

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.



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.

WHAT WE'VE HEARD



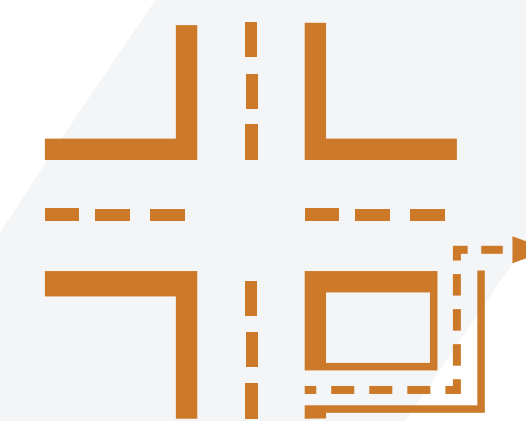
Improve mobility and safety along Loop 360 for all users



Minimize impacts to the environment



Balance the needs of through traffic with local access



Reduce cut-through traffic in neighborhoods

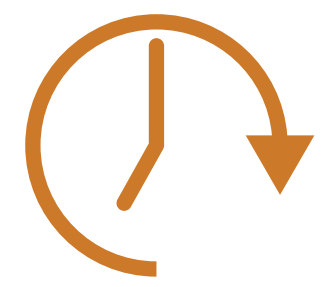


Minimize impacts to the community



Address delays at signalized intersections

LOOP 360 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%.

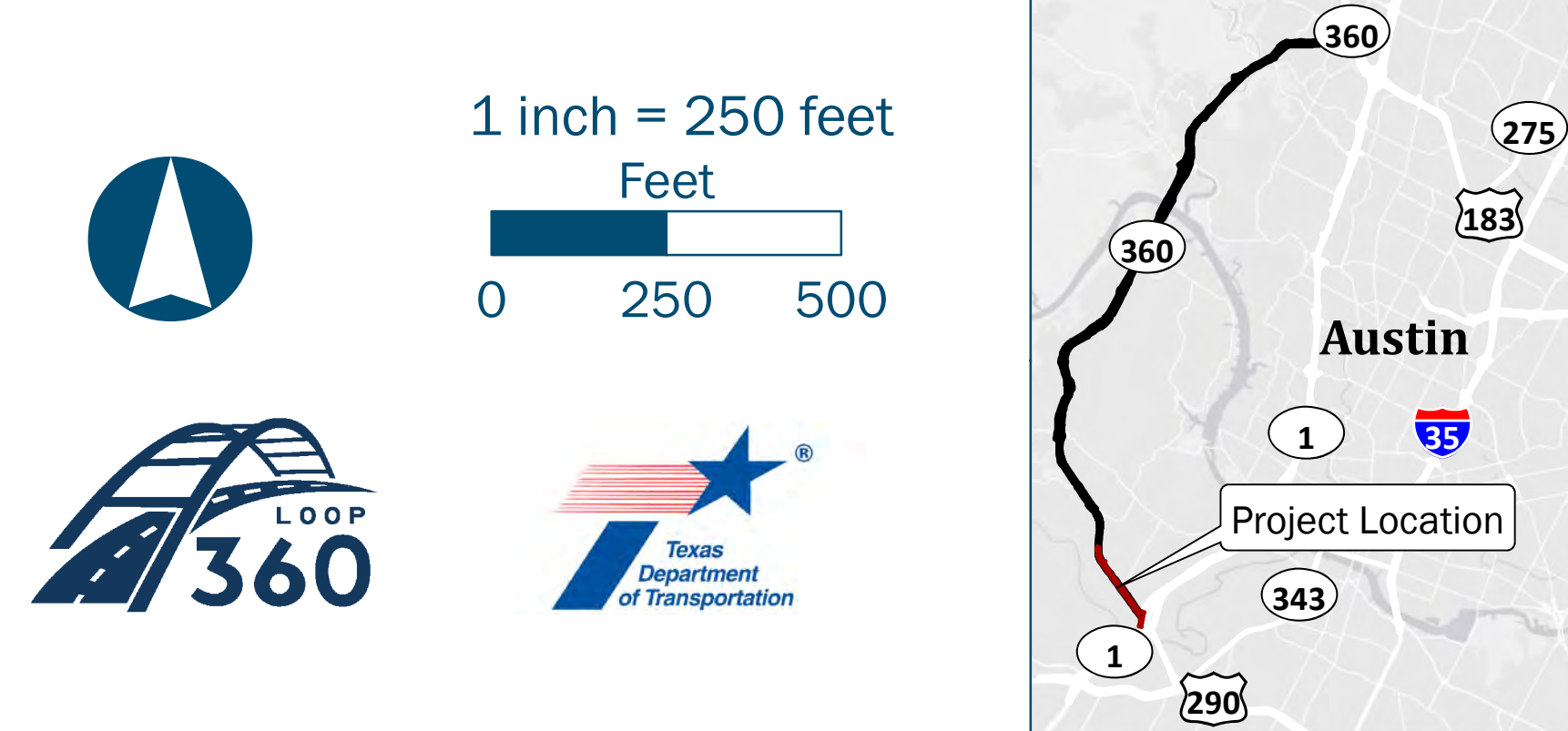
Evening peak travel times could be nearly double the off peak/free-flow travel times.



Loop 360 from RM 2244 to SH 71 is ranked #87 on the 2018 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 AT WALSH TARLTON
LANE PROJECT**
CSJ: 0113-13-170



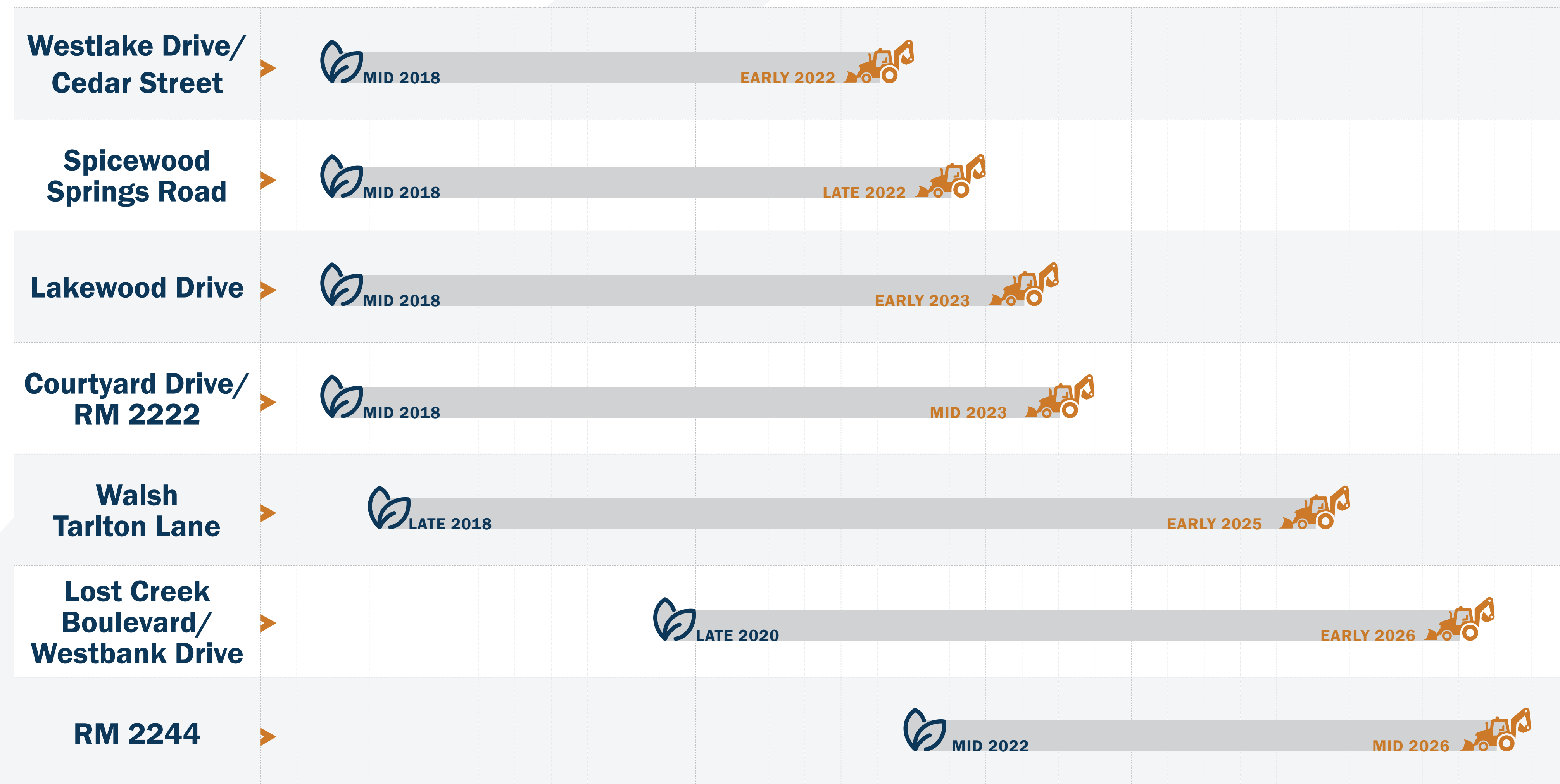
ENVIRONMENTAL CONSTRAINTS MAP

- | | | | |
|-----------------------|--------------------------------|---|---------------------------------------|
| Existing Right of Way | Land Use | National Hydrography Dataset (NHD) Flowline | Canyon Rimrock/Bluff |
| City Limits | Single-Family Residential | National Hydrography Dataset (NHD) Waterbody | Karst Zone (KZ-#) |
| School | Retail/Office | Potential Wetland (National Wetlands Inventory) | Golden-cheeked Warbler (GCWA) Habitat |
| Place of Worship | Educational | 100-Year Floodplain | Edwards Aquifer |
| Cemetery | Cemetery | | |
| Cell Tower | Place of Worship | | |
| Electrical Substation | Parks, Preserves, Golf Courses | | |
| | Undeveloped | | |

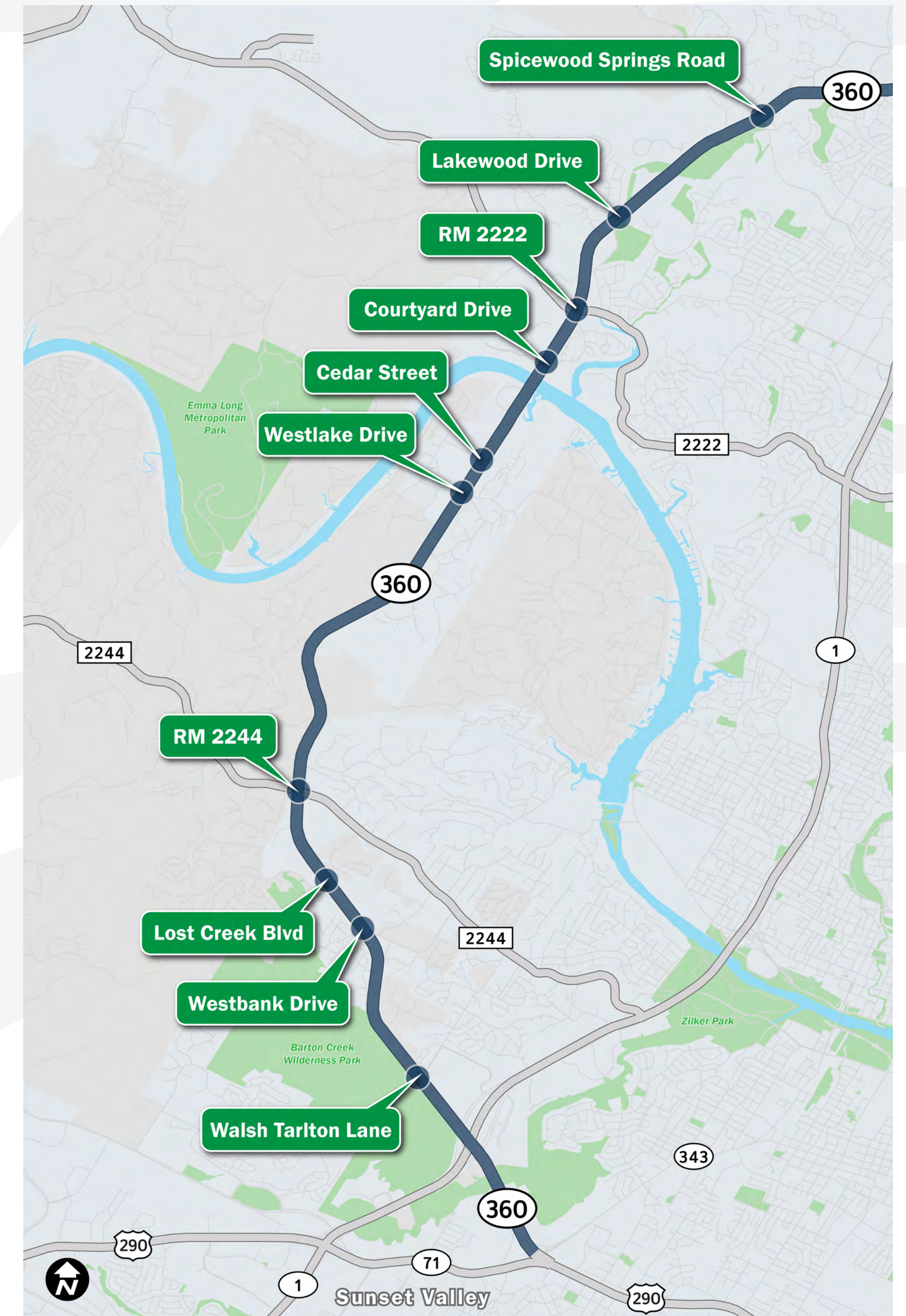
PROGRAM SCHEDULE

BEGIN ENVIRONMENTAL STUDY,
DESIGN AND UTILITY WORK

BEGIN CONSTRUCTION



ALL DATES ARE SUBJECT TO CHANGE



PROJECT PROCESS



WORK IN THE CORRIDOR



BRIDGE MAINTENANCE

WHAT

Routine maintenance work, including:

Seal cracks in bridge deck

Clean and seal bridge joints

Clean and paint the bridge and install joint protection on and under bridge beams

Bridge support and erosion control maintenance

WHERE

Pennybacker Bridge

WHEN

Summer/Fall 2019



CABLE BARRIERS

WHAT

Install a cable barrier in the center median to improve safety

WHERE

Pennybacker Bridge to Walsh Tarlton Lane

WHEN

Spring 2020



INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

WHAT

Adding traffic cameras and dynamic message signs

WHERE

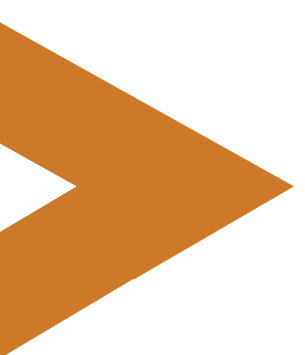
US 183 to US 290/SH 71

WHEN

Spring 2020

CONCEPTUAL OVERPASS AT WALSH TARLTON LANE





CONCEPT LAYOUTS

BARTON CREEK SQUARE ENTRANCE CONCEPTS

CONCEPT 1

South driveway from Barton Creek Square enters northbound connector road at a yield condition.

Benefits:

- Allows drivers traveling from the northbound Loop 360 mainlanes to merge only one lane to the right to access Barton Creek Square, rather than two

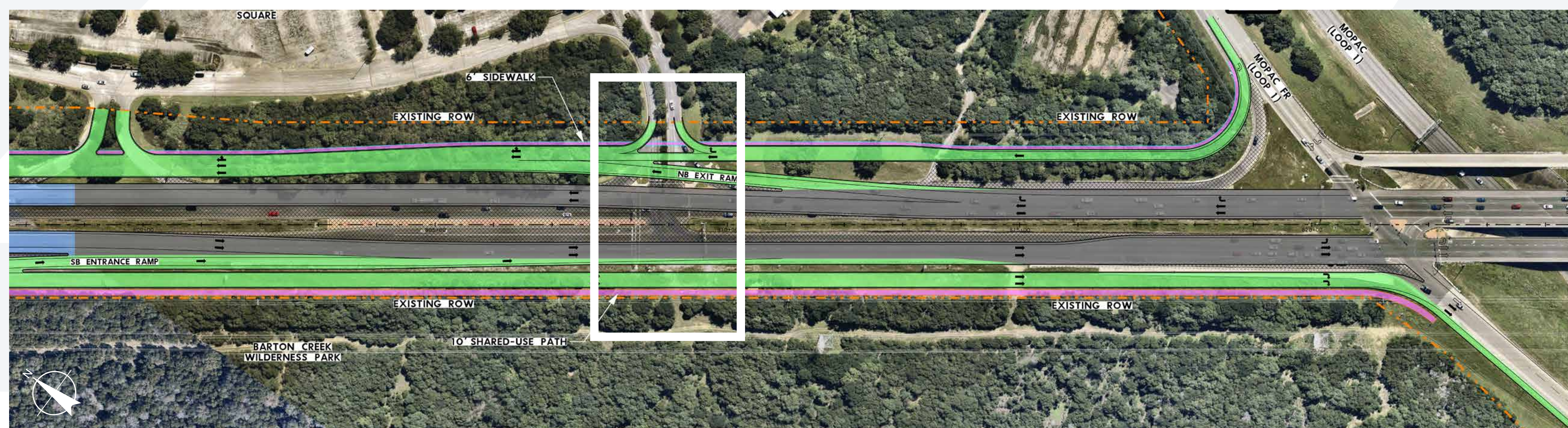


CONCEPT 2

South driveway from Barton Creek Square enters northbound connector road as an added lane.

Benefits:

- Provides dedicated lane for drivers exiting Barton Creek Square onto the northbound Loop 360 connector road

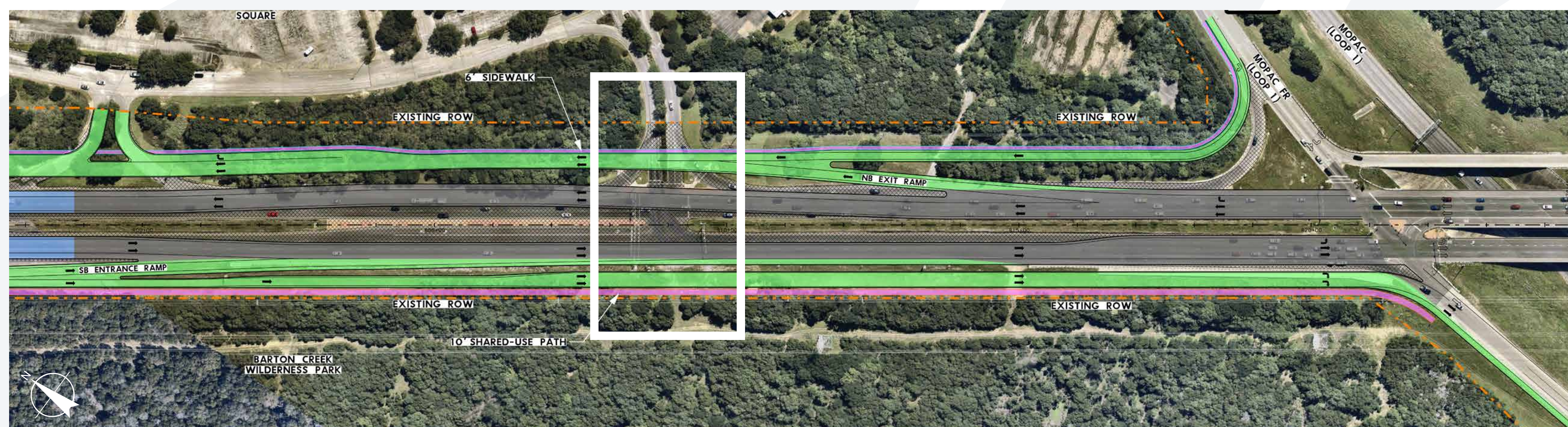


CONCEPT 3

South driveway to/from Barton Creek Square removed.

Benefits:

- Provides additional merge distance and decision-making time to drivers traveling from the northbound Loop 360 mainlanes, or from southbound MoPac, to Barton Creek Square



SHARE YOUR THOUGHTS

WHAT I LIKE ABOUT THIS CONCEPT

WHAT I DON'T LIKE ABOUT THIS CONCEPT

CONCEPT LAYOUTS

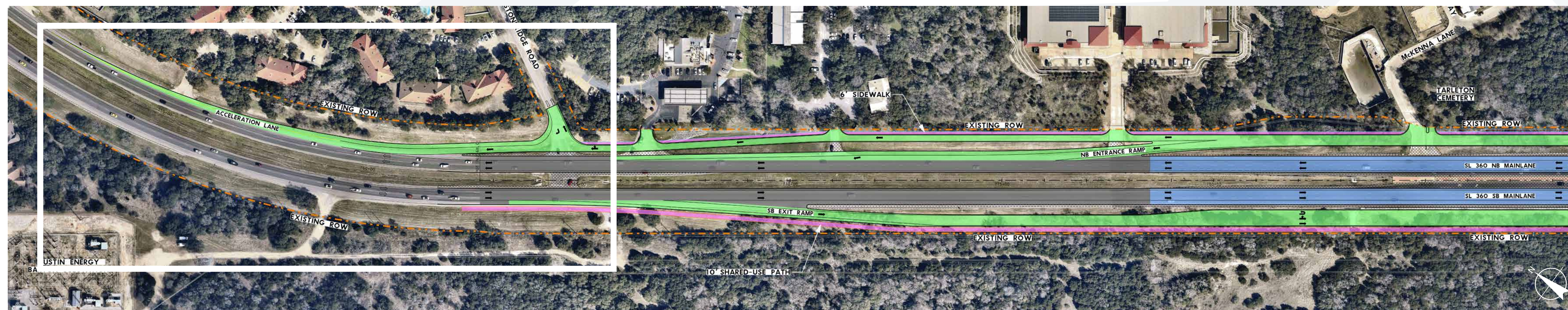
NORTHBOUND LOOP 360 ENTRANCE RAMP CONCEPTS

CONCEPT 1

Acceleration lane added from Stoneridge Road to northbound Loop 360.

Benefits:

- Provides more distance and time for drivers to accelerate before entering the northbound Loop 360 mainlanes

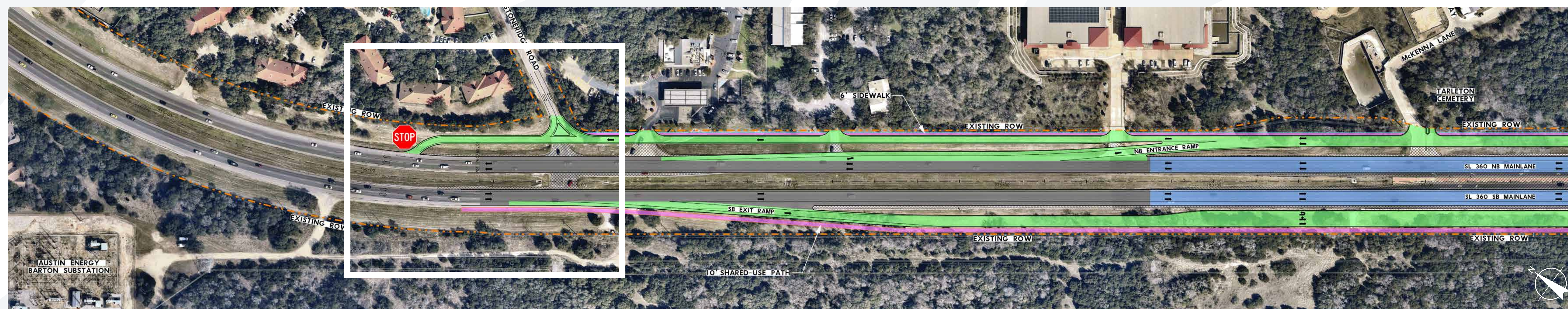


CONCEPT 2

Stop condition added from Stoneridge Road to northbound Loop 360.

Benefits:

- Allows for improved traffic flow by reducing merging on the northbound Loop 360 mainlanes



SHARE YOUR THOUGHTS

WHAT I LIKE ABOUT THIS CONCEPT

WHAT I DON'T LIKE ABOUT THIS CONCEPT

CONCEPT LAYOUTS

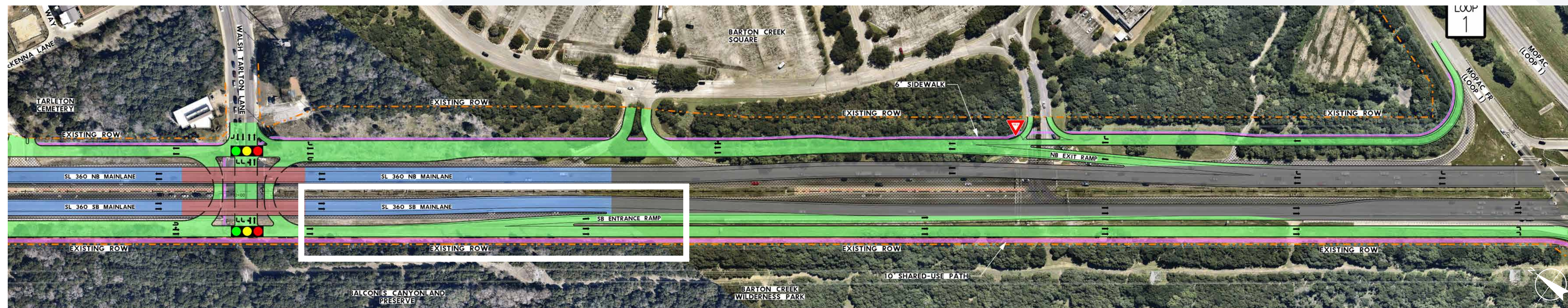
SOUTHBOUND MOPAC ACCESS CONCEPTS

CONCEPT 1

After passing through the signalized intersection at Walsh Tarlton Lane, both lanes proceed down the connector road to access southbound MoPac.

Benefits:

- Improves traffic flow by providing two through lanes which both proceed to southbound MoPac



CONCEPT 2

After passing through the signalized intersection at Walsh Tarlton Lane, the right lane proceeds down the connector road to access southbound MoPac, and the left lane enters southbound Loop 360.

Benefits:

- Reduces impervious cover
- Provides more distance and decision-making time for drivers entering the southbound Loop 360 mainlanes or proceeding to southbound



➤ 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.



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

Nov. 2018: TxDOT conducted a survey to receive feedback from the community.

Mar. 2019: We shared the results of that survey and collected further public input.

Jun. 2019: We collected and incorporated additional feedback on the refined options.

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



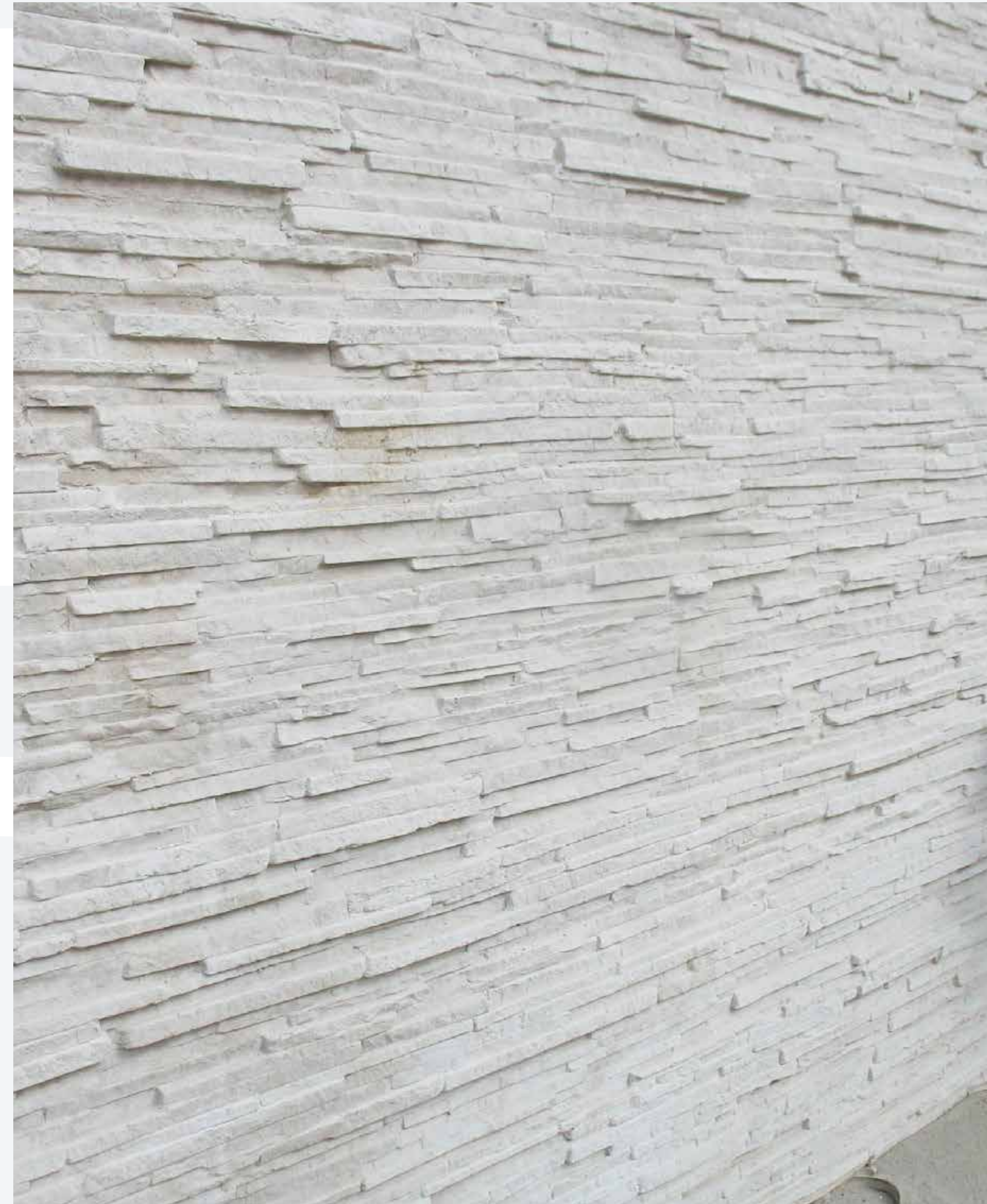
CONTEXT SENSITIVE SOLUTIONS

WALL TREATMENTS

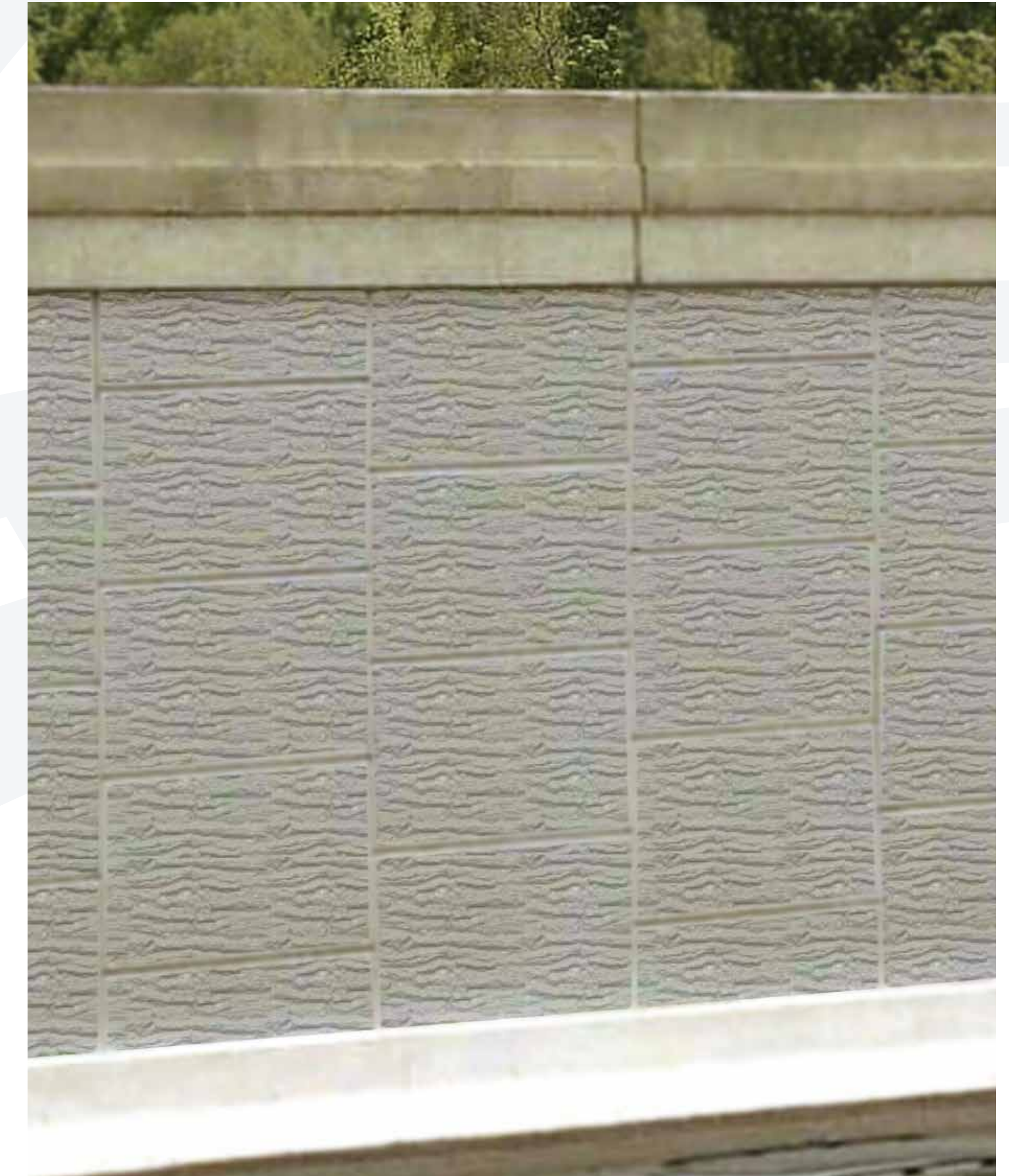
Feedback received to date has indicated that the community prefers a natural look along the corridor. Below are three options for wall treatments in places where walls are needed. We welcome your input.



OPTION 1



OPTION 2



OPTION 3