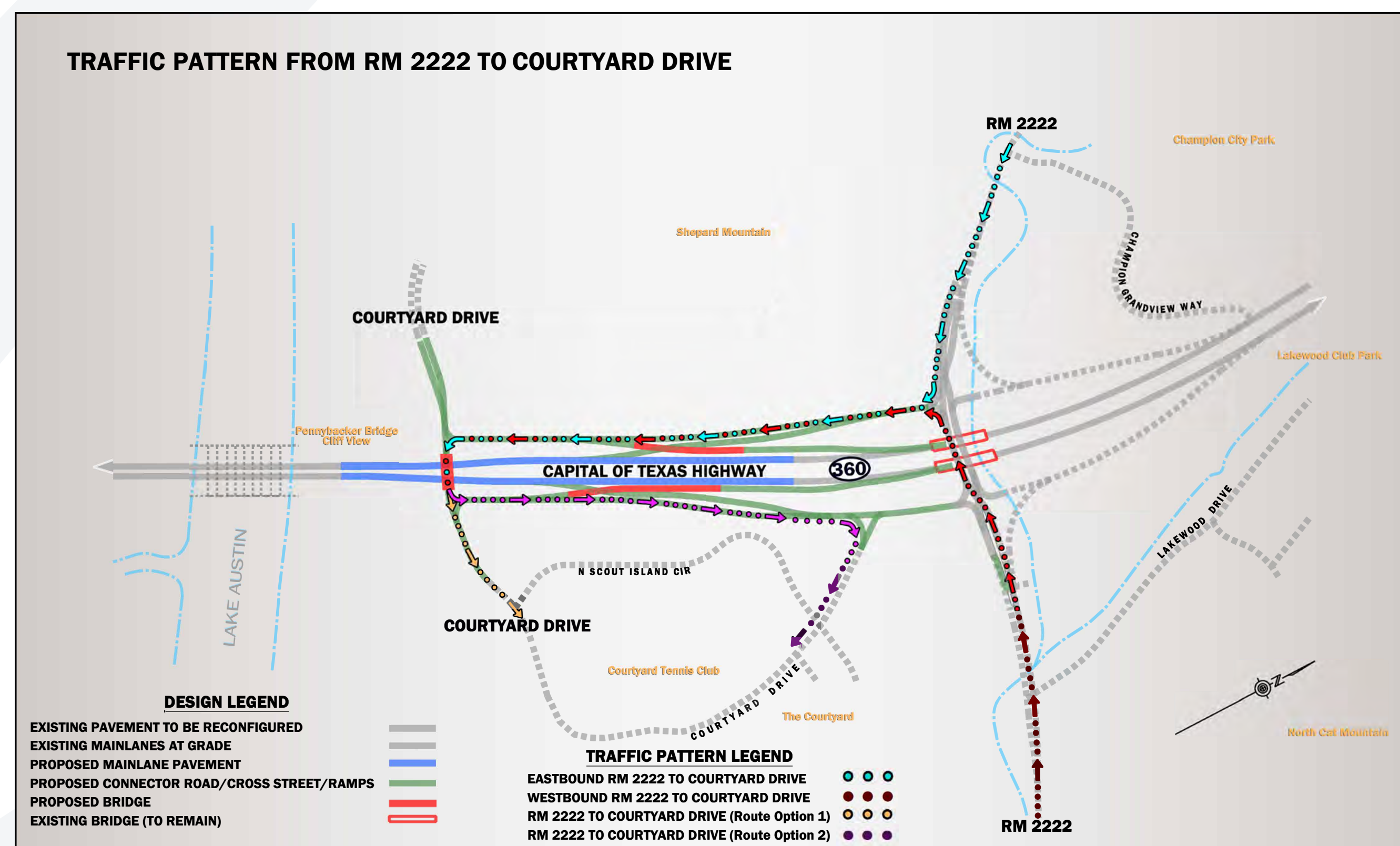
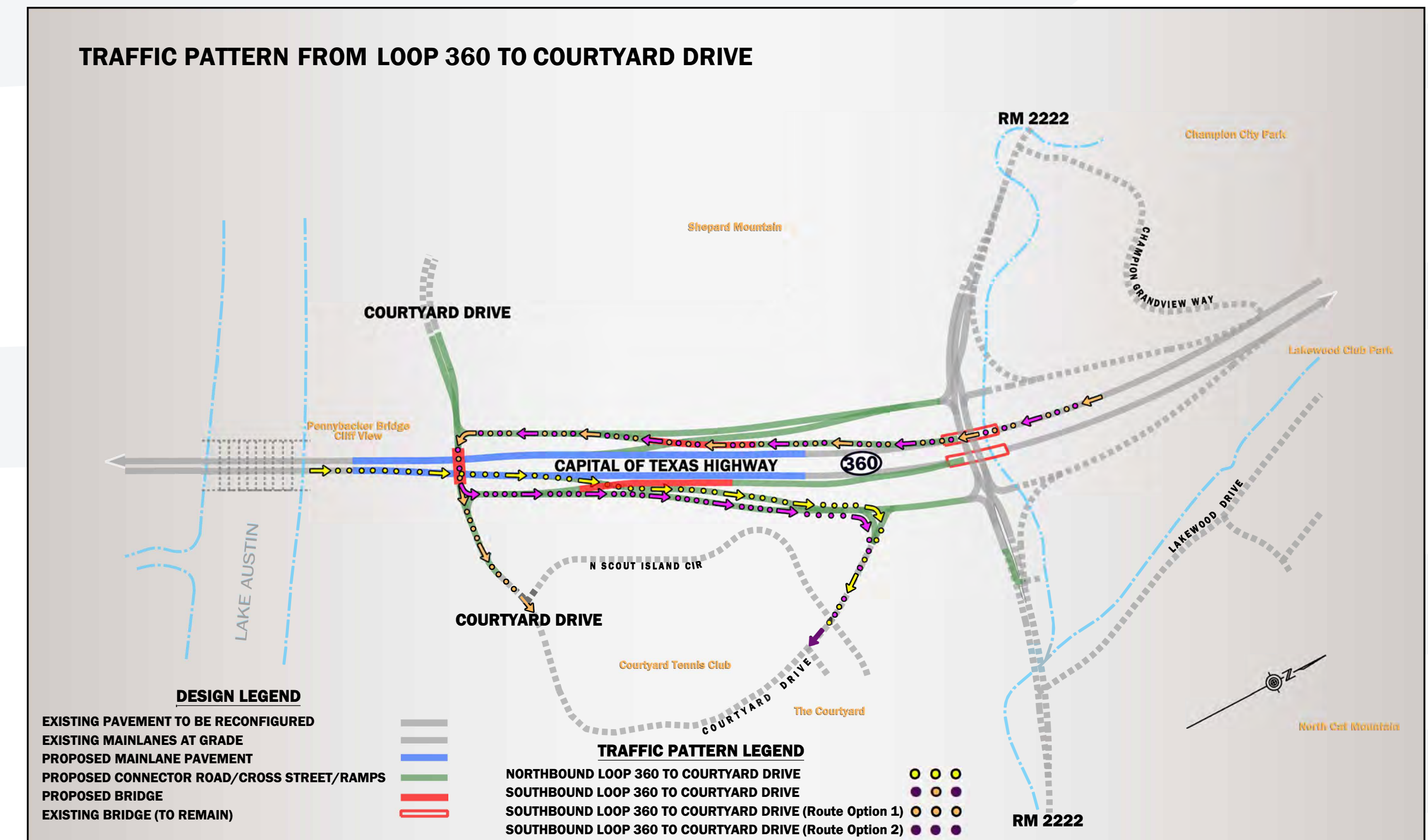
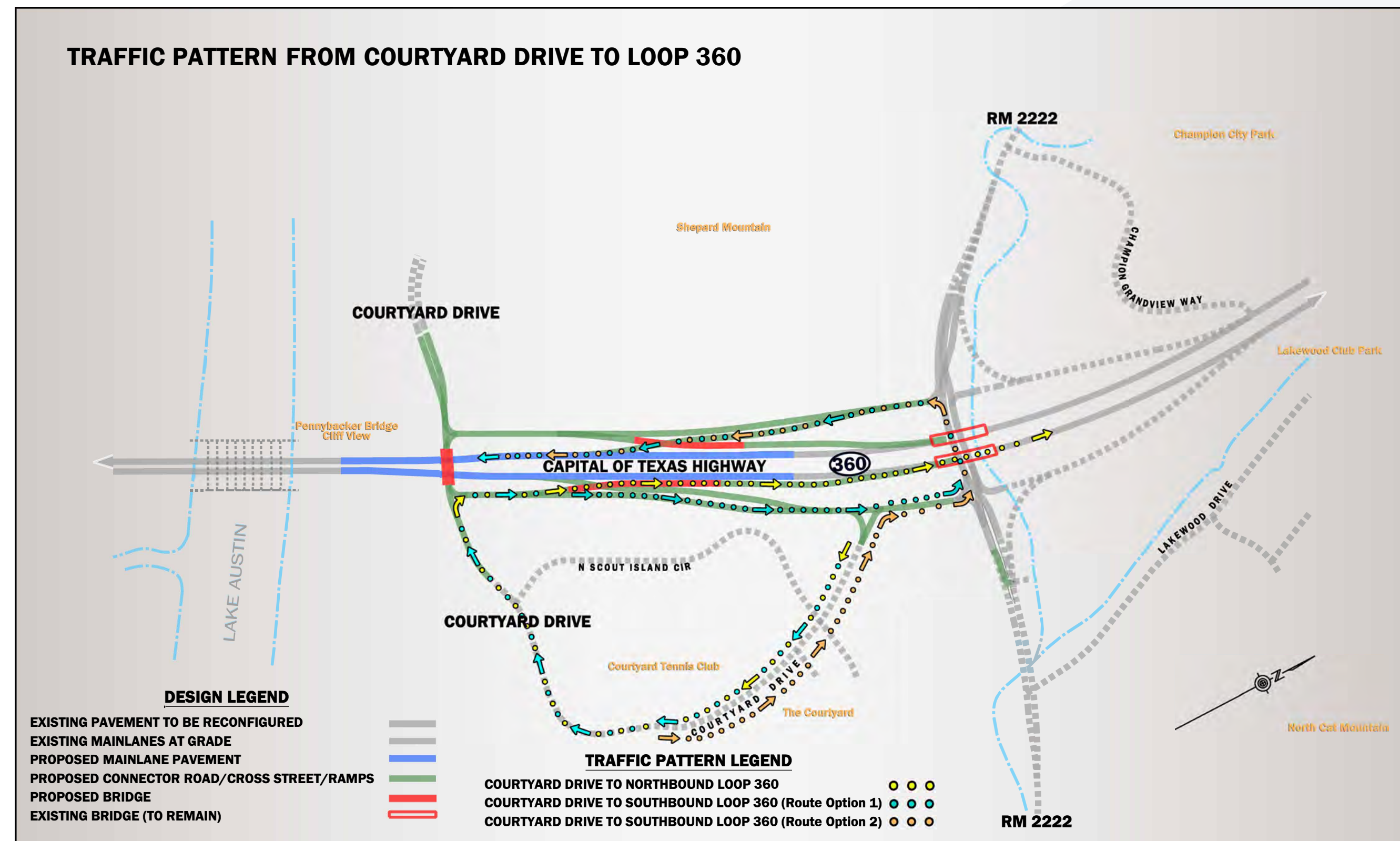
OPTION 2 CONCEPTUAL LAYOUT

GENERAL DESCRIPTION

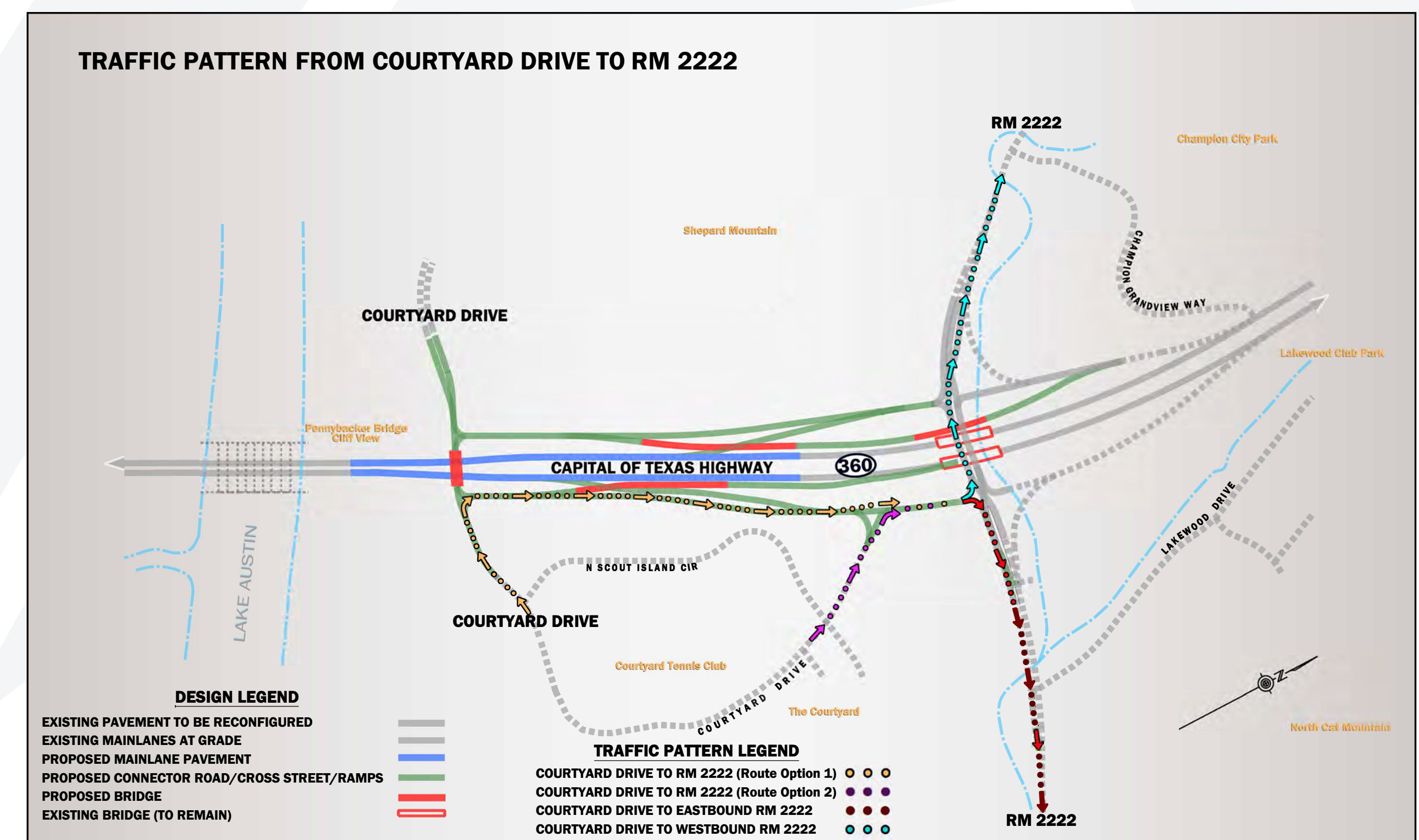
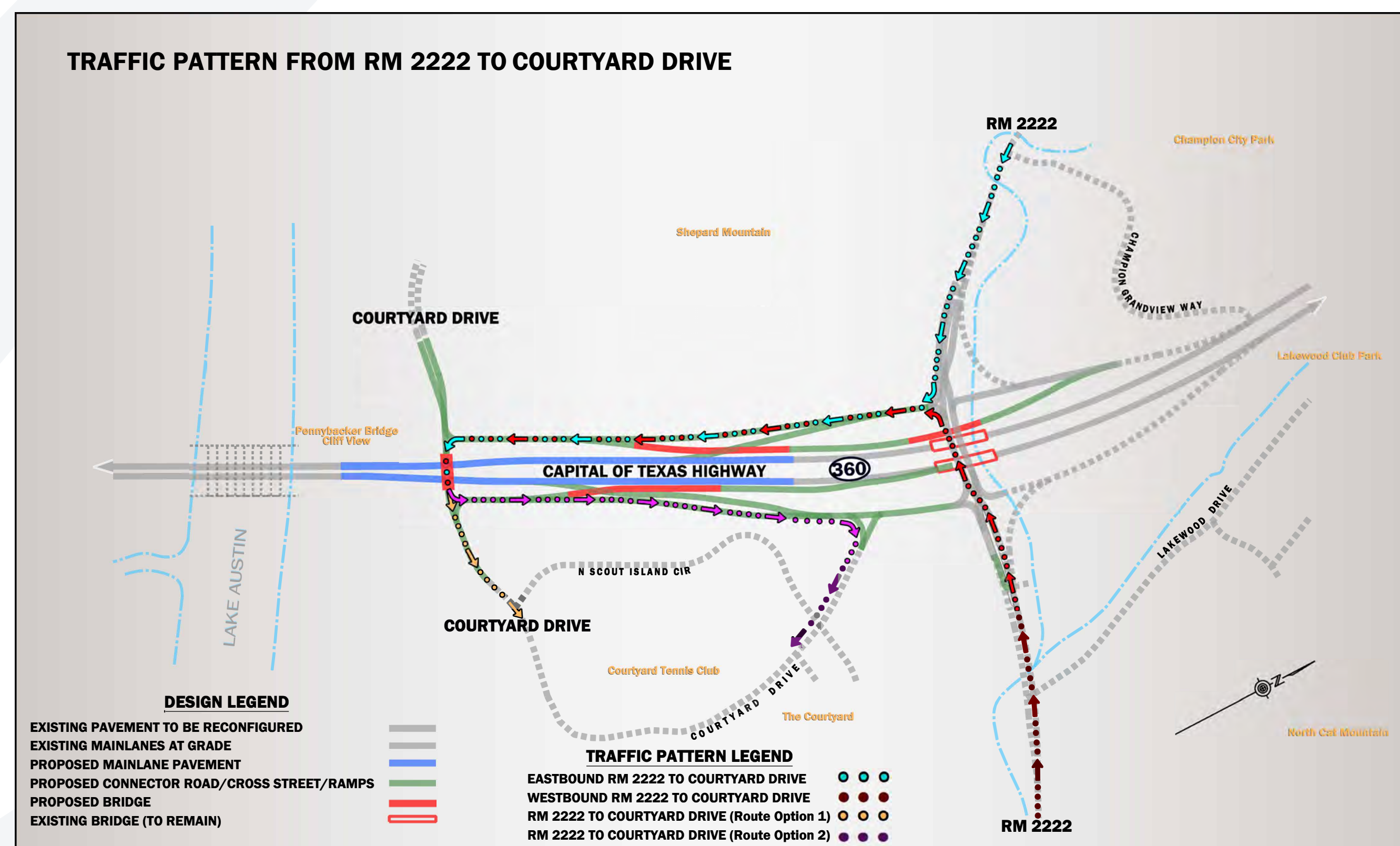
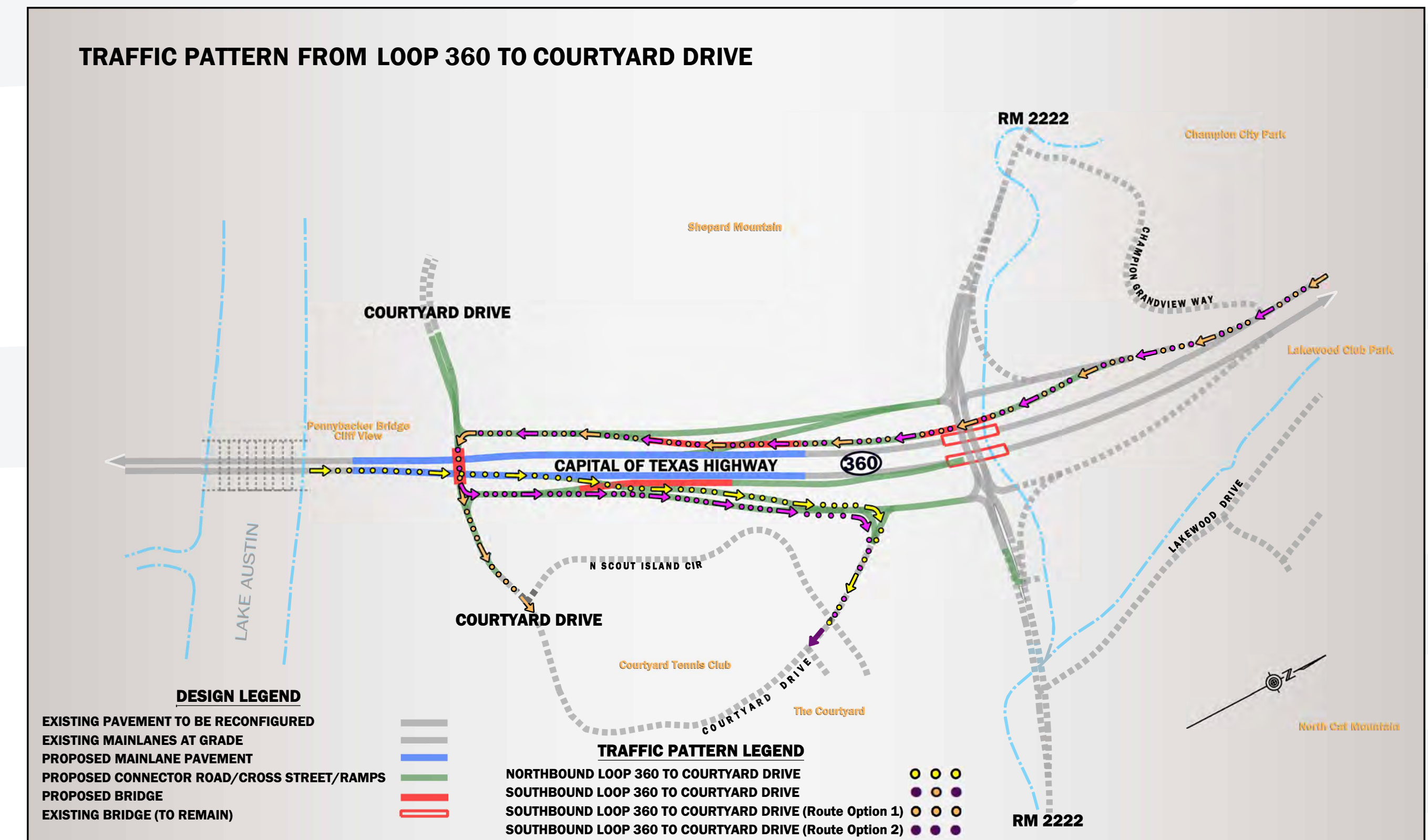
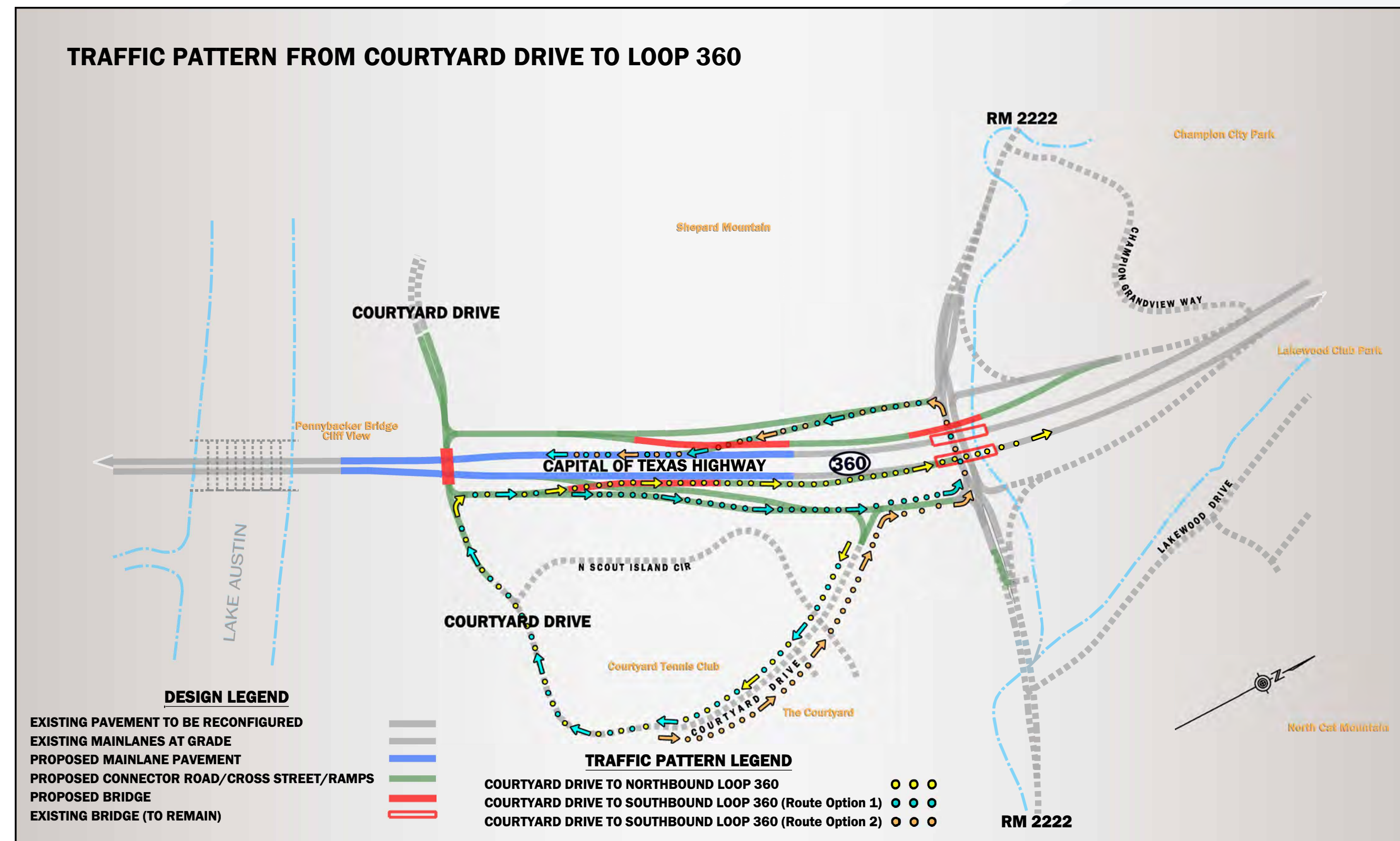
1. Existing signalized interchange at RM 2222 reconfigured to a diverging diamond intersection.
2. Existing mainlane signal at Courtyard Drive replaced with mainlane underpass.
3. Northbound exit ramp replaced with northbound braided ramps.
4. Southbound exit ramp added with bridge over RM 2222 and southbound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



OPTION 1 TRAFFIC PATTERNS



OPTION 2 TRAFFIC PATTERNS



HOW CAN I STAY INFORMED?

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



www.Loop360Project.com



info@Loop360Project.com