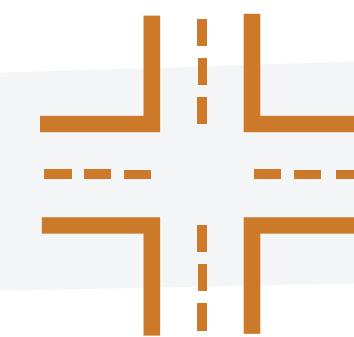


WELCOME

HISTORY OF LOOP 360 IMPROVEMENTS



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

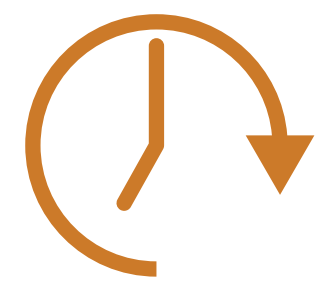


The current Loop 360 program takes into account the recommendations from the feasibility study by upgrading multiple intersections along the corridor, improving mobility and safety.



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

LOOP 360 TRAFFIC SUMMARY



Currently takes approximately 70% longer to travel on Loop 360 during peak periods than during free-flow conditions.



If nothing is done by 2040:

Morning peak travel times could further increase by an average of 46%.

Evening peak travel times could be nearly double the off peak/free-flow travel times.



Loop 360 from RM 2222 to RM 2244 is ranked #7 on the 2018 Texas Congestion Index (TCI), which measures how much longer a trip takes during peak periods vs. free-flow.

WHAT WE'VE HEARD



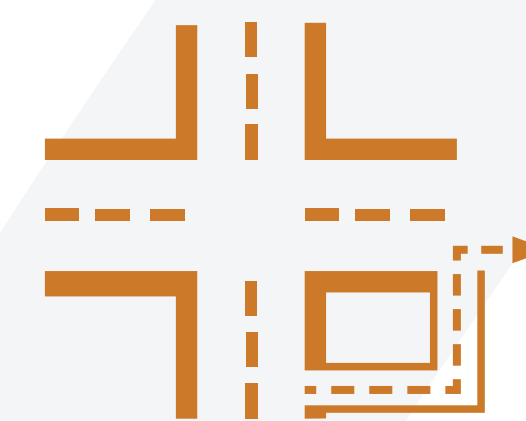
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



Reduce cut-through traffic in neighborhoods



Minimize impacts to the community



Address delays at signalized intersections

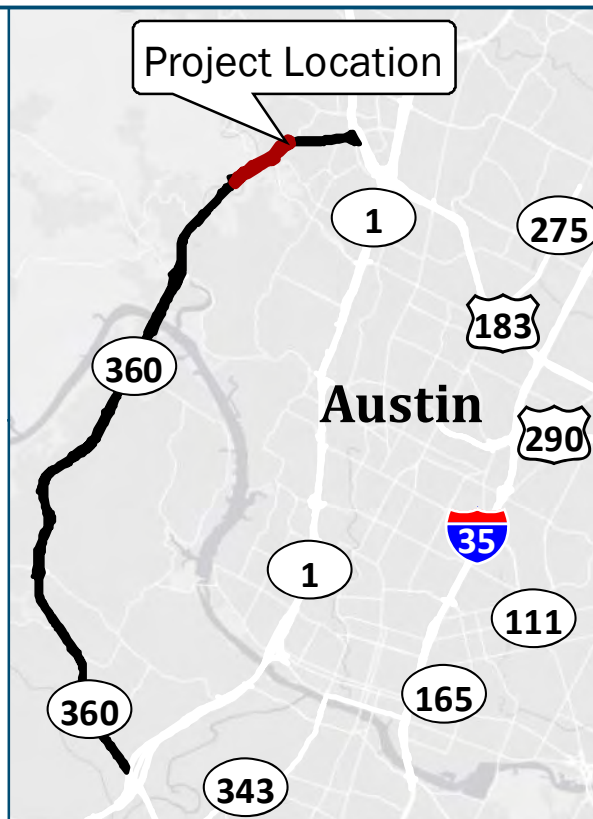


LOOP 360 AT SPICEWOOD SPRINGS ROAD PROJECT

CSJ: 0113-13-167



1 inch = 200 feet
Feet
0 200 400



ENVIRONMENTAL CONSTRAINTS MAP

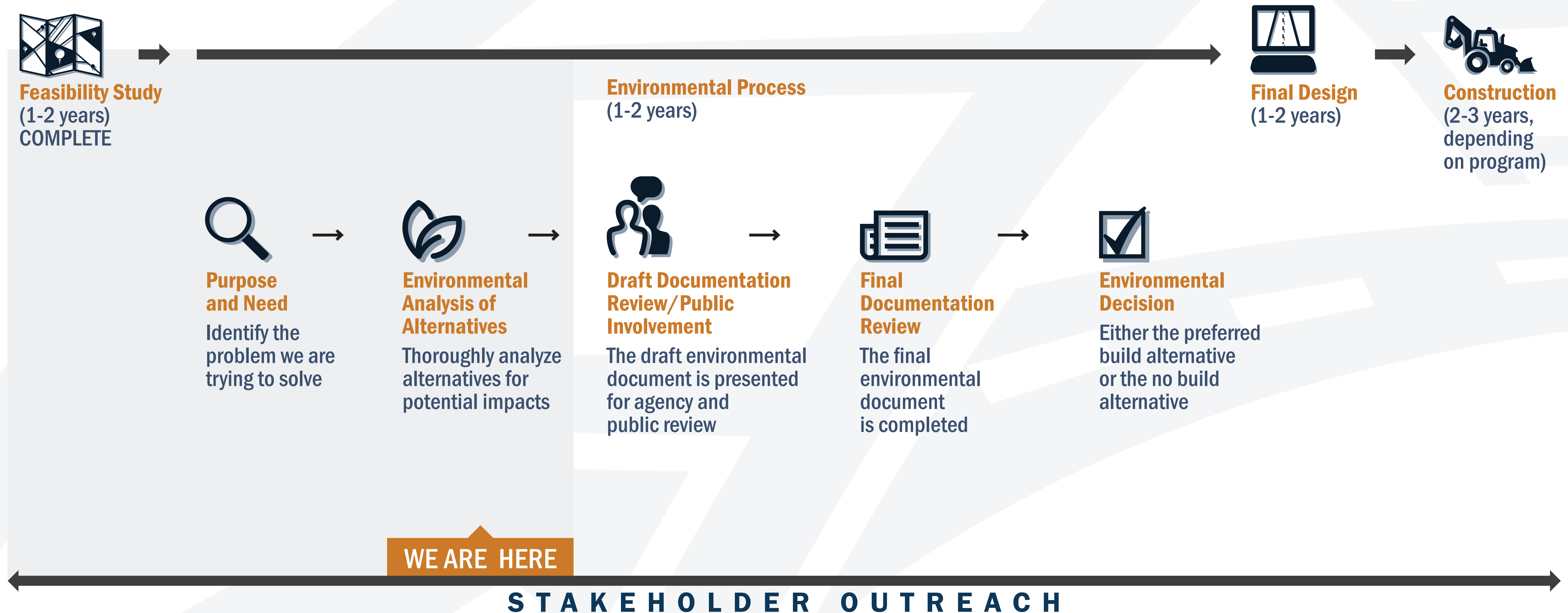
- Existing Right-of-Way
- City Limits
- Bicycle Route
- Parking
- Other POI (labeled on map)
- Historical Marker
- City/County Park

- Land Use**
- Residential
 - Retail/Office
 - Park, Preserve, Open Space
 - Utilities
 - Undeveloped

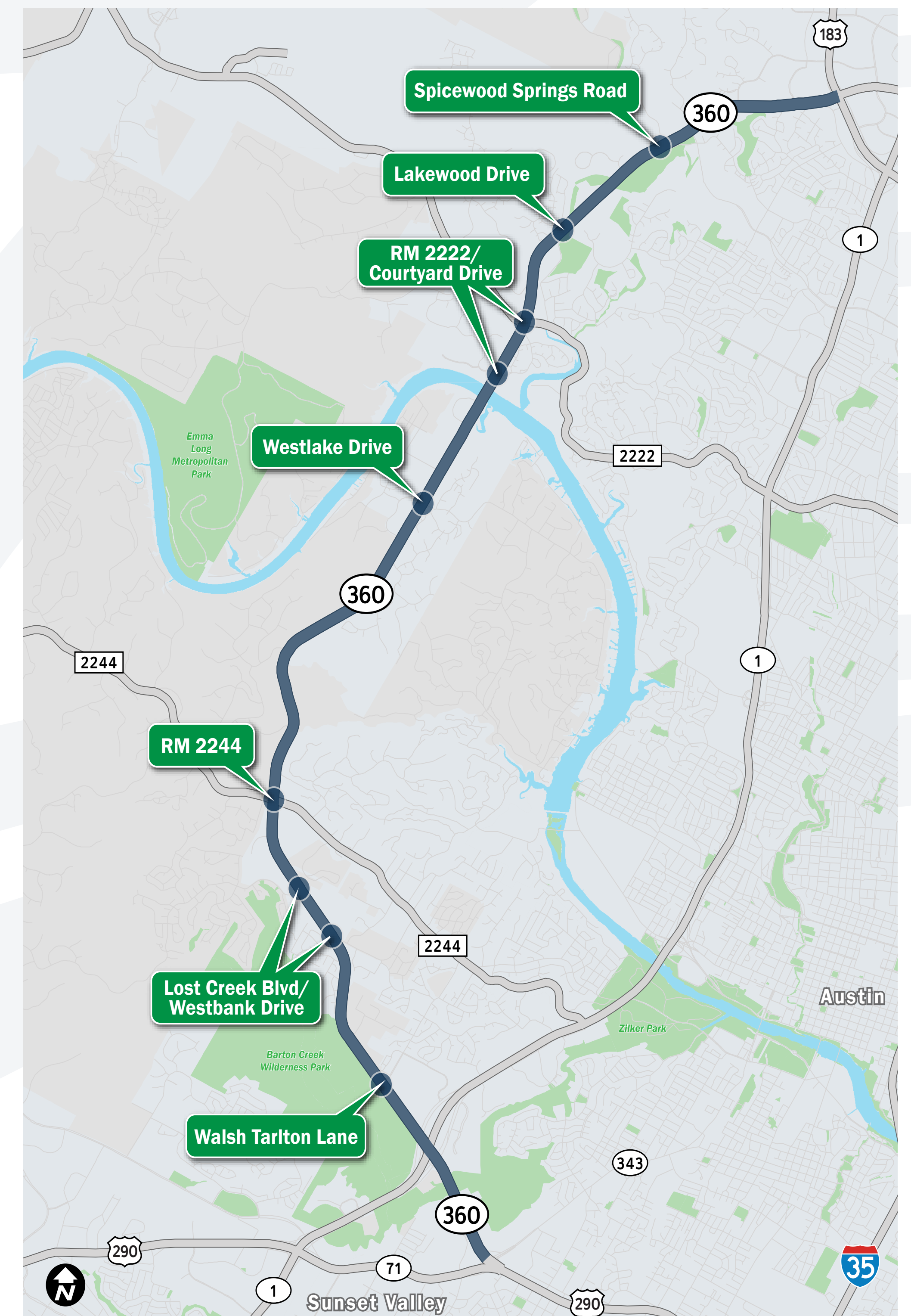
- National Hydrography Dataset (NHD) Flowline
- National Hydrography Dataset (NHD) Waterbody
- 100 Year Floodplain

- City of Austin Wetland
- Canyon Rimrock/Bluff
- Karst Zone (KZ-#)
- Potential Golden-cheeked Warbler (GCWA) Habitat

PROJECT PROCESS



PROGRAM SCHEDULE



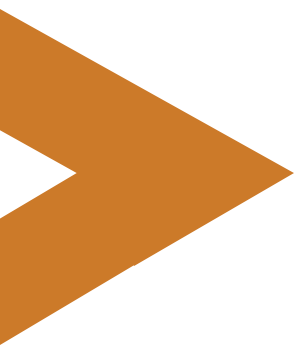
PENNYBACKER BRIDGE

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 2019.





SHARE YOUR IDEAS



BICYCLE AND PEDESTRIAN ACCOMMODATIONS

DESIGN SOLUTIONS

Design solutions, also termed 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.



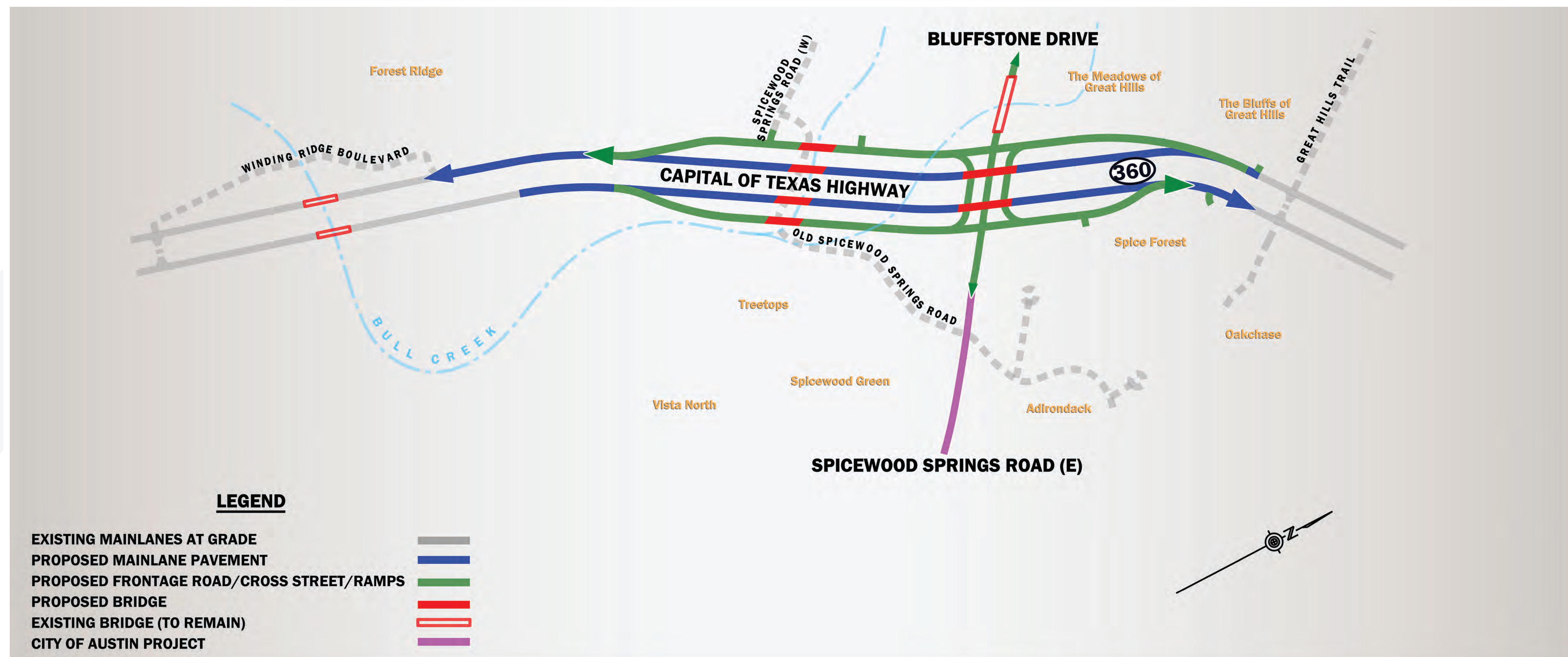
Share your feedback and learn more at Loop360Project.com

CONCEPTUAL LAYOUT

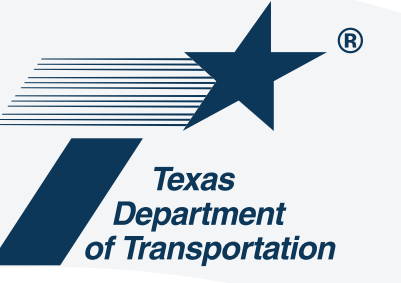
OVERPASS AT SPICEWOOD SPRINGS ROAD

GENERAL DESCRIPTION

1. Existing mainlane signal at Spicewood Springs Road (E)/Bluffstone Drive replaced with mainlane overpass with non-signalized u-turns.
2. Existing signal at Spicewood Springs Road (W) and existing crossover at northern intersection of Loop 360 at Winding Ridge Boulevard removed.



LOOP 360 AT SPICEWOOD SPRINGS ROAD/BLUFFSTONE DRIVE



SHARE YOUR THOUGHTS

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.



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