



# Documentation of Public Hearing

## Project Location

Travis County

Loop 360 at Courtyard Drive/RM 2222  
0113-13-168

## Project Limits

From Lake Austin to north of RM 2222

## Hearing Location

Virtual: <http://loop360project.com/CYRM2222virtualhearing/>  
<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/100620.html>

In person: TxDOT Austin District Headquarters  
7901 N Interstate Hwy 35, Austin, TX 78753

## Hearing Date and Time

Oct. 6, 2020 at 10 a.m.; hearing available through Oct. 21, 2020  
In-person option: Oct. 6, 2020 from 10 a.m. to 7 p.m.

## Translation Services

N/A

## Presenters

N/A

## Elected Officials in Attendance

N/A

## Total Number of Attendees (approx.)

Virtual: 186 views on the presentation video  
401 total sessions (visits) on Loop360Project.com  
In-person: 1

## Total Number of Commenters

45

## Contents

- A. Comment/response matrix
- B. Public hearing officer certification
- C. Notices provided

- D. Sign-in sheets
- E. Transcript
- F. Comments received
- G. Figures

## I. Overview

The Texas Department of Transportation (TxDOT), in conjunction with the City of Austin held a virtual public hearing on Oct. 6, 2020, to gather input on the Loop 360 at Courtyard Drive/RM 2222 project. The virtual hearing was hosted on the Loop 360 project website and TxDOT.gov, and the hearing stayed “live” online through Oct. 21, 2020. There was also an in-person option by appointment on Oct. 6, 2020, from 10 a.m. to 7 p.m. at the TxDOT Austin District Headquarters, 7901 N Interstate Hwy 35, Austin, TX 78753. The public hearing provided participants the opportunity to view a video presentation, review informational boards and an exhibit and provide comments.

Loop 360 has severe traffic congestion, causing both mobility and safety concerns, and we can expect traffic congestion to worsen as our population grows. The Loop 360 program will upgrade multiple intersections along the roadway, and the upgrades will be completed as separate projects. Updated details on the anticipated timeline for projects can be found on the program website, Loop360Project.com.

The current proposed improvements for the Courtyard/RM 2222 project are:

- 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.
- Adding shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

Attendees were encouraged to mail written feedback about the project, email comments to the project team, submit a comment via a form on the project website or leave a voicemail. A summary of the comments received, and their responses, is included in **Appendix A**.

## II. Public Hearing Information

The virtual public hearing was held on Oct. 6, 2020, at 10 a.m. and remained “live” online through Oct. 21, 2020, at 11:59 p.m. The hearing was hosted at <http://loop360project.com/CYRM2222virtualhearing/> and <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/100620.html>. Notices announcing the public hearing were distributed beginning 35 days before the event and continued on an ongoing basis through the first day of the virtual public hearing.

Copies of the notices are included in **Appendix C**. Notices included:

- Email to elected officials
- Email to project stakeholders
- Formal notice mailed to adjacent property owners
- TxDOT.gov notice
- Newspaper advertisement in Austin-American Statesman
- Formal Notice in Austin-American Statesman
- Announcement in the program e-Newsletter
- Social media posts on Twitter
- News releases (initially distributed on Oct. 2; reminder sent on Oct. 6)

The presentation video was viewed 186 times between Oct. 6, 2020, to Oct. 21, 2020, and the public hearing page garnered 401 sessions, or visits. One person attended the in-person option. A sign-in sheet is included in **Appendix D**.

Attendees were provided with instructions on how to participate in the virtual public hearing. Participants were invited to watch and listen to a video presentation about the project. They could take a self-guided tour of the project by viewing the display boards, followed by an information video about DDIs. The virtual public hearing participants were provided links to download copies of all of the public hearing materials including a PDF of the presentation and accompanying transcript, 17 informational display boards, environmental constraints map, exhibit, fact sheets, FAQs and a comment form.

A copy of the transcript is included in **Appendix E**, and copies of the public hearing materials are included as figures in **Appendix G**.

The environmental documents and technical reports were also available for download, including the Community Impacts Assessment Technical Report, Biological Resources Documentation, Water Resources Documentation, Traffic Noise Technical Report, Hazardous Materials Initial Site Assessment, Historical Studies Project Coordination Request and Historical Studies Project Coordination Request Attachments. Those documents are included elsewhere in the record for the current project.

### III. Comments and Responses

A total of 47 comments (36 web comments and 11 email comments) were submitted during the public hearing comment period. Copies of the comments received in response to the public hearing are included in **Appendix F**. Feedback includes:

- General support for the project
- Suggestion to include a non-signalized U-turn at the DDI at RM 2222



- Suggestions to reduce shared-use path to a single side of Loop 360
- Request to add additional width to shared-use path
- Requests to evaluate potential cliffside erosion
- Support for the diverging diamond intersection at RM 2222
- Support for signal removal at Courtyard Drive
- Request to scale down the project
- Suggestions to add protected bicycle lanes
- Requests for digital signs to indicate traffic hazards
- Suggestion for a covered bicycle racetrack and commuter track
- Concerns about potential noise increases
- Suggestion to add a designated left-turn lane from Loop 360 northbound to Courtyard Drive eastbound
- Support for overpasses or underpasses
- Suggestion to add Michigan left turns
- Suggestions to remove the DDI from the proposed project
- Support for making Loop 360 more bike and pedestrian friendly

#### IV. Additional Notifications

In addition to the outreach efforts completed by TxDOT, the public hearing was publicized by local media outlets. The event was announced in the Community Impact Newspaper, KXAN, The Austin American-Statesman, Patch.com, EIN News and the Austin Monitor. The public hearing was also announced in e-newsletters by the Austin Transportation Department, Lake Austin Collective and The City of Austin Corridor Program. See the figures in **Appendix G** for additional notifications.

## **Appendix A: Comment/Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Bailey, Linda	10/21/2020	Email Comment	<p>Hello TxDot, I understand that a lot of work has been complete and opinions are fixed, but I do hope that the community feedback will be heeded.</p> <p>1. if a person wants to go south on 360 from W courtyard, there is a long traffic congested trip planned with this design. the stop lights are not all shown and hence many don't understand how this path will work. During peak hours, Waze may route travelers through neighborhoods or down City Park Road. Given the potential for wildfire here, evacuation planning will be at risk with this plan's lack of impact understanding in our neighborhoods. Consider making the giant U turn without stop lights to improve the flow.</p> <p>2. the cliffs calve. no matter how much they are shaved, they calve. I've lived here 20 plus years and they calve up and down 360. with the shared use paths on both sides of the road, there is double risk for falling rocks. At least consider just on one side. On the Northwest side on 360 going from 2222 is a huge safety risk.</p> <p>3. safety, not traffic flow, should be first priority. Review the plans with this criteria in place.</p> <p>Thank you</p> <p>Linda Bailey</p>	<p>1. The exhibit found at <a href="http://loop360project.com/rm222-courtyarddr.htm">http://loop360project.com/rm222-courtyarddr.htm</a> shows the location of the signals currently planned as part of the Courtyard Drive/RM 2222 project. Traffic signals are needed for the north to south U-turn at RM 2222, and from eastbound RM 2222 to southbound Loop 360. If the U-turn was not signalized, traffic coming from RM 2222 would not have ample opening to flow onto Loop 360. Signals are also needed at Courtyard Drive and Loop 360 to ensure access for neighborhood residents.</p> <p>City Park Road is owned and maintained by the City of Austin, including emergency response and planning. Your comment has been shared with the City of Austin.</p> <p>2. When developing a project that is federally funded, TxDOT is required to follow guidelines mandated by the Federal Highway Administration (FHWA). These guidelines require transportation agencies to make bicycle and pedestrian accommodations a "routine part of their planning, design, construction, operations and maintenance activities" and to make accommodations for persons with disabilities in accordance with civil rights mandates, unless there</p>

					<p>are exceptional circumstances, which prohibit agencies from doing so.</p> <p>Guidelines must be followed in order to ensure federal project funding. Review the FHWA requirements here:  <a href="https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm">https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm</a></p> <p>Regarding cliff cuts and erosion: TxDOT performed a geotechnical evaluation of the current project and prepared a report which summarizes the evaluation findings and includes recommendations for the design of the project. Noted in the Geotech Report are the existing conditions which includes evidence of rock falls and ground water through the limestone fractures. It is anticipated that there will be no erosion issues due to the project improvements. As the project progresses toward completion there will be temporary and permanent erosion control measures put in place to prevent erosion. The proposed design for the Courtyard Drive/RM 2222 project also includes a catchment area below the natural rock face of the cliffs to collect small debris and to enhance safety for drivers, pedestrians and bicyclists.</p> <p>3. Comment noted.</p>
2	Biggerstaff, Charlotte	10/6/2020	Web comment	<p>Good presentation!</p> <p>Residents in the Courtyard area (east of 360) are concerned about the noise from this project. However, I'm particularly worried about what will happen when you cut more deeply into the limestone cliffs. We already have rock slides after heavy rain</p>	<p>Regarding noise: A noise analysis was conducted as part of the environmental study for the current project. The analysis calculated existing and projected future traffic noise levels at multiple areas throughout the corridor. The results of the</p>

				<p>with boulders falling into traffic. Please think about potential erosion issues as you move forward. They could get much worse, not to mention weakening the foundations of the homes closest to 360. Could you eliminate the bike path on the east side of 360?</p>	<p>analysis determined that noise impacts would occur at several locations. Noise abatement measures (i.e., noise barriers) were considered at the impacted locations, and it was determined that noise barriers would not be feasible and reasonable at abating noise, according to TxDOT (FHWA approved) guidelines. Therefore, noise abatement measures are not proposed for the project.</p> <p>See response to Linda Bailey regarding the cliff cuts and erosion on Loop 360 in the project area.</p> <p>See response to Linda Bailey regarding the shared-use path (bike path) proposed for both sides of Loop 360 in the project area.</p>
3	Bondy, Karen	10/7/2020	Web comment	<p>Please send me information on what your plans are and any alternatives being considered.</p>	<p>Note, this response was sent via email to the stakeholder:</p> <p>Good Afternoon Karen,</p> <p>Thank you for your interest in the Loop 360 at Courtyard Drive/RM 2222 project.</p> <p>The purpose of the project is to improve mobility and safety at the Loop 360 intersections of Courtyard Drive and RM 2222. The project includes:</p> <ul style="list-style-type: none"> <li>Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street).</li> </ul>

					<ul style="list-style-type: none"> <li>Constructing a diverging diamond intersection (DDI) at RM 2222. You can learn more about DDIs here: <a href="http://loop360project.com/divergingdiamond.htm">http://loop360project.com/divergingdiamond.htm</a></li> <li>Adding shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.</li> </ul> <p>The project is nearing the end of the planning, environmental and detailed design phase, which began in summer 2018. Construction is currently expected to begin in mid-2023 and is projected to take 2-3 years. I have attached a fact sheet and a list of FAQs with more details about the project.</p> <p>TxDOT is currently holding a virtual public hearing for the project. The hearing materials, including a video presentation with more information, can be viewed online here: <a href="http://loop360project.com/CYRM2222virtualhearing/">http://loop360project.com/CYRM2222virtualhearing/</a></p> <p>The project team welcomes your input. You can submit a comment using any of the following methods:</p> <ul style="list-style-type: none"> <li>Online: Comment at <a href="http://Loop360Project.com/contact.htm">http://Loop360Project.com/contact.htm</a></li> <li>Email: <a href="mailto:info@Loop360Project.com">info@Loop360Project.com</a></li> <li>Mail: Loop 360 Project Team, 1608 W 6th St., Austin, TX 78703.</li> <li>Phone: (512) 647-1064 and leave a voice message.</li> </ul>
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					<p>Comments must be received by Wednesday, Oct. 21, 2020, to be included in the official record of the Loop 360 at Courtyard Drive/RM 2222 project public hearing.</p> <p>Please feel free to reach out via email or phone if you need any additional information.</p> <p>Thank you,</p>
4	Bray	10/18/2020	Web comment	<p>Building a diverging diamond at RM 2222 makes sense, and removing the light at Courtyard Dr. is also needed. However, this project is complete overkill and is absurd.</p> <p>The volume of traffic accessing Courtyard Dr in no way warrants braided entrance and exit ramps that literally require demolishing cliffsides.</p> <p>Each side of courtyard drive has existing access routes that should be improved rather than building this expensive, wasteful monstrosity.</p>	<p>Comment noted.</p> <p>The purpose of the Loop 360 Program is to improve safety and mobility on Loop 360 by upgrading multiple intersections along the corridor, including adding an underpass at Courtyard Drive. The limited space between Courtyard Drive and RM 2222 does not allow enough room for traditional entrance and exit ramps. Therefore, braided ramps are needed to ensure that drivers have safe access to and from Loop 360, Courtyard Drive and RM 2222.</p>
5	Breshears, Justin	10/7/2020	Web comment	<p>We need protected bike lanes for cyclists on 360. It is already beloved by cyclists as evidenced by the number of riders you see out there every weekend, but with the speed of the traffic whizzing by, it is frightening at times. Please take this already great spot and make it perfect by adding in bike lanes. There is enough room for both car and bike to ride. Thank you!</p>	<p>The project currently proposes ten-foot-wide shared-use paths (SUPs) throughout the project limits to accommodate both bicyclists and pedestrians, and includes ten-foot shoulders in both directions on the main lanes. The proposed SUPs required for safe local pedestrian/bicycle access already require considerable removal of cliff face in most areas. Given the proximity of the cliffs, the requirement for adequate rock fall zones, and the limited space available in the area, there is inadequate right of way to allow for any additional bicycle lanes.</p>

6	Cody, Becca	10/7/2020	Web comment	Please include protected bike lanes.	See response to Justin Breshears regarding additional, protected bicycle lanes.
7	Dailey, Jeffrey	10/5/2020	Web comment	My wife and I are in support of these improvements - well thought out, badly needed traffic flow improvements, good context sensitive approach. We need these now!	Comment noted.
8	Dillard, Norma Jean	10/6/2020	Web comment	<p>One of my main concerns for this project is the deterioration of the cliffs on each side of the bridge. Each day I go over the bridge, I see the walls of the cliffs change dramatically. So, if the cliffs on each side of the bridge are falling, then what is happening underneath the bridge???</p> <p>The lookout over 360 should be closed.</p> <p>I believe the 360 NB/SB traffic lights should remain green during peak travel times to keep traffic moving. Add digital signs notifying drivers ahead of time when an accident occurs.</p>	<p>See response to Linda Bailey regarding the cliff cuts and erosion on Loop 360 in the project area.</p> <p>.</p> <p>TxDOT performs routine maintenance work on the Pennybacker Bridge. This work was last completed in Summer/Fall 2019 and included sealing cracks in the bridge deck, cleaning and sealing bridge joints, cleaning and painting the bridge and installing joint protection on and under bridge beams, conducting maintenance work on bridge supports, and erosion control.</p> <p>Comment noted regarding the lookout.</p> <p>Traffic lights along Loop 360 are regularly upgraded and synchronized to the greatest extent possible. Maintaining a green signal on Loop 360 during peak travel time would not allow safe access to and from the neighborhoods, businesses and other places along Loop 360.</p> <p>Digital message signs are not included as part of the current project but are a part of a future project. Your comment has been shared with the appropriate department at TxDOT.</p>



9	Endres, Elizabeth	10/7/2020	Web comment	Please, please install protected bike lanes! 360 is a beautiful ride but the vehicles make it terrifying, particularly when they are exiting and entering at speed and not looking for cyclists.	See response to Justin Breshears regarding additional, protected bicycle lanes.
10	Fernández, Rogelio	10/12/2020	Web comment	I am requesting safe and protected bike lanes for myself, my family, and other cyclists. Not only that, it is safe for vehicles (driver(s) and folks) as well. Thank you!	See response to Justin Breshears regarding additional, protected bicycle lanes.
11	Forster, Rachel	10/7/2020	Web comment	The Courtyard Drive/RM 2222 project does not seem to provide a way for pedestrians to navigate the intersection. Was pedestrian access considered in the design?	<p>Note, this response was sent via email to the stakeholder:</p> <p>The proposed Loop 360 at Courtyard Drive/RM 2222 project includes ten-foot-wide shared-use paths (SUPs) and six-foot-wide sidewalks throughout the project limits to accommodate bicyclists and pedestrians. The attached drawing shows the SUPs and sidewalks in a pink/purple color.</p> <p>The SUP is located on both sides of Loop 360 from RM 2222 to Courtyard Drive. On the northbound (east) side, the SUP extends to the south to connect with the existing sidewalk on the Pennybacker bridge. The SUP also spans the proposed Courtyard Drive bridge to provide connectivity between the east and west sides of Loop 360.</p> <p>The project adds six-foot-wide sidewalks on Courtyard Drive on either side of the Loop 360 intersection. The diverging diamond intersection at RM 2222 will also include accommodations that allow pedestrians to safely cross Loop 360 at that location. Future projects will need to address connections to areas north and south of RM 2222 and Courtyard Drive.</p>

					<p>Features such as signage and crosswalks will also be added and will be further developed as the project progresses.</p> <p>Thank you,</p>
12	Gaurav, Goel	10/6/2020	Email Comment	<p>It was positive to learn of "Improving bicycle and pedestrian accommodations" as a goal in this project. But this is wholly insufficient and is far too small potatoes for what Austin has to offer and what Texas is capable of.</p> <p><i>How about implementing the world's best and longest suburban bicycle track along Loop 360 that can also serve as a raceway for major cycling events?</i></p> <ul style="list-style-type: none"> <li>- circular track route of several dozen miles</li> <li>- fully covered and isolated from all road traffic, such as in the median of 360</li> <li>- create several gastro-economic areas where vendors can sell food and beverages, food trucks</li> <li>- include first aid areas</li> <li>- suitable for races of regular and electric bicycles</li> <li>- major economic development</li> <li>- also serves as an extended commuter track into the city</li> </ul> <p>Please think bigger than you have done in the past.</p> <p>Thank you, Gaurav Goel Austin, Texas</p> <p>Founder and Chief Designer, <a href="http://rectanglo.com">rectanglo.com</a> Senior Patent Agent, Vinson &amp; Elkins LLC</p>	<p>Comment noted.</p> <p>The purpose of the Loop 360 Program is to improve safety and mobility on Loop 360 by upgrading multiple intersections along the corridor.</p> <p>See response to Justin Breshears regarding additional, protected bicycle lanes.</p>
13	Gilliland, Amanda	10/18/2020	Web comment	Hello,	Comment noted (see below).

				I have several questions which I will send via email. Thank you.	
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14	Gilliland, Amanda	10/18/2020	Email Comment	<p>Hello,</p> <p>Thank you for the opportunity to comment on this project. I've included my questions below. I've also attached them to this email as a pdf.</p> <ol style="list-style-type: none"> <li>1. Was the FHWA TNM used to predict future traffic noise? What pavement types were considered? What pavement types were reported?</li> <li>2. How were existing noise levels measured? If physically measured, what type of receivers were used, how long were the instruments set up and how many hours of existing noise were collected? At what time of day was the data collected?</li> <li>3. If existing noise levels were not physically measured, when will the model be validated according to 23 CFR 77.11(d)(2)?</li> <li>4. Traffic noise is largely affected by speed. With the completion of Loop 360 improvements, is it possible that the speed limit will increase from 55 mph?</li> <li>5. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance, highway agencies should use either the posted speed limit OR the operating speed (highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions). Highway agencies should use the operating speed if it is determined to be consistently higher than the posted speed limit. Without a doubt the operating speed is much higher than 55 mph. Please provide the operating speed used for traffic analysis.</li> <li>6. The R1 receiver shows that the predicted future noise levels are above the NAC threshold and require noise abatement considerations. What noise abatement measures were considered? There are no</li> </ol>	<ol style="list-style-type: none"> <li>1. FHWA TNM 2.5(TNM) software was used to model existing and proposed roadway and traffic conditions. The default "Average" pavement type was used in the models, which is derived from a combination of dense-graded asphalt and cement concrete. This is in line with industry and TxDOT standards.</li> <li>2. Existing noise levels are measured in TNM by modeling the existing travel lanes (horizontal and vertical location), traffic volumes and speeds, and shoulders. Additional features such as topography for the cliff sides were also modeled to represent the sound levels more accurately. Existing noise levels were not physically measured on-site.</li> <li>3. The noise analysis for this project began prior to December 31, 2019; therefore, the analysis utilized 2011 TxDOT (FHWA approved) noise guidelines. Per these guidelines, no ambient noise readings are required to validate the existing noise model. 23 CFR 772.11(d)(2) was one of the new policies added for the 2019 policy, which was required on all noise analyses that began after December 31, 2019.</li> <li>4. No speed increases are expected for quite some time while different parts of the Loop 360 corridor are under construction. However, even after the completion of all construction there will be driveways/side streets that will still access the Loop 360</li> </ol>
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				<p>FHWA requirements for noise abatement materials. According to the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise a comprehensive noise barrier database exists. Please provide the database and describe which were considered.</p> <p>7. Since the Austin District is struggling with population increase and inadequate infrastructure, what state of the art considerations is Austin researching for noise abatement? It seems like an opportunity to expand infrastructure while maintaining the integrity of existing homes.</p> <p>8. Please provide the cost analysis that shows that the noise barrier was not reasonable. Highway agencies must ensure that the reasonableness cost of abatement is justified on actual construction costs and clearly communicate to the public.</p> <p>9. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance, Type I projects with traffic noise impacts and abatement measures that are both reasonable and feasible can be federally funded. Since these noise abatement funds will be coming from the federal government, has TxDOT exhausted all possible noise abatement strategies (again, please provide).</p> <p>10. Construction noise was not considered. It is anticipated that construction noise will be significantly louder than traffic noise. Can you confirm that construction will take place during day time hours?</p> <p>11. The FHWA Highway Traffic Noise: Analysis and Abatement Guidance provides recommendations for construction noise modeling using the FHWA RCNM model. TxDOT should anticipate construction noise complaints, as the construction efforts for this project are significant. Removal of the limestone cliff will undoubtedly prompt public complaints. Has TxDOT</p>	<p>mainlines directly and that may influence TxDOT's decision on a change to the speed limit.</p> <p>5. According to TxDOT (FHWA approved) 2011 noise guidelines, posted traffic speeds are used to determine traffic noise levels, unless the average operating speed is different than the posted speed limit. During the site visit, traffic was observed traveling at the posted speed limit (55 mph), so that was the speed used for the noise models.</p> <p>6.TxDOT completed a traffic noise analysis for the current project. In regard to the noise abatement measures considered, review the Traffic Noise Technical Report found here:  <a href="https://ftp.txdot.gov/pub/txdot/get-involved/aus/loop360-courtyard-rm2222/100620-traffic-noise-technical-report.pdf">https://ftp.txdot.gov/pub/txdot/get-involved/aus/loop360-courtyard-rm2222/100620-traffic-noise-technical-report.pdf</a> .</p> <p>7. See response to question 6 concerning abatement approach.</p> <p>8.See response to question 6 concerning the cost analysis for noise barriers.</p> <p>9. See response to question 6 about noise abatement options.</p> <p>10. Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is</p>
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				<p>considered using the tools provided by FHWA to determine the impact of construction on noise?</p> <p>12. What are the potential construction methods being considered to remove the existing cliff?</p> <p>13. How did the traffic noise model account for the new alignment of exit and entrance ramps at Courtyard Drive? The FHWA uses physical characteristics of the road (curves, hills, elevations). Did the traffic model account for the raised elevation being closer to the elevation of the houses in the Courtyard Neighborhood, and what distance from road traffic noise to receivers R1 and R2 was used?</p> <p>14. According to the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise, a noise workshop should take place to inform the public about a noise abatement proposal. When will this workshop take place?</p> <p>15. According to Table 3 of the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise, a sound level change of 10 dB(A) increase is perceived as twice as loud. R2 has an increase of 9 db(A). Homeowners should be aware of the potential for noise being perceived as twice as loud. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance this is considered a substantial noise increase. FHWA considers traffic noise impacts as both exceeding the NAC threshold AND substantial increase. Please explain why the substantial increase at R2 was not considered as a traffic noise impact.</p> <p>16. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance, interior noise levels should be predicted. Were interior noise levels predicted?</p> <p>17. According to FHWA, vegetation, (if it is high enough, wide enough, and dense enough) may reduce highway traffic noise. A 200-foot width of dense vegetation can reduce noise by 10 decibels. It</p>	<p>constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.</p> <p>11. At this time TxDOT will not be determining noise levels associated with construction. Please see question 10.</p> <p>12. Construction details, including construction phasing and cliff removal methodology, will be determined as the project progresses into detailed design.</p> <p>13. Elevation is a pertinent factor in TNM that we pay close attention to through-out the modeling process. The ramps were modeled with elevation attributes taken from the proposed road designs and the terrain changes along the road and cliff side were also accounted for. R1 is 107' from the nearest proposed road and R2 is 120'.</p> <p>14. A noise wall is not being proposed (see response to question 8). Therefore, a noise</p>
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				<p>is usually impossible, however, to plant enough vegetation along a road to achieve such reductions. And, there is only 35 feet of remaining limestone cliff. However, roadside vegetation may create a psychological effect, if not an actual lessening of highway traffic noise levels. It is understood that since a substantial noise reduction does not occur until vegetation matures, the FHWA does not consider the planting of vegetation to be a highway traffic noise abatement measure. However, the planting of trees and shrubs provides psychological benefits by providing visual screening, privacy, aesthetic treatment, and possibly some noise reduction. Would TxDOT consider vegetation barriers in the form of dense shrub like plants or bushes along the remaining cliff adjacent to R1 and R2? This may also alleviate safety concerns with the shortened distance from homes to the edge of the cliff (35 feet minimum).</p> <p>18. Would TxDOT consider privacy fencing along the neighborhoods at R1 and R2 to alleviate safety concerns with the shortened distance from homes to the edge of the cliff (35 feet minimum).</p> <p>19. What has TxDOT done to investigate the safety concerns of the shortened cliff along the Courtyard Neighborhood? The edge of the cliff to the edge of homes has a design distance of just 35 feet. There are many families with children living in these homes. Please describe how TxDOT will consider this in the design.</p> <p>20. Is there any cause for concern regarding erosion and the significantly shortened distance from edge of cliff to adjacent homes?</p> <p>21. Is TxDOT able to provide more information on the location of the existing ROW? Is the ROW at the "No trespassing sign" located at the end of Eagle Cliff</p>	<p>workshop would not be required, according to TxDOT (FHWA) 2011 noise guidelines.</p> <p>15. A noise impact occurs when either the absolute or relative criterion is met. The absolute criterion is met if the predicted noise level at the receiver approaches, equals, or exceeds the NAC. "Approach" is defined as one dB(A) below the NAC. For example, a noise impact would occur at a residence if the noise level is predicted to be 66 dB(A) or above. The relative criterion is met if the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal, or exceed the NAC. "Substantially exceeds" is defined as more than 10 dB(A). For example: a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A). R2 did not have an absolute impact because it did not approach, equal, or exceed 67 dB(A). R2 also did not have a relative impact because it did not increase by 10 dB(A).</p> <p>16. According to TxDOT (FHWA approved) 2011 noise guidelines, residential receiver categories are to only be modeled for exterior locations. All receivers in this noise analysis fall under the residential category. Receptors should be located at a location where frequent human activity occurs. This may be a yard, patio, or other area of frequent use depending on the particular location. It's industry standard practice to</p>
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				<p>off of North Scout Island? If not, is it possible to have the ROW identified?</p> <p>22. What is the likelihood of this project being funded?</p> <p>24. (sic – stakeholder skipped 23) According to the artist’s rendering, the entrance and exit ramps appear to have a much lower elevation than the edge of limestone cliff. How accurate is this rendition? Obviously, the ramps must connect the overpass at Courtyard Drive to 360. What is the anticipated design length and slope of the ramps? My concern is the high-speed traffic on the elevated ramps right behind the Courtyard neighborhood.</p> <p>25. What are the planned extents of the shared use path? Specifically, will the shared use path continue from Courtyard drive all the way to the lower Bull Creek Greenbelt Trail? Will it be continuous? The shared use path is an excellent idea as many people use 360 for recreation. However, this idea falls short if it is not continuous.</p> <p>Thank you, – Amanda Gilliland, P.E. [REDACTED] [REDACTED]</p>	<p>default to the backyard of a house if no seating or play areas are identified at a residential receiver location.</p> <p>17. TxDOT is not proposing any type of vegetation along the top of the cliff cuts. It is not clear that the rock soil would be able to support “barrier type” vegetation. Plus, that type of vegetation may require maintenance for survival and up-keep. Any vegetation other than for erosion control would follow the corridor landscaping plan in the intersections. See response to Emily H. regarding Context Sensitive Solutions (CSS), including landscaping, for the corridor.</p> <p>18. At this time, privacy fencing is not included as part of the current project.</p> <p>19. See response to question 18 regarding privacy fencing. At this time, the current project does not include any additional security measures on TxDOT right of way.</p> <p>20. See response to Linda Bailey regarding erosion.</p> <p>21. The existing TxDOT right of way does extend to the end of Eagle Cliff, as shown in the exhibit on the project page: <a href="http://loop360project.com/rm222-courtyarddr.htm">http://loop360project.com/rm222-courtyarddr.htm</a></p> <p>22. The Capital Area Metropolitan Planning Organization (CAMPO) oversees funding for this, and other, projects in Travis County</p>
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					<p>and the surrounding area. CAMPO re-evaluates funding regularly and will be the entity deciding whether, when and how to fund construction for the current project.</p> <p>24. The rendition is based on the geometric design of the roadways which includes the cross sections. The rendition was reviewed by the design team for accuracy. Therefore, the comment is accurate in stating the ramps will be lower than top (edge) of the limestone cliffs. The exact design length and slope of the ramps will continue to be evaluated as the project progresses into detailed design.</p> <p>25. TxDOT has been looking at options to continue the shared use path north of RM2222 to Lakewood. It is also possible that the shared use path will continue across Bull Creek in the future once funding becomes available; however, that is currently not part of this project.</p>
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15	Gladish, Aaron	10/8/2020	Web comment	Please provide safe bike lines, including during construction. Thank you!	See response to Justin Breshears regarding additional, protected bicycle lanes.  Plans for traffic management during construction, including bicycle access, are not yet known. More information will be available as construction is closer to starting.
16	Goodwin, Jeremy	9/24/2020	Email Comment	<p><b>North Bound 360 &gt; Exit to 2222</b></p> <p><b>INPUT 1:</b> ADD DESIGNATED TURN LANE TO ENTER COURTYARD DR FROM THE NORTH ENTRANCE.  <b>INPUT 2:</b> ADD SIDEWALKS/BIKE LANES THAT ALLOW RESIDENTS FROM COURTYARD DR (NORTH ENTRANCE) TO CROSS INTERSECTION AT 2222 &amp; 360 TO ACCESS BUSINESSES NORTH SIDE 2222 AND COUNTY LINE/FIRE STATION.</p> <p>Thanks for listening! Super excited for this to break ground.</p> <p><b>Jeremy Goodwin</b></p>	<p>The current project already includes a designated right-turn lane to enter Courtyard Drive from the north entrance. You can view the exhibit here: <a href="http://loop360project.com/rm222-courtyarddr.htm">http://loop360project.com/rm222-courtyarddr.htm</a></p> <p>The current project does not include sidewalks or shared-use paths north of the Loop 360 at RM 2222 intersection because there is no connection for pedestrians and cyclists to use north of that intersection. TxDOT and the City of Austin are working together to plan for a continuous shared-use path along Loop 360, but those improvements would be completed as part of a potential future project. Your comment has been shared with the City.</p> <p>Comment noted.</p>
17	Gregory, Chris	10/18/2020	Web comment	We need to keep this for cyclists and pedestrians. Thank you!	Comment noted.
18	H, Emily	10/21/2020	Web comment	<p>Overall, the public hearing video was well presented, and all information outlined and set expectations clearly for the project. Additionally, I am in support of the DDI at 2222 and 360.</p> <p>Though I appreciate and understand the need for expanding mobility and access at both of these</p>	<p>Comment noted.</p> <p>Regarding adding trees for shade: in the fall of 2018, the Loop 360 project team began to gather public input on design solutions, or Context Sensitive Solutions (CSS), for the corridor. CSS is a collaborative approach to</p>

				intersections, I am concerned about the usability of the shared-use path near Courtyard Drive. The increase in lanes and carving of the natural landscape creates a more hostile environment, better sized for vehicles than cyclists/pedestrians. I hope that accommodations can be made to create a more comfortable active transportation experience by, at least, providing long-term shade in the form of trees.	developing roadways that fit within their surroundings. The CSS approach considers not only the physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding community. The process involves all stakeholders, including community members, elected officials, interest groups, and affected state, local and federal agencies to develop a transportation facility that fits its physical setting. CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor. Based on feedback from the community, TxDOT plans to incorporate certain landscaping elements such as trees and plantings, as well as hardscaping elements, treatments for walls and columns and lighting. You can learn more about the CSS process, and see public input received to date, on <a href="https://Loop360Project.com">Loop360Project.com</a> .
19	Hanney, Carmen	10/7/2020	Web comment	I am a cyclist and frequently cycle on 360, as do many other Austin cyclists. I'd like to kindly request the consideration of safe and protected bike lanes. Thank you for the consideration for the Austin cycling community to have a safe place to ride!	See response to Justin Breshears regarding additional, protected bicycle lanes.
20	Harrington, Paul	10/12/2020	Web comment	Hi.  Can you please advise if any better bike lanes have been considered?  Thank you	Note, this response was sent via email to the stakeholder:  Paul,  Thank you for your question regarding bicycle lanes as part of the Loop 360 at Courtyard Drive/RM 2222 project. I've shared your question with the project team

					<p>and will get back to you as soon as possible. In the meantime, below is information regarding the current shared-use path proposed as part of the project. I encourage you to send any additional comments you may have on the project as part of the public hearing comment period, which ends next Wednesday, Oct. 21, 2020.</p> <p>The proposed Loop 360 at Courtyard Drive/RM 2222 project includes ten-foot-wide shared-use paths (SUPs) and six-foot-wide sidewalks throughout the project limits to accommodate bicyclists and pedestrians. The attached drawing shows the SUPs and sidewalks in a pink/purple color.</p> <p>The SUP is located on both sides of Loop 360 from RM 2222 to Courtyard Drive. On the northbound (east) side, the SUP extends to the south to connect with the existing sidewalk on the Pennybacker bridge. The SUP also spans the proposed Courtyard Drive bridge to provide connectivity between the east and west sides of Loop 360.</p> <p>The project adds six-foot-wide sidewalks on Courtyard Drive on either side of the Loop 360 intersection. The diverging diamond intersection at RM 2222 will also include accommodations that allow pedestrians to safely cross Loop 360 at that location. Future projects may include connections to areas north and south of RM 2222 and Courtyard Drive.</p>
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					<p>Features such as signage and crosswalks will also be added and will be further developed as the project progresses.</p> <p>Thank you,</p> <p>—</p> <p>The below was sent as a follow-up email to the stakeholder:</p> <p>Paul – I apologize for the tardiness of this response. You asked, “Can you please advise if any better bike lanes have been considered?” As Crystal describes below the project currently proposes ten-foot-wide shared-use paths (SUPs) throughout the project limits, and includes ten-foot shoulders in both directions on the main lanes. The proposed SUPs required for safe local pedestrian/bicycle access already require considerable removal of cliff face in most areas. Given the proximity of the cliffs, the requirement for adequate rock fall zones, and the limited space available in the area, there is inadequate right of way to allow for any additional bicycle lanes.</p> <p>Regards,</p>
21	Heydrick, Kenneth	10/20/2020	Web comment	<p>We completely support the building of overpasses and underpasses found within the project. Also support the "michigan lanes?" that are found up near Palmer Lane/Cedar Park and Round Rock/University.</p> <p>We need immediate relief now. I have lived here for 30 years. We need help now.</p>	Comment noted.

				Thank you for your work on this project.	
22	Hocevar	10/14/2020	Web comment	<p>I'm an excessive 360/2222 driver in all directions at random hours of the day so I get a good mix during peak-mild hours of operation. We see nothing wrong with the flow and safety. I imagine more volume is coming however it rarely bottlenecks. Save our money on that scope.</p> <p>We agree to create better flow throughout the loop and preventative measures to create excessive backups on account of the traffic lights such as Courtyard Dr.</p> <p>We do agree with better marked lanes for pedestrians and cyclists. There are many liberties drivers on 360 take and are not mindful of the lanes.</p>	<p>The segment of Loop 360 from RM 2222 to RM 2244 ranks # 18 on the 2020 Texas Congestion Index, which ranks all roads in the state and measures how much longer a trip takes during peak periods versus free-flow. Unless something is done, traffic conditions along Loop 360 will 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.</p> <p>Comment noted.</p> <p>See response to Justin Breshears regarding additional, protected bicycle lanes and the shared-use paths planned as part of the current project.</p>
23	Holmes, Jason	10/9/2020	Web comment	Notice a lot of cyclist on 360. Please consider their needs as you work on a design.	<p>Comment noted.</p> <p>See response to Justin Breshears regarding additional, protected bicycle lanes.</p>
24	Kuglen, Craig	10/7/2020	Web comment	<p>360 has long been a popular place for cyclists. The wide shoulders and limited exits and entrances have made it relatively safe .</p> <p>Please keep this in consideration when making the much needed construction on 360.</p>	<p>Comment noted.</p> <p>See response to Justin Breshears regarding additional, protected bicycle lanes.</p>
25	Lipscher, Marisa	10/20/2020	Email Comment	It is clear that TxDOT has put a lot of time and effort into these plans, and for that, we thank you. However, we are very concerned that a Traffic Impact Analysis was never performed on W Courtyard Drive up to where it intersects City Park Road, nor on City Park	<p>Comment noted.</p> <p>TxDOT conducted traffic analyses on Loop 360 as part of the Loop 360 Feasibility Study, which ended in 2016. The traffic</p>

				<p>Road at 2222. We are concerned because we believe that many drivers from Shepherd Mountain and from the dozen neighborhoods along City Park Road will circumvent the time-consuming “paper clip” u-turn required to travel 360 southbound. Instead, we believe these drivers will use W Courtyard and City Park Road as “shortcuts” and eventually overwhelm both of these 2-lane neighborhood roads.</p> <p>In addition, we would like to know how long it will take an average driver to travel the entire “paperclip” u-turn just to go from W Courtyard to 360 southbound, and we would like to understand how much of a delay the stoplights will contribute.</p> <p>Thank you.</p> <p>Marisa Barreda Lipscher Shepherd Mountain</p>	<p>data being used in the analyses is sourced from the CAMPO 2040 travel demand model. The 2040 traffic data assumes that all projects listed in CAMPO’s 2040 Plan have been built and takes into account population growth and development.</p> <p>TxDOT designs roadway improvement projects based on projected traffic delay at peak hours. For the Courtyard Drive/Loop 360 intersection, the most congested time of day is generally during the PM peak hours. If no improvements were made, by year 2040 it would take approximately 10 minutes for a vehicle to make a right turn from eastbound West Courtyard Drive onto southbound Loop 360. This includes having to stop at the signal to allow cross-traffic to proceed, as one does today.</p> <p>After the current project is complete, drivers headed from eastbound West Courtyard Drive would travel across the new Courtyard Drive bridge, turn left onto the northbound Loop 360 connector road, use the DDI to U-turn, and enter the southbound Loop 360 mainlanes. During PM peak hours, this movement will take approximately 5-6 minutes.</p> <p>Alternatively, drivers could travel westbound on West Courtyard Drive, turn right onto City Park Road, turn right onto RM 2222, and turn right onto the southbound Loop 360 connector road to enter the Loop 360 mainlanes. Due to the amount of planned developments and projected growth for the</p>
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					area, the trip along City Park Road will become more congested than it is today. During PM peak hours, this movement will take approximately 10-11 minutes.
26	Martinez, JP	10/12/2020	Web comment	360 could really benefit from clearly delimited bike lines as it is heavily used by bike riders.	See response to Justin Breshears regarding additional, protected bicycle lanes.
27	Mustian, Debbie	10/6/2020	Email Comment	<p>Just watched the video, and I have a question. How will the current driveway that serves four homes at 5408 Courtyard Drive be impacted? Will It remain intact as is; will it be moved?</p> <p>Thanks, Debbie Mustian 5408 Courtyard Drive Austin, Texas 78731</p>	<p>Note, this response was sent via email to the stakeholder:</p> <p>Debbie,</p> <p>Thank you for your question about the driveway to the homes located at 5408 Courtyard Drive. The current proposed Loop 360 at Courtyard Drive/RM 2222 project does not include moving your driveway. However, TxDOT will likely need to reconstruct the driveway entrance to tie the driveway into the project.</p> <p>The TxDOT team will contact you prior to any construction activities that would impact your driveway access.</p> <p>Thanks,</p>
28	Mustian, Debbie	10/7/2020	Web comment	I'd like to know how our common (to four homes) driveway at 5408 Courtyard Drive will be affected. I haven't found anything to address the issue.	See previous response to Debbie Mustian.
29	Norris, Larry	10/7/2020	Web comment	I frequently ride 360 on my bicycle, so PLEASE keep riders in mind when redesigning. I am not alone as I see hundreds of riders out on the weekends doing the same (and probably a lot during the week when I don't ride). This route is very important to us riders and it would be amazing if, in the redesign, you could actually improve our safety along with improving traffic flow.	<p>Comment noted.</p> <p>See response to Justin Breshears regarding additional, protected bicycle lanes.</p>



30	Nunnery, Brian	10/13/2020	Web comment	This project fails to address our city and surrounding region's primary problems: affordability (due to low housing supply where demand is, and a dependence on sprawl), diversified mobility (an over dependence on cars as a transport mode, due to a dependence on sprawl), and environmental sustainability (consolidating growth to dense transportation corridors, limiting sprawl, especially in sensitive areas like West Austin). This project should simply not happen. It does nothing to move the needle on issues that matter most - which is another way of saying, "there's no sustainable way to scale up population/streamline transportation through steep hills, and any spending on this is a waste of time and money."	Comment noted.
31	Opp, Kevin	10/12/2020	Web comment	10 feet shared use path along either side is an improvement, but not nearly enough. Loop 360 is used by groups of bikers, and this spot has heavy foot traffic for hikers to view Pennybacker. Can you seriously not take an additional foot or two from the feeder roads where people should be driving slow anyways? Let's do it right the first time.	The connector (feeder) roads included as part of the current project are planned according to TxDOT design standards, which are in agreement with The American Association of State Highway and Transportation Officials (AASHTO) guidelines. The guidelines require the connector road to be a minimum of 12 feet wide, with 4-foot shoulders on either side. Additionally, the proposed shared-use paths (SUPs) required for safe local pedestrian/bicycle access already require considerable removal of cliff face in most areas. Given the proximity of the cliffs, the requirement for adequate rock fall zones, and the limited space available in the area, there is inadequate usable right of way to allow for expansion of the shared-use path throughout the entire project area.
32	Payton, Miles	10/14/2020	Web comment	I'm never really surprised at TxDOT's lack of imagination, but this is an incredibly disappointing	Comment noted.

				<p>plan from y'all. Everything that people love about the hill country this project is opposed to. More habitat destruction, more freeway widening for suburbanites to commute even longer distances and facilitate sprawl, incredible amounts of money spent on people who choose to live 20, 30 miles away from the city. More frontage roads to replace the local access that a massive freeway will destroy (you know some states, like CA, know how to build freeways with local exits and not frontage roads, right? The freeways are half as wide) It's time we use some imagination and not continue to dump millions of money into marginally improving travel times for a single mode of transportation. Y'all barely even account for pedestrian traffic at intersections! What about cyclists who currently use the wide shoulders on 360? The renderings show cyclists and pedestrians in such a comical way, jogging in clouds of exhaust with no shade in sight.</p> <p>Anyway, I hate it. Freeway widening is a lazy solution for traffic engineers who only prioritize level-of-service. Thanks for holding your open houses in the middle of the day on a weekday too, it really ensures only a specific segment of the population can attend.</p>	
33	Peloquen, Jenny	10/19/2020	Email Comment	<p><b>Overpass at Courtyard drive and Highway 360</b></p> <p>Thank you for the detailed presentation and all your hard work on our behalf. I'd like to share my thoughts below.</p> <ol style="list-style-type: none"> <li>1. I believe this whole plan needs to be rethought and reworked. After the pandemic most people are working from home (many will continue to do so) and currently most kids are doing some form of hybrid learning or virtual learning. As things stand, the traffic flow is smooth. We may not even need to address this change with our new normal.</li> </ol>	<ol style="list-style-type: none"> <li>1. The purpose of the Loop 360 program is to upgrade multiple intersections to improve safety and mobility along the corridor. Increased traffic congestion along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless something is done, traffic conditions along Loop 360 will 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. The Capital Area Metropolitan Planning Organization</li> </ol>

				<ol style="list-style-type: none"> <li>2. I'm stringently opposed to putting a high speed ramp literally in our neighborhood's backyard. I find it along with the noise pollution hazardous to our community.</li> <li>3. In my opinion, this plan does not adequately address our environmental safety, noise pollution, protection of our natural beauty and resources.</li> <li>4. Myself and The people I know in our community do NOT want or need a shared use lane—especially on an overpass.</li> <li>5. Our neighborhood has already experienced a surge of crime with visitors from the Overlook. Now our city council has significantly defunded the police. I am concerned for our safety.</li> <li>6. In my opinion, it is an egregious assault on our natural beauty to cut into the cliffs for this project. The noise and safety issues with this alone, make this an unacceptable option.</li> <li>7. Additionally, I find putting a mixed use pass on the side(s) of a highway EXTREMELY DANGEROUS) and unfounded. What happens if there are wrecks or children and dogs that run into traffic? Or emergency vehicles that need to get through... The city of Austin has many parks and green spaces for people to hike and ride their bikes. The sheer size of Texas along with the weather, generally make this unusable most of the time. It's why people like their cars.</li> </ol> <p>I appreciate the many long hours people have put into this project and urge you to rethink the possibilities given everyone's feedback.</p> <p>Thank you,</p>	<p>(CAMPO) is the Metropolitan Planning Organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties. In regard to reworking the Loop 360 Program plan in response to the COVID-19 pandemic, MPOs are federally required throughout the country in areas with a population of 50,000 or more and are required to produce a 20+ year transportation plan, called a Regional Transportation Plan (RTP), and a four-year planning document called the Transportation Improvement Program (TIP). A 20-member Transportation Policy Board made up of 18 elected officials and representatives from TxDOT and Capital Metro governs CAMPO. For a project to move forward into the environmental phase, CAMPO includes the project in the RTP and TIP, and the agency sponsor, in this case TxDOT, chooses to move forward into environmental phase.</p> <ol style="list-style-type: none"> <li>2. Comment noted. See response to Charlotte Biggerstaff regarding the noise analysis conducted for the current project.</li> <li>3. Comment noted. In addition to the specific noise analysis, an overall environmental analysis was conducted. The environmental and technical reports can be found here <a href="http://loop360project.com/CYRM2222virtualhearing/">http://loop360project.com/CYRM2222virtualhearing/</a></li> <li>4. See response to Linda Bailey regarding the shared-use path proposed for both sides of Loop 360 in the project area.</li> </ol>
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				Jenny Peloquen	<p>5. Police services are overseen by the City of Austin. Your comment has been shared with them.</p> <p>6. Comment noted.</p> <p>7. See response to #4 above. The shared-use path will be protected from the connector road by either a retaining wall or a buffer in most of the project area. TxDOT works with local emergency services to ensure safe access during construction and after the project is complete.</p>
34	Riegel, Daniel	10/7/2020	Web comment	Please incorporate safe and protected bike lanes.	See response to Justin Breshears regarding additional, protected bicycle lanes.
35	Rodriguez, Rafael	10/7/2020	Web comment	The northbound shared use lane just ends at 2222? How are cyclists supposed to cross 2222? There are a lot of bikes on that road on the weekend, I'm sure you've noticed. How can these plans make no accommodation for them? Please include a safe path for cyclists to move through this intersection. What is being proposed is more dangerous than what exists.	See response to Jeremy Goodwin regarding the shared-use paths at, and north of, the Loop 360 at RM 2222 intersection.
36	Rogers, S.	10/6/2020	Web comment	How long will this project take? What level of disruption to the already congested traffic is anticipated? What will be done to minimize disruption to normal traffic and to expedite safe and efficient completion of this project?	<p>The project is currently in the planning, environmental and detailed design phase. After the project is environmentally cleared, utility relocation will commence. Construction is currently planned to begin in mid-2023 and is anticipated to take 2-3 years to complete. Updated project information, including a fact sheet illustrating the project process, can be found here:  <a href="http://loop360project.com/rm222-courtyarddr.htm">http://loop360project.com/rm222-courtyarddr.htm</a></p> <p>Plans for traffic management during construction are not yet known. However, TxDOT's goal is to keep the same number of</p>

					mainlanes open during peak periods as there are today. TxDOT also works with local residents, businesses, other government agencies and others to coordinate construction planning, and TxDOT is working with the City of Austin to evaluate options for traffic management during construction. More information will be available as construction is closer to starting.
37	Ross, Kelsey	10/14/2020	Web comment	Please please please do NOT use a diverging diamond intersection at this location. It is a massive waste of money, as it will not alleviate traffic, and is completely incompatible with the increasingly urban character of this location. DO NOT DO IT.	<p>Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic, such as the Loop 360/RM 2222 intersection. 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 markings and traffic signals.</p> <p>Regarding the character of the location: in the fall of 2018, the Loop 360 project team began to gather public input on design solutions, or Context Sensitive Solutions (CSS), for the corridor. CSS is a collaborative approach to developing roadways that fit within their surroundings. The CSS approach considers not only the physical aspects or standard specifications of a roadway, but also the scenic, environmental, historic, economic and social resources in the surrounding</p>

					community. The process involves all stakeholders, including community members, elected officials, interest groups, and affected state, local and federal agencies to develop a transportation facility that fits its physical setting. CSS processes help to preserve and enhance community resources while improving safety and mobility along the corridor. Based on feedback from the community, TxDOT plans to incorporate certain landscaping and hardscaping elements, as well as treatments for walls and columns, and lighting. You can learn more about the CSS process, and see public input received to date, on <a href="http://Loop360Project.com">Loop360Project.com</a> .
38	Rote, Christopher	10/7/2020	Web comment	Loop 360 and RM2222 are popular destinations for cyclists. Please consider making more bike-friendly lanes	See response to Justin Breshears regarding additional, protected bicycle lanes on Loop 360.  Improvements along RM 2222 are not included as part of the current project. Your comment has been shared within the appropriate departments at TxDOT.
39	Rye, Nancy	10/15/2020	Web comment	Please move ahead with this project. Do not let public opinion interfere with the professionals.  Underpass at Courtyard Dr is great.	Comment noted.
40	Simpson, Sarah	10/7/2020	Email Comment	To City of Austin / Loop 360 Program / TxDOT:  Please accept the following feedback in regards to the Courtyard Drive / RM 2222 project:  First, the diverging diamond project is a disaster for pedestrians and cyclists, making the intersection dangerous and difficult to navigate not in a car. These types of projects do not prioritize vulnerable road user	See response to Kelsey Ross regarding diverging diamond intersections (DDIs).  Comment noted.

				<p>safety and should be banned from use. Moving cars quickly must not take priority over people's lives.</p> <p>Secondly, the elevated lanes and amount of earth and hillside required to be removed make this project a costly, fiscally irresponsible, and environmentally damaging project. This appears to be the fever dream of precast concrete and earthwork contractors that offers nothing but high costs and false promise of reduced traffic congestion, when we know for FACT that no matter how much money or capacity you build for single occupant vehicles it will only lead to increased traffic thanks to the proven phenomenon of induced demand. This is a horrific waste of taxpayer dollars and the project altogether should be abandoned.</p> <p>Thank you, Sarah Simpson District 9, Austin, TX</p>	
41	Slack, Rodney	10/7/2020	Email Comment	<p>How much cliff excavation is projected on each side of Loop 360 to enable all the proposed lanes?</p> <p>Regards,</p> <p>Rod Slack</p>	<p>Note, this response was sent via email to the stakeholder:</p> <p>Good Afternoon Rod,</p> <p>Both the existing cliff face and the range of cliff cuts varies. When the project is complete, the distance between the existing TxDOT right of way and the top of the cliff cut will be a minimum of 35 feet on both sides of Loop 360, though the actual distance will likely be more in some areas.</p> <p>The attached drawing shows the bottom of the proposed rock cuts in blue, and the top of the proposed cuts in red, on either side of Loop 360. You can see approximate</p>

					<p>distances between the edge of the cliff cut and the existing TxDOT right of way, indicated by vertical lines with measurements. The distances shown are estimations based on the current proposed design, and may change as the detailed design moves forward. The project team will have additional information as the project progresses.</p> <p>Thank you,</p> <p>*Attachments: Exhibit, as shown in the public hearing materials (see Appendix G)</p>
42	Stickler, Michelle	10/7/2020	Web comment	<p>Please strongly consider adding protection to bike lanes along 360. This is a heavily trafficked cycling route and vehicle drivers are becoming less attentive. It's creating dangerous situations, particularly at high speed entrances and exits to 360. Thank you for your consideration.</p>	<p>See response to Justin Breshears regarding additional, protected bicycle lanes.</p>
43	Travelstead, Becky	10/6/2020	Email Comment	<p>I am very concerned with the amount of land taken from the back of our HOA (Centrecourt).</p> <p>Many houses have a back entrance to their garages on N. Scout Island Circle. If too much land is taken for the shared pathway, it could jeopardize the stability of the ground in that alleyway. They have no other access to their garages other than the alleyway.</p> <p>I would like to see the shared pathway on our side deleted.</p> <p>Becky Travelstead Treasurer, Centrecourt HOA [REDACTED]</p>	<p>Comment noted.</p> <p>See response to Linda Bailey regarding analysis on the cliffs.</p> <p>See response to Linda Bailey regarding the shared-use path (bike path) proposed for both sides of Loop 360 in the project area.</p>



44	Wald, Tom	10/14/2020	Email Comment	<p>While each of the several Loop 360 projects may provide independent utility from each other for people while driving, it would be better if the entire Loop 360 corridor were examined as a whole when considering bicycling and pedestrian mobility.</p> <p>I'm hoping that we can find a way to look at the Loop 360 corridor for bicycling, walking, and ADA access in a holistic fashion. I believe that the TxDOT solutions proposed for bicycling, walking, and ADA access so far do not reflect the amount of funding required for these proposed accommodations. I.e. the attention given to the concept and design of the pedestrian and bicycling accommodations is inadequate compared to the implementation cost of these accommodations.</p> <p>I believe that TxDOT can do better via closer collaboration with people who bike this corridor and/or have put a lot of thought into optimizing the bicycling and pedestrian investment, as well as the City of Austin. I look forward to working more together on this.</p> <p>-Tom</p>	Comment noted. TxDOT and the City of Austin are working together to plan for a continuous shared-use path along Loop 360, but those improvements would be completed as part of a potential future project. Your comment has been shared with the City.
45	Weigel, Matthew	10/7/2020	Web comment	<p>Loop 360 is a beautiful place to ride bicycles, but it's also true that too many people have died on 360 while riding bikes. Please don't make improvements to 360 that make it more dangerous to ride bicycles there! Even better would be making improvements that are actual improvements to the safety and well-being of cyclists on 360.</p>	Comment noted. TxDOT is committed to making improvements to increase safety along Loop 360 and across the state. See response to Justin Breshears and Rachel Forster regarding the shared-use paths planned as part of the current project, to safely accommodate bicyclists and pedestrians.
46	Wittstruck, Brendan	10/13/2020	Web comment	<p>I do not support this project. Any benefit of increasing throughput will be offset by induced demand. The pedestrian and bicycle improvements are not sufficient to justify the overall project. I do not support Diverging Diamond Interchanges this close to an</p>	<p>Comment noted.</p> <p>The current project proposes a six-foot sidewalk on both sides of Courtyard Drive from Loop 360 to N. Scout Island Circle on</p>

				urban center-- they are not best practice for bikes and peds and create unnecessary additional crossing points and wait times and an overall hostile environment to users without cars. In total, I believe this project to be a net negative for pedestrian and bicyclist experience. At the very least, a continuous south sidewalk should be provided at Courtyard Drive so that pedestrians may cross 360 without also having to cross Courtyard twice.	the east side, and from Loop 360 to the office building entrance on the west side. To reduce the footprint of the Courtyard Drive bridge while accommodating both bicycles and pedestrians, the project proposes a ten-foot shared-use path located only on the north side of Courtyard Drive across Loop 360,
47	Wren, Sebastian	10/6/2020	Web comment	I am very concerned about how this construction will affect cyclists who use Loop 360. Right now, Loop 360 is a very good cycling route to take people from north to south Austin, and I'm worried that Loop 360 will become a freeway for cars, and bicycles will have no place on this corridor. If bicycle facilities are included, they should be high-quality, safe, and designed for large groups of cyclists to use at the same time. Frequently cyclists ride in groups of 10 to 20 people, and they would need facilities to suit their needs. As long as high-quality bicycle and pedestrian facilities are included, then I would support this change to a much-beloved corridor through Austin's scenic hill country.	See response to Justin Breshears regarding additional, protected bicycle lanes.

## **Appendix B: Public Hearing Officer Certification**



# MEMO

August 6, 2020

**To:** James M. Bass  
Executive Director

**Through:** William L. Hale, P.E.  
Chief Engineer

Quincy D. Allen, P.E.  
Director of District Operations

**From:** Tucker Ferguson, P.E.  
Austin District Engineer

**Subject:** Request for approval to hold an in-person hearing option at TxDOT district office

The purpose of this memorandum is to request your approval to hold an in-person hearing option at TxDOT Austin District Headquarters, 7901 N. I-35, Austin, TX 78753 for the following project: Loop 360 at Courtyard Drive/RM 2222.

The in-person option will be held in connection with a virtual public hearing on the project. This will allow members of the public to, by appointment, visit the Austin District Headquarters to view the same presentation delivered in the online public hearing which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants from a socially distanced approach, and leave written comments. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to wear a face mask, submit to a temperature check prior to entry, have an appointment, and follow social distancing practices.

I anticipate that the in-person hearing option will be held Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m. If you approve of this request to hold an in-person hearing option, please indicate your approval by email to Tucker.Ferguson@txdot.gov. Please contact me at 512-832-7022 if you have any questions or would like to discuss.

**CC:** Carlos Swonke, Director, ENV  
Miguel Arellano, P.E., Deputy District Engineer, AUS  
Marisabel Ramthun, P.E., Director, Transportation Planning and Development, AUS  
Bobby Ramthun, P.E., Georgetown Area Engineer, AUS  
Dwayne Halbardier, P.E., District Design Engineer, AUS  
Lucas Short, P.E., Loop 360 Program Manager, AUS  
Eduardo Garcia, P.E., Loop 360 Deputy Program Manager, AUS

Shirley Nichols, Environmental Supervisor, AUS  
Jon Geiselbrecht, Environmental Specialist, AUS  
Bruce Byron, Public Engagement Officer, AUS  
Bradley Wheelis, Public Information Officer, AUS

## **Appendix C: Notices**



7901 N. I-35, AUSTIN, TEXAS 78753 | | 512.832.7000 | WWW.TXDOT.GOV

September 1, 2020

The Honorable Gerald Daugherty  
Commissioner  
Travis County, Precinct 3  
P.O. Box 1748  
Austin, TX 78767

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Commissioner Daugherty:

TxDOT, in conjunction with the City of Austin, is moving forward with the Loop 360 at Courtyard Drive/RM 2222 project as part of the [Loop 360 Program](#), which aims to improve safety and mobility along Loop 360.

TxDOT will conduct a **virtual public hearing** for the proposed project on **Tuesday, Oct. 6, 2020, at 10 a.m.** on [Loop360Project.com](#), and on [TxDOT.gov](#) by searching keywords “**Loop 360 at Courtyard Drive.**” The public hearing will include a pre-recorded video presentation that explains the proposed improvements. Additional materials, including a written transcript of the presentation, display boards, exhibits and fact sheets, will also be available.

The proposed 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).
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Adding shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

In March 2019, TxDOT hosted a public workshop for the Loop 360 at Courtyard Drive/RM 2222 project and used public feedback to refine the design of the project.

The public will be invited to give input on the proposed project. Comments may be submitted using any of the following methods:

- Online using the [comment form](#) on the program website.
- 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 78703.

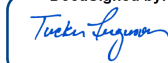
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As an alternative to accessing virtual public hearing materials online, members of the public may call project staff at 512-832-7192 during regular office hours or email Cwotip-c@TxDOT.gov to ask questions about the project or access project materials. The public is welcome to ask questions about the project at any time during the project development process.

I have attached fact sheets with more information about the public hearing and the project. **If you have any questions or would like to schedule a virtual meeting to discuss the project in more detail, please feel free to email or call.** We look forward to your participation in the public hearing.

Sincerely,

DocuSigned by:  
  
78974EBCB5244BE...

Tucker Ferguson, P.E.  
Austin District Engineer

#### Attachments

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin District, TxDOT  
Bobby Ramthun, P.E., Georgetown/Williamson County Area Engineer, TxDOT  
Lucas Short, P.E., Loop 360 Project Manager, Austin District, TxDOT  
Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin





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September 1, 2020

The Honorable Brigid Shea  
Commissioner  
Travis County, Precinct 2  
P.O. Box 1748  
Austin, TX 78767

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Commissioner Shea:

TxDOT, in conjunction with the City of Austin, is moving forward with the Loop 360 at Courtyard Drive/RM 2222 project as part of the [Loop 360 Program](#), which aims to improve safety and mobility along Loop 360.

TxDOT will conduct a **virtual public hearing** for the proposed project on **Tuesday, Oct. 6, 2020, at 10 a.m.** on [Loop360Project.com](#), and on [TxDOT.gov](#) by searching keywords “**Loop 360 at Courtyard Drive.**” The public hearing will include a pre-recorded video presentation that explains the proposed improvements. Additional materials, including a written transcript of the presentation, display boards, exhibits and fact sheets, will also be available.

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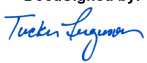
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I have attached fact sheets with more information about the public hearing and the project. **If you have any questions or would like to schedule a virtual meeting to discuss the project in more detail, please feel free to email or call.** We look forward to your participation in the public hearing.

Sincerely,

DocuSigned by:  
  
78974EBCB5244BE...

Tucker Ferguson, P.E.  
Austin District Engineer

#### Attachments

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin District, TxDOT  
Bobby Ramthun, P.E., Georgetown/Williamson County Area Engineer, TxDOT  
Lucas Short, P.E., Loop 360 Project Manager, Austin District, TxDOT  
Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin



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September 1, 2020

The Honorable Alison Alter  
City Council Member  
City of Austin  
P.O. Box 1088  
Austin, TX 78767

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Council Member Alter:

TxDOT, in conjunction with the City of Austin, is moving forward with the Loop 360 at Courtyard Drive/RM 2222 project as part of the [Loop 360 Program](#), which aims to improve safety and mobility along Loop 360.

TxDOT will conduct a **virtual public hearing** for the proposed project on **Tuesday, Oct. 6, 2020, at 10 a.m.** on [Loop360Project.com](#), and on [TxDOT.gov](#) by searching keywords “**Loop 360 at Courtyard Drive.**” The public hearing will include a pre-recorded video presentation that explains the proposed improvements. Additional materials, including a written transcript of the presentation, display boards, exhibits and fact sheets, will also be available.

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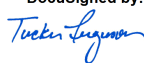
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Sincerely,

DocuSigned by:  


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Tucker Ferguson, P.E.  
Austin District Engineer

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Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin



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September 1, 2020

The Honorable Steve Adler  
Mayor  
City of Austin  
P.O. Box 1088  
Austin, TX 78767

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Mayor Adler:

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Mayor Adler

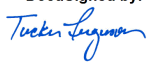
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Austin District Engineer

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Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin



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September 1, 2020

The Honorable Vikki Goodwin  
State Representative  
State House District 47  
P.O. Box 2910  
Austin, TX 78768

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Representative Goodwin:

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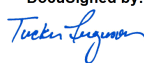


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Lucas Short, P.E., Loop 360 Project Manager, Austin District, TxDOT  
Trent Thomas, Director of State Legislative Affairs, TxDOT  
Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin





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September 1, 2020

The Honorable Donna Howard  
State Representative  
State House District 48  
P.O. Box 2910  
Austin, TX 78768

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Representative Howard:

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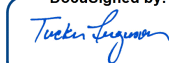
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78974EBCB5244BE...

Tucker Ferguson, P.E.  
Austin District Engineer

#### Attachments

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin District, TxDOT  
Bobby Ramthun, P.E., Georgetown/Williamson County Area Engineer, TxDOT  
Lucas Short, P.E., Loop 360 Project Manager, Austin District, TxDOT  
Trent Thomas, Director of State Legislative Affairs, TxDOT  
Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin



7901 N. I-35, AUSTIN, TEXAS 78753 | | 512.832.7000 | WWW.TXDOT.GOV

September 1, 2020

The Honorable Sarah Eckhardt  
State Senator  
State Senate District 14  
P.O. Box 12068  
Austin, TX 78711

RE: Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

Dear Senator Eckhardt:

TxDOT, in conjunction with the City of Austin, is moving forward with the Loop 360 at Courtyard Drive/RM 2222 project as part of the [Loop 360 Program](#), which aims to improve safety and mobility along Loop 360.

TxDOT will conduct a **virtual public hearing** for the proposed project on **Tuesday, Oct. 6, 2020, at 10 a.m.** on [Loop360Project.com](#), and on [TxDOT.gov](#) by searching keywords “**Loop 360 at Courtyard Drive.**” The public hearing will include a pre-recorded video presentation that explains the proposed improvements. Additional materials, including a written transcript of the presentation, display boards, exhibits and fact sheets, will also be available.

The proposed 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).
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Adding shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

In March 2019, TxDOT hosted a public workshop for the Loop 360 at Courtyard Drive/RM 2222 project and used public feedback to refine the design of the project.

The public will be invited to give input on the proposed project. Comments may be submitted using any of the following methods:

- Online using the [comment form](#) on the program website.
- 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 78703.


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

An in-person option will be available by appointment only on Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m. at the TxDOT Austin District office, 7901 North I-35, Austin, TX 78753. Individuals wishing to attend the in-person option may call 512-832-7192 between the hours of 9 a.m. and 5 p.m. Monday through Friday to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to wear a face mask and follow social distancing practices.

As an alternative to accessing virtual public hearing materials online, members of the public may call project staff at 512-832-7192 during regular office hours or email Cwotip-c@TxDOT.gov to ask questions about the project or access project materials. The public is welcome to ask questions about the project at any time during the project development process.

I have attached fact sheets with more information about the public hearing and the project. **If you have any questions or would like to schedule a virtual meeting to discuss the project in more detail, please feel free to email or call.** We look forward to your participation in the public hearing.

Sincerely,

DocuSigned by:  
  
78974EBCB5244BE...

Tucker Ferguson, P.E.  
Austin District Engineer

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cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin District, TxDOT  
Bobby Ramthun, P.E., Georgetown/Williamson County Area Engineer, TxDOT  
Lucas Short, P.E., Loop 360 Project Manager, Austin District, TxDOT  
Trent Thomas, Director of State Legislative Affairs, TxDOT  
Paul Terranova, MBA, P.E., Austin Transportation Department, City of Austin

## Elected Official Letter Distribution List

Title/Name
Mayor Steve Adler
Chief of Staff Lesley Varghese, Mayor Adler's Office
Council Member Alison Alter, District 10
Policy Advisor Nina Guidice, Council mem. Alter's Office
Media Representative April Brown, Council mem. Alter's Office
Representative Vikki Goodwin, District 47
Chief of Staff Madeline White, Rep. Goodwin's Office
Representative Donna Howard
Chief of Staff Jacob Cottingham, Rep. Howard's Office
Director of Constituent Services Cristina Masters, Rep. Howard's Office
Administrative Director Samantha Lopez-Resendez, Rep. Howard's Office
Senator Sarah Eckhardt
Chief of Staff Peter Einhorn, Senator Eckhardt's Office
Director of Constituent Services Keysha Walcott, Senator Eckhardt's Office
Comissioner Brigid Shea, Precinct 2
Policy Advisor Melissa Velasquez, Commissioner Shea's Office
Communications Director Lani Oglewood, Commissioner Shea's Office
Chief of Staff Barbara Rush, Commissioner Shea's Office
Commissioner Gerald Daugherty, Precinct 3
Executive Assistant Sarah Leon, Commissioner Daugherty's Office
Executive Assistant Bob Moore, Commissioner Daugherty's Office
Executive Assistant Martin Zamzow, Commissioner Daugherty's Office

## Email to Project Stakeholders

**Author:** Crystal Wotipka-C

**Author email:** CWOTIP-C@txdot.gov

**Subject:** Loop 360 at Courtyard Drive/RM 2222 Project Public Hearing

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Good Afternoon,

TxDOT, in conjunction with the City of Austin, is moving forward with the Loop 360 at Courtyard Drive/RM 2222 project as part of the [Loop 360 Program](#), which aims to improve safety and mobility along Loop 360.

TxDOT will conduct a **virtual public hearing** for the proposed project on **Tuesday, Oct. 6, 2020, at 10 a.m.** on [Loop360Project.com](#), and on [TxDOT.gov](#) by searching keywords **"Loop 360 at Courtyard Drive."** The public hearing will include a pre-recorded video presentation that explains the proposed improvements. Additional materials, including a written transcript of the presentation, display boards, exhibits and fact sheets, will also be available.

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I have attached fact sheets with more information about the public hearing and the project. **If you have any questions or would like to schedule a virtual meeting to discuss the project in more detail, please feel free to email or call.** We look forward to your participation in the public hearing.

Sincerely,  
Crystal Wotipka



Crystal Wotipka | Loop 360 Public Information  
Austin District

7901 N. IH 35, Austin, TX 78753

Cell: (512) 395-7792 | Office: (512) 832-7192 | Email: [cwotip-c@txdot.gov](mailto:cwotip-c@txdot.gov)

*The **Loop 360 at Courtyard Drive/RM 2222 public hearing** will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in virtual public hearing or in-person option, please contact **Crystal Wotipka, TxDOT Austin District**, at **512-832-7192** no later than 4 p.m. CT, **Oct. 1, 2020**. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.*

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.*

## Stakeholder Email Distribution List

Organization	Contact Name
2222 CONA	Tom Smith
2222 CONA	Linda Bailey
2222 CONA	Randy Lawson
2222 CONA	Tony Iglesias
2222 CONA	Board
2222 CONA	Linda Bailey
2222 CONA	Ron Hertzfield
2222 CONA	Tom Smith
2222 CONA	Rod Slack
2222 CONA	Randall Jamieson
2222 CONA	Greg Stoll
2222 CONA	Tony Iglesias
2222 CONA	Donna Brown
2222 CONA	Steven Gallaway
2222 CONA	Coleson Bruce
2222 CONA	Scott Crosby
2222 CONA	Jim Rumbo
2222 CONA	Tad Cole
2222 CONA	Vicki Frenk
Adjacent Businesses	Mark Whitley
Adjacent Businesses	Lyndsey Walbran
Austin Fire Dept Station 31	Jeremy Burke
Bridgehead Apartments	
Bull Creek Market	Steve Puryear
Cat Mountain Home Owners Association	Bryan Harter
Centre Court HOA	Gary Doucha
Centre Court HOA	Marlo Kelley
Champion Family	Terry Bray
Champion Family	Kent Taylor
Champion Family	Clark Meier
County Line BBQ	Mark Reach
County Line BBQ	Chris Smith
County Line BBQ	Mark Harkins
County Line BBQ	GW Horn
County Line BBQ	Skeeter Miller
County Line BBQ	Scott Ziskovsky
County Line BBQ	Carter Hobbs
Courtyard Atrium	Cheryl Smith
Courtyard Atrium	Max Appling
Courtyard HOA	Jim Lloyd
Courtyard HOA	Denise Hogan
Courtyard HOA	Henry Mistrot
Courtyard HOA	Waneen Spirduso
Courtyard HOA	Janet Wright
Courtyard HOA	Jim Carolan
Gables Grandview	

Glenlake Neighborhood Association	
Independence Title	Brian Pitman
Independence Title	Molly White
Independence Title	J. Goodrum
Independence Title	M. Sprague
Jester HOA	Drew Sanders
Jester HOA	Teresa Gouldie
Jester HOA	Christi Campbell
Jester HOA	Eva Wisser
Jester Village Shopping Center	James Graham
Lake Austin Collective	Patrick Scott
Lake Austin Collective	Marisa Lipscher
Lake Austin Collective	Walter Thomas
Lake Austin Collective	Susan Kimbrough
Long Canyon HOA Phase I	Jeff Rampy
Long Canyon HOA Phases II and III	Ronda Fisher
Monte Vista Condos	Bill Moore
Monte Vista Condos	
Newmark Grubb Knight Frank	Newmark Grubb Knight Frank
Steiner Ranch Neighborhood Association	Brian Thompto
The Courtyard Tennis and Swim Club	Sharon Coudert
The Hillside	
Waterloo Ice House N. Capital of TX Highway	Jill Greenwell
Waterloo Ice House N. Capital of TX Highway	Ted Karam
Waterloo Ice House N. Capital of TX Highway	Clayton Evans





## **Loop 360 at Courtyard Drive/RM 2222 Project Notice of a Virtual Public Hearing**

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### **Notice Virtual Public Hearing with In-Person Option**

**Loop 360 at Courtyard Drive/RM 2222  
From Lake Austin to North of RM 2222  
CSJ: 0113-13-168  
Travis County, Texas**

The Texas Department of Transportation ("TxDOT") and the City of Austin are proposing to improve safety and mobility along Loop 360 at the intersections of Courtyard Drive and RM 2222 in Travis County, Texas. This notice advises the public that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. **The virtual hearing will be held on Tuesday, Oct. 6, 2020, at 10 a.m.** To log onto the virtual public hearing, go to the following web address at the date and time indicated above: [Loop360Project.com](http://Loop360Project.com). Or, visit [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive."

The public hearing will include a pre-recorded presentation that explains the proposed improvements and provides additional information about the project. The presentation will include both audio and visual components. Additional materials, including a written transcript of the presentation, display boards, exhibits and supporting documents such as fact sheets, will also be available. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above until Wednesday, Oct. 21, 2020, at 11:59 p.m. If you do not have internet access, you may call 512-832-7192 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an in-person option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same presentation delivered in the online public hearing which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants from a socially distanced approach, and leave written comments. **The in-person option will be held on Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m. at the TxDOT Austin District office, 7901 North I-35, Austin, TX 78753.** Attendance at the in-person option will be by appointment only. Individuals wishing to attend the in-person option must call 512-832-7192 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to wear a face mask, submit to a temperature check prior to entry, have an appointment, and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call 512-647-1064 to provide verbal testimony immediately following the conclusion of the virtual public hearing presentation at 10 a.m. on Tuesday, Oct. 6, 2020, through 11:59 p.m. on Wednesday, Oct. 21, 2020. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbally provided testimony and comments will be prepared by TxDOT, included as part of

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the hearing and project record, and made available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive."

The current roadway consists of two, 12-foot wide mainlanes with 10-foot wide outside shoulders in each direction, separated by a 48-foot wide grassy median. There is an at-grade intersection at Courtyard Drive with left-turn and right-turn lanes, and a traditional grade-separated intersection with entrance and exit ramps at RM 2222, and there are no bicycle lanes, shared-use paths or sidewalks along Loop 360 in the project area. The proposed 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), constructing a diverging diamond intersection (DDI) at RM 2222, and adding 10-foot-wide shared-use paths along both sides of Loop 360, and 6-foot-wide sidewalks along both sides of Courtyard Drive. All work would be conducted within the existing TxDOT right of way. The project is approximately 1 mile in length.

The proposed project would involve work within the Federal Emergency Management Agency (FEMA) designated 100-year floodplain of West Bull Creek. The hydraulic design for this project would be in accordance with current Federal Highway Administration (FHWA) and TxDOT design policies.

Environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive." These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Crystal Wotipka, TxDOT Austin District, at 512-832-7192 no later than 4 p.m. CT, Oct. 1, 2020. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to the Loop 360 Project Team, 1608 W 6th St., Austin, TX 78703. Written comments may also be submitted by email to [info@Loop360Project.com](mailto:info@Loop360Project.com) or by using the comment form on the project website, located at <http://Loop360Project.com/contact.htm>. **All written comments must be received on or before Oct. 21, 2020.** Additionally, as stated above, members of the public may call 512-647-1064 and verbally provide testimony from 10 a.m. on Tuesday, Oct. 6, 2020, until 11:59 pm on Wednesday, Oct. 21, 2020. Responses to written comments received and public testimony provided will be available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive" once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Crystal Wotipka, at 512-832-7192 or [CWotip-c@txdot.gov](mailto:CWotip-c@txdot.gov).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

## Adjacent Property Owner Letter Distribution List

Name
360 OVERLOOK LLC
CHAMPION INCOME PARTNERS LLC
COURTYARD HOMEOWNERS ASSOCIATION INC
VENKIE ENTERPRISES LTD
6001 SHEPHERD MOUNTAIN LLC
5900-2 SHEPHERD MOUNTAIN COVE LLC
INTCO PROPERTIES L P
BRIDGEPOINT I & II LLC
CHAMPION ASSETS LTD & CHAMPION-MEIER ASSETS LT
QUAIL VALLEY HOMES INC
LISA MARIE CONTALDI
RYAN FRANCES HURLEY
PAMELA GARNEL
SAFAA J IBRAHIM & HISHAM IBRAHIM
DELIA MARKS
AARON T GREEN SR & WHITNEY H GREEN
EURUS ESTATES I LIMITED
CENTRECOURT HOMEOWNERS ASSOCIATON INC
BRIAN DUDLEY
CARLOS D SANCHEZ
LINDA M LANGE
PAMELA ANN NEMIR
HARISH MALKANI
GEORGE F JOHNSON III & JULIA M JOHNSON
CHRISTINE L, BRUCE, & BRECK BYRON
TAYLOR-CISSEL REVOCABLE TRUST
MARK HENRY
AMANDA LOUISE GILLILAND
XIAOYU HU
CAROL LINDA KERR
JASON S RITENOUR
DEBORAH MUSTIAN BERYL
JAMES C CAROLAN & PAMELA M CAROLAN
JAMES C GATTIS & BARBARA R GATTIS
TODD L LIVELY
JOHN P TUCCIO
JASON & SARAH CONKEY
MARK H SAUBERT & TERRI L SAUBERT
ANN H THOMAS
ROBERT EDWIN ANDERSON
GARY E DOUCHA & MARTHA L DOUCHA
ELIZABETH ROMANO SAMES
NATHAN & ELYSE HALL
PHILIP C SMARTT
FREDERIC C MORSE III & SCOTT MORSE
COURTYARD HOMEOWNERS ASSOCIATION INC
SHEPHERD MOUNTAIN CONDOMINIUMS LLC
HPI CHAMPION LAND INVESTORS LLC
JAMES STEVEN AUSTIN & KIMBERLY H AUSTIN

## Notice of a Virtual Public Hearing with In-Person Option - Loop 360 at Courtyard Drive/RM 2222

Texas Department of Transportation > Inside TxDOT > Get Involved  
> About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

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**Where:** To view the hearing materials, see below or visit [Loop360Project.com](http://Loop360Project.com).

**When:** The **virtual public hearing** will be available beginning on Tuesday, Oct. 6, 2020, at 10 a.m. through 11:59 p.m. on Wednesday, Oct. 21, 2020. To log onto the virtual public hearing, see the materials below or visit [Loop360Project.com](http://Loop360Project.com).

The **in-person option** is for individuals who would like to participate in-person instead of online and will be by appointment only. For more information on this option, please see the description paragraph below.

**Purpose:** TxDOT and the city of Austin are proposing to improve safety and mobility along Loop 360 at the intersections of Courtyard Drive and RM 2222 in Travis County, Texas. This notice advises the public that TxDOT will be conducting an virtual public hearing on the proposed project with an in-person option.

The public hearing will include a pre-recorded presentation that explains the proposed improvements and provides additional information about the project. The presentation will include both audio and visual components. Additional materials, including a written transcript of the presentation, display boards, exhibits and supporting documents such as fact sheets, will also be available. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above until Wednesday, Oct. 21, 2020, at 11:59 p.m. If you do not have internet access, you may call (512) 832-7192 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

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#### **Description:**

The current roadway consists of two, 12-foot-wide mainlanes with 10-foot-wide outside shoulders in each direction, separated by a 48-foot-wide grassy median. There is an at-grade intersection at Courtyard Drive with left-turn and right-turn lanes, and a traditional grade-separated intersection with entrance and exit ramps at RM 2222, and there are no bicycle lanes, shared-use paths or sidewalks along Loop 360 in the project area. The proposed 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), constructing a diverging diamond intersection (DDI) at RM 2222, and adding 10-foot-wide shared-use paths along both sides of Loop 360, and six-foot-wide sidewalks along both sides of Courtyard Drive. All work would be conducted within the existing TxDOT right of way. The project is approximately one mile in length.

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**Special  
Accommodations:**

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**Memorandum of  
Understanding:**

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**Instructions for Viewing  
Presentation:**

TxDOT has created basic instructions in an effort to help the public understand the basics of participating in a virtual public meeting/hearing. Before viewing the video presentation, click on the link below to read through the instructions.

- [Instructions for Viewing a Pre-Recorded Presentation](#)
- [Instructions for Viewing a Pre-Recorded Presentation \(Español\)](#)

**Loop 360 at Courtyard Drive/RM 2222 Public Hearing ...**



**Downloads:**

- [Display Ad](#)
- [Virtual Public Hearing Presentation Slides](#)

- Virtual Public Hearing Presentation Transcript
- Exhibit
- Display Boards
- Environmental Constraints Map
- Handouts
  - Courtyard Drive/RM 2222 Project Fact Sheet
  - Courtyard Drive/RM 2222 Project FAQs
  - Diverging Diamond Intersection Fact Sheet
  - Loop 360 Program Fact Sheet
  - Loop 360 Program FAQs
- Environmental Documents and Technical Reports
  - Community Impacts Assessment Technical Report
  - Biological Resources Documentation
  - Water Resources Documentation
  - Traffic Noise Technical Report
  - Hazardous Materials Initial Site Assessment
  - Historical Studies Project Coordination Report
  - Historical Studies Project Coordination Request Attachments
- Comment Form

**Contact:**

TxDOT Austin District  
7901 North I-35  
Austin, TX 78753



# 115 head injuries from crowd control weapons

By Jordan Culver  
USA TODAY

At least 115 people were injured this summer when police shot them in the head or neck with so-called “less-lethal” projectiles at protests over racial injustice and police brutality, according to a report published Monday.

It’s the most comprehensive tally of such injuries to date, with about twice as many victims as USA TODAY and Kaiser Health News cited in a July examination of how police across the U.S. wielded the weapons to control crowds.

But Physicians for Human Rights, the organization that compiled the incidents, believes even its figures are an undercount because its analysis is based on publicly-available data and excluded some reports without adequate evidence.

The organization identified Austin, Texas, Portland, Oregon, and Los Angeles as hotspots during the period studied, May 26 to July 27.

Abigail Rodas, who was shot in the jaw with a rubber bullet on May 30, was one of the victims in Los Angeles, according to a lawsuit filed against the city and the police chief on behalf of Black Lives Matter Los Angeles, the Los Angeles Community Action Network and 14 people, including six who were struck with projectiles.

According to the suit, Rodas was leaving a protest when she “was struck in the face by a projectile and momentarily lost consciousness.”

A steel plate was used to repair her jawbone, the lawsuit says. She couldn’t



Denver Police shoot a pepper ball at a man as he retreats during a protest outside the State Capitol over the death of George Floyd, May 30 in Denver. [DAVID ZALUBOWSKI/THE ASSOCIATED PRESS]

talk for about 10 days and could drink only liquids for a week, it says.

“Nearly three weeks after the injury, she has screws in her gums and rubber bands to immobilize her jaw while the bones rejoin,” the suit says.

The city denied the allegations in a court filing, saying any use of force “was reasonable and necessary for self-defense.”

## Protests shine light on use of ‘less lethal’ weapons

The sheer number of incidents in those two months was shocking, said Dr. Rohini Haar, the lead investigator for the analysis and an emergency physician in Oakland, California.

“It seems systematic,” Haar said. “It seems like there needs to be a reckoning with the use of force in protests.”

The projectiles in question are often called “rubber bullets,” but in law enforcement they’re known as “kinetic impact projectiles.”


They include plastic

projectiles tipped with hard sponge or foam, “bean bag” rounds that consist of fabric socks containing metal shot, and “Sting-Balls” — grenades that spray hard rubber pellets. The report also cites incidents in which tear gas canisters were fired at people.

Though the weapons are referred to as “less lethal,” Haar said there should be a shift to language that acknowledges how dangerous they can be. “Weapons are just as lethal as somebody wants them to be,” she said.

A study published in 2017 in the medical journal BMJ Open, which Haar co-authored, found that 3% of people hit by projectiles worldwide died. Fifteen percent of the 1,984 people studied were permanently injured.

In a letter to the editor of the New England Journal of Medicine, a group of Austin doctors said 19 patients were treated for bean bag-related wounds at the downtown hospital closest to the protests over two days in late May.



**LOOP 360 PROGRAM  
COURTYARD DRIVE/RM 2222  
PUBLIC HEARING**


Join us for a **virtual public hearing** to learn more about proposed improvements for the Loop 360 at Courtyard Drive and RM 2222 intersections.

Loop 360 has severe and increasing traffic congestion. The Loop 360 program will upgrade multiple intersections along the roadway, improving mobility and safety in the area.

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).
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Adding shared-use paths and sidewalks within the project limits.

**Tuesday  
Oct. 6, 2020  
10 a.m.**



Visit [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords “Loop 360 at Courtyard Drive” between Tuesday, Oct. 6, 2020, and Wednesday, Oct. 21, 2020, to access public hearing materials and give your feedback.

The public hearing will include a pre-recorded presentation with audio and visual components, display boards, exhibits and handouts.

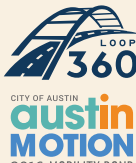
To view the materials and comment in person, call 512-832-7192 to make an appointment.

Appointments will be available from 10 a.m. to 7 p.m. on Tuesday, Oct. 6, 2020.

For more information, visit [www.Loop360Project.com](http://www.Loop360Project.com) or contact TxDOT Public Information Officer Brad Wheelis at [Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov) or at 512-832-7060.

Official written comments will also be received and accepted.  
ONLINE: Comment at <http://Loop360Project.com/contact.htm>  
EMAIL: [info@Loop360Project.com](mailto:info@Loop360Project.com)  
MAIL: Loop 360 Project Team, 1608 W 6th St., Austin, TX 78703.  
PHONE: (512) 647-1064 and leave a voice message.

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



The **Loop 360 at Courtyard Drive/RM 2222 public hearing** will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public hearing, please contact **Crystal Wotipka, TxDOT Austin District**, at **512-832-7192** no later than 4 p.m. CT, **Oct. 1, 2020**. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.*

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AX-000593232-03



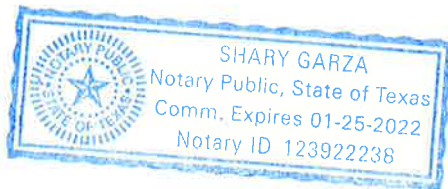
The within named person (Affiant/Rep for Pub), Freddie Buentello, who is a resident of Travis County, State of Texas, personally came and appeared before me, the undersigned Notary Public, and makes this his/her statement, testimony and General Affidavit under oath or affirmation, in good faith, and under penalty of perjury, of sincere belief and personal knowledge that the following matters, facts, and things set forth are true and correct, to the best of his/her knowledge:

The advertisement for HDR Engineering ran in the Austin American-Statesman (Name of Publication) in the Main section on September 15, 2020.

DATED this the 15<sup>th</sup> day of September, 2020.

\_\_\_\_\_  
(Signature of Affiant/Rep for Pub)

Sworn to and subscribed before me, this the 15<sup>th</sup> day of September, 2020.



[Signature]  
(Signature of Notary)



## LOOP 360 PROGRAM COURTYARD DRIVE/RM 2222 PUBLIC HEARING

Join us for a **virtual public hearing** to learn more about proposed improvements for the Loop 360 at Courtyard Drive and RM 2222 intersections.

Loop 360 has severe and increasing traffic congestion. The Loop 360 program will upgrade multiple intersections along the roadway, improving mobility and safety in the area.

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).
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Adding shared-use paths and sidewalks within the project limits.

**Tuesday  
Oct. 6, 2020  
10 a.m.**



Visit [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive" between Tuesday, Oct. 6, 2020, and Wednesday, Oct. 21, 2020, to access public hearing materials and give your feedback.

The public hearing will include a pre-recorded presentation with audio and visual components, display boards, exhibits and handouts.

To view the materials and comment in person, call 512-832-7192 to make an appointment.

Appointments will be available from 10 a.m. to 7 p.m. on Tuesday, Oct. 6, 2020.

For more information, visit [www.Loop360Project.com](http://www.Loop360Project.com) or contact TxDOT Public Information Officer Brad Wheelis at [Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov) or at 512-832-7060.

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ONLINE: Comment at <http://Loop360Project.com/contact.htm>  
EMAIL: [info@Loop360Project.com](mailto:info@Loop360Project.com)

MAIL: Loop 360 Project Team, 1608 W. 6th St. Austin, TX 78703



MAIL: Loop 360 Project Team, 1008 W 6th St., Austin, TX 78703.  
PHONE: (512) 647-1064 and leave a voice message.

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



The **Loop 360 at Courtyard Drive/RM 2222 public hearing** will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public hearing, please contact **Crystal Wotipka, TxDOT Austin District**, at **512-832-7192** no later than 4 p.m. CT, **Oct. 1, 2020**. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.*





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## PUBLIC NOTICE

Before the undersigned authority personally appeared Jason Gallanis, who on oath says that he/she is a Legal Advertising Agent of the Austin American-Statesman, a daily published newspaper that is generally circulated in Bastrop, Bell, Blanco, Burnet, Caldwell, Comal, Coryell, Fayette, Gillespie, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Travis, and Williamson Counties, and State of Texas, and that the attached advertisement was published in said newspaper, to wit: RIFELINE, first date of publication 09/15/2020, last date of publication 09/15/2020, published 1 time(s), and that the attached is a true copy of said advertisement.

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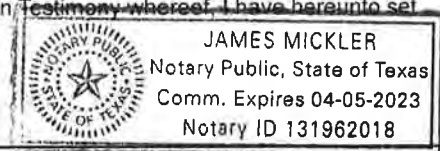
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Sworn or affirmed to, and subscribed before me, this 17th day of September, 2020 in ~~Testimony whereof, I have hereunto set~~  
my hand and affixed my official seal, the day and year aforesaid.

Signed



(Notary)



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**Notice**  
**Virtual Public Hearing with In-Person Option**  
**Loop 360 at Courtyard Drive/RM 2222**  
**From Lake Austin to North of RM 2222**  
**CSJ 0113-13-168**  
**Travis County, Texas**

The Texas Department of Transportation ("TxDOT") and the City of Austin are proposing to improve safety and mobility along Loop 360 at the intersections of Courtyard Drive and RM 2222 in Travis County, Texas. This notice advises the public that TxDOT will be conducting an online virtual public hearing on the proposed project with an in-person option. The virtual hearing will be held on Tuesday, Oct. 6, 2020, at 10 a.m. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: [Loop360Project.com](http://Loop360Project.com). Or, visit [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive."

The public hearing will include a pre-recorded presentation that explains the proposed improvements and provides additional information about the project. The presentation will include both audio and visual components. Additional materials, including a written transcript of the presentation, display boards, exhibits and supporting documents such as fact sheets, will also be available. Please note that the presentation will not be available on the website until the time and date listed above. Following the virtual public hearing, the presentation will remain available for viewing at the web address indicated above until Wednesday, Oct. 21, 2020, at 11:59 p.m. If you do not have internet access, you may call 512-832-7192 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

Additionally, TxDOT is providing an in-person option for individuals who would like to participate in-person instead of online. In-person attendees will be able to view the same presentation delivered in the online public hearing which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants from a socially distanced approach, and leave written comments. The in-person option will be held on Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m. at the TxDOT Austin District office, 7901 North I-35, Austin, TX 78753. Attendance at the in-person option will be by appointment only. Individuals wishing to attend the in-person option must call 512-832-7192 between the hours of 9 a.m. and 5 p.m., Monday through Friday, to make an appointment. In recognition of COVID-19, enhanced safety measures will be applied at the in-person option, including a requirement to wear a face mask, submit to a temperature check prior to entry, have an appointment, and follow social distancing practices. If anyone arrives without an appointment they may be asked to wait outside to ensure we maintain appropriate occupancy within the hearing room.

For both the virtual public hearing and in-person option, members of the public may call 512-647-1064 to provide verbal testimony immediately following the conclusion of the virtual public hearing presentation at 10 a.m. on Tuesday, Oct. 6, 2020, through 11:59 p.m. on Wednesday, Oct. 21, 2020. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments will be considered by TxDOT and included as part of the official record. Responses to verbally provided testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop

360 at Courtyard Drive."

The current roadway consists of two, 12-foot wide mainlanes with 10-foot wide outside shoulders in each direction, separated by a 48-foot wide grassy median. There is an at-grade intersection at Courtyard Drive with left-turn and right-turn lanes, and a traditional grade-separated intersection with entrance and exit ramps at RM 2222, and there are no bicycle lanes, shared-use paths or sidewalks along Loop 360 in the project area. The proposed 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), constructing a diverging diamond intersection (DDI) at RM 2222, and adding 10-foot-wide shared-use paths along both sides of Loop 360, and 6-foot-wide sidewalks along both sides of Courtyard Drive. All work would be conducted within the existing TxDOT right of way. The project is approximately 1 mile in length.

The proposed project would involve work within the Federal Emergency Management Agency (FEMA) designated 100-year floodplain of West Bull Creek. The hydraulic design for this project would be in accordance with current Federal Highway Administration (FHWA) and TxDOT design policies.

Environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive." These materials will also be available in hard copy form for review at the in-person option.

The virtual public hearing and in-person option will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact Crystal Wotipka, TxDOT Austin District, at 512-832-7192 no later than 4 p.m. CT, Oct. 1, 2020. Please be aware that advance notice is required as some services and accommodations may require time for the Texas Department of Transportation to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to the Loop 360 Project Team, 1608 W 6th St., Austin, TX 78703. Written comments may also be submitted by email to [info@Loop360Project.com](mailto:info@Loop360Project.com) or by using the comment form on the project website, located at <http://Loop360Project.com/contact.htm>. All written comments must be received on or before Oct. 21, 2020. Additionally, as stated above, members of the public may call 512-647-1064 and verbally provide testimony from 10 a.m. on Tuesday, Oct. 6, 2020, until 11:59 p.m. on Wednesday, Oct. 21, 2020. Responses to written comments received and public testimony provided will be available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords "Loop 360 at Courtyard Drive" once they have been prepared.

If you have any general questions or concerns regarding the proposed project or virtual hearing or in-person option, please contact Crystal Wotipka, at 512-832-7192 or [CWotipka@txdot.gov](mailto:CWotipka@txdot.gov).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

9/15/20  
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## LOOP 360 PROGRAM

STAY IN THE LOOP

SEPTEMBER 2020 - E-NEWSLETTER

### TxDOT SEEKS PUBLIC INPUT ON CHANGES TO THE LOOP 360 AT COURTYARD DRIVE/RM 2222 INTERSECTIONS

On Oct. 6, TxDOT will host a **virtual public hearing** for the Loop 360 at Courtyard Drive/RM 2222 project. The Loop 360 Program proposes to add bridges at several intersections along the corridor to improve mobility and safety in the area.

The proposed 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).
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Adding shared-use paths and sidewalks within the project limits to improve bicycle and pedestrian accommodations.



Loop 360 at Courtyard Drive/RM 2222 project map

Beginning at 10 a.m. on Oct 6, 2020, TxDOT, with support from the City of Austin, will conduct a **virtual public hearing** for the proposed project on [Loop360Project.com](http://Loop360Project.com). The public hearing will include a pre-recorded video presentation that explains the proposed improvements as well as other project materials.

An **in-person option** will be available by appointment only on **Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m.** at the TxDOT Austin District office, 7901 North I-35, Austin, TX 78753. Individuals wishing to utilize the in-person option may call 512-832-7192 between the hours of 9 a.m. and 5 p.m. Monday through Friday to make an appointment. In recognition of COVID-19, enhanced safety measures will be in place, including a requirement to wear a face mask and follow social distancing practices.

The public will be invited to provide input on the proposed project. Comments may be submitted using any of the following methods:

- Online using the comment form on the program website.
- 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 78703.

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

Members of the public may also call project staff at 512-832-7192 during regular office hours or email [Cwotip-c@TxDOT.gov](mailto:Cwotip-c@TxDOT.gov) to ask questions about the project or access project materials. The public is welcome to ask questions about the project at any time during the project development process.





**Loop360Project**

@Loop360Project

Social Media Posts

000

Join us! TxDOT is hosting an online public hearing for the [#Loop360](#) at Courtyard Drive/RM 2222 project on Tuesday, Oct. 6 at 10 a.m. Check out [Loop360Project.com](#) or [TxDOT.gov](#) and search keywords "Loop 360 at Courtyard Drive" for more information.

11:01 AM · Sep 22, 2020 · Hootsuite Inc.

1 Retweet 2 Likes



**Loop360Project**

@Loop360Project

ooo

Haven't gotten the chance to visit the [#Loop360](#) at Courtyard Drive/RM 2222 virtual public hearing? It's not too late! Visit [Loop360Project.com](https://Loop360Project.com) between now and Oct. 21 to view hearing materials and provide your input.

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**Loop360Project**

@Loop360Project

000

Interested in viewing materials for the [#Loop360](#) at Courtyard Drive/RM 2222 project public hearing in person? We've got you covered! TxDOT will host an in-person option on Oct. 6, 2020. Call 512-832-7192 to schedule an appointment and find out more information.

3:01 PM · Sep 29, 2020 · Hootsuite Inc.



**Loop360Project**

@Loop360Project

...

Reminder: The virtual public hearing for the [#Loop360](#) at Courtyard Drive/RM 2222 project starts today at 10 a.m. Visit [Loop360Project.com](https://Loop360Project.com) for more information. Hope you can join us!

9:02 AM · Oct 6, 2020 · Hootsuite Inc.

**3** Retweets



**Loop360Project**

@Loop360Project



REMINDER: Today is the final day to submit comments for the [#Loop360](#) at Courtyard Drive/RM 2222 public hearing! View materials and comment here: [loop360project.com/CYRM2222virtua...](https://loop360project.com/CYRM2222virtua...)

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---

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## NEWS RELEASE

### AUSTIN DISTRICT

Brad Wheelis  
O: (512) 832-7060  
C: (512) 815-7239  
[Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov)

### TxDOT SEEKS INPUT ON LOOP 360 AT COURTYARD DRIVE/RM 2222 PROJECT

*New underpass and innovative intersection planned*

 [Share This](#)

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Oct. 2, 2020

**AUSTIN** — The Texas Department of Transportation, with support from the City of Austin, will host a virtual public hearing on Oct. 6, 2020, to gather input on the Loop 360 at Courtyard Drive/RM 2222 project. The project is part of the Loop 360 Program, which aims to improve safety and mobility along Loop 360.

Proposed improvements include:

- Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass.
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Improving bicycle and pedestrian accommodations.

The virtual public hearing will launch on [Loop360Project.com](http://Loop360Project.com) beginning at 10 a.m. on Tuesday, Oct. 6, 2020. The hearing will include a pre-recorded video presentation explaining the proposed improvements. Additional project-related materials will also be available.

An in-person option will be available *by appointment only* on Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m. at the TxDOT Austin District office, 7901 North I-35, Austin, TX 78753. Individuals wishing to attend the in-person option may call 512-832-7192 to make an appointment. In recognition of COVID-19, enhanced safety measures will be in place, including a requirement to wear a face mask and follow social distancing practices.

Members of the public may also call 512-832-7192 during regular office hours or email [CWotip-c@txdot.gov](mailto:CWotip-c@txdot.gov) to ask questions about the project or access project materials.

The public may submit comments on the recommended improvements using any of the following methods:

- Online: [Loop360Project.com](http://Loop360Project.com)
- Email: [info@Loop360Project.com](mailto:info@Loop360Project.com)
- Phone: 512-647-1064 (leave voice message)
- Mail: Loop 360 Project Team, 1608 W. 6<sup>th</sup> St., Austin, TX 78703

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

For media inquiries, contact [Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov) or call 512-832-7060.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, maritime, rail and public transportation across the state.

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## NEWS RELEASE

### AUSTIN DISTRICT

Brad Wheelis  
O: (512) 832-7060  
C: (512) 815-7239  
[Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov)

### TxDOT SEEKS INPUT ON LOOP 360 AT COURTYARD DRIVE/RM 2222 PROJECT

*New underpass and innovative intersection planned*

 [Share This](#)

 [Tweet This](#)

Oct. 6, 2020

**AUSTIN** — The Texas Department of Transportation, with support from the City of Austin, will host a virtual public hearing this morning to gather input on the Loop 360 at Courtyard Drive/RM 2222 project. The project is part of the Loop 360 Program, which aims to improve safety and mobility along Loop 360.

Proposed improvements include:

- Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass.
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Improving bicycle and pedestrian accommodations.

The virtual public hearing will launch on [Loop360Project.com](http://Loop360Project.com) beginning at 10 a.m. The hearing will include a pre-recorded video presentation explaining the proposed improvements. Additional project-related materials will also be available.

Members of the public may also call 512-832-7192 during regular office hours or email [CWotip-c@txdot.gov](mailto:CWotip-c@txdot.gov) to ask questions about the project or access project materials.

The public may submit comments on the recommended improvements using any of the following methods:

- Online: [Loop360Project.com](http://Loop360Project.com)
- Email: [info@Loop360Project.com](mailto:info@Loop360Project.com)
- Phone: 512-647-1064 (leave voice message)
- Mail: Loop 360 Project Team, 1608 W. 6<sup>th</sup> St., Austin, TX 78703

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

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## **Appendix D: Sign-In Sheets**





# LOOP 360 PROGRAM



Name: Brian Perdue

Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

## **Appendix E: Transcript**

# Loop 360 at Courtyard Drive/RM 2222 Virtual Public Hearing Presentation Transcript

## Slide 1 – Welcome



Welcome to the virtual public hearing for the Loop 360 at Courtyard Drive/RM 2222 project presented by the Texas Department of Transportation, Austin District. We appreciate your interest in this project and welcome each of you.

Please note that this presentation can be paused at any point to allow you more time to review the slides.

## Slide 2 – Virtual Public Hearing in Response to Public Health

**Virtual public hearing in response to public health**

TxDOT changed the in-person public hearing to a virtual format in response to the COVID-19 outbreak.

The virtual public hearing and TxDOT website will provide the same information as an in-person hearing.

**SHARE FACTS ABOUT COVID-19**

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

**FACT 1** Diseases can make anyone sick regardless of their race or ethnicity.

Fear and anxiety about COVID-19 can cause people to avoid or reject others even though they are not at risk for spreading the virus.

**FACT 2** For most people, the immediate risk of becoming seriously ill from the virus that causes COVID-19 is thought to be low.

Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more serious complications from COVID-19.

**FACT 3** Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.

**FACT 4** There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing, going to the bathroom, and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

**FACT 5** You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you:

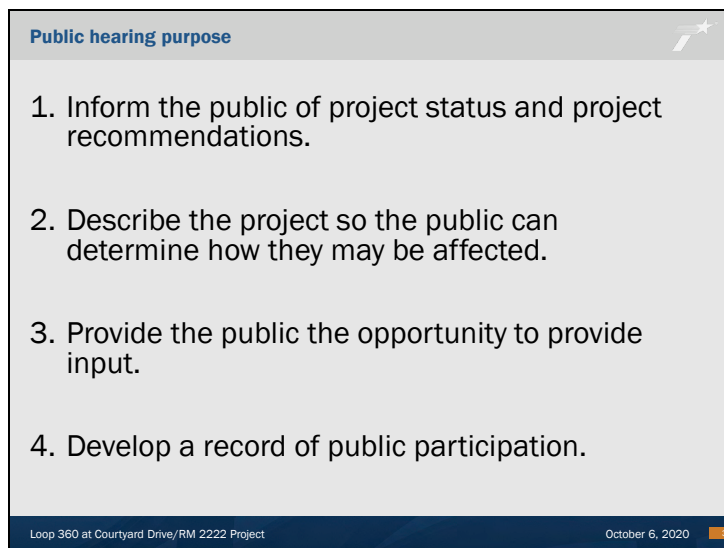
- Develop symptoms AND
- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

[cdc.gov/COVID-19](https://www.cdc.gov/COVID-19)

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public hearing to minimize in-person contact.

The presentation will cover the same information the Austin District would have shared at an in-person public hearing. However, the comment process will be different. Details on how to submit a comment and have your questions addressed will be covered later on in this presentation. All project information can be found on the TxDOT website.

### **Slide 3 – Public Hearing Purpose**

A presentation slide titled "Public hearing purpose" with a list of four numbered points. The slide has a light gray background and a dark blue footer. The footer contains the text "Loop 360 at Courtyard Drive/RM 2222 Project" on the left, "October 6, 2020" in the center, and a small orange square with the number "3" on the right.

**Public hearing purpose**

1. Inform the public of project status and project recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.

Loop 360 at Courtyard Drive/RM 2222 Project      October 6, 2020      3

This virtual hearing has been convened by TxDOT and is being held to receive and consider comments from the public regarding the Loop 360 at Courtyard Drive/RM 2222 project.

Many of you may have attended previous public hearings conducted by TxDOT. However, for the benefit of those of you who have never attended one, I would like to explain how and why the department conducts a public hearing.

A public hearing has four essential purposes:

- Inform the public of the status of planning on the project and present the recommendations based on studies performed to date.
- Describe the project so those attending can determine the project's potential to affect their lives and property.
- Provide the public an opportunity to see information and express their views at a stage in the planning process when flexibility to respond to comments still exists and before location and design decisions are finalized.
- And finally, develop a record of public views and participation to accompany recommendations for subsequent decisions.





This virtual public hearing is being held in compliance with both federal and state laws. For the official record, a transcript of this hearing will be made.

#### Slide 4 – How to Submit Public Comments

### How to submit public comments

## We Request Your Feedback

Please submit your comments regarding the information presented in this Virtual Public Hearing by using any of the methods below between **Tuesday, Oct. 6, 2020, and Wednesday, Oct. 21, 2020.**

			
<b>Leave a Voicemail</b>	<b>Email Us</b>	<b>Mail in Comments</b>	<b>Comment Online</b>
(512) 647-1064	<a href="mailto:info@Loop360Project.com">info@Loop360Project.com</a>	Loop 360 Project Team 1608 W 6 <sup>th</sup> St. Austin, TX 78703	Click on the comment form link on <a href="http://Loop360Project.com">Loop360Project.com</a>

For general questions about the presentation or the project, please contact Crystal Wotipka at [cwotip-c@TxDOT.gov](mailto:cwotip-c@TxDOT.gov) or 512-832-7192. The public may email at any time in the project development process to ask questions about the project.

Loop 360 at Courtyard Drive/RM 2222 Project

October 6, 2020 4

Following this hearing, TxDOT will proceed with preparation of the final design and complete the environmental process. Your statements and comments will be given full consideration in the preparation of the final recommendation and design for the Loop 360 at Courtyard Drive/RM 2222 project.

Comments will be accepted in a number of ways. Verbal comments can be provided by leaving a message via voicemail at (512) 647-1064. Written comments can be emailed to the project team at [info@Loop360Project.com](mailto:info@Loop360Project.com) or mailed to the Loop 360 Project Team at 1608 W 6<sup>th</sup>. St., Austin, TX 78703. Comments will also be accepted using an online comment form available on the program website, [www.Loop360Project.com](http://www.Loop360Project.com).

Comments must be received or postmarked by Wednesday, October 21, 2020, to be part of the official public hearing record. However, the public may email project staff at any time in the project development process to ask questions about the project.

## Slide 5– Viewing Design Schematic and Environmental Documentation

**Viewing design, schematic and environmental documentation**

- Websites:
  - Loop360Project.com
    - Program website with direct link to the posted materials.
  - TxDOT.gov
    - Search keywords “Loop 360 at Courtyard Drive”
- The information presented on these websites is the same information being presented in this video.

Loop 360 at Courtyard Drive/RM 2222 ProjectOctober 6, 2020

The next slides will cover the design aspects of the Loop 360 at Courtyard Drive/RM 2222 Project. The design schematic and environmental documentation for the project may be viewed online at [www.Loop360Project.com](http://www.Loop360Project.com) or at [www.txdot.gov](http://www.txdot.gov) by searching keywords “Loop 360 at Courtyard Drive.” The information on these websites is the same information being presented in this video.

## Slide 6 – Project Location, Need and Purpose

**Project location, need and purpose**

- Project Limits:
  - Lake Austin to north of RM 2222.
  - Project length – 1 mile.
- Project Need:
  - Congestion, reduced mobility and safety issues.
- Project Purpose:
  - Improve safety.
  - Improve mobility.



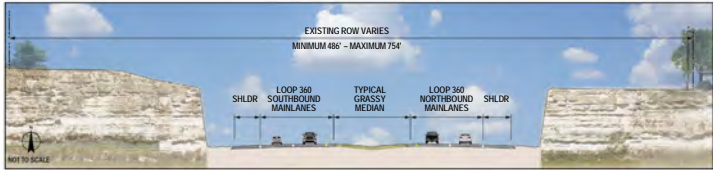
Loop 360 at Courtyard Drive/RM 2222 ProjectOctober 6, 2020

The proposed Loop 360 at Courtyard Drive/RM 2222 project extends approximately 1 mile from Lake Austin to north of RM 2222 within the City of Austin in Travis County, Texas. The project is needed because increased traffic congestion at Courtyard Drive, RM 2222 and elsewhere along Loop 360 has resulted in a lack of mobility and increased safety concerns.

The purpose of the project is to improve mobility and safety at the Loop 360 intersections of Courtyard Drive and RM 2222.

## Slide 7 – Existing Roadway

**Existing roadway**



- Existing Roadway
  - Two, 12-foot wide mainlanes with 10-foot wide outside shoulders in each direction, separated by a 48-foot wide grassy median.
  - At-grade intersection at Courtyard Drive with left-turn and right-turn lanes.
  - Traditional grade-separated intersection with entrance and exit ramps at RM 2222.
  - No bike lanes, shared-use paths or sidewalks.

Loop 360 at Courtyard Drive/RM 2222 ProjectOctober 6, 2020

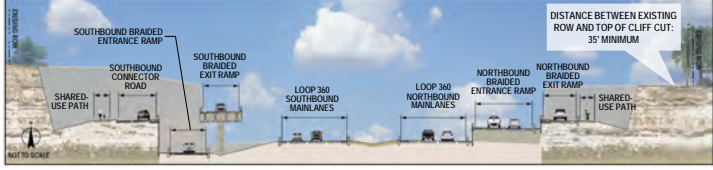
The existing Loop 360 corridor is a four-lane roadway, consisting of two 12-foot mainlanes and a 10-foot wide outside shoulder in each direction, separated by a 48-foot wide grassy median.

There is a signalized, at-grade intersection at Courtyard Drive with left and right-turn lanes, and a traditional grade-separated intersection with entrance and exit ramps at RM 2222.

There are no bicycle lanes, shared-use paths or sidewalks along the project corridor.

## Slide 8 – Proposed Roadway

**Proposed roadway**



- Proposed improvements
  - Replace the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street).
  - Construct a diverging diamond intersection (DDI) at RM 2222.
  - Add 10-foot wide shared-use path along both sides of Loop 360, a 10-foot wide shared-use path on the north side of the Courtyard Drive bridge over Loop 360, and 6-foot wide sidewalks along both sides of Courtyard Drive east and west of the bridge, within the project limits.
- Construction details, including construction phasing and cliff removal methodology, will be determined as the project progresses into detailed design.

Loop 360 at Courtyard Drive/RM 2222 Project

October 6, 2020

The project would remove the traffic signal from the Loop 360 mainlanes at Courtyard Drive and construct an underpass, where the Loop 360 mainlanes go under the cross street.

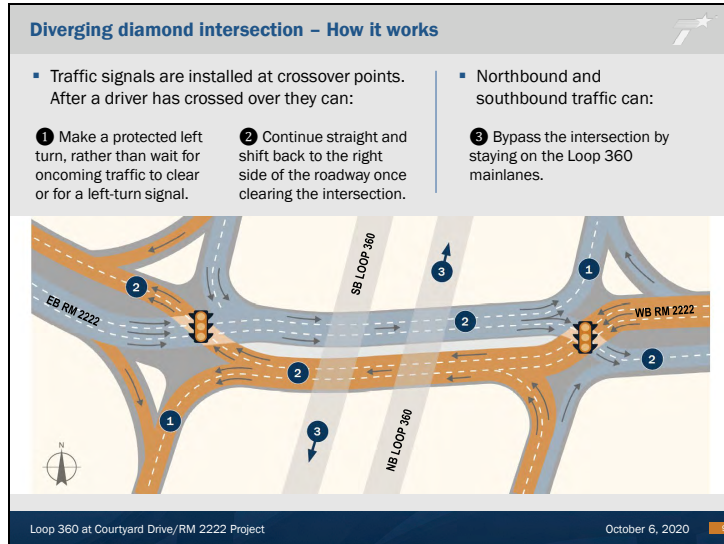
The project would also construct a Diverging Diamond Intersection, or DDI, at RM 2222.

Bicycle and pedestrian accommodations would be provided by a 10-foot wide shared-use path along both sides of Loop 360, a 10-foot wide shared-use path on the north side of the Courtyard Drive bridge over Loop 360, and a 6-foot wide sidewalk along both sides of Courtyard Drive east and west of the bridge, within the project limits.

Construction details, including construction phasing and cliff removal methodology, are not known at this time and will be determined as the project progresses into detailed design.



## Slide 9 – Diverging Diamond Intersection-How It Works



Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic.

DDIs allow vehicles to travel more efficiently 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.

The graphic on your screen explains how a DDI 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.

## Slide 10 – Diverging Diamond Intersection-Benefits

**Diverging diamond intersection – Benefits**

- 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.

Visit [Loop360Project.com/divergingdiamond.htm](http://Loop360Project.com/divergingdiamond.htm) to learn more about a DDI and view an informational video.

Loop 360 at Courtyard Drive/RM 2222 Project

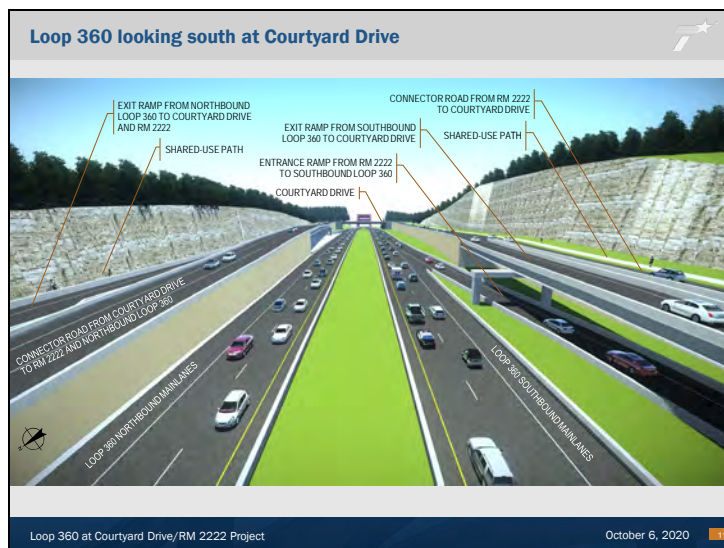
October 6, 2020

10

A diverging diamond intersection has several benefits. A DDI 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 and allows for better sight distance at turns.

Visit [www.Loop360Project.com/divergingdiamond.htm](http://www.Loop360Project.com/divergingdiamond.htm) to learn more about a DDI and view an informational video.

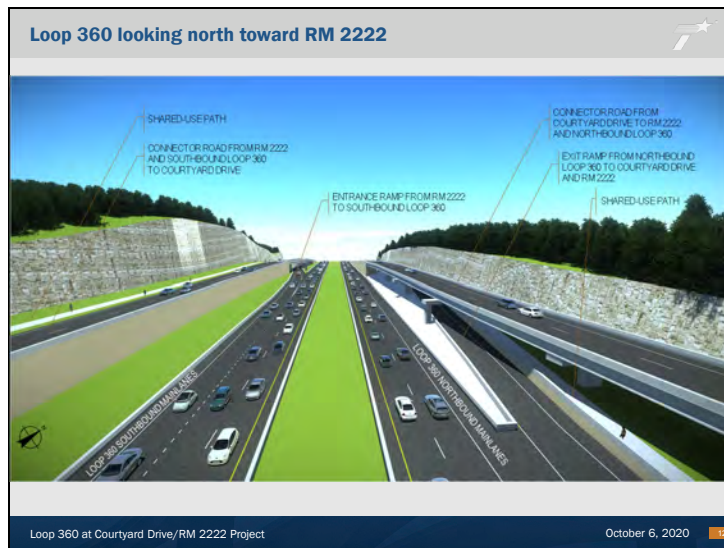
## Slide 11 – Loop 360 Looking South at Courtyard Drive



This is an artistic rendering of how the area will look when the project is complete. This viewpoint faces toward the south, looking at Courtyard Drive. You can see the Pennybacker

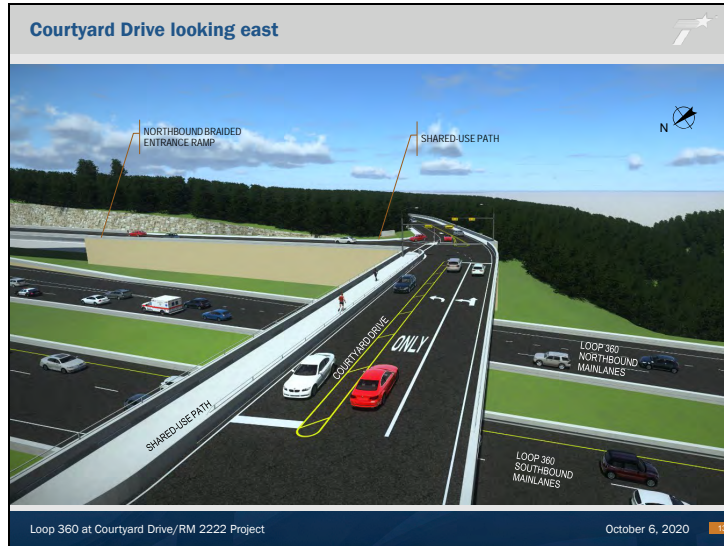
Bridge in the background. The Loop 360 mainlanes will be free-flowing, and the braided entrance and exit ramps and connector roads on either side of the roadway will provide local connectivity. You can see bicyclists and pedestrians using the 10-foot shared-use path planned for both sides of Loop 360.

## Slide 12 – Loop 360 Looking North toward RM 2222



This is a rendering facing in the opposite direction. This viewpoint faces north, looking toward the RM 2222 intersection. You can see the connector roads on either side of the roadway, and this rendering also shows some of the braided entrance and exit ramps planned for the project as well as the shared-use path on both sides of Loop 360. The remaining ramps, and the RM 2222 intersection itself, are outside of the view in this drawing.

### Slide 13 – Courtyard Drive Looking East



This rendering shows Courtyard Drive looking east. You can see the Loop 360 mainlanes running in either direction underneath the cross street. You will also notice the shared-use path that goes across the north side of the Courtyard Drive bridge, as well as the beginning of the new northbound braided entrance ramp.

### Slide 14 – Utility Adjustments

**Utility adjustments**

- Underground and overhead utilities:
  - Known existing utilities have been identified and mapped.
  - Conflicting utilities will need to be adjusted or relocated prior to roadway construction.

Loop 360 at Courtyard Drive/RM 2222 Project      October 6, 2020      14

The known utilities have been identified and mapped. Conflicting utilities within the corridor that require relocating would be adjusted prior to roadway construction to accommodate the proposed improvements.

## Slide 15 – Projected Cost and Schedule

**Projected schedule and cost**

**Construction Start Date**  
Summer 2023\*  
\*Contingent on construction funding.

**Construction Duration**  
Approximately 2 to 3 years.

**Estimated Total Project Cost**  
Approximately \$42 million.  
\$11 million from the City of Austin 2016 Mobility Bond.  
Remaining funds from TxDOT.

Loop 360 at Courtyard Drive/RM 2222 Project      October 6, 2020      15

The proposed project is anticipated to begin construction in the Summer of 2023, contingent on construction funding, and would take approximately 2 to 3 years to construct. The estimated total cost for the project is approximately \$42 million.

This concludes the project information and design portion of the presentation. The next few slides will provide an overview of the environmental evaluation for the proposed Loop 360 at Courtyard Drive/RM 2222 project.

## Slide 16 – Review and Approval of Environmental Document

**Review and approval of environmental document**

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.*

Loop 360 at Courtyard Drive/RM 2222 Project      October 6, 2020      16

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA;

however, on December 16, 2014 the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding was renewed on December 9, 2019. The review and approval process applies to this project.

Environmental studies have been performed for the proposed Loop 360 at Courtyard Drive/RM 2222 project to support environmental clearance in accordance with NEPA. The environmental analyses are necessary to identify, avoid, and minimize effects to the human and natural environments.

Notices for this public hearing were advertised in the Austin-American Statesman and on the TxDOT.gov website under “Public Meetings and Hearings.” The TxDOT Public Information Office also prepared a news media release to advertise the public hearing. The environmental technical reports are available on the project website.

### Slide 17 – Environmental Review - Impacts Addressed

**Environmental review – Impacts addressed**

- Right of Way/Displacements
- Traffic Noise
- Community/Socioeconomic
- Air Quality
- Visual/Aesthetics
- Archeological Resources
- Historic Resources
- Water Resources
- Wetlands/Waters of the U.S.
- Biological Resources
- Hazardous Materials
- Indirect and Cumulative Effects
- Section 4(f) Resources
  - Publicly owned parks, recreation areas, wildlife/waterfowl refuges, and historic properties

Loop 360 at Courtyard Drive/RM 2222 Project      October 6, 2020      17

The technical documentation for this project addressed the potential environmental impacts identified during the design phase of the proposed project. These areas of potential impacts included natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. The environmental reports were approved by TxDOT and have been coordinated with other public agencies.

This slide shows a list of all topics that were considered during the environmental phase of the project. The following slides include a summary of the more notable findings.

## Slide 18 – Environmental Review - Traffic Noise

Environmental review – Traffic noise

- Traffic noise analysis completed according to TxDOT and FHWA guidelines.
- Analysis showed traffic noise impacts to multiple receivers.
- Mitigation was analyzed for the impacted receivers.
- Noise barriers determined to not be feasible and reasonable for the impacted receivers.

Loop 360 at Courtyard Drive/RM 2222 Project

October 6, 202018

A traffic noise analysis was performed in accordance with TxDOT's (and FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). Based on the analysis, multiple receivers are expected to be impacted by noise. Noise abatement options were considered for these receivers in accordance with TxDOT and FHWA criteria. It was determined that noise barriers would not be feasible and reasonable for the impacted noise receivers.

## Slide 19 – Environmental Review - Water Resources

Environmental review – Water resources

- Floodplains
  - Portions of project within FEMA 100-year flood hazard areas associated with West Bull Creek.
  - Project would not violate applicable floodplain regulations or ordinances.
- Waters of the U.S., including Wetlands
  - West Bull Creek and a tributary to Lake Austin were evaluated.
  - No impacts to these waters of the U.S. would occur, so no USACE permit or compensatory mitigation would be required.
  - Best Management Practices (BMPs) would be used to minimize any potential impacts to water quality. BMPs could include temporary vegetation, silt fences or other appropriate methods for erosion and sedimentation control during construction.

Loop 360 at Courtyard Drive/RM 2222 Project

October 6, 202019

Floodplains:

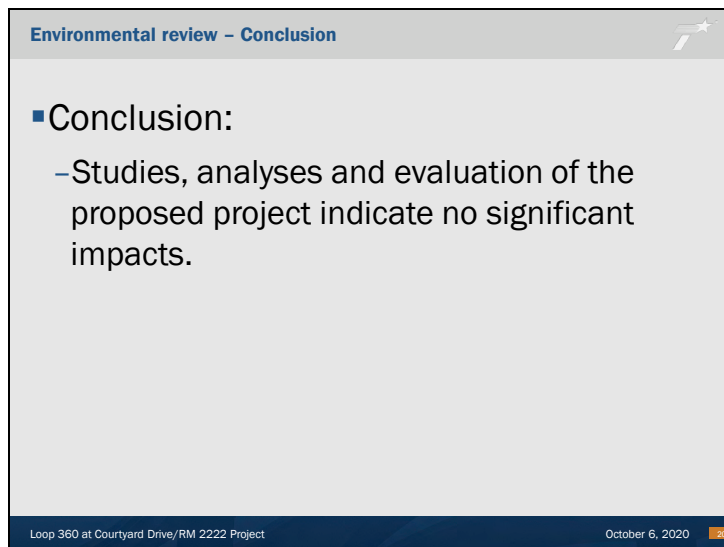
Portions of the project corridor are situated within FEMA designated 100-year flood hazard areas. These flood hazard areas are associated with West Bull Creek. The hydraulic design for this project would be in accordance with current TxDOT policies.

#### Waters of the U.S., including Wetlands:

Two waters of the U.S., West Bull Creek and a tributary to Lake Austin, were identified in the project area. Based on the current design, the proposed project would not result in impacts to these waters of the U.S.; therefore, a permit from the U.S. Army Corps of Engineers and compensatory mitigation would not be required.

Best Management Practices (BMPs) would be used to minimize any potential impacts to water quality. BMPs could include temporary vegetation, silt fences, or other appropriate methods for erosion and sedimentation control during construction.

### Slide 20 – Environmental Review - Conclusion

A presentation slide titled "Environmental review – Conclusion" with a star icon in the top right corner. The slide content includes a bullet point "■ Conclusion:" followed by a sub-bullet "– Studies, analyses and evaluation of the proposed project indicate no significant impacts." The slide has a dark blue footer with the text "Loop 360 at Courtyard Drive/RM 2222 Project" on the left, "October 6, 2020" in the center, and a small orange square with the number "20" on the right.

Environmental review – Conclusion

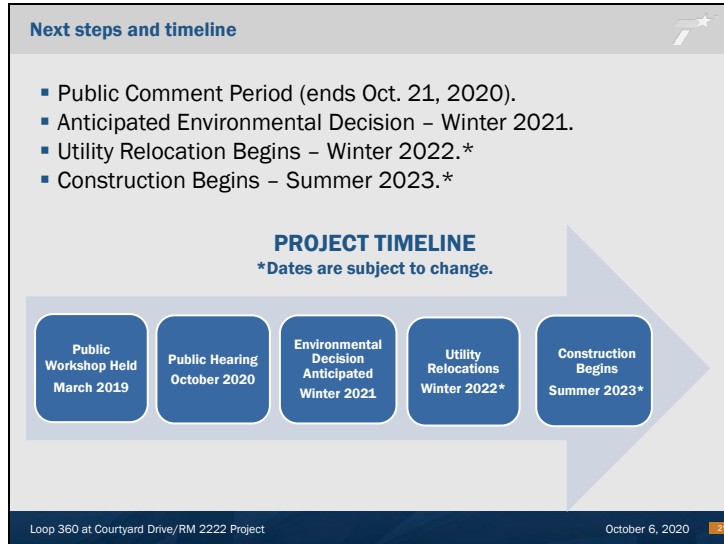
- Conclusion:
  - Studies, analyses and evaluation of the proposed project indicate no significant impacts.

Loop 360 at Courtyard Drive/RM 2222 Project      October 6, 2020      20

In conclusion, the studies, analyses and evaluations performed indicate the proposed project would cause no significant environmental impacts.



## Slide 21 – Next Steps and Timeline



Following this hearing, documentation of this public hearing will be reviewed by TxDOT for the final environmental decision and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, the final environmental decision is expected in the Winter of 2021.

As mentioned earlier, construction of the project is expected to begin in the Summer of 2023. The project is anticipated to take two to three years to construct.

This concludes the environmental evaluation portion of the presentation.

## Slide 22 – How to Submit Public Comments

**How to submit public comments**

**We Request Your Feedback**

Please submit your comments regarding the information presented in this Virtual Public Hearing by using any of the methods below between **Tuesday, Oct. 6, 2020, and Wednesday, Oct. 21, 2020.**

Leave a Voicemail	Email Us	Mail in Comments	Comment Online
(512) 647-1064	<a href="mailto:info@Loop360Project.com">info@Loop360Project.com</a>	Loop 360 Project Team 1608 W 6 <sup>th</sup> St. Austin, TX 78703	Click on the comment form link on <a href="http://Loop360Project.com">Loop360Project.com</a>

**Loop360Project.com**  
**Click on “Projects” and select “Courtyard Drive/RM 2222”**

Loop 360 at Courtyard Drive/RM 2222 Project

October 6, 2020

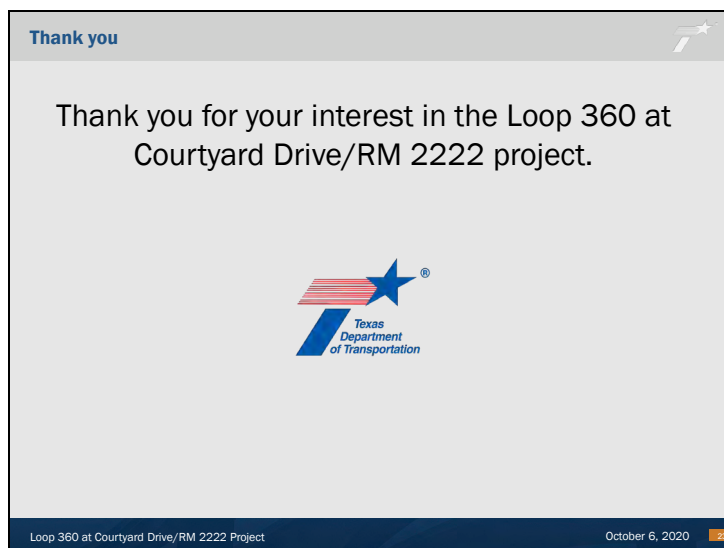
22

All comments and questions will be fully considered and responded to in the project record and made part of the Public Hearing Summary Report. This document will then be made available for public review at [www.loop360project.com](http://www.loop360project.com) - click on projects and select Courtyard Drive/RM 2222.

As a reminder, there are several methods available for you to leave a public comment. All forms of comments must be received or postmarked on or before Wednesday, October 21, 2020 to be included in the public hearing summary. Verbal comments can be provided by leaving a message via voicemail at (512) 647-1064. Please include your name, and if applicable, the organization with whom you are affiliated. Written comments can be emailed to the project team at [info@Loop360Project.com](mailto:info@Loop360Project.com) or mailed to the Loop 360 Project Team at 1608 W 6<sup>th</sup>. St., Austin, TX, 78703. The email address and mailing address are listed on the screen. You may also leave a comment by clicking the link on the project website, [Loop360Project.com](http://Loop360Project.com).

To learn more about the project, visit the project page on the Loop 360 website. The URL is listed on the screen.

### **Slide 23 – “Thank You” / Hearing is now Adjourned**



We sincerely appreciate your interest in the Loop 360 at Courtyard Drive/RM 2222 project. Your questions, comments and concerns will receive careful consideration.

Thank you very much. This concludes the presentation and the hearing is now adjourned.

## **Appendix F: Comments Received**

Comment	Full Name	I am employed with TxDOT	I could benefit monetarily from the project	I do business with TxDOT	Date
<p>Good presentation!</p> <p>Residents in the Courtyard area (east of 360) are concerned about the noise from this project. However, I'm particularly worried about what will happen when you cut more deeply into the limestone cliffs. We already have rock slides after heavy rain with boulders falling into traffic. Please think about potential erosion issues as you move forward. They could get much worse, not to mention weakening the foundations of the homes closest to 360. Could you eliminate the bike path on the east side of 360?</p>	Biggerstaff, Charlotte	false	false	false	10/6/2020
<p>Please send me information on what your plans are and any alternatives being considered.</p>	Bondy, Karen	false	false	false	10/7/2020
<p>Building a diverging diamond at RM 2222 makes sense, and removing the light at Courtyard Dr. is also needed. However, this project is complete overkill and is absurd.</p> <p>The volume of traffic accessing Courtyard Dr in no way warrants braided entrance and exit ramps that literally require demolishing cliffsides.</p> <p>Each side of courtyard drive has existing access routes that should be improved rather than building this expensive, wasteful monstrosity.</p>	Bray	false	false	false	10/18/2020
<p>We need protected bike lanes for cyclists on 360. It is already beloved by cyclists as evidenced by the number of riders you see out there every weekend, but with the speed of the traffic whizzing by, it is frightening at times. Please take this already great spot and make it perfect by adding in bike lanes. There is enough room for both car and bike to ride. Thank you!</p>	Breshears, Justin	false	false	false	10/7/2020
<p>Please include protected bike lanes.</p>	Cody, Becca	false	false	false	10/7/2020

My wife and I are in support of these improvements - well thought out, badly needed traffic flow improvements, good context sensitive approach. We need these now!	Dailey, Jeffrey	false	false	false	10/5/2020
One of my main concerns for this project is the deterioration of the cliffs on each side of the bridge. Each day I go over the bridge, I see the walls of the cliffs change dramatically. So, if the cliffs on each side of the bridge are falling, then what is happening underneath the bridge??? The lookout over 360 should be closed. I believe the 360 NB/SB traffic lights should remain green during peak travel times to keep traffic moving. Add digital signs notifying drivers ahead of time when an accident occurs.	Dillard, Norma Jean	false	false	false	10/6/2020
Please, please install protected bike lanes! 360 is a beautiful ride but the vehicles make it terrifying, particularly when they are exiting and entering at speed and not looking for cyclists.	Endres, Elizabeth	false	false	false	10/7/2020
I am requesting safe and protected bike lanes for myself, my family, and other cyclists. Not only that, it is safe for vehicles (driver(s) and folks) as well. Thank you!	Fernández, Rogelio	false	false	false	10/12/2020
The Courtyard Drive/RM 2222 project does not seem to provide a way for pedestrians to navigate the intersection. Was pedestrian access considered in the design?	Forster, Rachel	false	false	false	10/7/2020
Hello,  I have several questions which I will send via email.  Thank you.	Gilliland, Amanda	false	false	true	10/18/2020
Please provide safe bike lines, including during construction. Thank you!	Gladish, Aaron	false	false	false	10/8/2020
We need to keep this for cyclists and pedestrians. Thank you!	Gregory, Chris	false	false	false	10/18/2020
Overall, the public hearing video was well presented, and all information outlined and set expectations clearly for the project. Additionally, I am in support of the DDI at 2222 and 360.  Though I appreciate and understand the need for expanding mobility and access at both of these intersections, I am	H, Emily	false	false	false	10/21/2020

concerned about the usability of the shared-use path near Courtyard Drive. The increase in lanes and carving of the natural landscape creates a more hostile environment, better sized for vehicles than cyclists/pedestrians. I hope that accommodations can be made to create a more comfortable active transportation experience by, at least, providing long-term shade in the form of trees.					
I am a cyclist and frequently cycle on 360, as do many other Austin cyclists. I'd like to kindly request the consideration of safe and protected bike lanes. Thank you for the consideration for the Austin cycling community to have a safe place to ride!	Hanney, Carmen	false	false	false	10/7/2020
Hi.  Can you please advise if any better bike lanes have been considered?  Thank you	Harrington, Paul	false	false	false	10/12/2020
We completely support the building of overpasses and underpasses found within the project. Also support the "michigan lanes?" that are found up near Palmer Lane/Cedar Park and Round Rock/University.  We need immediate relief now. I have lived here for 30 years. We need help now.  Thank you for your work on this project.	Heydrick, Kenneth	false	false	false	10/20/2020
I'm an excessive 360/2222 driver in all directions at random hours of the day so I get a good mix during peak-mild hours of operation. We see nothing wrong with the flow and safety. I imagine more volume is coming however it rarely bottlenecks. Save our money on that scope.  We agree to create better flow throughout the loop and preventative measures to create excessive backups on account of the traffic lights such as Courtyard Dr.  We do agree with better marked lanes for pedestrians and	Hocevar	false	false	true	10/14/2020

cyclists. There are many liberties drivers on 360 take and are not mindful of the lanes.					
Notice a lot of cyclist on 360. Please consider their needs as you work on a design.	Holmes, Jason	false	false	false	10/9/2020
360 has long been a popular place for cyclists. The wide shoulders and limited exits and entrances have made it relatively safe .  Please keep this in consideration when making the much needed construction on 360.	Kuglen, Craig	false	false	false	10/7/2020
360 could really benefit from clearly delimited bike lines as it is heavily used by bike riders.	Martinez, JP	false	false	false	10/12/2020
I'd like to know how our common (to four homes) driveway at 5408 Courtyard Drive will be affected. I haven't found anything to address the issue.	Mustian, Debbie	false	false	false	10/7/2020
I frequently ride 360 on my bicycle, so PLEASE keep riders in mind when redesigning. I am not alone as I see hundreds of riders out on the weekends doing the same (and probably a lot during the week when I don't ride). This route is very important to us riders and it would be amazing if, in the redesign, you could actually improve our safety along with improving traffic flow.	Norris, Larry	false	false	false	10/7/2020
This project fails to address our city and surrounding region's primary problems: affordability (due to low housing supply where demand is, and a dependence on sprawl), diversified mobility (an over dependence on cars as a transport mode, due to a dependence on sprawl), and environmental sustainability (consolidating growth to dense transportation corridors, limiting sprawl, especially in sensitive areas like West Austin). This project should simply not happen. It does nothing to move the needle on issues that matter most - which is another way of saying, "there's no sustainable way to scale up population/streamline transportation through steep hills, and any spending on this is a waste of time and money."	Nunnery, Brian	false	true	false	10/13/2020
10 feet shared use path along either side is an improvement, but not nearly enough. Loop 360 is used by groups of bikers, and this spot has heavy foot traffic for hikers to view	Opp, Kevin	false	false	false	10/12/2020

Pennybacker. Can you seriously not take an additional foot or two from the feeder roads where people should be driving slow anyways? Let's do it right the first time.					
<p>I'm never really surprised at TxDOT's lack of imagination, but this is an incredibly disappointing plan from y'all. Everything that people love about the hill country this project is opposed to. More habitat destruction, more freeway widening for suburbanites to commute even longer distances and facilitate sprawl, incredible amounts of money spent on people who choose to live 20, 30 miles away from the city. More frontage roads to replace the local access that a massive freeway will destroy (you know some states, like CA, know how to build freeways with local exits and not frontage roads, right? The freeways are half as wide) It's time we use some imagination and not continue to dump millions of money into marginally improving travel times for a single mode of transportation. Y'all barely even account for pedestrian traffic at intersections! What about cyclists who currently use the wide shoulders on 360? The renderings show cyclists and pedestrians in such a comical way, jogging in clouds of exhaust with no shade in sight.</p> <p>Anyway, I hate it. Freeway widening is a lazy solution for traffic engineers who only prioritize level-of-service. Thanks for holding your open houses in the middle of the day on a weekday too, it really ensures only a specific segment of the population can attend.</p>	Payton, Miles	false	false	false	10/14/2020
Please incorporate safe and protected bike lanes.	Riegel, Daniel	false	false	false	10/7/2020
The northbound shared use lane just ends at 2222? How are cyclists supposed to cross 2222? There are a lot of bikes on that road on the weekend, I'm sure you've noticed. How can these plans make no accommodation for them? Please include a safe path for cyclists to move through this intersection. What is being proposed is more dangerous than what exists.	Rodriguez, Rafael	false	false	true	10/7/2020
How long will this project take? What level of disruption to the already congested traffic is anticipated? What will be done to	Rogers, S.	false	false	false	10/6/2020



minimize disruption to normal traffic and to expedite safe and efficient completion of this project?					
Please please please do NOT use a diverging diamond intersection at this location. It is a massive waste of money, as it will not alleviate traffic, and is completely incompatible with the increasingly urban character of this location. DO NOT DO IT.	Ross, Kelsey	false	false	false	10/14/2020
Loop 360 and RM2222 are popular destinations for cyclists. Please consider making more bike-friendly lanes	Rote, Christopher	false	false	false	10/7/2020
Please move ahead with this project. Do not let public opinion interfere with the professionals.  Underpass at Courtyard Dr is great.	Rye, Nancy	false	false	false	10/15/2020
Please strongly consider adding protection to bike lanes along 360. This is a heavily trafficked cycling route and vehicle drivers are becoming less attentive. It's creating dangerous situations, particularly at high speed entrances and exits to 360. Thank you for your consideration.	Stickler, Michelle	false	false	false	10/7/2020
Loop 360 is a beautiful place to ride bicycles, but it's also true that too many people have died on 360 while riding bikes. Please don't make improvements to 360 that make it more dangerous to ride bicycles there! Even better would be making improvements that are actual improvements to the safety and well-being of cyclists on 360.	Weigel, Matthew	false	false	false	10/7/2020
I do not support this project. Any benefit of increasing throughput will be offset by induced demand. The pedestrian and bicycle improvements are not sufficient to justify the overall project. I do not support Diverging Diamond Interchanges this close to an urban center-- they are not best practice for bikes and peds and create unnecessary additional crossing points and wait times and an overall hostile environment to users without cars. In total, I believe this project to be a net negative for pedestrian and bicyclist experience. At the very least, a continuous south sidewalk should be provided at Courtyard Drive so that pedestrians may cross 360 without also having to cross Courtyard twice.	Wittstruck, Brendan	false	false	true	10/13/2020

<p>I am very concerned about how this construction will affect cyclists who use Loop 360. Right now, Loop 360 is a very good cycling route to take people from north to south Austin, and I'm worried that Loop 360 will become a freeway for cars, and bicycles will have no place on this corridor. If bicycle facilities are included, they should be high-quality, safe, and designed for large groups of cyclists to use at the same time. Frequently cyclists ride in groups of 10 to 20 people, and they would need facilities to suit their needs. As long as high-quality bicycle and pedestrian facilities are included, then I would support this change to a much-beloved corridor through Austin's scenic hill country.</p>	Wren, Sebastian	false	false	false	10/6/2020
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**Author:** Marisa Lipscher

**Author email:** [REDACTED]

**Subject:** Comment on plans for 360 / Courtyard

**Sent datetime:** 10/20/2020 22:43:20

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It is clear that TxDOT has put a lot of time and effort into these plans, and for that, we thank you. However, we are very concerned that a Traffic Impact Analysis was never performed on W Courtyard Drive up to where it intersects City Park Road, nor on City Park Road at 2222. We are concerned because we believe that many drivers from Shepherd Mountain and from the dozen neighborhoods along City Park Road will circumvent the time-consuming “paper clip” u-turn required to travel 360 southbound. Instead, we believe these drivers will use W Courtyard and City Park Road as “shortcuts” and eventually overwhelm both of these 2-lane neighborhood roads.

In addition, we would like to know how long it will take an average driver to travel the entire “paperclip” u-turn just to go from W Courtyard to 360 southbound, and we would like to understand how much of a delay the stoplights will contribute.

Thank you.

Marisa Barreda Lipscher  
Shepherd Mountain

Sent from my iPhone

**Author:** Jenn Pelo  
**Author email:** [REDACTED]  
**Subject:** Concerns re Proposal  
**Sent datetime:** 10/19/2020 16:01:36

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# Overpass at Courtyard drive and Highway 360

Thank you for the detailed presentation and all your hard work on our behalf. I'd like to share my thoughts below.

1. I believe this whole plan needs to be rethought and reworked. After the pandemic most people are working from home (many will continue to do so) and currently most kids are doing some form of hybrid learning or virtual learning. As things stand, the traffic flow is smooth. We may not even need to address this change with our new normal.
2. I'm stringently opposed to putting a high speed ramp literally in our neighborhood's backyard. I find it along with the noise pollution hazardous to our community.
3. In my opinion, this plan does not adequately address our environmental safety, noise pollution, protection of our natural beauty and resources.
4. Myself and The people I know in our community do NOT want or need a shared use lane especially on an overpass.
5. Our neighborhood has already experienced a surge of crime with visitors from the Overlook. Now our city council has significantly defunded the police. I am concerned for our safety.
6. In my opinion, it is an egregious assault on our natural beauty to cut into the cliffs for this project. The noise and safety issues with this alone, make this an unacceptable option.
7. Additionally, I find putting a mixed use pass on the side(s) of a highway EXTREMELY DANGEROUS) and unfounded. What happens if there are wrecks or children and dogs that run into traffic? Or emergency vehicles that need to get through... The city of Austin has many parks and green spaces for people to hike and ride their bikes. The sheer size of Texas along with the weather, generally make this unusable most of the time. It's why people like their cars.

I appreciate the many long hours people have put into this project and urge you to rethink the possibilities given everyone's feedback.

Thank you,  
Jenny Peloquen

**Author:** Sarah Simpson

**Author email:** [REDACTED]

**Subject:** Courtyard Drive / RM 2222 Virtual Hearing Feedback

**Sent datetime:** 10/07/2020 16:26:32

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To City of Austin / Loop 360 Program / TXDOT:

Please accept the following feedback in regards to the Courtyard Drive / RM 2222 project:

First, the diverging diamond project is a disaster for pedestrians and cyclists, making the intersection dangerous and difficult to navigate not in a car. These types of projects do not prioritize vulnerable road user safety and should be banned from use. Moving cars quickly must not take priority over people's lives.

Secondly, the elevated lanes and amount of earth and hillside required to be removed make this project a costly, fiscally irresponsible, and environmentally damaging project. This appears to be the fever dream of precast concrete and earthwork contractors that offers nothing but high costs and false promise of reduced traffic congestion, when we know for FACT that no matter how much money or capacity you build for single occupant vehicles it will only lead to increased traffic thanks to the proven phenomenon of induced demand. This is a horrific waste of taxpayer dollars and the project altogether should be abandoned.

Thank you,  
Sarah Simpson  
District 9, Austin, TX

**Author:** Jeremy Goodwin

**Author email:** [REDACTED]

**Subject:** Courtyard/2222 Input

**Sent datetime:** 09/24/2020 15:08:41

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**North Bound 360 > Exit to 2222**

**INPUT 1:** ADD DESIGNATED TURN LANE TO ENTER COURTYARD DR FROM THE NORTH ENTRANCE.

**INPUT 2:** ADD SIDEWALKS/BIKE LANES THAT ALLOW RESIDENTS FROM COURTYARD DR (NORTH ENTRANCE) TO CROSS INTERSECTION AT 2222 & 360 TO ACCESS BUSINESSES NORTH SIDE 2222 AND COUNTY LINE/FIRE STATION.

Thanks for listening! Super excited for this to break ground.

[REDACTED]

*"Don't worry 'bout a thing, 'cause every little thing gonna be all right." -Bob*

**Author:** Debbie Mustian

**Author email:** [REDACTED]

**Subject:** driveway impact

**Sent datetime:** 10/06/2020 15:22:06

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Just watched the video, and I have a question. How will the current driveway that serves four homes at 5408 Courtyard Drive be impacted? Will It remain intact as is; will it be moved?

Thanks,  
Debbie Mustian  
5408 Courtyard Drive  
Austin, Texas 78731  
[REDACTED]

**Author:** Linda Bailey  
**Author email:** [REDACTED]  
**Subject:** Loop 360 and Courtyard  
**Sent datetime:** 10/21/2020 20:27:53

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello TxDot,

I understand that a lot of work has been complete and opinions are fixed, but I do hope that the community feedback will be heeded.

1. if a person want's to go south on 360 from W courtyard, there is a long traffic congested trip planned with this design. the stop lights are not all shown and hence many don't understand how this path will work. During peak hours, Waze may route travelers through neighborhoods or down City Park Road. Given the potential for wildfire here, evacuation planning will be at risk with this plan's lack of impact understanding in our neighborhoods. Consider making the giant U turn without stop lights to improve the flow.

2. the cliffs calve. no matter how much they are shaved, they calve. I've lived here 20 plus years and they calve up and down 360. with the shared use paths on both sides of the road, there is double risk for falling rocks. At least consider just on one side. On the Northwest side on 360 going from 2222 is a huge safety risk.

3. safety, not traffic flow, should be first priority. Review the plans with this criteria in place.

Thank you

Linda Bailey  
[REDACTED]



**Author:** Tom Wald  
**Author email:** [REDACTED]  
**Subject:** Loop 360 at Courtyard Drive/RM 2222 Project comments  
**Sent datetime:** 10/14/2020 23:05:14

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While each of the several Loop 360 projects may provide independent utility from each other for people while driving, it would be better if the entire Loop 360 corridor were examined as a whole when considering bicycling and pedestrian mobility.

I'm hoping that we can find a way to look at the Loop 360 corridor for bicycling, walking, and ADA access in a holistic fashion. I believe that the TxDOT solutions proposed for bicycling, walking, and ADA access so far do not reflect the amount of funding required for these proposed accommodations. I.e. the attention given to the concept and design of the pedestrian and bicycling accommodations is inadequate compared to the implementation cost of these accommodations.

I believe that TxDOT can do better via closer collaboration with people who bike this corridor and/or have put a lot of thought into optimizing the bicycling and pedestrian investment, as well as the City of Austin. I look forward to working more together on this.

Tom



**Tom Wald**  
**Executive Director**  
**Red Line Parkway Initiative**

[RedLineParkway.org/Join](https://RedLineParkway.org/Join) / [Facebook](#) / [Twitter](#) / [Instagram](#)

*Red Line Parkway Initiative is a 501(c)(3) nonprofit founded in 2017 that empowers diverse communities to enjoy, develop, and enhance the Red Line Trail and Parkway corridor to serve Central Texas mobility, recreation, parks, arts, affordability, social equity, physical & mental health, public space, and economic needs.*

**Author:** Gaurav Goel  
**Author email:** [REDACTED]  
**Subject:** Loop 360 bicycle raceway world class implementation  
**Sent datetime:** 10/06/2020 20:53:25

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It was positive to learn of "Improving bicycle and pedestrian accommodations" as a goal in this project. But this is wholly insufficient and is far too small potatoes for what Austin has to offer and what Texas is capable of.

*How about implementing the world's best and longest suburban bicycle track along Loop 360 that can also serve as a raceway for major cycling events?*

- circular track route of several dozen miles
- fully covered and isolated from all road traffic, such as in the median of 360
- create several gastro-economic areas where vendors can sell food and beverages, food trucks
- include first aid areas
- suitable for races of regular and electric bicycles
- major economic development
- also serves as an extended commuter track into the city

Please think bigger than you have done in the past.

Thank you,  
Gaurav Goel  
Austin, Texas

Founder and Chief Designer, [rectanglo.com](http://rectanglo.com)  
Senior Patent Agent, Vinson & Elkins LLC

\*\*\*\*\*  
Gaurav Goel  
[REDACTED]  
\*\*\*\*\*

**Author:** Becky Travelstead  
**Author email:** [REDACTED]  
**Subject:** Project shared lanes  
**Sent datetime:** 10/06/2020 15:36:03

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am very concerned with the amount of land taken from the back of our HOA (Centrecourt).

Many houses have a back entrance to their garages on N. Scout Island Circle. If too much land is taken for the shared pathway, it could jeopardize the stability of the ground in that alleyway. They have no other access to their garages other than the alleyway.

I would like to see the shared pathway on our side deleted.

Becky Travelstead  
Treasurer, Centrecourt HOA  
[REDACTED]

**Author:** Rodney Slack  
**Author email:** [REDACTED]  
**Subject:** Question  
**Sent datetime:** 10/08/2020 02:17:43

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

How much cliff excavation is projected on each side of Loop 360 to enable all the proposed lanes?

Regards,

Rod Slack  
[REDACTED]

**Author:** Amanda Gilliland  
**Author email:** [REDACTED]  
**Subject:** Questions for Loop 360 Courtyard Drive and 2222  
**Sent datetime:** 10/19/2020 01:12:08

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for the opportunity to comment on this project. I've included my questions below. I've also attached them to this email as a pdf.

1. Was the FHWA TNM used to predict future traffic noise? What pavement types were considered? What pavement types were reported?
2. How were existing noise levels measured? If physically measured, what type of receivers were used, how long were the instruments set up and how many hours of existing noise were collected? At what time of day was the data collected?
3. If existing noise levels were not physically measured, when will the model be validated according to 23 CFR 77.11(d)(2)?
4. Traffic noise is largely affected by speed. With the completion of Loop 360 improvements, is it possible that the speed limit will increase from 55 mph?
5. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance, highway agencies should use either the posted speed limit OR the operating speed (highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions). Highway agencies should use the operating speed if it is determined to be consistently higher than the posted speed limit. Without a doubt the operating speed is much higher than 55 mph. Please provide the operating speed used for traffic analysis.
6. The R1 receiver shows that the predicted future noise levels are above the NAC threshold and require noise abatement considerations. What noise abatement measures were considered? There are no FHWA requirements for noise abatement materials. According to the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise a comprehensive noise barrier database exists. Please provide the database and describe which were considered.
7. Since the Austin District is struggling with population increase and inadequate infrastructure, what state of the art considerations is Austin researching for noise abatement? It seems like an opportunity to expand infrastructure while maintaining the integrity of existing homes.
8. Please provide the cost analysis that shows that the noise barrier was not reasonable. Highway agencies must ensure that the reasonableness cost of abatement is justified on actual construction costs and clearly communicate to the public.
9. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance, Type I projects with traffic noise impacts and abatement measures that are both reasonable and feasible can be federally funded. Since these noise abatement funds will be coming from the federal government, has TxDOT exhausted all possible noise abatement strategies (again, please provide).
10. Construction noise was not considered. It is anticipated that construction noise will be significantly louder than traffic noise. Can you confirm that construction will take place during day time hours?
11. The FHWA Highway Traffic Noise: Analysis and Abatement Guidance provides recommendations for construction noise modeling using the FHWA RCNM model. TxDOT should anticipate construction noise complaints, as the construction efforts for this project are significant. Removal of the limestone cliff will undoubtedly prompt public complaints. Has TxDOT considered using the tools provided by FHWA to determine the impact of construction on noise?
12. What are the potential construction methods being considered to remove the existing cliff?
13. How did the traffic noise model account for the new alignment of exit and entrance ramps at Courtyard Drive? The FHWA uses physical characteristics of the road (curves, hills, elevations). Did the traffic model account for the raised elevation being closer to the elevation of the houses in the Courtyard Neighborhood, and what distance from road traffic noise to receivers R1 and R2 was used?
14. According to the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise, a noise workshop should take place to inform the public about a noise abatement proposal. When will this workshop take place?
15. According to Table 3 of the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise, a sound level change of 10 dB(A) increase is perceived as twice as loud. R2 has an increase of 9 dB(A). Homeowners should be aware of the potential for noise being perceived as twice as loud. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance this is considered a substantial noise increase. FHWA considers traffic noise impacts as both exceeding the NAC threshold AND substantial increase. Please explain why the substantial increase at R2 was not considered as a traffic noise impact.
16. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance, interior noise levels should be predicted. Were interior noise levels predicted?
17. According to FHWA, vegetation, (if it is high enough, wide enough, and dense enough) may reduce highway traffic noise. A 200-foot width of dense vegetation can reduce noise by 10 decibels. It is usually impossible, however, to plant enough vegetation along a road to achieve such reductions. And, there is only 35 feet of remaining limestone cliff. However, roadside vegetation may create a psychological effect, if not an actual lessening of highway traffic noise levels. It is understood that since a substantial noise reduction does not occur until vegetation matures, the FHWA does not consider the planting of vegetation to be a highway traffic noise abatement measure. However, the planting of trees and shrubs provides psychological benefits by providing visual screening, privacy, aesthetic treatment, and possibly some noise reduction. Would TxDOT consider vegetation barriers in the form of dense shrub like plants or bushes along the remaining cliff adjacent to R1 and R2? This may also alleviate safety concerns with the shortened distance from homes to the edge of the cliff (35 feet minimum).
18. Would TxDOT consider privacy fencing along the neighborhoods at R1 and R2 to alleviate safety concerns with the shortened distance from homes to the edge of the cliff (35 feet minimum)?
19. What has TxDOT done to investigate the safety concerns of the shortened cliff along the Courtyard Neighborhood? The edge of the cliff to the edge of homes has a design distance of just 35 feet. There are many families with children living in these homes. Please describe how TxDOT will consider this in the design.
20. Is there any cause for concern regarding erosion and the significantly shortened distance from edge of cliff to adjacent homes?
21. Is TxDOT able to provide more information on the location of the existing ROW? Is the ROW at the "No trespassing sign" located at the end of Eagle Cliff off of North Scout Island? If not, is it possible to have the ROW identified?
22. What is the likelihood of this project being funded?
24. According to the artist's rendering, the entrance and exit ramps appear to have a much lower elevation than the edge of limestone cliff. How accurate is this rendition? Obviously, the ramps must connect the overpass at Courtyard Drive to 360. What is the anticipated

design length and slope of the ramps? My concern is the high-speed traffic on the elevated ramps right behind the Courtyard neighborhood.

25. What are the planned extents of the shared use path? Specifically, will the shared use path continue from Courtyard drive all the way to the lower Bull Creek Greenbelt Trail? Will it be continuous? The shared use path is an excellent idea as many people use 360 for recreation. However, this idea falls short if it is not continuous.

Thank you,

Amanda Gilliland, P.E.

[Redacted]  
[Redacted]

## **Appendix G: Figures**





**Virtual Public Hearing Presentation**

# Loop 360 at Courtyard Drive/RM 2222 Project

Virtual Public Hearing  
October 6, 2020



October 6, 2020





TxDOT changed the in-person public hearing to a virtual format in response to the COVID-19 outbreak.

The virtual public hearing and TxDOT website will provide the same information as an in-person hearing.

Appointments for in-person viewing of project materials may be requested. Please see the Public Notice on the project website for details.

## SHARE FACTS ABOUT COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

**FACT  
1**

Diseases can make anyone sick regardless of their race or ethnicity.

Fear and anxiety about COVID-19 can cause people to avoid or reject others even though they are not at risk for spreading the virus.

**FACT  
2**

For most people, the immediate risk of becoming seriously ill from the virus that causes COVID-19 is thought to be low.

Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more serious complications from COVID-19.

**FACT  
3**

Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.



0310466-4 01/16/2020

**FACT  
4**

There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

**FACT  
5**

You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms

AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

[cdc.gov/COVID-19](https://cdc.gov/COVID-19)



1. Inform the public of project status and project recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.

# We Request Your Feedback

Please submit your comments regarding the information presented in this Virtual Public Hearing by using any of the methods below between **Tuesday, Oct. 6, 2020** and **Wednesday, Oct. 21, 2020**.



### Leave a Voicemail

(512) 647-1064



### Email Us

[info@Loop360Project.com](mailto:info@Loop360Project.com)



### Mail in Comments

Loop 360 Project Team  
1608 W 6<sup>th</sup> St.  
Austin, TX 78703



### Comment Online

Click on the  
comment form link on  
[Loop360Project.com](http://Loop360Project.com)

For general questions about the presentation or the project, please contact Crystal Wotipka at [cwotip-c@TxDOT.gov](mailto:cwotip-c@TxDOT.gov) or 512-832-7192. The public may email at any time in the project development process to ask questions about the project.



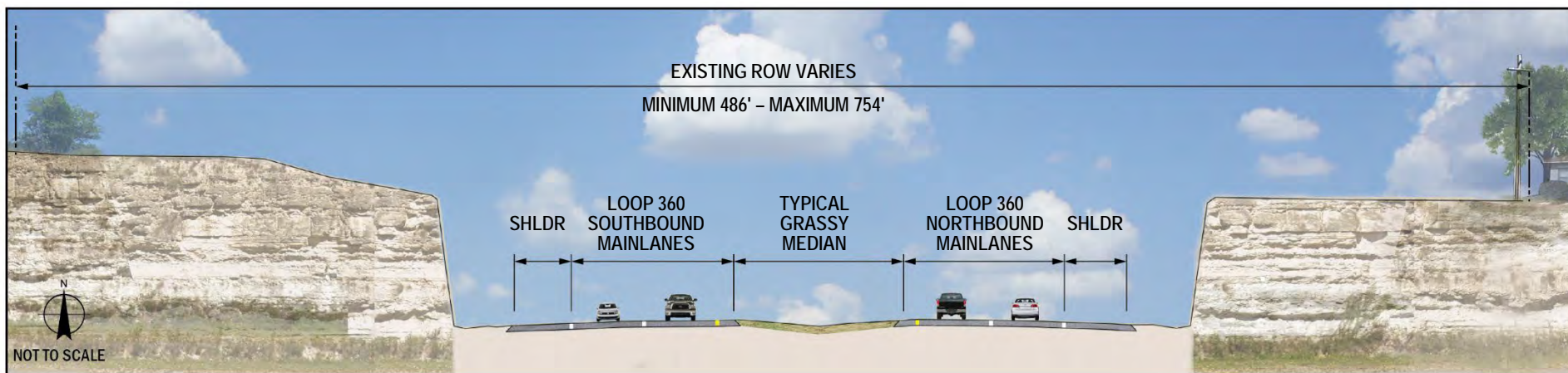
- Websites:
  - [Loop360Project.com](http://Loop360Project.com)
    - Program website with direct link to the posted materials.
  - [TxDOT.gov](http://TxDOT.gov)
    - Search keywords “Loop 360 at Courtyard Drive.”
- The information presented on these websites is the same information being presented in this video.





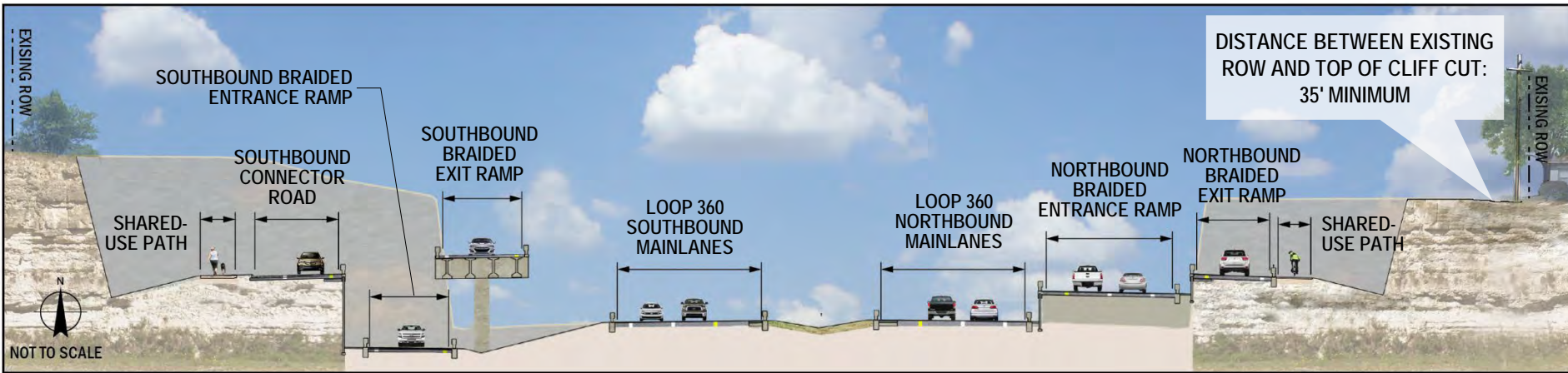
- Project Limits:
  - Lake Austin to north of RM 2222.
  - Project length – 1 mile.
- Project Need:
  - Congestion, reduced mobility and safety issues.
- Project Purpose:
  - Improve safety.
  - Improve mobility.





## ■ Existing Roadway

- Two, 12-foot wide mainlanes with 10-foot wide outside shoulders in each direction, separated by a 48-foot wide grassy median.
- At-grade intersection at Courtyard Drive with left-turn and right-turn lanes.
- Traditional grade-separated intersection with entrance and exit ramps at RM 2222.
- No bike lanes, shared-use paths or sidewalks.



- Proposed improvements
  - Replace the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street).
  - Construct a diverging diamond intersection (DDI) at RM 2222.
  - Add 10-foot wide shared-use path along both sides of Loop 360 and 6-foot wide sidewalks along both sides of Courtyard Drive, within the project limits.
- Construction details, including construction phasing and cliff removal methodology, will be determined as the project progresses into detailed design.



# Diverging diamond intersection – How it works



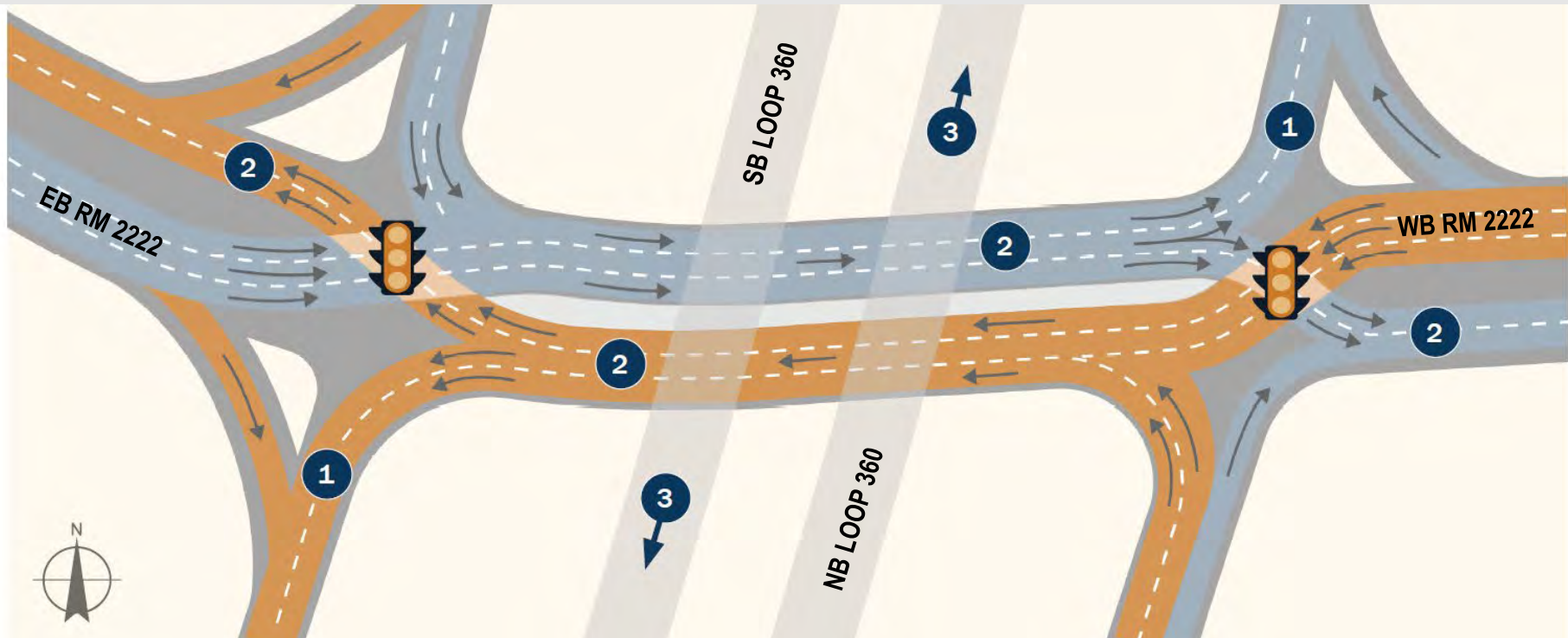
- Traffic signals are installed at crossover points. After a driver has crossed over they can:

**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.

- Northbound and southbound traffic can:

**3** Bypass the intersection by staying on the Loop 360 mainlanes.



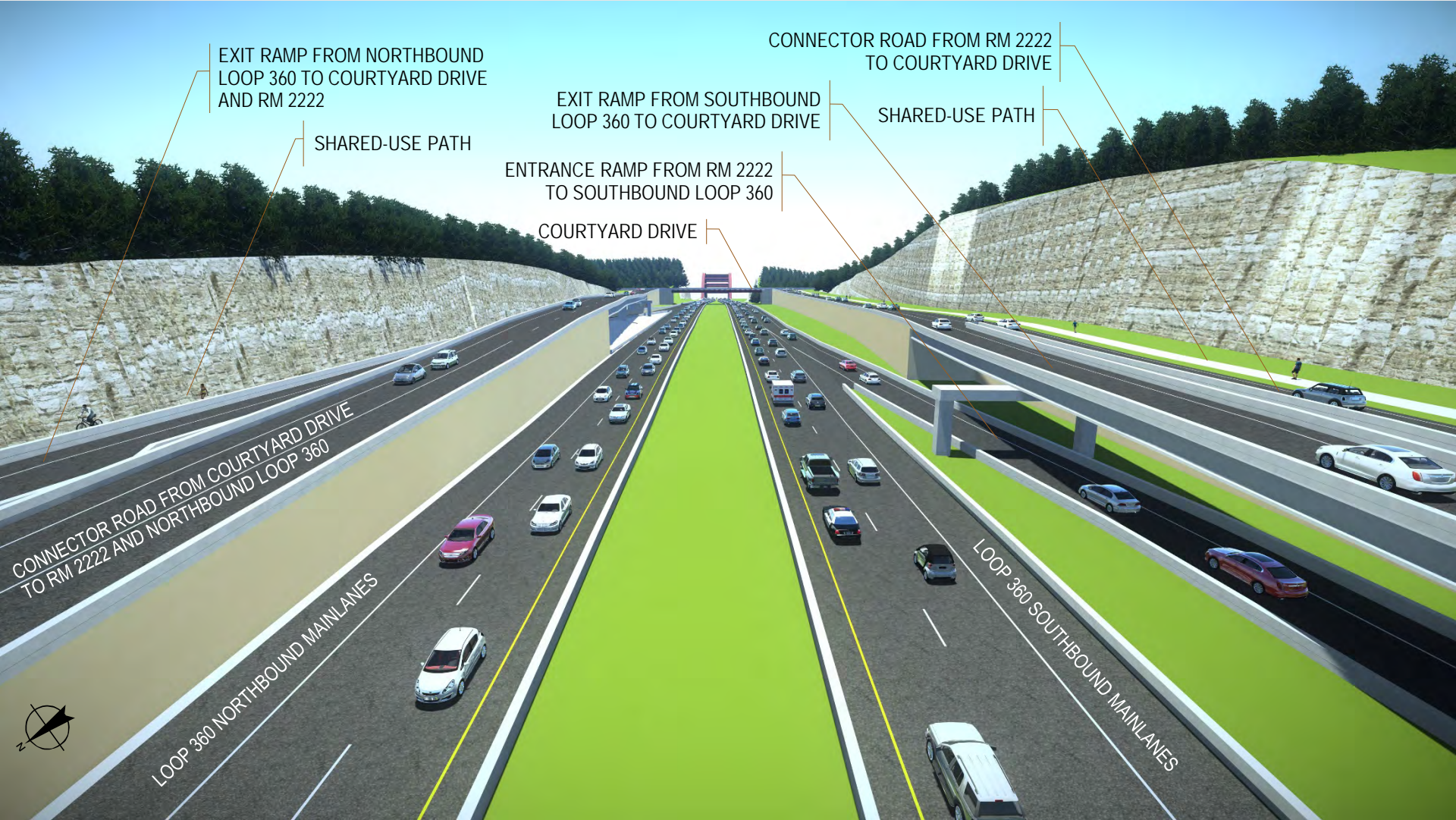




- Enhances safety by reducing potential crash points at intersections.
- Increases mobility by allowing more cars to move through an intersection.
- Accommodates more vehicles turning left without adding more lanes.
- Better sight distance at turns.

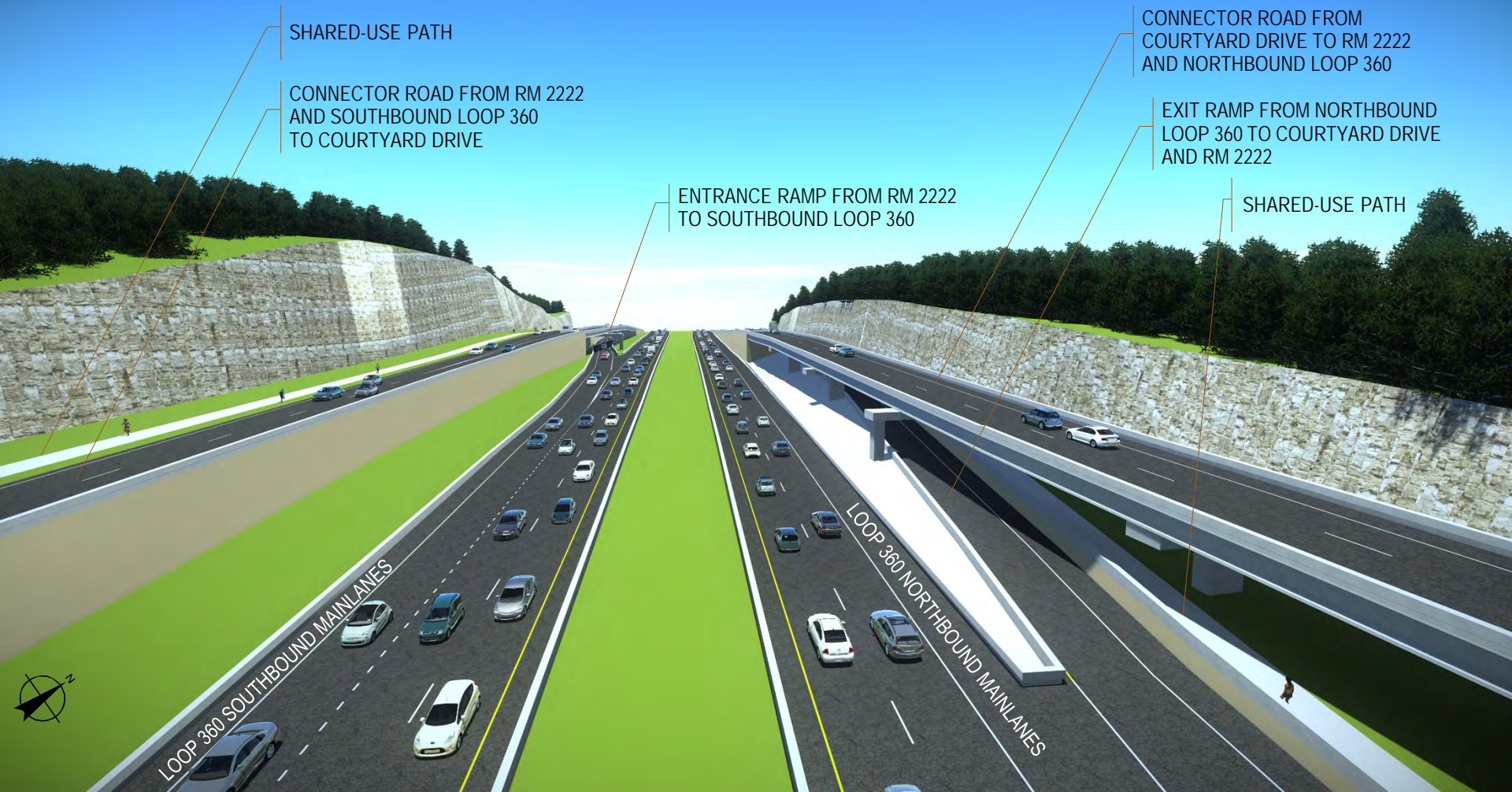
Visit [Loop360Project.com/divergingdiamond.htm](https://Loop360Project.com/divergingdiamond.htm) to learn more about a DDI and view an informational video.

# Loop 360 looking south at Courtyard Drive





# Loop 360 looking north toward RM 2222





# Courtyard Drive looking east





- Underground and overhead utilities:
  - Known existing utilities have been identified and mapped.
  - Conflicting utilities will need to be adjusted or relocated prior to roadway construction.



## **Construction Start Date**

Summer 2023\*

\*Contingent on construction funding.

## **Construction Duration**

Approximately 2 to 3 years.

## **Estimated Total Project Cost**

Approximately \$42 million.

\$11 million from the City of Austin 2016 Mobility Bond.

Remaining funds from TxDOT.



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.*



- Right of Way/Displacements
- Traffic Noise
- Community/Socioeconomic
- Air Quality
- Visual/Aesthetics
- Archeological Resources
- Historic Resources
- Water Resources
- Wetlands/Waters of the U.S.
- Biological Resources
- Hazardous Materials
- Indirect and Cumulative Effects
- Section 4(f) Resources
  - Publicly owned parks, recreation areas, wildlife/waterfowl refuges, and historic properties





- Traffic noise analysis completed according to TxDOT and FHWA guidelines.
- Analysis showed traffic noise impacts to multiple receivers.
- Mitigation was analyzed for the impacted receivers.
- Noise barriers determined to not be feasible and reasonable for the impacted receivers.



### ■ Floodplains

- Portions of project within FEMA 100-year flood hazard areas associated with West Bull Creek.
- Project would not violate applicable floodplain regulations or ordinances.

### ■ Waters of the U.S., including Wetlands

- West Bull Creek and a tributary to Lake Austin were evaluated.
- No impacts to these waters of the U.S. would occur, so no USACE permit or compensatory mitigation would be required.
- Best Management Practices (BMPs) would be used to minimize any potential impacts to water quality. BMPs could include temporary vegetation, silt fences or other appropriate methods for erosion and sedimentation control during construction.



### ■ Conclusion:

- Studies, analyses and evaluation of the proposed project indicate no significant impacts.

- Public Comment Period (ends Oct. 21, 2020).
- Anticipated Environmental Decision – Winter 2021.
- Utility Relocation Begins – Winter 2022.\*
- Construction Begins – Summer 2023.\*

### PROJECT TIMELINE

**\*Dates are subject to change.**

**Public  
Workshop Held  
March 2019**

**Public Hearing  
October 2020**

**Environmental  
Decision  
Anticipated  
Winter 2021**

**Utility  
Relocations  
Winter 2022\***

**Construction  
Begins  
Summer 2023\***

# We Request Your Feedback

Please submit your comments regarding the information presented in this Virtual Public Hearing by using any of the methods below between Tuesday, Oct. 6, 2020 and Wednesday, Oct. 21, 2020.



### Leave a Voicemail

(512) 647-1064



### Email Us

[info@Loop360Project.com](mailto:info@Loop360Project.com)



### Mail in Comments

Loop 360 Project Team  
1608 W 6<sup>th</sup> St.  
Austin, TX 78703



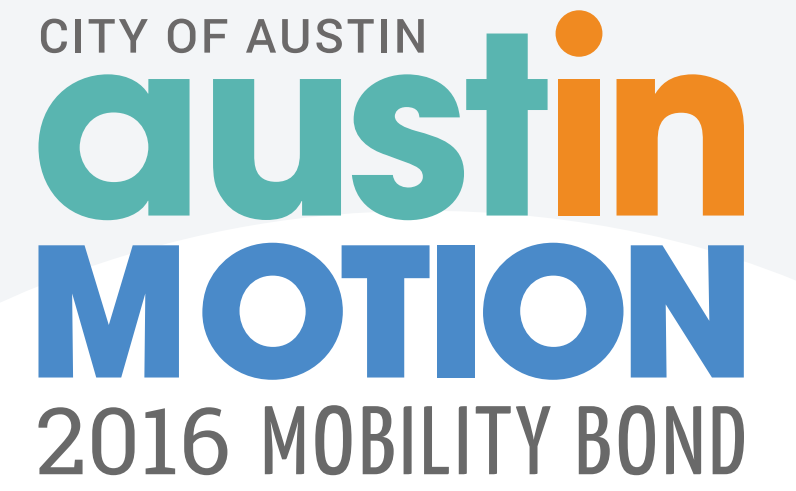
### Comment Online

Click on the  
comment form link on  
[Loop360Project.com](http://Loop360Project.com)

**[www.Loop360Project.com/rm222-courtyarddr.htm](http://www.Loop360Project.com/rm222-courtyarddr.htm)**

Thank you for your interest in the Loop 360 at  
Courtyard Drive/RM 2222 project.



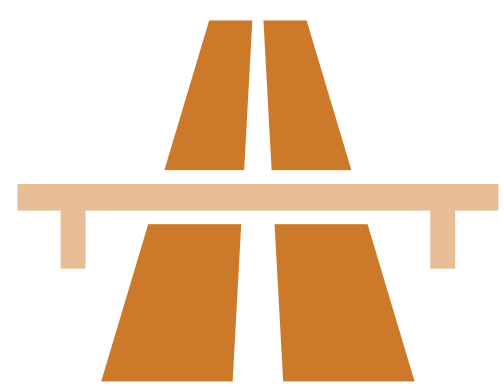


# WELCOME



# 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.

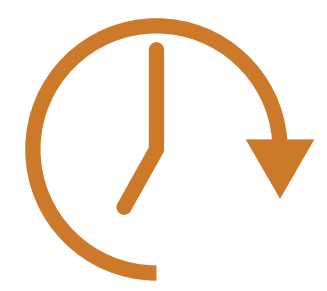


In 2016, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.



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



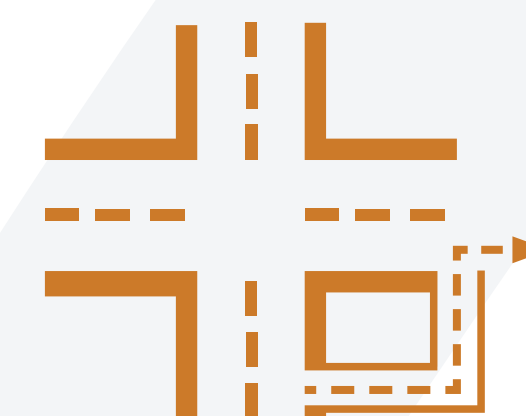
Improve mobility and safety along Loop 360 for all users.



Minimize impacts to the environment.



Balance the needs of through traffic with local access.



Reduce cut-through traffic in neighborhoods.



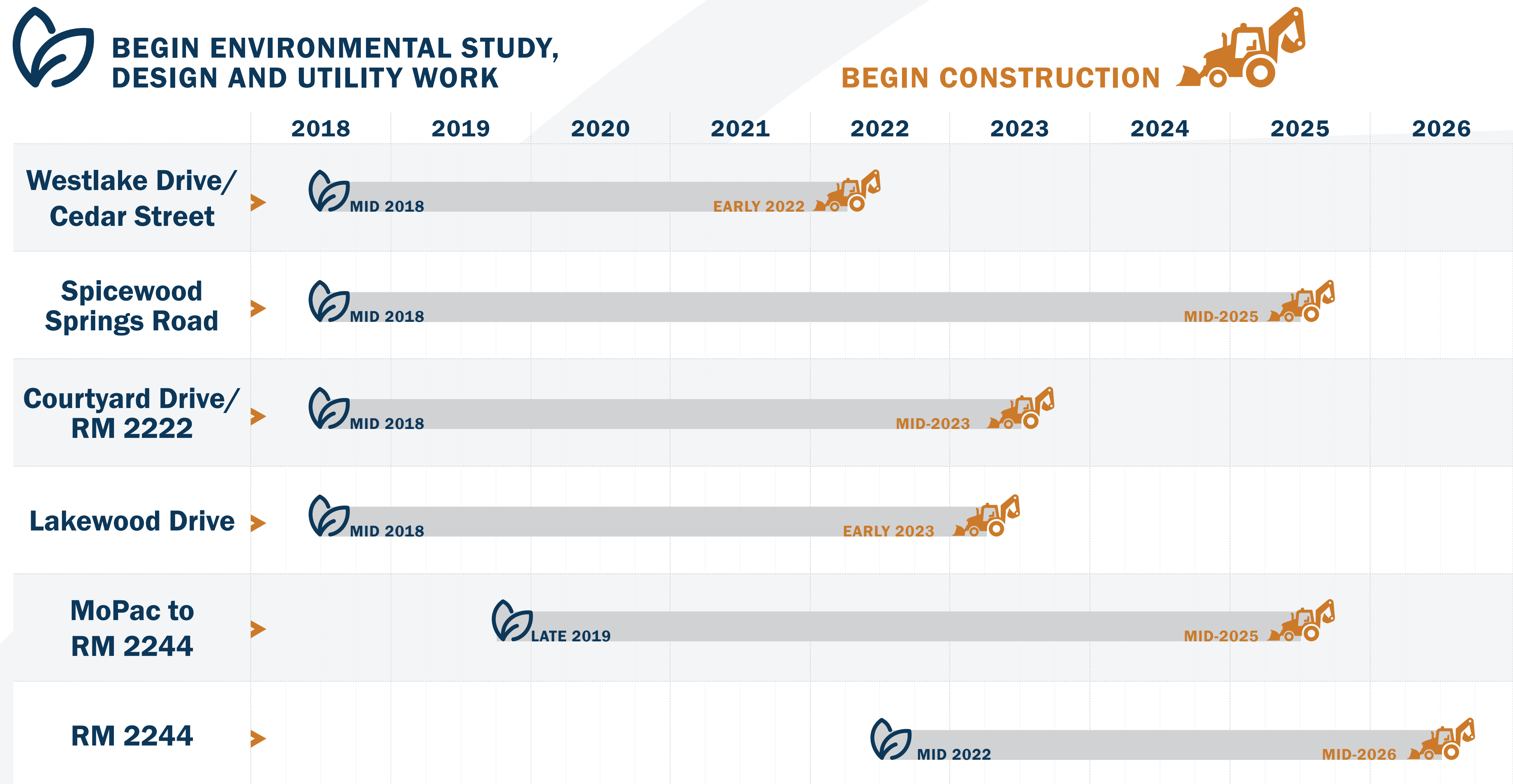
Minimize impacts to the community.



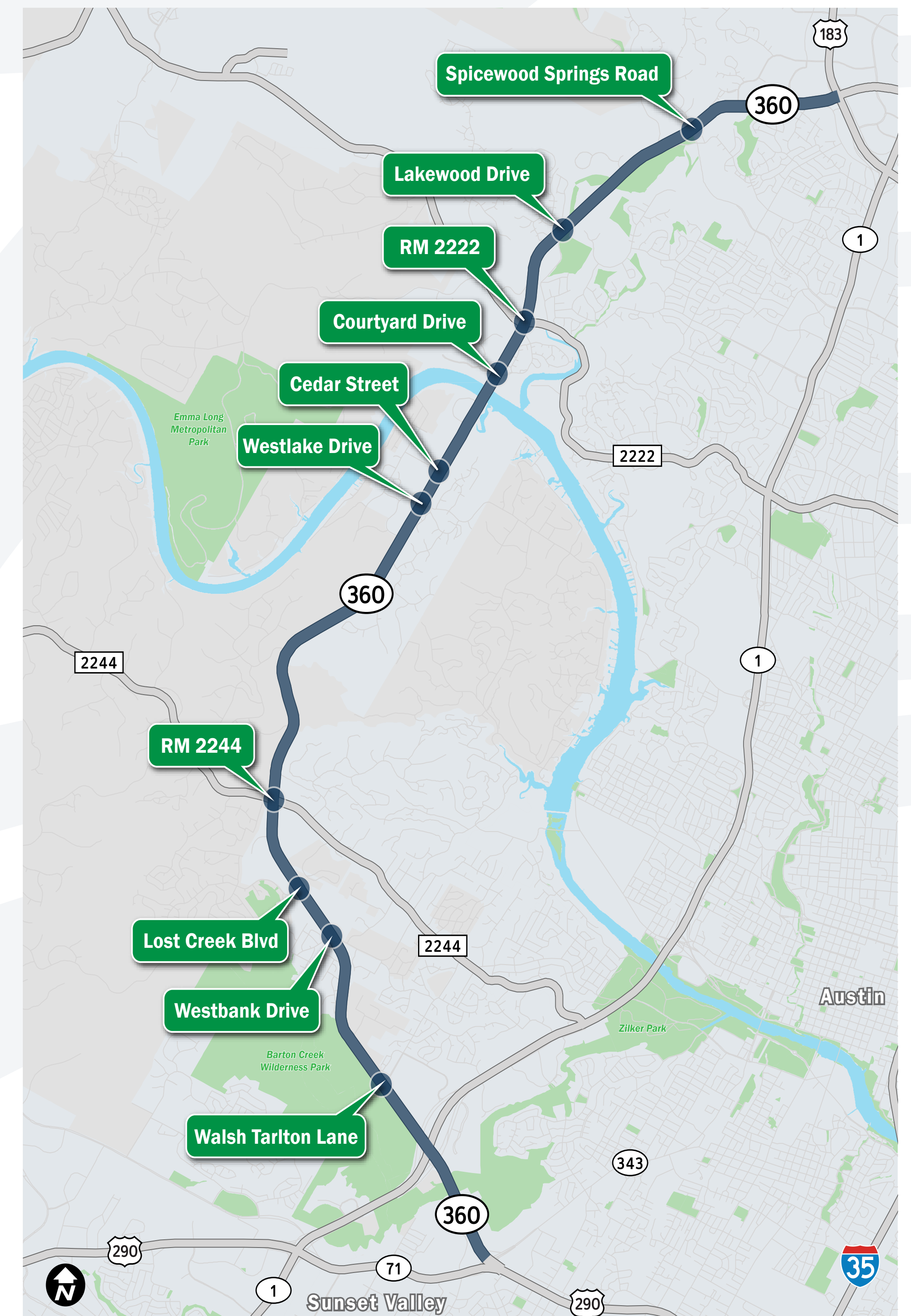
Address delays at signalized intersections.



# PROGRAM SCHEDULE

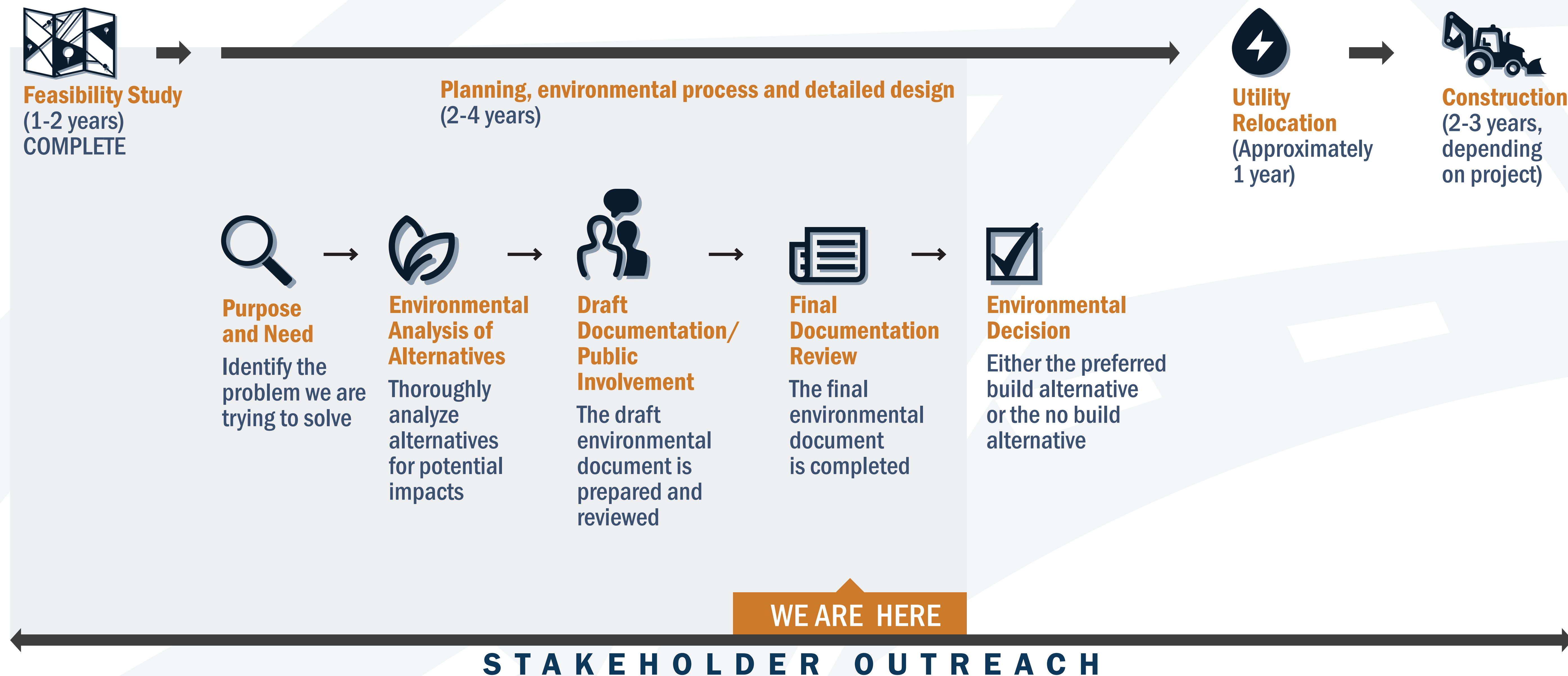


All dates are subject to change.



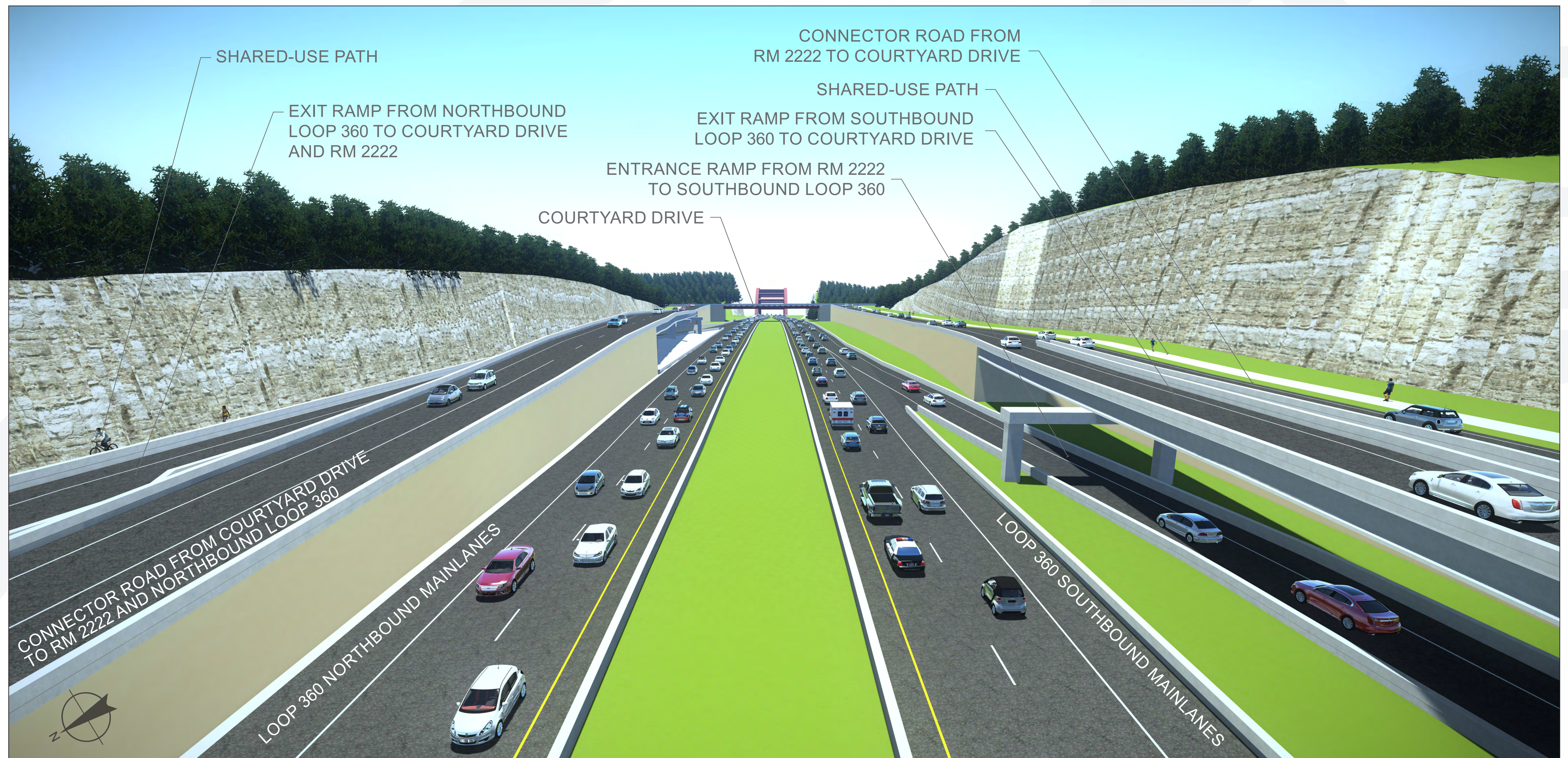


# PROJECT PROCESS



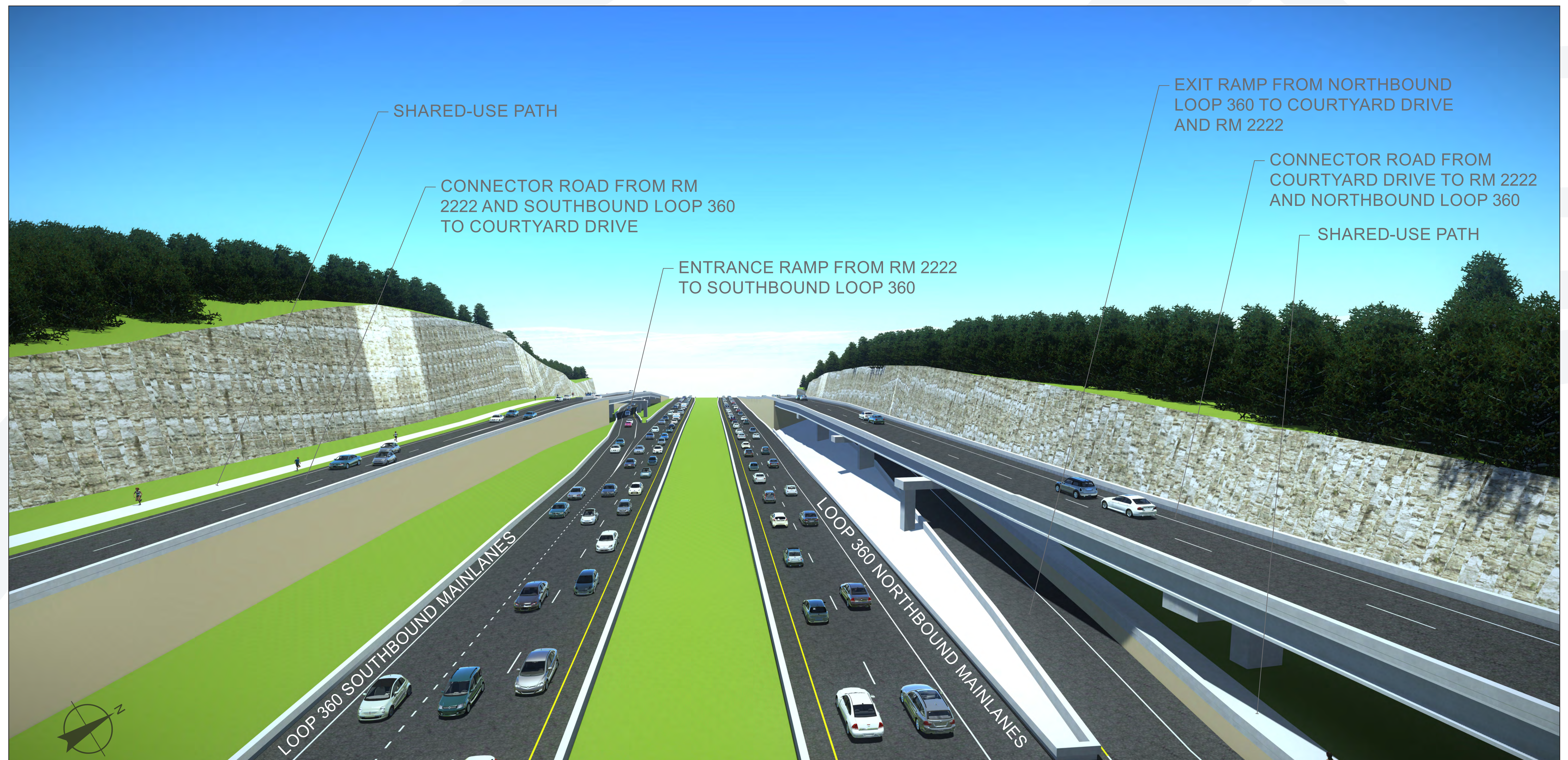


# LOOP 360 LOOKING SOUTH AT COURTYARD DRIVE





# LOOP 360 LOOKING NORTH TOWARD RM 2222





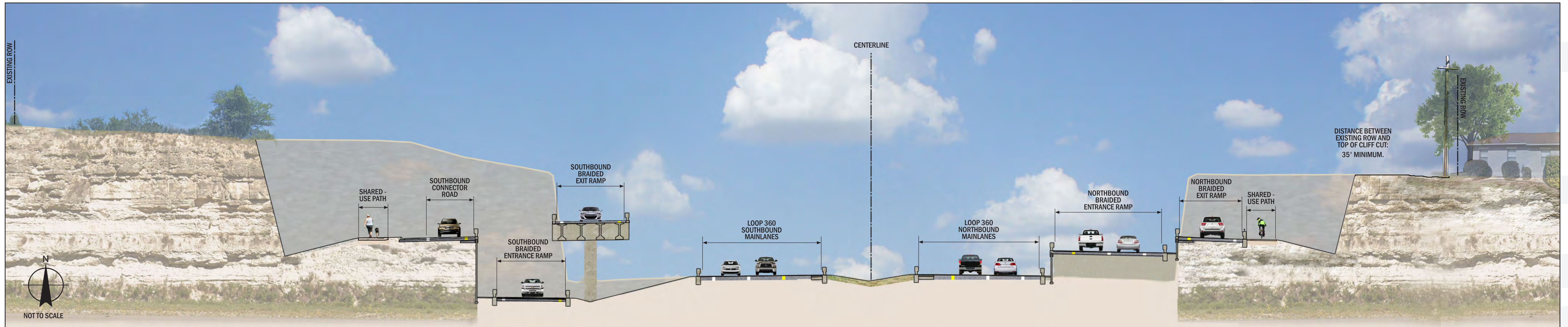
# COURTYARD DRIVE LOOKING EAST



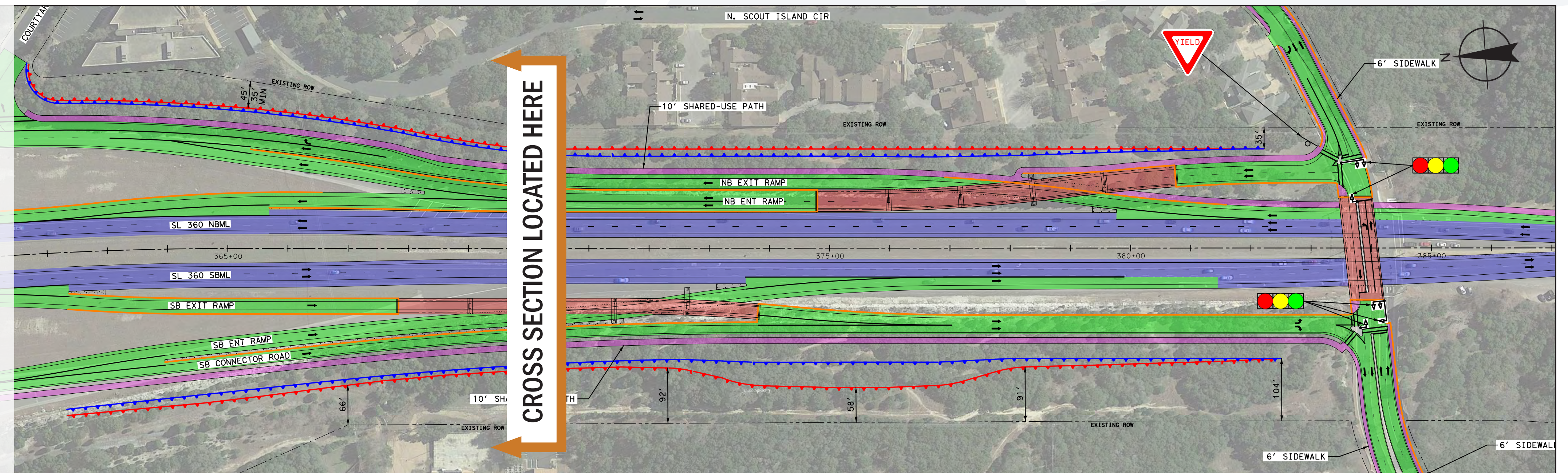
This rendering is for illustrative purposes only.



# 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.

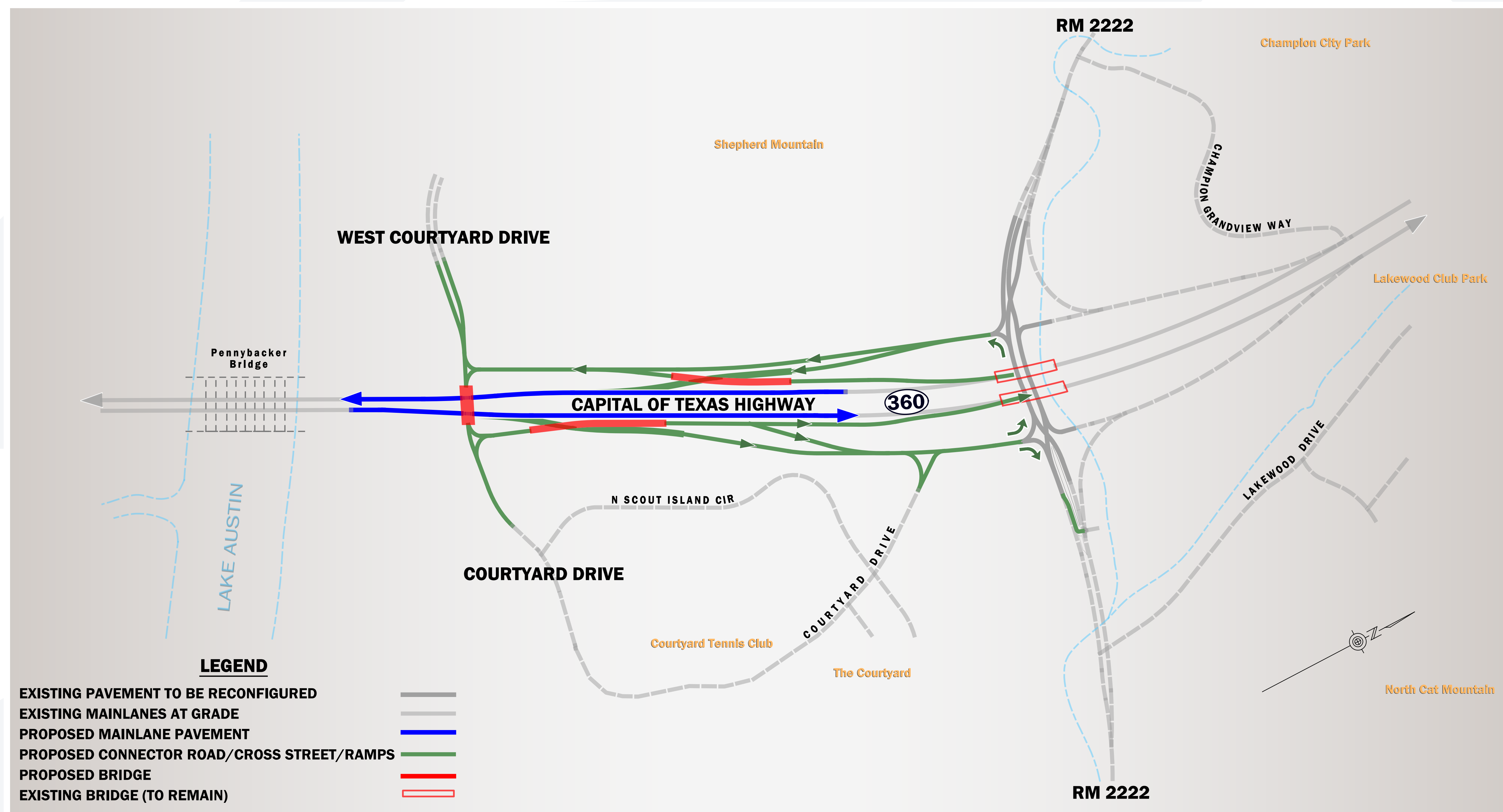




# CONCEPTUAL LAYOUT

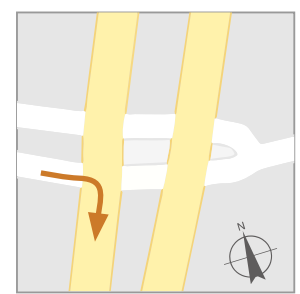
## GENERAL DESCRIPTION

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

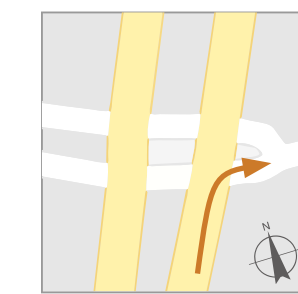


### EASTBOUND COURTYARD DRIVE TO SOUTHBOUND LOOP 360

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.

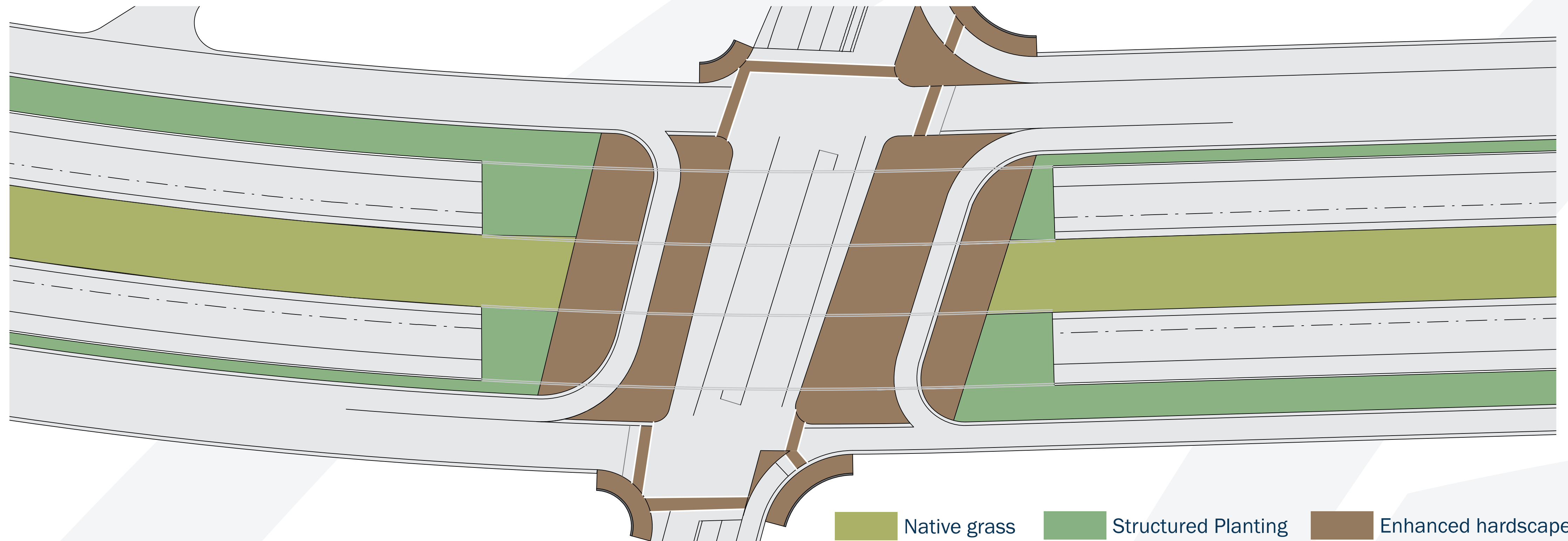
More details about the aesthetics and CSS process, including summaries of public feedback, can be found at [Loop360Project.com](http://Loop360Project.com).





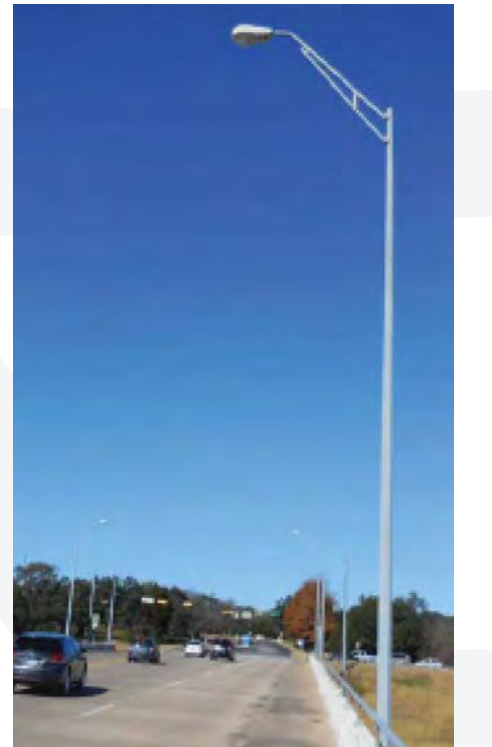
# CONTEXT SENSITIVE SOLUTIONS

## 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

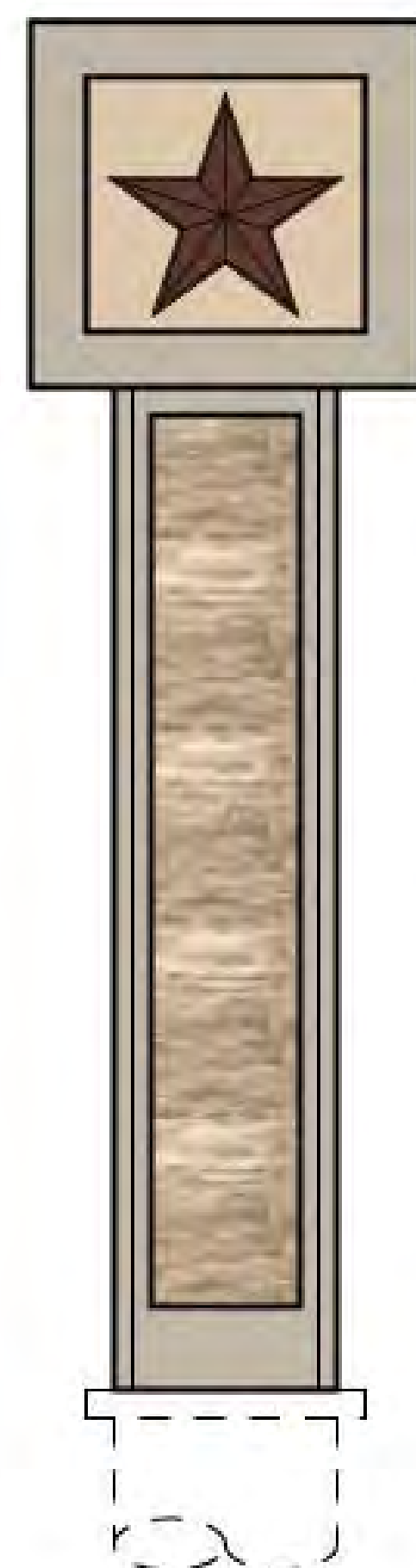
Simple accents



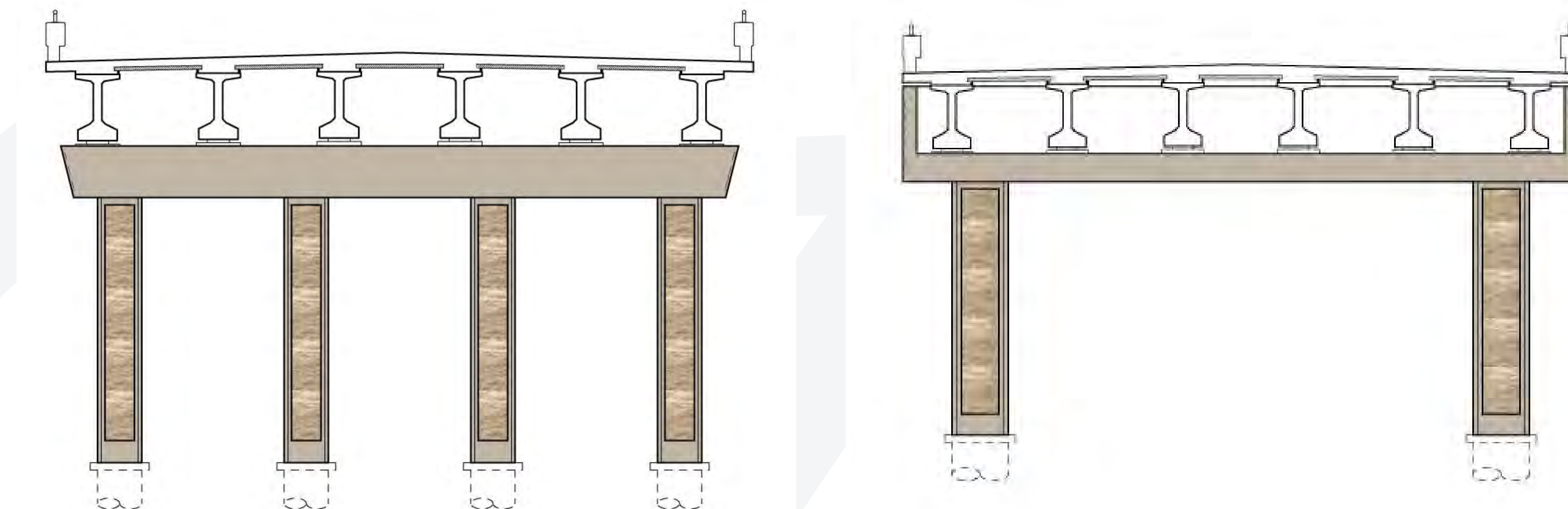


# CONTEXT SENSITIVE SOLUTIONS

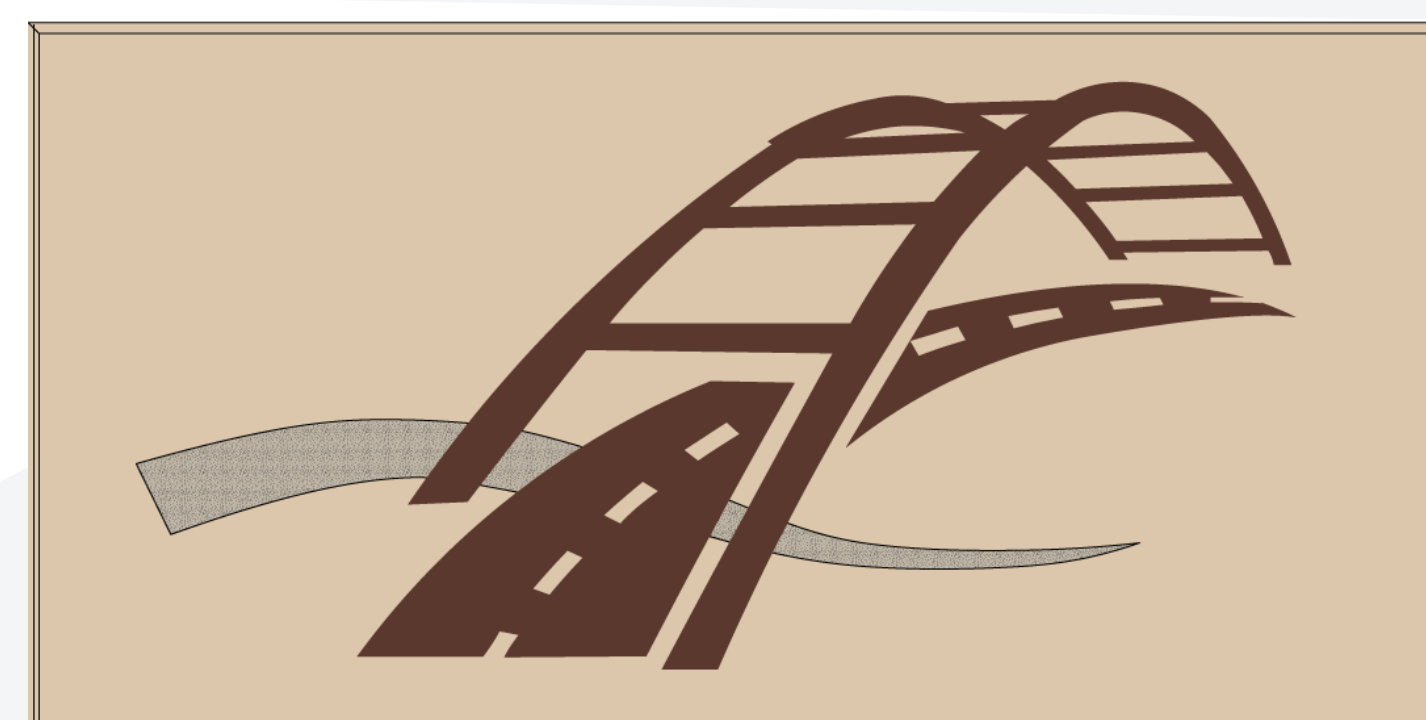
## WALLS AND COLUMNS



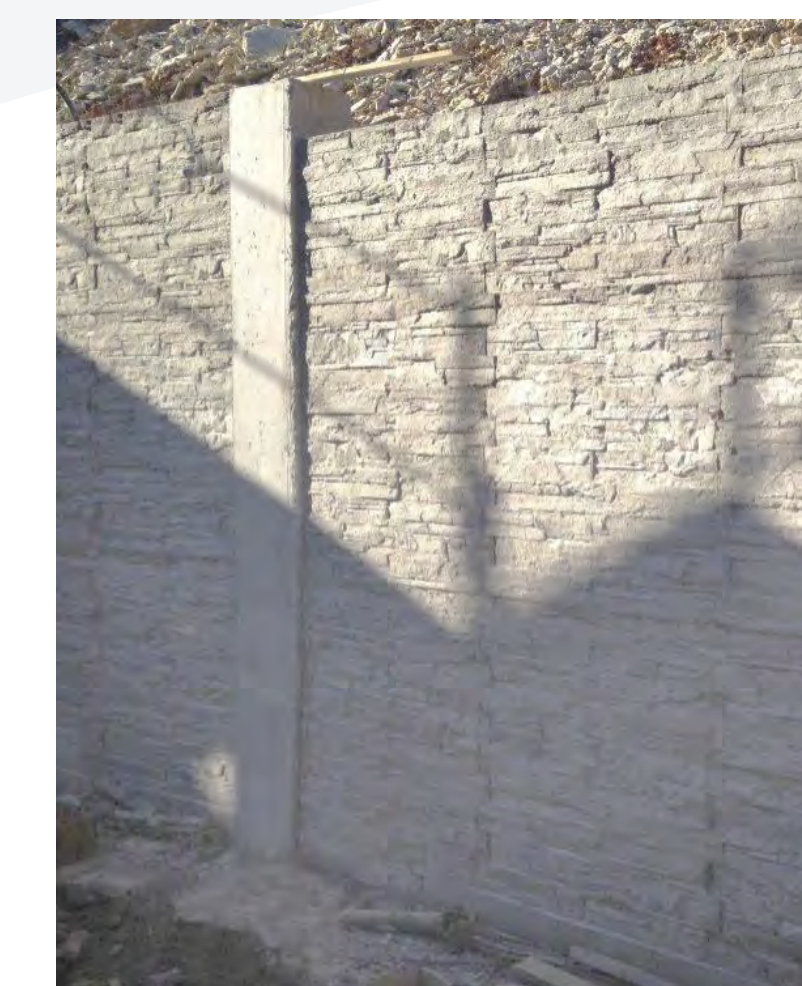
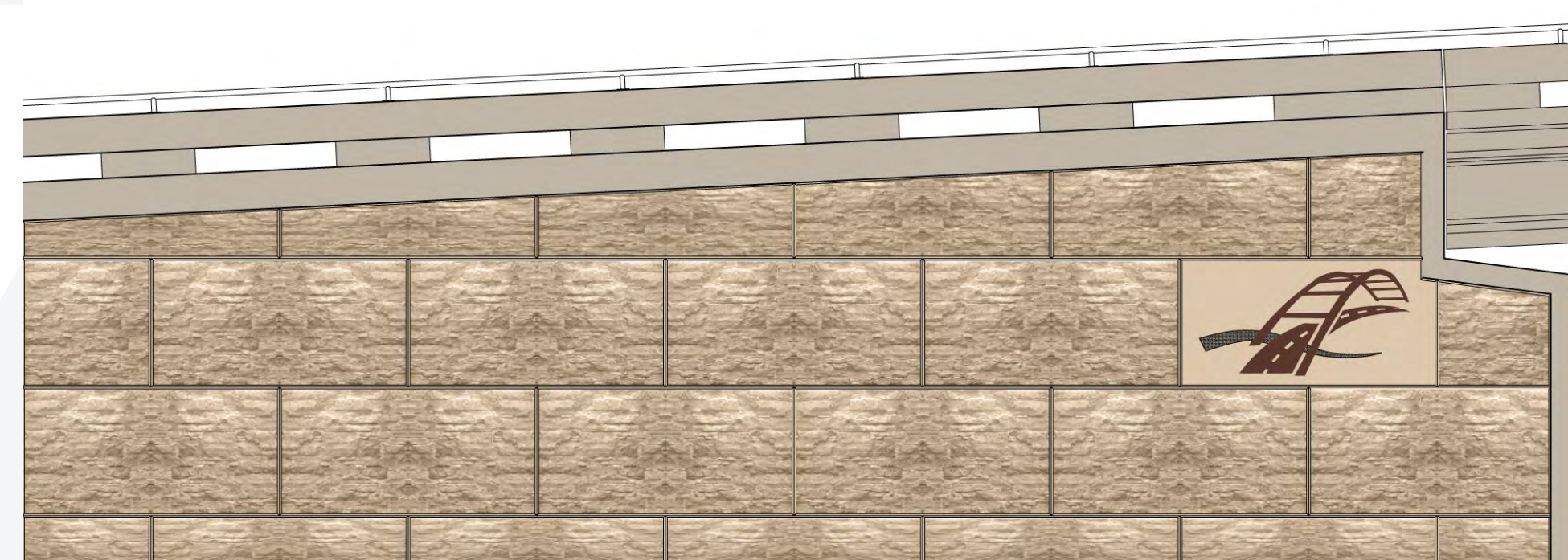
**SQUARE COLUMNS  
WITH TEXAS STAR**



**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.

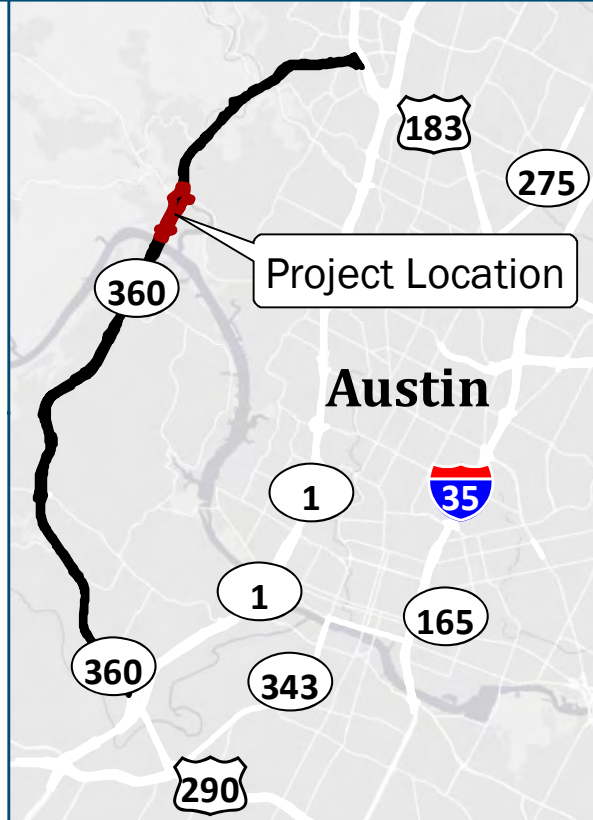
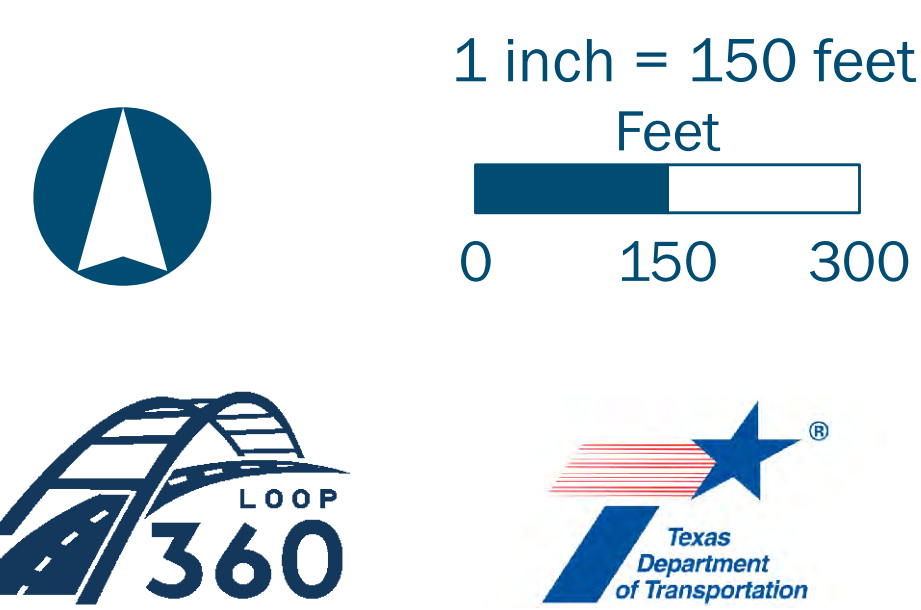
To learn more visit:  
**[Loop360Project.com](http://Loop360Project.com)**





# 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)

- 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



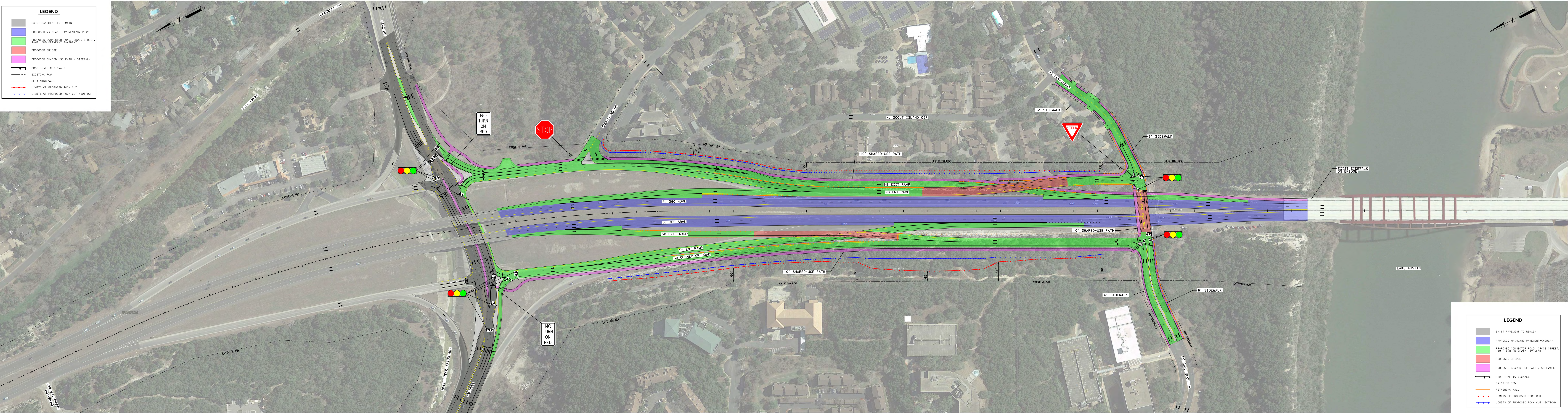
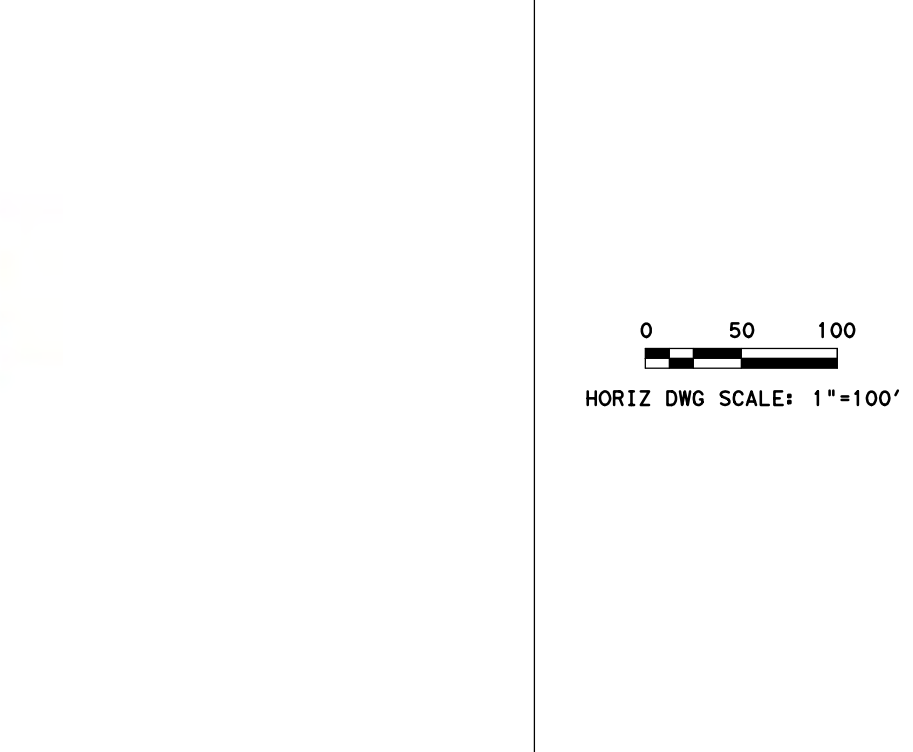
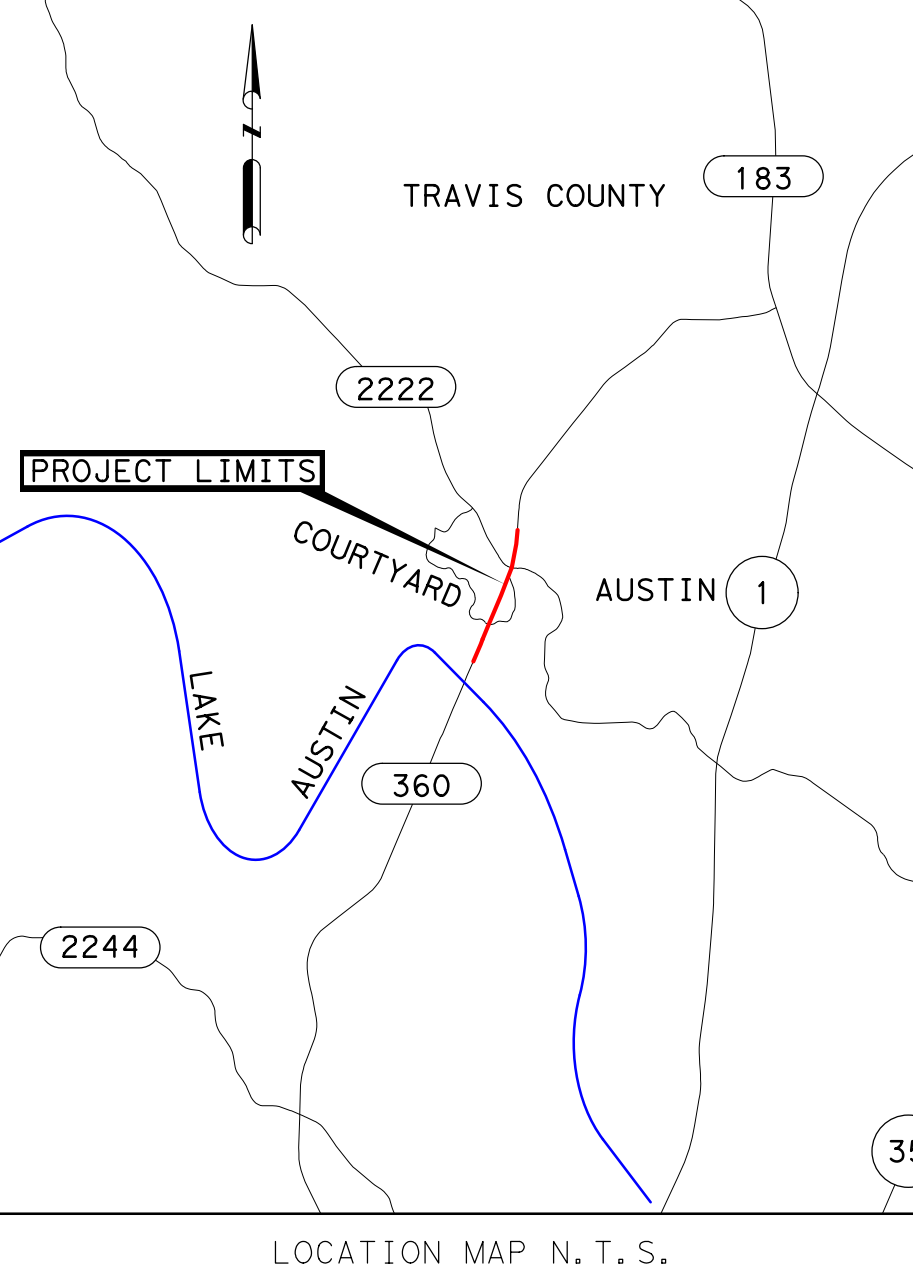
STATE	DIST	COUNTY	HIGHWAY NO.
TEXAS	AUS	TRAVIS	LOOP 360
CONT	SECT	JOB	
0113	13	168, ETC.	

TEXAS DEPARTMENT OF TRANSPORTATION  
TRAVIS COUNTY

CSJ: 0113-13-168, ETC.

LOOP 360

CONCEPTUAL LAYOUT  
FROM NORTH OF RM 2222 TO LAKE AUSTIN





## FACT SHEET

### About Loop 360

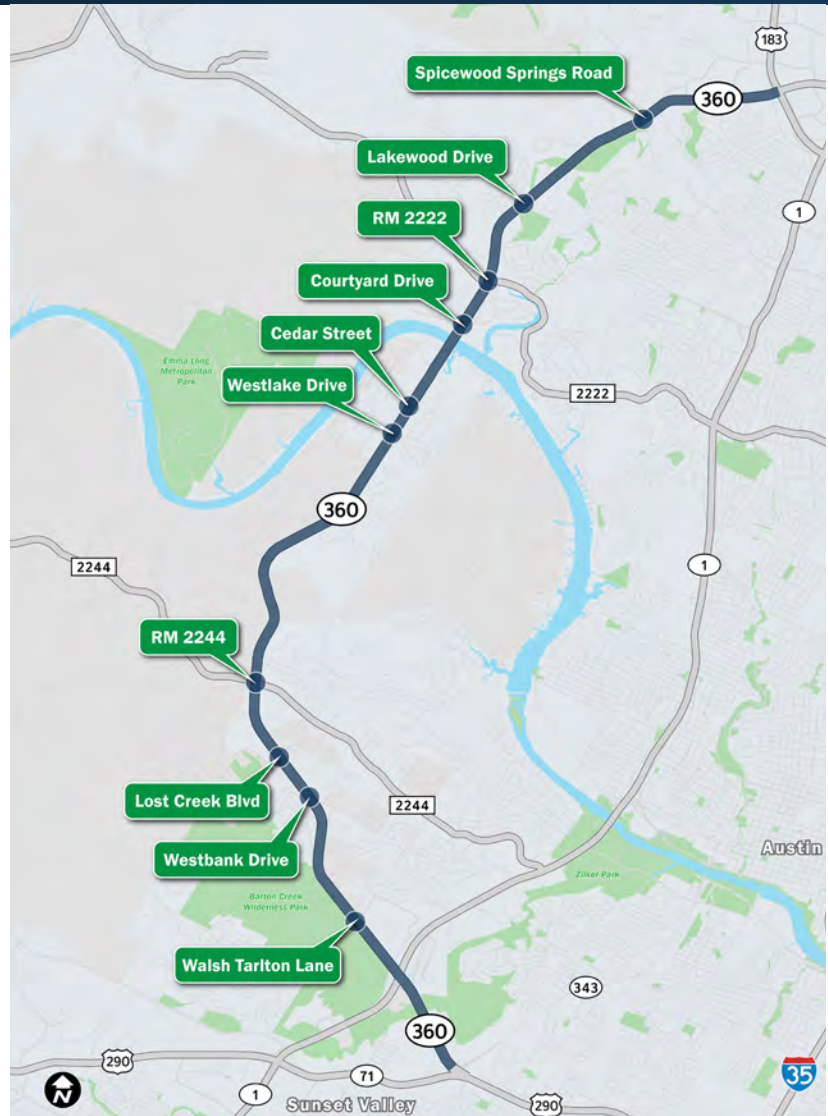
Loop 360 is a major north/south transportation corridor for the capital area region, acting as a thoroughfare and commuter route for residents in west Austin as well as those passing through. The natural beauty and unique Hill Country environmental features along Loop 360 draw regional, national and even international visitors to the area.

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. Improvements include removing traffic signals from the Loop 360 mainlanes and constructing overpasses or underpasses at several intersections along the corridor. A diverging diamond intersection will likely be built at RM 2222 and will be evaluated at RM 2244.

Projects include: Lakewood Drive/Spicewood Springs Road, Courtyard Drive/RM 2222, Westlake Drive/Cedar Street, RM 2244 and MoPac to RM 2244.



**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



**Purpose and Need**  
Identify the problem we are trying to solve



**Environmental Analysis of Alternatives**  
Thoroughly analyze alternatives for potential impacts



**Draft Documentation/ Public Involvement**  
The draft environmental document is prepared and reviewed



**Final Documentation Review**  
The final environmental document is completed



**Environmental Decision**  
Either the preferred build alternative or the no build alternative



**Utility Relocation**  
(Approximately 1 year)



**Construction**  
(2-3 years, depending on project)

STAKEHOLDER OUTREACH



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[www.LOOP360PROJECT.com](http://www.LOOP360PROJECT.com)

**FOLLOW US ON TWITTER**  
[@Loop360Project](https://twitter.com/Loop360Project)



**CONTACT US**

**TxDOT Public Information Officer**  
**Brad Wheelis**  
[Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov) | 512.832.7060



# FACT SHEET

## Why Improvements Are Needed

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.

Increased traffic congestion at Courtyard Drive, RM 2222 and elsewhere along Loop 360 has resulted in a lack of mobility and increased safety concerns. Unless something is done, traffic conditions will worsen as our population grows.

## Project Overview

The purpose of the project is to improve mobility and safety at the Loop 360 intersections of Courtyard Drive and RM 2222.

Proposed solutions for the intersections include:



Removal of the traffic signal from the Loop 360 mainlanes at Courtyard Drive and construction of an underpass.



Construction of a diverging diamond intersection (DDI) at RM 2222. For more information about DDIs, visit [Loop360Project.com/divergingdiamond.htm](http://Loop360Project.com/divergingdiamond.htm)



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



## Details and Timeline

Environmental work began in summer 2018 and will incorporate input collected at upcoming public meetings.

Construction is anticipated to begin in mid-2023.

**PROJECT PROCESS |** The Loop 360 at Courtyard Drive/RM 2222 project will be conducted using a multi-step process that engages stakeholders on an ongoing basis.



**Feasibility Study**  
(1-2 years)  
COMPLETE



**Purpose and Need**  
Identify the problem we are trying to solve



**Environmental Analysis of Alternatives**  
Thoroughly analyze alternatives for potential impacts



**Draft Documentation/ Public Involvement**  
The draft environmental document is prepared and reviewed



**Final Documentation Review**  
The final environmental document is completed



**Environmental Decision**  
Either the preferred build alternative or the no build alternative



**Utility Relocation**  
(Approximately 1 year)



**Construction**  
(2-3 years, depending on project)

**WE ARE HERE**

**STAKEHOLDER OUTREACH**



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TxDOT Public Information Officer  
**Brad Wheelis**  
[Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov) | 512.832.7060

## 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 efficiently 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.



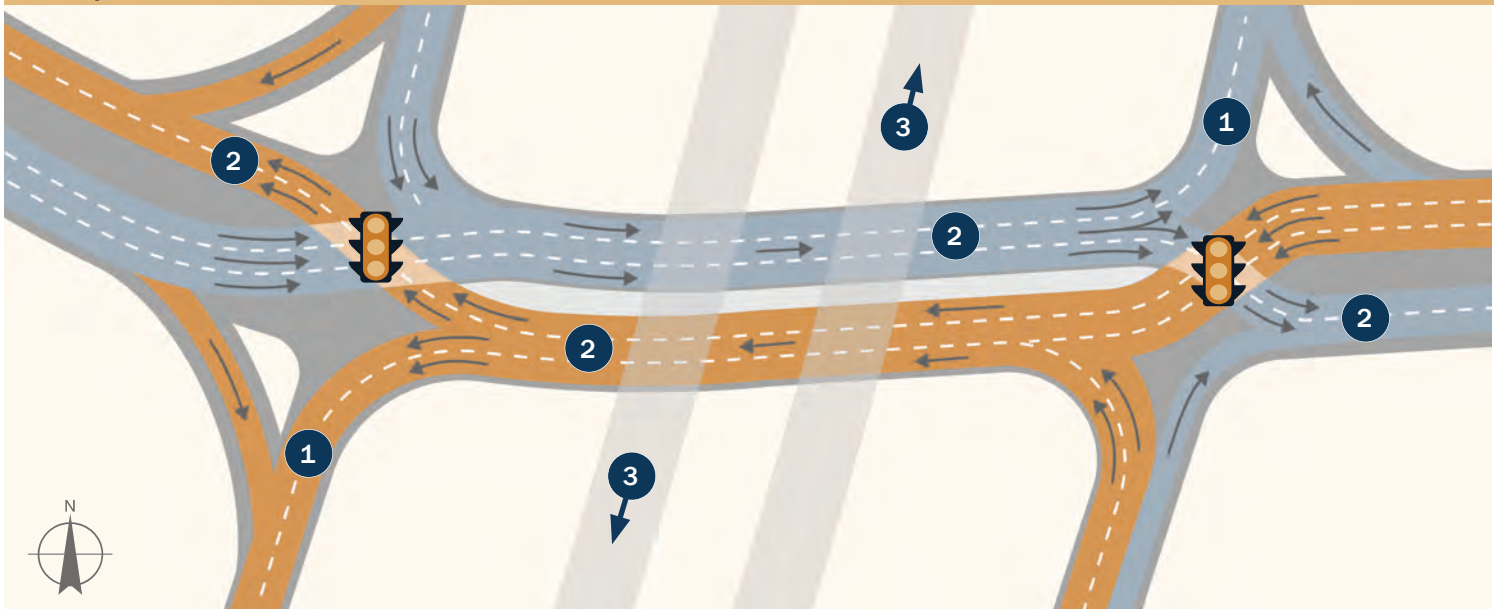
### Benefits of a Diverging Diamond Intersection

- 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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CONTACT US

TxDOT Public Information Officer

Brad Wheelis

[Bradley.Wheelis@txdot.gov](mailto:Bradley.Wheelis@txdot.gov) | 512.832.7060



## FREQUENTLY ASKED QUESTIONS – OVERALL PROGRAM

### 1. What is the purpose of the Loop 360 Program?

Loop 360 is a major transportation corridor for the capital area region, serving as a north/south route and functioning as a connector between US 183 and US 290/SH 71. The 14-mile corridor acts as a commuter route and a local thoroughfare for residents and businesses. Loop 360 also provides access for other citizens, including bicyclists, photographers, geologists, hikers, and visitors to Lake Austin. The purpose of the Loop 360 Program is to upgrade multiple intersections along the corridor. The program team will involve stakeholders throughout the community in selecting the best option for each intersection to improve safety and mobility along the Loop 360 corridor.

### 2. Why are improvements needed?

Increased traffic congestion along Loop 360 has resulted in a lack of mobility and increased safety concerns. Three sections of the corridor are listed on the state's [Most Congested Roadways list](#). Unless something is done, traffic conditions along Loop 360 will 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.

### 3. Who will benefit from the projects?

Ultimately, we hope that all residents, pedestrians, bicyclists, businesses, commuters, and others who use and rely on Loop 360 will benefit. The program team works with stakeholders to identify solutions that optimize safety and mobility, while balancing local accessibility and corridor-wide mobility, bike/pedestrian/transit use, environmental impacts, and other important issues for all Loop 360 users. Specific benefits for each user group will depend on the solutions that are recommended for further development.

### 4. Will the projects consider pedestrian, bicycle and transit needs?

Yes. The projects will consider a wide range of transportation modes. The degree to which alternative modes are incorporated into proposed solutions will depend largely on the initial needs identified through stakeholder input and technical analysis. TxDOT is coordinating with representatives from the bicycling community, Capital Metro, and local neighborhoods to identify these needs and opportunities for alternative transportation improvements within the corridor.

### 5. What is the program timeline?

The Loop 360 Program began in summer 2018 and is comprised of separate projects, each with their own timeline. Each project will include an environmental, design, and construction phase estimated to take seven to ten years to complete.

### 6. What is CAMPO and how does it impact the planning process?

The [Capital Area Metropolitan Planning Organization \(CAMPO\)](#) is the Metropolitan Planning Organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. MPOs are federally required throughout the country in areas with a population of 50,000 or more and are required to produce a 20+ year transportation plan, called a Regional Transportation Plan (RTP), and a four-year planning document called the Transportation Improvement Program (TIP).

A 20-member Transportation Policy Board made up of 18 elected officials and representatives from TxDOT and Capital Metro governs CAMPO.

For a project to move forward in to the environmental phase, CAMPO includes the project in the RTP and TIP, and the agency sponsor, in this case TxDOT, chooses to move forward into environmental phase.

**7. What types of improvements will be considered in the projects?**

Improvements will vary by intersection. Overpasses (where the Loop 360 mainlanes go over the cross streets) or underpasses (where the Loop 360 mainlanes go under the cross streets) will likely be constructed at eight of the intersections along the corridor. A diverging diamond intersection will likely be built at RM 2222 and will be evaluated at RM 2244. Visit [Loop360Project.com/divergingdiamond.htm](http://Loop360Project.com/divergingdiamond.htm) to learn more about diverging diamond intersections.

**8. Why aren't improvements at other intersections along the corridor included in the Loop 360 Program?**

The Loop 360 Program uses an incremental approach based on cost-effectiveness. TxDOT is using limited funds to have the greatest impact on mitigating traffic congestion and increasing safety between US 183 and south MoPac. Currently, the program includes improvements at several signalized intersections along the corridor. Improvements to the remaining intersections are not currently planned or funded, but may still be considered as part of future projects as the program moves forward.

**9. Why aren't improvements at Loop 360 at US 183 or Loop 360 at south MoPac included in the Loop 360 Program?**

Traffic forecasts predict near-capacity demand during peak hours at both US 183 and south MoPac even after the planned improvements to both highways are complete. While flyovers from Loop 360 would help during off peak hours, more benefit would be gained if signals on the mainlanes were first removed and replaced by overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). Once these improvements are complete, future projects may include adding flyovers to US 183 and south MoPac.

**10. Why is TxDOT adding shared-use paths along Loop 360?**

TxDOT is working to build a safe and reliable transportation network for all Texans. This is why TxDOT looks to include shared-use paths in new construction projects, accommodating bicyclists and pedestrians. This not only expands access to communities, but can improve quality of life.

When developing a project that is federally funded, TxDOT is required to follow guidelines mandated by the Federal Highway Administration (FHWA). These guidelines require transportation agencies to make bicycle and pedestrian accommodations a "routine part of their planning, design, construction, operations and maintenance activities" and to make accommodations for persons with disabilities in accordance with civil rights mandates, unless there are exceptional circumstances, which prohibit agencies from doing so.

Guidelines must be followed in order to ensure federal project funding. Visit [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm) to review the FHWA requirements.

**11. How did you decide in what order intersections were being improved?**

Based on the results of the Loop 360 feasibility study, priority was given to the most congested intersections. The Loop 360 at Westlake Drive/Cedar Street project will move into construction first, followed by the Lakewood Drive/Spicewood Springs Road, Courtyard Drive/RM 2222 and MoPac to



RM 2244 projects. The City of Austin included funding for projects at Westlake Drive, Lakewood Drive, Spicewood Springs Road and Courtyard Drive in their 2016 Mobility Bond because they were the most congested. Improvements for the RM 2244 intersection are still under development, and TxDOT continues to study the remaining intersections along the Loop 360 corridor.

**12. Why isn't TxDOT adding lanes or widening Loop 360 or the Pennybacker Bridge?**

TxDOT looked at options for additional lanes as part of our Loop 360 feasibility study, which ended in 2016. The study found that adding lanes would be beneficial, but more benefit would be gained if signals on the mainlanes were first removed and replaced by overpasses (where the Loop 360 mainlanes go over the cross street) or underpasses (where the Loop 360 mainlanes go under the cross street). Once these improvements are complete, future projects may include adding an additional pair of lanes to Loop 360, which could be connected directly via flyovers to US 183 and south MoPac.

**13. Will the projects impact the Pennybacker Bridge?**

No. The bridge will remain intact as built. The bridge can accommodate six continuous lanes, but the current projects do not include these improvements.

**14. How will selected improvements be financed?**

The improvements in the Loop 360 Program are funded by TxDOT. The City of Austin will contribute \$46 million in funds from the 2016 Mobility Bond.

**15. What intersection improvements are funded by the 2016 Mobility Bond?**

The 2016 Mobility Bond includes \$46 million to improve four Loop 360 corridor intersections. Those intersections are Westlake Drive, Courtyard Drive, Lakewood Drive, and Spicewood Springs Road.

**16. How will TxDOT ensure that the beauty of Loop 360 is maintained?**

We have heard a clear message that the community wants to maintain the beauty and character of Loop 360, regardless of which improvements are ultimately identified for the corridor. The project team will consider this important factor in its analysis of all proposed improvements. We will share any potential visual impacts associated with each scenario as part of this project. Aesthetics will continue to be an important factor as Loop 360 improvements move through the project development process.

**17. What is a diverging diamond intersection?**

Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic. DDIs allow vehicles to travel more efficiently 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 markings and traffic signals. Visit [Loop360Project.com/divergingdiamond.htm](http://Loop360Project.com/divergingdiamond.htm) to learn more about DDIs.

**18. How is stakeholder input being incorporated into the program, and how can I get involved?**

Stakeholder involvement not only helps identify the issues experienced by Loop 360 users, but helps shape the solutions and potential visual, economic, environmental, and community impacts. Input received to date has helped the program team evaluate and refine the originally proposed scenarios, identify new scenarios to be studied, and refine the criteria by which all scenarios will be evaluated. Ongoing stakeholder involvement is necessary to support and promote solutions for the corridor. Throughout the process there will continue to be opportunities to provide feedback,

concerns and ideas. Comments are welcome at any time, and may be submitted through the [online comment form](#). TxDOT will also meet with stakeholder groups along the corridor, in addition to other interested stakeholders throughout the greater Austin area, to discuss both local and corridor-wide issues.

**19. How does TxDOT respond to stakeholder comments and inquiries?**

The Loop 360 project team values stakeholder feedback and typically responds to all stakeholder questions and comments within a 24-hour period. The exception to this is during the official 15-day comment period for a public workshop, open house or hearing. Any comments received during the 15-day period are included in the comment/response matrix for each public meeting summary. This allows the team to consider all comments and concerns, evaluate any potential changes to the project, and offer consistent responses to stakeholder concerns. The meeting summary is typically posted on our website 3-6 months after a public meeting.

**20. Why can't TxDOT just synchronize the traffic lights along the corridor?**

Improving traffic signal synchronization will help, but not solve the congestion issue on Loop 360. Currently, the corridor's traffic signals are manually configured and do not "talk" to each other. Therefore, any timing tweaks must be made on-site to each individual signal, and any tweaks to one signal do not affect any other signals along the corridor. The program team is currently working to identify potential signal upgrades and timing improvements that would provide some relief in light to moderate traffic conditions. However, such improvements would have little to no effect during peak traffic times unless they are accompanied by more significant design and/or capacity improvements – there are simply too many cars trying to move through each intersection to avoid sitting through multiple signals. All proposed improvements, including intersection and additional capacity improvements, will assume that traffic signals will be upgraded and synchronized to the greatest extent possible.

**21. What is Dark-Sky lighting and will the Loop 360 projects include it?**

Dark-Sky lighting is a design approach that preserves and protects the nighttime environment by using properly-shielded outdoor lighting equipment that reduces light pollution outside of right of way.

The International Dark-Sky Association (IDA) is the recognized authority on light pollution worldwide and is the entity who determines whether a certain area qualifies as a "Dark-Sky Place." There are currently only three Dark-Sky Places located near Austin, including the town of Dripping Springs, and the River Hills and Lost Creek neighborhoods.

In the fall of 2018, the Loop 360 project team began to gather public input on Context Sensitive Solutions (CSS) for the corridor. CSS is a collaborative approach to developing roadways that fit within their surroundings, and it includes components such as lighting. Although the lighting specifications under consideration for Loop 360 may not meet International Dark-Sky standards, TxDOT is partnering with the City of Austin to add lighting features that will preserve the natural look of the night skies along Loop 360. The Loop 360 projects must include lighting on ramps and at intersections to ensure safety and security. Lighting options are still being evaluated, but might include low-level, LED lighting that focuses lighting downward, prevents glare, and preserves the nighttime aesthetic of the community.



## FREQUENTLY ASKED QUESTIONS – LOOP 360 AT COURTYARD DRIVE/RM 2222

### 1. What types of improvements will be considered?

The proposed improvements include replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street). The project also proposes constructing a diverging diamond intersection (DDI) at RM 2222. Additionally, the project includes a shared-use-path and sidewalks within the project limits to improve bicycle and pedestrian accommodations.

### 2. How does TxDOT decide what changes will be made to the concept?

At the beginning of any environmental study, the community is invited to help define the problem we are trying to solve. Option(s) are developed to help solve that problem, and the community is invited to provide additional input on the development and evaluation of all proposed improvements. A "no build," or "do nothing," alternative will be carried through the process and used as a baseline for comparison.

Public feedback is then combined with engineering feasibility, social, economic and environmental analyses to identify the best option, ultimately leading to the identification of a preferred alternative. As the environmental study nears completion, a preferred alternative will be presented to the public.

### 3. What is the project timeline?

The Loop 360 at Courtyard Drive/RM 2222 is nearing the end of the planning, environmental and detailed design phase, which typically takes approximately 2-4 years. During the environmental process, TxDOT identifies the purpose and need, performs environmental analysis of alternatives, reviews draft documentation, finalizes documentation and comes to an environmental decision. After the environmental process and design phase, the project will transition into utility relocation, and then will proceed to construction. Construction is expected to begin in mid-2023 and is projected to take 2-3 years.

### 4. Why can't TxDOT move faster/build it now?

Prior to starting construction, projects must go through a rigorous environmental study dictated by the federal National Environmental Policy Act (NEPA). The program team is working to move through the projects as efficiently and quickly as possible given these guidelines and limitations. The project must also be designed and refined to come up with the best engineering solution based upon feedback from the public.

### 5. Does TxDOT require additional right of way for the Courtyard Drive/RM 2222 project?

At this time, the proposed improvements for the Courtyard Drive/RM 2222 project would not require additional right of way.

### 6. How far back will the existing cliffs be cut?

Both the existing cliff face and the range of cliff cuts varies. The distance between the existing TxDOT right of way and the top of the cliff cut will be a minimum of 35 feet on

both sides of Loop 360, though the actual distance will likely be more in some areas. Construction details, including construction phasing and cliff removal methodology, will be determined as the project progresses into detailed design.

**7. What is a diverging diamond intersection (DDI)?**

Diverging diamond intersections (DDIs) are proposed for intersections with a high volume of left-turning traffic. DDIs allow vehicles to travel more efficiently 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 markings and traffic signals. Learn more about DDIs by visiting [Loop360Project.com](http://Loop360Project.com) and clicking on the FAQs page.

**8. What are braided ramps?**

Braided ramps are where one entrance/exit ramp bridges over the other. Braided ramps are designed to eliminate weaving by separating traffic entering and exiting the Loop 360 mainlanes, making the highway safer and increasing mobility.

**9. How does TxDOT plan to address noise?**

A noise analysis was conducted as part of the environmental study. The analysis calculated existing and projected future traffic noise levels at multiple areas throughout the corridor. The results of the analysis determined that noise impacts would occur at several locations. Noise abatement measures (i.e., noise barriers) were considered at the impacted locations, and it was determined that noise barriers would not be feasible and reasonable at abating noise, according to TxDOT (FHWA approved) guidelines. Therefore, noise abatement measures are not proposed for the project.

**10. Why can't TxDOT maintain existing access at Loop 360 and Courtyard Drive?**

**From eastbound Courtyard Drive to southbound Loop 360:**

RM 2222 and the Pennybacker Bridge are very close in proximity to the Loop 360 at Courtyard Drive intersection. Maintaining existing access from eastbound Courtyard to southbound Loop 360 would require drivers to come to a full stop as they approach the intersection. Drivers would have to turn onto the Loop 360 mainlanes with no auxiliary lane and limited sight distance, while also merging 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.

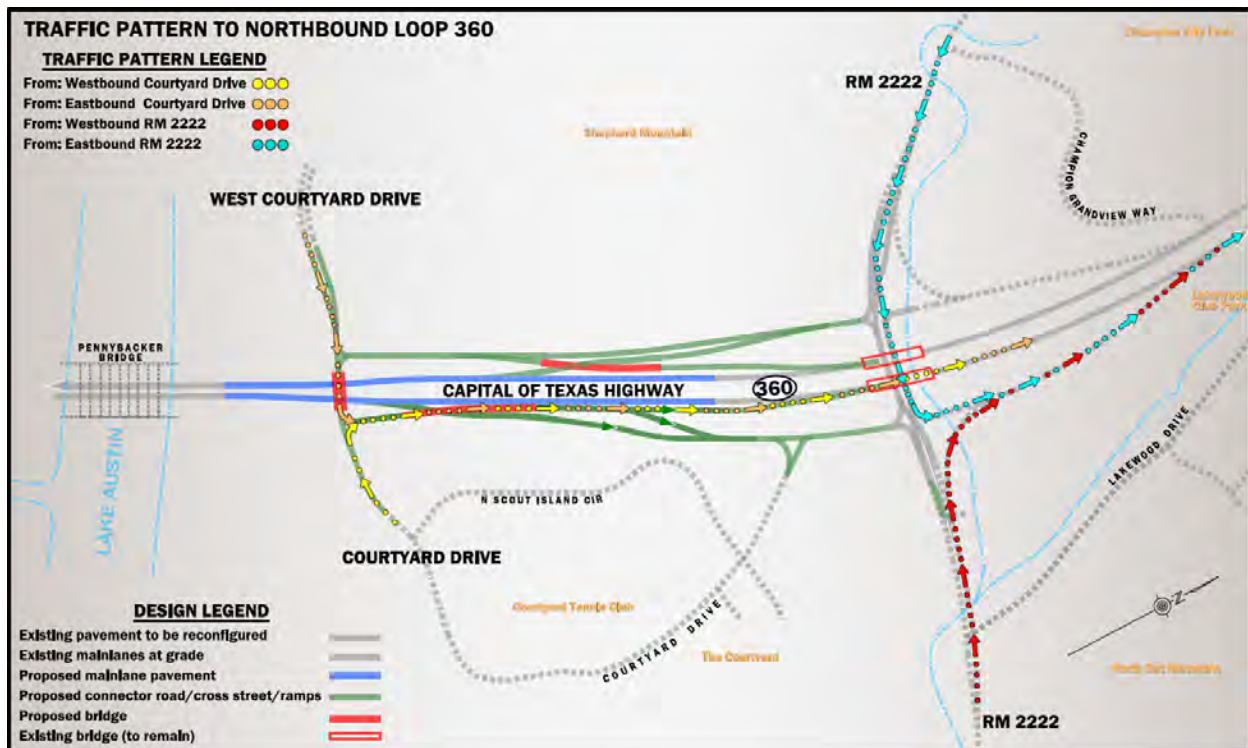
**From northbound Loop 360 to eastbound Courtyard Drive:**

Due to the proximity of the Pennybacker Bridge and a steep incline along Courtyard Drive, maintaining existing access would require drivers to make a sharp turn with barriers on either side. In addition, maintaining existing access would require TxDOT to acquire properties near Courtyard Drive at Loop 360, and would cause right-of-way impacts to additional properties. 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.



## 11. When the improvements are complete, how will I travel around the area?

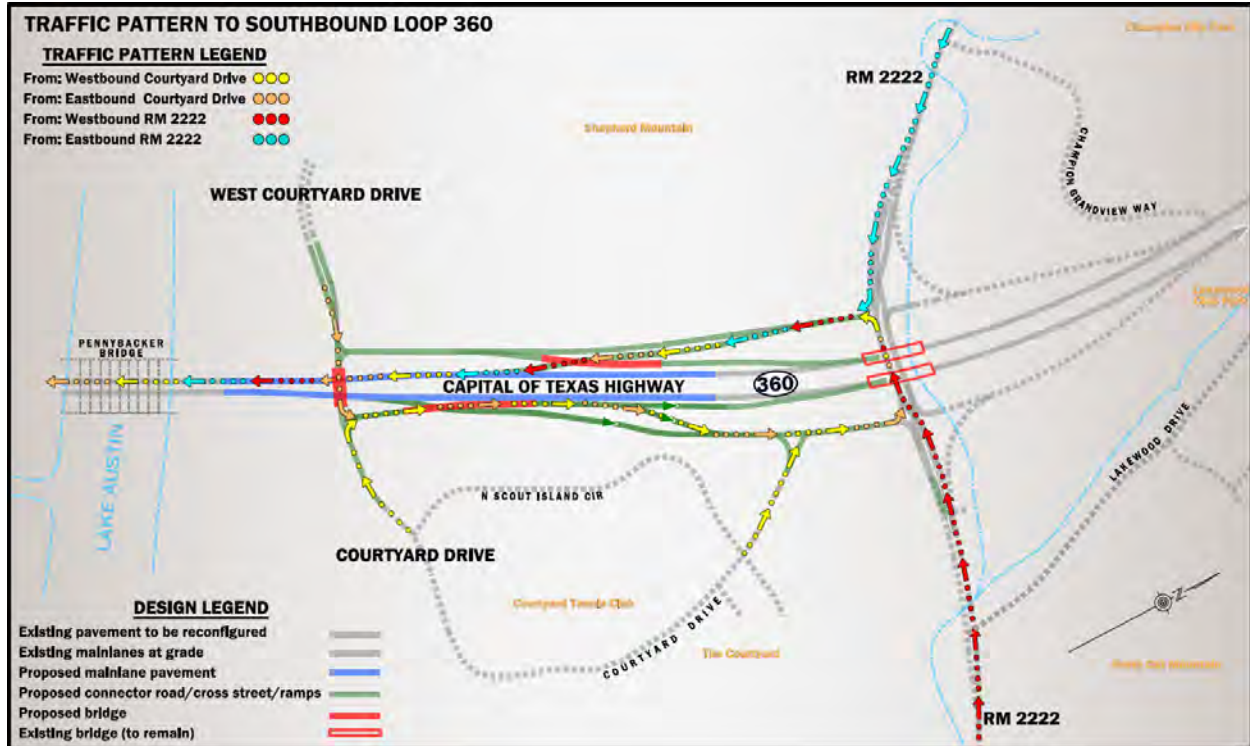
### Northbound



### To Northbound Loop 360:

- **From Westbound Courtyard Drive:** Drivers will exit the Courtyard neighborhood at the southern intersection of Loop 360 at Courtyard Drive and turn right onto the new braided entrance ramp. They will enter the northbound Loop 360 mainlanes just south of RM 2222.
- **From Eastbound Courtyard Drive:** Drivers will proceed across the Loop 360 mainlanes using the Courtyard Drive bridge and turn left onto the new braided entrance ramp. They will enter the northbound Loop 360 mainlanes just south of RM 2222.
- **From Westbound RM 2222:** Drivers will use the right lane to access the northbound Loop 360 entrance ramp located north of RM 2222.
- **From Eastbound RM 2222:** Drivers will use the DDI to turn left onto the northbound Loop 360 entrance ramp. They will then be able to enter the northbound Loop 360 mainlanes.

## Southbound



### To Southbound Loop 360:

- **From Westbound Courtyard Drive:** Drivers will exit the Courtyard neighborhood at either the southern or northern Courtyard Drive exits. They will turn right onto the new northbound Loop 360 connector road and use the DDI to U-turn, entering southbound Loop 360 using the new braided entrance ramp south of RM 2222.
- **From Eastbound Courtyard Drive:** Drivers will proceed across the Loop 360 mainlanes using the Courtyard Drive bridge and turn left onto the new northbound Loop 360 connector road to proceed to the DDI at RM 2222. They will use the DDI to U-turn, entering southbound Loop 360 using the new braided entrance ramp south of RM 2222.
- **From Westbound RM 2222:** Drivers will use the DDI to turn left onto the new southbound Loop 360 connector road. They will then proceed to the new braided entrance ramp located south of RM 2222 to enter the southbound Loop 360 mainlanes.
- **From Eastbound RM 2222:** Drivers will turn right onto the new southbound Loop 360 connector road. They will then proceed to the new braided entrance ramp located south of RM 2222 to enter the southbound Loop 360 mainlanes.



## Eastbound



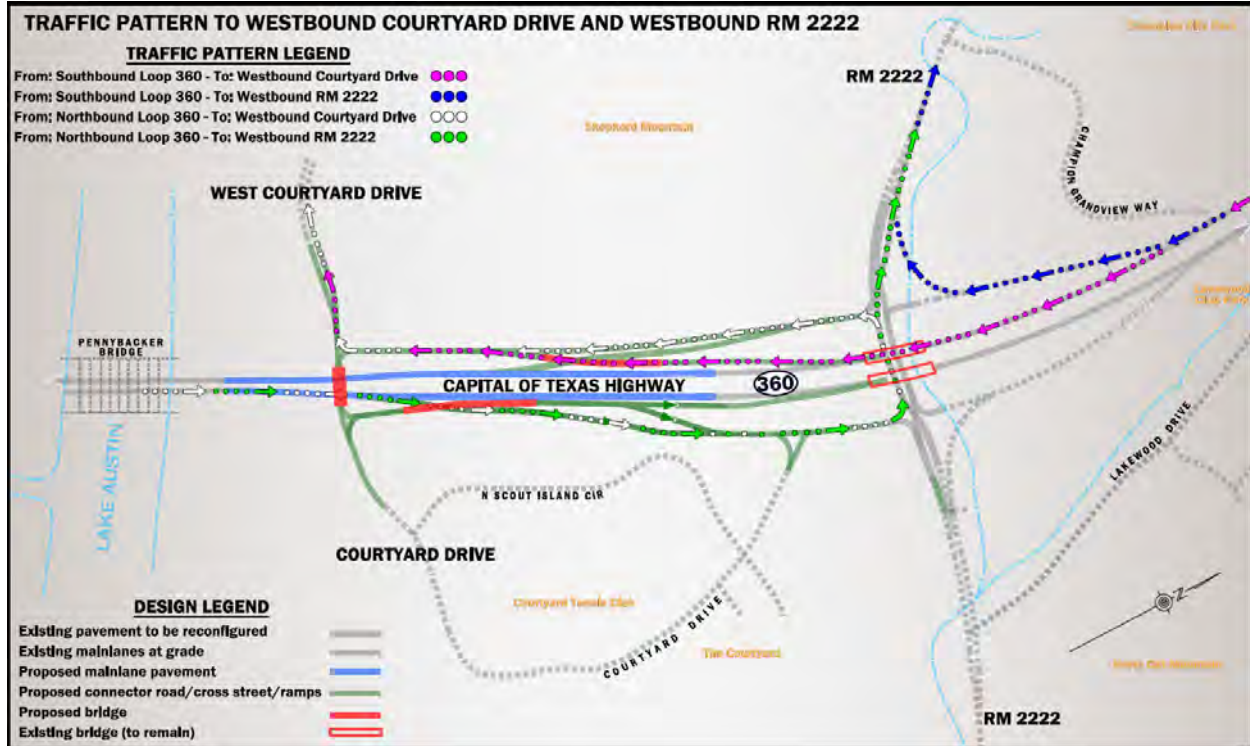
### To Eastbound Courtyard Drive:

- **From Southbound Loop 360:** Drivers will take the new braided southbound exit ramp located just south of RM 2222. The exit ramp will lead to a connector road that will allow a left turn directly onto Courtyard Drive.
- **From Northbound Loop 360:** Drivers will take the new braided northbound exit ramp located just north of the southern Courtyard Drive entrance. They will then use the connector road to reach the northern Courtyard Drive entrance.

### To Eastbound RM 2222:

- **From Southbound Loop 360:** Drivers will take the southbound exit ramp located north of RM 2222, and will head eastbound on RM 2222 by taking a left and traveling through the DDI.
- **From Northbound Loop 360:** Drivers will take the new braided northbound exit ramp located just north of the southern Courtyard Drive entrance, and will use the right lane to turn onto eastbound RM 2222.

## Westbound



### To Westbound Courtyard Drive:

- **From Southbound Loop 360:** Drivers will take the new braided southbound exit ramp located just south of RM 2222. The exit ramp will lead to a connector road that will allow a right turn directly onto Courtyard Drive.
- **From Northbound Loop 360:** Drivers will take the new braided northbound exit ramp located just north of the southern Courtyard Drive entrance, and will use the DDI to U-turn. They will stay on the connector road to reach westbound Courtyard Drive.

### To Westbound RM 2222:

- **From Southbound Loop 360:** Drivers will take the southbound exit ramp located north of RM 2222, using the right-turn lane to turn onto westbound RM 2222.
- **From Northbound Loop 360:** Drivers will take the new braided northbound exit ramp located just north of the southern Courtyard Drive entrance, and will move through the DDI to travel westbound on RM 2222.











# DISPLAY BOARDS

## PROJECT OVERVIEW

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



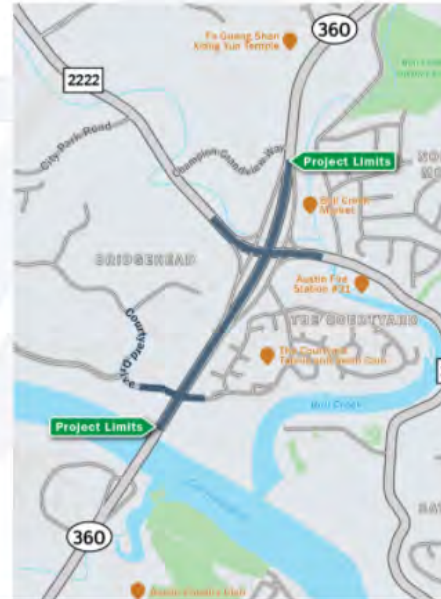
Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street).




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.



LOOP 360 PROGRAM

STAY IN THE LOOP 



# DISPLAY BOARDS



The display board features a background map of the Loop 360 corridor. It includes three text blocks with icons: a 'LOOP 360' box icon, a magnifying glass icon, and a road intersection icon. The Texas Department of Transportation logo is in the top right. A dark blue footer contains the text 'LOOP 360 PROGRAM' and 'STAY IN THE LOOP' with a Loop 360 logo. Navigation arrows are on the left and right, and a zoom icon is in the top right corner of the board area.

## HISTORY OF LOOP 360 IMPROVEMENTS

**LOOP 360** 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 PROGRAM**

STAY IN THE LOOP 





# DISPLAY BOARDS

## ▶ 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.

**LOOP 360 PROGRAM**

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# DISPLAY BOARDS



## ▶ 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.

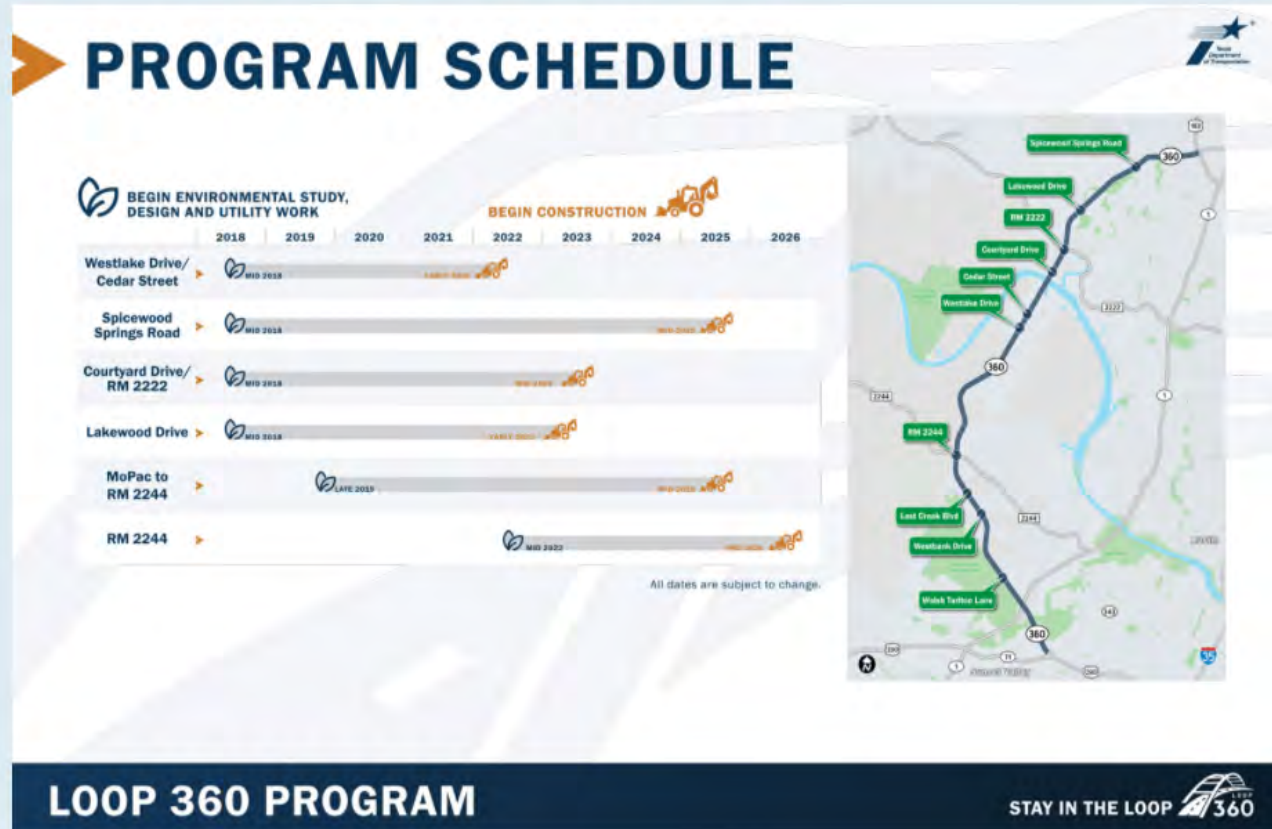
**LOOP 360 PROGRAM**

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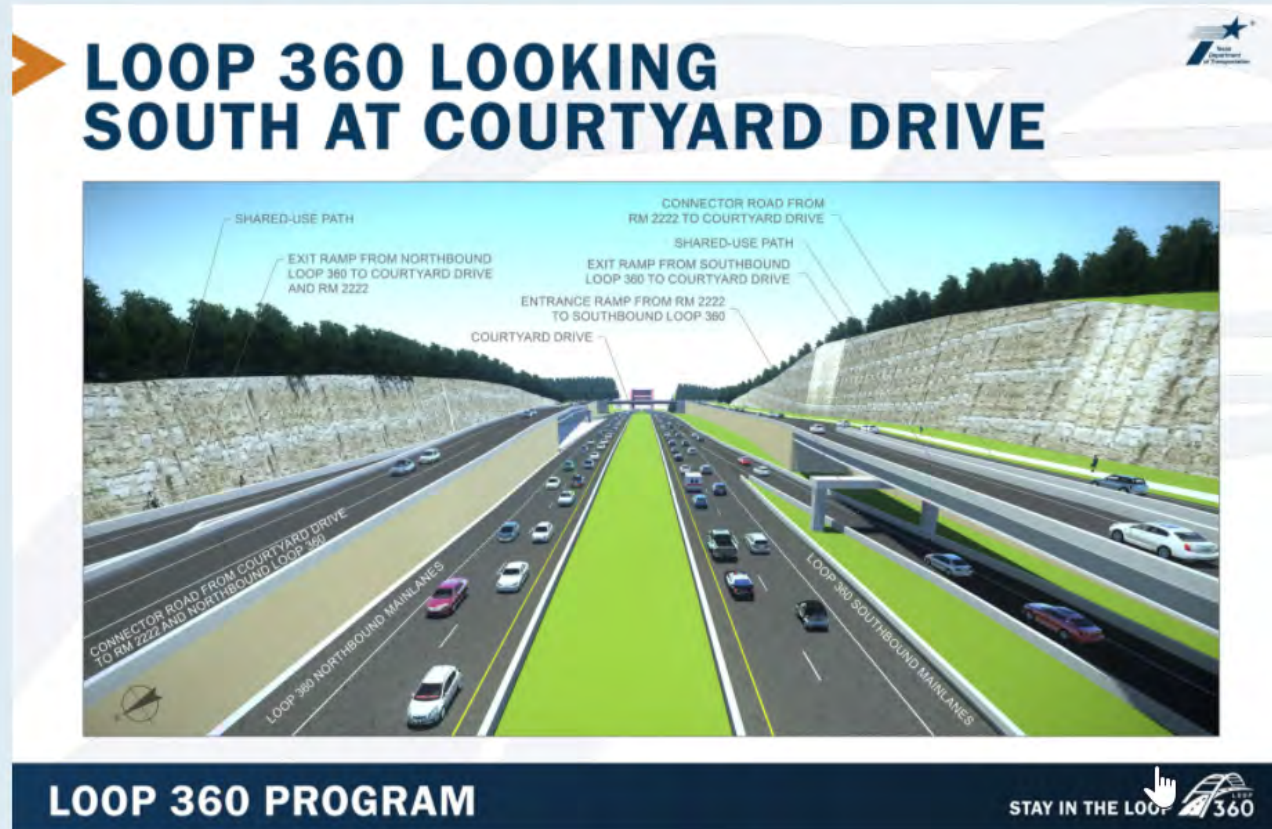


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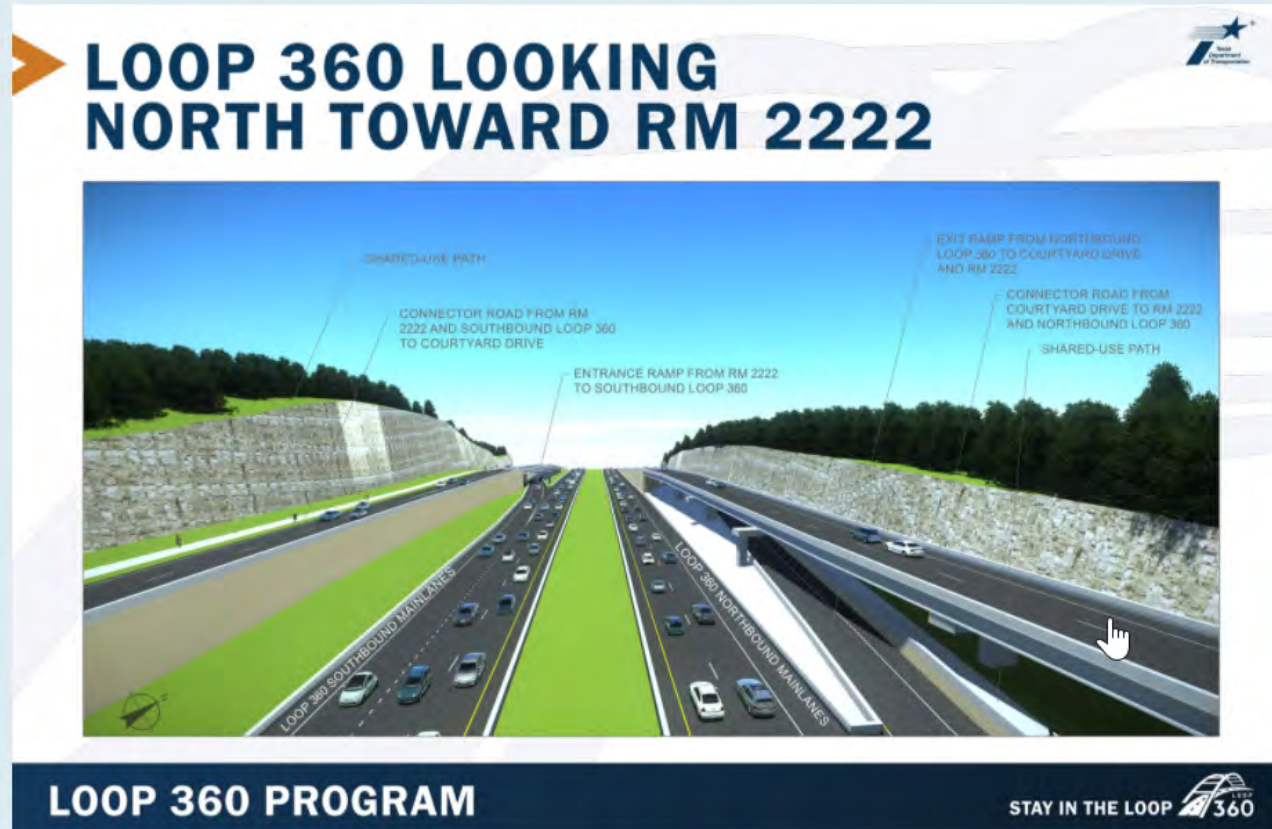




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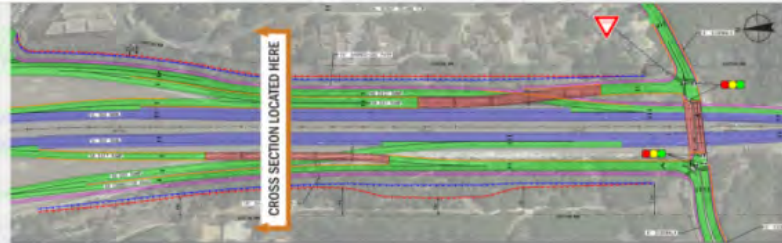


# DISPLAY BOARDS


## 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.



**LOOP 360 PROGRAM**

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# DISPLAY BOARDS


## CONCEPTUAL LAYOUT

### GENERAL DESCRIPTION

1. Existing signalized interchange at RM 2222 reconfigured to a diverging diamond intersection.
2. Existing mainline signal at Courtyard Drive replaced with mainline 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.




LOOP 360 PROGRAM

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## ➤ 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.

## LOOP 360 PROGRAM

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# DISPLAY BOARDS



## 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).



**LOOP 360 PROGRAM**

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# DISPLAY BOARDS



## CONTEXT SENSITIVE SOLUTIONS

### LANDSCAPING AND HARDSCAPING



**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



**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

## LOOP 360 PROGRAM

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# DISPLAY BOARDS



## 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

## LOOP 360 PROGRAM

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## Community Impact

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### Comment period for Loop 360 Program at RM 2222, Courtyard Drive opens



A sign indicated the in-person public hearing at TxDOT Austin District office, 7901 N. I-35, Austin, on Oct. 6. (Brian Perdue/Community Impact Newspaper)

*A sign indicated the in-person public hearing at TxDOT Austin District office, 7901 N. I-35, Austin, on Oct. 6. (Brian Perdue/Community Impact Newspaper)*

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By [Brian Perdue](#) | 1:09 PM Oct 6, 2020 CDT | Updated 8:49 AM Oct 7, 2020 CDT



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Lucas Short, the project manager for the Loop 360 Project, points out features of the planned diverging diamond intersection at the RM 2222 intersection during the Oct. 6 public hearing. (Brian Perdue/Community Impact Newspaper)



This map provided by the Texas Department of Transportation shows the location of the planned intersection improvements at RM 2222 and Courtyard Drive on Loop 360. (Courtesy Texas Department of Transportation)

The Texas Department of Transportation on Oct. 6 held a public hearing and began a 16-day comment period for improvements to two intersections in the Loop 360 Program.

A north-south corridor in West Austin, Loop 360 has severe traffic congestion, according to a TxDOT press release. The Loop 360 Program aims to alleviate the congestion by improving traffic flow at 10 intersections along a 10-mile stretch, from Spicewood Springs Road to the north to Walsh Tarlton Lane to the south. The majority of the work involves installing either overpasses or underpasses on Loop 360 cross streets and removing traffic signals.

The current open house and comment period center on two intersections, at Courtyard Drive and RM 2222, which are approximately a half-mile apart. A diverging diamond intersection will be constructed at RM 2222, while an overpass spanning Loop 360 and the removal of the traffic signal is planned at Courtyard Drive.

Both new intersections will be more pedestrian- and bicycle-friendly, according to TxDOT design plans.

Individuals may comment by calling 512-832-7192 during business hours. Written comments may be submitted through:

- The program's website at [Loop360Project.com/contact.htm](https://Loop360Project.com/contact.htm)
- Emailing [info@Loop360Project](mailto:info@Loop360Project)
- Sending mail to the Loop 360 Program Team, 1608 W. Sixth St., Austin, TX 78703.

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Although the Capital Area Metropolitan Planning Organization, or CAMPO, deferred funding to Loop 360 and other local projects to fund I-35 reconstruction, the Loop 360 Program planning continues, according to Loop 360 Project Manager Lucas Short. If funding is restored, the RM 2222/Courtyard Drive project will be shovel-ready in mid-2023, according to TxDOT.

TxDOT's in-person open house, at the TxDOT Austin District office, 7901 N. I-35, Austin, occurs only on Oct. 6 through 7 p.m. due to coronavirus concerns. Those interested in attending should first call 512-832-7192.

For more information on the Loop 360 Program, visit [loop360project.com](https://loop360project.com).  
[Loop 360](#) [RM 2222](#) [Courtyard Drive](#) [diverging diamond intersection](#) [Texas Department of Transportation](#)

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# Got something to say? Loop 360 project's virtual public hearing Tuesday

## [Austin](#)

AUSTIN (KXAN) — The Texas Department of Transportation, along with the City of Austin, will host a virtual public hearing at 10 a.m. Tuesday on the latest Loop 360 improvement project.

The hearing covers safety and mobility projects centered around the Courtyard Drive and Ranch to Market Road 2222 area of Loop 360. The proposed improvements include:

- Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass
- Constructing a [diverging diamond intersection](#) (DDI) at RM 2222
- Improving bicycle and pedestrian accommodations

The hearing can be seen on [Loop360Project.com](http://Loop360Project.com) at 10 a.m. and has a prerecorded presentation explaining the proposed improvements before the live portion.

The public can submit comments on the website, through email via [info@Loop360Project.com](mailto:info@Loop360Project.com), by phone at 512-647-1064 or by mailing the Loop 360 Project Team at 1608 W. 6th St., Austin, Texas 78703.

There are also a limited amount of in-person appointments from 10 a.m.-7 p.m. Tuesday to submit comments. Those appointments will be at the TxDOT Austin office at 7901 N. Interstate 35.

Comments must be received by Oct. 21 to be considered part of the public record for the hearing.

WESTLAKE

## TxDOT hosts public hearing for Loop 360 project at Courtyard Drive

**Sarah Asch** [sasch@statesman.com](mailto:sasch@statesman.com)

Published 4:39 p.m. CT Oct. 8, 2020

The Texas Department of Transportation hosted a virtual public hearing on Tuesday for a planned construction project on Loop 360 at Courtyard Drive and RM 2222. The public has until Oct. 21 to offer feedback by phone, email, mail or through an online form as part of the official public hearing process.

The project on Loop 360 extends one mile from Lake Austin to north of RM 2222 and will help increase safety and reduce traffic in the area, according to an informational video the agency released.

The project would replace the intersection and traffic signals at Courtyard Drive with an underpass where Loop 360 would go under the cross street. The project would also put a different kind of intersection, called a diverging diamond, where Loop 360 intersects with RM 2222.

This design is recommended for intersections where a high number of people turn left, and would keep traffic flowing by allowing cars to turn left without waiting for a protected turn signal. The diverging diamond layout reduces crashes at the intersection and increases safety and mobility, according to the video.

The project also includes a shared-use path along both sides of Loop 360, a shared-use path to the north of Courtyard Drive where it crosses over the loop, and sidewalks east and west of the crossing over point within project limits.

Environmental studies have been conducted related on the project to identify and minimize effects to the human and natural environment in accordance with state law.

There are some people who will be affected by noise because of this project, and TxDOT said while noise abatement options were considered, noise barriers are not reasonable in this case.



The project also takes into account that portions of the road are within FEMA designated 100-year flood hazard areas associated with West Bull Creek. Officials said the design for the project will not harm the creek or the nearby tributary to Lake Austin. The final environmental decision for the project is expected in the winter of 2021.

Construction is scheduled to start in the summer of 2023, contingent on available funding, and take two to three years. The estimated total cost of the project is \$42 million.

[Traffic & Transit](#)

# Public Input Sought For Key Loop 360 Project In Austin

**Loop 360 at Courtyard Drive/RM 2222 project aims to improve safety and mobility along Loop 360.**

By [Tony Cantu, Patch Staff](#)



Oct 2, 2020 12:15 pm CT



Loop 360 at Courtyard Drive/RM 2222 project aims to improve safety and mobility along Loop 360. (Shutterstock)

AUSTIN, TX — The Texas Department of Transportation is seeking input from the public related to a key road project aimed at improving



safety and mobility along Loop 360.

In tandem with the City of Austin, the transportation agency has scheduled a virtual public hearing on Oct. 6 to gather input on the Loop 360 at Courtyard Drive/RM 2222 project. The project is part of the Loop 360 Program, with proposed improvements including:

- Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass.
- Constructing a diverging diamond intersection (DDI) at RM 2222.
- Improving bicycle and pedestrian accommodations.

The virtual public hearing will launch on [Loop360Project.com](https://Loop360Project.com) beginning at 10 a.m. on Tuesday, Oct. 6. The hearing will include a pre-recorded video presentation explaining the proposed improvements. Additional project-related materials will also be available.

An in-person option will be available by appointment only on Tuesday, Oct. 6, from 10 a.m. to 7 p.m. at the TxDOT Austin District office, 7901 North Interstate 35. Those wishing to attend the in-person option are urged to call (512) 832-7192 to make an appointment. In recognition of COVID-19, enhanced safety measures will be in place, including a requirement to wear a face mask and follow social distancing practices.

Members of the public also can call (512) 832-7192 during regular office hours or email [CWotip-c@txdot.gov](mailto:CWotip-c@txdot.gov) to ask questions about the project or access project materials.

The public may submit comments on the recommended improvements using any of the following methods:

- Online: [Loop360Project.com](https://Loop360Project.com).
- Email: [info@Loop360Project.com](mailto:info@Loop360Project.com).
- Phone: (512) 647-1064 (leave voice message)
- Mail: Loop 360 Project Team, 1608 W. 6th St., Austin, TX 78703

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

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EIN News

## TxDOT Seeks Input on Loop 360 at Courtyard Drive/RM 2222 Project

The Texas Department of Transportation, with support from the city of Austin, will host a virtual public hearing on Oct. 6, 2020, to gather input on the Loop 360 at Courtyard Drive/RM 2222 project. The project is part of the Loop 360 Program, which aims to improve safety and mobility along Loop 360.

Proposed improvements include:

- Replacing the existing traffic signals on Loop 360 at Courtyard Drive with an underpass
- Constructing a diverging diamond intersection (DDI) at RM 2222
- Improving bicycle and pedestrian accommodations

The virtual public hearing will launch on [Loop360Project.com](https://Loop360Project.com) beginning at 10 a.m. on Tuesday, Oct. 6, 2020. The hearing will include a pre-recorded video presentation explaining the proposed improvements. Additional project-related materials will also be available.

An in-person option will be available *by appointment only* on Tuesday, Oct. 6, 2020, from 10 a.m. to 7 p.m. at the TxDOT Austin District office, 7901 North I-35, Austin, TX 78753. Individuals wishing to attend the in-person option may call 512-832-7192 to make an appointment. In recognition of COVID-19, enhanced safety measures will be in place, including a requirement to wear a face mask and follow social distancing practices.

Members of the public may also call 512-832-7192 during regular office hours or email [CWotip-c@txdot.gov](mailto:CWotip-c@txdot.gov) to ask questions about the project or access project materials.



The public may submit comments on the recommended improvements using any of the following methods:

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

# Whispers

Tuesday, October 6, 2020 by [Tai Moses](#)

## Share input at Loop 360 virtual hearing

Community members are invited to share input at a virtual public hearing for the Texas Department of Transportation's Loop 360 at Courtyard Drive/RM 2222 project. The hearing, which starts at 10 a.m. today on the [project website](#), includes "a pre-recorded video presentation explaining the proposed improvements, a written transcript of the presentation, display boards, exhibits, and fact sheets." TxDOT will host an in-person option today by appointment only at the TxDOT Austin District office at 7901 N. I-35. Call 512-832-7192 to schedule an appointment. The deadline for public comments is Wednesday, Oct. 21. Find background on the project at [loop360project.com](#).



## Stop by the Loop 360 at Courtyard Drive/RM 2222 virtual public hearing



A virtual public hearing for the Texas Department of Transportation's Loop 360 at Courtyard Drive/RM 2222 project will be held online beginning tomorrow, Tuesday, Oct. 6, at 10 a.m. [on the project website](#). The community is invited to share input on the proposed project. The hearing will include a pre-recorded video presentation explaining the proposed improvements, a written transcript of the presentation, display boards, exhibits, and fact sheets. Environmental documentation and supporting documents are available now on the [Courtyard Drive/RM 2222 project page](#).

For those interested in viewing public hearing materials in person, TxDOT will host an in-person option on Oct. 6 by appointment only at the TxDOT Austin District office (7901 North I-35, Austin, TX 78753). Call 512-832-7192 to schedule an appointment. Comments on the public hearing must be received by Wednesday, October 21 to be included in the official record.

The City of Austin is contributing \$46 million in [2016 Mobility Bond](#) funding to improve multiple Loop 360 corridor intersections, including Courtyard Drive/RM 2222. To learn more about the projects on Loop 360, visit [Loop360project.com](#).

### Calendar Corner: October 5 - 11, 2020

### **TxDOT Virtual Public Hearing with In-Person Option - Loop 360 at Courtyard Drive and RM 2222**

Join the Texas Department of Transportation for a virtual public hearing to learn more about proposed safety and mobility improvements along Loop 360 at the intersections of Courtyard Drive and RM 2222 in Travis County.

**Date:** Tuesday, Oct. 6, 2020

**Time:** 10 a.m.

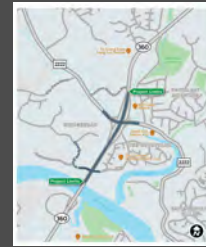
**Place:** [Loop360Project.com](#)

On Oct 1, 2020, at 5:25 AM, Linda Bailey wrote:

**Hello Friends,**

### **TxDot Loop 360 Update**

Please see details below about TxDOT's upcoming public updates on the intersections of 2222/360 and Courtyard Drive/360.



When you review the hearing materials, note that drivers heading south (a right turn today) from West Courtyard Drive will be required to go north and then make a U-turn at 2222 to go south. Some neighbors have taken to calling this approximately one mile U-turn the "paperclip." The video here shows the diverging diamond at 2222, the "paperclip" U-turn, and stop signs.

<https://www.loop360project.com/divergingdiamond.htm>

Also note that drivers heading east on 2222 will now encounter a stop sign if they want to turn south on 360.

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**From 10 am on Oct. 6 to 11:59 pm on Wednesday, Oct. 21**, TxDOT is hosting a virtual public hearing on proposed safety and mobility improvements along Loop 360 at Courtyard and 2222. The public hearing will include a pre-recorded 15-20 minute presentation that explains the proposed improvements and provides additional information about the project, and **will only be available between those times and dates at Loop360Project.com**. We can log into and view the hearing anytime between Oct. 6 and 21 (it's not a 2-week hearing!). Additional materials, including a written transcript of the presentation, display boards, exhibits and fact sheets, will also be available so that people may look over the materials at their own pace.

TxDOT is also providing an **in-person option for Oct. 6** only. If you want to attend in-person, see the seventh paragraph here for registration instructions.

**TxDOT will start accepting public comments Oct. 6, but all comments must be received on or before Oct. 21 using at least one of these methods:**

- email [info@Loop360Project.com](mailto:info@Loop360Project.com) or by using the comment form on the project website, located at <http://Loop360Project.com/contact.htm>
- call (512) 647-1064 to provide verbal testimony
- mail letter to the Loop 360 Project Team, 1608 W. 6th St., Austin, TX 78703

Responses to written comments received and public testimony provided will be available online at [Loop360Project.com](http://Loop360Project.com) or [TxDOT.gov](http://TxDOT.gov) and search keywords



"Loop 360 at Courtyard Drive" once they have been prepared.

*Linda Bailey*

President

Lake Austin Collective, Inc.

*2020 Lake Austin Collective Directors: Linda Bailey, Marisa Barreda Lipscher, Patrick Scott, Susan Kimbrough, and Bill Moore.*

***See our website at <https://lakeaustincollective.org/>***

**PS Feel free to forward this email to anyone who would be interested**

## STOP BY THE LOOP 360 AT COURTYARD DRIVE/RM 2222 VIRTUAL PUBLIC HEARING



A virtual public hearing for TxDOT's Loop 360 at Courtyard Drive/RM 2222 is [now available online](#). The community is invited to share input on the proposed project. The hearing includes a pre-recorded video presentation explaining the proposed improvements, a written transcript of the presentation, display boards, exhibits, and fact sheets. The comment period for this public hearing closes on Wednesday, October 21.

As part of the [Regional Mobility Program](#), the City of Austin is contributing \$46 million in [2016 Mobility Bond](#) funding to improve multiple Loop 360 corridor intersections, including Courtyard Drive/RM 2222. To learn more about the projects on Loop 360, visit [Loop360project.com](http://Loop360project.com)

[LEARN MORE](#)