





# HISTORY OF LOOP 360 **INPROVEMENTS**



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

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The current Loop 360 program takes into account the recommendations from the feasibility study by upgrading nine intersections along the corridor.

## LOOP 360 PROGRAM

In 2014, TxDOT completed the Loop 360 feasibility study which identified and evaluated potential short- and long-term transportation solutions for the corridor.



The Loop 360 improvements collectively provide substantial benefits for congestion relief.







# LOOP 360 TRAFFIC SUMMARY

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

## LOOP 360 PROGRAM



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 #10 on the 2017 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



Balance the needs of through traffic with local access



Minimize impacts to the community

## LOOP 360 PROGRAM







#### Minimize impacts to the environment

#### Reduce cut-through traffic in neighborhoods

#### Address delays at signalized intersections



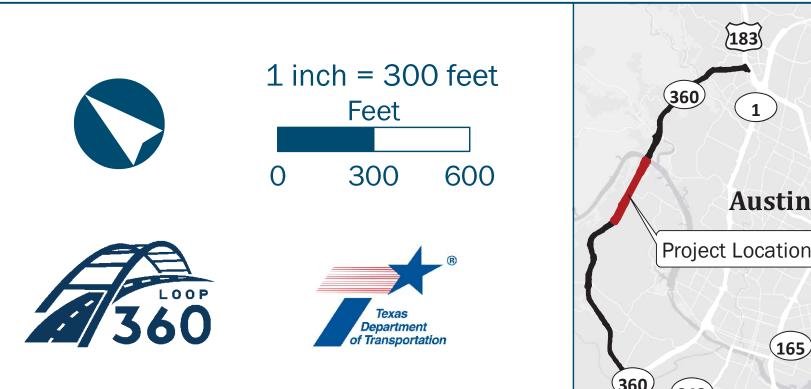


#### **STATE LOOP 360 AT**

#### ENVIRONMENTAL CONSTRAINTS MAP

#### **WESTLAKE DRIVE PROJECT**

CSJ: 0113-13-166



#### Existing Right-of-Way City Limits ----- Bicycle Route School Place of Worship 🖶 Cemetery Parking Other POI (labeled on map) Potential HazMat Site

Land Use Residential Retail/Office Educational Facility Place of Worship Park, Preserve, Open Space, Golf Course Industrial **•** Undeveloped City/County Park

#### Spring

National Hydrography Dataset (NHD) Flowline  $\frown$ 

National Hydrography Dataset (NHD) Waterbody 5 100 Year Floodplain

City of Austin Wetland

Canyon Rimrock/Bluff

Potential Golden-cheeked<br/>Warbler (GCWA) Habitat

Karst Zone (KZ-#)

Edwards Aquifer Contributing Zone

Potential Wetland (National Wetlands Inventory) 5

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

# **PROJECT PROCESS**







**Environmental** Analysis of **Alternatives** 

Thoroughly analyze alternatives for potential impacts

#### WEARE HERE



#### **Environmental Process** (1-2 years)



**Draft Documentation Review/Public** Involvement

The draft environmental document is presented for agency and public review



Final **Documentation** Review

**The final** environmental document is completed



#### STAKEHOLDER OUTREACH









depending

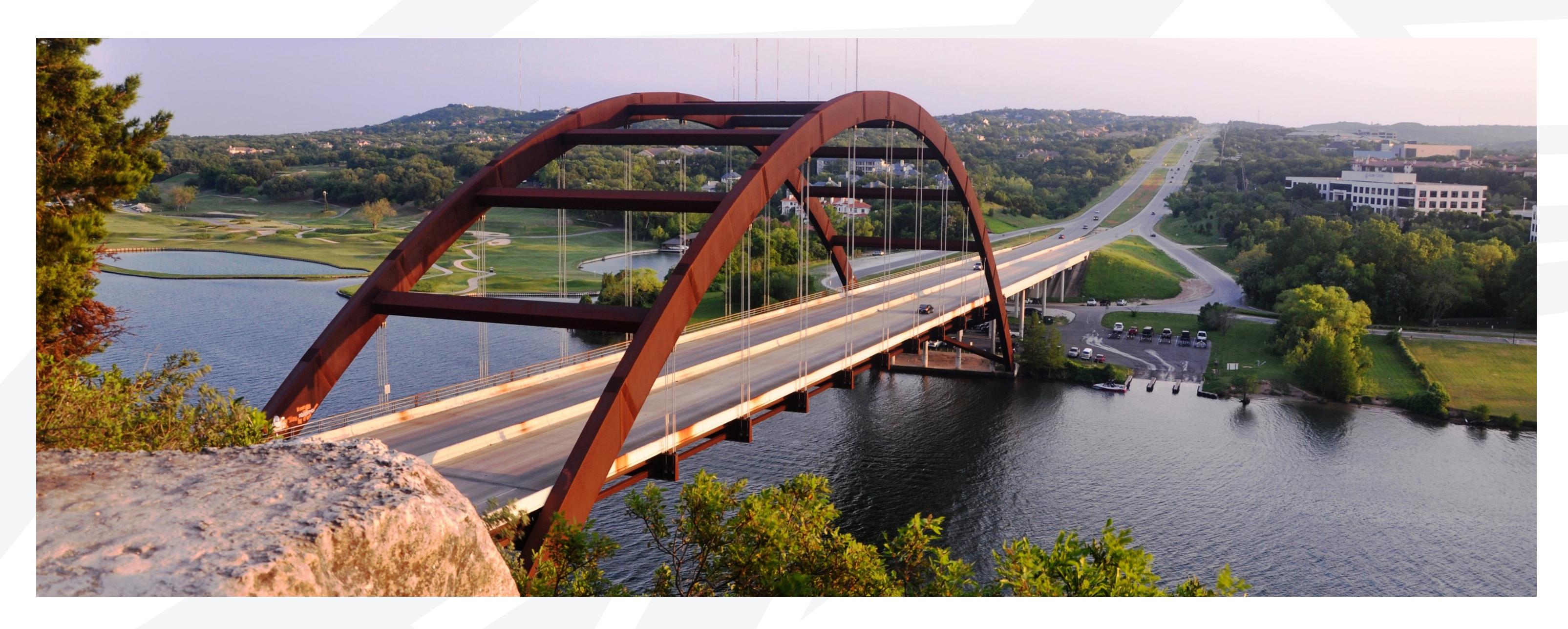
on program)

#### **Environmental** Decision

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



## **PENNYBACKER BRIDGE** The current Loop 360 projects will not impact the Pennybacker Bridge. The bridge will remain intact as built.









# **SHARE YOUR IDEAS BICYCLE AND PEDESTRIAN ACCOMMODATIONS**



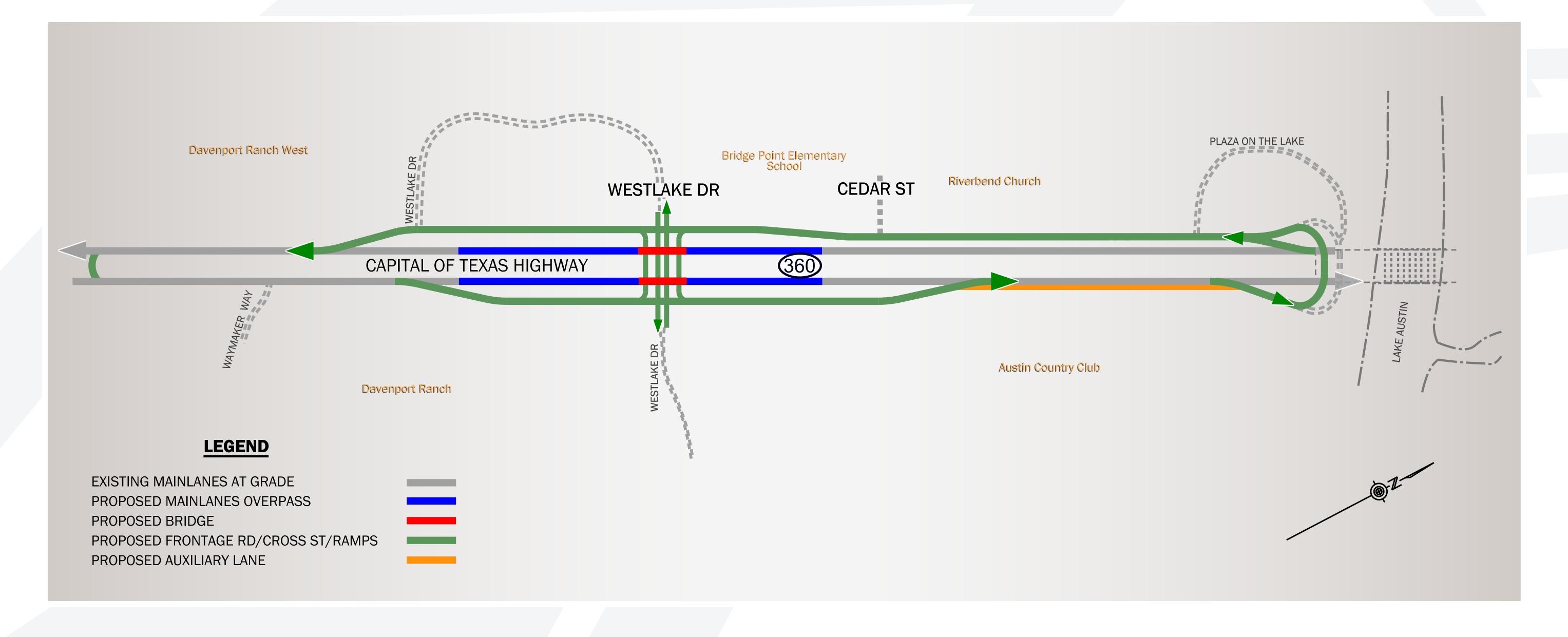




# **OPTION 1 CONCEPTUAL LAYOUT OVERPASS AT WESTLAKE DRIVE**

#### **GENERAL DESCRIPTION**

- 3. Dedicated U-turn lane constructed at the boat ramp.



## LOOP 360 PROGRAM

1. Existing signal at Westlake Drive replaced with mainlane overpass with non-signalized U-turns. 2. Existing median crossovers removed and replaced with U-turn at the southern project limits.









## OPTION 1 & 2 CONCEPTUAL LAYOUT OVERPASS AT WESTLAKE DRIVE



LOOP 360 MAINLANES

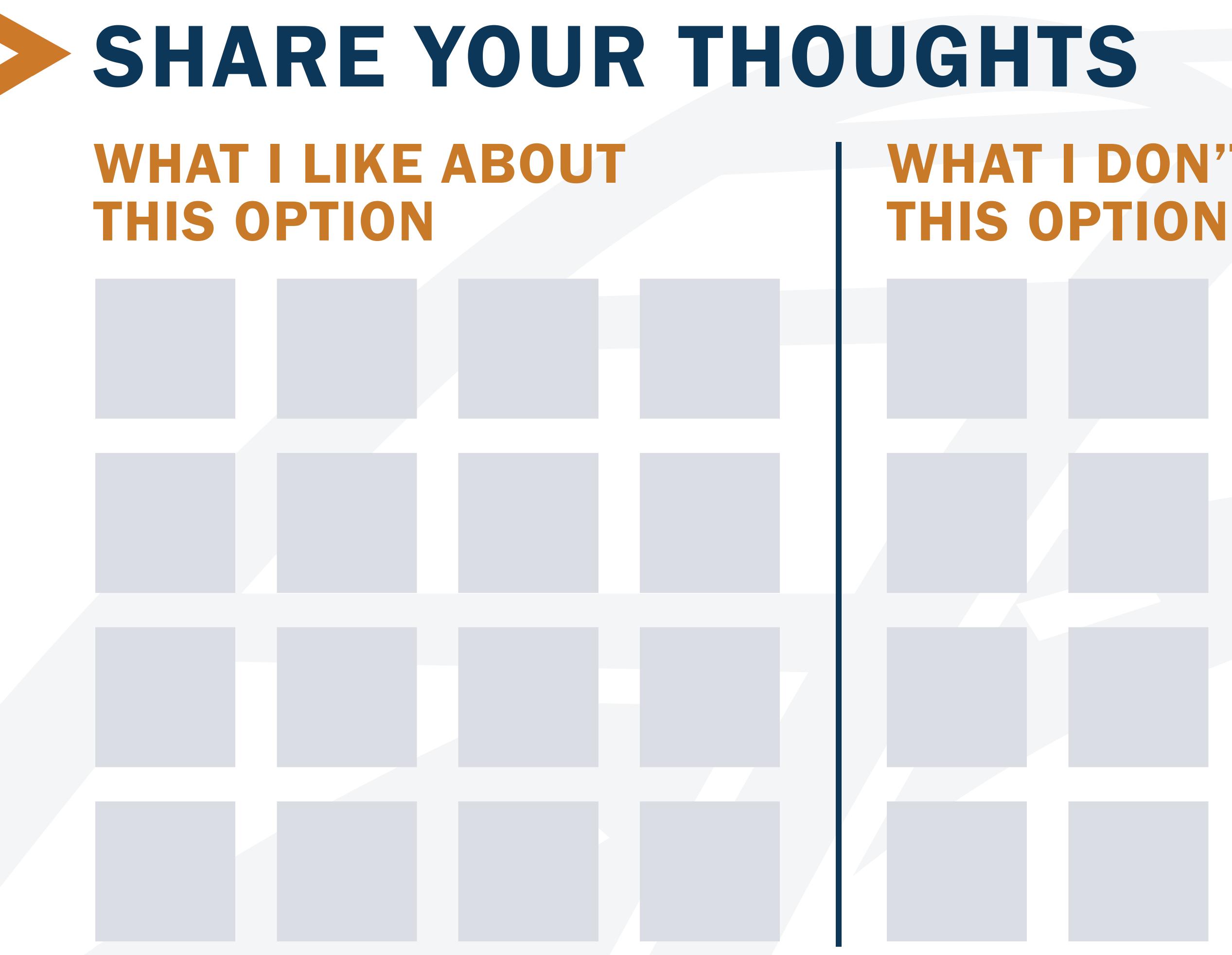








# THIS OPTION



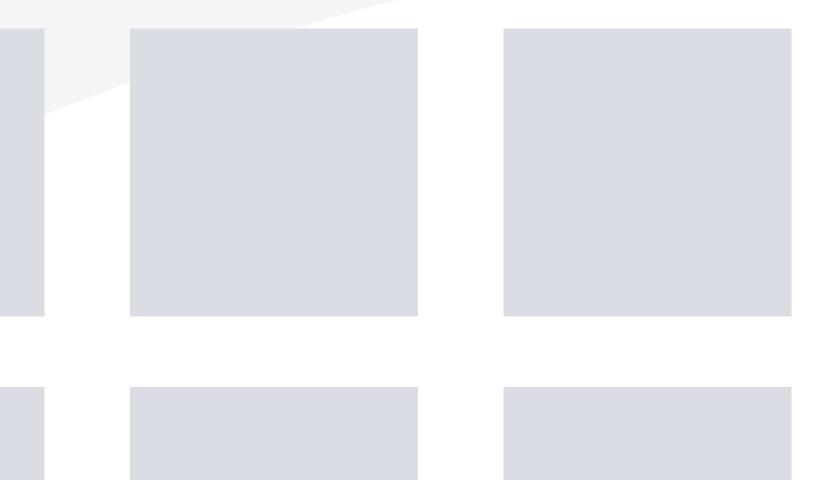
LOOP 360 PROGRAM





# WHAT I DON'T LIKE ABOUT



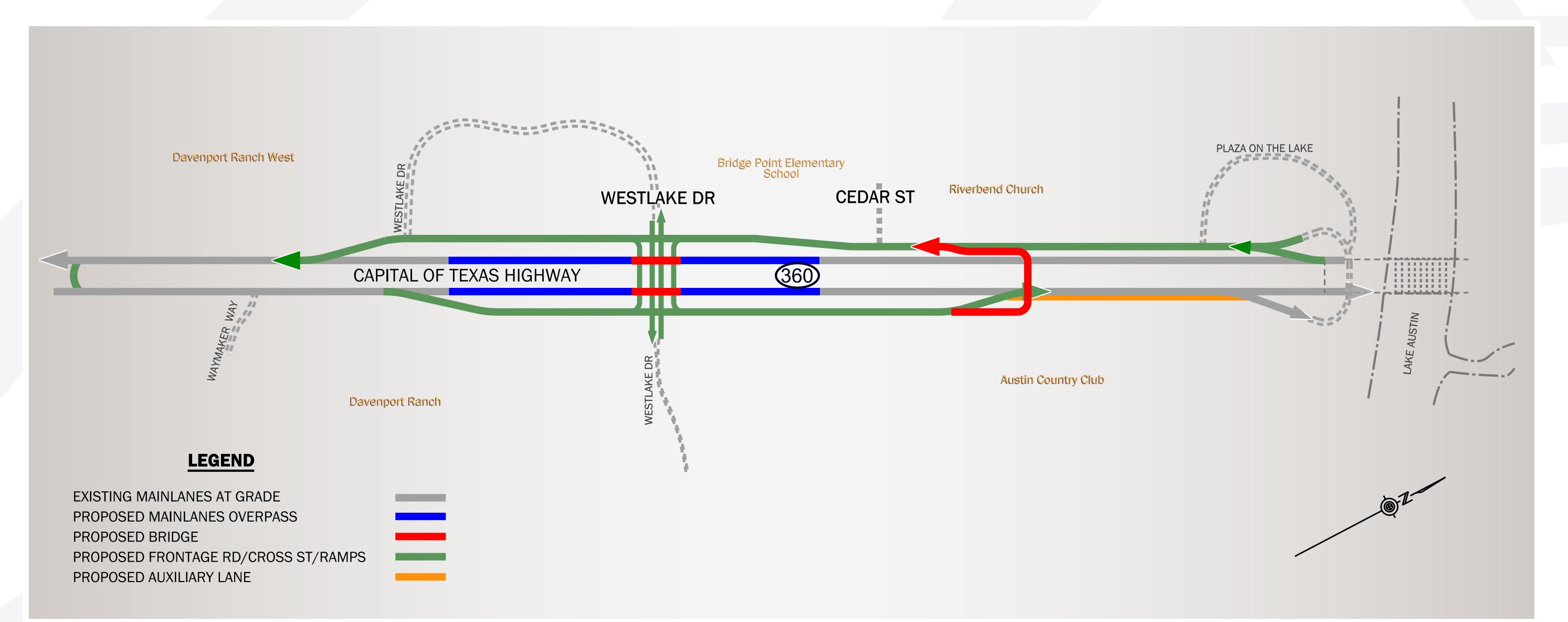




# **OPTION 2 CONCEPTUAL LAYOUT OVERPASS AT WESTLAKE DRIVE, ELEVATED U-TURN BRIDGE FOR CEDAR STREET**

#### **GENERAL DESCRIPTION**

- 3. Elevated U-turn bridge constructed to provide access to Cedar Street.



## LOOP 360 PROGRAM

1. Existing signal at Westlake Drive replaced with mainlane overpass with non-signalized U-turns. 2. Existing median crossovers removed and replaced with U-turn at the southern project limits.









## **OPTION 2 CONCEPTUAL LAYOUT ELEVATED U-TURN BRIDGE FOR CEDAR STREET**

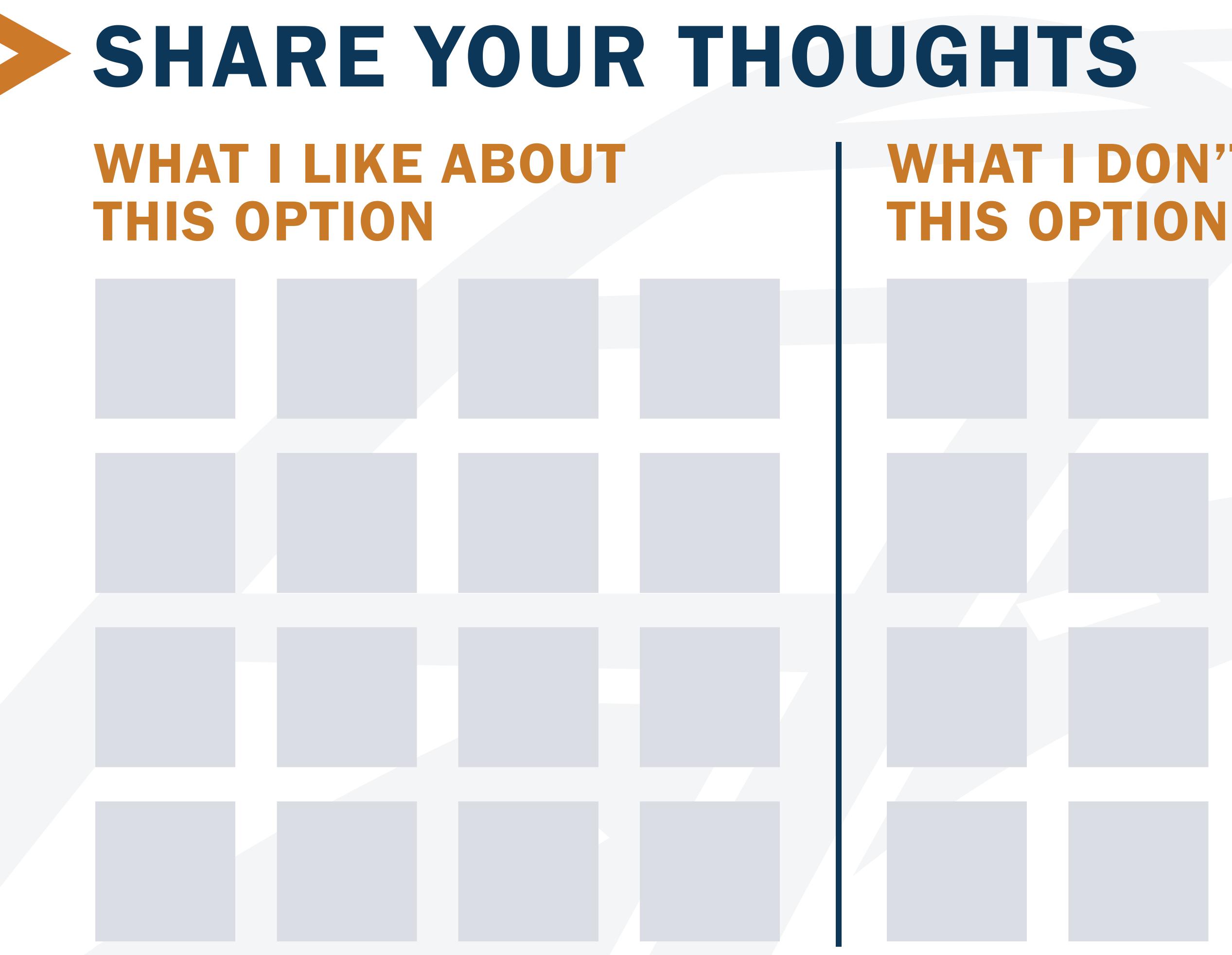








# THIS OPTION



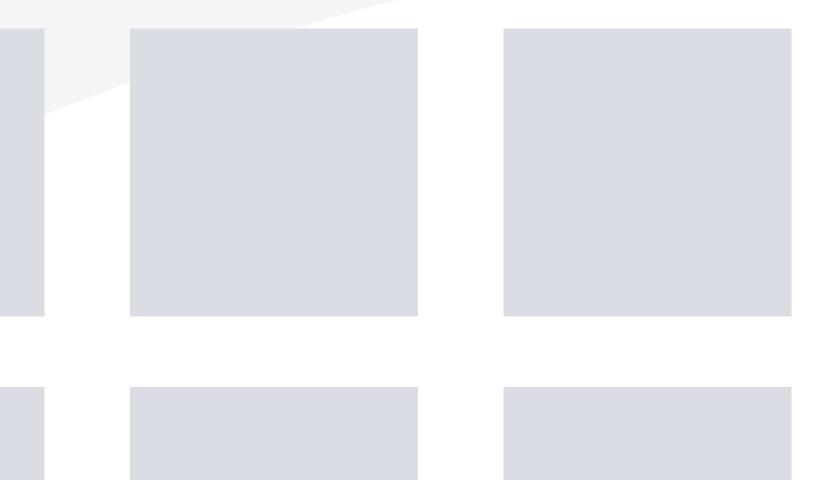
LOOP 360 PROGRAM





# WHAT I DON'T LIKE ABOUT



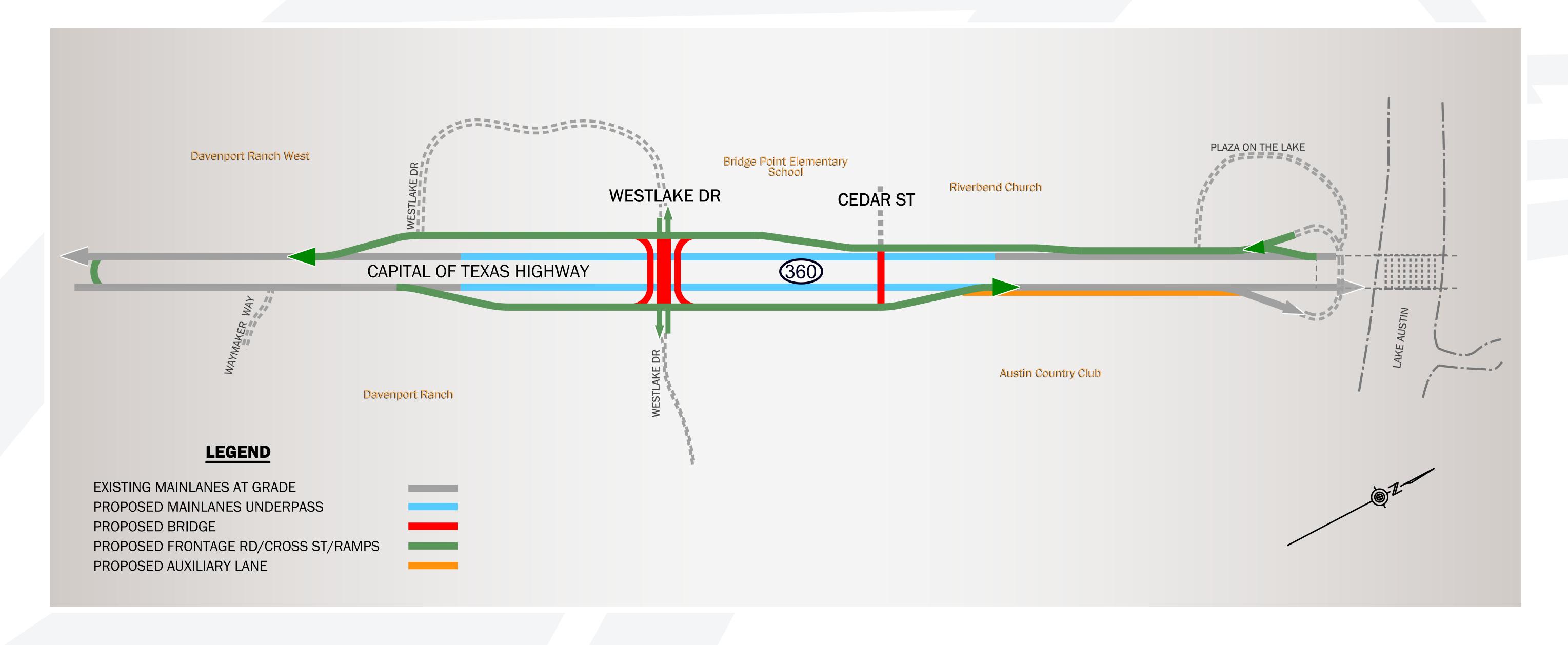




## **OPTION 3 CONCEPTUAL LAYOUT UNDERPASS AT WESTLAKE DRIVE AND CEDAR STREET**

#### **GENERAL DESCRIPTION**

- 3. Existing signal at Cedar Street replaced with mainlane underpass.



## LOOP 360 PROGRAM

1. Existing signal at Westlake Drive replaced with mainlane underpass with non-signalized U-turns. 2. Existing median crossovers removed and replaced with U-turn at the southern project limits.





## $\mathbf{OPTION3}$ **CONCEPTUAL LAYOUT UNDERPASS AT WESTLAKE DRIVE**









## OPTION3**CONCEPTUAL LAYOUT UNDERPASS OPTION AT CEDAR STREET**

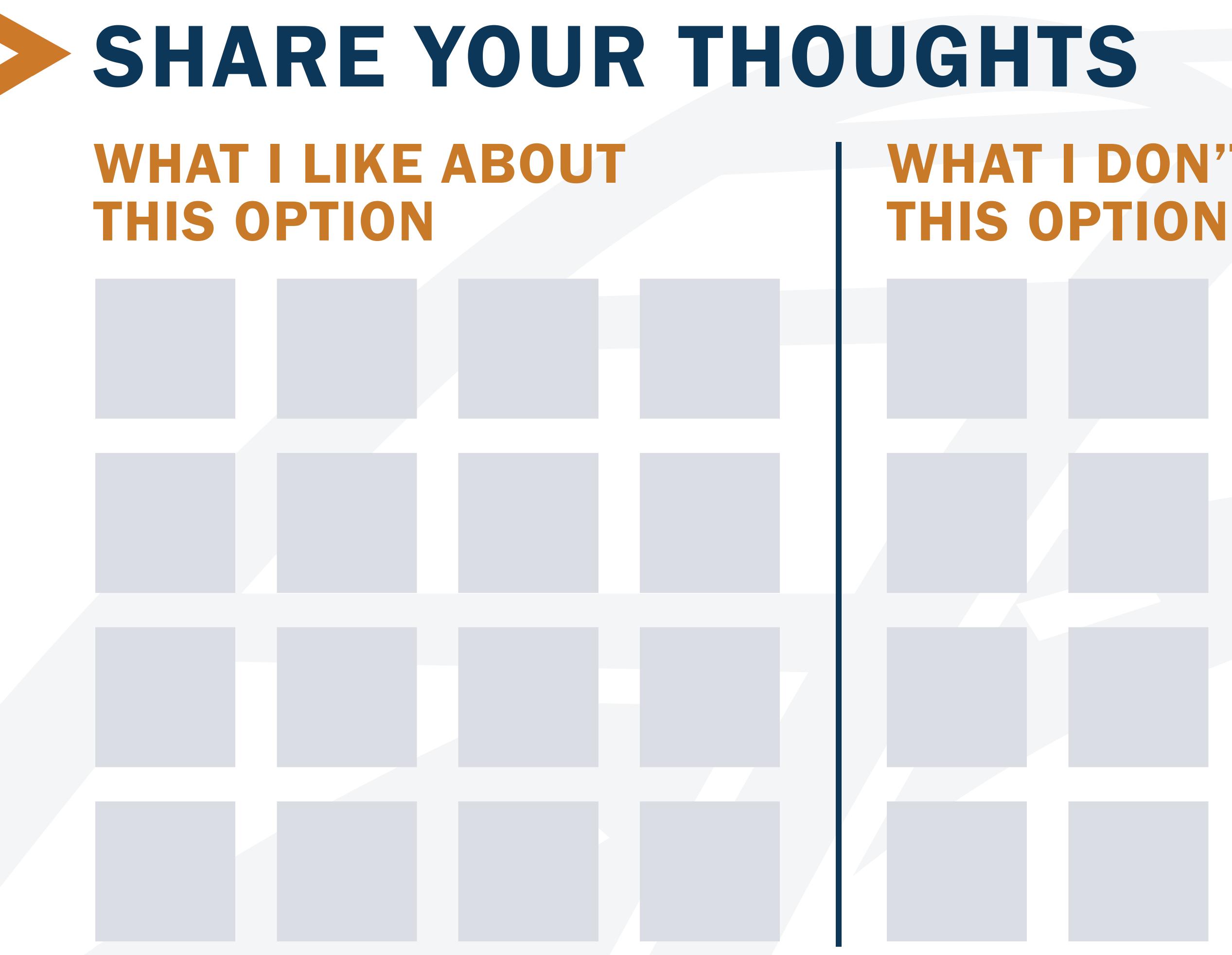








# THIS OPTION



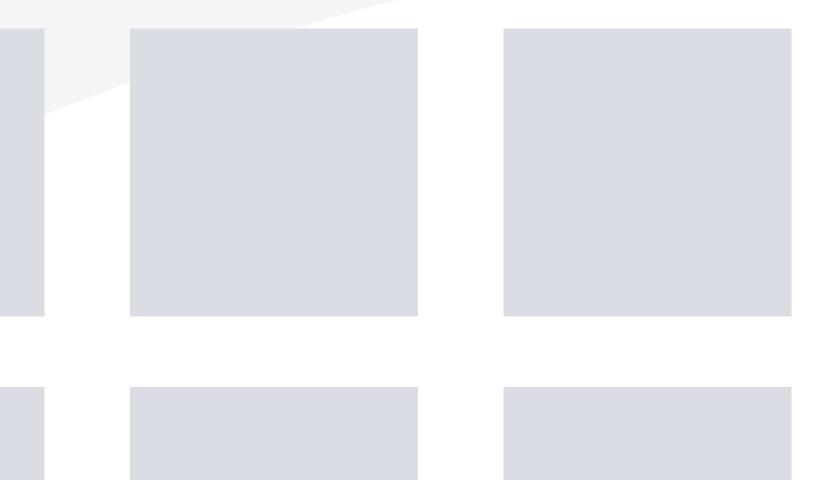
LOOP 360 PROGRAM





# WHAT I DON'T LIKE ABOUT













### LOOP 360 PROGRAM

# HOW CAN I STAY INFORMED? For questions or comments, visit the program website or email the project team.

# www.Loop360Project.com

# info@Loop360Project.com





