Loop 360 at Courtyard Drive/RM 22222 Project

Virtual Public Hearing

October 6, 2020
Virtual public hearing in response to public health

TxDOT changed the in-person public hearing to a virtual format in response to the COVID-19 outbreak.

The virtual public hearing and TxDOT website will provide the same information as an in-person hearing.

Appointments for in-person viewing of project materials may be requested. Please see the Public Notice on the project website for details.
1. Inform the public of project status and project recommendations.

2. Describe the project so the public can determine how they may be affected.

3. Provide the public the opportunity to provide input.

4. Develop a record of public participation.
How to submit public comments

We Request Your Feedback

Please submit your comments regarding the information presented in this Virtual Public Hearing by using any of the methods below between Tuesday, Oct. 6, 2020 and Wednesday, Oct. 21, 2020.

- Leave a Voicemail: (512) 647-1064
- Email Us: info@Loop360Project.com
- Mail in Comments: Loop 360 Project Team, 1608 W 6th St., Austin, TX 78703
- Comment Online: Click on the comment form link on Loop360Project.com

For general questions about the presentation or the project, please contact Crystal Wotipka at cwotip-c@TxDOT.gov or 512-832-7192. The public may email at any time in the project development process to ask questions about the project.
Viewing design, schematic and environmental documentation

- **Websites:**
  - Loop360Project.com
    - Program website with direct link to the posted materials.
  - TxDOT.gov
    - Search keywords “Loop 360 at Courtyard Drive.”

- The information presented on these websites is the same information being presented in this video.
Project location, need and purpose

- **Project Limits:**
  - Lake Austin to north of RM 2222.
  - Project length – 1 mile.

- **Project Need:**
  - Congestion, reduced mobility and safety issues.

- **Project Purpose:**
  - Improve safety.
  - Improve mobility.
Existing Roadway

- Two, 12-foot wide mainlanes with 10-foot wide outside shoulders in each direction, separated by a 48-foot wide grassy median.
- At-grade intersection at Courtyard Drive with left-turn and right-turn lanes.
- Traditional grade-separated intersection with entrance and exit ramps at RM 2222.
- No bike lanes, shared-use paths or sidewalks.
**Proposed improvements**

- Replace the existing traffic signals on Loop 360 at Courtyard Drive with an underpass (where the Loop 360 mainlanes go under the cross street).
- Construct a diverging diamond intersection (DDI) at RM 2222.
- Add 10-foot wide shared-use path along both sides of Loop 360 and 6-foot wide sidewalks along both sides of Courtyard Drive, within the project limits.

**Construction details**, including construction phasing and cliff removal methodology, will be determined as the project progresses into detailed design.
Traffic signals are installed at crossover points. After a driver has crossed over they can:

1. Make a protected left turn, rather than wait for oncoming traffic to clear or for a left-turn signal.
2. Continue straight and shift back to the right side of the roadway once clearing the intersection.

Northbound and southbound traffic can:

3. Bypass the intersection by staying on the Loop 360 mainlanes.
Diverging diamond intersection – Benefits

- Enhances safety by reducing potential crash points at intersections.
- Increases mobility by allowing more cars to move through an intersection.
- Accommodates more vehicles turning left without adding more lanes.
- Better sight distance at turns.

Visit [Loop360Project.com/divergingdiamond.htm](http://Loop360Project.com/divergingdiamond.htm) to learn more about a DDI and view an informational video.
Loop 360 looking south at Courtyard Drive

- **Exit Ramp from Northbound Loop 360 to Courtyard Drive and RM 2222**
- **Shared-Use Path**
- **Connector Road from RM 2222 to Courtyard Drive**
- **Exit Ramp from Southbound Loop 360 to Courtyard Drive**
- **Entrance Ramp from RM 2222 to Southbound Loop 360**
- **Courtyard Drive**
- **Connector Road from Courtyard Drive to RM 2222 and Northbound Loop 360**
- **Loop 360 Northbound Mainlanes**
- **Loop 360 Southbound Mainlanes**
- **Shared-Use Path**
Loop 360 looking north toward RM 2222

CONNECTOR ROAD FROM RM 2222 AND SOUTHBOUND LOOP 360 TO COURTYARD DRIVE

ENTRANCE RAMP FROM RM 2222 TO SOUTHBOUND LOOP 360

CONNECTOR ROAD FROM COURTYARD DRIVE TO RM 2222 AND NORTHBOUND LOOP 360

EXIT RAMP FROM NORTHBOUND LOOP 360 TO COURTYARD DRIVE AND RM 2222

SHARED-USE PATH

SHARED-USE PATH

LOOP 360 SOUTHBOUND MAINLANES

LOOP 360 NORTHBOUND MAINLANES
Courtyard Drive looking east

- NORTHBOUND BRAIDED ENTRANCE RAMP
- SHARED-USE PATH

Loop 360 at Courtyard Drive/RM 2222 Project

October 6, 2020
Utility Adjustments

- Underground and overhead utilities:
  - Known existing utilities have been identified and mapped.
  - Conflicting utilities will need to be adjusted or relocated prior to roadway construction.
Projected schedule and cost

Construction Start Date
Summer 2023*
*Contingent on construction funding.

Construction Duration
Approximately 2 to 3 years.

Estimated Total Project Cost
Approximately $42 million.
$11 million from the City of Austin 2016 Mobility Bond. Remaining funds from TxDOT.
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.
Environmental review – Impacts addressed

- Right of Way/Displacements
- Traffic Noise
- Community/Socioeconomic
- Air Quality
- Visual/Aesthetics
- Archeological Resources
- Historic Resources
- Water Resources

- Wetlands/Waters of the U.S.
- Biological Resources
- Hazardous Materials
- Indirect and Cumulative Effects
- Section 4(f) Resources
  - Publicly owned parks, recreation areas, wildlife/waterfowl refuges, and historic properties
Environmental review – Traffic noise

- Traffic noise analysis completed according to TxDOT and FHWA guidelines.
- Analysis showed traffic noise impacts to multiple receivers.
- Mitigation was analyzed for the impacted receivers.
- Noise barriers determined to not be feasible and reasonable for the impacted receivers.
Environmental review – Water resources

- **Floodplains**
  - Portions of project within FEMA 100-year flood hazard areas associated with West Bull Creek.
  - Project would not violate applicable floodplain regulations or ordinances.

- **Waters of the U.S., including Wetlands**
  - West Bull Creek and a tributary to Lake Austin were evaluated.
  - No impacts to these waters of the U.S. would occur, so no USACE permit or compensatory mitigation would be required.
  - Best Management Practices (BMPs) would be used to minimize any potential impacts to water quality. BMPs could include temporary vegetation, silt fences or other appropriate methods for erosion and sedimentation control during construction.
Conclusion:

- Studies, analyses and evaluation of the proposed project indicate no significant impacts.
Next steps and timeline

- Public Comment Period (ends Oct. 21, 2020).
- Utility Relocation Begins – Winter 2022.*
- Construction Begins – Summer 2023.*

PROJECT TIMELINE
*Dates are subject to change.

- Public Workshop Held March 2019
- Public Hearing October 2020
- Environmental Decision Anticipated Winter 2021
- Utility Relocations Winter 2022*
- Construction Begins Summer 2023*
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www.Loop360Project.com/rm222-courtyarddr.htm
Thank you for your interest in the Loop 360 at Courtyard Drive/RM 2222 project.