Texas Department of Transportation

CITY OF AUSTIN austin MOTION 2016 MOBILITY BOND

WELCOME

LOOP 360 PROGRAM

STAY IN THE LOOP LOOP 360

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 enhancing safety.

LOOP 360 TRAFFIC SUMMARY

Texas Department of Transportation

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 US 183 to RM 2222 is ranked #17 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

WHAT WE'VE HEARD

- Improve mobility and safety along Loop 360 for all users
- Minimize impacts to the environment
- Balance the needs of through traffic with local access
- Reduce cut-through traffic in neighborhoods
- Minimize impacts to the community
- Address delays at signalized intersections

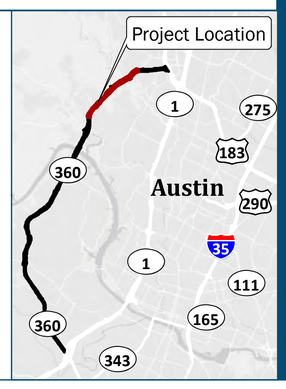
LOOP 360 AT LAKEWOOD DRIVE/ SPICEWOOD SPRINGS ROAD PROJECT

CSJs: 0113-13-167 & 0113-13-169

1 inch = 375 feet
Feet
0 375 750

LOOP 360

Texas Department of Transportation



ENVIRONMENTAL CONSTRAINTS MAP

- Existing Right of Way
- City Limits
- School
- Place of Worship
- Historical Marker
- Cemetery
- Other Point of Interest (labeled on map)
- City/County Park

Land Use

- Residential
- Retail/Office
- Educational Facility
- Place of Worship
- Parks, Preserves, Open Space
- Industrial
- Utilities
- Undeveloped

- Spring
- National Hydrography Dataset (NHD) Flowline
- National Hydrography Dataset (NHD) Waterbody
- 100 Year Floodplain
- City of Austin Wetland
- Potential Wetland (National Wetlands Inventory)
- Canyon Rimrock/Bluff
- Karst Zone (KZ-#)
- Potential Golden-cheeked Warbler (GCWA) Habitat

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

PROGRAM SCHEDULE

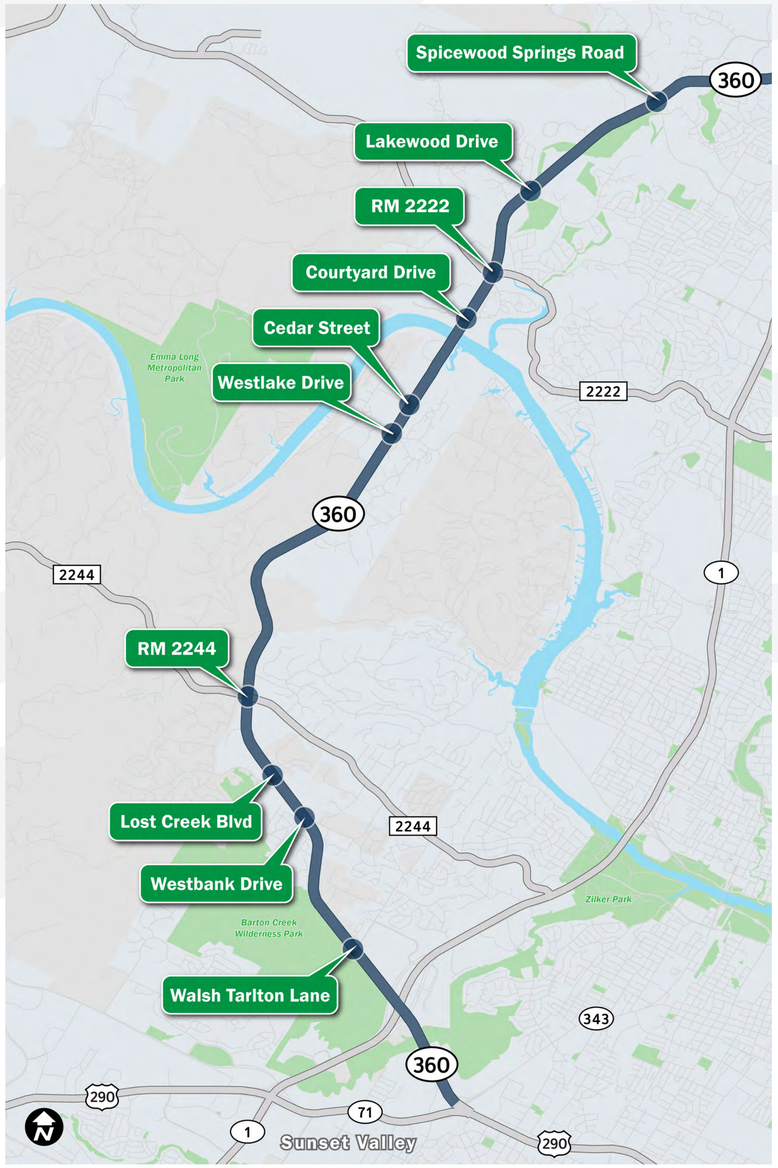
Texas Department of Transportation

BEGIN ENVIRONMENTAL STUDY, DESIGN AND UTILITY WORK

BEGIN CONSTRUCTION

Westlake Drive/ Cedar Street	MID 2018	EARLY 2022
Spicewood Springs Road	MID 2018	LATE 2022
Lakewood Drive	MID 2018	EARLY 2023
Courtyard Drive/ RM 2222	MID 2018	MID 2023
Walsh Tarlton Lane	LATE 2018	EARLY 2025
Lost Creek Boulevard/ Westbank Drive	LATE 2020	EARLY 2026
RM 2244	MID 2022	MID 2026

ALL DATES ARE SUBJECT TO CHANGE



LOOP 360 PROGRAM

STAY IN THE LOOP LOOP 360

PROJECT PROCESS

Feasibility Study
(1-2 years)
COMPLETE

Environmental Process and Design
(2-4 years)

Utility Relocation
(Approximately 1 year)

Construction
(2-3 years, depending on project)

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

WE ARE HERE

STAKEHOLDER OUTREACH

LOOP 360 PROGRAM

STAY IN THE LOOP

PENNYBACKER BRIDGE

The current Loop 360 projects will not impact the Pennybacker Bridge.
The bridge will remain intact as built.
TxDOT has plans for routine maintenance work on the bridge in summer 2019.

LOOP 360 PROGRAM

STAY IN THE LOOP LOOP 360

WHY THE ENVIRONMENTAL STUDY FOR THE TWO PROJECTS IS COMBINED

Due to their proximity and similar environmental considerations, TxDOT has combined the environmental process for the Lakewood Drive and the Spicewood Springs Road projects.

This streamlines the environmental process, preserving financial resources and reducing duplicate federal consultation efforts.

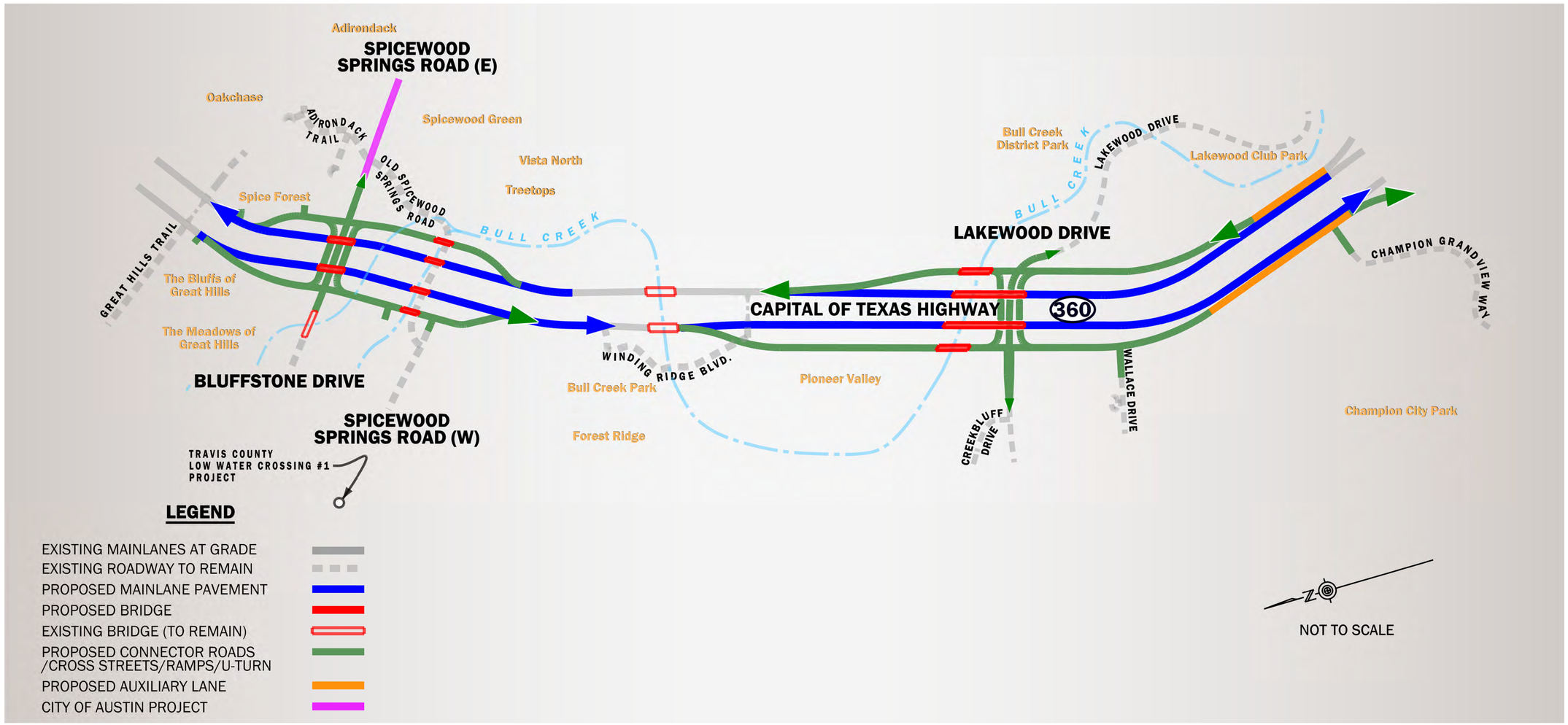
Any previous comments received on the Spicewood Springs Road project will be included in the documentation for the combined project.

CONCEPTUAL LAYOUT

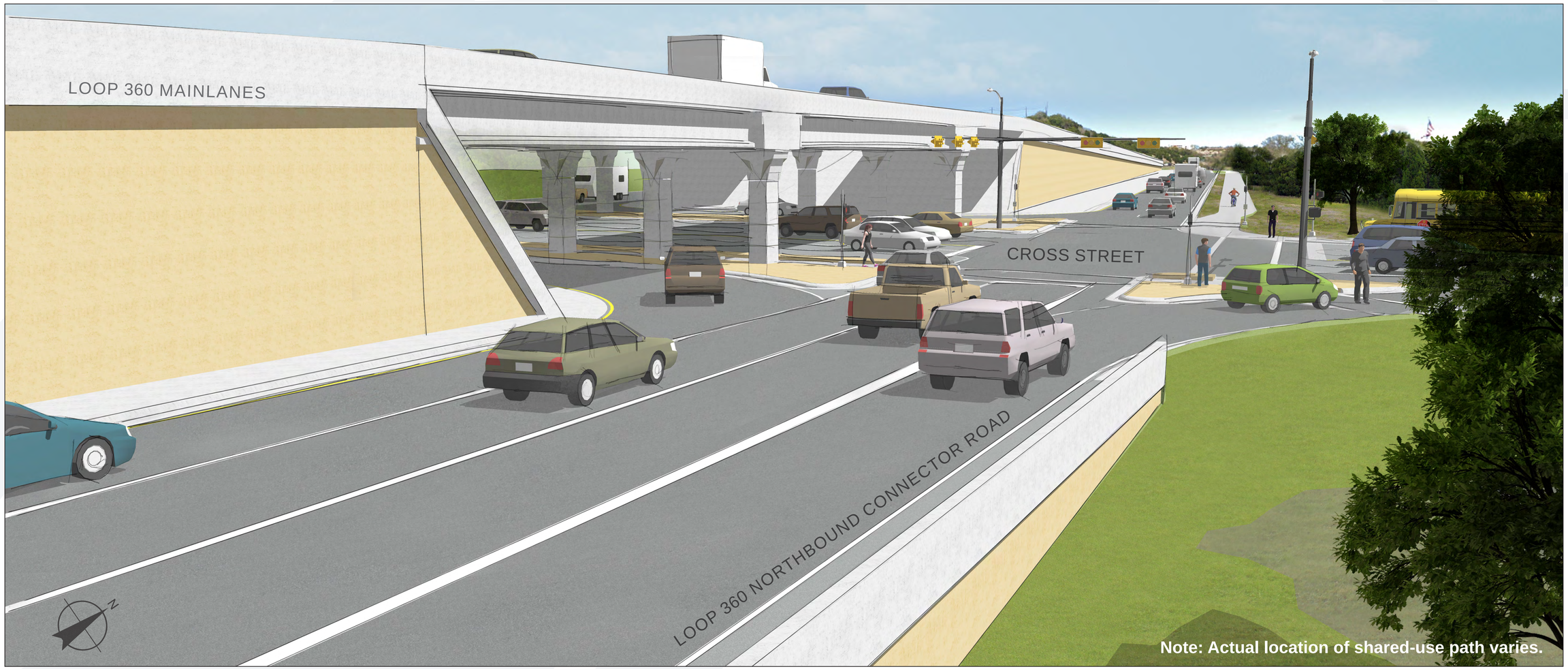
OVERPASS AT LAKEWOOD DR./SPICEWOOD SPRINGS RD.

GENERAL DESCRIPTION

1. Existing mainlane signals at Lakewood Drive and Spicewood Springs Road (E)/Bluffstone Drive replaced with mainlane overpass with non-signalized U-turns in each location.
2. Existing mainlane signal at Spicewood Springs Road (W) and existing crossovers removed.



CONCEPTUAL OVERPASS AT LAKEWOOD DRIVE AND SPICEWOOD SPRINGS ROAD (E)/BLUFFSTONE DRIVE



Note: Actual location of shared-use path varies.

LOOP 360 PROGRAM

STAY IN THE LOOP

SHARE YOUR THOUGHTS

Texas Department of Transportation

WHAT I LIKE ABOUT THIS CONCEPT

WHAT I DON'T LIKE ABOUT THIS CONCEPT

HOW CAN I STAY INFORMED?

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

www.Loop360Project.com

info@Loop360Project.com

CONTEXT SENSITIVE SOLUTIONS

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

CONSIDERATIONS

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

INVOLVEMENT

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

OUTCOME

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

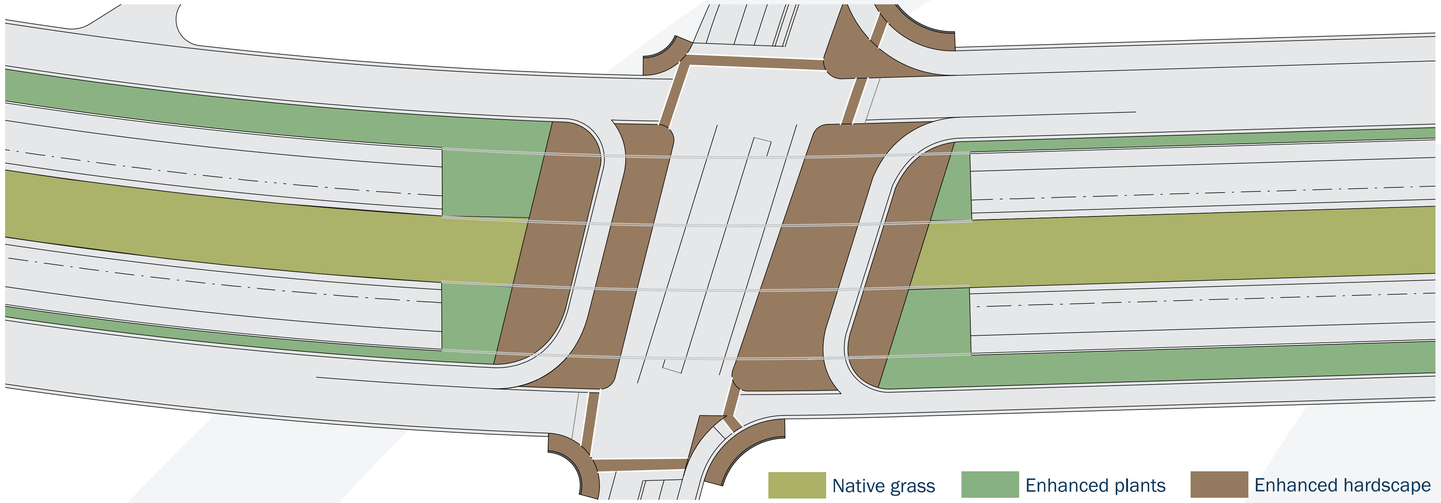
COMMUNITY FEEDBACK

In November 2018, TxDOT conducted a survey to receive feedback from the community. We shared the results of that survey and collected further public input in March 2019.

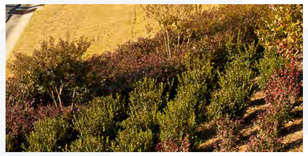
More details about the CSS process can be found at Loop360Project.com

CONTEXT SENSITIVE SOLUTIONS

OPTIONS FOR INTERSECTION TREATMENTS



OPTION 1



Plantings in structured groupings focus of interchange

Intricate hardscape

Bolder color(s)

Detailed accents

Low walls

OPTION 2

Planting in loose groupings with prairie grass focus of interchange

Muted color(s)

Simple accents

LIGHTING

Maintain dark skies initiative with Cobra head LED lighting at intersections only

EIGHT TRADITIONAL INTERCHANGES

Slender footprint with confined landscape and hardscape areas

TWO DIVERGING DIAMOND INTERCHANGES

Enhanced landscape and hardscape areas

CONTEXT SENSITIVE SOLUTIONS

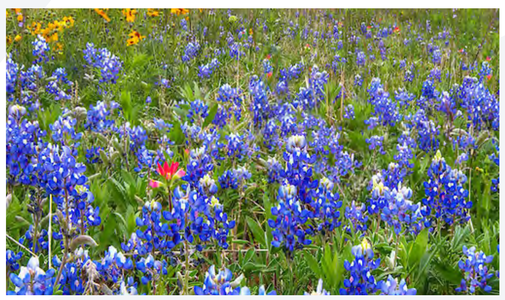
OPTIONS FOR LANDSCAPING AND PLANTS

TREES

- Arizona Cypress
- Cedar Elm
- Chinquapin Oak
- Eastern Red Cedar
- Live Oak
- Mexican Plum
- Red Bud
- Texas Red Oak

SHRUBS

- Agarita
- Anacacho Orchid Tree
- Crape Myrtle
- Evergreen Sumac
- False Red Yucca
- Flameleaf Sumac
- Fragrant Sumac
- Lindheimer Muhly
- Mexican Buckeye
- Mountain Laurel
- Sotol (Desert Spoon)
- Texas Sage
- Yaupon Holly

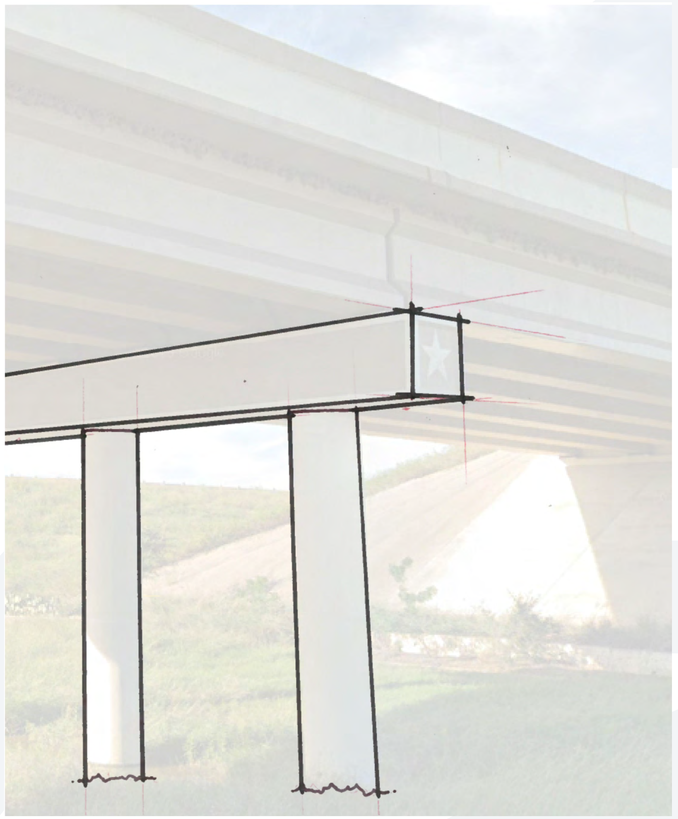


WILDFLOWER MIX

- Indian Blanket
- Bluebonnet
- Pink Evening Primrose
- Black Eyed Susan
- Texas Star
- Mealy Blue Sage
- Coreopsis
- Little Bluestem
- Blue Grama
- Buffalograss
- Curly Mesquite

CONTEXT SENSITIVE SOLUTIONS

OPTIONS FOR BRIDGE SUPPORTS

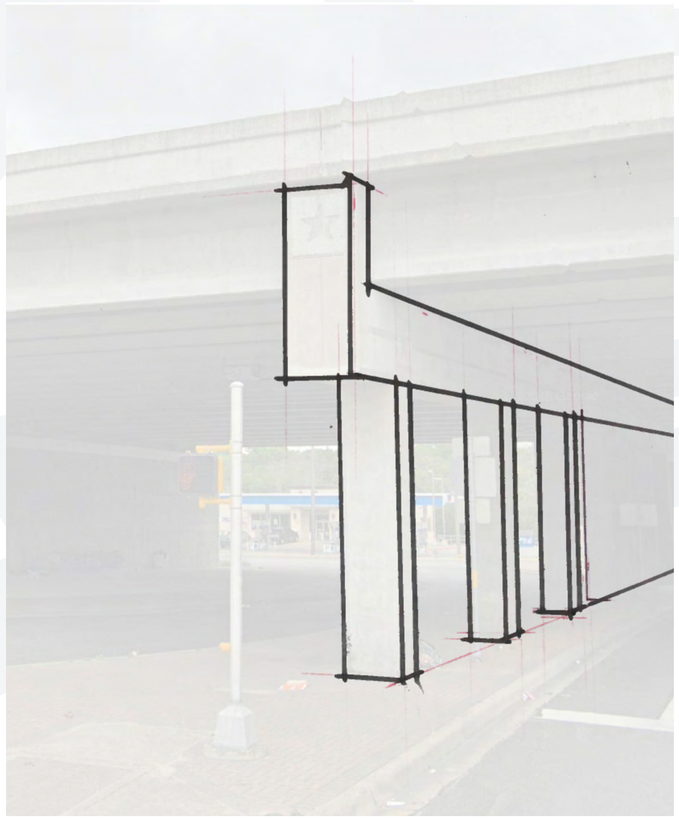


BENT CAP Standard Rectangular

COLUMNS Round

BENT CAP Standard Sloped

COLUMNS Square



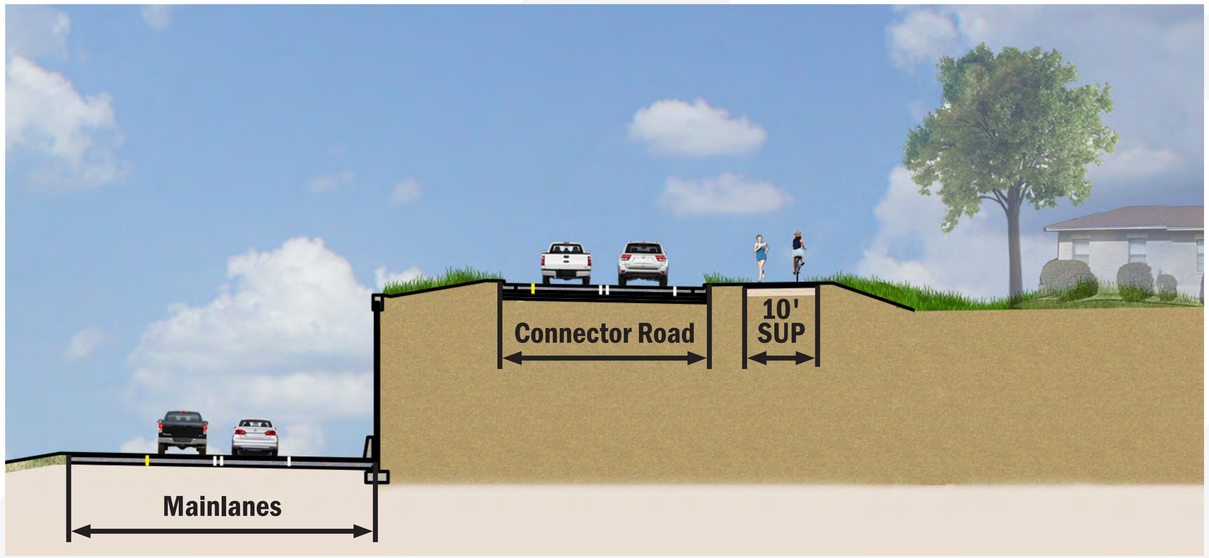
BENT CAP Standard Rectangular with Ear Wall

COLUMNS Rectangular

CONTEXT SENSITIVE SOLUTIONS

OPTIONS FOR SHARED-USE PATH HARDSCAPING

CONCEPTUAL CROSS SECTION FOR SHARED-USE PATH



10 foot shared-use path with 5 foot buffer as right of way allows

LIGHTING OPTIONS

Low-level path lighting

PAVING OPTIONS

Enhanced paving at high bicycle and pedestrian traffic areas

Colored, textured herringbone treatment

LOOP 360 PROGRAM

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