

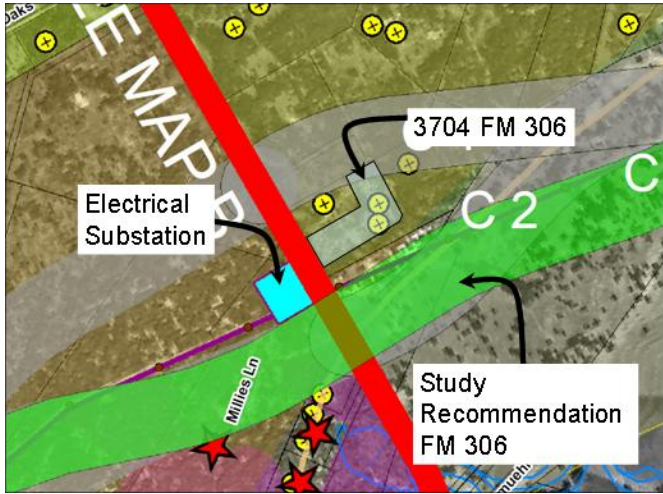


**Task Force Meeting #9 – General Questions from Meeting #8  
December 21, 2009**

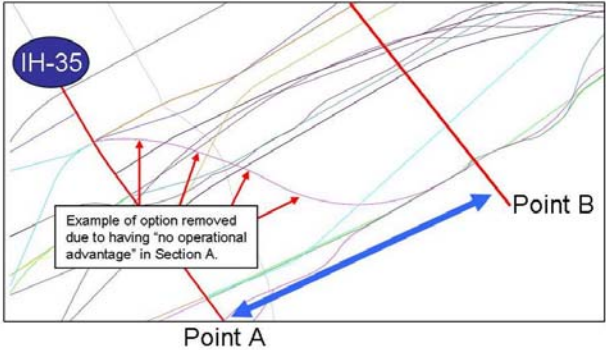
**General Questions**

From	Question	Response
<p><b>G-37</b></p> <p>Comment Card</p> <ul style="list-style-type: none"> <li>Judy French</li> </ul>	<p>I live at 3704 FM 306 (Sec C) and the intersection will be in my front yard. TxDOT has said that they will get right-of-way by imminent [sic] domain but City officials have said they would not use imminent [sic] domain on landowners that do not want to sell. How do they plan to get the property they need for the loop?</p>	<p>Currently, there is no funding for construction or right-of-way acquisition allocated for any section of the loop. The acquisition of right-of-way will depend on the implementing agencies' established procedures.</p> <p>Page 26 of the Study Report further states that, "The goal of the study is to identify a corridor such that planners can coordinate with the developers in the area to set aside portions of land within proposed commercial and residential developments for the proposed New Braunfels Outer Loop."</p> <p>If Comal County is the implementing agency: The Task Force was presented with information from Mr. Tom Hornseth who is the County Engineer for Comal County outlining their regulations for dedication of right-of-way. To view this presentation please visit the project website at <a href="http://www.nbolstudy.com">www.nbolstudy.com</a> and click on the 'Public Involvement' tab and scroll down to see the attachments for Meeting #6 called "Tom Hornseth Presentation".</p> <p>If Guadalupe County is the implementing agency: Because of the preliminary nature of the New Braunfels Outer Loop study, Guadalupe County has not considered ROW acquisition strategies for this project. However, in accordance with the Guadalupe County Subdivision Rule Book they require dedication of ROW for roadways identified on the Guadalupe County Major Thoroughfare Plan, if the roadway is adjacent to or crosses a proposed subdivision.</p> <p>If TxDOT is the implementing agency: Please refer to TxDOT's Right of Way Manual Vol. 2 – Right-of-Way Acquisition October 2008 which can be viewed online at <a href="http://onlinemanuals.txdot.gov/txdotmanuals/acq/index.htm">http://onlinemanuals.txdot.gov/txdotmanuals/acq/index.htm</a></p>

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		 <p>Graphic 1: The study recommendation in Section C at the intersection of FM 306 is link C2, shown in the graphic above. The homes at 3704 FM 306 are not directly impacted by the recommended route.</p>
<p><b>G-38</b> Comment Card • Fred Cludius</p>	<p>Why did you cut 400+ acres owned by Agnes Brandt in half when you are concerned about dividing family farms??</p>	<p>Although efforts were made to minimize impacts to large parcels these impacts could not be completely eliminated. Of the 62 50-acre or larger parcels within Section A, the recommended alternative impacts 4 of these parcels.</p>
<p><b>G-39</b> Comment Card • Fred Cludius</p>	<p>What will happen to/with information about matrix items that are newly discovered?</p> <p style="padding-left: 40px;">Taken into consideration?</p> <p style="padding-left: 40px;">Ignored?</p> <p style="padding-left: 40px;">Recommendation adjusted?</p>	<p>The next step in the study process is to present the recommendation to the Cities of New Braunfels and Schertz and Comal and Guadalupe counties. It will then be up to the respective jurisdictions to decide whether to update their current Thoroughfare Plan, adopt the recommendation into their individual major thoroughfare plans (MTP) or take no action.</p> <p>The data collection efforts of the study utilized published data, aerial and field reconnaissance beginning in April 2007 through January 31, 2008. In addition to this data, public and other stakeholder input and feedback was collected and investigated through July 7, 2008, to identify constraints. Future studies would update the data collection efforts to include new information. The information collected during the study is documented in the New Braunfels Outer Loop Study Report and additional meeting reports. All of the data has been submitted to TxDOT and local agencies.</p> <p>Information collected as part of the Task Force process will be</p>

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		<p>documented in a separate report and submitted to TxDOT.</p> <p>Future studies will consider the information collected during the New Braunfels Outer Loop Study, Task Force efforts and any other information available at the time for their evaluation.</p>
<p><b>G-40</b></p> <p>Comment Card</p> <ul style="list-style-type: none"> <li>• Scott Monteith</li> </ul>	<p>The definition of impacts on existing homes is skewed [sic]. Displacements are taken into consideration but a secondary measure should be surrounding homes and their affected property values. Route 1 borders a large development in Mission Hills. These homeowners stand to lose substantial adverse affect in their home values vs. Route 2 &amp; 3. Impact on adjacent homes needs to be considered. Why wasn't that considered?</p>	<p>Consistent with planning studies of this nature the study only evaluated homes that could potentially be directly impacted within the 800-foot corridor. It is anticipated that direct impacts to homes can be further minimized in future phases. However, no other "secondary measures" were considered or are required as part of this study.</p>
<p><b>G-41</b></p> <p>Comment Card</p> <ul style="list-style-type: none"> <li>• J McGlothlin</li> </ul>	<p>What is meant by "no operational advantage" in choosing a route?</p>	<p>Options that were eliminated due to a finding of "no operational advantage" were evaluated from a technical perspective by members of the study team. If an option was found to have "no operational advantage", it simply meant that the option would prove to have more impacts and possibly be more difficult to construct due to length or complexity and was eliminated due to the presence of other more attractive, shorter, and less complex options.</p> <div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Graphic shows the difference in length associated with an option considered to have "no operational advantage" as compared to other options in Section A.</p> </div> </div>

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From	Question	Response
<p><b>G-42</b></p> <p>Comment Card</p> <ul style="list-style-type: none"> <li>J McGlothlin</li> </ul>	<p>Can some historical structures be moved to museum property to make a better route choice?</p>	<p>Study report page 39 states, "In all, eighty-six (86) properties, some of which are duplicated in the above list, were identified as potentially eligible for listing in the NRHP." Out of the 86 properties potentially eligible for listing in the NRHP within the study area, the study recommendation has no direct impacts on any of these properties.</p> <p>Consistent with planning studies of this nature the study only evaluated potential impacts to historic structures within the 800-foot corridor. Future studies would evaluate the mitigation efforts to further reduce impacts and preserve historic structures. The exact nature of that mitigation will be dependant on the historical significance of the structure and weighed against other environmental impacts.</p>
<p><b>G-43</b></p> <p>Evaluation Form</p> <ul style="list-style-type: none"> <li>Phillip Schulze</li> </ul>	<p>I think TxDOT and Rivera did not want public to know about Sec 106 and protections that exist for historic farm properties. Why was it never mentioned during the study process? Will submit questions about Section E specifically.</p>	<p>The Study Report on page 39 states, "In all, eighty-six (86) properties, some of which are duplicated in the above list, were identified as potentially eligible for listing in the NRHP." Of the 86 properties identified at this stage of study, none were considered "historic farm properties". The study avoided direct impacts to all identified and known historic structures within the study area.</p> <p>While the New Braunfels Outer Loop Study went well beyond the requirements of a planning study of this nature in its public involvement and environmental constraints mapping; it was never intended to produce an environmental document but was instead a preliminary study to identify a general corridor for the proposed outer loop to be further studied and refined in future phases. Nonetheless, TxDOT being aware of the historic heritage of the area, made the conscious decision at this planning stage to avoid all historic impacts.</p> <p>Consistent with planning studies of this nature the study evaluated potential direct impacts to historic structures with in the 800-foot corridor. Historical impacts were discussed and identified at the earliest stages of the study beginning with the Agency Coordination Conference, and continuing with Technical Work Group Meetings, Community Work Group Meetings and the First Round of Public Meetings. Throughout the process historical impacts were identified and efforts were made to avoid direct impacts.</p>

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		<p>Excerpt from the Study Report, “In addition to the Recorded Historic Sites, an effort was made to identify any sites that could be potentially eligible for listing in the NRHP. Historic United States Geological Survey (USGS) maps of the area, generally dating from the 1950s as well as more current USGS maps from the 1980s to the present, were photocopied and examined prior to beginning fieldwork.” Please see Study Report pages 38 – 40 for more information on the study efforts to identify historic, archeological and cemeteries within the study area.</p> <p>Excerpts below provide additional information on this topic and was provided in case the Task Force desires to do further research.</p> <p>Excerpt from <u>PART 800—PROTECTION OF HISTORIC PROPERTIES</u>  <b>§ 800.1 Purposes.</b>            (a) <i>Purposes of the section 106 process.</i> Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Council a reasonable opportunity to comment on such undertakings. The procedures in this part define how Federal agencies meet these statutory responsibilities. The section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. <b>The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.</b> [bold emphasis added]</p> <p>(b) <i>Relation to other provisions of the act.</i> Section 106 is related to other provisions of the act designed to further the national policy of historic preservation. References to those provisions are included in this part to identify circumstances where they may affect actions taken to meet section 106 requirements. Such provisions may have their own implementing regulations or guidelines and are not intended to be implemented by the procedures in this part except insofar as they relate</p>

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		<p>to the section 106 process. Guidelines, policies, and procedures issued by other agencies, including the Secretary, have been cited in this part for ease of access and are not incorporated by reference. (c) <i>Timing</i>. The agency official must complete the section 106 process “prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license. ” <b>This does not prohibit agency official from conducting or authorizing nondestructive project planning activities before completing compliance with section 106, provided that such actions do not restrict the subsequent consideration of alternatives to avoid, minimize or mitigate the undertaking’s adverse effects on historic properties.</b> [bold emphasis added] The agency official shall ensure that the section 106 process is initiated early in the undertaking’s planning, so that a broad range of alternatives may be considered during the planning process for the undertaking.</p> <p><a href="http://edocket.access.gpo.gov/cfr_2001/julqtr/pdf/36cfr800.1.pdf">http://edocket.access.gpo.gov/cfr_2001/julqtr/pdf/36cfr800.1.pdf</a></p>
<p><b>G-44</b></p> <p>Evaluation Form</p> <ul style="list-style-type: none"> <li>• Anonymous</li> </ul>	<p>3) Would like further explanation of the G-7 #3 #4.</p> <p><u>Below are the questions referred to:</u></p> <p>(3) Please describe the protection of acreage surrounding historic homes. <b>It is true that if a home is considered National Registry Eligible, the acreage surrounding it is protected from having a road planned though the acreage of the property?</b> Please provide supporting documentation on this issue.</p> <p>(4) Why are historic properties not identified on the map?</p>	<p>See response above to G-43.</p> <p>(3) Protection of historic property is covered by Section 106 of the National Historic Preservation Act of 1966 (NHPA). This act can be found at: <a href="http://www.nps.gov/history/local-law/nhpa1966.htm">http://www.nps.gov/history/local-law/nhpa1966.htm</a></p> <p>The Department of Transportation Act of 1966 Section 4(f) creates a more stringent test for highway projects that affect historic properties than the Section 106 process under the National Historic Preservation Act of 1966 (NHPA). Under Section 4(f), the Secretary of Transportation may approve a program or project that requires use of land from a property listed in or eligible for listing in the National Register of Historic Places only if:</p> <ul style="list-style-type: none"> <li>• There is no feasible and prudent alternative to the use of such land, and</li> <li>• The Department of Transportation demonstrates that all possible planning alternatives have been considered to minimize harm to any historic property.</li> </ul> <p>Documentation from FHWA’s website on Section 4(f) can be found at:</p>

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		<p><a href="http://www.environment.fhwa.dot.gov/4f/index.asp">http://www.environment.fhwa.dot.gov/4f/index.asp</a></p> <p>If TxDOT conducts a project and a historic property is encountered then Section 4(f) regulations apply. A historian would, through consultation with the Texas Historic Commission, make a determination of the boundary of the historic significant portion of the property. This could be the entire boundary of the property, but many times this boundary is only a portion of the entire parcel of land. The historians and THC make a determination based on the presence of character-defining historic elements such as the structures on the property as well as the portion of the entire property that was associated with an agricultural operation during the historic period of significance. TxDOT then develops and analyzes alternatives that avoid or minimize use of the land associated with the historic property. Sometimes the historic property cannot be avoided altogether due to other constraints. In this case, the regulations allow for minor uses of land that avoid adverse effects to the character-defining elements of the property.</p> <p>(4) Known historic structures are indeed identified on the map and denoted by a red star (assuming the referenced map in question is one of the Recommended Corridor maps).</p>
<p><b>G-45</b></p> <p>Evaluation Form</p> <ul style="list-style-type: none"> <li>• Brett Reynolds</li> </ul>	<p>How was the criteria developed that that 50 acres is the cutoff point for determining whether a parcel of land merits special consideration in the screening process to avoid bisecting it? Owners of small parcels should merit equal consideration. Simply because someone owns over 50 acres does not mean that their principal income comes from farming or ranching on that property. Many people run a few head of livestock to maintain an ag. exception. Fifty acres seems arbitrary.</p>	<p>Community input was received asking that impacts to farms and ranches be considered as part of the study. This request, also being consistent with NEPA requirements, was included in the study matrix. The 50-acre threshold was selected by the study team, based on past experience, as a good representation of properties most likely to be performing ranching or farming activities. This threshold was consistently applied throughout the study process and was in no way intended to produce an all inclusive identification of farming and ranching properties.</p>
<p><b>G-46</b></p>	<p>We have been told that some sections may never be built – Is that correct &amp; if</p>	<p>Currently, there is no funding identified for construction of any portions of the loop. Future phases of the New Braunfels Outer Loop study will</p>

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Evaluation Form <ul style="list-style-type: none"> <li>• Karen Dietz</li> </ul>	so, how will those decisions be made	focus on refining portions of the loop that could act as stand alone projects and where needs have been identified, concentrate on the development of detailed environmental documents, and define ROW limits. These projects could be undertaken under City, County or TxDOT initiatives.
<b>G-47</b>  Evaluation Form <ul style="list-style-type: none"> <li>• Maegan Blaschke</li> </ul>	1) Provide Rules & Regulations of Guadalupe Co. development – 3rd request	Guadalupe County has provided their “Subdivision Rule Book”. This information has been posted on the project website at <a href="http://www.nbolstudy.com">www.nbolstudy.com</a> under the ‘Public Involvement’ tab with the handouts for Meeting #9.
<b>G-48</b>  Evaluation Form <ul style="list-style-type: none"> <li>• Maegan Blaschke</li> </ul>	2) Where is the TxDOT Project Authorization document? 3rd request	Control, Section, Job (CSJ) numbers 0915-17-039 and 0915-46-033 were assigned to this study. The issuance of these CSJs constitutes project authorization.
<b>G-49</b>  E-Mail <ul style="list-style-type: none"> <li>• Stacey and Shawn Graupner</li> </ul>	What did Rivera Consultant group/ TxDot do to expand, investigate, and/or review the idea of a 20 percent impervious cover limit for all classes of development on the recharge zone and portions of the contributing zone up to 5 miles within the Authorities jurisdiction?	<p>The recommended 800-foot planning corridor that resulted from the study is intended to serve as a planning tool for the city and county to utilize when working with prospective property developments with the goal of preserving transportation envelope to accommodate development. This corridor width is approximately twice the required ROW width needed for an expressway facility type 1 and allows for further refinement of the loop during the next phase of the study.</p> <p>Depending on the facility type selected in future studies for portions of the loop, the 800-foot corridor would provide sufficient width to accommodate mitigation efforts. For example, if a 4-lane parkway facility is recommended in future phases within the Edward Aquifer’s Recharge Zone the maximum impervious cover would be about 80-feet which is 10% of the corridor width.</p> <p>Currently there is no funding identified for construction of any portions of the loop. Future phases of the New Braunfels Outer Loop Study will focus on refining portions of the loop that could act as stand alone projects and where needs have been identified, concentrate on the development of detailed environmental documents, and define ROW limits.</p>

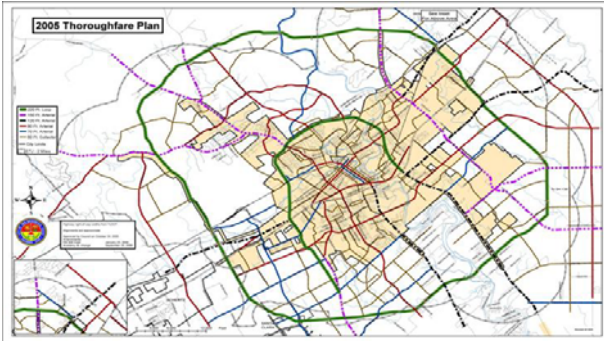
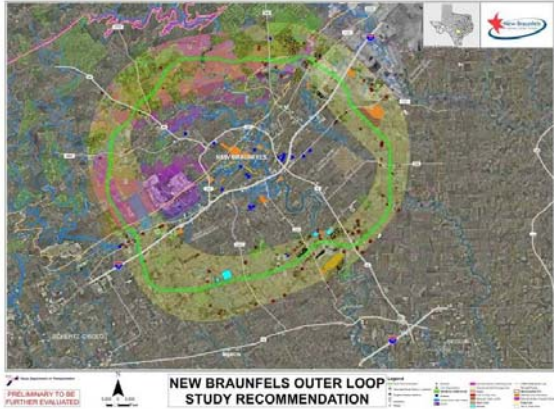
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<b>G-50</b> E-Mail <ul style="list-style-type: none"> <li>• Stacey and Shawn Graupner</li> </ul>	How does the current loop proposal correlate to Comal Counties current Conservation Plan?	The recommended route alignment is consistent with the Comal County Conservation Plan. The alignment does not affect any of the sites identified for preservation on the Comal County Conservation Plan.
<b>G-51</b> E-Mail <ul style="list-style-type: none"> <li>• Stacey and Shawn Graupner</li> </ul>	Why hasn't an environmental firm been hired to give their assessment of the proposal? Shouldn't this have been an aspect of Rivera's assessment? When professional services are rendered, isn't it Rivera's philosophy that all areas be assessed? All areas be studied? All areas have data that justifies selection and criteria?	<p>Excerpt from page 8 of the Study Report, "RJ RIVERA Associates, Inc. (RJRA), in conjunction with Kennedy Consulting, Ltd. (KCI) and TCB, Inc., was contracted by the Texas Department of Transportation (TxDOT) San Antonio District (SAT) to conduct the New Braunfels Outer Loop Study. RJRA developed the corridor study west of IH 35 and KCI developed the corridor study east of IH 35. <b>TCB was responsible for developing the environmental constraints mapping.</b> [emphasis added] RJRA worked alongside TCB on the public involvement for the entire loop." Working with TCB on this study were two other environmental firms, Mead &amp; Hunt and SWCA. SWCA also developed the Comal County Conservation Plan.</p> <p>While the New Braunfels Outer Loop Study went well beyond the requirements of a planning study of this nature in its public involvement and environmental constraints mapping; it was never intended to produce an environmental document but was instead a preliminary study to identify a general corridor for the proposed outer loop to be further studied and refined in future phases.</p>
<b>G-52</b> E-Mail <ul style="list-style-type: none"> <li>• Stacey and Shawn Graupner</li> </ul>	Is it Rivera's suggestion or TxDot's intent to ever obtain a Section 10A permit from the U.S. Fish and Wildlife Service to "take" endangered species habitat? What, if any, attention has been paid to the golden – cheeked warbler? How has Rivera group balanced the destructive effects of the loop on the recharge zone and endangered species?	The type of permit/consultation that is required depends on the type of action to be taken (federal or non-federal). If the project were to proceed to further stages of project development this determination would be made and the regulations under the proper section of the Endangered Species Act of 1973 (ESA) would be required. For example, TxDOT would undergo section 7 consultation with US Fish and Wildlife on a project like the New Braunfels Outer Loop if they proceeded to further stages of project development and through biological studies determine that endangered species may be affected as a result of the construction of the project. If a private developer were to construct a roadway such as a portion of the New Braunfels Outer Loop, they would need to obtain the required permits under section 10 of the ESA. Through these consultations/permits proper mitigation

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		<p>would be coordinated with and approved by the USFWS. However, this study is only a route study, and the recommendations are the result of planning-level analysis.</p> <p>Likewise if a portion of the NBOL that lies over the Edwards Aquifer Recharge Zone advances to further stages of project development, a private developer, a local agency, or TxDOT would be required to follow regulations from the Texas Commission on Environmental Quality (TCEQ).</p>
<p><b>G-53</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Stacey and Shawn Graupner</li> </ul>	<p>What was Rivera’s response to GEAA’s letter dated 7-09-07 referencing the Aquifer and the loop’s effects?            What was Rivera’s response to ensure that they and TxDot “proactively addressed environmental issues,” 43 Tex. Admin Code §2.4(4)(A), and to “ensure that a systematic, interdisciplinary, and public approach was used to evaluate social, economic, and environmental impacts.” <i>Id</i> §2.4(3)(B)?</p>	<p>While the New Braunfels Outer Loop Study went well beyond the requirements of a planning study of this nature in its public involvement and environmental constraints mapping; it was never intended to produce an environmental document but was instead a preliminary study to identify a general corridor for the proposed outer loop to be further studied and refined in future phases.</p> <p>The letter submitted to the study team on behalf of GEAA was included along with the study documentation. At this level of planning impacts to potential environmental features are not fully evaluated.</p>
<p><b>G-54</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Stacey and Shawn Graupner</li> </ul>	<p>The TCEQ requires a water pollution abatement plan for any regulated activity proposed for the recharge or contributing zones. Where are these plans?</p> <p>TCEQ engineers and geologists in the Austin and San Antonio regional offices review the plans and perform site assessments before any development occurs. Where are these assessments?</p> <p>The Edwards Aquifer in Central Texas is the most economically productive aquifer in the state and at the same time the most ecologically vulnerable to outside elements. The TCEQ and other agencies</p>	<p>The New Braunfels Outer Loop Study was a route study, and the recommendations are the result of planning-level analysis. If a portion of the NBOL that lies over the Edwards Aquifer Recharge Zone advances to further stages of project development, a private developer, a local agency, or TxDOT would be required to follow regulations from the Texas Commission on Environmental Quality (TCEQ).</p> <p>See response to G49 and G53 for additional information.</p>

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	keep a close eye on what is happening with this underground water resource. What has Rivera done in their proposed loop to comply?	
<b>G-55</b>  E-Mail • Godfrey	Given the environmental constraints and potential damage to the Edwards Aquifer and Guadalupe River, both valuable water sources for over 1,000,000 Texans and habitats for over 50 plants and animals endemic to Central Texas: <ol style="list-style-type: none"> <li>1. Why is Section B as proposed even a consideration in this study?</li> <li>2. Why should taxpayers be expected to pay for the voluminous environmental impact studies that will be required and inevitable litigation that will occur?</li> <li>3. Does the proposed NBOL study prevent feeder roads or features that will promote development or growth in Section B?</li> <li>4. Why was the less topographically challenging route eliminated at 2<sup>nd</sup> Crossing (B14, 15, 16)? Give specific information on residences that were avoided and related flood plain issues in connecting sections. Ref. B4 page 9 10/19/2009 questions</li> </ol>	<p>1. Section B as proposed has significantly less impacts than the currently adopted outer loop as depicted in the 2005 Thoroughfare Plan. Please refer to <a href="http://www.nbtexas.org/index.aspx?nid=206">http://www.nbtexas.org/index.aspx?nid=206</a> for additional information on the currently adopted outer loop plan.</p> <div style="text-align: center;">  </div> <p>Figure 1: Currently adopted City of New Braunfels Outer Loop</p> <p>The Study Report on page 6, Figure 1 shows the study recommended alignment.</p> <div style="text-align: center;">  </div> <p>Figure 2: New Braunfels Outer Loop Study Final Recommendation</p>

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		<p>From the New Braunfels Outer Loop Study Report, page 8 “The concept for the outer loop was first identified on the City of New Braunfels Major Thoroughfare Plan. At the request of the City of New Braunfels and Comal County, TxDOT initiated the New Braunfels Outer Loop Study to assist the area in appropriately planning for infrastructure needs as this region continues to develop.” The study was undertaken to improve on the currently adopted loop alignment.</p> <p>2. Currently, there is no funding identified for construction of any portions of the loop. Future phases of the New Braunfels Outer Loop Study will focus on refining portions of the loop that could act as stand alone projects where needs have been identified.</p> <p>3. A facility type will be selected in future study phases.</p> <p>4. Overall, the less topographically challenging route that also accommodates an interchange with River Road, requires less right-of-way, minimizes impacts to the natural environment including golden cheek warbler habitat, minimizes impacts to LCRA transmission line, and has less impacts to residential developments is afforded by links B35, B17 and B8, as recommended. A more detailed response will be provided during the course of the Task Force meeting on Section B.</p>
<p><b>G-56</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Godfrey</li> </ul>	<p><b>Elected officials in Comal County have said,”it is my understanding from the process that if you do not want the loop to come through your property, you can stop it by simply not selling your land for development.“</b></p> <p>Is this accurate information? If yes, does this guarantee that Eminent Domain will never be used for this proposed Loop? Please provide a legal opinion regarding this matter from TX DoT.</p>	<p>Mr. Tom Hornseth who is the County Engineer for Comal County and also a member of the Task Force presented information outlining the regulations for dedication of right-of-way for Comal County. To view this presentation please visit the project website at <a href="http://www.nbolstudy.com">www.nbolstudy.com</a> and click on the ‘Public Involvement’ tab and scroll down to see the attachments for Meeting #6 called “Tom Hornseth Presentation”.</p> <p>TxDOT has no funding plan in place for the corridor outlined by the New Braunfels Outer Loop Study. This study was conducted as a planning exercise to provide guidance to local platting authorities wishing to include an outer loop in their Major Thoroughfare Plans (MTPs). While it cannot be guaranteed that Eminent Domain will never be used for the NBOL, there are no TxDOT plans to do so.</p>

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		<p>Page 26 of the Study Report further states that, “The goal of the study is to identify a corridor such that planners can coordinate with the developers in the area to set aside portions of land within proposed commercial and residential developments for the proposed New Braunfels Outer Loop.”</p> <p>If Comal County is the implementing agency: The Task Force was presented with information from Mr. Tom Hornseth who is the County Engineer for Comal County outlining their regulations for dedication of right-of-way. To view this presentation please visit the project website at <a href="http://www.nbolstudy.com">www.nbolstudy.com</a> and click on the ‘Public Involvement’ tab and scroll down to see the attachments for Meeting #6 called “Tom Hornseth Presentation”.</p> <p>If Guadalupe County is the implementing agency: Guadalupe County has provided their “Subdivision Rule Book”. This information has been posted on the project website at <a href="http://www.nbolstudy.com">www.nbolstudy.com</a> under the ‘Public Involvement’ tab with the handouts for Meeting #9.</p> <p>If TxDOT is the implementing agency: Please refer to TxDOT’s Right of Way Manuel Vol. 2 – Right-of-Way Acquisition October 2008 which can be viewed online at <a href="http://onlinemanuals.txdot.gov/txdotmanuals/acq/index.htm">http://onlinemanuals.txdot.gov/txdotmanuals/acq/index.htm</a></p>
<p><b>G-57</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>There are references throughout the Report to the “study team” but the “team” is not identified: Who is the “study team”?</p>	<p>Excerpt from page 8 of the Study Report, "RJ RIVERA Associates, Inc. (RJRA), in conjunction with Kennedy Consulting, Ltd. (KCI) and TCB, Inc., was contracted by the Texas Department of Transportation (TxDOT) San Antonio District (SAT) to conduct the New Braunfels Outer Loop Study. RJRA developed the corridor study west of IH 35 and KCI developed the corridor study east of IH 35. TCB was responsible for developing the environmental constraints mapping. RJRA worked alongside TCB on the public involvement for the entire loop."</p>
<p><b>G-58</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>Specifically, what were the instructions given to the study team”? Were they in writing? Will you provide a copy?</p>	<p>The consultant team was retained to evaluate the adopted New Braunfels Outer Loop and develop and evaluate additional conceptual route alternatives for a New Braunfels outer loop encompassing the City of New Braunfels. The directed goal was to establish a recommended corridor that may be preserved for the future facilities. The consultant</p>

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		team was directed to conduct the route study through the development of constraints maps using published data and limited aerial and field reconnaissance. The team was instructed to conduct public involvement and interagency coordination throughout the route study process. Direction was given to the study team throughout the study process in order to respond to the dynamic nature of a route study.
<b>G-59</b> E-Mail <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	What were the instructions regarding the location of intersections with IH35?	Please refer to pages 52-60 of the Study Report for more information on the study efforts to identify the size of intersections with other facilities. Also see pages 87-105 for information on how the Short List of Options were screened based on their intersections with IH 35 and the river crossing.
<b>G-60</b> E-Mail <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	Was the length of the proposed loop part of the instructions?	No.
<b>G-61</b> E-Mail <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	How much variation in the locations of the IH35 intersections was considered?	See page 8 of the Study Report which shows the study area. The location of the IH-35 intersection was considered within the limits of the study area.
<b>G-62</b> E-Mail <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	What consideration was given to maximizing the use of existing roads and ROW? (see attached example Attachment "A")  Attachment: Jeff Wooley – Attachment 1	The use of existing roads was considered wherever possible and to the extent possible. The ultimate recommendation was based on a consideration of 31 different criteria and it was not always possible to maximize the use of existing roads while also minimizing impacts to other constraints, particularly homes, businesses and historic structures.
<b>G-63</b> E-Mail <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	There are numerous references to demographic information or trends in the Report that are 5 to 10 years old. What steps have been taken to update or validate this information? List the assumptions, sources and age of the data relied on in formulating the Report.	As indicated on page 34 of the study report, "Data collection was a continuous process throughout the study. Published data, aerial and field reconnaissance was performed for the study beginning April 2007 through January 31, 2008. In addition to this data, public input and feedback was collected and investigated through July 7, 2008, to identify constraints, additional corridors for consideration during the alternatives analysis, and potential impacts of various alternatives. The published data utilized by the study team represented the current available data at the time it was acquired and is of the same level and quality for the entire study area. It was also augmented with feedback received through the public involvement process and applied consistently during

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		<p>the technical analysis.”</p> <p>Future studies would update the data to include the latest information.</p>
<p><b>G-64</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>Report includes a list of intersections including River Road. Describe the proposed intersection with River Road.</p>	<p>A connector road would need to be built to allow for an at grade intersection with River Road at one end and a diamond interchange with the outer loop at the other end.</p>
<p><b>G-65</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>The report lists 3 “stand alone segments.” What are the criteria for a stand alone segment?</p> <ul style="list-style-type: none"> <li>• IH 35 (south of New Braunfels) to FM 2722 (west of IH 35) – Section “A”</li> <li>• FM 306 to FM 1101 – Section “C”</li> <li>• FM 725 to SH 46 (east of IH 35) – Section “E”</li> </ul>	<p>Excerpt from Study Report, “The study team developed an exercise designed to solicit input on portions of the loop and corridor priority. The exercise was utilized to solicit feedback from participants at the ACC and the First Round of Public Meetings. The exercise asked that participants identify on a map, sections of the loop they thought could act as independent transportation projects. The map, shown in Figure 61 [page 125 of the Study Report], had letters representing possible section termini. After identifying different sections, participants were then asked to prioritize the projects as having a high, medium, or low priority. High priorities were designated as sections of the loop which could be built within the next 5-10 years. A medium priority identified a section of the loop which could be built within the next 10-20 years. A low priority is a section of the loop which could be built in the next 20 plus years.”</p> <p>Please refer to pages 125 thru 127 of the Study Report for more information on the Segments of Independent Utility.</p>
<p><b>G-66</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>In answer to the October 19 questions there is a reference to a “study team” conclusion regarding Route 1 being confirmed by “professional judgment.” Please Explain?</p>	<p>This was addressed during the November 30<sup>th</sup> Task Force meeting. Please refer to the audio recording of this meeting and the Minutes which are posted on the study website at <a href="http://www.nbolstudy.com">www.nbolstudy.com</a> under the ‘Public Involvement’ tab for Meeting #8.</p>
<p><b>G-67</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>Do you have a list of the property owners directly impacted by the proposed alignment? Is so will you provide it? If not why not?</p>	<p>The study team did not develop a list of property owners directly impacted by the proposed alignment. This information can be obtained by individuals interested in ownership by contacting the county appraisal district offices.</p>
<p><b>G-68</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>Would it be prudent to survey the current impacted property owners regarding the proposed alignment? Would direct in person meetings as opposed to a generic</p>	<p>Please refer to Study Report pages 12-25 for information on the public involvement efforts of the New Braunfels Outer Loop Study. Please also refer to a handout titled “Level of Analysis” which was first distributed at Task Force Meeting #3 and is also posted on the project website at</p>

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	<p>“we are going to have a public meeting” or a mass mailing kind of way be a better way to access the concerns of the impacted property owners?</p>	<p><a href="http://www.nbolstudy.com">www.nbolstudy.com</a> under the ‘Public Involvement’ tab.</p>
<p><b>G-69</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p>The attached Comal County Subdivision Map (Attachment “B”) (Source Comal County Engineer Website) shows almost no subdivisions (2 subdivisions containing approx 329 lots) inside the proposed corridor over the last 10 years (approx). It also indicates approximately 83.5% of the subdivisions (Over 16,000 lots) are located west of the New Braunfels ETJ. How does the proposed alignment serve this demand?</p> <p>Attachment: Jeff Wooley – Attachment 2</p>	<p>See page 8 &amp; 9 of the Study Report on how the study area was established. Additionally pages 26-33 speak to the need and purpose.</p>
<p><b>G-70</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• Jeff Wooley</li> </ul>	<p><b>Strips &amp; Gores</b></p> <p>In the presentation on November 30, 2009 an example was used where the proposed route was adjusted to move it closer to a property line so as not to bisect a larger (say 200 acre) tract. The discussed change moved the alignment nearer to the property line but not all the way resulting in what appeared to be an agriculturally useless strip on one side of the route. How many other examples of this type of logic are there in the proposed alignment? The obvious impact is to render the strip economically useless (unless aggregated with neighboring land) and to call into question continued availability of agricultural or open space ad valorem tax exemptions. Please address this problem.</p>	<p>As appropriate for the type of facility being studied and other environmental constraints, maximum consideration was given to minimizing impacts to larger parcels.</p> <p>Although efforts were made to minimize impacts to large parcels these impacts could not be completely eliminated. Of the 62 parcels that are 50-acre or larger within Section A, the recommended alternative impacts 4 of these parcels.</p>

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From	Question	Response
<b>G-71</b> E-Mail <ul style="list-style-type: none"> <li>• April Hughes</li> </ul>	Did you seek consultation and input from the Edwards Aquifer Authority about the impacts resulting from building a highway over the highly sensitive Edwards Recharge Zone?	<p>Excerpt from page 12 of the Study Report, “The New Braunfels Outer Loop Study Agency Coordination Conference (ACC) included representatives from environmental organizations, regulatory agencies, community stakeholders, local businesses, and other interested stakeholders. Participants were invited from entities with knowledge or jurisdiction within the study area. Approximately 58 attendees participated at the ACC held Wednesday, May 23, 2007, at the New Braunfels Civic Center. The ACC provided feedback to the study team on the study need and purpose, environmental constraints, and the process of identifying and prioritizing portions of the loop that could act as stand alone projects.”</p> <p>For more information on the Agency Coordination Conference please refer to the Agency Coordination Conference Study Report. A list of attendees which includes representatives from the Edwards Aquifer Authority can be found on pages 6-7.</p>
<b>G-72</b> E-Mail <ul style="list-style-type: none"> <li>• April Hughes</li> </ul>	How did consultation and input you received from the Edwards Aquifer Authority effect your alignment decisions over the Edwards Recharge Zone?	<p>The New Braunfels Outer Loop Study was a route study, and the recommendations are the result of planning-level analysis. If a portion of the NBOL that lies over the Edwards Aquifer Recharge Zone advances to further stages of project development, a private developer, a local agency, or TxDOT would be required to follow regulations from the Texas Commission on Environmental Quality (TCEQ).</p>
<b>G-73</b> E-Mail <ul style="list-style-type: none"> <li>• April Hughes</li> </ul>	Whom did you consult about the impacts on the Guadalupe River trout fishery your proposed expressway would have?	<p>Excerpt from page 12 of the Study Report, “The New Braunfels Outer Loop Study Agency Coordination Conference (ACC) included representatives from environmental organizations, regulatory agencies, community stakeholders, local businesses, and other interested stakeholders. Participants were invited from entities with knowledge or jurisdiction within the study area. Approximately 58 attendees participated at the ACC held Wednesday, May 23, 2007, at the New Braunfels Civic Center. The ACC provided feedback to the study team on the study need and purpose, environmental constraints, and the process of identifying and prioritizing portions of the loop that could act as stand alone projects.”</p> <p>For more information on the Agency Coordination Conference please refer to the Agency Coordination Conference Study Report. A list of</p>

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		<p>attendees which includes representatives from the Texas Parks and Wildlife and the Guadalupe Blanco River Authority can be found on pages 6-7.</p> <p>The study team became of an organization by the name of Guadalupe River Trout Unlimited upon receiving an email from Mr. Gary Cobb on April 4, 2008. Mr. Cobb is currently serving as a Task Force Member.</p>
<p><b>G-74</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>April Hughes</li> </ul>	<p>Why have you not addressed the comments and concerns raised by GEAA regarding the far-reaching impacts the proposed Outer Loop would have on endangered species as well as water quality?</p>	<p>Excerpt from page 2 of the Study Report, "The New Braunfels Outer Loop Study is the first part of a multi-phase approach to the development of the outer loop. Phase I was a broad-scale, corridor level analysis and also included public involvement. The outcome of this phase was to identify a corridor, wider than the ROW such that future refinements to the actual loop alignment can be accommodated. Future phases of development would then be conducted for portions of the loop that could act as stand alone projects. These future phases will include further environmental studies, a detailed alignment and ROW level of analysis and continued public involvement."</p> <p>Comments and concerns raised by GEAA have been noted and documented and will be addressed in future phases.</p>
<p><b>G-75</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>April Hughes</li> </ul>	<p>What research have you done on the impacts of a hazardous spill resulting from a trucking accident over the Edwards Aquifer Recharge, Transitioning and Contributing Zones?</p>	<p>The New Braunfels Outer Loop Study was a preliminary study to identify a general corridor for the proposed outer loop. As such, it does not propose any such designation for a roadway which may or may not be built. A hazardous materials route, or a Non-Radioactive Hazardous Materials (NHRM) Route, is typically established by the local jurisdiction on an existing roadway. It is too early in the planning process to know whether or not the loop would ever be designated as a hazardous materials route by any of the local jurisdictions once it is constructed. Further, this designation would need to follow a process established by federal regulations and eventually undergo TxDOT review and approval. For more information on the NRHM Route designation process, visit the TxDOT website at:</p> <p><a href="http://www.dot.state.tx.us/services/traffic_operations/non_radioactive_routing.htm">http://www.dot.state.tx.us/services/traffic_operations/non_radioactive_routing.htm</a></p>
<p><b>G-76</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>April Hughes</li> </ul>	<p>What research did you do on the effects of expressway construction and alignment in the Alligator Creek</p>	<p>Excerpt from page 2 of the Study Report, "The New Braunfels Outer Loop Study is the first part of a multi-phase approach to the development of the outer loop. Phase I was a broad-scale, corridor level</p>

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	Watershed area? What were the conclusions of you research?	<p>analysis and also included public involvement. The outcome of this phase was to identify a corridor, wider than the ROW such that future refinements to the actual loop alignment can be accommodated. Future phases of development would then be conducted for portions of the loop that could act as stand alone projects. These future phases will include further environmental studies, a detailed alignment and ROW level of analysis and continued public involvement.”</p> <p>Pages 42-43 of the Study Report provide additional information on water resources in the study area.</p>
<p><b>G-77</b></p> <p>E-Mail</p> <ul style="list-style-type: none"> <li>• April Hughes</li> </ul>	What other studies of this magnitude and expense have you preformed for a city thoroughfare plan? What were those cities?	<p>Mr. Rudy Rivera, PE, was the Project Director for the study and oversaw the engineering, environmental and public involvement for the entire study area. He brings extensive experience managing highly complex, long-range transportation projects. He served as project manager for the only EIS ever written for the TxDOT San Antonio District and received a ROD in 2004 for the Kelly Parkway Corridor Study in south San Antonio. He also served as TxDOT project manager for the Tyler Outer Loop EIS. Portions of that loop have been constructed over the last few years. He and his firm have been involved in the 2030 and 2035 updates of the Long Range Metropolitan Transportation Plans (MTP) for San Antonio Metropolitan Planning Organization, the 2030 MTP update for the Austin MPO and the 2035 MTP update for the Laredo MPO. Over the last few years, he has served as project manager for planning, preliminary engineering and final design projects in the area including FM 3009 in the City of Schertz; FM 1103 in the City of Cibolo; FM 1516 in the City of Converse; FM 306 and IH 35 in the City of New Braunfels and numerous other projects in the City of San Antonio.</p> <p>Mr. Rivera has over 30 years of experience developing NEPA compliant documents for transportation projects. He served as the Project Manger and principal author for TxDOT’s Project Development Process Manual. This manual was approved by Federal Highway Administration and has served as TxDOT’s guide for developing similar new-location roadways throughout the state over the last ten years. He also has extensive experience in public involvement and has published articles on the topic and also presented various papers dealing with the role of public</p>

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		<p>involvement in planning projects.</p> <p>For more information on the companies involved in the study efforts please visit the following websites:            TxDOT – <a href="http://www.txdot.gov">www.txdot.gov</a>            RJ RIVERA Associates, Inc. – <a href="http://www.rjriviera.com">www.rjriviera.com</a>            Kennedy Consulting, Inc – <a href="http://www.kci-ltd.com">www.kci-ltd.com</a>            TCB – <a href="http://www.tcbengineering.com">www.tcbengineering.com</a>            SWCA – <a href="http://www.swca.com">www.swca.com</a></p>
<b>G-78</b> E-Mail <ul style="list-style-type: none"> <li>• April Hughes</li> </ul>	How many engineers with environmental studies backgrounds does R.J. Rivera have working on this project?	The study team included 8 registered professional engineers with environmental studies backgrounds who played significant roles in the development of the study. The team also included scientists and other NEPA professionals as well as public involvement specialists and other transportation technicians.
<b>G-79</b> E-Mail <ul style="list-style-type: none"> <li>• April Hughes</li> </ul>	How did you include information from Texas Parks and Wildlife in your alignment study?	Representatives from Texas Parks and Wildlife were invited and participated in the Agency Coordination Conference. GIS databases were provided by Texas Parks and Wildlife.
<b>G-80</b> E-Mail <ul style="list-style-type: none"> <li>• Phillip Schulze</li> </ul>	Q11 General: Was information about Section 106 given in response to any of the public comments about historic farms within the study area?	The study team did not distribute information about Section 106 or any other regulatory or legislative materials dealing with the historical designation of properties.
<b>G-81</b> E-Mail <ul style="list-style-type: none"> <li>• Phillip Schulze</li> </ul>	Q12 General: Did RJ Rivera and TXDOT purposefully withhold information that could offer legal protection to historic farms?	No. TxDOT and the consultant team presented information that was part of the route study findings/data collection at each stage of the process. At no time has information been withheld. Information brought to meetings by individuals not on the study team was not prohibited from being distributed to the public.
<b>G-82</b> E-Mail <ul style="list-style-type: none"> <li>• Sue Cummings</li> </ul>	How can you have a recommended route without an environmental study?	<p>The study was conducted as an early planning exercise to provide guidance to local platting authorities wishing to include an outer loop in their Major Thoroughfare Plans (MTPs). The purpose of the initial study was to conduct the necessary planning and analysis needed to identify a corridor to give the city a tool to preserve the land (right-of-way) needed before the land is developed for residential or commercial use.</p> <p>This study was not conducted with the intent of building an outer loop as</p>

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		additional environmental studies would need to take place before any detailed design and construction could begin. The No-Build, or do nothing option, is still a possibility as there is no identified funding. It will be analyzed during future environmental studies. TxDOT followed NEPA guidelines to ensure information collected could be used for the development of future environmental documents for the portions of the loop with independent utility.
<b>G-83</b> E-Mail <ul style="list-style-type: none"> <li>• Sue Cummings</li> </ul>	Where is a list of the numerous caves that will be affected? How are they being addressed?	At this level of planning impacts to potential environmental features are evaluated from published information. The New Braunfels Outer Loop Study was never intended to produce an environmental document but was instead a preliminary study to identify a general corridor for the proposed outer loop to be further studied and refined in future phases.
<b>G-84</b> E-Mail <ul style="list-style-type: none"> <li>• Sue Cummings</li> </ul>	The Edwards Aquifer recharge zone is sensitive area. How will the contamination of the aquifer from the run off of the road be addressed? Once contaminated will the aquifer be able to be cleaned up? How will that affect the availability and quality of water now and in the future? Water is must for growth.	<p>The New Braunfels Outer Loop Study was a route study, and the recommendations are the result of planning-level analysis. If a portion of the NBOL that lies over the Edwards Aquifer Recharge Zone advances to further stages of project development, a private developer, a local agency, or TxDOT would be required to follow regulations from the Texas Commission on Environmental Quality (TCEQ).</p> <p>The purpose of the initial study was to conduct the necessary planning and analysis needed to identify a corridor to give the city a tool to preserve the land (right-of-way) needed before the land is developed for residential or commercial use. This study was not conducted with the intent of building an outer loop as additional environmental studies would need to take place before any detailed design and construction could begin.</p>
<b>G-85</b> E-Mail <ul style="list-style-type: none"> <li>• Sue Cummings</li> </ul>	How will the proposed loop affect flooding in the area such as in Alligator Creek and its contamination?	The purpose of the initial study was to conduct the necessary planning and analysis needed to identify a corridor to give the city a tool to preserve the land (right-of-way) needed before the land is developed for residential or commercial use. This study was not conducted with the intent of building an outer loop as additional studies would need to take place before any detailed design and construction could begin. This could include drainage studies related to Alligator Creek.
<b>G-86</b> E-Mail	Why is route 9 the best and what is the driving force behind that route?	Do not know which route 9 this question is referring to.

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<ul style="list-style-type: none"> <li>• Sue Cummings</li> </ul>		
<b>G-87</b>  E-Mail <ul style="list-style-type: none"> <li>• Sharon Levett</li> </ul>	It has been stated that 23 homes are in the path of the entire recommended route. How many different properties are affected by having the recommended route cross the property? How many parcels that are crossed are 50 acres or less in size?	At the time of the study there were 2,549 homes within the study area and a total of 4,024 parcels within the study area. Indeed the recommended 800' route affects 23 homes and 285 parcels.
<b>G-88</b>  E-Mail <ul style="list-style-type: none"> <li>• Sharon Levett</li> </ul>	On March 9, 2007 in a newspaper article regarding the Outer Loop (available in the Newsroom section of the nbolstudy.com website), TxDOT engineer Michelle Kopp stated <b>“most of the loop would be new roadway and not follow existing roads in the area and it “is being developed with the idea that it would be a toll road.” Scheel said he would never support putting tolls on existing lanes, but he realizes there would likely not be any other way to get funding for the parts of the loop that are new road.”</b> What was Michelle Kopp’s statement that this would be a toll road based on? If this has changed and it is no longer a toll road, what documentable evidence is there for this change? How much of the Outer Loop is on existing road and how much of it is new road? Are there any documents within TxDOT or RJ Rivera’s office that have information regarding the Outer Loop being a toll road?	Ms. Kopp’s statement was in the context of the fact that there are not anticipated to be enough local, state, or federal funds to construct a roadway at the scale of the NBOL, therefore, if it were to be constructed in the near-term by a public agency, tolling would possibly be the only foreseeable funding mechanism. In reality, the intent of the study is to provide a recommended route for the local Major Thoroughfare Plan in order for the local platting authorities to preserve the corridor as property develops.  The use of existing roads was considered wherever possible and to the extent possible. The ultimate recommendation was based on a consideration of 31 different criteria and it was not always possible to maximize the use of existing roads while also minimizing impacts to other constraints, particularly homes, businesses and historic structures.  There are no documents within TxDOT or RJ Rivera that specify that the NBOL will be a toll road.
<b>G-89</b>  E-Mail <ul style="list-style-type: none"> <li>• Sharon Levett</li> </ul>	Earlier on in the Task Force process, the fact that many homeowners did not receive notification regarding the Outer Loop and are located within 2000 feet of the routes was mentioned with the idea	Homes within 2000 feet of the B-23 option were contacted for the November 15 <sup>th</sup> Lone Oak MAPO including any homes in the Mission Hills Ranch subdivision which were within those 2000 feet.  The study’s efforts for notifying the public of the study’s proceedings

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	<p>that we would revisit this to receive an explanation. What is that explanation? Many homeowners in Mission Hills subdivision state they were not notified. Were the owners of the properties in Mission Hills subdivision and River Oaks subdivision notified by mail regarding the Outer Loop public meetings?</p>	<p>were outlined in Task Force Meetings #2 and #3. The Task Force will work to make recommendations on how to strengthen this process if there are weak areas identified.</p>
<p><b>G-90</b> E-Mail • Sharon Levett</p>	<p>Previously I was told that one of your staff was working on a list that would show the number of homes located within each route segment for the short list of options(e.g. B1=2 homes, B2=5 homes...). How can we evaluate the accuracy for number of affected homes? Please provide this list for the task force to have in order to evaluate the housing counts so we can see that our count agrees with the matrix. I cannot count the homes without this list because several of the segments overlap, but obviously your staff must have a count in each segment in order to have a total for the recommended sections.</p>	<p>For the purposes of the study, the options (links) were not evaluated based on impacts to residences individually but as route options for each section. It would not be possible to provide counts for each link of each option due to the overlap of options. If there is a specific discrepancy that you would like to receive clarification on please submit that question or contact the study team with that specific issue.</p> <p>The refined shortlist of options in Section B consisted of 24 routes, each route was comprised of 5 to 9 links for a total compilation of 179 links. Section B only includes 35 links which means that multiple routes include combinations of the same links. For example; links B9, B10, B12, B25, B26 and B27 include the same 2 homes within the area of those links. Route 5 which includes links B9 and B12 would have two additional homes if the individual links are counted.</p>
<p><b>G-91</b> Comment Card • Anonymous</p>	<p>Response (4, 5, 6, 8 &amp; 9) – G-1 Answer states facility type for future projects is not feasible &amp; would require future study efforts – How can we make a decision, when future study is needed &amp; we are not told what the future study is?</p>	<p>Excerpt from page 2 of the Study Report, “The New Braunfels Outer Loop Study is the first part of a multi-phase approach to the development of the outer loop. Phase I was a broad-scale, corridor level analysis and also included public involvement. The outcome of this phase was to identify a corridor, wider than the ROW such that future refinements to the actual loop alignment can be accommodated. Future phases of development would then be conducted for portions of the loop that could act as stand alone projects. These future phases will include further environmental studies, a detailed alignment and ROW level of analysis and continued public involvement.”</p> <p>A study recommendation has been made. No specific decision is</p>

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		currently being considered. The task force will make recommendations on how to improve the study process and findings.
<b>G-92</b> Comment Card <ul style="list-style-type: none"> <li>• Anonymous</li> </ul>	Other Sections, when will we get maps on “options” & recommendation like the maps A-1 – thru A-7 on other sections -	It is the study teams understanding that these exhibits will not be created for the remaining sections. The information contained in the exhibits is available in the various study reports and since the Task Force has decided to hold presentations on each specific section dealing with how the screening of alternatives was conducted it is the teams understanding that these presentations will be conducted in lieu of these exhibits.

Attachments referred to in the questions will be posted on the project website at [www.nbolstudy.com](http://www.nbolstudy.com) under the ‘Public Involvement’ tab with information and materials for Meeting #9. If you do not have access to the internet please call the project hotline at 1-866-704-1114 to request a copy of any of the attachments.