WELCOME

OPEN HOUSE

Sign in so we can keep you updated on the study.
Share your comments by January 29, 2020.

Purpose of the Study

Identify a Locally Preferred Relief Route Option

As traffic volumes on US 290 and congestion in downtown Fredericksburg continue to increase, the need for a relief route has become a critical safety and quality-of-life issue for the community.

The task force and project team will engage the public throughout the process in order to help identify a transportation solution that preserves Main Street as the heart of Fredericksburg, minimizes community impacts and reflects community values.

Gillespie County Relief Route Task Force

Vision

Bring a solution to the people.

Purpose

To identify need, develop and propose a viable solution for a Fredericksburg relief route in order that Fredericksburg citizens may discern true information.

Values

Be honest.
Be candid.
Respect others as oneself.
Unity in community.

Gillespie County Relief Route Task Force

MEMBERSHIP

- City of Fredericksburg
- Gillespie County
- Fredericksburg Chamber of Commerce
- Gillespie County Economic Development Commission
- Fredericksburg Convention and Visitor Bureau
- Gillespie County Farm Bureau
- General Public Representatives

Fredericksburg Relief Route Study

Goals and Objectives

Protect and Preserve Property

- Minimize potential displacements (residential and commerical)
- Minimize number of divided parcels
- Minimize right of way required
- Minimize potential for noise and neighborhood impacts

Enhance Accessibility and Mobility

- Facilitate local (intracity) trips
- Accommodate bicyclists

Accommodate Existing and Projected Traffic Volumes

- Reduce the volume of trucks using Main Street to travel through downtown
- Help reduce congestion on Main Street
- Accommodate projected increases in traffic

Enhance Safety

- Reduce number of large trucks on Main Street
- Reduce potential for vehicular/pedestrian conflicts on Main Street

Goals and Objectives

Support Economic Development

- Minimize negative impacts to existing businesses
- Maintain accessibility for deliveries to businesses
- Support “new growth” opportunities

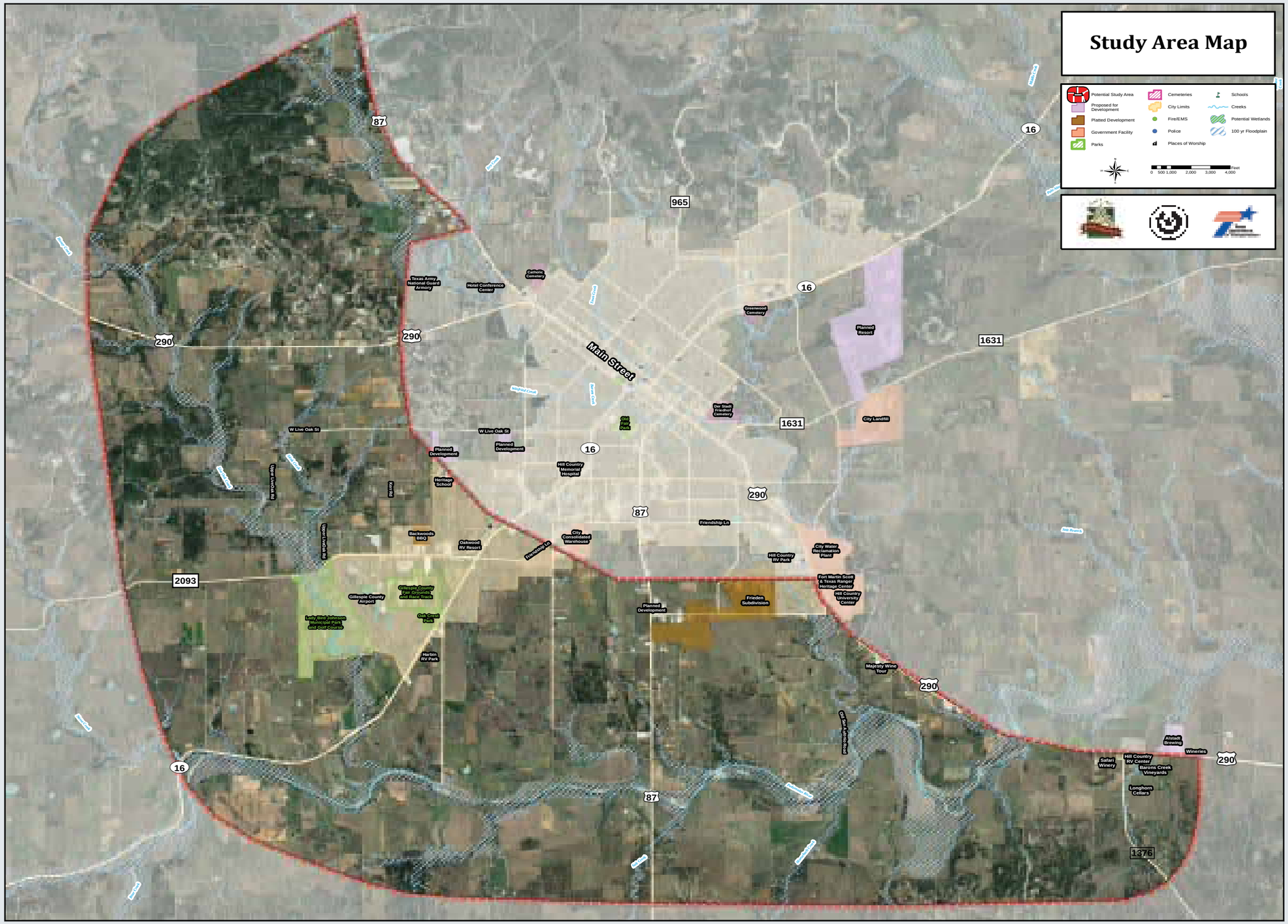
Preserve Unique Character of Downtown

- Maintain Main Street as a tourist destination and business center
- Reduce traffic noise
- Protect historic resources from residual effects of traffic

Protect and Preserve Environmental Resources

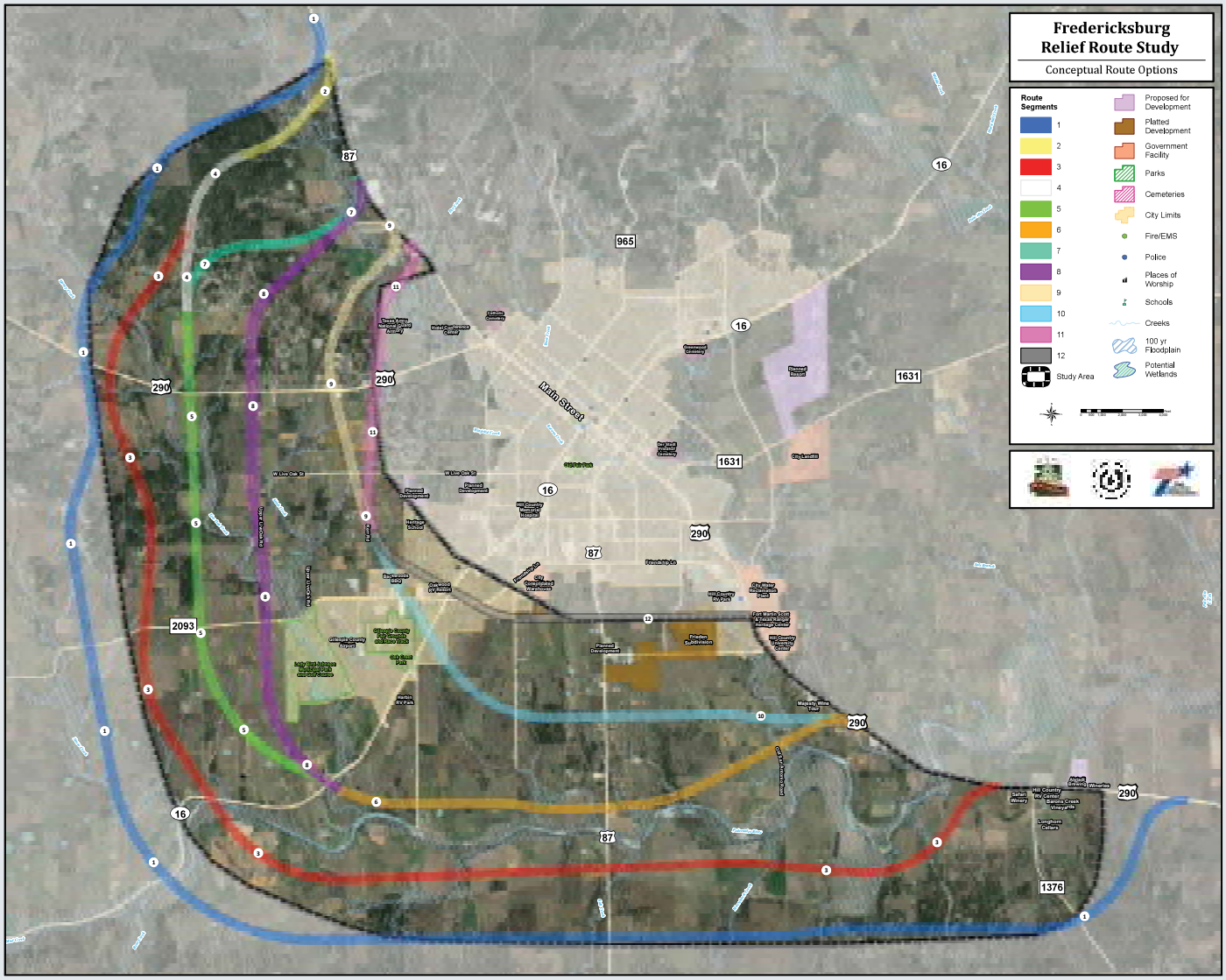
- Minimize potential impacts to Environmental Justice (low income and minority) populations
- Minimize potential impacts to natural environmental features (floodplains, wetlands and waterways)
- Minimize potential impacts to protected species
- Minimize impacts to parks and other known Section 4(f) facilities including historic properties

Fredericksburg Relief Route Study



Fredericksburg Relief Route Study

Conceptual Route Options



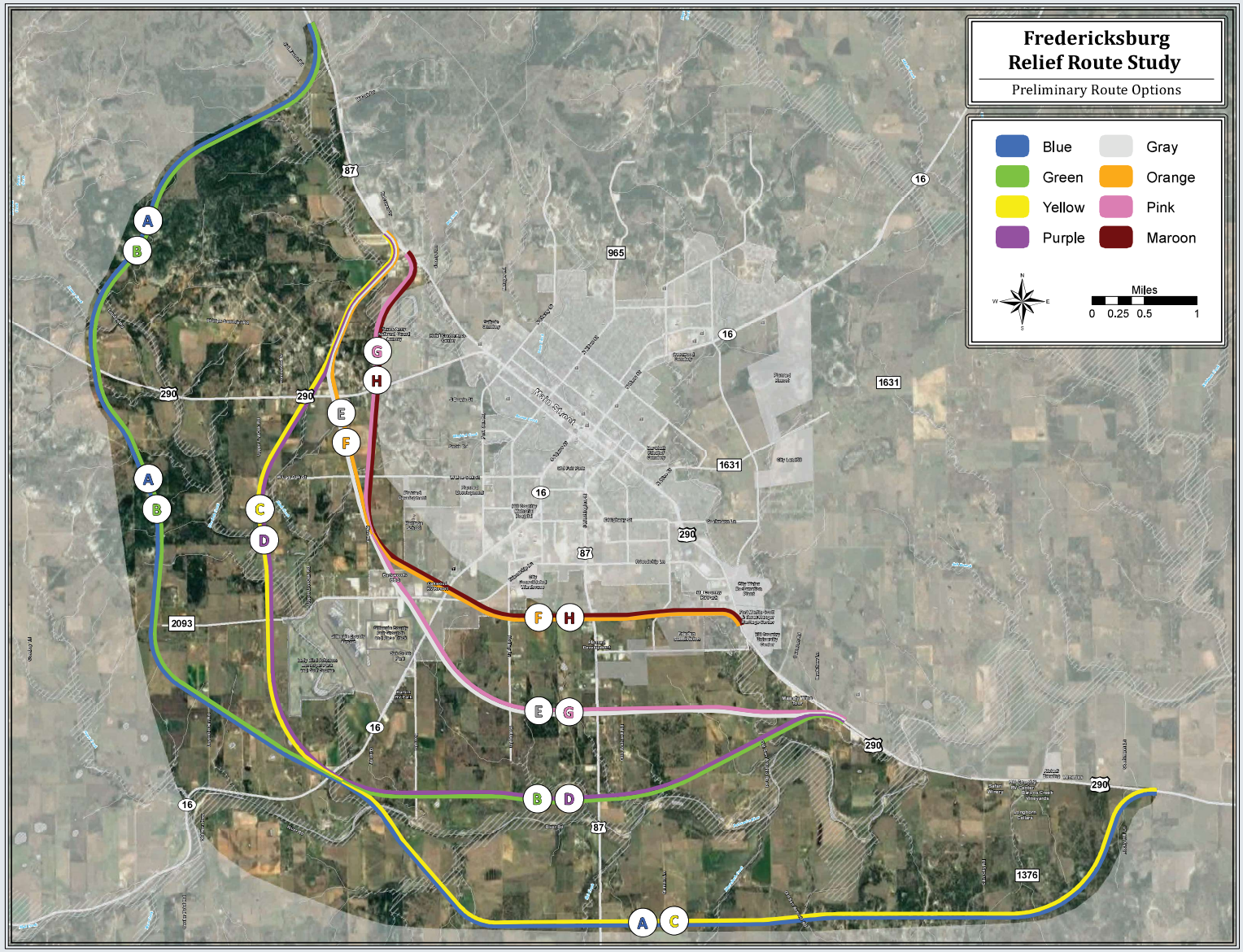
CITY OF Fredericksburg ESTABLISHED 1846

GILLESPIE COUNTY TEXAS 1848

Texas Department of Transportation

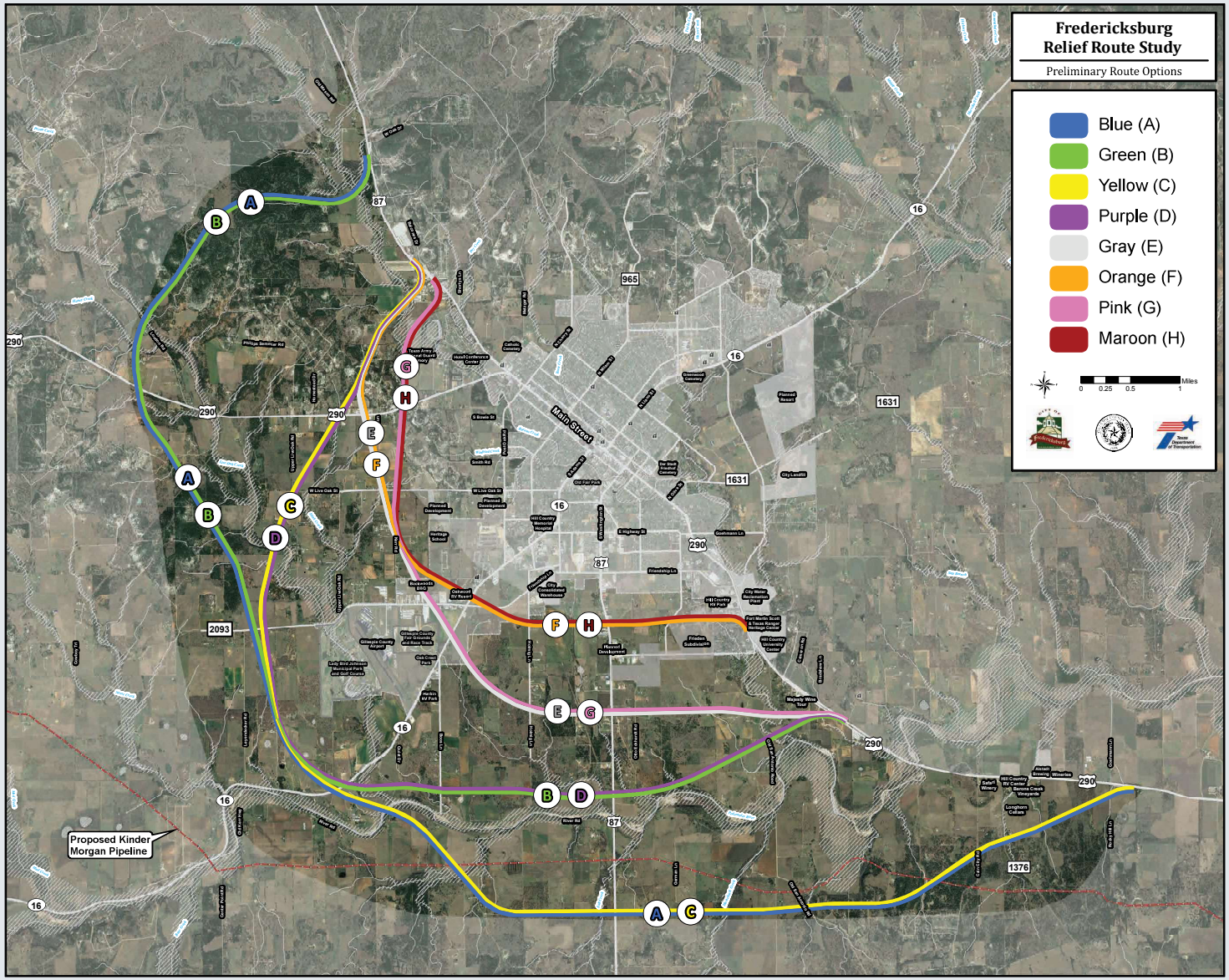
Fredericksburg Relief Route Study

Preliminary Route Options shown at Public Workshop #3



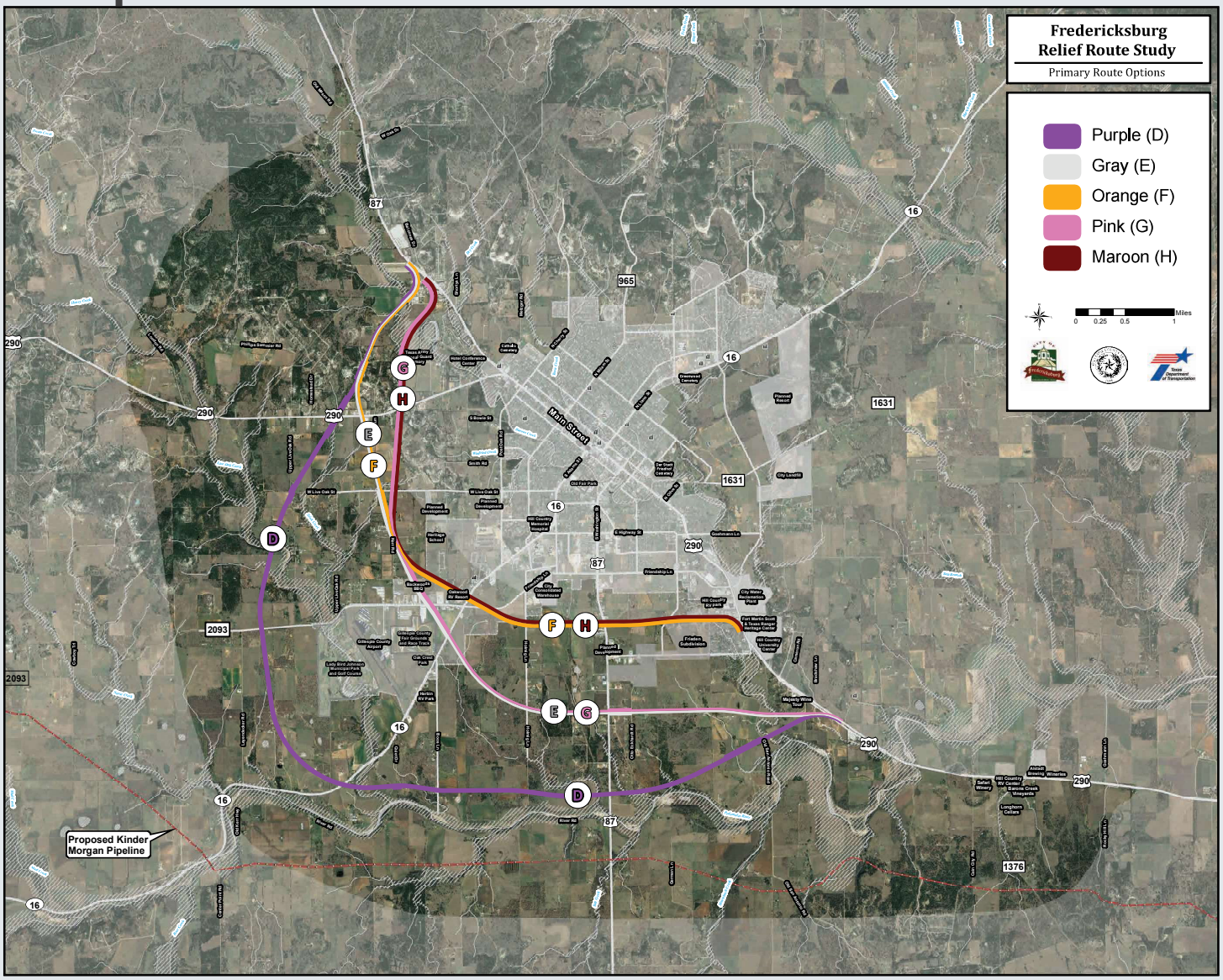
Fredericksburg Relief Route Study

Modified Preliminary Route Options as Evaluated



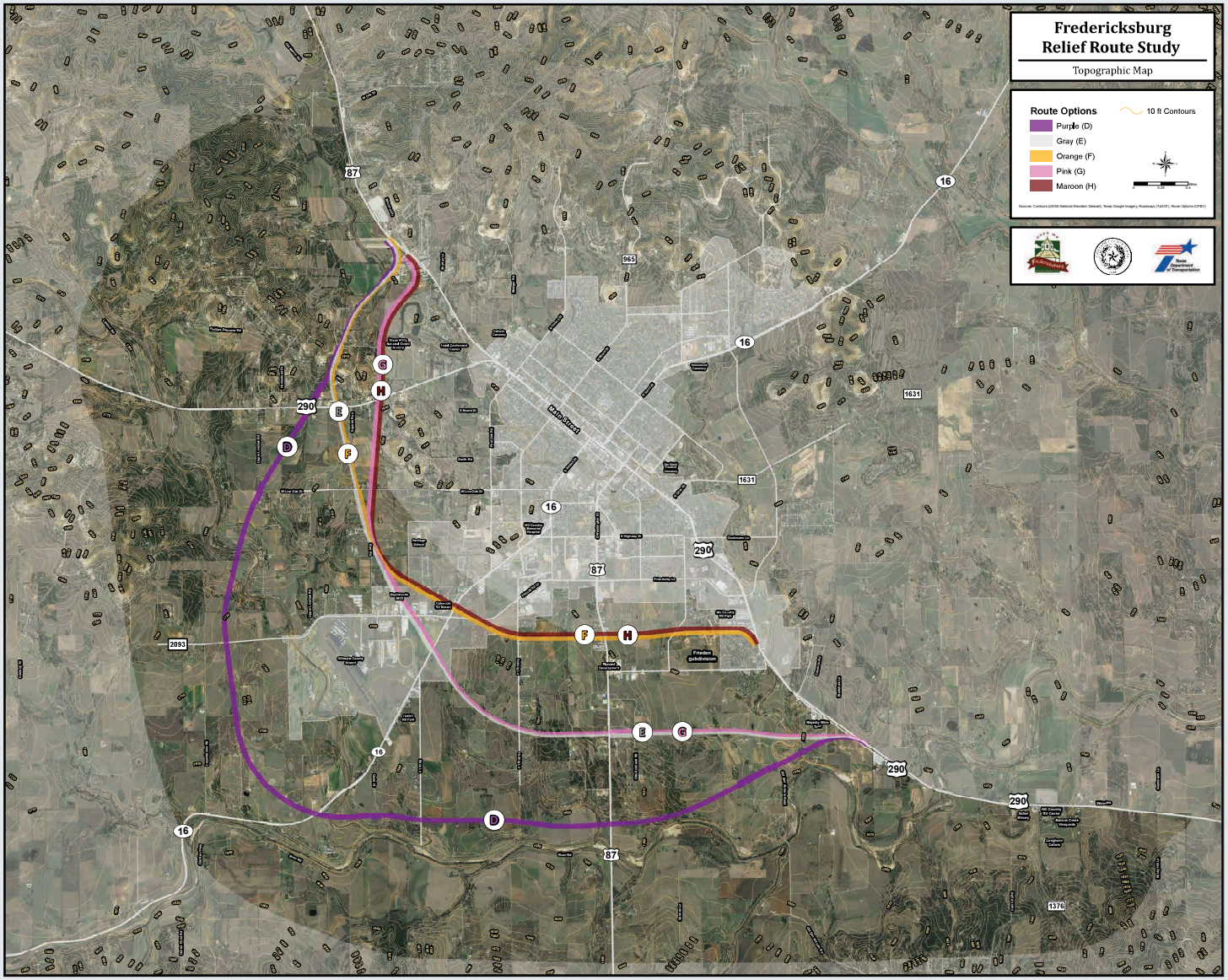
Fredericksburg Relief Route Study

Primary Route Options



Fredericksburg Relief Route Study

Topographic Map

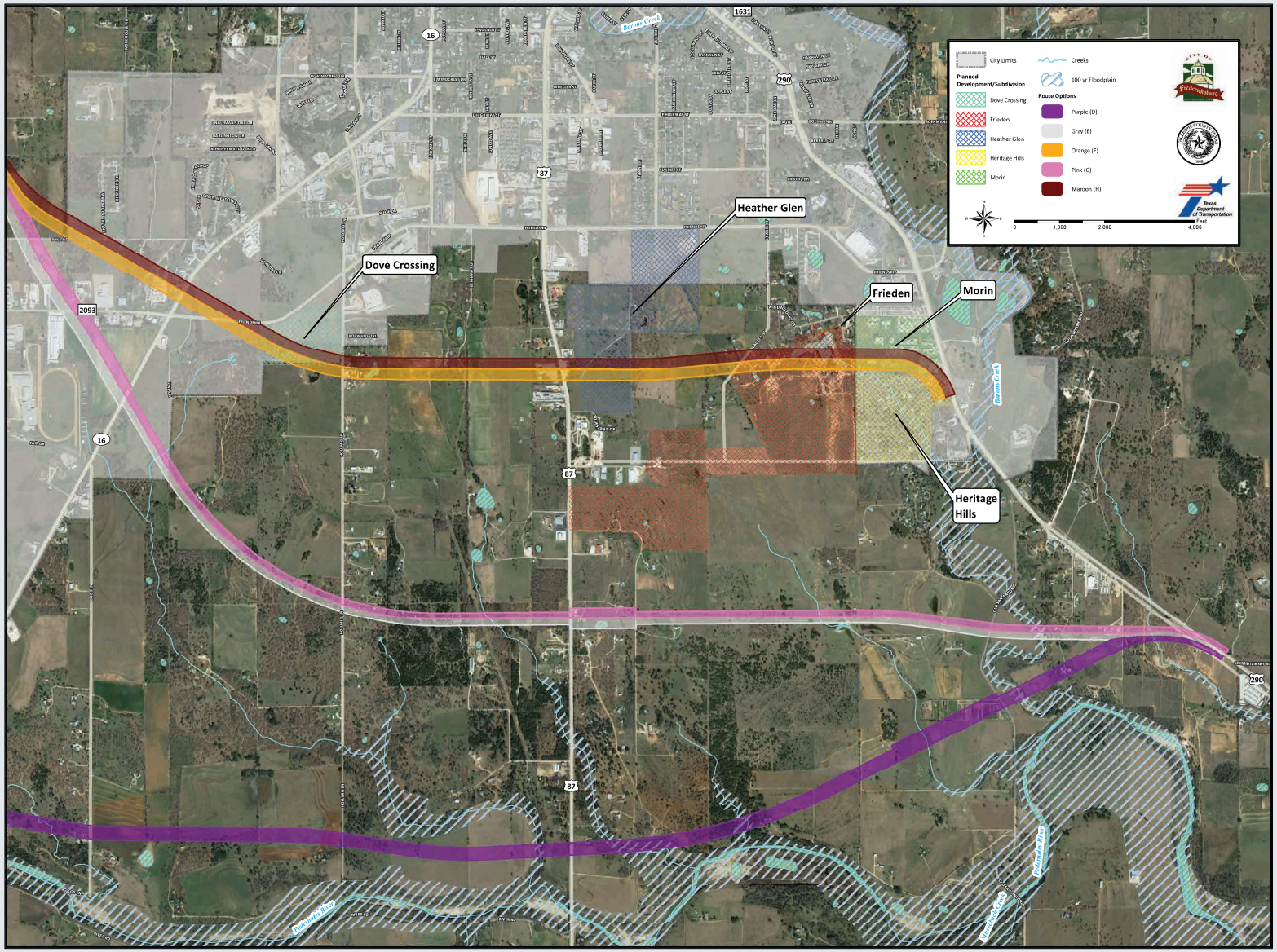


Fredericksburg Relief Route Study

COMMUNITY SUGGESTIONS	HOW WE RESPONDED
The Community drew initial route concepts on a blank map at the May 2018 workshop.	Route options received during the May 2018 workshop were used by the project team to develop "Conceptual Route Options."
The Community ranked each of the Conceptual Route Options from a high of 5 to a low of 1, provided written comments and suggested refinements at the September 2018 workshop.	Several Conceptual Route Options were eliminated based on public input and the remaining options route options were refined. The remaining route options – the eight Preliminary Route Options - were presented at the January 2019 workshop.
The Community asked to separate the goal of "Protect and Preserve Property" from the goal of "Protect and Preserve Environmental Resources."	The project team separated the two goals.
The Community requested that historic properties be highlighted in the study.	Historic surveys were expedited and moved from a later phase in the process to the feasibility study.
The Community requested that the project team consider costs in the first phase of the evaluation process rather than the second.	The project team moved the "cost" evaluation criteria from the second phase of evaluations to the first.
The community requested that the project team re-evaluate the width of the right of way.	The project team conducted a preliminary assessment of frontage road and access needs. Right of way planning assumptions have been reduced accordingly. Although tentative and still subject to change, 400' is assumed in areas where frontage roads are anticipated on both sides of the roadway; 325' is assumed where frontage roads are anticipated only on one side; and 250' is assumed where no frontage roads are anticipated.
The Community ranked the eight Preliminary Route Options and provided feedback at the January 2019 workshop.	Three Route Options were eliminated based on public input, engineering constraints and environmental considerations.

Fredericksburg Relief Route Study

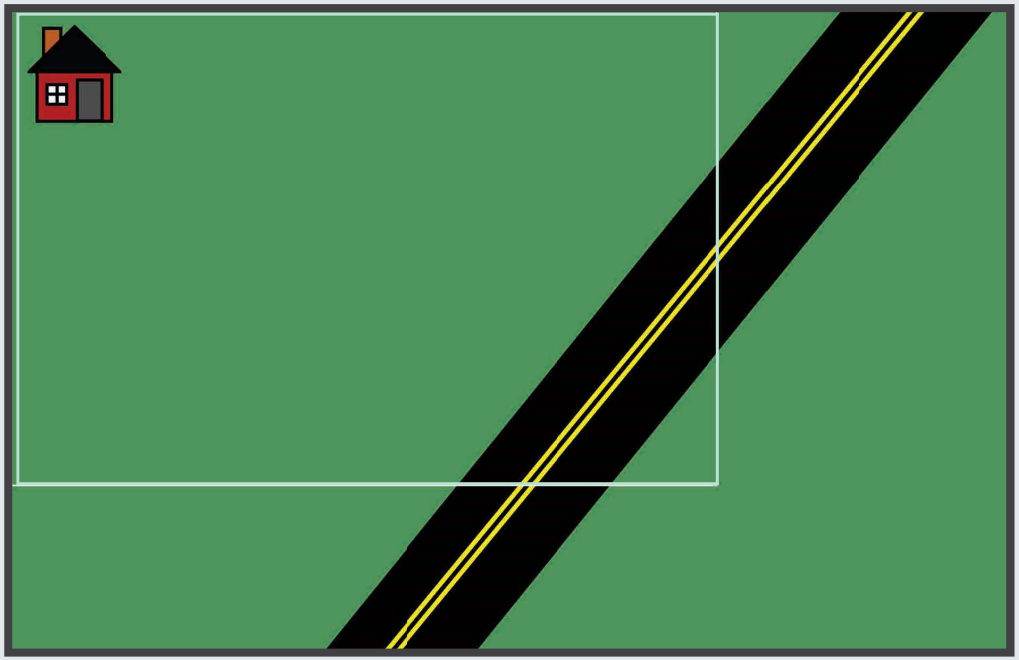
Planned Development



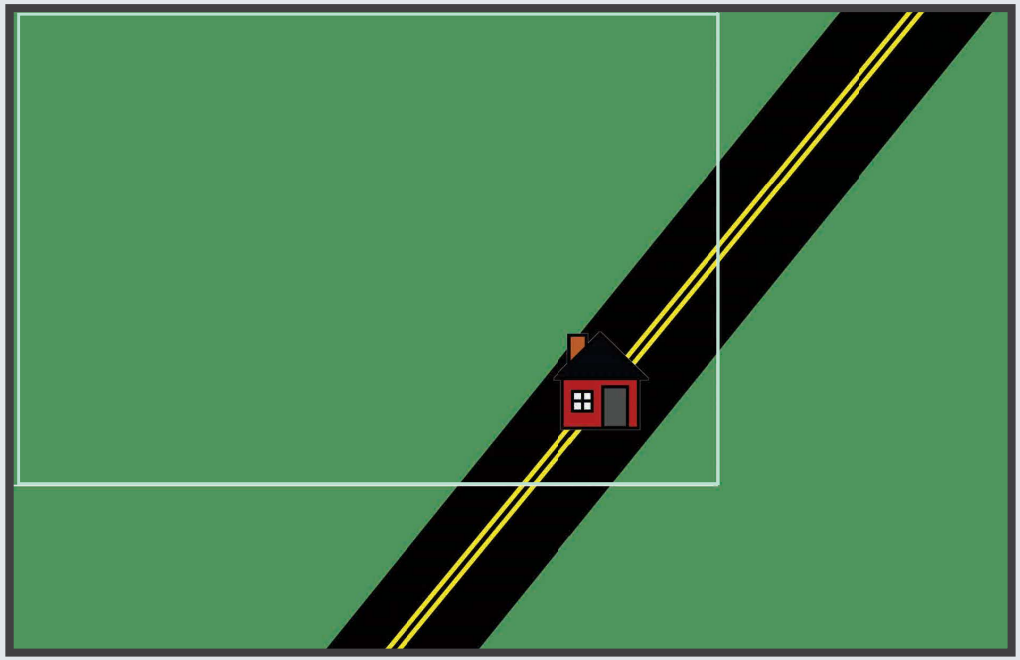
AFFECTED HISTORICAL PROPERTIES

A Historic Resources Constraints Survey was conducted in conjunction with the Fredericksburg Relief Route Study. All historic-age resources (houses, barns, bridges, etc – 50 years of age or older) were evaluated and eligibility for inclusion on the National Register of Historic Places (NRHP) was assessed. Resources with a high or medium probability of being eligible for the NRHP were considered during the evaluation process.

As illustrated below, for the purposes of the evaluation, a resource is considered "impacted" if any portion of the parcel on which it sits would be impacted by a relief route option. The numbers reported in the Evaluation Matrix reflect the number of potentially impacted resources – whether or not displaced.



Impacted (without displacing the historic resource)



Impacted (displacing the historic resource)

EVALUATION MATRIX METHODOLOGY

The evaluation process consisted of two “screens”: Screen One and Screen Two. The results of Screen One, which led to the elimination of three route options, were presented at the July 2019 public open house. The remaining (five) route options were evaluated further during Screen Two. The Screen Two results are presented today. The Screen Two evaluation process mirrored the process used for Screen One, but focused on an additional set of evaluation criteria. To identify the Technically Preferred Route Option, the results of the two screens were combined and an overall score for each option was calculated.

During each screen, raw data was collected. Using the raw data, each route was ranked from 1-5, with 1 being the best and 5 being the worst. For example, Route F (Orange) had the least potential impact to historic resources and was ranked #1, whereas Route D (Purple) had the greatest potential for impacts to historic resources and was ranked #5.

	Route D		Route E		Route F		Route G		Route H	
	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data
Impacts to Potentially Historic Properties	5	19	3	9	1	6	4	10	2	7

In the event of a tie, the tied routes received the same ranking. For example, Routes F (Orange) and H (Maroon) tied with 58.2 acres of planned developments impacted and both are ranked as #4.

	Route D		Route E		Route F		Route G		Route H	
	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data
Impacts to Proposed Development (Acres)	1	0	1	0	4	58.2	1	0	4	58.2

Fredericksburg Relief Route Study

Evaluation Matrix*

	Route D		Route E		Route F		Route G		Route H	
Screen One Results										
	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data
Residential Displacements	1	15	2	19	3	28	4	39	5	48
Commercial Displacements	1	2	2	3	4	22	3	10	5	29
Divided Parcels	5	54	3	41	2	36	3	41	1	34
Additional ROW Required (Acres)	5	358	2	294	1	292	4	311	3	309
Residences within 250'	1	51	2	58	4	83	5	92	3	68
% of Existing Roadways Utilized	1	3	3	4	1	3	3	4	3	4
% Undeveloped Land at Intersections	1	80.6	2	75.5	4	72.5	3	75.3	5	72.4
Creek Crossings	5	14	4	9	2	5	3	7	1	3
Wetland Impacts (Acres)	1	1	3	2	5	5.7	2	1.5	4	5.2
Floodplain Impacts (Acres)	5	23	2	10.5	1	8.8	4	20	3	18.3
NDD Impacts (Acres)		0		0		0		0		0
Length (Miles)	5	11.4	4	8.6	2	7	3	8.3	1	6.7
% of Length Within EJ Areas	1	0	2	9.7	3	15.7	4	28.7	5	39.7
Park Impacts (Acres)		0		0		0		0		0
NRHP-Listed Property Impacts		0		0		0		0		0
Preliminary Travel Time Savings (Minutes)	5	12	1	16	1	16	1	16	1	16
Preliminary Cost ($ Million)	5	266.8	2	226.3	1	224.9	4	250.9	3	249.9
Public Input (From Public Workshop #3)	5	10	3	7	3	7	1	2	2	4
Screen One Score	47		37		37		47		45	
	Route D		Route E		Route F		Route G		Route H	
Screen Two Results										
	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data	Ranking	Raw Data
Reduce # of Trucks on Main Street (Per Day)	5	-1480	1	-1610	3	-1580	1	-1610	4	-1550
Reduce Congestion on Main Street (Per Day)	5	-4600	1	-6400	4	-5600	1	-6400	3	-5700
Accommodate Projected Increases in Traffic (% Unused Main Street Capacity)	5	24	1	31	4	27	1	31	3	28
Impacts to Proposed Development (Acres)	1	0	1	0	4	58.2	1	0	4	58.2
Impacts to Potentially Historic Properties	5	19	3	9	1	6	4	10	2	7
Public Input (From Open House #1 – Survey Results)	5		4		2		3		1	
Public Input (From Open House #1 – Written Comments)	1		2		5		3		4	
Screen Two Score	27		13		23		14		21	
Combined Score	74		50		60		61		66	

* Evaluation criteria were based on the goals and objectives adopted by the Gillespie County Relief Route Task Force after considering public input received at the May 2018 public workshop.

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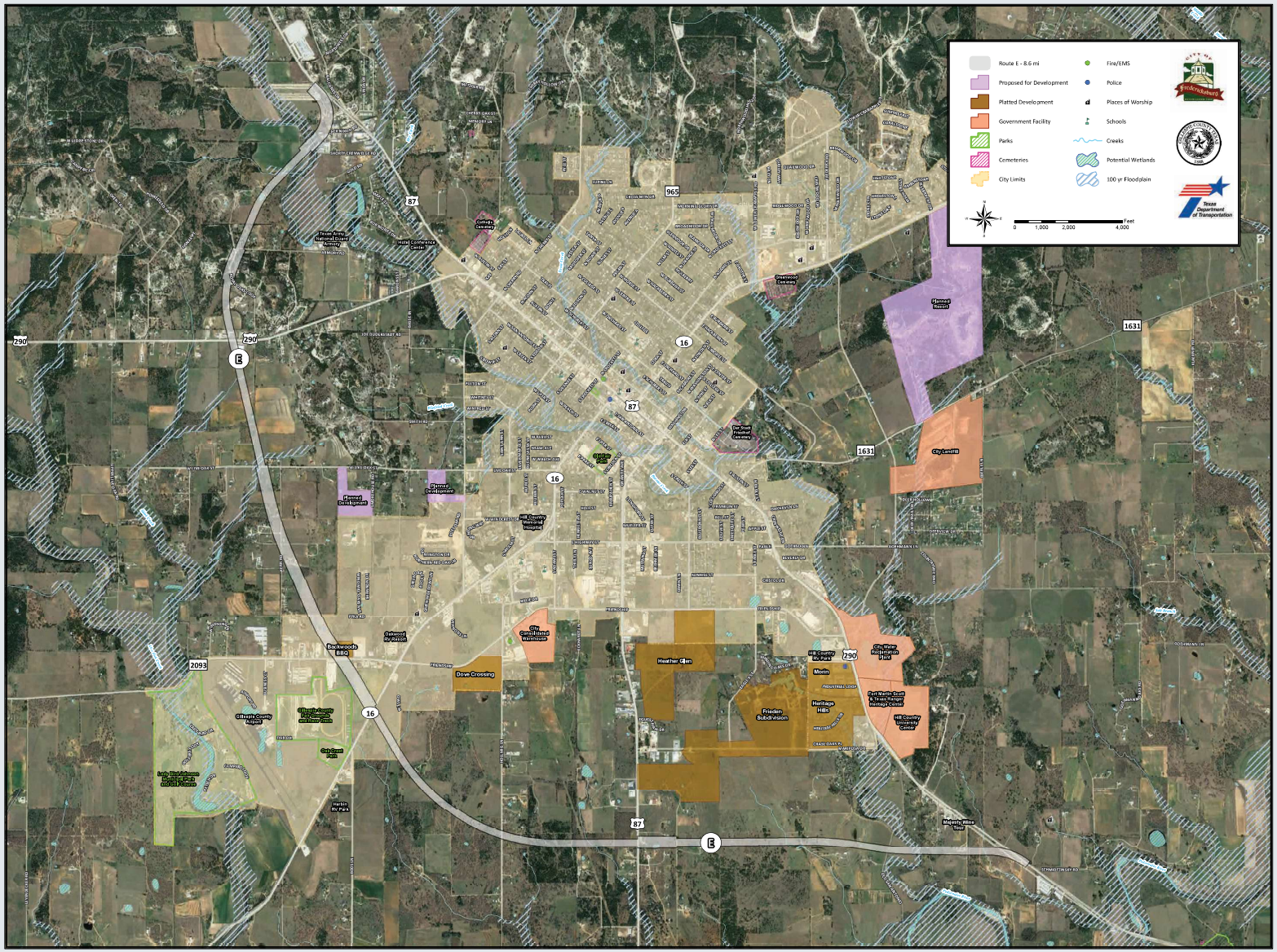
Fredericksburg Relief Route Study

Technically Preferred Route Option



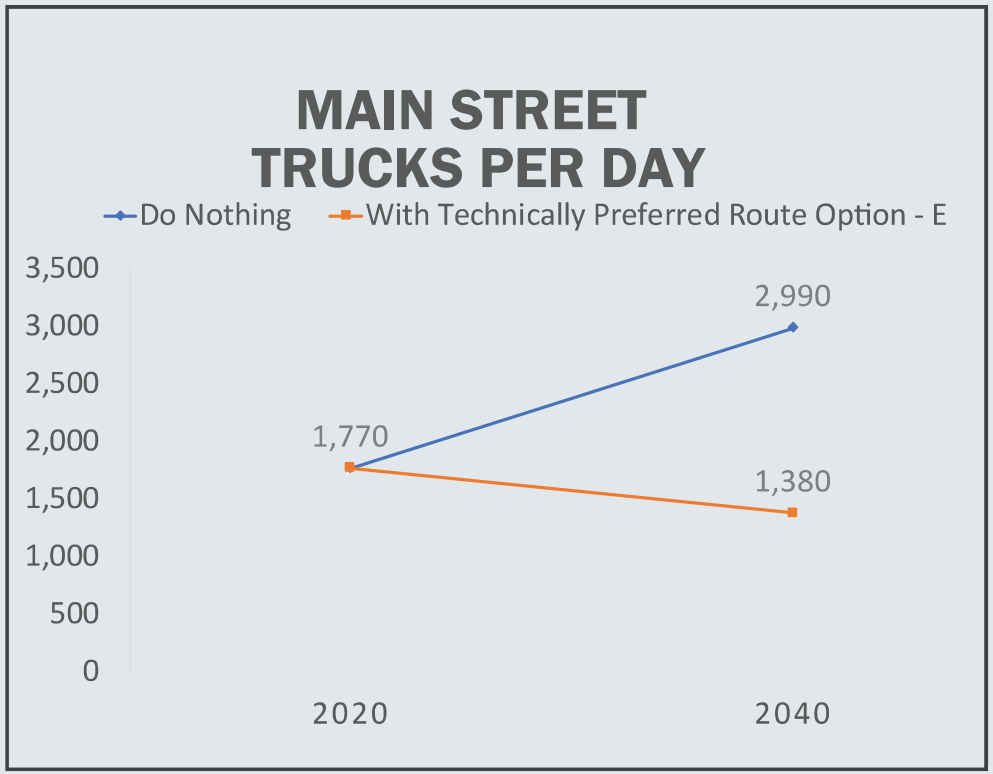
WHAT DOES THIS MEAN FOR MAIN STREET?

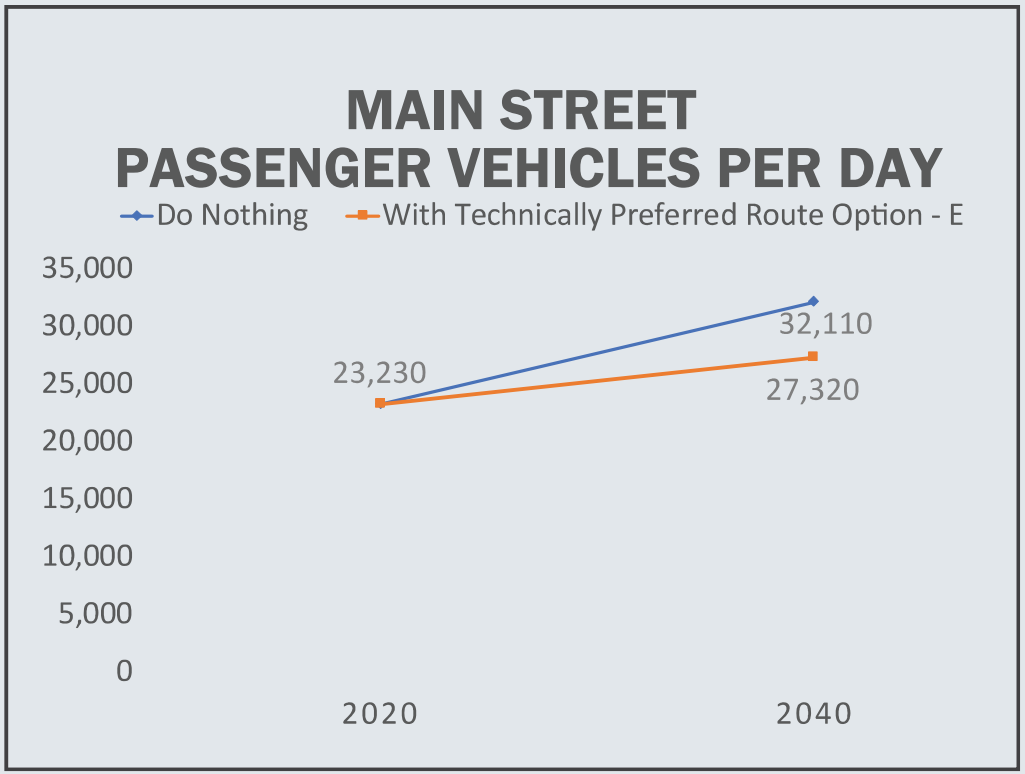
TRAFFIC IMPACTS			
	Current (2020)	Do Nothing (2040)	Route E (Technically Preferred Route Option) (2040)
Trucks Per Day	1,770	2,990	1,380
Passenger Vehicles Per Day	23,230	32,110	27,320
Total Vehicles Per Day	25,000	35,100	28,700
Main Street Capacity*	63% (Peak periods)	90% (Peak periods)	69% (Peak periods)
Percent of traffic (trucks)	7%	9%	5%

* Percent (%) Volume to Capacity ratio was calculated based on number of vehicles regardless of vehicle type. The projected reduction in number of trucks would further reduce congestion on Main Street while also enhancing safety.

* 2020 and 2040 traffic volumes are based on data from the Statewide Analysis Model and do not represent actual traffic counts.

WHAT DOES THIS MEAN FOR MAIN STREET?





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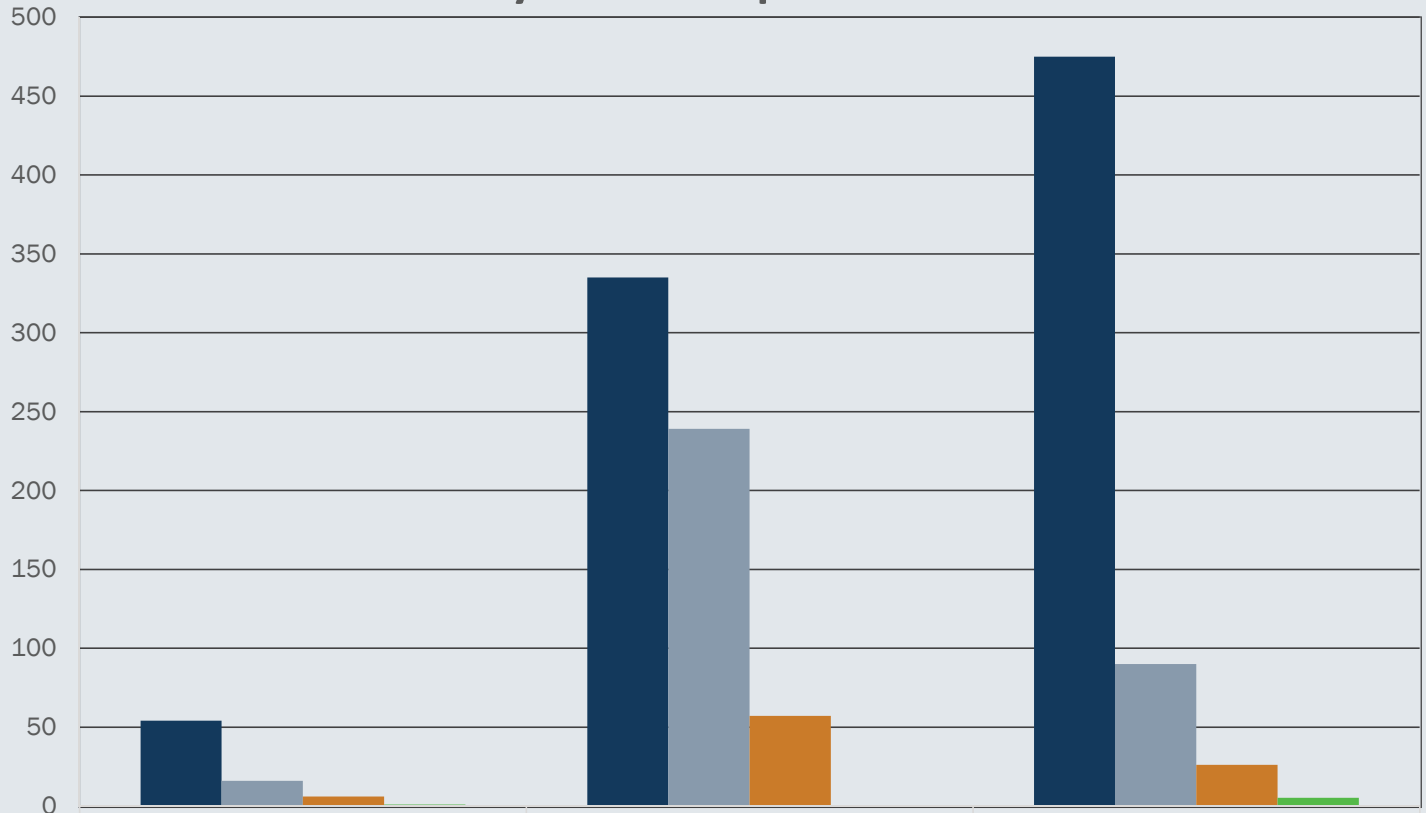
US 290 CRASH SUMMARY

January 2010 to April 2018



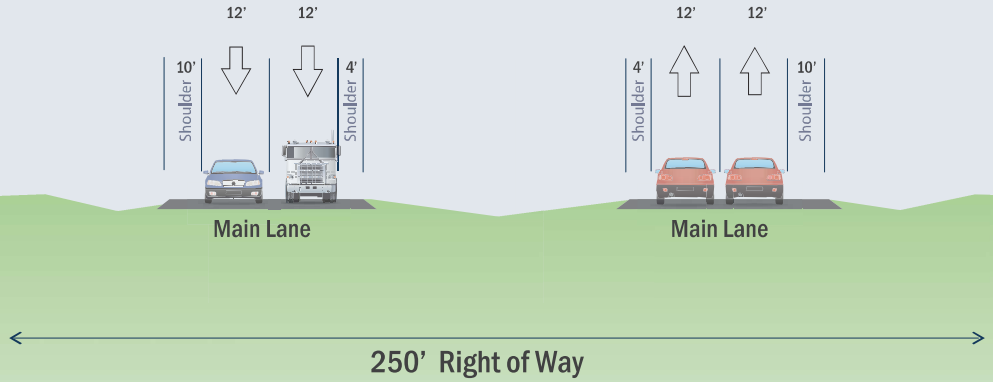
	West (Loudon to Kay St.)	Central (Kay St. to Washington St.)	East (Washington St. to FM 1376)
Total Crashes	54	335	475
Crashes Per Mile	16	239	90
Injury Crashes Per Mile	6	57	26
Total Fatal Crashes	1	0	5

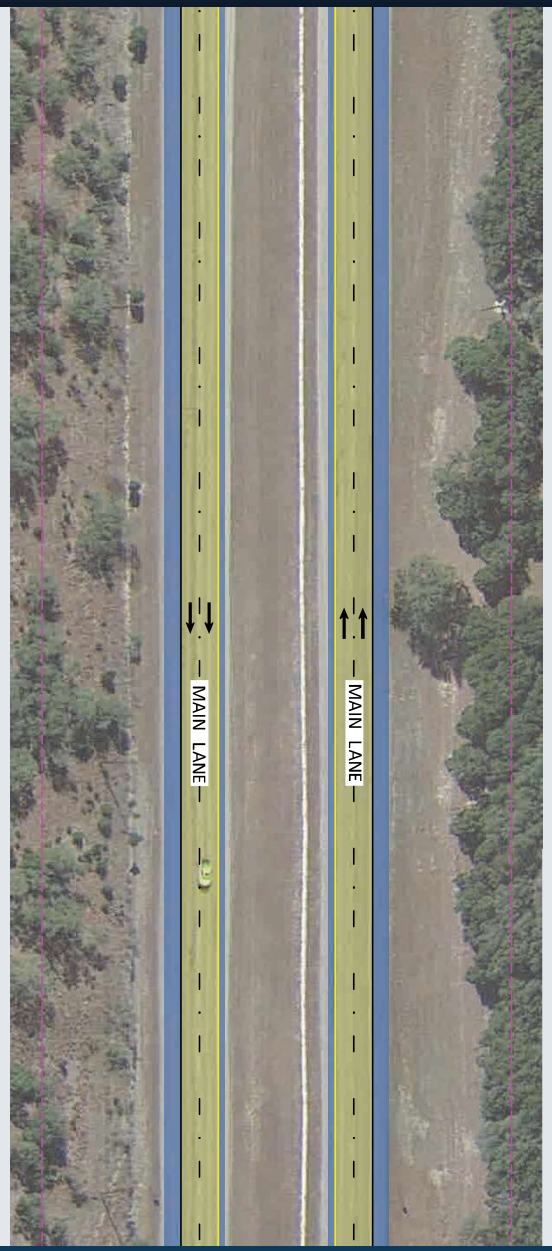
PLEASE NOTE: The West segment of US 290 is 3.4 miles, the Central segment of US 290 is 1.4 miles, and the East segment of US 290 is 5.3 miles.

Source: TxDOT

Fredericksburg Relief Route Study

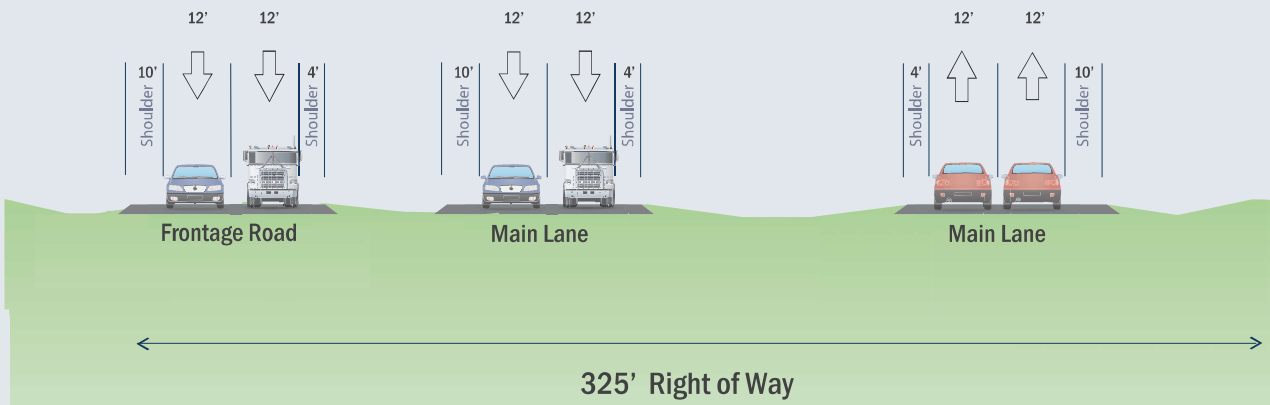
Conceptual Layout without Frontage Roads

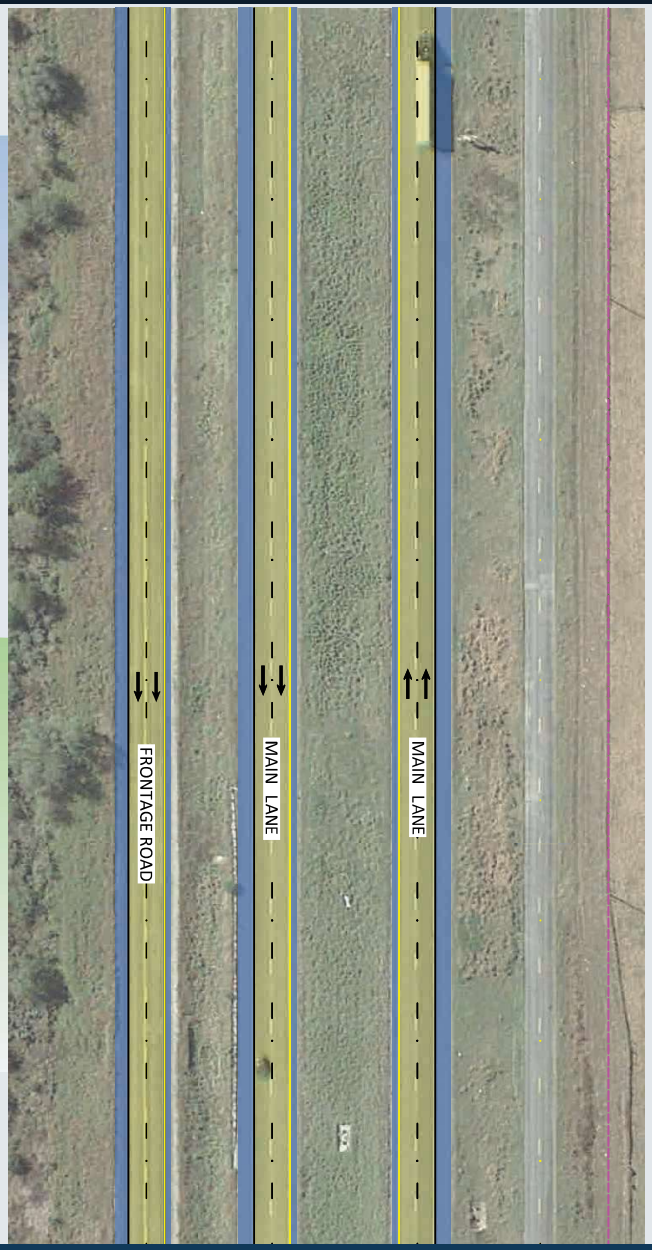




Fredericksburg Relief Route Study

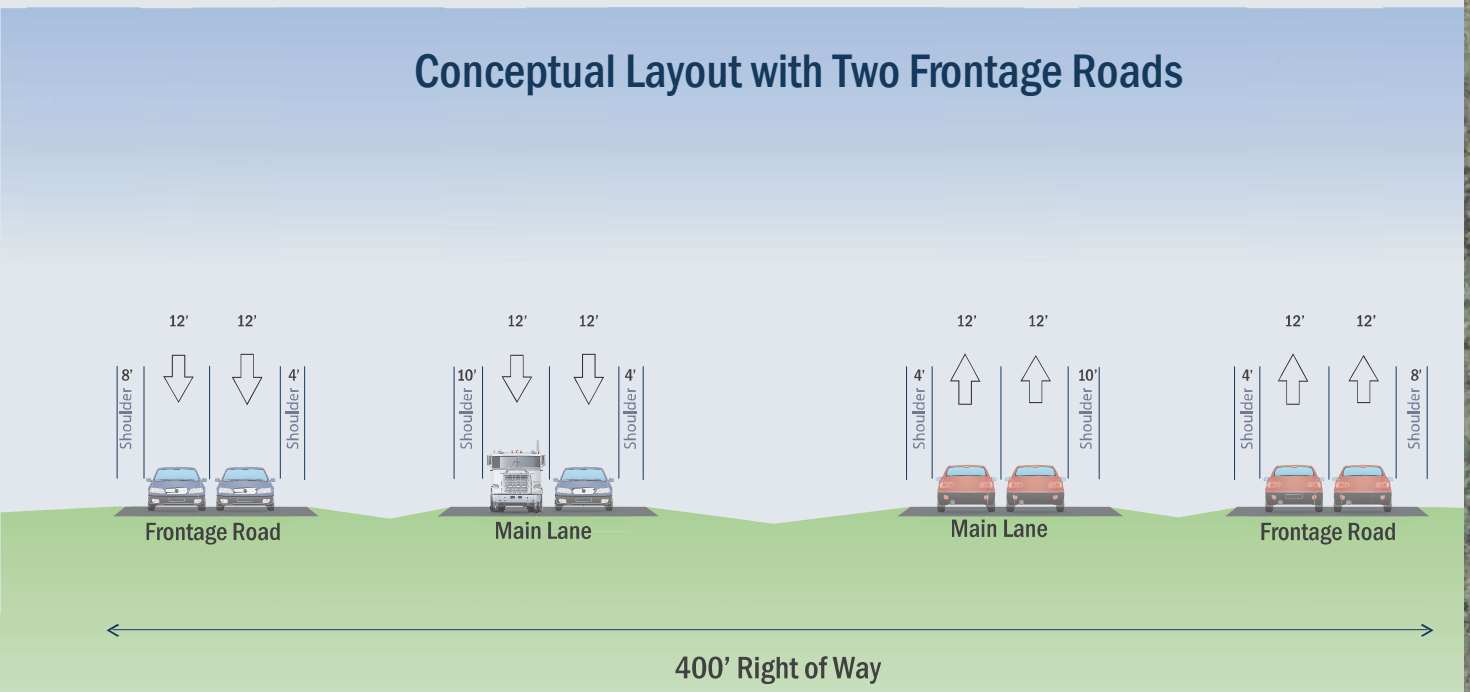
Conceptual Layout with One Frontage Road

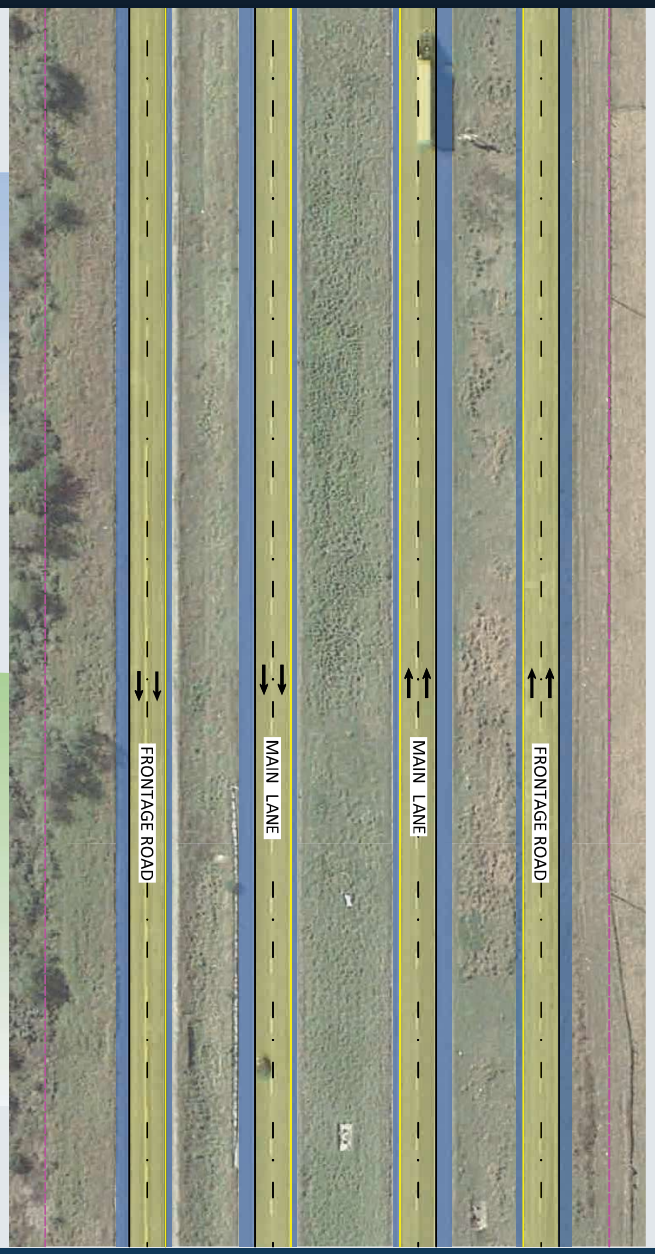




Fredericksburg Relief Route Study

Conceptual Layout with Two Frontage Roads





WHY CAN'T WE USE FRIENDSHIP LANE?

The City of Fredericksburg, Gillespie County and TxDOT agreed upon a set of design parameters to guide relief route planning efforts. Parameters include the following:

- high speed facility (~70 mph)
- controlled access facility
- four main lanes
- frontage roads to maintain local access, where necessary

Applying that vision to Friendship Lane would require the following:

- total roadway reconstruction
- expanding right-of-way from 100 ft. to approximately 400 ft.
- displacing homes, businesses and community resources

TYPICAL PROJECT DEVELOPMENT PROCESS

We are here

Feasibility Study

1-2 Years

The Feasibility Study includes opportunities for the public to provide input, including public workshops and open houses.

Environmental Study and Schematic Design

2+ Years

Final Design, Obtain Right of Way, and Adjust Utilities

3+ Years

Construction

3+ Years

** Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.*

HISTORICAL SURVEY STATION

COMMENT

PROVIDE YOUR INPUT

HOW CAN I STAY INFORMED?

For questions or comments, please...

- **Visit** the project website at www.fbgtx.org, search “Relief Route Task Force”
- **Call** Joe Muck at 512-715-5702
- **Send email** to Joe Muck at joe.muck@txdot.gov