

Legislation Details (With Text)

File #:	17-583	Name:	
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File created:	8/30/2017	In control:	City Council
On agenda:	9/11/2017	Final action:	
Title:	Approval of a resolution for the realignment of Watson Lane West, identified as a minor arterial in the City of New Braunfels Regional Transportation Plan, between FM 1102 and IH 35.		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. 1. CS-17-009 Application, 2. 2. RTP Exhibit, 3. 3. TxDOT IH 35 & Watson Ln W Preliminary, 4. 2018-09-11 Resolution - Watson Ln West RTP Alignment		

Date	Ver.	Action By	Action	Result
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Presenter/Contact
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SUBJECT:

Approval of a resolution for the realignment of Watson Lane West, identified as a minor arterial in the City of New Braunfels Regional Transportation Plan, between FM 1102 and IH 35.

BACKGROUND / RATIONALE:

Staff received an application for the realignment of Watson Lane West between FM 1102 and IH 35. The application is associated with the Watson Lane Commercial plat.

Watson Lane West is identified as a minor arterial in the City of New Braunfels Regional Transportation Plan (RTP) approved by City Council on March 12, 2012. The RTP provides a long term vision of the major street network necessary to meet future travel needs. Minor arterials provide service for trips of moderate length, serve geographic areas that are smaller than principal arterials and offer connectivity to the higher interstate and arterial system. In rural settings, minor arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level arterial. Additionally, minor arterials in rural areas are typically designed to provide relatively high overall travel speeds, with minimum interference to through movements. Minor arterials include up to four lanes and have a right-of-way width of up to 120 feet.

The Watson Lane West segment is approximately 5,400 feet between FM 1102 and IH 35. FM 1102 is identified as a principal arterial and IH 35 an interstate highway in the RTP. The Watson Lane West segment also includes an intersection with the future Goodwin Lane minor arterial thoroughfare. The existing right-of-way is approximately 60 feet with 22 feet of pavement. The existing typical section is a two-lane rural local road with no curb and sidewalks. The future roadway section is a four-lane rural minor arterial with 120 feet of right-of-way with two travel lanes and shoulder in each direction and

sidewalks on both sides. The RTP currently shows Watson Lane West aligning with the existing overpass at IH 35 approximately 850 feet south of the intersection with the IH 35 southbound access road. The location of the existing overpass requires the realignment of Watson Lane West approximately 1,100 feet west of IH 35 for the RTP.

Over the past year, staff has been reviewing the alignment of Watson Lane West with the Texas Department of Transportation (TxDOT) and Comal County as part of TxDOT's IH 35 Operational Improvement Design Study. The study is evaluating IH 35 intersections from the Guadalupe River north to the Comal/Hayes County Line. During review, it was identified that the existing overpass does not directly serve a public roadway. Furthermore, future plans to convert the two-way access roads to one-way necessitate improved cross access. The recommendation from the study is to construct a new overpass at the existing Watson Lane West intersection with IH 35.

Based on recommendations from the TxDOT study, existing constraints and impacts to adjacent properties as noted in the application, the realignment of the Watson Lane West thoroughfare to the existing IH 35 intersection location and proposed IH 35 overpass is recommended. It should be noted that there is no specific funding or timeline for the proposed IH 35 overpass at this time.

ADDRESSES A NEED/ISSUE IN A CITY PLAN OR COUNCIL PRIORITY:

2006 New Braunfels Comprehensive Plan: Goal 22: The City should plan and develop a unified roadway system of thoroughfares based on function and relative importance, providing a proper balance of arterials, collectors and local streets. J. The City should implement the adopted Thoroughfare Plan to develop a balanced roadway network that includes arterial streets and collector streets. As further development occurs, ensure that provision and adequate arterial, collector and local streets that serve to provide traffic access and circulation and are functionally integrated with the existing arterial and collector street system.

FISCAL IMPACT:

N/A

COMMITTEE RECOMMENDATION:

The Planning Commission recommended approval of the realignment of Watson Lane West between FM 1102 and IH 35 on a motion that carried unanimously.

STAFF RECOMMENDATION:

Staff recommends realigning the Watson Lane West minor arterial to the existing intersection with IH 35 and adjusting the Regional Transportation Plan.