

Summary of Facility Type Selection

After development of the Universe of Options, a facility type was determined in order to establish the ROW width, typical sections, and design speeds for the possible routes. From the results of the facility type, the study team recommended studying a corridor width of 800 feet. This corridor width is approximately twice the required ROW width needed for an expressway facility and allows for further refinement of the loop during the next phase of the study.

Potential Facility Types Considered for the Study Area

Facility type was a key factor in the New Braunfels Outer Loop Study. The facility type was critical in determining ROW needs and design criteria for the possible corridor. Information was solicited from the TWG, the ACC, and at the Public Meetings. The study team strived to obtain as much input as possible in order to identify a facility type that addressed the needs of the local community, met the requirements of the need and purpose and could be accommodated within the existing terrain with the least amount of impacts.

Several facility types were considered with emphasis on mobility versus access. It was determined that no one facility would work best for the entire loop. Feedback from the community and study team indicated that the facility type should vary depending on the section of the loop it was serving with preference on mobility and reducing the footprint through environmentally sensitive areas. To accommodate this, a recommendation of Expressway 1 and Expressway 2 was made by the study team.

Urban Arterials	Access to Mainlanes			Design Aspects					
	Access to Major Roadway Facilities	Access to Minor Roadway Facilities	Driveway Access	Grade Separation at Major Crossroads	Median		Frontage Roads	Signalization	Design Speed (mph)
					Type	Openings			
Expressway 1	✓			✓	CTB		✓		60
Expressway 2	✓			✓	CTB				60
Parkway	✓	✓		✓	BC w/L				50-55
Principal Arterial	✓	✓	Right turn only	✓	BC w/L	✓			45-50
Minor Arterial	✓	✓	✓		Flush	Continuous		✓	40-45

CTB - Concrete Traffic Barrier
BC w/L - Barrier Curb with Landscaping

The two sections above are from the New Braunfels Outer Loop Final Study Report. For a detailed account of the facility type selection for the study, please see pages 124-125 of the New Braunfels Outer Loop Final Study Report.

Public Input & Feedback Related to Constraints

Meeting	Input/Feedback Collected
<p>Agency Coordination Conference May 23, 2007 ~58 Participants</p>	<ul style="list-style-type: none"> Participants were asked to work in small group discussions that asked a variety of questions, including facility type. Participants responded to the following question: "The study team has identified 4-5 possible facility types for the ultimate layout of the proposed outer loop. A facility type handout is attached for your review and discussion. Based on your discussions which facility type would you recommend for an outer loop? Why?" The results of this exercise can be found on pages 25-32 of the <i>Agency Coordination Conference Final Report</i>.
<p>Technical Work Group Meeting #1 April 4, 2007 ~28 participants</p>	<ul style="list-style-type: none"> Participants were asked to make comments regarding the facility type they believed would work best for the proposed New Braunfels Outer Loop. Participants responded to the following question. "Given what you heard during today's meeting about facility type, which of the facility types outlined in the table below would work best for the proposed New Braunfels Outer Loop?" For a summary of this exercise, see pages 15-16 of <i>Technical Work Group Meeting #1 Final Report</i>.
<p>Community Work Group Meeting #3 September 27, 2007 ~21 participants</p>	<ul style="list-style-type: none"> Participants were asked to respond to a question on a comment card to capture any additional comments. "Based on input collected from the public and experience on comparable projects, the study team is recommending Expressway 1 & 2 for the proposed outer loop facility type. This would provide acceptable levels of mobility between major roadways such as IH 35 and SH 46 and would also allow the study team to reduce right-of-way needs in environmentally sensitive areas. Do you agree or disagree on the recommendation? Why?" For a list of responses to this question, see page 7-8 of the <i>Community Work Group #1 Meeting Minutes</i>.
<p>Second Round of Public Meetings October 9, 2007 ~100 participants October 11, 2007 ~321 participants</p>	<ul style="list-style-type: none"> Participants were asked to respond to a question on a comment card to capture any additional comments. "Based on input collected from the public and experience on comparable projects, the study team is recommending Expressway 1 & 2 for the proposed outer loop facility type. This would provide acceptable levels of mobility between major roadways such as IH 35 and SH 46 and would also allow the study team to reduce right-of-way needs in environmentally sensitive areas. Do you agree or disagree on the recommendation? Why?" For a list or responses to this question, see pages 21-23 of the <i>Second Round Public Meetings Report (Tuesday, October 9, 2007 and Thursday, October 11, 2007)</i>.