



290 S. Castell Avenue, Ste 100
New Braunfels, TX 78130
TBPE-FIRM F-10961
TBPLS FIRM 10153600

September 7, 2021

Mr. Garry Ford, P.E.
City of New Braunfels
550 Landa Street
New Braunfels TX 78130

RE: Waiver Request - Town Creek Phase 4
Section 118-43(b) – Request for Fredericksburg ROW Pavement Section Held Back from Property Line

Dear Garry,

Fredericksburg Right-of-Way located within Town Creek Phase 4 Plat is required by Section 118-43(b) to stub the pavement section to the adjacent property owned by a railroad. A section of the code is pasted below for reference. I am writing this letter to request the Fredericksburg pavement and sidewalks be held back from the Railroad property line. The Fredericksburg Right-of-Way would still be dedicated to the Railroad property line. Justification for this request is further explained in the following paragraphs.

“Wherever, the subject property adjoins undeveloped land, or wherever required by the city to serve the public good, utilities and drainage systems shall be extended to adjacent property lines to allow connection of these utilities and drainage systems by adjacent property owners when such adjacent property is platted and/or developed.”

Should a railroad crossing be pursued in the future, we are left with three options:

1. Overpass: This option would require removing almost the entire length of Fredericksburg pavement section back to N. Academy Ave to allow for bridge construction. This option would also remove proposed driveway aprons along Fredericksburg Ave.
2. Underpass: This option would require removing the entire length of Fredericksburg pavement back to N. Academy for the underpass construction, causing the same conflict with proposed driveway aprons as option 1.
3. At-Grade Crossing: This option would require a railroad crossing agreement with Union-Pacific Railroad and could be pursued in the future as a viable option. However, to gain this road as an at-grade crossing, the removal of other more hazardous crossings in New Braunfels would be required. We believe this to be the best option available and are designing the proposed roadway to accept an at-grade crossing.

The exhibit attached in this application package depicts our proposed at-grade crossing design. If the pavement and sidewalk stub at property line, a dead-end would be stubbed 3.5 ft above surrounding grade. This would block opportunity of a smooth connection of a proposed walking path running along the northern perimeter of Block 5 in Phase 3 and Block 16 in Phase 4. In support of connecting the Town Creek subdivision with the Dry Comal Creek trail system and no current plans of connecting Fredericksburg at the railroad crossing, we believe stubbing the pavement to the property line does not serve the best interest of the public or Town Creek residents. It is our opinion holding this stub back from the property line will generate better pedestrian fluidity to the Town Creek Subdivision and avoid a dead-end condition 3.5 ft above surrounding grades. Additionally, we believe this dead-end street would come to be used as a parking area that could cause enforcement issues for the City.

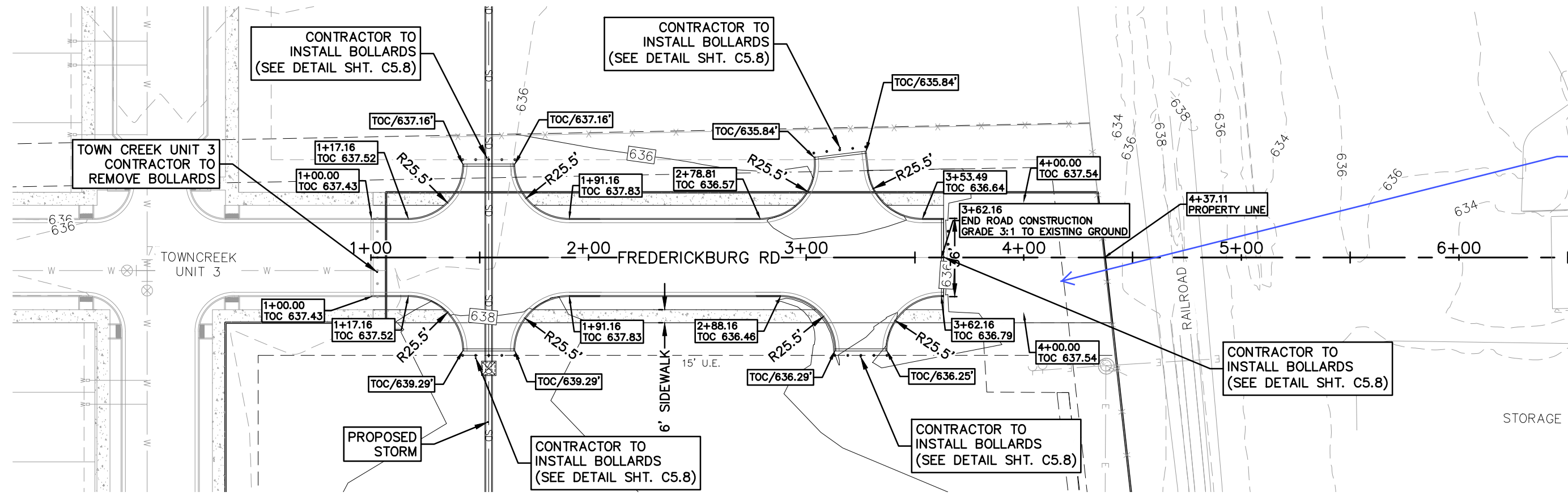
We respectfully request an approval for the Fredericksburg pavement section to be held back as the attached exhibit shows. Please contact me if you have any questions or concerns.

Thank you,

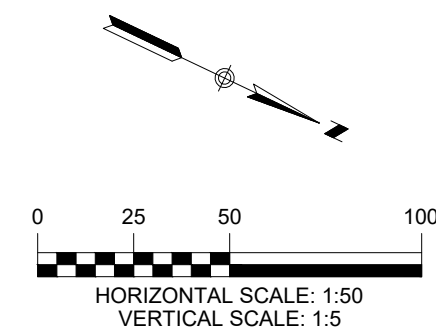
A handwritten signature in blue ink that reads "Chris Van Heerde, PE". The signature is written in a cursive, flowing style.

Chris Van Heerde, PE
Managing Partner
HMT Engineering & Surveying

Drawing Name: N:_projects\130 - town creek phase 4\CD\130.014_SHEET.dwg User: hank-crippen Jul 01, 2021 - 9:52am



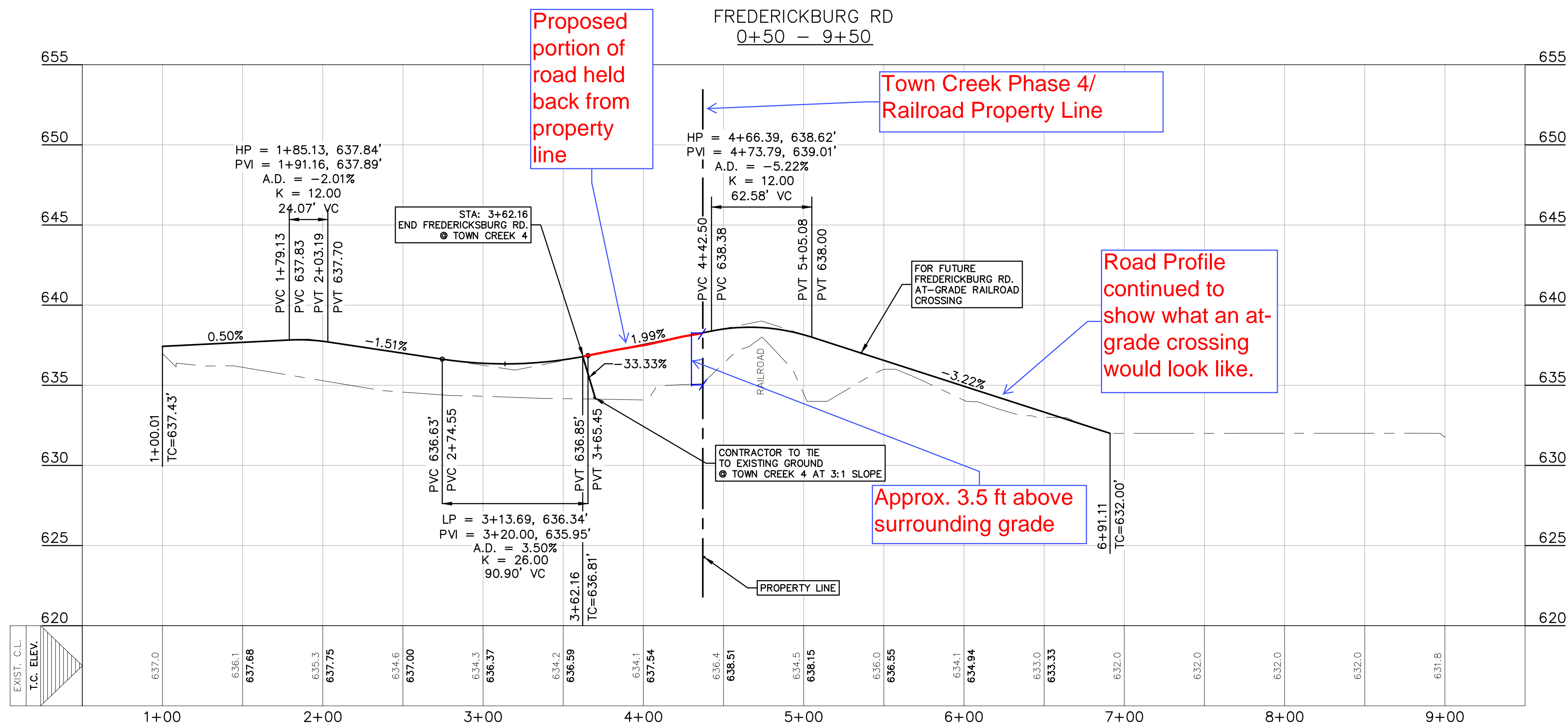
HMT proposes to hold back roadway and sidewalk 75 ft from property line to allow for ease of connection for a future railroad at-grade crossing. Should an overpass or underpass option be carried out in this location, Fredericksburg would need to be demolished at a minimum of 300ft back from property line. Overpass and underpass schematics can be referenced on pages 3 and 4 of this pdf.



LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- B.L. BUILDING SETBACK LINE
- U.E. UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- A.D.A. RAMP (CITY OF NEW BRAUNFELS DETAIL ST 019)
- FLOW ARROW
- SPILL CURB
- PROPOSED GROUND CENTER (PR TC)
- ACCESSIBLE CROSSING AREA
CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
- SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR
- WASHOUT

- NOTES**
- STREETS WERE DESIGNED TO POSTED SPEED LIMIT OF 25 MPH.
 - IN WASHOUT CROWN AREAS, THE CURB ON THE HIGH SIDE OF THE STREET SHOULD BE SPILL CURB AS DESIGNATED ON THE PLANS.
 - CONTRACTOR TO CONSTRUCT SIDEWALK RAMPS WITH STREETS.
 - CONTRACTOR TO ENSURE POSITIVE DRAINAGE AWAY FROM STREET STUB OUT ENDS SO THAT NO "PONDING" OF WATER OCCURS.



Proposed portion of road held back from property line

Town Creek Phase 4/ Railroad Property Line

Road Profile continued to show what an at-grade crossing would look like.

Approx. 3.5 ft above surrounding grade

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

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TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
CHRISTOPHER P. VAN HEERDEN
93047
LICENSED PROFESSIONAL ENGINEER

6/30/2021

**FREDERICKSBURG RD
PLAN AND PROFILE
TOWN CREEK SUBDIVISION
PHASE 4**

NO.	REVISION	DESCRIPTION	DATE

DATE: **JUNE 2021**

DRAWN BY: **LB**

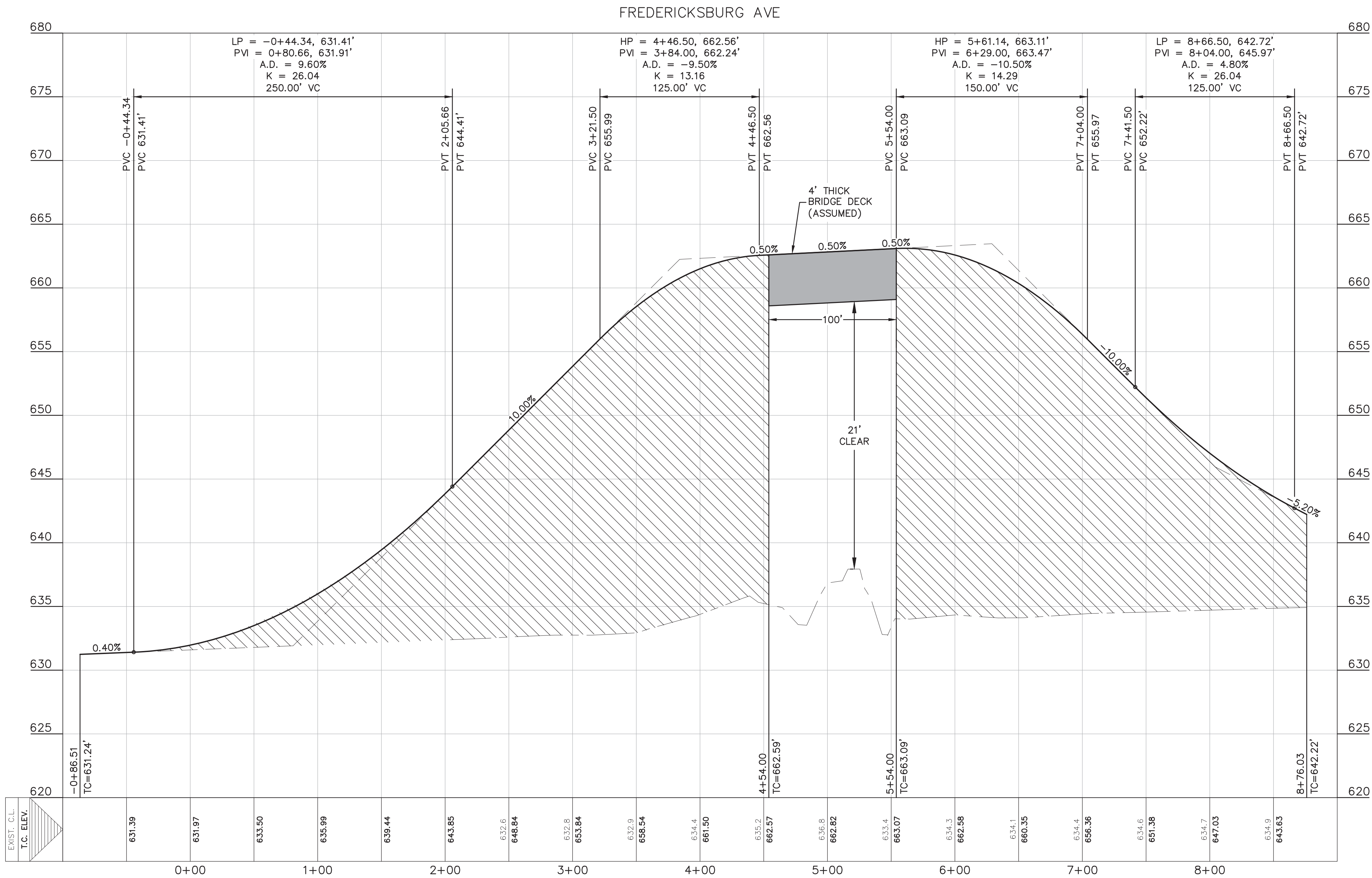
DESIGNED BY: **HC**

REVIEWED BY: **SWH/CVH**

HMT PROJECT NO.:
130.014

SHEET
C5.5

Drawing Name: C:\Users\jib\AppData\Local\Temp\chubash_88564\Fredricksburg Bridge Exhibits.dwg User: jib Aug 02, 2016 - 1:49pm



DESIGN SPEED = 25 MPH

Bridge Exhibits are included as a visual reference for Options 1 and 2 described in the letter of explanation. The roadway shown is an outdated version of Fredericksburg and N. Academy intersection.

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- D.E. DRAINAGE EASEMENT
- FLOW ARROW
- A.D.A RAMP
- EXISTING GROUND LEFT (EG LT)
- EXISTING GROUND RIGHT (EG RT)
- EXISTING GROUND CENTER (EG CTR)
- PROPOSED TOP OF CURB (PR TC)

SCALE: 1" = 20' HORIZ.
SCALE: 1" = 2' VERT.

410 N. SEGUIN AVE.
NEW BRAUNFELS,
TEXAS 78130
PH: (830)625-8555
FAX: (830)625-8556
www.HMTNB.com
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HMT
ENGINEERING & SURVEYING

DRAFT

**FREDRICKSBURG
BRIDGE EXHIBIT**

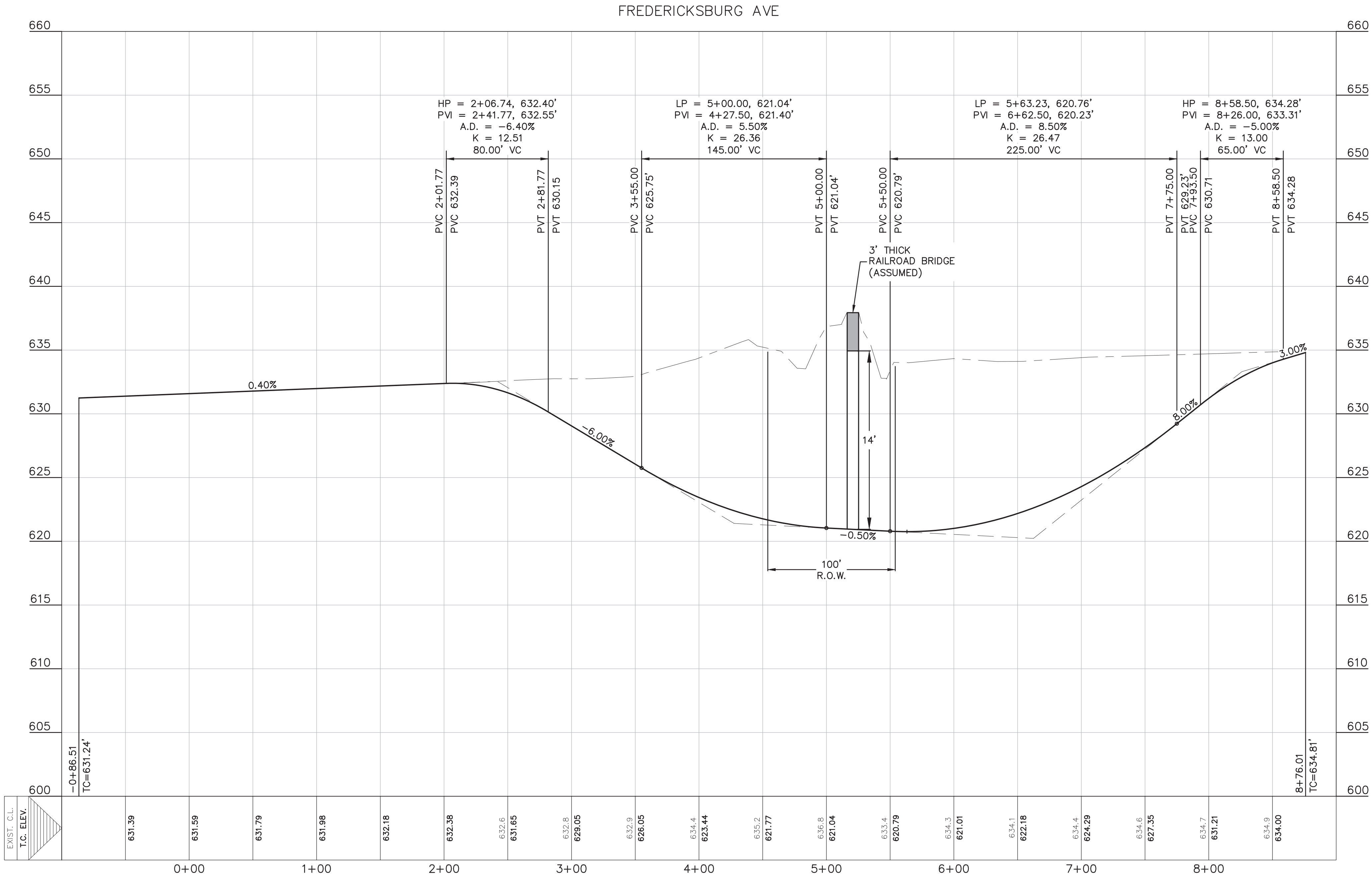
TOWNCREEK-PHASE 3A IMPROVEMENTS
CIVIL SITE CONSTRUCTION PLANS

TC TEXAS GP, LLC
979 N. ACADEMY
NEW BRAUNFELS, TEXAS 78130

DATE: MAY 2015
DRAWN BY: KRB
DESIGNED BY: GJM
CHECKED BY: CVH
REVIEWED BY: SMH
PROJECT NO.: 130.003.103

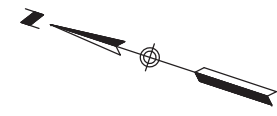
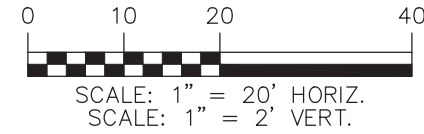
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OF 20

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TOWNCREEK-PHASE 3A IMPROVEMENTS
CIVIL SITE CONSTRUCTION PLANS

FREDERICKSBURG
UNDERPASS EXHIBIT
CIVIL SITE CONSTRUCTION PLANS

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