Texas Department of Transportation

WELCOME

LOOP 360 PROGRAM

STAY IN THE LOOP LOOP 360

PROJECT OVERVIEW

THE LOOP 360 FROM MOPAC TO RM 2244 PROJECT INCLUDES:

Removal of the traffic signals from the Loop 360 mainlanes at the southern entrance to Barton Creek Square, Walsh Tarlton Lane, Westbank Drive, Las Cimas Parkway and Lost Creek Boulevard.

Construction of an overpass at Walsh Tarlton Lane and Lost Creek Boulevard, and either an overpass or an underpass at Westbank Drive, with non-signalized U-turns in both directions.

Construction of continuous one-way northbound and southbound frontage roads throughout the project limits to improve local connectivity.

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.

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

Texas Department of Transportation

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

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

If nothing is done by 2040: Morning peak travel times could further increase by an average of 46%.

Loop 360 from RM 2244 to SH 71 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

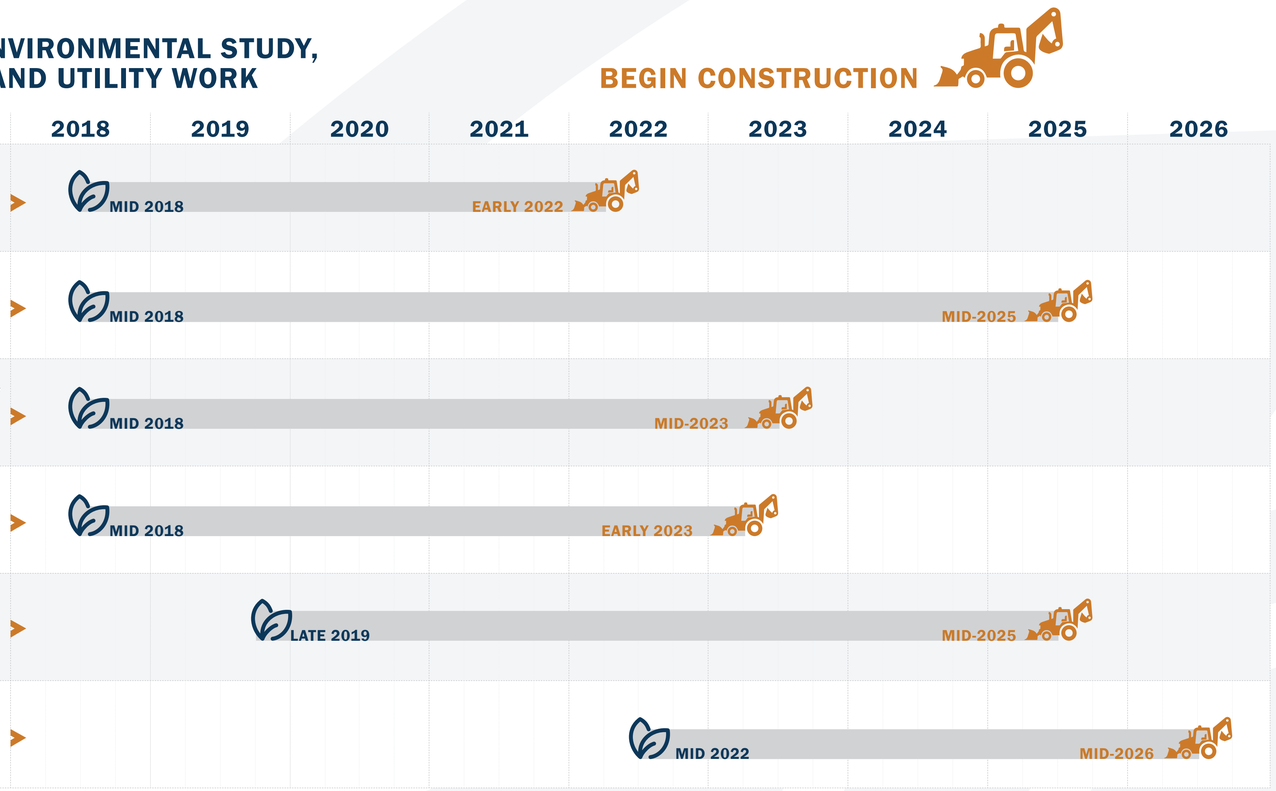
STAY IN THE LOOP LOOP 360

PROGRAM SCHEDULE

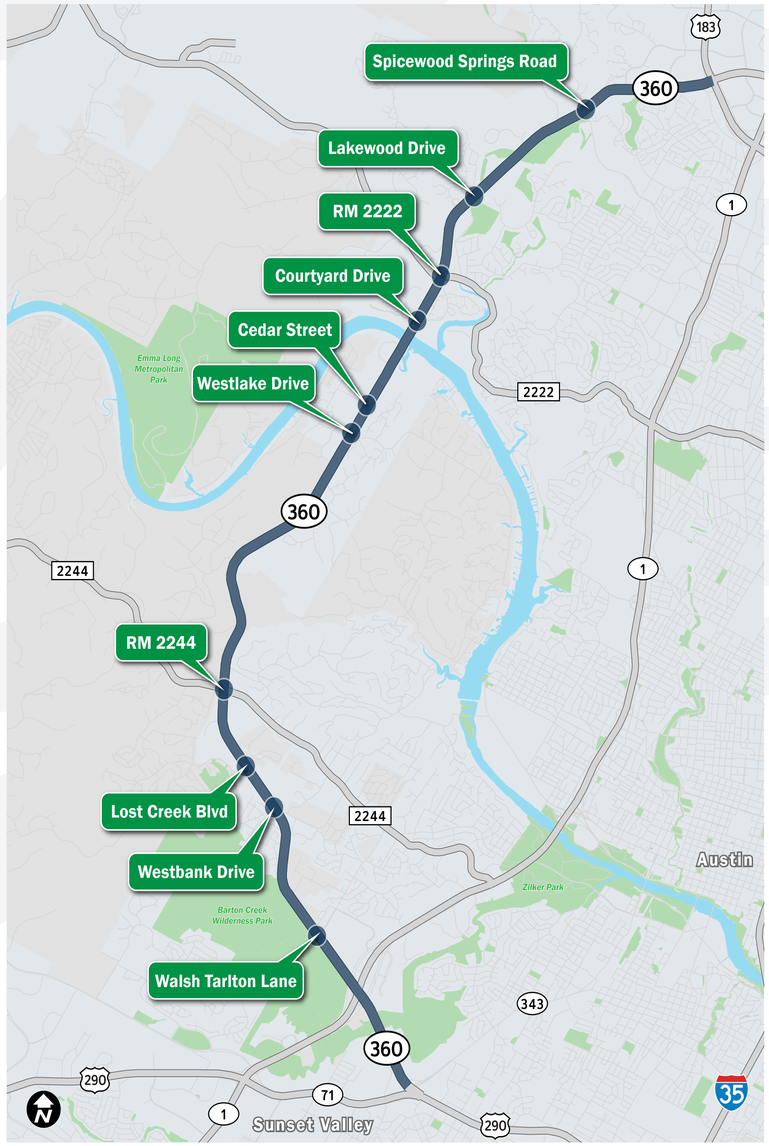
Texas Department of Transportation

BEGIN ENVIRONMENTAL STUDY, DESIGN AND UTILITY WORK

BEGIN CONSTRUCTION



All dates are subject to change.



LOOP 360 PROGRAM

STAY IN THE LOOP LOOP 360

PROJECT PROCESS

Feasibility Study
(1-2 years)
COMPLETE

Planning, environmental process and detailed 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

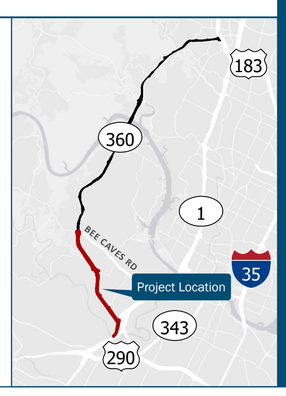
LOOP 360
FROM MOPAC TO RM 2244

CSJs: 0113-13-170, 0113-13-171 & 0113-13-172

Feet
0 500 1,000

LOOP 360

Texas Department of Transportation



ENVIRONMENTAL CONSTRAINTS MAP

- Existing Right of Way
- City Limits
- Place of Worship
- School
- Fire Station
- Cemetery
- Community Facility
- Cell Tower
- Electrical Substation
- Historical Marker
- Hospital/EMS
- City of Austin Historic Landmark
- City/County Park

Land Use

- Residential
- Mixed Use
- Retail/Office
- Educational
- Cemetery
- Place of Worship
- Agricultural
- Parks, Preserves, Golf Courses
- Utilities
- Undeveloped
- Spring
- Karst/Cave
- National Hydrography Dataset (NHD) Flowline
- National Hydrography Dataset (NHD) Waterbody
- Potential Wetland (National Wetlands Inventory)
- 100-Year Floodplain
- Karst Zone (KZ-#)
- Golden-cheeked Warbler (GCWA) Habitat
- Edwards Aquifer

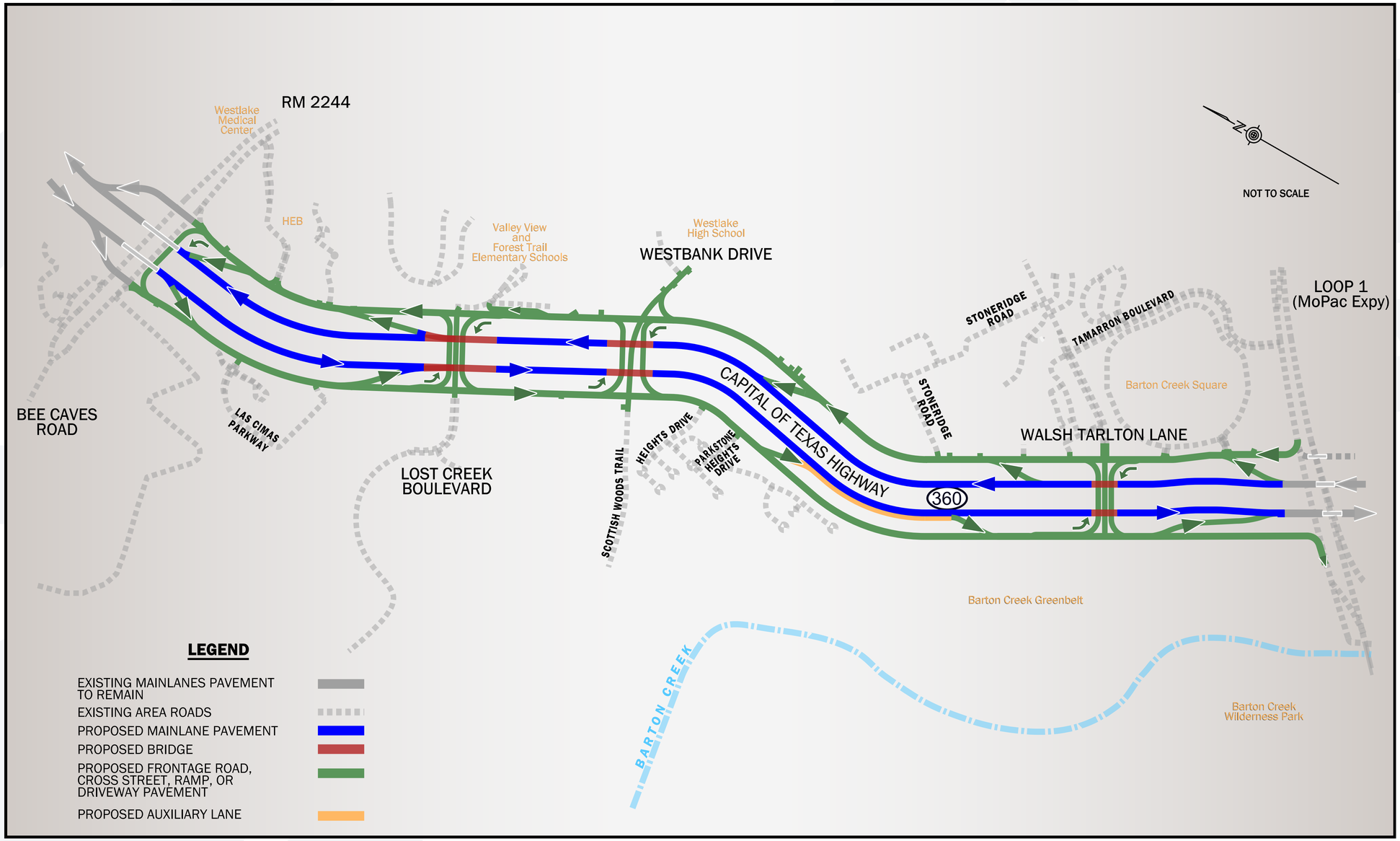
Data Sources: City of Austin, Travis County, United States Fish & Wildlife Service, Federal Emergency Management Agency, United States Geological Survey, Nearmap Aerial Imagery (2020)

OPTION 1 CONCEPTUAL LAYOUT

OVERPASS AT WESTBANK DRIVE

GENERAL DESCRIPTION

1. Existing mainlane signals at Walsh Tarlton Lane, Westbank Drive and Lost Creek Boulevard replaced with mainlane overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized u-turns.
2. Existing mainlane signal at Las Cimas Parkway removed; new signal added on the new northbound frontage road.
3. Existing mainlane signal at southern entrance to Barton Creek Square, and existing crossovers, removed.
4. North to southbound u-turn added at RM 2244.
5. One-way frontage roads added on either side of Loop 360 in project limits.

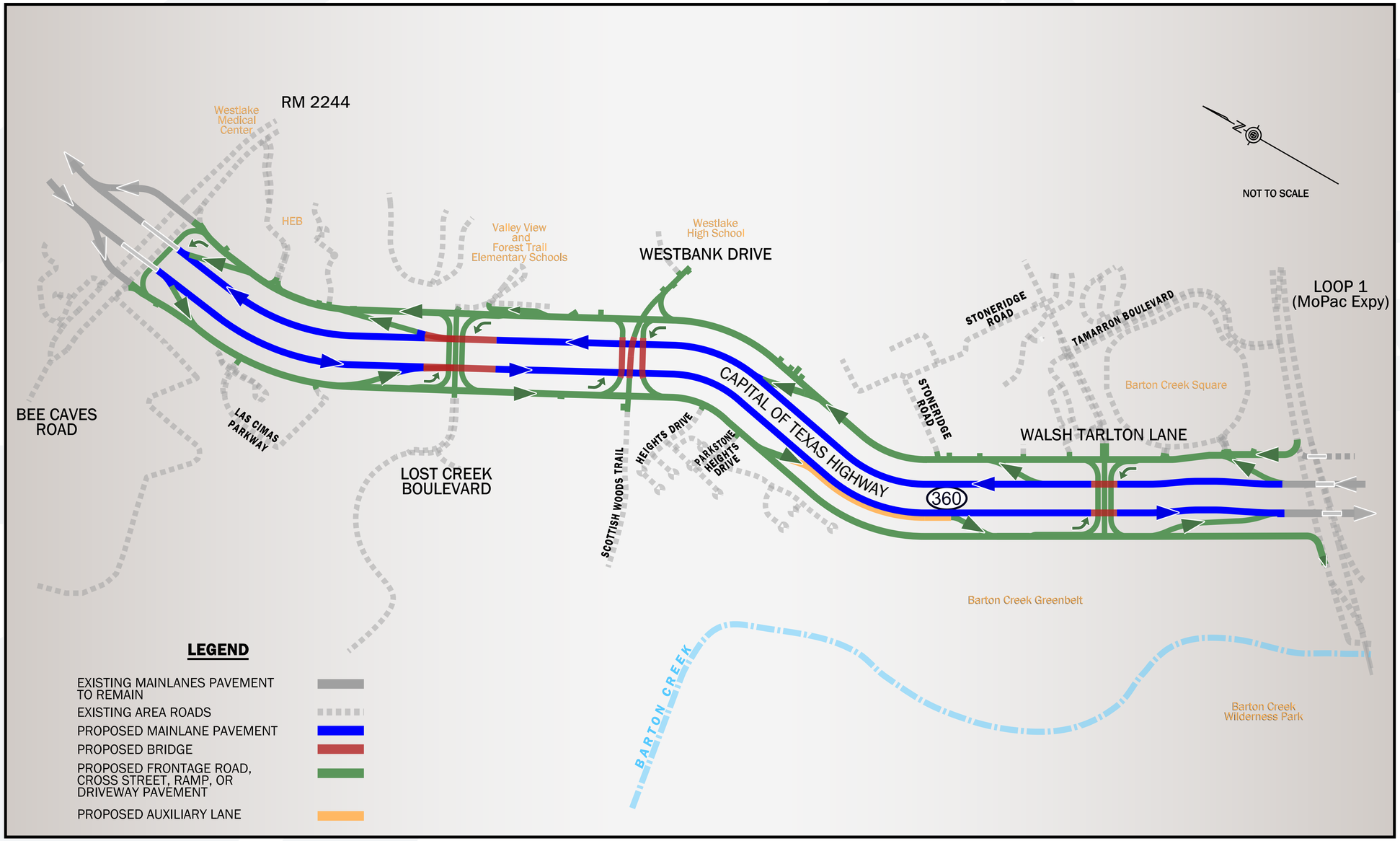


OPTION 2 CONCEPTUAL LAYOUT

UNDERPASS AT WESTBANK DRIVE

GENERAL DESCRIPTION

1. Existing mainlane signals at Walsh Tarlton Lane and Lost Creek Boulevard replaced with mainlane overpass (where the Loop 360 mainlanes go over the cross street) with non-signalized u-turns.
2. Existing mainlane signal at Westbank Drive replaced with mainlane underpass (where the Loop 360 mainlanes go under the cross street) with non-signalized u-turns.
3. Existing mainlane signal at Las Cimas Parkway removed; new signal added on the new northbound frontage road.
4. Existing mainlane signal at southern entrance to Barton Creek Square, and existing crossovers, removed.
5. North to southbound U-turn added at RM 2244.
6. One-way frontage roads added on either side of Loop 360 in project limits.



CONCEPTUAL OVERPASS AT WALSH TARLTON LANE

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CONCEPTUAL OVERPASS AT WESTBANK DRIVE

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CONCEPTUAL UNDERPASS AT WESTBANK DRIVE

LOOP 360 PROGRAM

STAY IN THE LOOP

CONCEPTUAL OVERPASS AT LOST CREEK BOULEVARD

Texas Department of Transportation

LOOP 360 PROGRAM

STAY IN THE LOOP LOOP 360

SUBMIT YOUR COMMENTS

Texas Department of Transportation

We want to hear from you!
Send us your feedback for the project.

Online using the comment form on Loop360Project.com

By email to: info@Loop360Project.com

Verbally by calling 512-904-3800 and leaving a voice message

By mail to:
TxDOT Austin District
Attn: PIO
7901 N I-35
Austin, TX 78753

Comments must be received by Thursday, July 23, 2020 to be included in the official record of this public workshop.

To learn more and take our interactive survey, visit:

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

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.

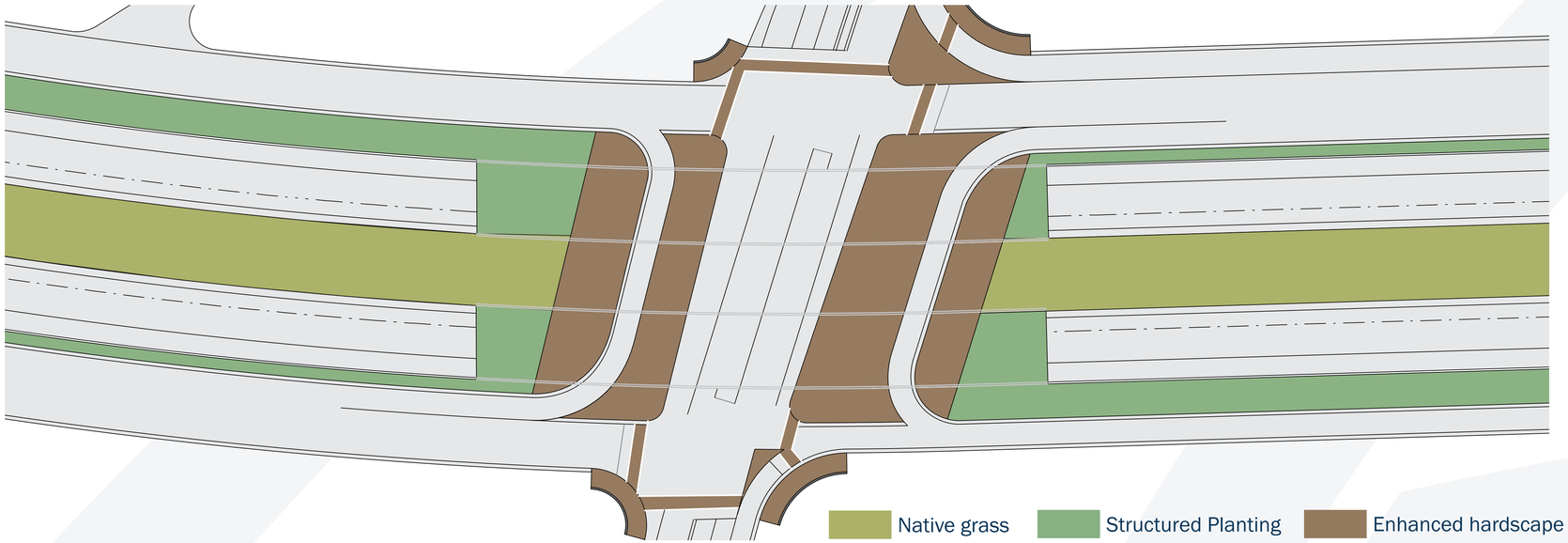
More details about the aesthetics and CSS process, including summaries of public feedback, can be found at Loop360Project.com.

LOOP 360 PROGRAM

STAY IN THE LOOP

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

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

TRADITIONAL INTERSECTIONS

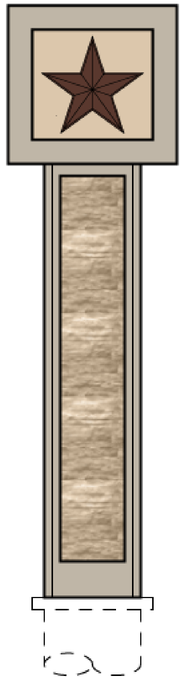
Slender footprint with confined landscape and hardscape areas

DIVERGING DIAMONDS INTERSECTIONS

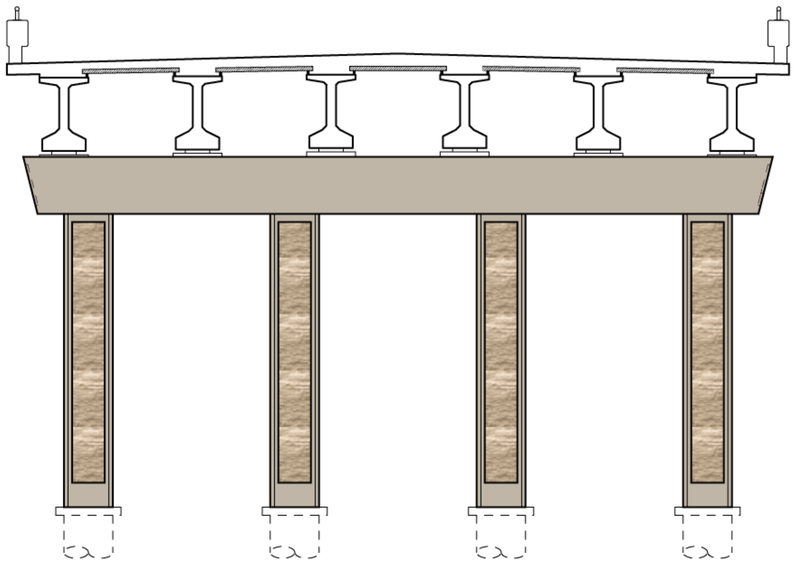
Enhanced landscape and hardscape areas

CONTEXT SENSITIVE SOLUTIONS

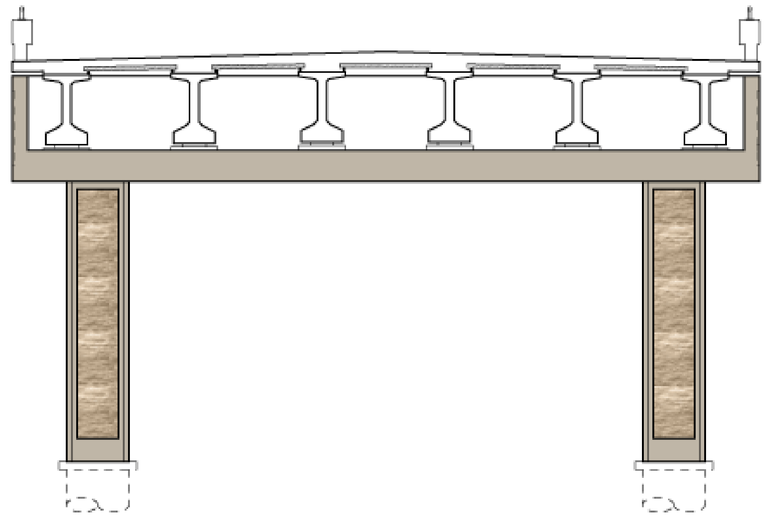
WALLS AND COLUMNS

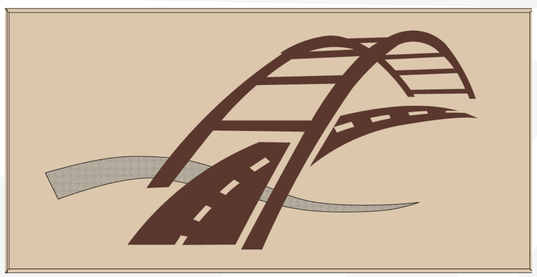


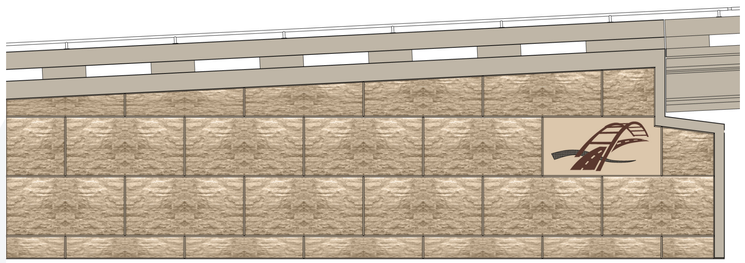
SQUARE COLUMNS WITH TEXAS STAR



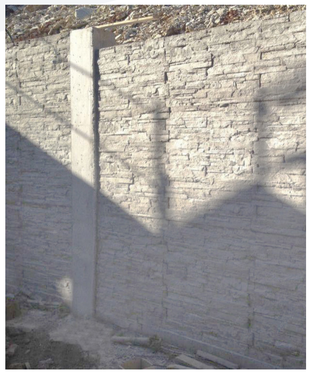
CROSS SECTIONS







PENNYBACKER BRIDGE AND COLORADO RIVER REPRESENTED ON RETAINING WALLS



WALL TREATMENT

Rock wall to resemble natural cliff