

September 15, 2017

Ms. Laura Talley  
City of Boerne  
Planning and Community Development  
402 E. Blanco  
Boerne, Texas

Re: 10038 Johns Road. – Johns Road Offices  
Boerne, Texas  
Request for Deviation of Required Johns Road Cross Section

Ms. Talley:

With this letter, we hereby request approval of a deviation from the City of Boerne Subdivision Regulations Article 5, Section 3.02.003-“Street Cross Section Standards”, requiring that Johns Road be re-constructed to meet the typical street cross-section specified for a Primary Collector Road in Table 3-4, “Planning and Community Design Standards. “

The subject site is located in the ETJ of the City of Boerne and has approximately 500 feet of Johns Road frontage, beginning approximately 4,000 feet west of Interstate Highway 10. Johns Road is a Kendall County owned and maintained street from IH10, west to the subject site and beyond, with a street section consisting of approximately 24’ of rural pavement section with bar ditches for drainage (see attached cross section exhibit). At the subject site, a tree island exists, measuring approximately 300’ long and 20’ wide at its widest point.

The City of Boerne Thoroughfare Plan classifies this section of Johns Road as a Primary Collector. The expected daily traffic is less than 10,000 vehicles per day. Per Table 3-4 of the Subdivision Ordinance, a curbed city street section with two 11’ wide traffic lanes, two 5’ wide bikes lanes, and with a 14’ wide curbed median is required. The proposed reconstruction would require that the pavement be widened by approximately 11 feet on the side fronting the subject tract, and include concrete curb and sidewalk.

The subject site is outside of the city limits and is over 4,000 feet from the nearest developed area of the city (i.e. IH10 interchange). No significant development of the Johns Road corridor is anticipated in this area in the foreseeable future. Roadway drainage in this area is better handled by the existing bar ditches than switching to a curbed street section for 500 feet. In addition, there are no existing sidewalks or other pedestrian facilities within 4,000 feet of the site or within the Johns Road corridor west of IH10. For these reasons, we see no benefit to the City of Boerne or the general public to construct 500 feet of curbed street and sidewalk.

More importantly, driver safety will be compromised by introducing an irregular street section with 11’ wide, abrupt roadside transitions at the beginning and end of the reconstructed area. Roads with consistent cross sections and gradual transitions improves driver comfort, reaction time and safety.

Another factor to be considered for required improvements to Johns Road in this area is the existing tree island and the live oak trees within the island. The current health of the live oak trees is questionable and the geometrical considerations required to incorporate them and the existing 20' wide tree island into the Johns Road street improvements cannot be properly accounted for at this time.

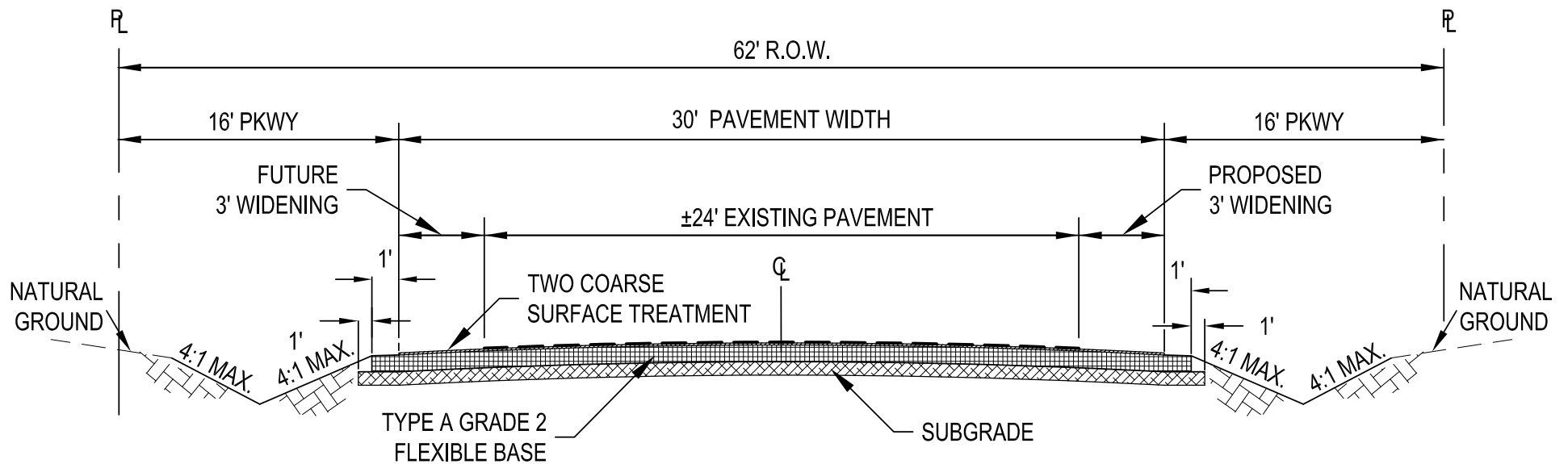
Based on the information and discussions outlined above, it is our professional opinion that a Rural Collector street cross section, as defined in Table 3-4, would be more appropriate for this particular section of Johns Road. The Rural Collector street section would meet the intent of the city's Master Plan, while mitigating the potential safety concerns mentioned above.

If you have any questions regarding this matter, please contact me by phone at 830-249-0600 or by email at [kkolacny@matkinhoover.com](mailto:kkolacny@matkinhoover.com).

Sincerely,  
Matkin Hoover Engineering & Surveying  
TBPE Firm Registration No. F-4512



Ken Kolacny, P.E.  
Vice President



**PROPOSED RURAL COLLECTOR**  
**STREET SECTION - JOHNS ROAD**

(LOOKING WEST) N.T.S.