

Frequently Asked Questions

Loop 360 Courtyard/RM 2222



What improvements are part of the project?

The project includes:

- Removal of the traffic signal on the Loop 360 mainlanes at Courtyard Drive.
- addition of an underpass (where the Loop 360 mainlanes cross under Courtyard Drive).
- Reconfiguring Loop 360 at RM 2222 to a diverging diamond intersection (DDI).
- Adding shared-use-paths and sidewalks within the project limits for people walking and biking.

What is the project timeline?

The project received environmental clearance in spring 2021. Construction is anticipated to begin in 2026 and is projected to take 3-4 years.

In the near term, TxDOT will stabilize the upper limestone cliffs on the west side of Courtyard Drive. This work is needed in advance of the road construction project to address damage from a rockslide that occurred adjacent to southbound Loop 360 in May 2024. Cliff work is anticipated to begin as early as fall 2025 and projected to take approximately 9 months. The work schedule accounts for migratory bird patterns. An estimated 155,000 cubic yards will be excavated during this early work. Additional cliff excavation will take place as part of the Courtyard/RM 2222 road project.

What is a diverging diamond intersection (DDI)?

Diverging diamond intersections (DDIs) are added to some intersections with high volumes of left-turning traffic. DDIs allow vehicles to travel more quickly through an intersection by temporarily shifting traffic to the left side of the road. This allows through-traffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for a left-turn arrow. To help drivers navigate, DDIs are designed with overhead signs, pavement markings and traffic signals. Learn more about DDIs by visiting Loop360Project.com and checking out our FAQs page and video simulation.

Will additional right of way be acquired for the Courtyard Drive/RM 2222 project?

Additional right of way is not needed for this project.

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Why will access change at Loop 360 and Courtyard Drive?

From eastbound Courtyard Drive to southbound Loop 360

RM 2222 and the Pennybacker Bridge are very close to the Loop 360 at Courtyard Drive intersection. Maintaining existing access from eastbound Courtyard to southbound Loop 360 would require drivers to come to a full stop as they approach the intersection. Drivers would have to turn onto the Loop 360 mainlanes with no auxiliary lane and limited sight distance, while also merging with traffic already entering Loop 360 from the proposed entrance ramp just north of Courtyard Drive. This would create long wait times and cause traffic to back up along Courtyard Drive.

From northbound Loop 360 to eastbound Courtyard Drive

Due to the proximity of the Pennybacker Bridge and a steep incline along Courtyard Drive, maintaining existing access would require drivers to make a sharp turn with barriers on either side. In addition, TxDOT would have to acquire properties near Courtyard Drive at Loop 360, and there would be additional right-of-way impacts. Due to these constraints and impacts, a northbound braided entrance ramp has been added to allow safe access to eastbound Courtyard Drive via the north neighborhood entrance.

How will noise be addressed?

A noise analysis was conducted as part of the environmental study. The analysis considered current noise levels at many locations throughout the study area, calculated existing and projected future traffic noise levels, and considered potential noise reduction measures, such as sound walls. The results indicated there are no projected noise impacts within the corridor; therefore, no noise abatement measures were considered for the project.

How will the cliffs be excavated?

The contractor will work with TxDOT to determine the means of excavation which can be mechanical, blasting, or a combination of the two. Before construction begins, TxDOT will work closely with the neighboring communities to address concerns regarding noise, dust, debris and vibration.

How far back will the existing cliffs be cut?

Both the existing cliff face and the range of cliff cuts varies. The distance between the existing TxDOT right of way and the top of the cliff cut will be a minimum of 35 feet on both sides of Loop 360, though the actual distance will likely be more in some areas.

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Will a shared-use path be built?

Yes, TxDOT is working to build a safe and reliable transportation network for all Texans, including people who drive, walk and use bicycles. This not only expands access to communities but can also improve quality of life. When developing a project that is federally funded, TxDOT is required to follow guidelines mandated by the Federal Highway Administration (FHWA). These guidelines require transportation agencies to make bicycle and pedestrian accommodations a “routine part of their planning, design, construction, operations and maintenance activities” and to make accommodations for persons with disabilities in accordance with civil rights mandates, unless there are exceptional circumstances, which prohibit agencies from doing so. Guidelines must be followed in order to receive federal project funding.

Review the FHWA requirements here:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

Will the Courtyard/RM 2222 project impact the Pennybacker Bridge?

No changes are planned for the bridge.

Will the Pennybacker Bridge overlook trail head and parking be impacted?

TxDOT and the City of Austin continue to work together on a permanent solution. The new roadway configuration will remove the shoulders where some vehicles currently park to access the Pennybacker Bridge overlook. In December 2024, the Austin City Council voted unanimously to move forward to acquire approximately 1.5 acres between west Courtyard Drive and Loop 360 to allow for safer access, public parking and expanded sidewalks and trails at the overlook.