



CITY OF AUSTIN  
**austin**  
**MOTION**  
2016 MOBILITY BOND

# WELCOME

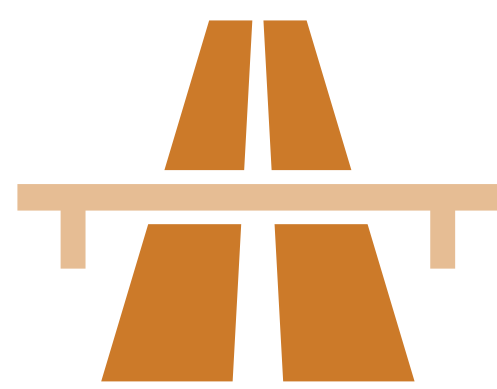
**LOOP 360 PROGRAM**

**STAY IN THE LOOP**  **360**

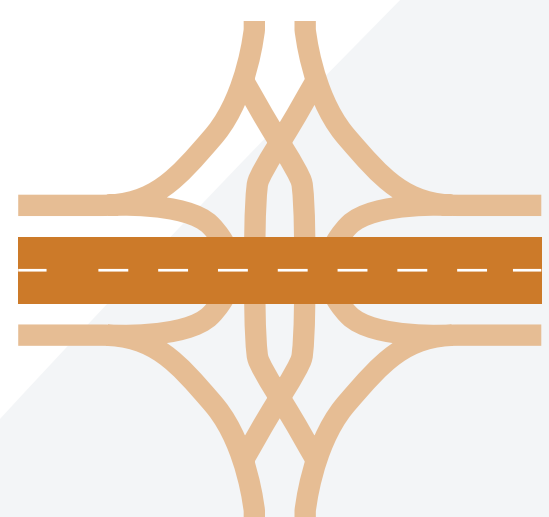


# PROJECT OVERVIEW

## THE LOOP 360 AT COURTYARD DRIVE/ RM 2222 PROJECT INCLUDES:



Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street).



Construction of a diverging diamond intersection (DDI) at RM 2222.



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





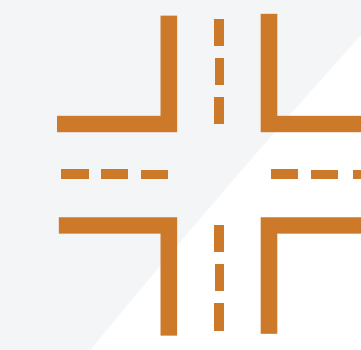
# HISTORY OF LOOP 360 IMPROVEMENTS



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

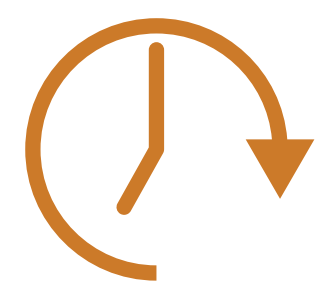


In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.



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.

# 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 RM 2222 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.



# WHAT WE'VE HEARD



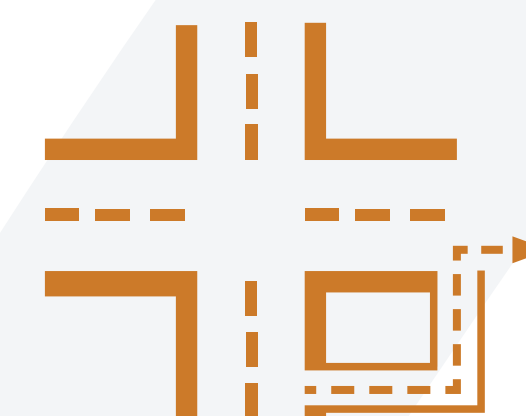
Improve mobility and safety along Loop 360 for all users.



Minimize impacts to the environment.



Balance the needs of through traffic with local access.



Reduce cut-through traffic in neighborhoods.



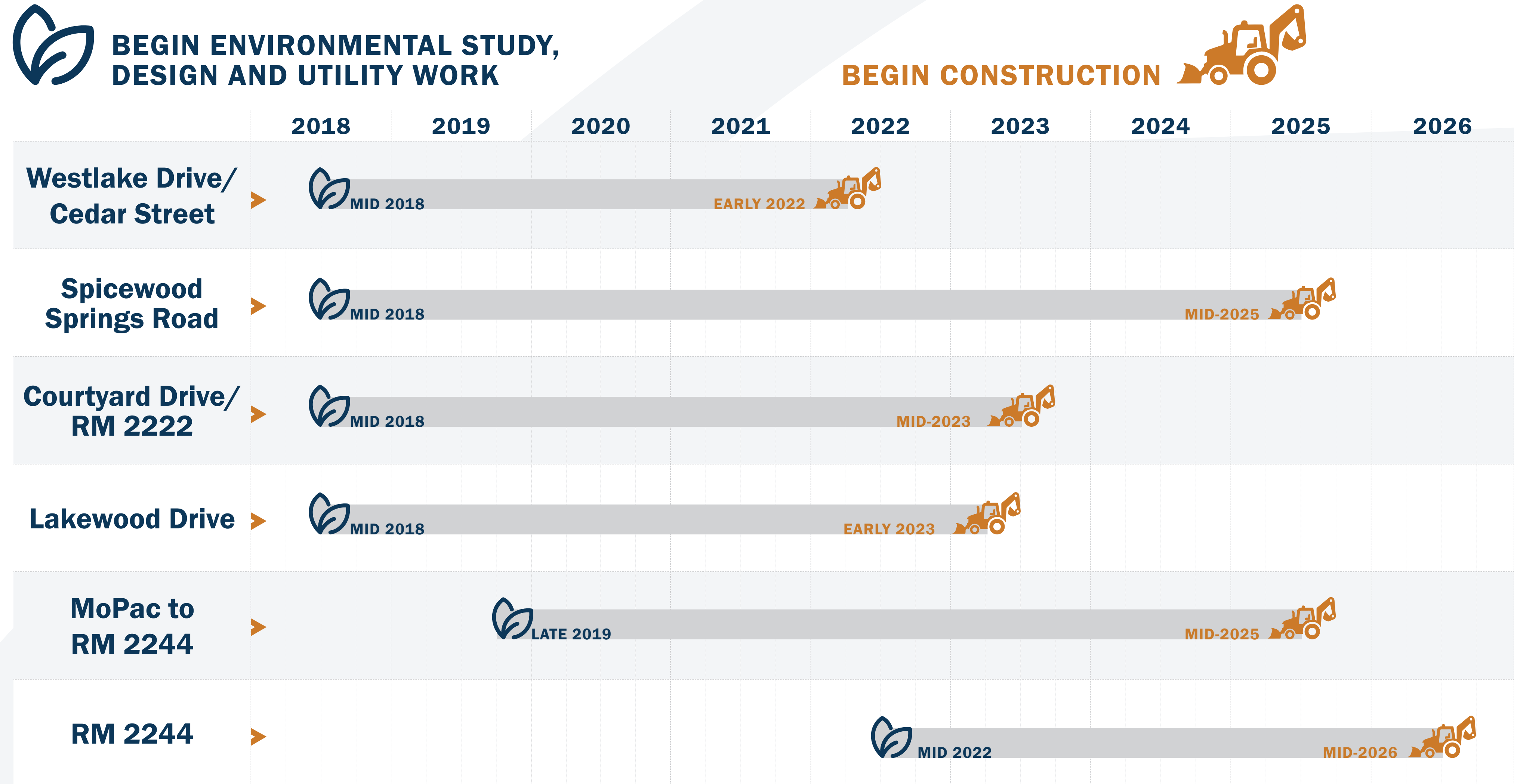
Minimize impacts to the community.



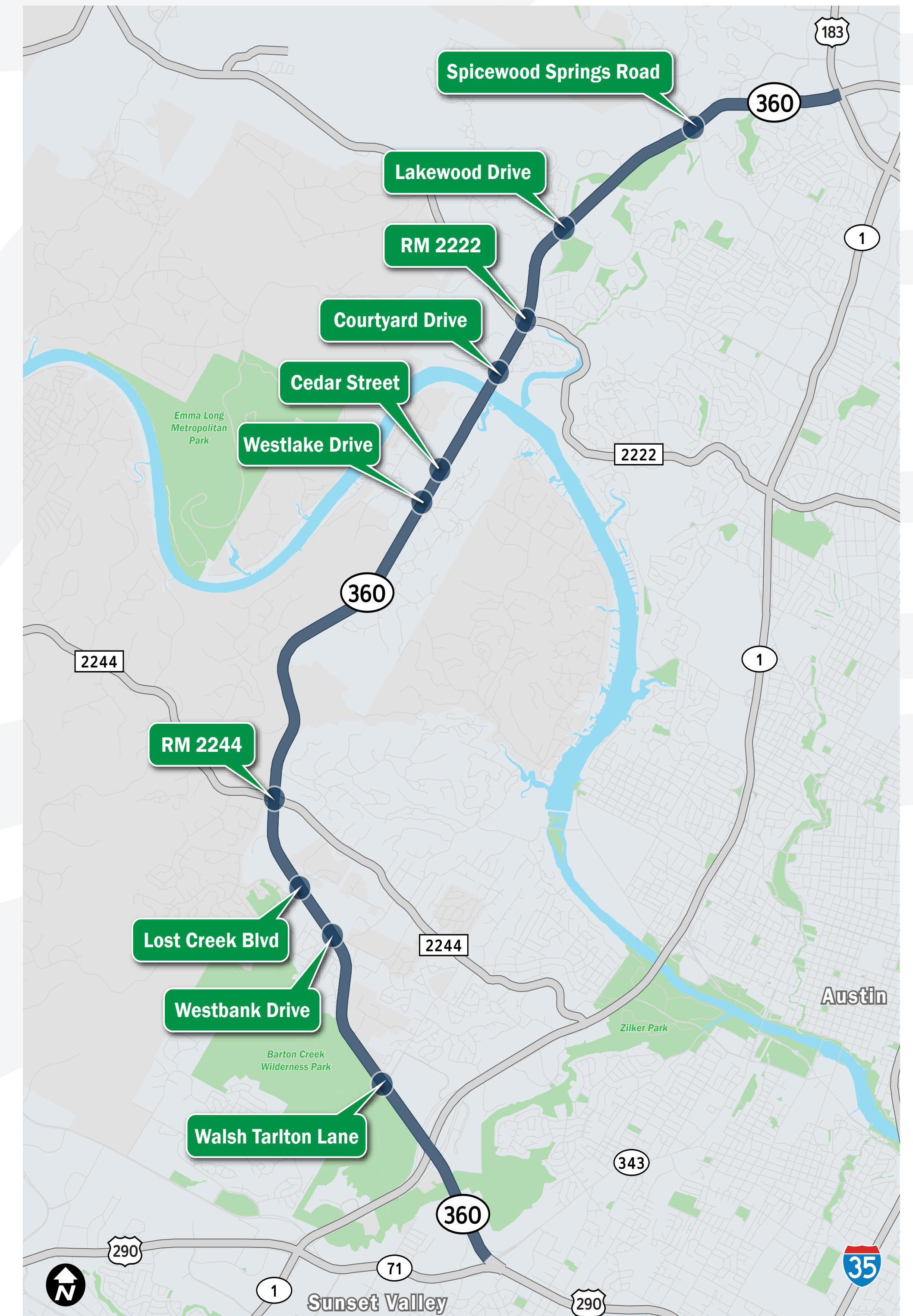
Address delays at signalized intersections.



# PROGRAM SCHEDULE

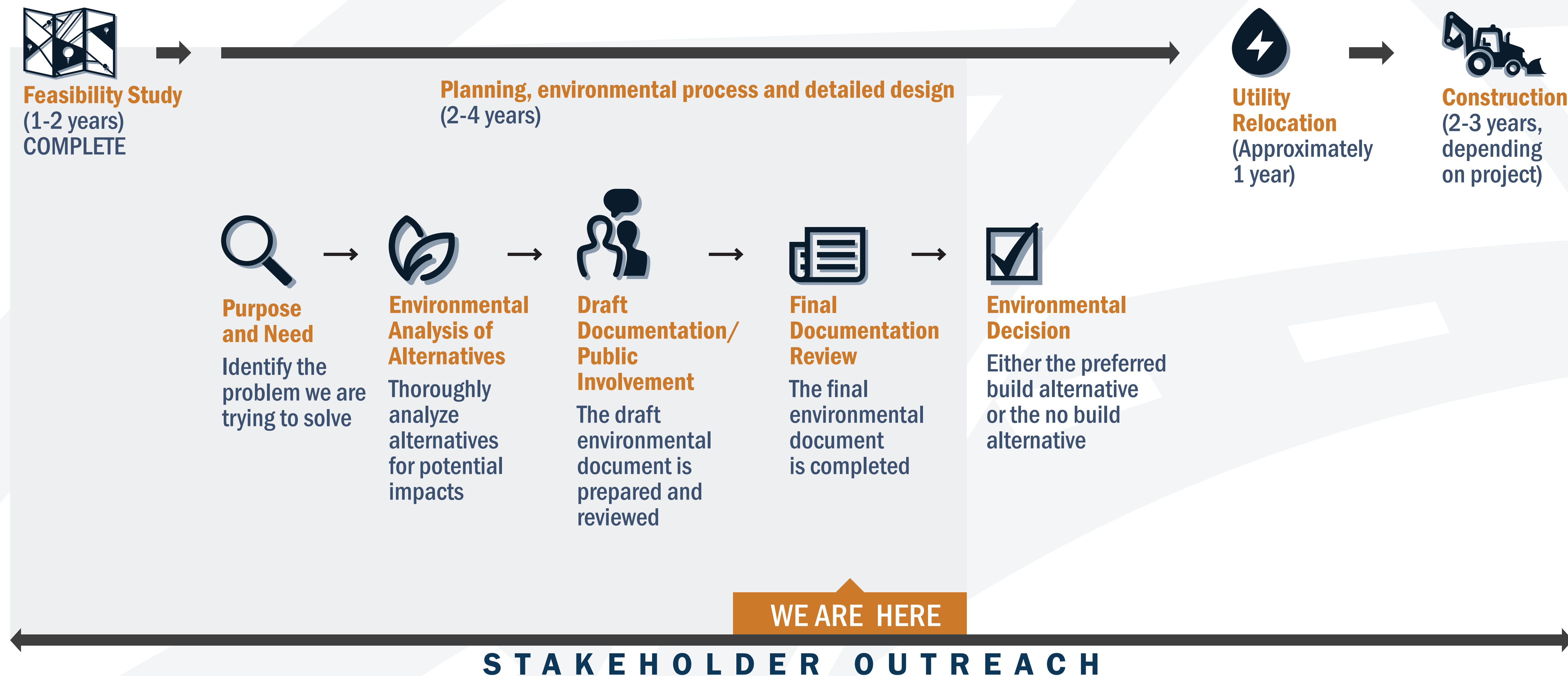


All dates are subject to change.



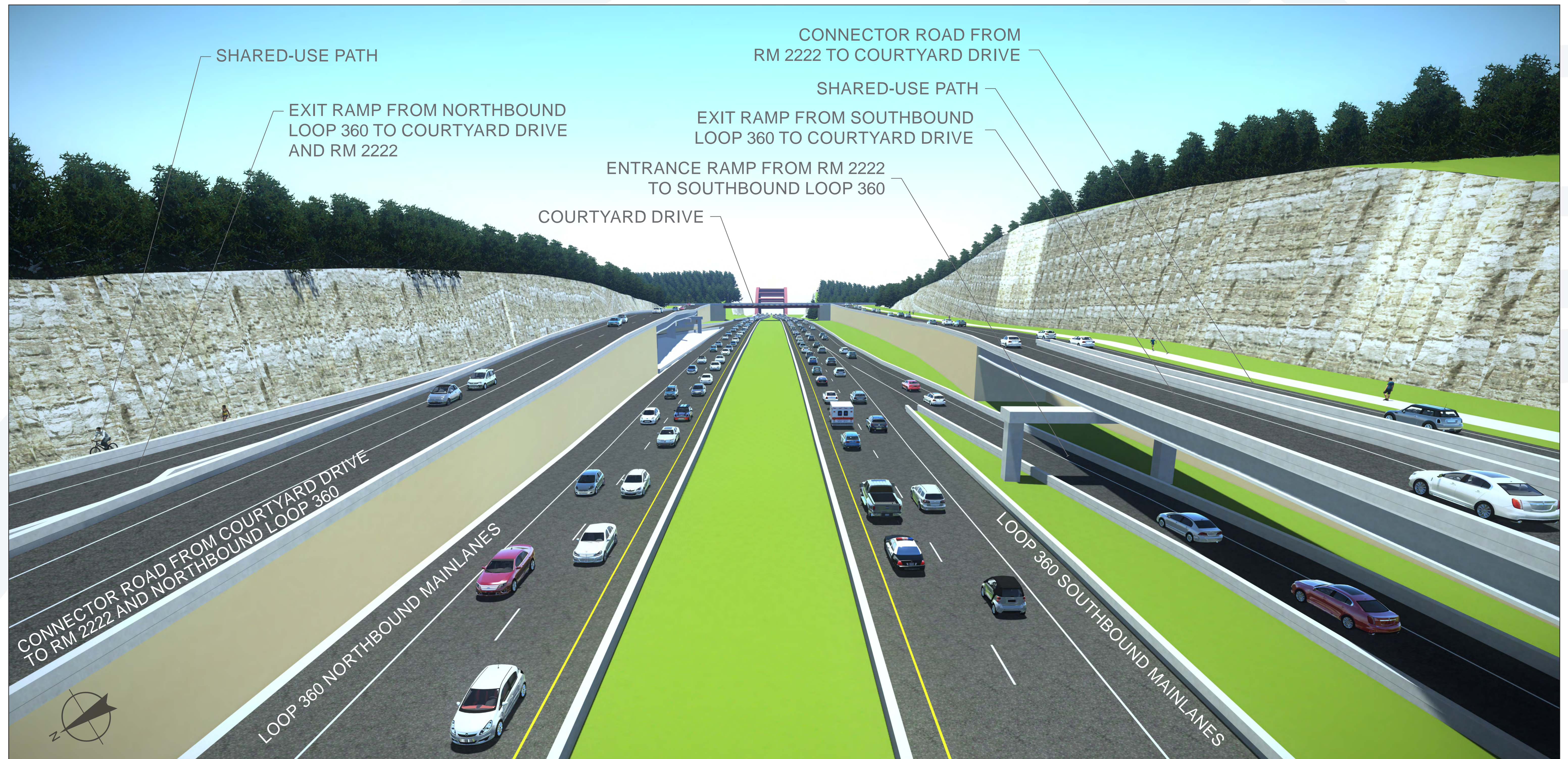


# PROJECT PROCESS



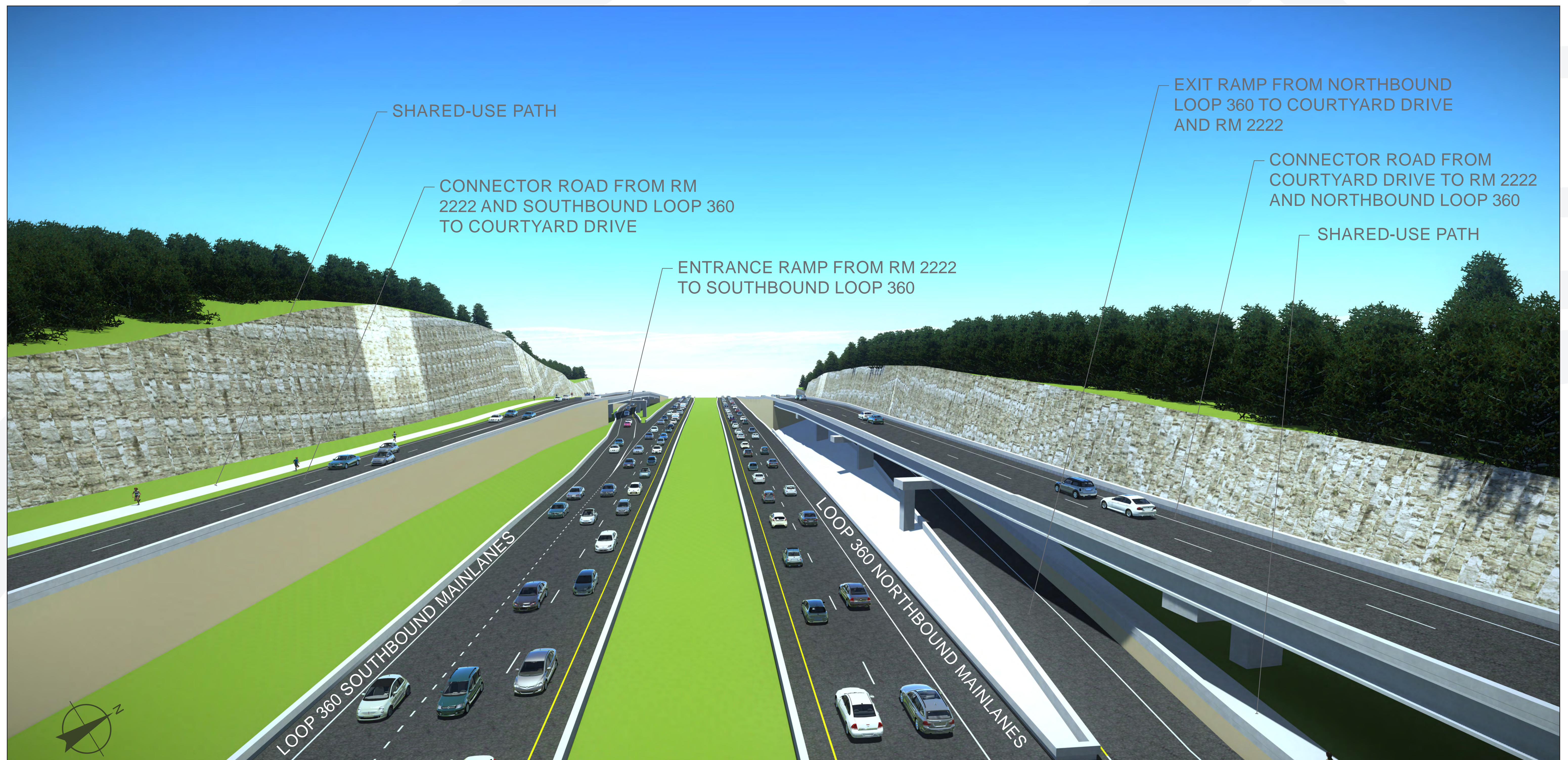


# LOOP 360 LOOKING SOUTH AT COURTYARD DRIVE





# LOOP 360 LOOKING NORTH TOWARD RM 2222





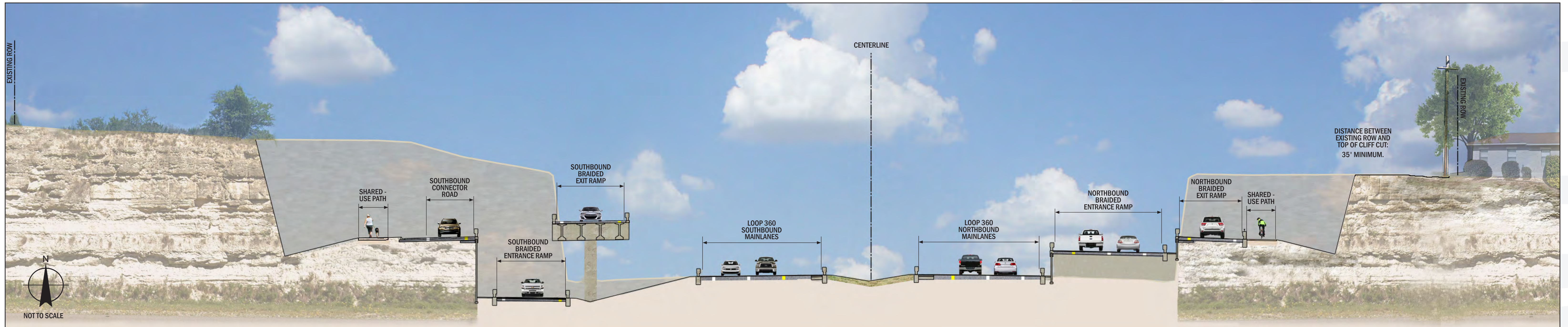
# COURTYARD DRIVE LOOKING EAST



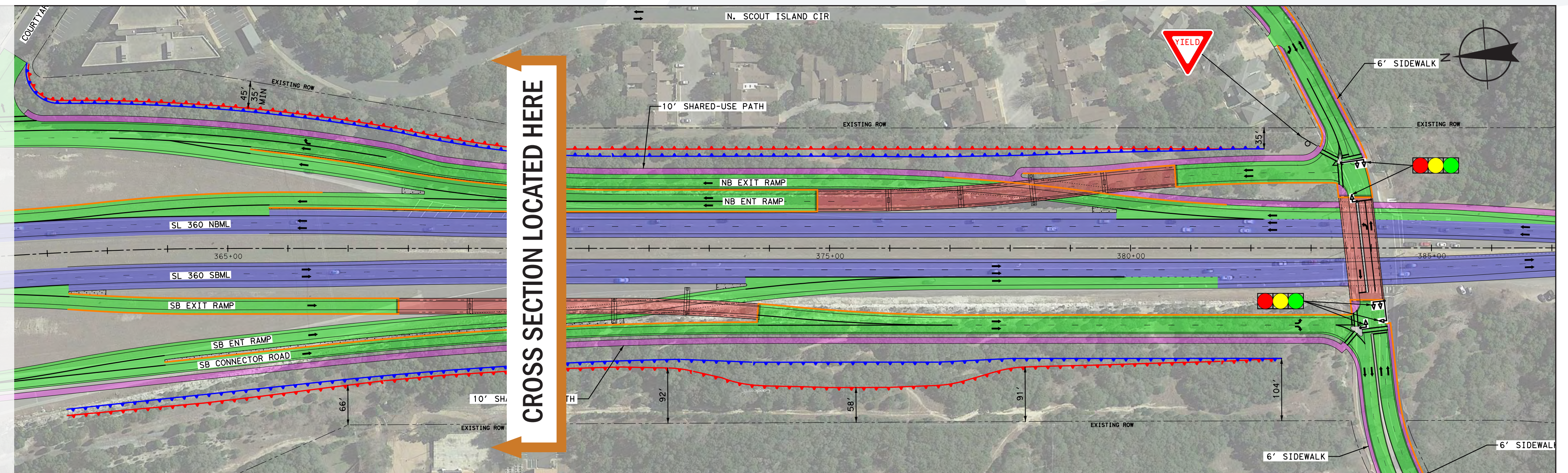
This rendering is for illustrative purposes only.



# 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.

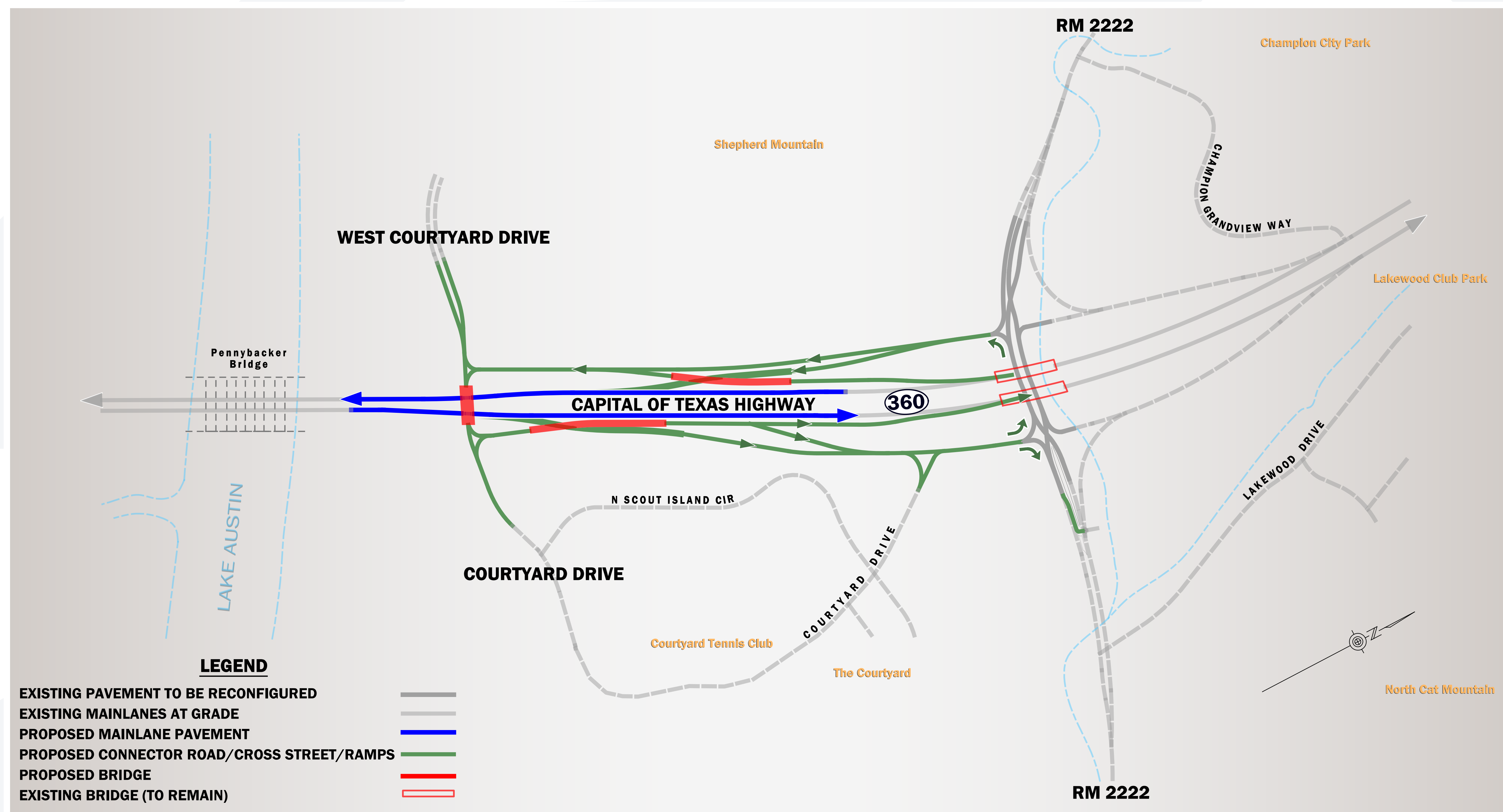




# CONCEPTUAL LAYOUT

## GENERAL DESCRIPTION

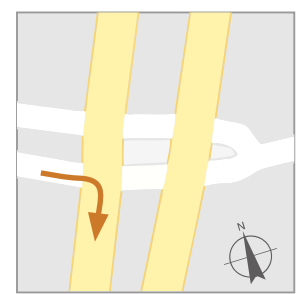
1. Existing signalized interchange at RM 2222 reconfigured to a diverging diamond intersection.
2. Existing mainlane signal at Courtyard Drive replaced with mainlane underpass (where the Loop 360 mainlanes go under the cross street).
3. Access changes from eastbound Courtyard Drive to southbound Loop 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.





# CHANGES TO ACCESS AT LOOP 360 AND COURTYARD DRIVE

## WHY WE ARE NOT PROPOSING TO MAINTAIN EXISTING ACCESS

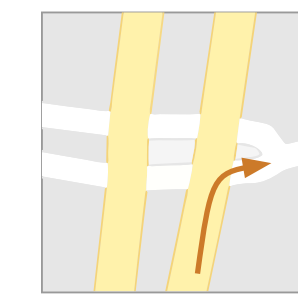


### EASTBOUND COURTYARD DRIVE TO SOUTHBOUND LOOP 360

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.



# 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.

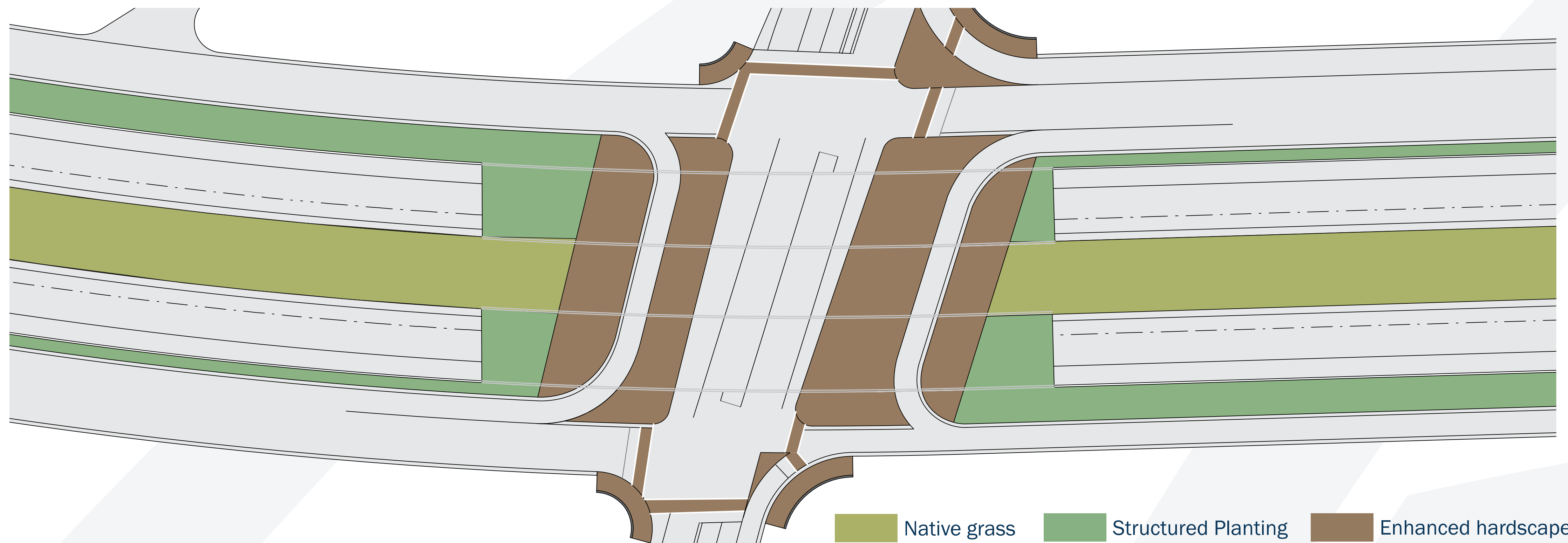
More details about the aesthetics and CSS process, including summaries of public feedback, can be found at [Loop360Project.com](http://Loop360Project.com).





# 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 DIAMOND 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



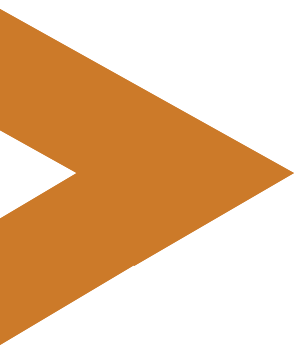
### HARDSCAPING

Muted colors

Simple accents

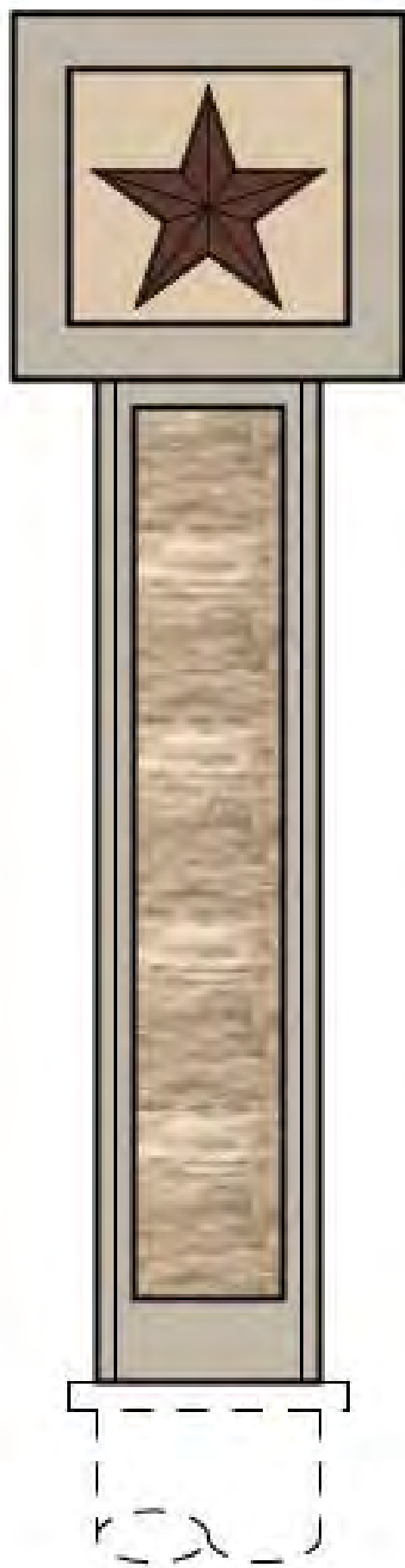




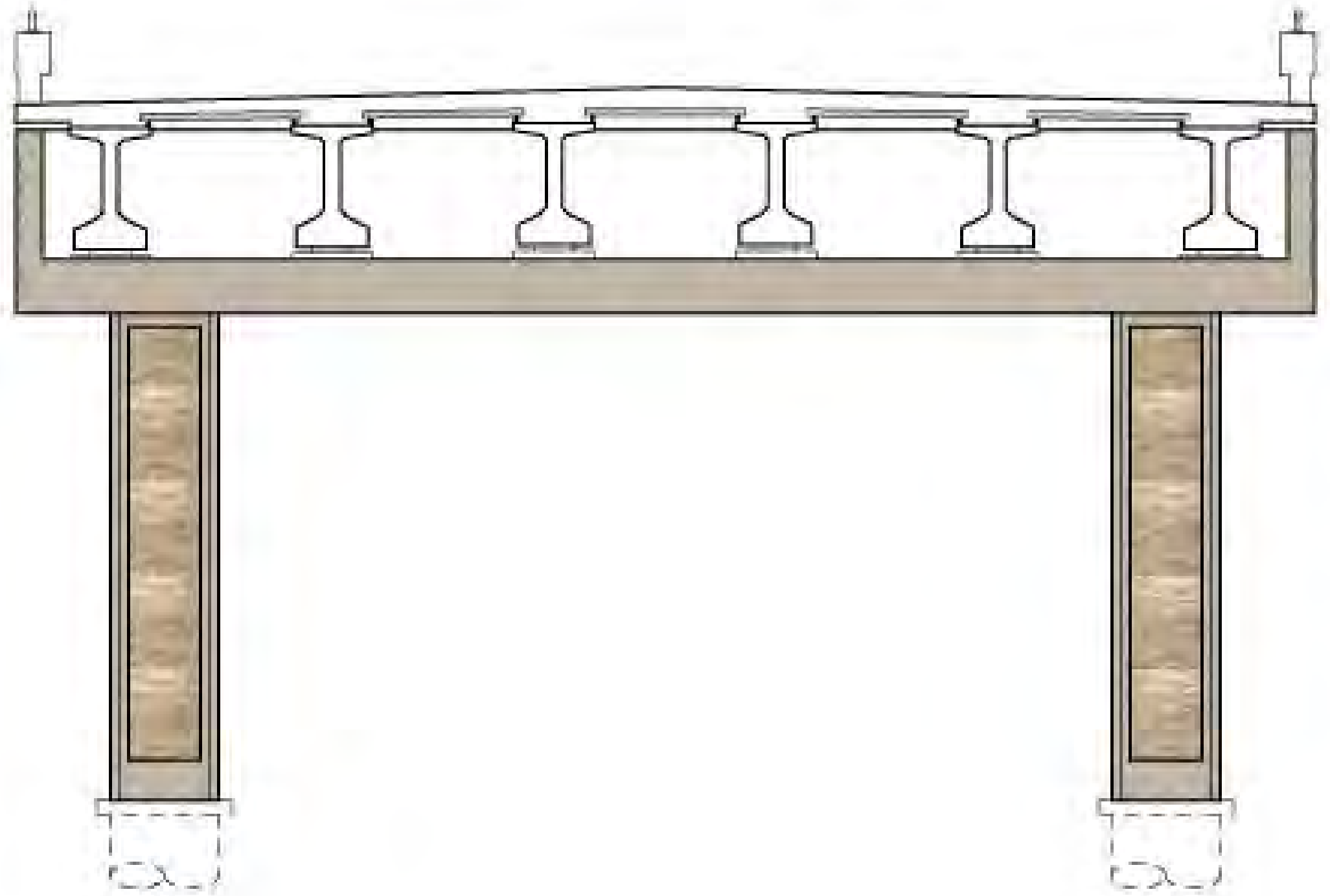
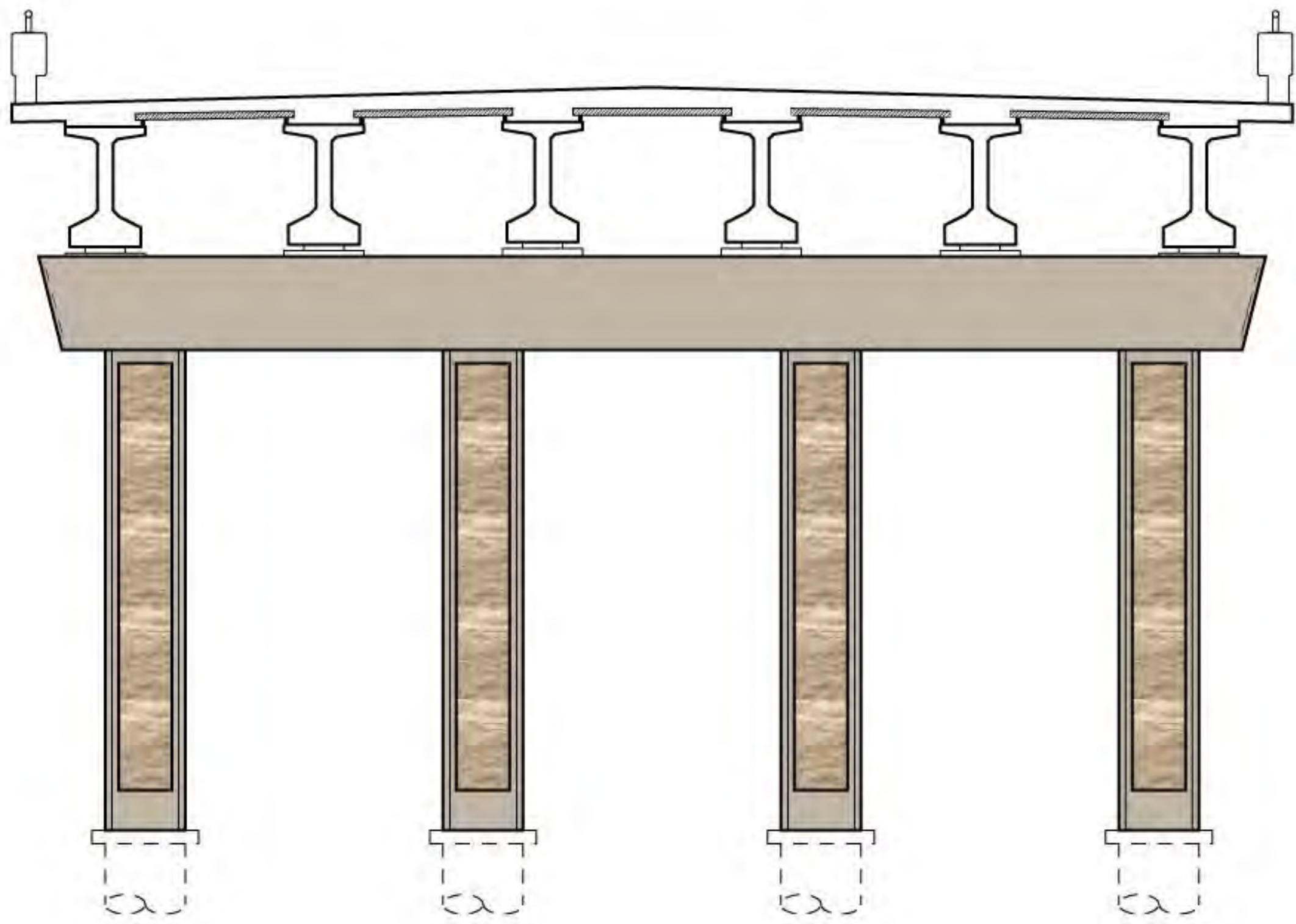


# CONTEXT SENSITIVE SOLUTIONS

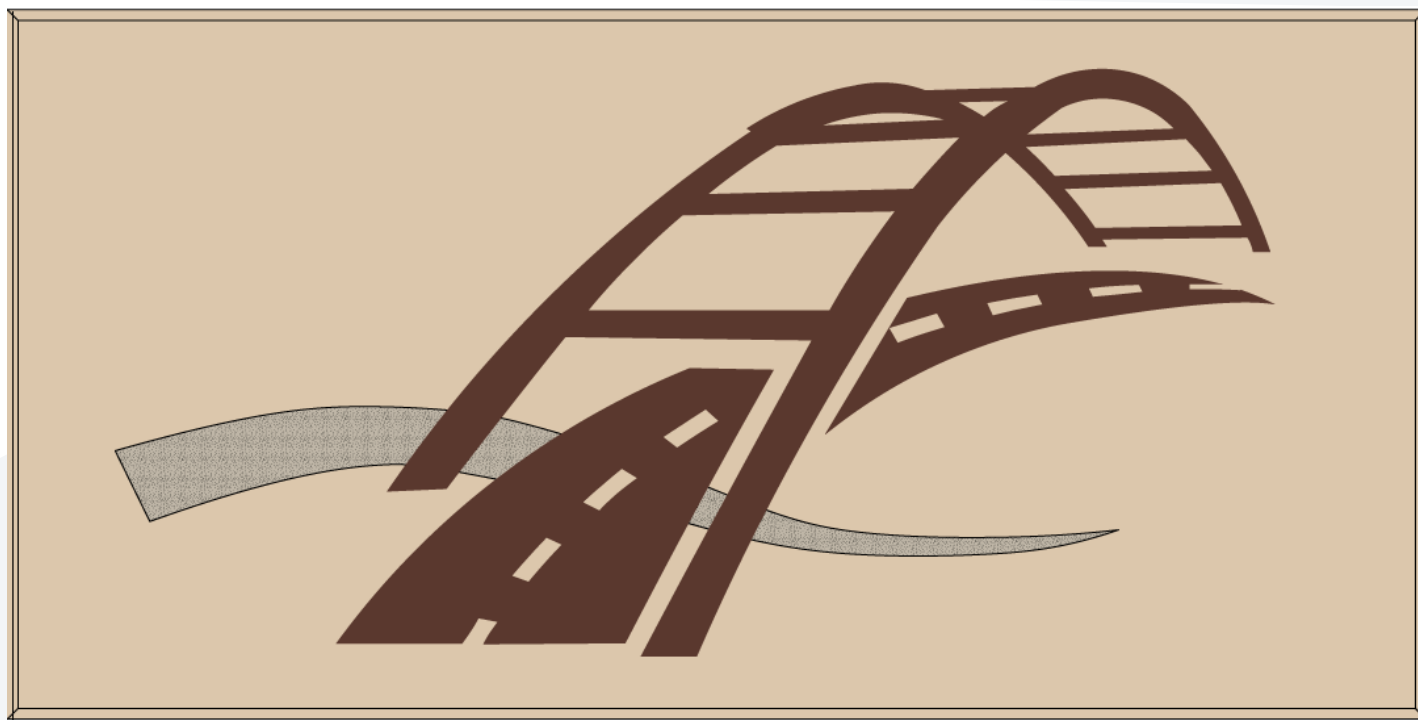
## WALLS AND COLUMNS



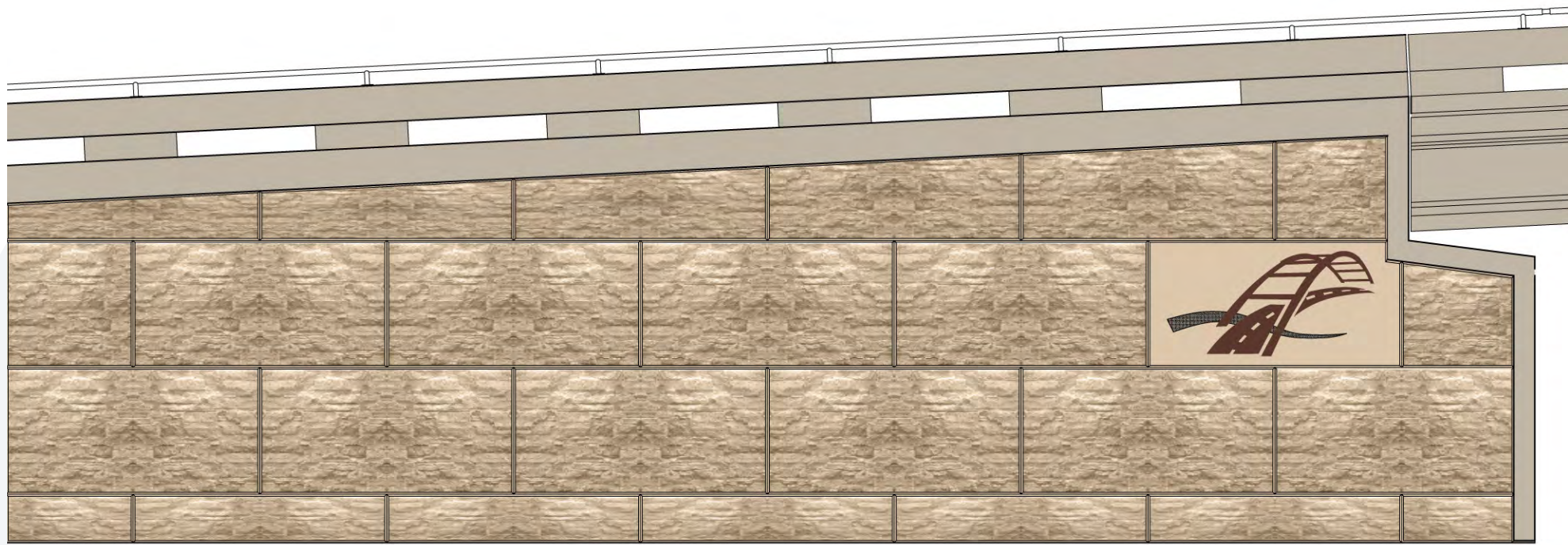
**SQUARE COLUMNS  
WITH TEXAS STAR**



**CROSS SECTIONS**



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



**WALL TREATMENT**  
Rock wall to resemble  
natural cliff



# 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 **512-647-1064** and leaving a voice message.**



**By mail to:  
Loop 360 Project Team  
1608 W 6th St.  
Austin, TX 78753**

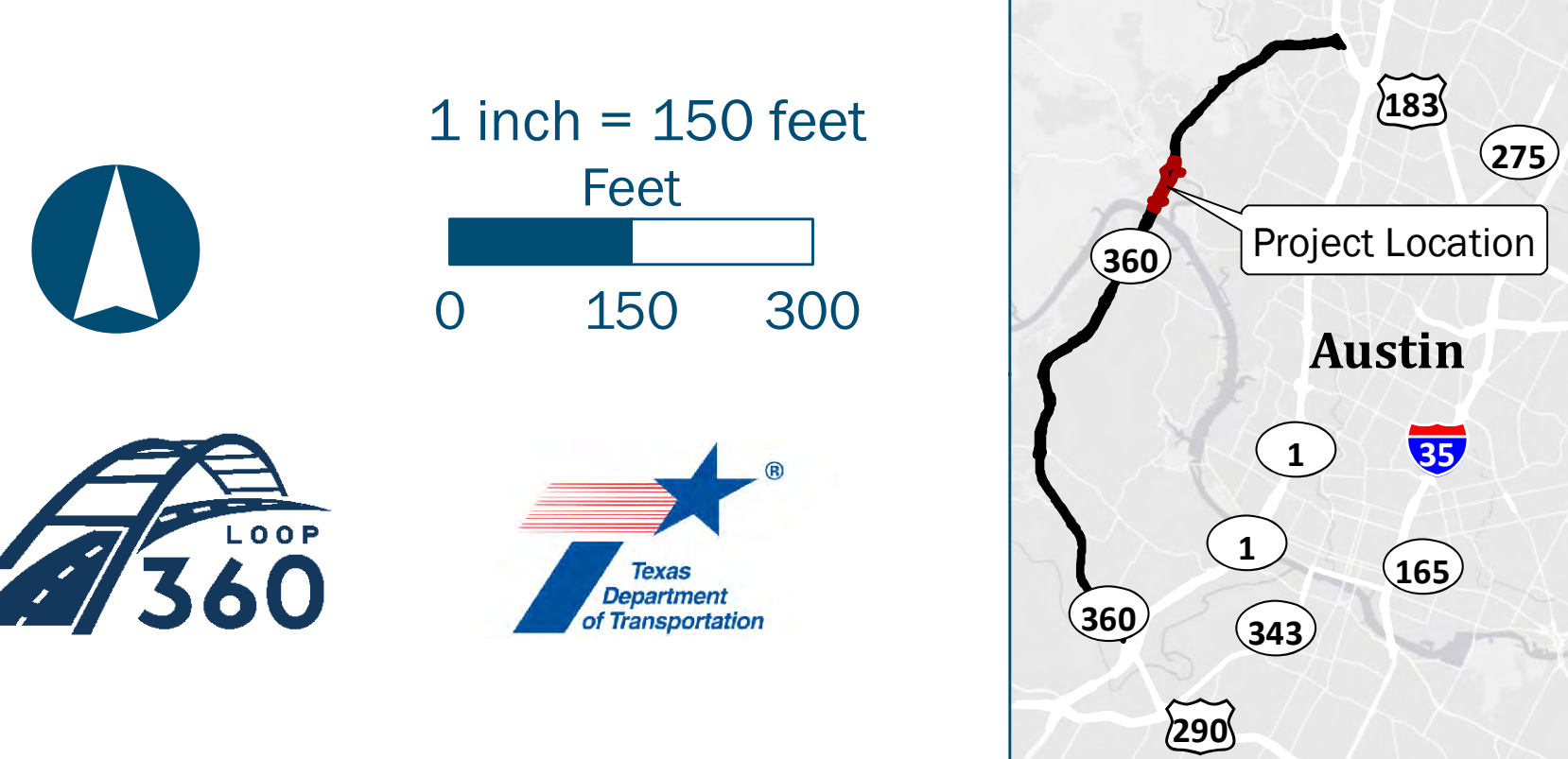
Comments must be received by Wednesday, Oct. 21, 2020, to be included in the official record of this public hearing.

To learn more visit:  
**[Loop360Project.com](http://Loop360Project.com)**





**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)

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
- Data Sources: City of Austin, Travis County, United States Fish & Wildlife Service, Federal Emergency Management Agency, United States Geological Survey, Nearmap Aerial Imagery (2018)