

MEMORANDUM – DEVELOPMENT

To: Garry Ford, PE – City of New Braunfels
From: Trey Neal, PE – Kimley-Horn and Associates, Inc.
Date: March 31, 2021
Subject: Memorandum - Street Design Manual and Construction Standards – Development Phase

Kimley-Horn and Associates, Inc. (Kimley-Horn) was hired by the City of New Braunfels (City) to evaluate the City's current street design guide and construction standards, provide recommendations, and develop new street design requirements. The study includes five major phases: (1) Evaluation; (2) Recommendation; (3) Development; (4) Concurrence; and (5) Implementation. The following memorandum provides a summary of the Development Phase for the City's consideration. Upon City concurrence, Kimley-Horn will assist the City to provide outreach to development, engineering, and construction communities to introduce the new draft manual and standard details for review and comment.

DEVELOPMENT PHASE

Kimley-Horn has updated the Street Design Manual into a stand-alone document. The reason for separating the content is to isolate information that will be used in the planning and design phases from the information that will be used during procurement and construction.

This memorandum includes the following:

Street Design Manual;
Table of Contents
• Section Summaries
Standard Details

1) STREET DESIGN MANUAL

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2.2 Street Principles	10
• Street Classifications - o Interstate - o Expressway - o Parkway - o Principal Arterial - o Minor Arterial - o Major Collector - o Local Streets - o Alleys • <i>Street Design Manual</i> establishes the minimum standards for the street classifications and supplements City Code • The design of “context-sensitive,” “complete,” and “green” streets is supported and may be considered in coordination with the City Engineer • Street Design Standards - o Establishes design standards based on street classification ▪ Right-of-Way Width, Curb and Gutter, Pavement Width, Roadside Width, Shoulder Width, Parking, Sidewalk Width, Sidewalk Buffer, Min and Max Grades, Centerline Radii, and Design Speed • Additional guidance regarding pavement cross slope, curb and gutter, pavement widths, lane widths, roadside widths, median widths, shoulder widths, parking and sidewalks • Requirements for vertical and horizontal alignments, clear zones, and transitions	
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• Establishes intersection design requirements to facilitate the safety, convenience, and efficiency of the motor vehicles, bicycles, and pedestrians traveling through it • Considerations for roundabouts instead of traditional intersections • Through lanes shall line up • Sight distance requirements	

- Accommodations should be made for all existing and future pedestrian, bicycle, and public transportation movements
- Between 80 and 90 degrees for a min of 100'
- Minor roadway shall transition/tie to major roadway
- Inlets placed prior to entering arterial intersections
- Intersection offset requirements

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- Enhance guidance provided by reference documents
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- Traffic signals based on engineering study
- Temporary traffic control required when normal function of the street and/or ROW impacted by Construction
- Traffic control plan shall be included in all construction plans
- Partial or full road closures shall be coordinated with the City 10 business days prior to activity
- TIA to determine school area traffic control needs

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- Concrete Steps

NEXT STEPS

Upon City concurrence, Kimley-Horn will assist the City in providing outreach to the development, engineering, and construction communities to introduce the new draft standard for their review and comments.

If you have additional comments or questions, please do not hesitate to contact me at 512-418-4507 or trey.neal@kimley-horn.com.