



Documentation of Public Workshop

Project Location

Gillespie County
US 290 (new location)
Fredericksburg Relief Route Study

Project Limits

From US 87 (north) south and east to US 290 (east)

Workshop Location

Hill Country University Center
HEB Room
2818 E. U.S. Hwy 290
Fredericksburg, TX, 78624

Workshop Date and Time

May 31, 2018
4:30 to 7 p.m.

Translation Services

Spanish translator available

Presenters

N/A

Elected Officials in Attendance

State Representative Kyle Biedermann
Linda Langerhans, Mayor of Fredericksburg
Mark Stroehrer, Gillespie County Judge
Charles Olfers, Gillespie County Commissioner, Precinct 1
Dennis Neffendorf, Gillespie County Commissioner, Precinct 3
Donnie Schuch, Gillespie County Commissioner, Precinct 4
Charlie Kiehne, Fredericksburg City Council Member
Gary Neffendorf, Fredericksburg City Council Member

Total Number of Public Attendees (approx.)

425

Number of Comments

108



Contents

- Appendix A. Comment/response matrix
- Appendix B. Online survey summary
- Appendix C. Notices
- Appendix D. Sign-in sheets
- Appendix E. Comments received
- Appendix F. Figures (hand-outs, display boards, maps)
- Appendix G. Comments from Interactive Activities
- Appendix H. Post-workshop outreach materials
- Appendix I. Modifications resulting from workshop input

I. Overview

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force, and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The relief route would give people the option to travel around, rather than directly through, the city.

US 290 is an east-west highway that passes through downtown Fredericksburg and its Main Street tourist area. Discussions about a possible relief route have been ongoing in the Gillespie County area for many years. As traffic volumes and congestion continue to increase, the need for a relief route has become an important safety and quality-of-life issue for the community.

The Fredericksburg Relief Route Study will identify and evaluate route options in order to develop a locally preferred option that reflects community values and is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg, and Gillespie County. Once identified, the locally preferred option would be the starting point for any future phases of project development, including a detailed environmental study, should the project advance.

Workshop attendees were encouraged to provide written feedback about the possible relief route and participate in an online, interactive survey. A summary of the written comments received is included in **Appendix A**. A summary of the online survey results is included in **Appendix B**.

II. Workshop Information

The workshop was held from 4:30 to 7 p.m. on May 31, 2018, in the HEB Room of the Hill Country University Center at 2818 E. U.S. Hwy 290 in Fredericksburg. The purpose of the workshop was to provide attendees with an interactive opportunity to learn more about the relief route study, provide input on the potential US 290 relief route project, and suggest possible route options.

Notices announcing the workshop were distributed beginning 30 days before the event and continued on an ongoing basis through the day of the workshop. Copies of the notices are included in **Appendix C**. Notices included:

- Fliers distributed by all Fredericksburg ISD schools (sent home with students)
- Fliers distributed through local businesses known to be frequented by area residents

- Postcards sent to downtown businesses and individuals on the project's stakeholder mailing list
- Newspaper advertisements in the Fredericksburg Standard
- Social media posts on Twitter and Facebook
- City of Fredericksburg and Gillespie County calendar events
- News release

Approximately 446 people (425 members of the public, 20 staff, and 1 media representative) registered their attendance by signing in at the workshop. Sign-in sheets are included in **Appendix D**.

Upon arrival, attendees were provided with a letter from Gillespie County Task Force Chairman Kory Keller, which outlined the purpose of the study and the goals of the public workshop. A brief video conveying the information contained in the letter was played on a continuous loop throughout the entire workshop. Attendees were also provided with a fact sheet, frequently asked questions document, and a comment form. Copies of the written comments received in response to the workshop are included in **Appendix E**.

Workshop displays included 21 informational boards and study area maps. The study area maps identified constraints including environmental features, community resources and development within the study area. Attendees were invited to draw their suggested routes on the study area maps and to use Post-It Notes to provide any additional comments and feedback on the maps. Copies of the workshop handouts, display boards and study area maps are included in **Appendix F**. Photographs of the marked-up study area maps showing route suggestions/comments are included in **Appendix G**.

III. **Comments and Responses**

A total of 70 comments were submitted on the day of the workshop and 38 additional comments were submitted by the public comment deadline via postal mail or email following the workshop. Feedback includes:

- “We want to see Friendship Lane being utilized for the relief route.”
- “The relief route has been on the table for about 30 years. We have seen study after study; let’s get something done this time.”
- “Please do not cut through properties with family farms and historical buildings.”
- “We suggest that the relief route be as far away south from our town as possible.”
- “Affected property owners should receive fair market value.”
- “Consider environmental affects when planning the route.”

- “We fear we will see a decrease in tourism if the route goes too far away from town.”
- “If we do not build a bypass, a crash involving a truck on Main Street is likely.”

IV. Survey

A total of 186 people participated in the online survey, either while at the workshop or from other locations after the workshop. The participants were most concerned about traffic and were least concerned about economic development. The most commonly identified constraints were safety concerns. On questions relating to opinions on the route, the majority of the responses expressed that a relief route will help with improving safety and reducing traffic. The most commonly cited concerns about the relief route was the need for new right of way and the cost of the project. A full summary of the survey results is included in **Appendix B**.

V. Post-Workshop Outreach and Project Modifications

After the workshop, participants were sent an email thanking them for attending and explaining how they could submit a comment, take the online survey, or provide route suggestions/map input. A post-workshop news release reiterating the same information was distributed to Gillespie County media contacts.

Throughout the 15-day public comment period, copies of the study area maps were made available at the following three locations: Fredericksburg City Hall, the Gillespie County Courthouse and the Fredericksburg TxDOT maintenance office.

See **Appendix H** for post-workshop outreach documents.

Comments received as a result of the workshop have been reviewed and considered. Input from the public has resulted in the changing of the project goals and objectives and the development of conceptual route options. Revised goals and objectives are included in **Appendix I**.

Appendix A

Comment/Response Matrix

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
1	N/A	5/31/2018	Letter	Suggested tunnel under Main Street.	Comment noted.
2	Allison, Paula	5/11/2018	Letter	"Don't be mean and take our home away."	Comment noted.
3	Allison, Charlotte	5/11/2018	Letter	"My husband and I oppose the truck route which will take away the beauty and serene lifestyle for many Gillespie residents." "We join Heritage Land and find it deplorable that you would take it." "We have experience with land grabbing eminent domain. We lost our most valuable property to it and never recovered the loss." "The 4 lanes at Highway Street are perfect for truck traffic. None (except those who service businesses) need to go to Main Street." "My wife and I are vehemently opposed to any southern truck bypass route around Fredericksburg, other than the proposed Friendship Lane bypass."	Comment noted. If the relief route is constructed in the future, any right-of-way would be acquired in accordance State and Federal laws, rules and regulations which require payment of fair market value. Fair market value would be determined by qualified and independent professional appraisers. Comment noted.
4	Allison, Wayne, Charlotte & Paula	5/12/2018	Letter	"The Friendship Lane route would get truck traffic off Main Street. That is the main objective." Indicated that their home, studio, shop and barn "would be destroyed or adjacent to a 24/7 noisy highway." Stressed that Fredericksburg/US 290 is an important route for trade and commerce. Expressed concern that a relief route "could remove that perspective in favor of tourism."	Comment noted. Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
5	Atkins, Bruce	5/31/2018	Letter	"Have Friendship Ln continue out to Thydale by airport then follow the general route of Upper live oak to 290W"	Comment noted. Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
6	Bahr, Renee	5/31/2018	Comment Form	Suggested a study of "Texas towns with diverted highways" and noted a potential loss of revenue.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
7	Bartholomee, Helen	5/31/2018	Comment Form	"Why can't you use Friendship Lane?"	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
8	Bartholomee, Richard "Bart"	5/31/2018	Comment Form	"Require special permits for trucks making business pick-ups or drop offs in city limits."	Comment noted.
9	Behrends, Brandon	5/31/2018	Comment Form	"I think you should fix 290 first, add a median in the middle and extend the shoulders, after you fix that then think about something else."	Comment noted.
10	Bell, Marilyn	5/31/2018	Comment Form	Suggested that a mandatory hazardous materials/gasoline truck route be designed and stated, "this is a must!!" Suggested that the speed limit be reduced in the Main Street historic district.	Comment noted. Comment noted.
11	Bennett, Annette	5/31/2018	Comment Form	"Let's have a study and get it done." "No frontage roads. Limit access. 200 max, not 400." "Don't disrupt property unless you can accommodate the property owner." "Have the by-pass start as far out of town as possible." Stated "I appreciate the need to have a relief route" and noted that "traffic and visitors congest our streets."	Comment noted. Comment noted. Comment noted. Comment noted. Comment noted.
12	Boos, Dwayne C.	5/31/2018	Comment Form	Indicated that he owns a small farm. Stated that "if the route goes the way I expect . . . my property looks to be a preferred route." He indicated that the effect of splitting the property would make it "harder to farm." "Not interested in the relief route going thru my property!"	To date, only a study area has been defined. Actual route options have not yet been developed.
13	Boos, Ricky	5/31/2018	Comment Form	Stated "I do not want relief route to go through our family farm" and noted that farm has been in his family in 1852. "If route goes through farm, land would be in two pieces" which would make it difficult to move equipment and cattle. "Environmentally it would be too close to Pedernales River."	Comment noted. Comment noted. Comment noted.
14	Brecher, Allen	5/31/2018	Comment Form	"Prefer roadway cross section with no frontage roads and no access to main lanes." "Plan for future crossings of bypass at 1/2 to 1 mile intervals." "As land develops adjacent to the mainlines require parallel roads that would be built by developers" and require that buildings backup to relief route. "More options for roadway."	Comment noted. Comment noted. Comment noted. Comment noted.
15	Biedermann, Kyle	5/31/2018	Comment Form	Suggested a rendering/drawing of the roadway "from above." "Positive, informative public relations."	Comment noted. Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
16	Brunner, Gary & Sharon	6/14/2018	Email	<p>"We were impressed with the Relief Route workshop/feedback meeting"</p> <p>"We believe that a relief route will best serve the town by being placed as far out as workable."</p> <p>"If the route is north of the Pedernales River, the cost of the environmental impact study would be far less costly and not as time consuming." "Construction costs would be lessened by not having to construct costly bridge structures."</p> <p>"Attempt to utilize and acquire land that is already owned by the City of Fredericksburg and the County of Gillespie."</p> <p>"Consider the high cost of construction of entrance and exit ramps to service Hwy 16/Pedernales River. Please envision a massive, unsightly bridge."</p> <p>"Attempt to minimize land acquisition in residential areas. Focus on industrial type areas to construct the relief route."</p> <p>"Has consideration been given to making the Relief Route a toll route?"</p> <p>"Request a preliminary cost per mile estimate from TxDOT." "The longer the route the higher the cost."</p> <p>"Relief route should be accessible at convenient points. Should not have limited/restricted access."</p> <p>"Any relief route chosen in the NW side should avoid existing populated/developed tracks." "Provided map showing an area that "should not be considered in any event."</p> <p>"If the objective is to get trucks and other through traffic off of Main Street, then the most cost effective and least disruptive options would be to utilize Friendship" and "tie it into" and widen Post Oak.</p> <p>"More expansive options involving a bypass highway are becoming more and more difficult to achieve due to accelerating cost and major disruptions that would occur."</p> <p>"However, if the task force wishes to pursue a highway bypass option, I would encourage a route as far away from the city as feasible to minimize disruption and accommodate future growth."</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>The purpose of the study is to evaluate the feasibility of a relief route and identify a locally preferred alternative. Identification of a funding mechanism is beyond the scope of the current study.</p> <p>The feasibility study will include development of a preliminary cost estimates.</p> <p>Comment noted.</p> <p>Comment noted.</p>
17	Bruns, Richard M	N/A	Letter		
18	Bryla, Carroll J.	5/31/2018	Comment Form		
19	Campbell, Dave	5/31/2018	Comment Form		<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p> <p>Comment noted.</p> <p>Comment noted.</p>
20	Crawford, Don	6/6/2018	Email	<p>Suggested "turning off west just S/E of Friendship Lane" or "turning off much further east and going way south around to the west and then to the North, crossing 290 and ending at 87."</p>	<p>Comment noted.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				Suggested a route south of the Pedernales River and then west of Lady Bird Johnson Park. Stated that this route would minimize disruption of existing homes, businesses and farms while accommodating future growth.	Comment noted.
				Questioned the need for the project in light of "other more important or urgent projects that need immediate funding." He stated, "if Fredericksburg wants the by-pass so desperately, they should pay for it themselves."	Comment noted.
21	Crenwelge, Kermit	6/1/2018	Post-Workshop Comment Form	"... will probably require the construction of frontage roads and/or bridges - which would further increase the overall project cost."	Comment noted.
				"... construction of the by-pass will permanently destroy privately-owned farms and negatively affect the value/productivity of adjacent land."	Comment noted.
				"Traffic safety should be a major consideration." Suggested studying recently open by-pass in Alabama to "check the number of traffic accidents."	Comment noted.
				"Should not be located between town and the fairgrounds, airport and Lady Bird Park, as these areas are active and tourist attractions."	Comment noted.
22	Crenwelge, Roy	5/31/2018	Comment Form	"...right of way need be no more than the existing right of way for highway 290 on east and west side of town."	Comment noted.
				"...since route will cut thru people's property, access to each side must be available."	Comment noted.
				"...local businesses are locating on Tivydale Road."	Comment noted.
23	Cullison, Judith	5/31/2018	Comment Form	"I am not in any way in favor of a truck route to go thru our land. This farm has been in continuous family operation since 1852."	Comment noted.
24	Darling, Carol	5/31/2018	Email	Indicated that she is looking to purchase property in the area and requested a "more definitive map of the southern proposed route."	To date, only a study area has been defined. Actual route options have not yet been developed; thus, the requested information is not available.
25	Day, Daniel	6/5/2018	Email	Requested copy of study area map.	Map provided, as requested.
				"I think this meeting was set up poor. And the maps are little help."	Comments noted.
26	Dietz, Trey	5/31/2018	Comment Form	Suggested a public meeting "with someone telling us what the plan is and how soon we are going to be moving forward."	Comments noted.
				"We need to build it far out of town so the town can still grow."	Comments noted.
27	Engel, Cynthia	5/31/2018	Comment Form	"The shorter inner loop makes the most sense."	Comments noted.
28	Ervin, Alma	5/31/2018	Comment Form	"I don't believe a truck route is needed." Suggested using Miami Street.	Comment noted. Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
29	Feuge, Joyce	6/14/2018	Letter	<p>Stated that the relief route has been "kicked down the road for the past thirty years." Encouraged the task force, city and county to work with TxDOT identify a "workable bypass solution."</p> <p>Suggested that three options be presented to voters so voters can determine route.</p> <p>She noted the recent accidents/fatality on Main Street and stated that "it's time for action from our county and city officials, the bypass task force and TxDOT to get this project going this time."</p> <p>Stated that the relief route is "threatening" two family business and their home. "So take the relief route another 10 miles away from these properties or build a freeway right over the top of Main Street!!!"</p> <p>"I wish to express my opposition to taking private property for this route."</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p>
30	Fritz, Kody (and Melissa Wehmeyer)	5/31/2018	Comment Form		Comment noted.
31	Fromme, Dalton	6/16/2019	Letter	"I believe Friendship Lane would be a better solution than building a new road and displacing existing residents."	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>
32	Geistweidt, Mandy	6/1/2018	Post-Workshop Comment Form	"Use Friendship Ln."	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>
33	Gratigni, Krista	6/6/2018	Email	<p>"Trucks have business in town, they need close access. Therefore, leave close to town."</p> <p>Expressed concern about impacts to waterways ("problematic next to waterways").</p> <p>Encouraged use of existing roadways ("will not disrupt homes and it is less miles").</p> <p>Expressed concern about the 6/6/18 crash on Main Street that resulted in a fatality. Stated "now is the time to TAKE ACTION" and "the Relief Route must move forward full steam without delay and further bureaucratic red tape".</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
34	Grinke, Walt	5/31/2018	Comment Form	Encouraged the use of Friendship Lane and the associated route option reflected in the Thoroughfare Plan (adopted on January 23, 2006).	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
35	Haynes, Dorothy	5/29/2018	Email	Indicated that she and her husband are considering the purchase of a retirement home in Fredericksburg, but are concerned that congestion will cause a decrease in property values if the relief route is not completed within the next five years.	Comment noted.
36	Hoban, Richard W.	6/2/2018	Email	"The only thing that really needs to be done is to get some of the big trucks and tractor/trailer rigs off Main St." "Make the route as far south and as far west as possible." "Given that the majority of truck problem is north and south traffic on US 87, the relief route need not go all the way to US 290." "Limit the relief route to/from US 87 only." "The relief route should start out as far away from Fredericksburg TX as possible."	Comment noted. Comment noted. Comment noted. Comment noted.
37	Hodges, Sharon	6/1/2018	Comment Form	Suggested the use of Friendship Lane.	Comment noted.
38	Hutton, Tom	6/4/2018	Email	Requests topographical map, and stated "crossing hills and streams can be expensive."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
39	Jenkins, Dan	5/31/2018	Comment Form	Stated that the relief route should be located "far enough outside the city limits."	Topographical map will be made available at a future workshop/meeting. Comment noted.
40	Johnson, Deborah	5/31/2018	Comment Form	Requested a list of task force members; wants a phone call to schedule a meeting with downtown building owners.	Task Force membership is available online. A Downtown Business/Property Owners workshop was held on September 18, 2018.
41	Johnson, Deborah & Kenneth	5/31/2018	Comment Form	Expressed concern about potential effects (lowering of revenue) on downtown businesses.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
51	Kroeger, Nicole	5/31/2018	Comment Form	"Do not build something that will not serve the community in the 2030s!" "I would like to see the by-pass further out."	Comment noted. Comment noted.
52	Kroeger, W. Steve	5/31/2018	Letter	"I am opposed to a limited access bypass route for many reasons." "I prefer the much more practical and affordable option of extending Friendship Lane on the west side of town and designating it as a ruck route." If a relief route is built, suggested "original route off 290 at the intersection of Old San Antonio Road." And cited reasons for his recommendations. Expressed concerns about impacts to his home/property that would result from route identified through previous studies.	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route. Comment noted.
53	Kuhiken, Julie	5/31/2018	Comment Form	"The traffic levels, and particularly the large truck traffic levels, are a threat to the success of Fredericksburg at maintaining a historic Texas town." "Given the present level of development and projected development, a relief route that utilizes and widens existing corridors along 1376 and Hwy 16 south should be used to both preserve Main Street and encourage economic development along 1376 and 16."	Comment noted. Comment noted.
54	Lehne, Franklin & Virginia	5/31/2018	Comment Form	Although they recognize "that this town needs to get the trucks off Main Street for safety reasons," they asked that, if possible, their property (which has been in their family for 72 years) be avoided. "This proposed project is going to be a huge waste of money."	Comment noted. Comment noted.
55	Littman, Curt	5/31/2018	Comment Form	Stated that "the key to the success of this mission will be the use by the truckers of a route selected for practicality." He indicated that steep grades and terrain issues, between US 87 and US 290 will make it difficult for trucks to effectively use the facility and engine noise (generated by climbing trucks) will be an issue.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"The design being proposed is too large, a waste of money, will only accomplish the destruction of a scenic area, as well as historic farmlands and homes. We need a relief route not a big freeway to nowhere and potential annihilation of what makes our historic, small town community great."	Comment noted.
56	Luckenbach, Judy	5/31/2018	Comment Form	Suggested that the city's Friendship Lane proposal "be revisited with an eye to eliminating excessive curves and increasing possible speeds up to 60 mph, with a turning lane down the middle, and turning pullouts at intersections."	Comment noted.
				"We do need a relief route, or truck by-pass, but please listen to the community and help us design a solution that serves the community as well as intrastate transportation by building an appropriate 4 lane highway, closer in."	Comment noted.
				"As the city grows the relief route should be further out on all ends." "Move it several miles out on 87 North and hook up further west of US 290 West."	Comment noted.
57	Lucksinger, Linda N.	5/31/2018	Comment Form	Stated, "our homestead has an historical designation so any route in Shory Crenweige Road or Wilhelm Road is too close in for future relief."	Comment noted.
				"It is my opinion that Friendship Ln. should be involved as much as possible because it is already completed and far enough from the Main Street congested area, it is the southern dividing line between the city and Gillespie County and using it would help limit necessary imminent domain issues for some property owners."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
58	Mayer, Shirley	5/14/2018	Letter	"Great care and consideration must be applied to protect property owners who have invested their life savings, in some cases, to build their homes . . ." "Payment to owners required to give up property is always less than the investment made and the retail value of the property so great care must be made to use open land as much as possible as well as the roads already in place."	If the relief route is constructed in the future, any right-of-way would be acquired in accordance State and Federal laws, rules and regulations which require payment of fair market value. Fair market value would be determined by qualified and independent professional land appraisers.
				"I would like to see Friendship Lane as the relief route."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
59	McCorkle, Jerry	5/31/2018	Comment Form		

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"...this is something that should have been done decades ago."	Comment noted.
				"...please take into consideration not only the historical aspect of downtown, but also the historical aspect of the 100-150 year farms, still being farmed by the same family."	Comment noted.
60	McPhail, Mark	5/31/2018	Comment Form	"Has TxDOT ever considered going around the north side of town where there are few creeks to cross, fewer floodplains, and good limestone roadbase in place?"	Traffic studies show that greater benefit would be realized by the locating relief route south of Fredericksburg.
				Pointed out that the video shown at the workshop shows a truck turning north onto Hwy 16 and noted that particular turning movement will not be remedied by a southern relief route.	Comment noted.
61	McPhail, Rhonda Ernst	5/31/2018	Comment Form	"My family has farmed (and still does farm) our place for 150 years. It would be terrible if this route will destroy a unique and historic place."	Comment noted.
				"The workshop was informative and fairly easy to navigate."	Comment noted.
62	Meador, Ken	5/31/2018	Comment Form	"The proposed project has no easy answers and is 30 years too late."	Comment noted.
				"The condemnation process will be an expensive legal tangle for all involved."	Comment noted.
63	Mezayek, Tammy	5/31/2018	Comment Form	"Tonight's meeting was congested and frustrating." "In the future, a standard meeting where there is a presentation followed by a question and answer session would be more helpful."	Comment noted.
				"Online maps do not allow for zoom-in making it impossible to determine if we are affected by this or not."	Comment noted.
				"A relief route is needed for this area."	Comment noted.
				Expressed opposition to the use of Morales-Decker Road.	Comment noted.
64	Morales-Ball, Emily	5/31/2018	Comment Form	"If this is truly about safety, why would the road need to be so close to town?" "It is my opinion that 1376 would be the most feasible or expansion of Friendship Lane."	Comments noted.
				"The relief route will benefit the merchants, the residents know how to get around town without issues."	Comment noted.
65	Murphy, Priscilla	6/1/2018	Post-Workshop Comment Form	"How many trucks are actually making deliveries rather than passing thru?" "Accidents happen without trucks being involved. In fact, cars have driven into businesses and pedestrians." "To relieve traffic issues - build a parking lot on garage and eliminate parking on Main Street." "The road will negatively impact many landowners to benefit so few."	Preliminary traffic studies conducted in conjunction with the Relief Route study indicate that approximately 1,000 "local" trucks per day enter Fredericksburg on weekdays and approximately 500 "local" trucks per day enter Fredericksburg on weekends. "Local" trucks are those trucks entering the city for various purposes rather than passing through the city. It is not known how many of the "local" trucks are making downtown deliveries.
				"I think the bypass is a waste of money and a land grab by the City. The bypass will only benefit a few wealthy shop owners downtown."	Comment noted.
66	Murphy, Wayne G.	6/1/2018	Post-Workshop Comment Form	"I would like to know what percentage of the traffic is through traffic with no stops in town."	Preliminary traffic modeling indicates that approximately 32 percent of US 290 traffic passes through Fredericksburg without stopping.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
		6/4/2018	Email	Requested a copy of the study area map.	Map provided, as requested. Copies of study area map were made available at City Hall, the County Courthouse and the Fredericksburg TxDOT office (throughout duration of the comment period.) The study area map was also posted on the project page at fbgtx.org.
				Courthouse - no one there to explain map.	Comment noted.
		6/13/2018	Email	Provided specific route suggestions (which included the use of Friendship Lane).	Specific route suggestions are noted; however, as indicated in previous responses Friendship Lane is not considered a viable option as it does not satisfy the criteria for the Relief Route established by TxDOT and the City.
67	Murray, Don	6/14/2018	Email	Felt the web survey page was not user friendly. He found a small version of the larger maps shown at May 30th workshop. Concern with the printout of this map as the dimensions restricted the resolution.	Comment noted.
		6/15/2018	Email	Concern with not being able to place outline template over Google map. Users are unable to zoom in or pan the map. Suggests placing a red boundary line over the map, so that users could zoom in on their home screen.	Comment noted.
		6/15/2018	Email	Suggested a topographic overlay on the Google maps or a topo map with a red line.	Comment noted.
68	Napier, Al	6/5/2018	Email	Requested a copy of study area map.	Map provided, as requested.
				Indicated that they attended workshop, but "it was so crowded we didn't really get much out of the gathering."	Comment noted.
69	Nebgen, Jan & Micheal W.	6/5/2018	Email	Cited several examples where roadways were planned but are perceived to be undersized/insufficient. Stated, "while we know it needs to be done, where ever it ends up, the route needs to be 5 lanes from the start. It will be cheaper in the long run."	Comment noted.
				Expressed support for the relief route. Stated that Fredericksburg's "vibe" is "partially disrupted by 18-wheelers."	Comment noted.
70	Oestreich, Brett	6/7/2018	Email	Discouraged the use of eminent domain to acquire right-of-way. Encouraged use of existing roadbeds to minimize the amount of right-of-way to be acquired.	Comment noted.
				Supports bypass continuing to US 87, but suggests it be "far outside the city limits."	Comment noted.
71	Oliver, Clarence	5/31/2018	Comment Form	"Let's get it as far away as possible."	Comment noted.
72	Oneil, Patrick	5/31/2018	Comment Form	"Instead of building a bypass to relieve truck traffic, impose a fee for trucks to travel on Main St.," thus, "a financial reason to avoid Fredericksburg."	Comment noted.
				"Tourist traffic will not use a true bypass."	Comment noted.
				"The relief route is something that has to be done and probably should have been done years ago."	Comment noted.
				"Consideration should be given to terrain, river, and creek crossings, and floodplains."	Comment noted.
73	Ottmers, Clifton	5/31/2018	Comment Form	Suggested that affected property owners be compensated with fair market value and "also additional compensation" if small parcels are split and value of remainders is diminished.	If the relief route is constructed in the future, any right-of-way would be acquired in accordance State and Federal laws, rules and regulations which require payment of fair market value. Fair market value would be determined by qualified and independent professional land appraiser.
74	Ottmers, Kevin	5/31/2018	Comment Form	I recommend the outer boundary of your route study.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
75	Peters, Lilli	6/6/2018	Email	"...complete disagreement with any by-pass." Suggested that "no build" be presented as an option on future meeting materials/surveys. "If this issue is pursued, it should be decided by vote of the people of Gillespie, not by studies, surveys, meetings, or politicians."	Comment noted. Comment noted. Comment noted.
76	Petmecky, Bill	5/31/2018	Comment Form	Suggested a route that utilizes portions of Squirrel Run Road, Live Oak Street, Kerr Lane, Thydale Road, and Friendship Lane and cited benefits of such a route.	Comment noted.
77	Pipkin, Marvin	5/31/2018	Comment Form	"Cost efficiency is the key to obtaining voter approval for this project." "utilize existing roadways" "NW portion should be brought closer to town to minimize right of way acquisition costs between 290 and 87."	Comment noted. Comment noted. Comment noted.
78	Pipkin, Matthew	5/31/2018	Comment Form	"In order to maximize cost effectiveness, minimize environmental impact and limit urban sprawl the route should be kept as short as possible. Additionally, existing roads and right-of-way should be used."	Comment noted.
79	Priebe, Marc	5/31/2018	Comment Form	"There are geologic anomalies on this land." (provided a survey in support of this statement) "There are also topographical concerns." (noted an 1,800' to 60' drop)	Comment noted. Comment noted.
80	Principio Consulting	6/5/2018	Email	Indicated that both short term and long term solutions are needed. Stated City should provide short term relief "by any means possible." For the long term, indicated that State should provide a "loop to connect highways 87, 290 and 16 on the south side of the city" while providing "ample area for Fredericksburg to continue to grow."	Comment noted.
81	Rabalais, Larry & Dorothy	5/31/2018	Comment Form	"This project needs to be done ASAP not 25 years for now." "Build it."	Comment noted.
82	Reeh, Mr. & Mrs. Alton	5/31/2018	Comment Form	Opposes routes that would utilize West Live Oak Road or Kerr Road: "please go some other way."	Comment noted.
83	Rees Jr., Forest	5/31/2018	Comment Form	"I have no problem with a bypass route - except who will purchase the Right of Way?" "if city and county are faced with paying for the easement, it will be a HUGE problem"	Comment noted.
84	Riggs, Bill (and Loving, Jay and Cynthia)	6/13/2018	Letter	Family owns Buffalo Creek Ranch and Lodges. It contains original ("historic") homes/buildings, visitor cottages and a "unique ecological feature" (buffalo wallow). Property is within study area. Expressed concern about possible impacts and/or loss of the property.	Comments noted.
85	Ristau, Rick & Vicki	5/31/2018	Comment Form	"Bottom line is trucks must be taken from Main St. so whatever can be done must be done." "As far out as possible would be best, however, realizing that truckers need the fastest route to save time . . ."	Comment noted. Comment noted.
86	Rode, Anthony	5/31/2018	Comment Form	"I am somewhat in favor of a truck route provided that they give land owners access to the route so they can capitalize on the loss of their property."	Comment noted.
87	Sagebiel, Robert T.	5/21/2018	Email	Requested a "larger schematic that would show the roads to be used and constructed."	A schematic of the possible relief route has not yet been produced. A schematic would be produced if a locally preferred route option is identified.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
88	Sandstrum, Jane	6/7/2018	Email	Stressed the importance of considering hazardous materials as a "safety" issue and encouraged the Fredericksburg Fire Department to be involved in the decision making.	Comment noted.
89	Schildknecht, Carter	6/7/2018	Email	Expressed support for the relief route and stated, "I hope this time the decision is not once again shelved." Expressed concern about truck traffic on Main Street and stated, "a relief route to carry thru traffic from US 290 and US 87 is becoming more of a necessity every day."	Comment noted. Comment noted.
90	Schmidt, Charles D.	5/31/2018	Comment Form	"It appears that the advocates for a by-pass route want to transfer the diminished quality of life of the many citizens of the city to the few landowners affected by acquisition of right of way." "I recommend that data indicating the numbers of both trucks and cars entering the city for several years be tabulated. Therefore, an adequate number of reference points may enable more valid conclusions, if any." "Without any question in my opinion, reasonable access to the bypass route is absolutely essential. That would be required for continued agricultural operation of the bisected properties." "Please offer fair market value to owners (damage of divided property included)."	Comment noted. Comment noted. If the relief route is constructed in the future, any right-of-way would be acquired in accordance State and Federal laws, rules and regulations which require payment of fair market value. Fair market value would be determined by qualified and independent professional land appraiser.
91	Sicking, Dan & Jonnel	5/31/2018	Comment Form	Indicated that "trucks turning west on Main Street from 87 is the most major problem." Recommended that trucks be required "to turn west on Friendship Lane then turn north on FM 16" to get back to US 290. Stated that this "could at least be a temporary improvement in truck traffic."	Comment noted.
92	Smith, Janice	5/15/2018	Letter	"Since Friendship road begins at Hwy 290, crosses Hwy 87 and ends at Hwy 16, it is the perfect "already existing" bypass/relief route, and one that would not displace residents from their homes." Indicated that instead of building a "shadow road" next to Friendship Lane "it seems better to plan a future bypass of the city ten or more miles out from Main Street." "Please do not disrupt or destroy our current homes and heritage properties."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route. Comment noted. Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				Expressed support for a relief route and stated, "I certainly hope that this project will get started ASAP before a serious incident occurs in downtown."	Comment noted.
93	Spousta, Allen	5/23/2018	Email	Suggested the use of existing Friendship Lane and extending it west/north to US 87.	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
94	Staffel, Bruce	5/31/2018	Comment Form	Indicated that he owns a 7.7 acre property on US 87 and is in the process of developing it. He stated that Alternative 9, identified in the 2006 study, would impact the property; thus, he is opposed to that route.	Comment noted. Although previous studies resulted in identification of route options those options were not carried into the current study. Instead, through the current study, the public is being engaged to actively participate in the identification/development of route options.
95	Steinbring, Kay	6/4/2018	Email	Reiterated his previous comments (above) and stated, "I am opposed to any future route that will incorporate our property."	Comment noted.
			Comment Form	"Thank you for working on this. We need it for safety of lives."	Comment noted.
				"I am very concerned about some aspects of the relief route."	Comment noted.
				"How many homeowners will be displaced and will they receive fair market value for their property?"	Until specific route options are developed, it is not possible to estimate the number of homes that would be displaced. Development of conceptual route options will occur during the next step of the feasibility study process. If the relief route is constructed in the future, any right-of-way would be acquired in accordance State and Federal laws, rules and regulations which require payment of fair market value. Fair market value would be determined by qualified and independent professional land appraiser.
96	Stewart, Darlene	5/26/2018	Email	Stated that non-local trucks should use existing freeways through Kerrville. Local trucks, from US 87, should turn on Millam Street, connecting to SH 16, to Friendship Lane.	Comment noted.
				"Friendship lane should be the definite route to avoid Main Street."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
97	Stone, Paula	5/31/2018	Comment Form	"We need a relief route but don't want to sacrifice our heritage for it!"	Comment noted.
				"...choose a more western route - as opposed to Kerr Road."	Comment noted.
98	Stork, Michael	5/31/2018	Comment Form	Stated "use Friendship Lane" and indicated it would cost less, require less right-of-way, and "cause less stress on environment."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
99	Ubach, Andres	5/31/2018	Comment Form	Indicated that he represents Another Closet Self Storage which is located between the horse track and Lady Bird Johnson Park. He asked that all three not be impacted.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
100	Vordenbaum, Judy	6/11/2018	Letter	<p>Suggested specific routes that utilize existing Friendship Lane in concert with other existing roadways including FM 2093, Live Oak Road, Upper Liveoak Road, Kerr Road. She did not suggest a route connecting US 290 to US 87.</p> <p>"I realize that Friendship lane is in Fredericksburg but this plan is getting the trucks off Main Street NOW and not waiting another 29 years to get this problem solved."</p>	<p>Comment noted.</p> <p>Prior to initiation of the current Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>
101	Weigand, Kathy	5/31/2018	Comment Form	<p>"If the loop goes through my family property . . . It needs to be an open access loop." She indicated that voters will likely not support a "limited access or closed access loop".</p> <p>"...a new loop needs to be created soon."</p>	<p>Comment noted.</p> <p>Comment noted.</p>
102	Weirich, Tom	5/31/2018	Comment Form	<p>"I would use the outer boundary. The population is expanding by leaps and bounds and the further out the better!"</p> <p>"...or a tunnel!"</p>	<p>Comment noted.</p> <p>Comment noted.</p>
103	Williamson, Camille	6/6/2018	Post-workshop Comment Form	<p>"I envision a 4 lane divided highway with access like the 290-281 hwy, S of Johnson City. No need for frontage roads."</p> <p>Indicated that a 400' right-of-way seems excessive.</p> <p>Provided a map showing two suggested routes and expressed a preference for #2. "I would definitely go south of the Pedernales."</p> <p>Stated that his family's original homestead is on Upper Live Oak Road and "Do not mess with it!"</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p>
				<p>"My family, our home, and our land are all directly affected by the proposed relief route for Fredericksburg, a direct conflict of your statement that homesteads will not be negatively impacted."</p> <p>"Other options that would be more sensible as well as more cost effective include routing traffic onto 290 West to merge into 87 North which are existing highways, or route traffic onto Highway 290 West and eventually through the abandoned Armory area."</p> <p>"As is, the plan is unacceptable."</p>	<p>To date, only a study area has been defined. Actual route options have not yet been developed; thus, potential impacts to individual properties can not yet be assessed.</p> <p>Comment noted.</p> <p>Comment noted.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
104	Williamson, Marc	6/4/2018	Email	Expressed concerns about the online survey. Stated that it was "designed to support the task force's viewpoint" and "there was no attempt to solicit legitimate input concerning the pros and cons of the recommendation."	Comment noted.
				"I have been involved in the process in Fredericksburg since the original study and while there are always options east of Hwy. 290, all the options always meet at Royal Oaks Loop. No other alternatives are ever offered..."	Comment noted.
		6/6/2018	Email	"TxDOT policy purports to emphasize avoiding negative impact to homesteads. This is obviously not true as the recommended route directly impacts my home."	To date, only a study area has been defined. Actual route options have not yet been developed; thus, potential impacts to individual properties can not yet be assessed.
				"Real people with real homes are going to be negatively impacted."	Comment noted.
105	Wollny, Caroline	5/31/2018	Comment Form	"We need more trains" "Let's work for cross-county train network. This will lighten traffic in the whole U.S.A."	Comment noted.
106	Wunderlich, Randall	5/31/2018	Comment Form	"I assume different routes will be offered for consideration."	Input and suggestions received through the Public Workshop will be considered as conceptual route options are identified and developed. (Note: The conceptual route options were presented to the public for review and consideration at a second Public Workshop held in Fall 2018).
107	Zeher, Martha	5/31/2018	Comment Form	"Keep as far out as possible from city limits. F'burg will grow and too close will be another problem down the road."	Comment noted.
				"Keep out of 100-year floodplain."	Comment noted.
				"Has to be done. Downtown is no longer a safe place . . ."	Comment noted.
108	Petition Submitted By Fritz (DVM), Susan	5/31/2018	Petition (81 signatures)	In addition to identifying the two businesses owned by Dr. Fritz and/or her family, the petition reads "We the undersigned would appreciate further studies looking for possible routes farther outside the city and its ETJ."	Comment noted.

Appendix B

Online Engagement Survey Summary

Introduction:

TxDOT utilized an online engagement survey from May 31, 2018 to June 15, 2018 to gather public input for the Fredericksburg Relief Route Study. To encourage survey participation, computers were set up at the public workshop on May 31, 2018 to allow the general public the opportunity to take the survey. Participants also had the option of completing the survey at a later time within the public commenting period. Emails were sent out on June 4 and 14 as reminders to complete the survey before it was taken offline on June 15. A link to the online survey remained active on the City of Fredericksburg and TxDOT project webpages throughout the duration of the survey period.

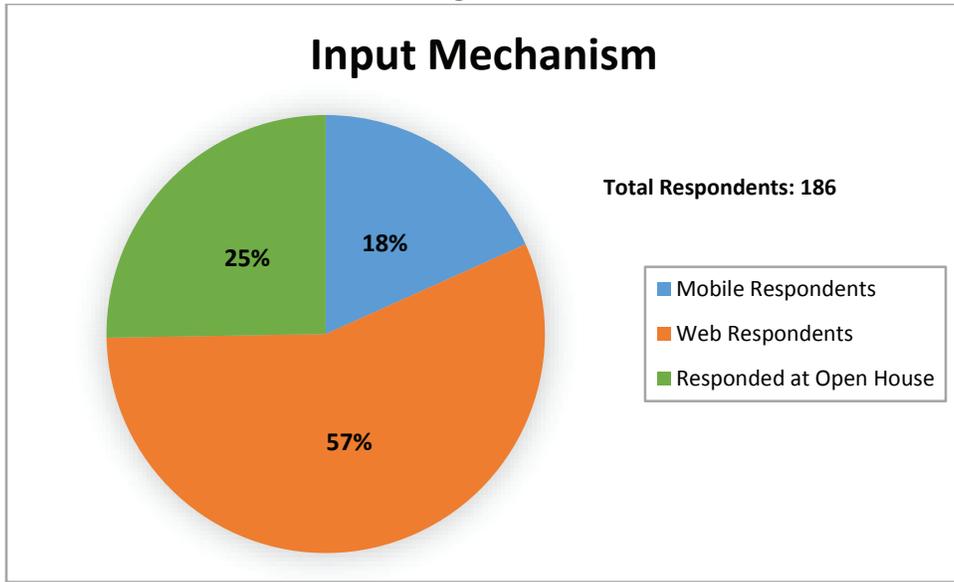
There were 269 visits to the online survey and 186 survey participants. A visitor represents every time the link for the survey was clicked. A participant represents a visitor who provided input by responding to at least one question. Forty-seven of the participants (25%) who took part in the survey completed it while at the public workshop. An additional 105 participants (57%) completed the survey on a computer, and the remaining 34 participants (18%) completed the survey using a mobile device. **Figures 1 and 2** below summarizes participant activity for the online survey.

The survey included five topic screens. A description of each screen follows. Additionally, the screen shots of each screen are included in **Attachment A**.

Figure 2



Figure 2



Screen 1: Welcome Screen

The Welcome Screen included project background and an option to view a study area map.

Screen 2: Priority Rankings

The survey began with a question asking the respondents to rank the most important goals and objectives for the potential US 290 Fredericksburg relief route. Participants were asked to rank the following factors in terms of priority:

- Accessibility & Mobility
- Economic Development
- Environmental Impacts
- Preserve Downtown
- Safety
- Traffic

Table 1 depicts the number of times each factor was ranked either 1, 2, or 3 by respondents.

Table 1. Summarized top three priority data

Rank	Priorities	# Times Ranked	Percent
1	Accessibility & Mobility	11	8.0%
	Economic Development	3	2.2%
	Environmental Impacts	23	16.7%
	Preserve Downtown	25	18.1%
	Safety	37	26.8%
	Traffic	39	28.3%
	Total	138	100%
2	Accessibility & Mobility	22	16.7%
	Economic Development	8	6.1%
	Environmental Impacts	7	5.3%
	Preserve Downtown	31	23.5%
	Safety	27	20.5%
	Traffic	37	28.0%
	Total	132	100%
3	Accessibility & Mobility	19	14.7%
	Economic Development	11	8.5%
	Environmental Impacts	12	9.3%
	Preserve Downtown	28	21.7%
	Safety	35	27.1%
	Traffic	24	18.6%
	Total	129	100%

As indicated in **Table 2**, of the possible priorities, “Traffic” was rated within the top three 100 times. This represents 25% of the 399 responses. “Economic Development” was the lowest priority of the participants, being rated in the top three only 22 times (5.5%). There was an “in your own words” response option for users to suggest another item that should be considered a priority. Seventeen participants chose to fill out this section. Of the seventeen comments, five expressed concern about the location of the possible route. Other concerns included opposition to the route, elimination of tourism, development time, and waste of taxpayer dollars.

Table 2. Summary of ranked priorities.

Priority	# of times ranked in Top 3	Percent of Total
Environmental Impacts	42	10.5%
Economic Development	22	5.5%
Accessibility & Mobility	52	13.0%
Preserve Downtown	84	21.1%
Safety	99	24.8%
Traffic	100	25.1%
Total	399	100%

Screen 3: Map Markers

An interactive map page was provided, on which the participants were asked to drop markers identifying possible constraints within the study area that might inhibit a route being placed through a certain location. The six constraint markers included safety concerns, historic sites, new development, environment and other. In addition to marking a location the map, the marker gave the user the opportunity to comment on how many times they come across the constraint and how it is experienced. **Table 3** shows the number of times each type of constraint was identified on the interactive map.

Table 3. Summary of Constraints

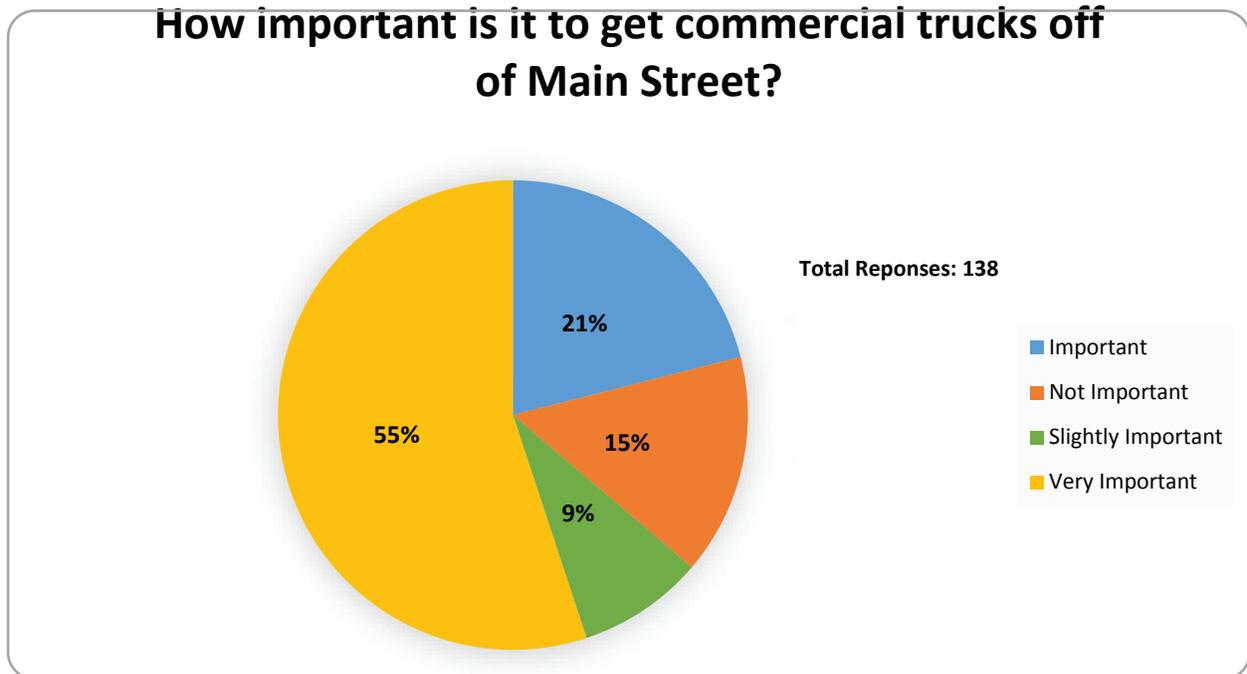
Constraint	Times Identified
Safety Concerns	106
Historic Sites	28
New Development	24
Environment	34
Destinations	15
Other	40
Total	247

Safety issues were identified the most number of times (106) out of the proposed constraints in the study area, and Destinations had the fewest number (15). Comments provided under “Other” mostly pertained to avoidance of personal homes and property.

Screen 4: In Your Own Words

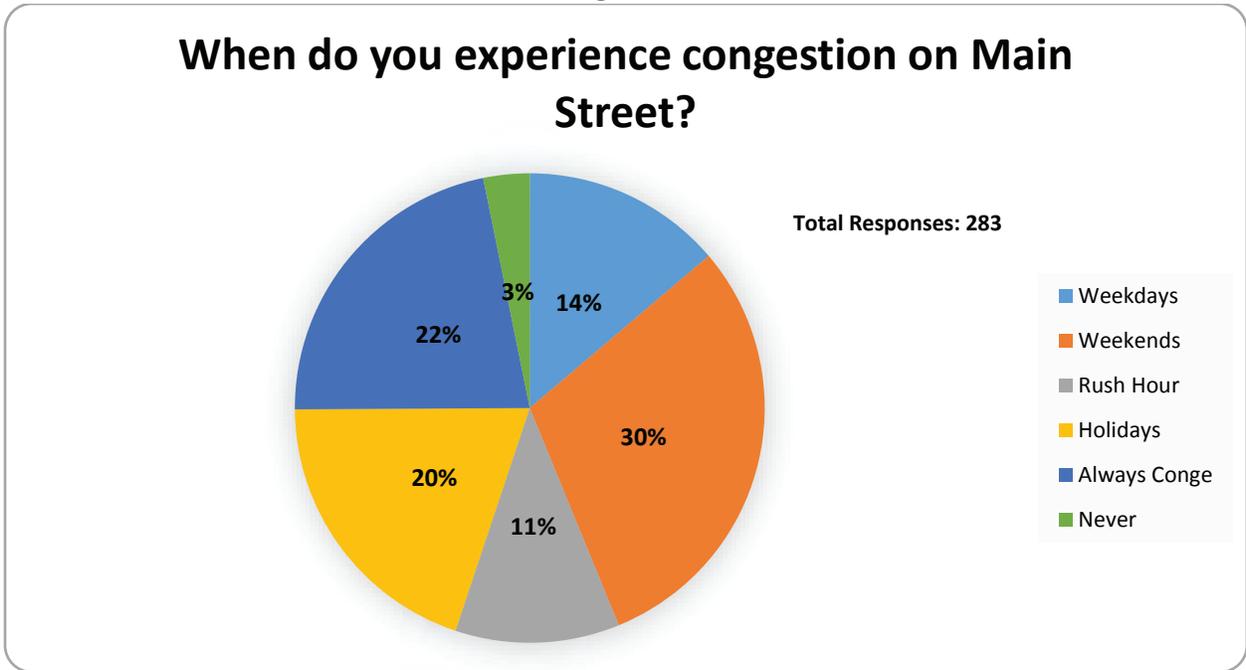
In Question 3, participants were asked how important they felt it was to get commercial trucks off of Main Street, when do they experience congestion on Main Street, and how important they believe a US 290 relief route to be. **Figures 3-5** summarize the participant responses to these questions.

Figure 3



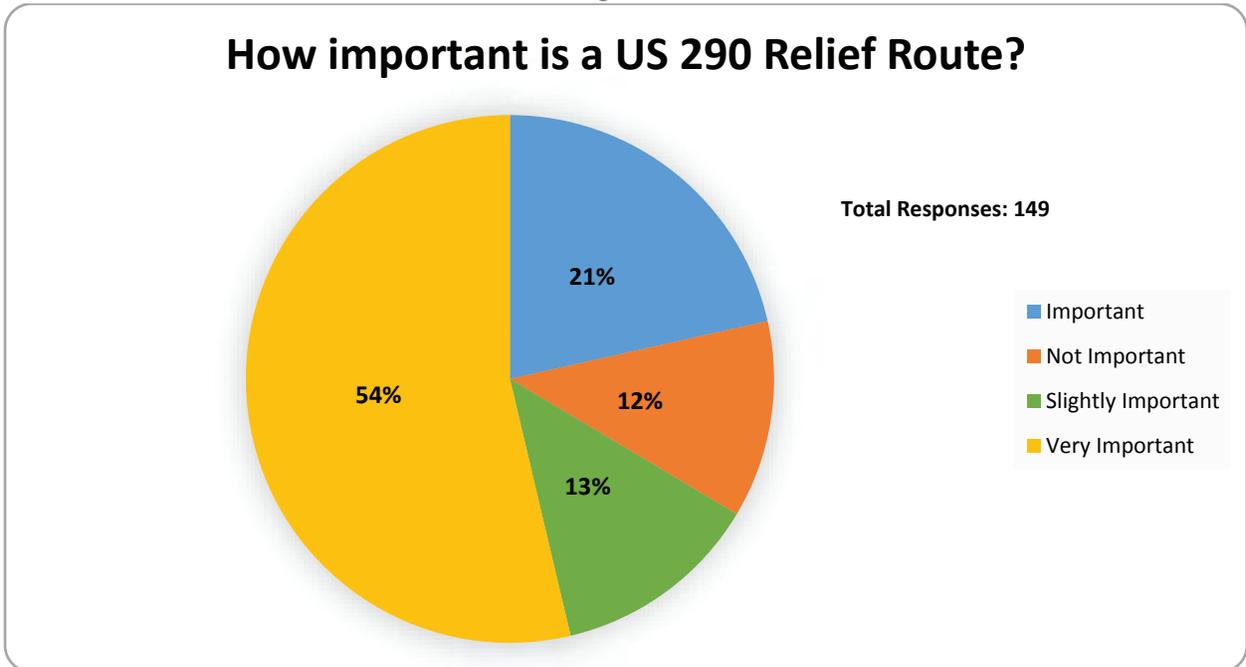
Over half of the respondents (55%) believe that it is very important to divert traffic off of Main Street. Only 15% of respondents believed that it is unimportant to divert traffic.

Figure 4



The largest percentage of respondents (30%) experience the most traffic on weekends. Rush hour was the smallest percentage (11%) of reported congestion on Main Street. Only 3% of respondents said they never experience traffic.

Figure 5



Over half of the respondents (54%) believe that a US 290 relief route is very important. Another 34% believed that a route is slightly important to important, and only 12% of respondents expressed that a relief route was not important.

After answering the questions above, respondents were able to provide comments on if they saw the benefits in having a relief route, and why or why not. These responses are summarized below in **Tables 4-6**. Any comment that could not be grouped with other similar comments was placed in the “Other” category.

Table 4. Summary of categorized comments for: Do you see benefits in having a relief route?

Comment Category	# of Comments
Yes/ Safety/ Reduce Traffic	174
No/Do Not Support/ Not Beneficial	17
Support, but needs to be as far out as possible	14
Yes, but have property concerns	8
Other	6
Total	219

Table 5. Summary of categorized comments for: What are your concerns about a potential relief route?

Comment Category	# of Comments
Eminent Domain/ Losing Land	36
Cost/Economics/Timeline	30
Too close to town/ Location / Overall Design	22
Environmental (including noise)	14
None	6
Other	6
Do Not Support	4
Total	118

Table 6. Summary of comments for: Do you have any additional suggestions on improving traffic in Fredericksburg?

Comment Category	# of Comments
More Public Transportation	23
Use Friendship Lane/ Other Existing Road	18
Better Law Enforcement / Towing / Crosswalks / Fix Traffic Signals	14
Route Trucks Out of Town	9
Take Action Fast/ No Suggestion	7
Reduce Tourism / Limit New Businesses	4
Have Tourists/ Truckers Pay for Project	4
Other	4
Build Route Over/ Under Main Street	3
Narrow Main Street to 1 Lane each Direction	2
Go North	2
Total	90

Of the 219 comments that could be classified in regards to agreeing with the benefits of a potential relief route, over half of the respondents said they believed a relief route around Fredericksburg would provide benefits to the city. Seventeen (7.8%) of the respondents did not see any benefits to a potential relief route. “Other” comments included “It is hard to add lanes to US 290”, and two comments regarding the need to remove the drunk drivers from US 290.

Of the 118 comments that could be classified in regards to concerns related with a potential relief route, approximately one third (30.5%) of the respondents were most concerned with losing land or eminent domain. The second largest concern (25.4%) was the cost and general timeline of a potential relief route. “Other” responses for this category included “It will likely increase traffic on a major route I take from home to town”, and a potential route would “disrupt the Fredericksburg lifestyle”.

Ninety people left additional suggestions through the online survey. The majority of these comments suggested providing public transportation to help reduce traffic in Fredericksburg, and the second most popular suggestion was to use Friendship Lane or other existing roads to divert traffic. “Other” comments included request for an additional traffic survey be performed, all commercial truck deliver to one central location instead of to each individual business, and support of the potential relief route.

The online survey was designed to be taken in the order in which the pages were presented, without skipping back and forth. Every time a participant started to answer a question and then skipped to another page, their response was saved. As a result of this, several incomplete or repeat comments were logged in the system for the open-ended questions. These “repeat error” comments were removed from the data and are not included in the data summarized in **Tables 4-6**.

Screen 5: Stay Involved

Two general demographic questions were asked as a part of the final section of the online survey. Through this section, participants were also able to request information or study updates. These responses are summarized in **Figures 6-8**. The majority of the survey participants live in Gillespie County outside of Fredericksburg (56%), worked in Fredericksburg (64%), and were interested in receiving study updates (78%).

Figure 6

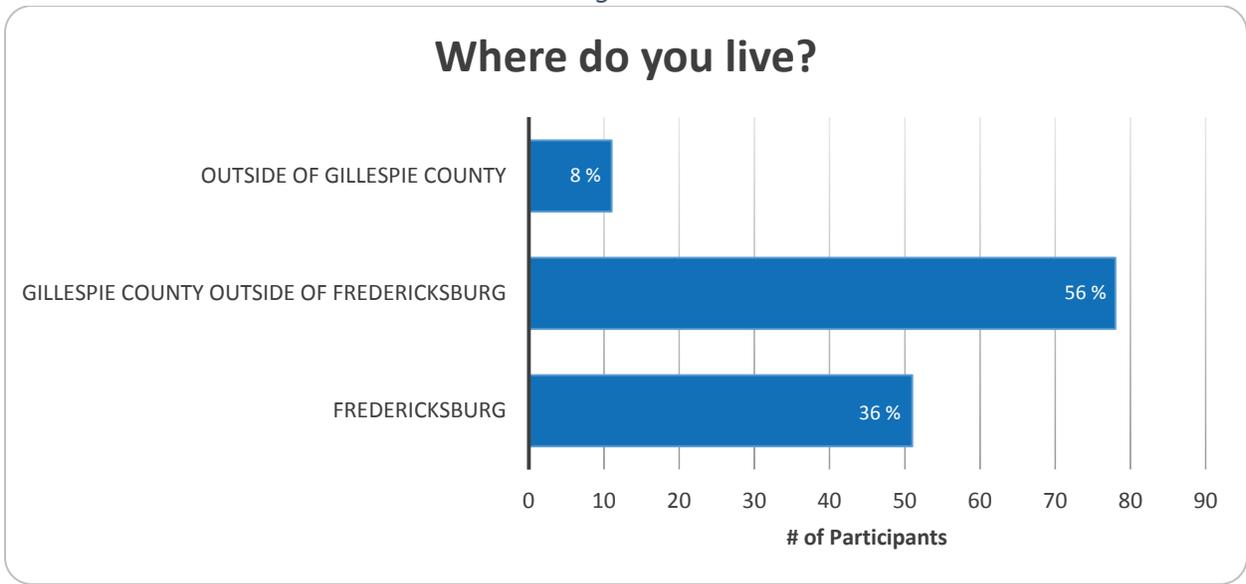


Figure 7

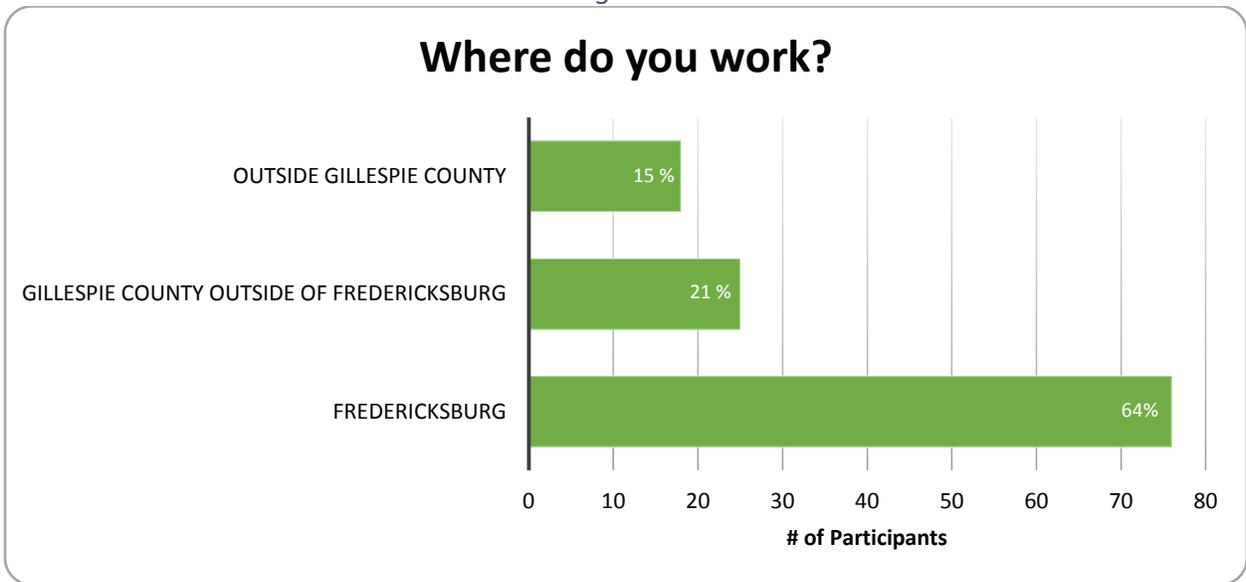
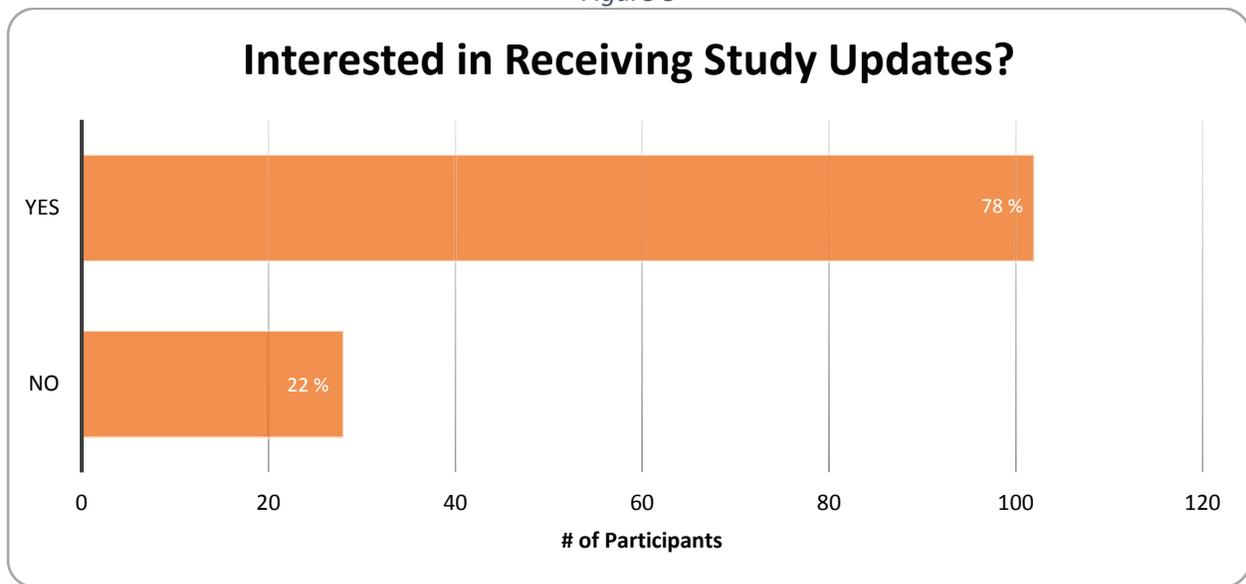


Figure 8

**Conclusion:**

Of the 420 people from the general public that attended the US 290 public workshop on May 31, 2018, 47 people participated in the online Survey while at the public workshop. An additional 139 people participated in the survey from other locations, bringing the total number of participants to 186 people. Safety was identified as the biggest concern for possible route constraints, and protecting specific destination sites was of least concern. Over half of the respondents believed that constructing a potential relief route was very important, with only 12% of respondents expressing the opinion that the route was unimportant. The majority of the participants acknowledged the benefits of a potential relief route, with the biggest concerns being related to losing land and the timeline of completing such a route. The most common additional suggestions from participants on improving traffic in Fredericksburg was to limit parking on Main Street and provide more public transportation, and to reroute traffic to Friendship Lane or another existing road.

Attachment A

Online Engagement Survey Screen Shots



Progress



✓ We Welcome Your Input

WELCOME



Fredericksburg Relief Route Study

The City of Fredericksburg, Gillespie County, and TxDOT are exploring a potential US 290 relief route. The relief route would help ease downtown congestion by giving travelers the option to travel around, rather than directly through, the city. We invite you to share your thoughts and priorities about issues affecting your community.

[View Study Area Map](#)

[Begin](#)

Did you know? It is projected that a US 290 relief route would divert an estimated 6,500 trips that travel through downtown each day.



2 PRIORITY RANKING

3 MAP MARKERS

4 IN YOUR WORDS

5 STAY INVOLVED



2 PRIORITY RANKING

What is important to you?

Order your top 3 items above this line ↑

- Environmental Impacts
- Economic Development
- Accessibility & Mobility
- Preserve Downtown
- Safety
- Traffic

Suggest another

The following are goals and objectives for the potential US 290 Fredericksburg relief route. Identify how they rank in importance to you. Additional input can be included in the comment boxes.



Please drag 3 of the items above the line in your preferred order.

3 MAP MARKERS

4 IN YOUR WORDS

5 STAY INVOLVED

Progress

What to do Next Task



WELCOME



2

PRIORITY RANKING

3

MAP MARKERS

Identify Constraints

Please drag and drop at least 1 markers on the map.



Safety Concerns



Historic Sites



New Development



Environment



Destinations



Other

What to do

Next Task

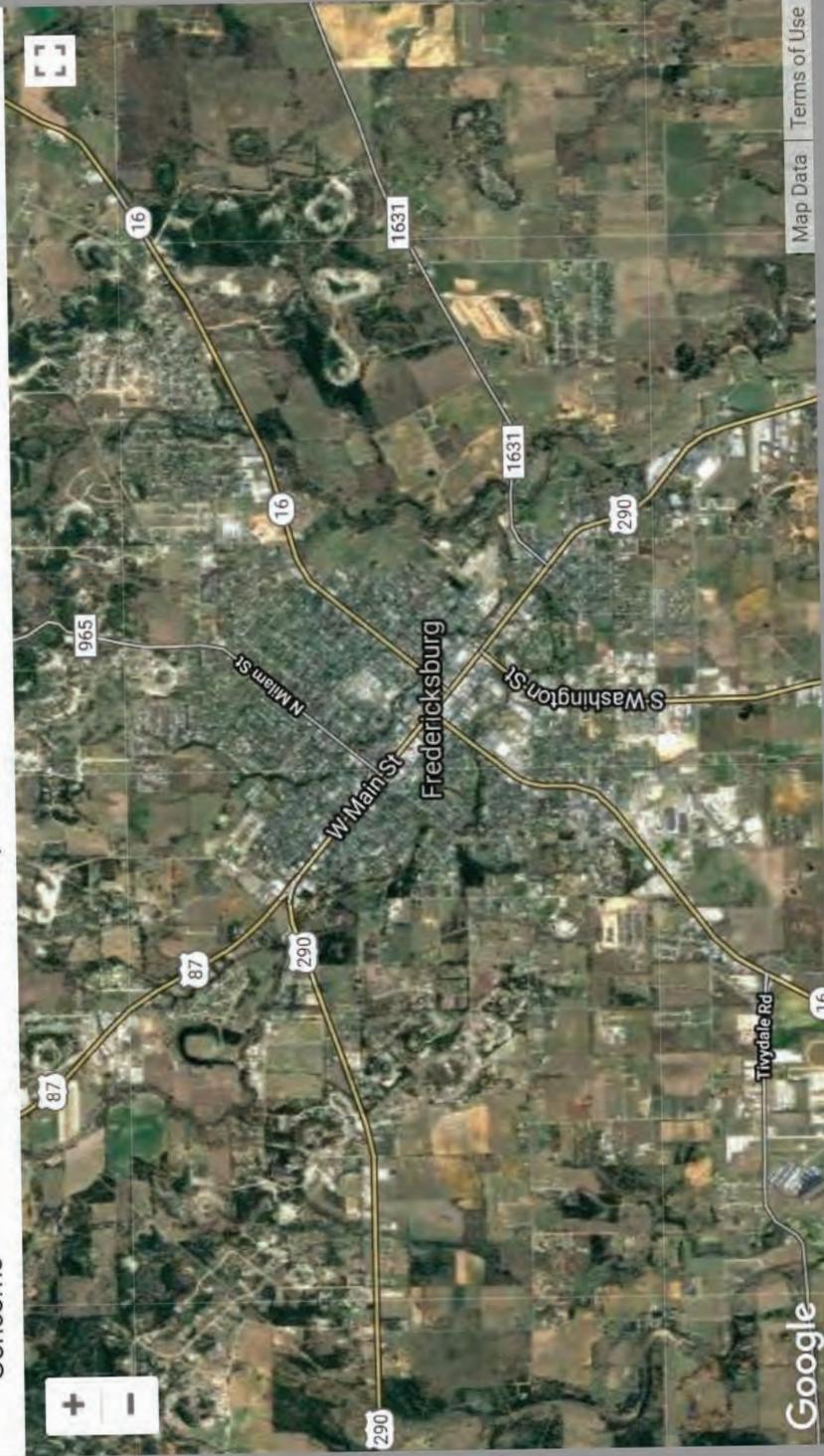
Progress

5

STAY INVOLVED

4

IN YOUR WORDS



Map Data Terms of Use



WELCOME

2

PRIORITY RANKING

3

MAP MARKERS

4

IN YOUR WORDS

What is important to you?

Main Street Traffic

Potential Relief Route

In Your Words

Main Street Traffic

How important is it to get commercial trucks off of Main Street?

Select...

When do you experience congestion on Main Street?

- Weekdays
- Weekends
- Rush Hour
- Holidays
- Always Congested
- Never



Progress



What to do



Next Task

5

STAY INVOLVED



Next

What is important to you?



- Main Street Traffic
- Potential Relief Route**
- In Your Words

How do you feel about a relief route?

How important is a US 290 relief route?

Select...

Do you see benefits in having a relief route? Tell us why or why not.

Type...

Next



WELCOME



2

PRIORITY RANKING

3

MAP MARKERS

4

IN YOUR WORDS

What is important to you?

Main Street Traffic

Potential Relief Route

In Your Words

In Your Words

What are your concerns about a potential relief route?

Type...

Do you have any additional suggestions on improving traffic in Fredericksburg?

Type...

Next

What to do

Next Task

5

STAY INVOLVED



Final Questions (Optional)

Where do you live?

Where do you work?

Interested in receiving study updates?

Email

Type...

Mailing Address

Type...

Thank You

Thank you for sharing your views. Your input is greatly appreciated! To stay informed, please visit the study [website](#)! Deadline for comments is June 15, 2018.



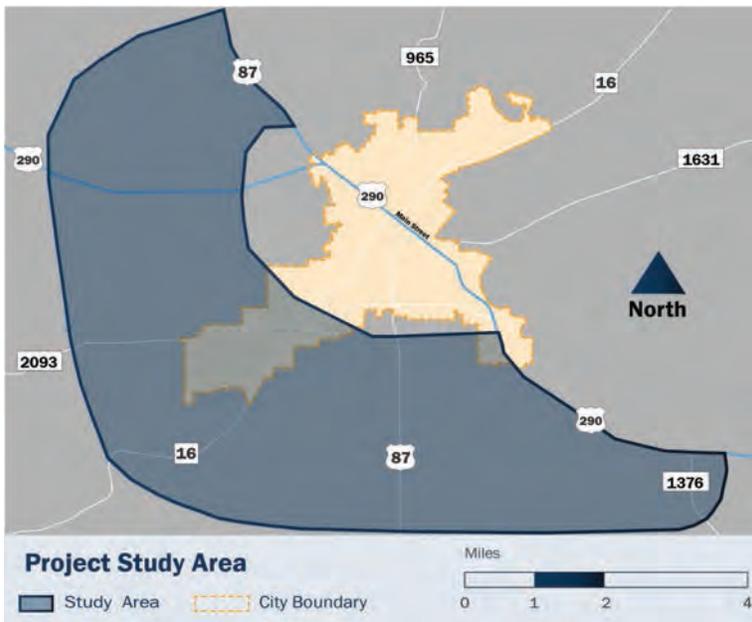
Appendix C

Notices

WE WANT TO HEAR FROM YOU

YOU ARE INVITED TO ATTEND A PUBLIC WORKSHOP FOR THE FREDERICKSBURG RELIEF ROUTE STUDY

Attendees will have the opportunity to interactively learn more about the relief route study, provide input on the potential US 290 relief route project, and suggest possible route options. The input received at the workshop will help to guide the planning for this important transportation improvement project. Come and go at your convenience.



WHEN:

Thursday, May 31, 2018
4:30 p.m. to 7 p.m.

WHERE:

Hill Country University Center
HEB Room
2818 E. U.S. Hwy. 290
Fredericksburg, TX 78624

ABOUT THE STUDY

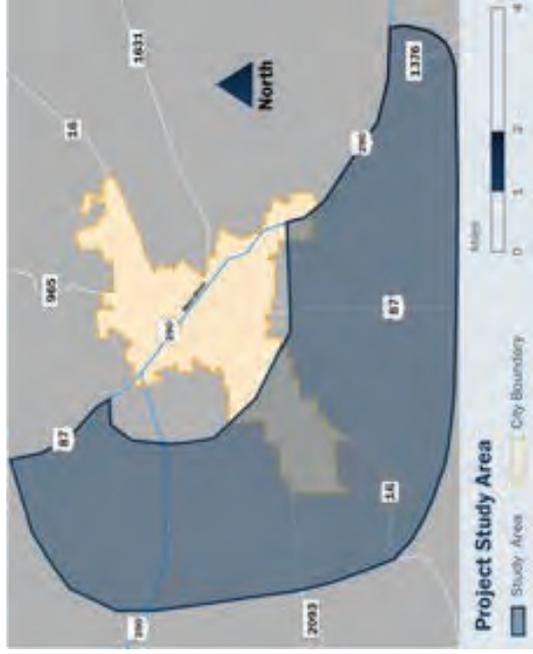
The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation, are exploring a potential US 290 Fredericksburg relief route. The potential route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through the city. As traffic volumes and congestion continue to increase the need for a relief route has become an important safety and quality-of-life issue for the community.



For more information, visit www.fbgtx.org and search "Relief Route Task Force," or contact Joe Muck at joseph.muck@txdot.gov or 512.715.5702.

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FOR MORE INFORMATION:

visit www.fbgtx.org and search
“Relief Route Task Force”
or contact Joe Muck at
Joe.Muck@txdot.gov or 512.715.5702

Texas Department of Transportation
3029 E. SH 29
Burnet, TX 78611

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call, 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs. Official written comments will also be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:

Stacey Benningfield
CP&Y

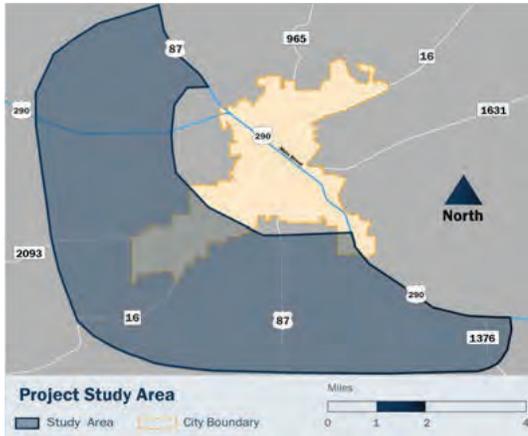
Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

Comments must be received by Friday, June 15, 2018 to be included in the official record of this public workshop.



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PEACE OFFICER MEMORIAL



Helping honor law enforcement officials in the state of Texas who died during the past year were local law enforcement officials Steve Wetz, Fredericksburg Police Department Chief; Mike Bacon, Texas Department of Public Safety; Buddy Mills, Gillespie County Sheriff; Joe Davis, retired Texas Ranger and president of the Former Texas Rangers Association, and Rusty Frasier, Former Texas Rangers Association Chaplain. Wetz, Bacon and Mills each read the names of the fallen officers as a bell tolled. The ceremony also included music from Donna Jackson and prayers.



Law enforcement officials who have died during the past year were remembered at the annual Peace Officer Memorial on Thursday, May 17 at the Texas Rangers Heritage Center. Members of the Fredericksburg High School NJROTC presented the colors while bag piper E.W. Forbess played music. Pictured from left, Cadet Command Master Chief Crystal Aguilar, Cadet Executive Officer Lieutenant Bethany Wood, Cadet Chaplain Juan Loredo, Cadet Flag Duty Officer Ensign Nicolas Godwin and E.W. Forbess, Highland Piper. — Standard-Radio Post/McKenzie Moellering

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Growing up in Fredericksburg, Janelle enjoys volunteering for several organizations in Fredericksburg, as well as fundraising for various charitable organizations. As a singer, songwriter, and musician she loves to reach out and use her talents to bring enjoyment to others. With her love and knowledge of Fredericksburg, she puts her talents and abilities towards investing in the community through her real estate profession. Janelle's passion is to serve others and she loves serving her clients with attentiveness, diligence and integrity. Whether you are looking to purchase or sell a property, Janelle would love the opportunity to help make your transaction successful for you. She is prepared to serve her clients whether they are looking for an investment acreage, vacation get-away or business property. Give her a call today!

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Comments must be received by Friday, June 15, 2018 to be included in the official record of this public workshop.

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Facebook

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FISD Teacher of the Year

Fredericksburg Independent School District is honoring four educators as the 2017-2018 Teacher of the Year winners from each campus.

The teachers will be presented at the Closing Convocation on Friday, June 1, in the Fredericksburg High

School Auditorium, and the two FISD District Teachers of the Year will be announced at that time.

Winners of the district honor will compete for Texas Teacher of the Year, which will be announced in the fall. This year's honorees include:

Christa Klaerner — Fredericksburg Elementary School.

Thomas Musselman — Fredericksburg High School.

Jo Lynne Sultemeier — Stonewall Elementary.

Humbertina Thiele — Fredericksburg Middle School.

Christa Klaerner

Fredericksburg Elementary School

My name is Christa Klaerner and I was born and raised right here in Fredericksburg.

My husband, Kyle, and I married in 2006 and we have two precious children, Kolt (9) and Karsyn (6). They are our life and keep us busy with their year-round activities.

I certainly wouldn't be where I am today if it wasn't for their love and support.

I graduated from the University of Texas at San Antonio with a Bachelor of Arts degree in Interdisciplinary Studies with an emphasis in Special Education.

Following graduation, I worked as a resource/inclusion teacher in Boerne for 10 years before returning home to Fredericksburg Elementary School.

The completion of this school year will be my 13th year in teaching.

Since teaching here at FES, I work with high functioning autistic children, second grade through fifth grade in the Connections Classroom.

My students vary with time spent in my classroom. Some spend the majority of their day with me and others come in for support as needed.

I have always had a special place in my heart for special needs children and my heart is full when I work with my autistic students.

Most of my students struggle with social interactions with their peers which can be very frustrating for them. It is my job to teach them the skills they will need to be successful in all settings of their life.

As a special education teacher, it is my phi-

See **CHRISTA KLAERNER** ▶D6



Klaerner

Thomas Musselman

Fredericksburg High School

Due to a serious illness in my family, I left graduate school in December of 1974 and temporarily abandoned my dream to teach history on the college level.

I returned to Fredericksburg.

From 1976-1989, I was general manager of The Domino Parlor and The Gallery Restaurant and Bar in Fredericksburg.

The owners closed the restaurants in 1989, and I was faced with the prospect of finding another job at the age of 39. I spent another year managing restaurants and acting as a restaurant consultant.

By the summer of 1990, I had had an epiphany and realized that I really wanted to be a teacher. I got a job as a waiter at the Hill Top Café and became a tutor at Schreiner College, working with learning disabled students.

I enrolled in the teacher education program at Schreiner in January of 1991. I worked as a full-time waiter at night while completing 36 hours of course work over the next three semesters.

I completed my teacher certification by means of a federal program designed to re-train people displaced from their jobs, and earned my teaching certification in May of 1992.

After teaching for six years, I enrolled in the Master of Education program at Schreiner College. I receive my M.Ed in December of 1998 and Mid-Management certification in 1999.

My calling in life is to teach.

I want to help young kids achieve what I have been able to achieve. I communicate effectively

See **THOMAS MUSSELMAN** ▶D6



Musselman

Jo Lynne Sultemeier

Stonewall Elementary School

It is my honor to represent Stonewall Elementary as the teacher of the year.

I would be remiss to not mention that at Stonewall, EVERY teacher is making a difference every day/year.

I am blessed to work alongside a great group of professionals that are supportive and understanding of the noisy, charismatic kindergarten teacher that has a passion for seeing smiles on others' faces.

My name is Jo Lynne Sultemeier and I am married to Farron Sultemeier and we have 17-year-old twins, Aubrey and Payton. Aubrey graduated early from Fredericksburg High School in January of 2018 and is currently attending and playing volleyball at the University of Mississippi. Payton will graduate in the spring of 2018 and attend Texas Tech University.

As for me, I received a Bachelor of Science degree in Early Childhood Education with a minor in mathematics from Angelo State University and a Master of Education with Educational Leadership and Principal Certification from Texas Tech University. I have been in education for 16 years.

In 1995, I began my career in a kindergarten class in Laredo, and have taught in Marble Falls, Johnson City and St. Mary's in Fredericksburg before I began teaching at Stonewall in 2010.

My goal is that I strive from the first day of school to build relationships with all the students at Stonewall Elementary and encourage them to "Be The Best You Can Be!"

See **JO LYNNE SULTEMEIER** ▶D6



Sultemeier

Humbertina Thiele

Fredericksburg Middle School

Hello. My name is Humbertina Thiele. I'm married to Broc and we have two children, Gema (9) and Escar (4).

I have the privilege of teaching Spanish I and Skills for Living at Fredericksburg Middle School.

I ABSOLUTELY love my job and the opportunity to work with such brilliant, determined and energetic young adults, as well as the staff who have been inspiring and welcoming from day one.

As I reflect on my career, I have to say that I firmly believe that my journey to become an educator was guided by God.

After graduating from Fredericksburg High School, I originally had plans to work in the world of technology, and I earned an associate's degree in Computer Networking and Systems Administration from Texas State Technical College.

In the years following graduation, I worked in different job fields (although not technology related), married my husband, Broc, and moved to San Antonio. After a year, we decided to move back to Fredericksburg.

I wasn't exactly sure what my next step in life would be, but quickly thereafter I accepted a position as Bilingual Instruction Assistant at Fredericksburg Primary School.

Soon after taking the position, I knew I was in the right place and wanted to be a teacher. I'd get just as thrilled as my students when I'd see their faces light up as they wrote their full name for the first time, recognized letters or numbers or learned how to zip up their jackets.

See **HUMBERTINA THIELE** ▶D6



Thiele

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SOLD 510 N Mueller St - Spacious two-story plan boasts 1468 sqft of living space \$234,900

SOLD 134 Dally Road - Gorgeous 35.30 acre of rolling terrain from home site \$449,000

SOLD 608 W Austin St - RARE Historic red brick home same owners since 1999 \$849,000

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Fredericksburg, TX, 78624

Project Study Area Study Area City Boundary

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation, are hosting a public workshop to share information and receive community input about a potential US 290 Fredericksburg relief route. The potential route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city. Workshop attendees will have the opportunity to interactively learn more about the relief route study, provide input on the potential US 290 relief route project, and suggest possible route options. The input received at the workshop will help to guide the planning for this important transportation improvement project. Attendees may come and go at their convenience.

For more information, visit www.fbgtx.org and search "Relief Route Task Force" or contact **Joe Muck** at Joe.Muck@txdot.gov or **512.715.5702**.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call: 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs. Official written comments will also be received and accepted by the project team via email at sbenningfield@cpyl.com or by mail at:
Stacey Benningfield
CP&Y
Uttn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

Comments must be received by Friday, June 15, 2018 to be included in the official record of this public workshop.

PUBLISHER'S AFFIDAVIT

THE STATE OF TEXAS,
COUNTY OF GILLESPIE

On this 30th day of July personally appeared before me the undersigned authority, Ken Esten Cooke who states that he is the publisher of the Fredericksburg Standard-Radio Post, published at Fredericksburg, Texas, Gillespie County, and upon being duly sworn by me on oath, states that the attached advertisement is a true and correct copy of the advertising published in said newspaper in two issues thereof, on the following dates:

May 23, 2018
May 30, 2018

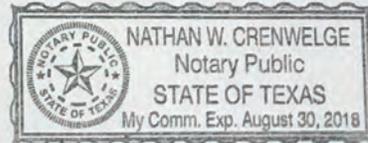
Ken Esten Cooke

Publisher

Sworn to and subscribed before me on the 30th of July A.D. 2018

Nathan W. Crenwelge
Notary Public Signature

(SEAL)



WE WANT TO HEAR FROM YOU
YOU ARE INVITED TO ATTEND A PUBLIC WORKSHOP FOR THE FREDERICKSBURG RELIEF ROUTE STUDY



WHEN
Thursday, May 31, 2018
4:30 p.m. to 7 p.m.

WHERE
Hill Country University Center
HEB Room
2818 E. U.S. Hwy 290
Fredericksburg, TX, 78624

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation, are hosting a public workshop to share information and receive community input about a potential US 290 Fredericksburg relief route. The potential route would divert traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city. Workshop attendees will have the opportunity to interactively learn more about the relief route study, provide input on the potential US 290 relief route project, and suggest possible route options. The input received at the workshop will help to guide planning for this important transportation improvement project. Attendees may come and go at their convenience.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call, 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs. Official written comments will also be received and accepted by the project team via email at sbenningfield@cpyl.com or by mail at:

Stacey Benningfield
CP&Y
Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

For more information, visit www.fbgtx.org and search for "Relief Route Task Force" or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

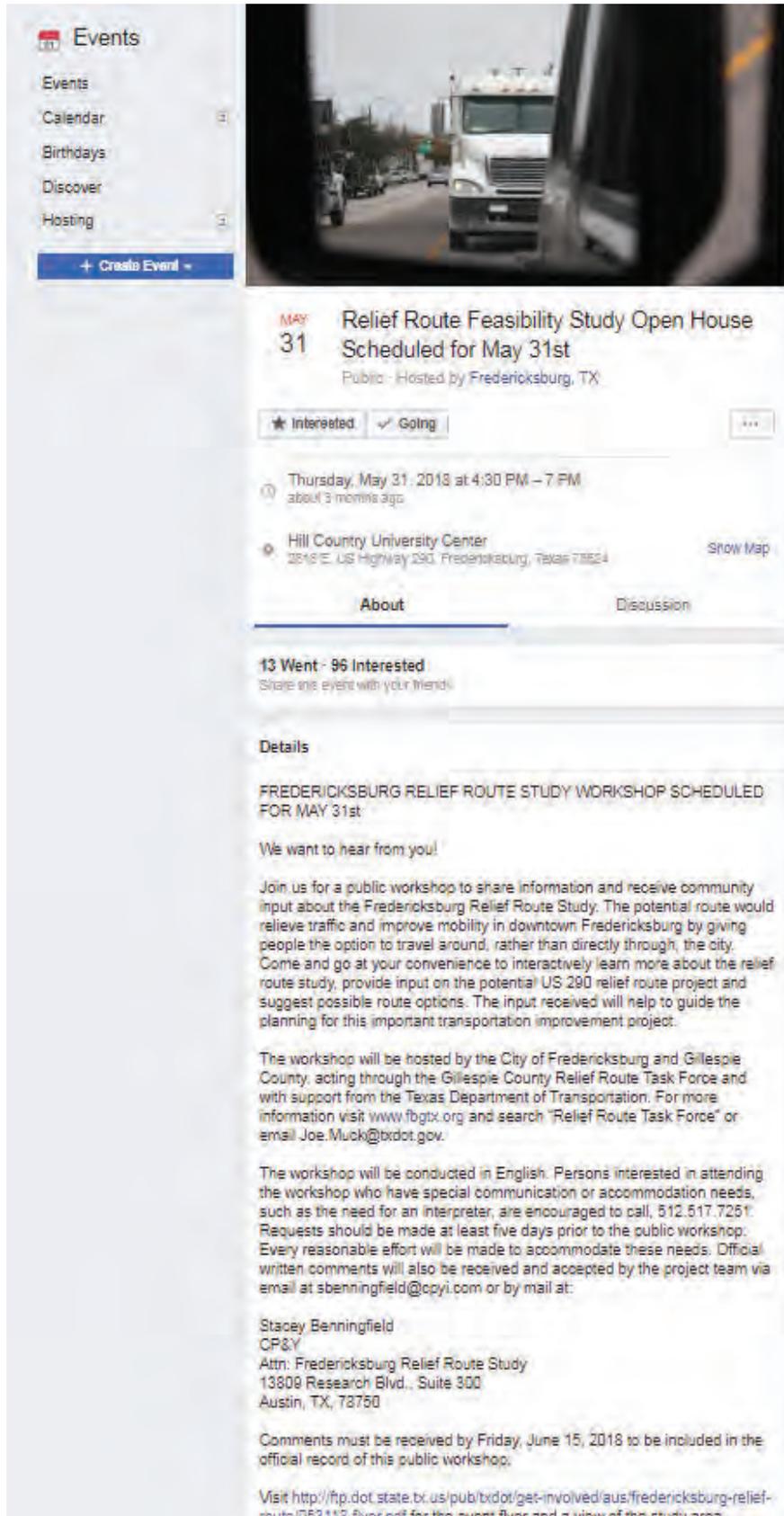


Comments must be received by Friday, June 15, 2018 to be included in the official record of this public workshop.

61879-51-52

Announcements for Social Media and Calendar Event on City Website

Facebook



The screenshot shows a Facebook event page. On the left is a navigation menu with options: Events, Calendar, Birthdays, Discover, and Hosting, along with a '+ Create Event' button. The main content area features a video thumbnail of a white truck on a road. Below the thumbnail, the event title is 'Relief Route Feasibility Study Open House Scheduled for May 31st', with 'MAY 31' in a red box. It is marked as 'Public - Hosted by Fredericksburg, TX'. There are buttons for 'Interested' and 'Going'. The event details specify 'Thursday, May 31, 2018 at 4:30 PM - 7 PM' and the location 'Hill Country University Center, 2818 E. US Highway 290, Fredericksburg, Texas 78624'. Below the event details are tabs for 'About' and 'Discussion'. A summary shows '13 Went - 96 Interested'. The 'Details' section contains the following text:

FREDERICKSBURG RELIEF ROUTE STUDY WORKSHOP SCHEDULED FOR MAY 31st

We want to hear from you!

Join us for a public workshop to share information and receive community input about the Fredericksburg Relief Route Study. The potential route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city. Come and go at your convenience to interactively learn more about the relief route study, provide input on the potential US 290 relief route project and suggest possible route options. The input received will help to guide the planning for this important transportation improvement project.

The workshop will be hosted by the City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation. For more information visit www.fbgtx.org and search "Relief Route Task Force" or email Joe.Muck@txdot.gov.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call, 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs. Official written comments will also be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:

Stacey Benningfield
CP&Y
Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

Comments must be received by Friday, June 15, 2018 to be included in the official record of this public workshop.

Visit <http://ftp.dot.state.tx.us/pub/txdot/get-involved/aus/fredericksburg-relief-route/053118-fliver.pdf> for the event flier and a view of the study area.

Twitter

Fredericksburg, TX
@Fredericksburg2 Follow

RELIEF ROUTE FEASIBILITY STUDY OPEN HOUSE SCHEDULED FOR MAY 31ST...
Relief Route Feasibility Study Open House Scheduled for May 31 - We want to hear from you! fbgtx.org/CivicAlerts.as...



10:23 AM · 9 May 2018

1 Like

Sc As



Fredericksburg, TX
@Fredericksburg2 Follow

Don't forget to join us for the Relief Route Feasibility Study Open House today!

Fredericksburg, TX @Fredericksburg2
RELIEF ROUTE FEASIBILITY STUDY OPEN HOUSE SCHEDULED FOR MAY 31ST...
Relief Route Feasibility Study Open House Scheduled for May 31 - We want to hear from you! fbgtx.org/CivicAlerts.as...



6:30 AM · 31 May 2018

1 Retweet 1 Like

1 1

Fredericksburg Website

Create an Account - Increase your productivity, customize your experience, and engage in information you care about. [Sign In](#)

Home > Calendar

Calendar

View all calendars is the default. Choose Select a Calendar to view a specific calendar.

List Week Month

Find a Facility Notify Me Subscribe to iCalendar

Search calendar by: Start date End date Search Show Past Events Select a Calendar

Event Details [Return to Previous](#) [View Map](#)

Relief Route Feasibility Study Open House

Thursday, May 31, 2018

We want to hear from you! Join the City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation, for a public workshop to share information and receive community input about the planned US 290 Fredericksburg Relief Route. The potential new route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than through, the city. Come and go at your convenience to learn more about the study and provide valuable input that will help guide planning for this critical transportation improvement project. The Open House will take place on Thursday, May 31 from 4:30 - 7 pm at the Hill Country University Center, HEB Room, 2818 E US Hwy. 290, Fredericksburg, TX 78624. For more information, contact Joe Muck via email at Joseph.Muck@txdot.gov or phone at 512.715.5702.

Date: May 31, 2018
Time: 4:30 PM - 7:00 PM
Location: Hill Country University Center HEB Room
Address: 2818 East US Hwy 290
Fredericksburg, TX 78624

[f](#) [t](#) [v](#) [m](#)



NEWS RELEASE

AUSTIN DISTRICT

Diann Hodges
O: (512) 832-7027
C: (512) 284-1425
Diann.Hodges@txdot.gov

PUBLIC WORKSHOP TO BE HELD FOR FREDERICKSBURG RELIEF ROUTE STUDY

Potential relief route to be discussed for popular tourist destination



May 29, 2018

Gillespie County – A public workshop for the [Fredericksburg Relief Route Study](#) will be held from 4:30 to 7 p.m. on Thursday, May 31, 2018 at the Hill Country University Center, 2818 E U.S. Highway 290 in Fredericksburg. The interactive workshop will be an opportunity for the public to ask questions and provide input about the potential relief route.

As traffic volumes and congestion continue to increase, the need for a relief route has become an important safety and quality-of-life issue for the community. The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force, with support from the Texas Department of Transportation, are exploring options for a potential US 290 Fredericksburg relief route. The potential route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

Workshop attendees will have the opportunity to interactively learn more about the relief route study, provide input on the potential US 290 relief route project and suggest possible route options. The input received at the workshop will help to guide the planning for this important transportation improvement project. Attendees may come and go at their convenience.

For more information, visit fbgtx.org and search “Relief Route Task Force,” or contact Joe Muck at joe.muck@txdot.gov or 512-715-5702. For email updates about the study, email rhickey@rifeline.com with “Fredericksburg Relief Route Study” in the subject line.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512-517-7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs. Official written comments will also be received and accepted by the project team via email at sbenningfield@cpyi.com, or by mail at

Stacey Benningfield
CP&Y
Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

Comments must be received by Friday, June 15, 2018 to be included in the official record of this public workshop.

For media inquiries, contact Diann.Hodges@txdot.gov or (512) 832-7027.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. "Like" us on [Facebook](#) and follow us on [Twitter](#).

Our Values: People • Accountability • Trust • Honesty

An Equal Opportunity Employer

www.txdot.gov | [TxDOT on Facebook](#) | [TxDOT on Twitter](#)

Appendix D

Sign-in Sheets

PUBLIC SIGN IN SHEET

Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
1	Robert & Cheryl Luna			
2	JOSIE E. BARTLEY	N/A		
3	Debra Dierksen			
4	Eric & Betsy	N/A		
5	Arlene Rogers	N/A		
6	Brittlee DONOVAN	N/A	" "	
7	MIGUEL ARROYA			
8	Robert Schuck		830-3	
9	STEPHEN MORGAN			SM
10	BOB BATES			
11	THOMAS THOR JENSEN			
12	Don MURRAY			DM
13	Muen Hochmayer			CS



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
14	Virginia Keller		[REDACTED]	vkdk
15	Frankie Keller		[REDACTED]	Fck
16	Marybeth Jones		[REDACTED]	M.B.
17	RICHARD LOUGHLIN		[REDACTED]	RL
18	Tim Benninghoff		[REDACTED]	TB
19	Mark Wood		[REDACTED]	MW
10	ALLAN TROPERSON		[REDACTED]	AT
21	Carume Young		[REDACTED]	CY
22	Donnelly Anderson		[REDACTED]	DA
23	Shaughy Brunner		[REDACTED]	SB
24	Gary Brunner		[REDACTED]	GB
25	DAVID DANIEL SICKMILB		[REDACTED]	DS
26	Leslie Don & Sarah Morris		[REDACTED]	SDM



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
27	LEONARD BRIDG			LB
28	Roy Cummings			RC
29	Jim & Brenda Smith			BS
30	Dayton Hankins			
31	Lee Feuga			LF
32	Bredley Purvey			BP
33	Matthew Pipkin			MP
34	Vingina Garza			VG
35	Sharon Roswell			SR
36	Judy Kuster			JK
37	Tom & Linda NeKas			TN
38	Paul Sanchez			PS
39	Steve D...			SD



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
40	L.G. ARZTA			L.G.
41	Stephane Kuhlman			SK
42	Carol Kraus			CK
43	Al Napier			AN
44	Tom Hutton			TH
45	Ken Meador			KM
46	RAP SMITH			RS
47	Al Holzschichten			AH
48	Elizabeth Diggs			ED
49	Armando + Lynn Medrano			AM
50	Caroline WOLNY			CW
51	Tom WOLNY			TW
52				



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
53	David Wm. Harris			DW
54	Jean + Bob Hargy			
55	Blonde & Mute Frity			BF
56	Rebecca BOERNER			RB
57	W. Steve Kroeger			WSK
58	Steve OLTERS			SO
59	LARRY JACKSON			LJ
60	Tom Weirich			TW
61	John BERES			JB
62	Malcom Wynn Johnson			MWJ
63	Dave Kemp			DK
64	Christian Rinde			CR
65	Paul Davis			PD



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
66	Mickey Pooler	[REDACTED]	[REDACTED]	[REDACTED]
67	Dou Casanova	[REDACTED]	[REDACTED]	[REDACTED]
68	Warren Richardson	[REDACTED]	[REDACTED]	[REDACTED]
69	Ann Richardson	"	"	"
70	Troy Dietz	[REDACTED]	[REDACTED]	AD
71	Stephanie Kelly	[REDACTED]	[REDACTED]	SK
72	Karen James Kemp	[REDACTED]	[REDACTED]	KK
73	Bill Pinescky	[REDACTED]	[REDACTED]	[REDACTED]
74	Hank & Debra Jolisa	[REDACTED]	[REDACTED]	[REDACTED]
75	Laurie Koch	[REDACTED]	[REDACTED]	AK
76	Katie Lopez	[REDACTED]	[REDACTED]	KL
77	Robert Warwick	[REDACTED]	[REDACTED]	RW
78	Sharon Linderkin	[REDACTED]	[REDACTED]	SL



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
79 Jill & Ken Carr	[REDACTED]	[REDACTED]	JK
80 Andreas Ubeach	[REDACTED]	[REDACTED]	AU
81 Nicole Kreeper	[REDACTED]	[REDACTED]	NK
82 Tammy Meza	[REDACTED]	[REDACTED]	TM
83 Pat & Jim Mabe	[REDACTED]	[REDACTED]	PM
84 Barbara Ambler	[REDACTED]	[REDACTED]	BA
85 Darlene Hartman	[REDACTED]	[REDACTED]	DA
86 Nestor Rodriguez	[REDACTED]	[REDACTED]	NR
87 Katherine Nelson	[REDACTED]	[REDACTED]	KN
88 Barbara Heiner	[REDACTED]	[REDACTED]	BH
89 Robert Heiner	[REDACTED]	[REDACTED]	RH
90 Eugene Roe	[REDACTED]	[REDACTED]	ER
91 Lee Dunsinn	[REDACTED]	[REDACTED]	LD



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
92 Janet + John Hext	[REDACTED]	[REDACTED]	JH
93 Forest Ross Jr	[REDACTED]	[REDACTED]	FR
94 Eileen Richards	[REDACTED]	[REDACTED]	ER
95 Harold Coats	[REDACTED]	[REDACTED]	HC
96 Brent Rickett	[REDACTED]	[REDACTED]	BR
97 Jim Thomas	[REDACTED]	[REDACTED]	JT
98 Barbara Brown	[REDACTED]	[REDACTED]	BB
99 Deborah D. Johnson	[REDACTED]	[REDACTED]	DD
100 Sam H Aldrich	[REDACTED]	[REDACTED]	SA
101 Ricky Boos	[REDACTED]	[REDACTED]	RB
102 Grand Starna	[REDACTED]	[REDACTED]	GS
103 Jay Mills	[REDACTED]	[REDACTED]	JM
104 Deborah Agnew	[REDACTED]	[REDACTED]	DA



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
105	Randall Winderlich			RW
106	Mike & Kathy McNeill			KM
107	Mrs & Mrs Jeff Ernst			JE
108	Calvin Ponder			CP
109	Shirley Jensen			SJ
110	Robert Jensen			RJ
111	Mark Adams			MA
112	Charles Rife			CR
113	Brian & Evelyn Staff			BS
114	Marc Friebe			MF
115	Mark Streeter			MS
116	Don & Sharon Spadman			DS
117	Don Campbell			DC



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
118	<i>S. J. ...</i>			
119	<i>Judith Jop</i>			<i>JJ</i>
120	<i>Mary Beth</i>			
121	<i>Kristy Hooper</i>			<i>KH</i>
122	<i>P. R. McGinnis</i>			<i>PM</i>
123	<i>Dorothy Haynes</i>			<i>DH</i>
124	<i>HUGH JONES</i>			<i>HJ</i>
125	<i>Ronald DeSich Bowen</i>			<i>RD</i>
126	<i>Wanda Reed</i>			
127	<i>Alton Reed</i>			
128	<i>Bobby Sargent</i>			<i>BS</i>
129	<i>Wes Nelson</i>			<i>WN</i>
130	<i>Tricia Suckman</i>			<i>TS</i>



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
131	DAN Jenkins	[REDACTED]	[REDACTED]	DJ
132	Susan Sheehan	[REDACTED]	[REDACTED]	SS
133	KAREN SAUER	[REDACTED]	[REDACTED]	KS
134	APRIL BRYNER	[REDACTED]	[REDACTED]	AB
135	Sharon Rodgers	[REDACTED]	[REDACTED]	SRH
136	Cheryl Rouston	[REDACTED]	[REDACTED]	CDR
137	Michael Brier	[REDACTED]	[REDACTED]	MB
138	Dawn Gayball	[REDACTED]	[REDACTED]	DGC
139	Deborah Renick	[REDACTED]	[REDACTED]	DR
140	Jess Sullivans	[REDACTED]	[REDACTED]	JS
141	RALPH WILLIAMS	[REDACTED]	[REDACTED]	RW
142	Susan Williams	[REDACTED]	[REDACTED]	SW
143	LONNIE MARQUARDT	[REDACTED]	[REDACTED]	LM



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Fredericksburg Relief Route Study - Public Workshop

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	NAME	EMAIL	PHONE NUMBER	INITIALS
144	Phil Houseal	[REDACTED]	[REDACTED]	PH
145	Dawn Alkerg	[REDACTED]	[REDACTED]	da
146	David Alkerg	[REDACTED]	[REDACTED]	da
147	Jim & Karen Earhart	[REDACTED]	[REDACTED]	KE
148	Michael & Teresa Zygmunt	[REDACTED]	[REDACTED]	MZ
149	DIONIA AMBRUSI	[REDACTED]	[REDACTED]	da
150	MIKE WADGAS	[REDACTED]	[REDACTED]	MW
151	Peggy Benson	[REDACTED]	[REDACTED]	PB
152	JOHN BENSON	[REDACTED]	[REDACTED]	JB
153	Richard Stebbins Jr	[REDACTED]	[REDACTED]	RS
154	Stephanie Marshall	[REDACTED]	[REDACTED]	
155	DAN DAY	[REDACTED]	[REDACTED]	DD
156	FRED HILD	[REDACTED]	[REDACTED]	FH



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NAME	EMAIL	PHONE NUMBER	INITIALS
157 Alicia Jenkins	[REDACTED]	[REDACTED]	[REDACTED]
158 DWAYN L. BOES	[REDACTED]	[REDACTED]	DLB
159 JAN CLARKE	[REDACTED]	[REDACTED]	JAC
160 Alicia	[REDACTED]	[REDACTED]	ALJ
161 KAREN BUCK	[REDACTED]	[REDACTED]	KAB
162 CURT LITTMAN	[REDACTED]	[REDACTED]	CLL
163 LANNY MAEDGEN	[REDACTED]	[REDACTED]	LMA
164 CAROL EDWARDS	[REDACTED]	[REDACTED]	CE
165 DWAYNE RECHARDT	[REDACTED]	11	
166 MICHEL STAL	[REDACTED]	[REDACTED]	[REDACTED]
167 KATHY SHEARER	[REDACTED]	[REDACTED]	KSH
168 MARVIN RIPPIN	[REDACTED]	[REDACTED]	MRK
169 STEPHEN MONTGOMERY	[REDACTED]	[REDACTED]	SM



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Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
170	Lucretia & Dawn Mayo	[REDACTED]	[REDACTED]	LM/DM
171	Dennis W. Jefferson	[REDACTED]	[REDACTED]	DW
172	MARK & REBECCA GATSPAWAY	[REDACTED]	[REDACTED]	MR/RB
173	Joshua Wedgand	[REDACTED]	[REDACTED]	JW
174	John & Jennifer Williams	[REDACTED]	[REDACTED]	JW/JF
175	Stephen Harold	[REDACTED]	[REDACTED]	SH
176	Joe Harpold	[REDACTED]	[REDACTED]	JH
177	Glenn Amhurst	[REDACTED]	[REDACTED]	GA
178	BRAD BUREN	[REDACTED]	[REDACTED]	BB
179	Pat Johnson	[REDACTED]	[REDACTED]	PJ
180	Brent Mayer	[REDACTED]	[REDACTED]	BM
181	Rose Marie Magande	[REDACTED]	[REDACTED]	RM
182	Troy Klaerner	[REDACTED]	[REDACTED]	TK



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
183	Thomas Johnson	[REDACTED]	[REDACTED]	TJ
184	Steve Clets	[REDACTED]	[REDACTED]	SC
185	Danny Reeh	[REDACTED]	[REDACTED]	DR
186	JERREL KENEER	[REDACTED]	[REDACTED]	JK
187	CLINTON KLAIRNER	[REDACTED]	[REDACTED]	CK
188	TEMPLE ILLETT	[REDACTED]	[REDACTED]	TI
189	STANLEY ERNIST	[REDACTED]	[REDACTED]	SE
190	Helen Bartholomae	[REDACTED]	[REDACTED]	HB
191	Richard Bartholomae	[REDACTED]	[REDACTED]	RB
192	Judith McLann	[REDACTED]	[REDACTED]	JM
193	BERNARD SCROGIN	[REDACTED]	[REDACTED]	BS
194	Steven Tummel	[REDACTED]	[REDACTED]	ST
195	Noel Blumst	[REDACTED]	[REDACTED]	NB



PUBLIC SIGN IN SHEET

Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
196	GARRET BONN			GB
197	Lance + Virginia Feuge			VF
198	GARY NEESBORG			GN
199	Annette Bennett			AB
200	ALLEN BRECHER			
201	Cindy + Marc Bennett			CB
202	Kay Steinbring			KS
203	H. R. Bowersox			HR
204	Jane Bowersox			JB
205	Allyson			AW
206	Richard Burns			RB
207	Joe W. Coffey			JW
208	Dana Cavin			DC



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
209	Thomas Ehrlich	X	[REDACTED]	TE
210	AK Welch		[REDACTED]	AW
211	Jan Polichino		[REDACTED]	JP
212	Joe Polichino, Jr		[REDACTED]	JP
213	Tom Hueselma		[REDACTED]	TH
214	Colton & Charissa Barber		[REDACTED]	CB
215	Kennan Rehfeld		[REDACTED]	KR
216	Brian Verava		[REDACTED]	BV
217	MARY CRAWFORD		[REDACTED]	MC
218	Jeanphine Sten		[REDACTED]	JS
219	Steph Campbell		[REDACTED]	SC
220	Steph Campbell		[REDACTED]	SC
221	Christy & Steve Klokner		[REDACTED]	CK



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
222	Maria Williamson	[REDACTED]	[REDACTED]	
223	LARKS REEH	[REDACTED]	[REDACTED]	LR
224	Karen Cochran	[REDACTED]	[REDACTED]	KC
225	Abu Williamson	[REDACTED]	[REDACTED]	AW
226	Robert Bohnert	[REDACTED]	[REDACTED]	RB
227	Kyle Breckmann	[REDACTED]	[REDACTED]	
228	Shawn M. Goff	[REDACTED]	[REDACTED]	SM
229	Martha Zeiner	[REDACTED]	[REDACTED]	MZ
230	Ty Klepper	[REDACTED]	[REDACTED]	TK
231	Jorge & Bruce Huelo	[REDACTED]	[REDACTED]	
232	James & Bill Benson	[REDACTED]	[REDACTED]	JB
233	G.J. GARNICKS	[REDACTED]	[REDACTED]	GJ
234	Robert Adams	[REDACTED]	[REDACTED]	RA



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
235	Elizabeth Johnson			P
236	Henry DeBlau			GD
237	Michelle Edwards			
238	Brian Schwenker			
239	Joyce Feuge			JF
240	Tom Bבלבל			TB
241	BROCK THZELF			B.T.
242	KARL PAUSIEREN			KAR
243	Genny Kraus			
244	Jerome Kraus		1c	JK
245	Jennifer Schneider			JNS
246	Roger Grawuoge			RG
247	Irene Grawuoge		"	IG



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
248	Christi Summers			CS
249	MO BAIJIZI			MB
250	Jenny + Isabel Keese			JK
251	HEIDI KETTER			HK
252	Rick Behrends			RB
253	Kevin Strube			KS
254	Rahul Garza			RG
255	Charles D. Schmidt			CS
256	Michael Pearis			MP
257	Gisela Behrends			GB
258	Stacy Pata			SP
259	Wayne Patsel			WP
260	Charles M. Blackwell			CB



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Fredericksburg Relief Route Study - Public Workshop

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	NAME	EMAIL	PHONE NUMBER	INITIALS
261	Randy Bueck	[REDACTED]	[REDACTED]	RB
262	Joia Bueck	"	"	JB
263	Gary Summers			
264	Clayton Bohnenkamp		[REDACTED]	CB
265	Janette Stewart	[REDACTED]	[REDACTED]	JS
266	Tom Telle			
267	JOHN ALEIN	[REDACTED]	[REDACTED]	JA
268	Paul & Irazema Hodges	[REDACTED]	[REDACTED]	PH
269	Irazema Hodges	[REDACTED]	[REDACTED]	PH
270	Melissa Wehmer	[REDACTED]	[REDACTED]	MW
271	Kody Fritz	[REDACTED]	[REDACTED]	KF
272	Thomas Seaver	[REDACTED]	[REDACTED]	TS
273	Tricia & Wayne Murphy	[REDACTED]	[REDACTED]	TM



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Fredericksburg Relief Route Study - Public Workshop

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	NAME	EMAIL	PHONE NUMBER	INITIALS
274	Sara Nebojen	[REDACTED]	[REDACTED]	S
275	Michael W Nebojen	[REDACTED]	[REDACTED]	m
276	Mary Ann Tuberville	[REDACTED]	[REDACTED]	MAT
277	ROBERT DAHIR	[REDACTED]	[REDACTED]	RD
278	Lorray Rabalais	[REDACTED]	[REDACTED]	LR
279	SHARON STEALING	[REDACTED]	[REDACTED]	ms
280	Josual Stehling	[REDACTED]	[REDACTED]	JS
281	Tomy's Grace Bryson	[REDACTED]	[REDACTED]	TGB
282	Valerie Smith	[REDACTED]	[REDACTED]	VSS
283	Aaron Cox	[REDACTED]	[REDACTED]	A
284	Michael Belcher	[REDACTED]	[REDACTED]	MB
285	Angie Bandyke	[REDACTED]	[REDACTED]	AB
286	Brent Kern	[REDACTED]	[REDACTED]	BK



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Fredericksburg Relief Route Study - Public Workshop

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	NAME	EMAIL	PHONE NUMBER	INITIALS
287	Chita S. Becknell			CRB
288	Stacy Molleri			SM
289	Doyle Molleri			DM
290	Buddy Smith			BS
291	Sara Rothler			RS
292	Nancy Grace Strim			NS
293	Judith Culison			JC
294	Micki Ristan			MR
295	Marika Siga			MS
296	Michaela Dietrich			MD
297	ELIZABETH THE			ET
298	James Harrison			JH
299	Juise Kuhlken			JK



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Fredericksburg Relief Route Study - Public Workshop

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NAME	EMAIL	PHONE NUMBER	INITIALS
Dennis & Lisa Ottmers	[REDACTED]	[REDACTED]	DO DO
Rodney E. Spang	[REDACTED]	[REDACTED]	RSE
Emily M. Walker-Bell	[REDACTED]	[REDACTED]	EM
B. & Mary Heald	[REDACTED]	[REDACTED]	MH
PETE DeFeras	[REDACTED]	[REDACTED]	PED
Robin Boone	[REDACTED]	[REDACTED]	RB
Kerth Schlick	[REDACTED]	[REDACTED]	KS
Kevin Ottmers	[REDACTED]	[REDACTED]	KO
Bill & Carol ROTHERMEL	[REDACTED]	[REDACTED]	CR
Tomas Muenavarez	[REDACTED]	[REDACTED]	TM
Cynthia Lovins	[REDACTED]	[REDACTED]	CL
Paula Stone	[REDACTED]	[REDACTED]	PS
Starron Kew	[REDACTED]	[REDACTED]	SK



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
Hester Boyd Bell	[Redacted]	[Redacted]	[Redacted]
Henry Barclay	[Redacted]	[Redacted]	[Redacted]
Justin Jewels	[Redacted]	[Redacted]	[Redacted]
Edward R. Stroeder	[Redacted]	[Redacted]	[Redacted]
Merle Tully	[Redacted]	[Redacted]	[Redacted]
Rhonda McNeil	[Redacted]	[Redacted]	[Redacted]
Mark McPherson	[Redacted]	[Redacted]	[Redacted]
Carlynn Weidenfell	[Redacted]	[Redacted]	[Redacted]
Tara Kistner	[Redacted]	[Redacted]	[Redacted]
Henry McPherson	[Redacted]	[Redacted]	[Redacted]
Helen Whetstone	[Redacted]	[Redacted]	[Redacted]
Tom Whetstone	[Redacted]	[Redacted]	[Redacted]
Shaun & Steven Hale	[Redacted]	[Redacted]	[Redacted]

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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
Jean Wheeler	[REDACTED]	[REDACTED]	JW
Ricky Durst	[REDACTED]	[REDACTED]	RWD
Charlote Papp	[REDACTED]	[REDACTED]	[REDACTED]
Donna Papp	[REDACTED]	[REDACTED]	[REDACTED]
JUDY LOCKER BRET	[REDACTED]	[REDACTED]	[REDACTED]
LARRY A HENS	[REDACTED]	[REDACTED]	LA
BRUCE ATKINS	[REDACTED]	[REDACTED]	BA
Tom D. Kemper	[REDACTED]	[REDACTED]	TK
Cheryl Chapman	[REDACTED]	[REDACTED]	[REDACTED]
Clayton Ditz	[REDACTED]	[REDACTED]	[REDACTED]
James Ditz	[REDACTED]	[REDACTED]	[REDACTED]
Edward Paul	[REDACTED]	[REDACTED]	EP
Leanne Kather	[REDACTED]	[REDACTED]	LR



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
Atty Linda		[REDACTED]	AL
Barb Fugler		[REDACTED]	BF
Brandon Behrens		[REDACTED]	BB
Tim Roster		[REDACTED]	TR
Tamara Rowton		[REDACTED]	TR
Emel Loether		[REDACTED]	EL
Leslie Star Hat		[REDACTED]	LSH
Andy Schmidtsch (Amur)		[REDACTED]	AS
Patricia Greene		[REDACTED]	PG
JUSTIS IRMSCH	"	[REDACTED]	JT
Lyndee ADKER		[REDACTED]	LA
Kenneth Rott Hoffmann		[REDACTED]	KRH
Debrae Welfgans		[REDACTED]	DW



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
AJ Rodriguez	[REDACTED]	[REDACTED]	[REDACTED]
Debbie Rodriguez	[REDACTED]	[REDACTED]	[REDACTED]
Cynthia Engel	[REDACTED]	[REDACTED]	CE
Roy Gentry	[REDACTED]	[REDACTED]	RS
Judie Deuninger	[REDACTED]	[REDACTED]	[REDACTED]
Roy Wilmonter	[REDACTED]	[REDACTED]	WKM
Joan Wilmonter	[REDACTED]	[REDACTED]	[REDACTED]
David Wilmonter	[REDACTED]	[REDACTED]	dsw
Missy Shelton	[REDACTED]	[REDACTED]	MS
Leslie Seig	[REDACTED]	[REDACTED]	LS
Barbara Foote	[REDACTED]	[REDACTED]	BF
Gaule Schroeder	[REDACTED]	[REDACTED]	GS
Amelia H. Smith	[REDACTED]	[REDACTED]	AS



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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
Amelia & Gary Lindell	[REDACTED]	[REDACTED]	ALL
Paula + Greg Alvenett	[REDACTED]	[REDACTED]	PA
Daleen Drost	[REDACTED]	[REDACTED]	[REDACTED]
Charles Schneider	[REDACTED]	[REDACTED]	[REDACTED]
PAT ONEIL	[REDACTED]	[REDACTED]	[REDACTED]
George Sanchez	[REDACTED]	[REDACTED]	[REDACTED]
Justin Elliott	[REDACTED]	[REDACTED]	[REDACTED]
Susana Fairman	[REDACTED]	[REDACTED]	[REDACTED]
John Sammers	[REDACTED]	[REDACTED]	[REDACTED]
Robert W. Taylor	[REDACTED]	[REDACTED]	[REDACTED]

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Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

NAME	EMAIL	PHONE NUMBER	INITIALS
1 Christian Flores	[REDACTED]	[REDACTED]	CF
2 McKenzie Moelering	[REDACTED]	[REDACTED]	MM
3 ^{Public} Clarence Oliver	[REDACTED]	[REDACTED]	CO
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			



STAFF SIGN IN SHEET

US 290 Feasibility Study - Task Force Meeting

Wednesday, March 28, 3 to 5 p.m., Fredericksburg City Hall, 126 W. Main St., 78624

	NAME	ORGANIZATION	INITIALS
1	Lindsey Kimmitt	TxDOT	
2	Roger Beall	TxDOT	RMB
3	Shirley Nichols	TxDOT	
4	Cary Karnstadt	TxDOT	CK
5	Cathy Kratz	TxDOT	CK
6	Joseph Muck	TxDOT	JM
7	Amy Redmond	TxDOT	AR
8	Sonya Hernandez	TxDOT	SH
9	Terry McCoy	TxDOT	
10	Andy Atlas	CP&Y	AA
11	Stacey Benningfield	CP&Y	SB



STAFF SIGN IN SHEET

US 290 Feasibility Study - Task Force Meeting

Wednesday, March 28, 3 to 5 p.m., Fredericksburg City Hall, 126 W. Main St., 78624

12	Paul Schrader	CP&Y	<i>PS</i>
13	Michelle Neeley	CP&Y	<i>MN</i>
14	Melissa Griffith	CP&Y	<i>M. Griffith</i>
15	Chad Sanders	CP&Y	<i>CS</i>
16	Johnny McGlone	CP&Y	<i>JM</i>
17	Alex Bonelli	CP&Y	<i>AB</i>
18	Anthony Serda	CP&Y	
19	Jim Mitchell	CP&Y	<i>JM</i>
20	Matt Best	HDR	<i>MB</i>
21	Lynda Rife	Rifeline	<i>LR</i>
22	Crystal Wotipka	Rifeline	<i>CW</i>



STAFF SIGN IN SHEET

US 290 Feasibility Study - Task Force Meeting

Wednesday, March 28, 3 to 5 p.m., Fredericksburg City Hall, 126 W. Main St., 78624

23	Hayley Pickett	Rifeline	HP
24	Shelley Law	Rifeline	SL
25			
26			
27			
28			
29			
30			
31			
32			
33			



TASK FORCE SIGN IN SHEET

Fredericksburg Relief Route Study - Public Workshop

Thursday, May 31, 2018, 4:30-7 pm, Hill Country University Center, 2818 E. U.S. Hwy 290, 78624

	NAME	EMAIL	PHONE NUMBER	INITIALS
1	Clinton Bailey			CB
2	Greg Haley			
3	Jim Jarreau			
4	Kory Keller			KK
5	Linda Langerhans			LL
6	Tim Lehmborg			TL
7	Peggy Matli			PM
8	Dan Mittel ?			DM
9	Kent Myers			KM
10	Charles Ofers			CO
11	Donnie Schuch			DS
12	Cord Switzer			CS
13	Bobby Watson			BW



Appendix E
Comments received

Relief Route Idea

Has anyone looked into boring a tunnel under Main St.? Fredericksburg already owns the land underneath and can probably pay less than buying so much land to build a longer relief route. Perhaps a German boring company will be cheaper than an American boring company? Maybe Elon Musk wants to start smaller on his boring projects?!

May 11, 2018

To Whom It May Concern

Don't take away my Mom and Dad's home. I am mentally retarded and I have the right to vote. This is our home. My dog is buried on our land. I visit her grave. Don't make us sad.

Don't be mean and take our home away.



Paula Allison



May 11, 2018

To Whom It May Concern,

My husband and I oppose the truck route which will take away the beauty and serene lifestyle for many Gillespie residents. We have invested everything into our retirement home/property.

We have had experience with land grabbing imminent domain. We lost our most valuable property to it and never recovered the loss.

We join Heritage Land and find it deplorable that you would take it. Is nothing sacred to our peace and serenity, here in our beloved Texas Hill Country.

The 4 lanes at Highway Street are perfect for truck traffic. None (except those who service businesses) need to go to Main Street.

The peace and privacy and serenity of our area involves the happiness of many families.

Don't destroy our lives. We beseech you...don't destroy our lives.

Respectively,

A handwritten signature in cursive script, appearing to read "Charlotte Allison".

Charlotte Allison



May 12, 2018

To Whom It May Concern,

My wife and I are vehemently opposed to any southern truck bypass route around Fredericksburg, other than the proposed Friendship Lane bypass.

We have 6.8 +/- acres which would have been totally consumed if alternate #9 had been approved.

We spent our life savings to build our retirement home in the peaceful, quiet Country Place Estates. It is just two miles from Main Street and one mile from the Pedernales River. This land and location cannot be replaced. Neither do we want to trade our private, quiet neighborhood for a public, dangerous and noisy thoroughfare next to our property.

We have our home (approx. 2,400 square feet), my wife's 625 square foot studio, my woodworking shop which is 600 square feet and a metal 3 bay barn. All would be destroyed or adjacent to a 24/7 noisy highway.

The Friendship Lane route would get truck traffic off Main Street. That is the main objective. It is certainly much more cost effective. Much of that route is built, from Highway 290 to Highway 16.

We have dealt with the loss of property on our farm in east Texas via eminent domain. We didn't recover our losses. Please don't destroy our home or our peace. We have been in limbo for 13 years over this issue.

We border the Otto Eckhert Heritage Land. We are striving to preserve the peace and tranquility of our scenic Texas Hill Country.

Wayne Allison

Charlotte Allison

Paula Allison

Wayne, Charlotte and daughter Paula Allison



May 31/2018

BRUCE ATKINS

ARRIVED IN FBG 1986

Have operated A PAINT CONTRACTOR BUS for 30 years.

FBG HAS HISTORICALLY BEEN A ROUTE FOR COMMERCE BETWEEN THE WEST AND SAN ANTONIO. ESTABLISHING FBG AS A MAIN CROSS ROADS FOR TRADE TRAFFIC

THIS IS EVEN MORE SO TODAY W TRANS CONTINENTAL / OIL FIELD / SUPPLIERS, ETC. ITS FASCINATING TO WATCH THE VARIETY OF COMMERCE OUR TOWN VIEWS.

A BY PASS TO FBG COULD REMOVE THAT PERSPECTIVE IN FAVOR OF TOURISM.

FRIENDSHIP LANE FROM 290 E @ WAL-MART TO HWY 16 S @ JUNCTION W TIVYDALE RD HAS ALREADY BENEFITED US AS LOCALS AND IS HEAVILY USED BUT DOES NOT ADDRESS TRAFFIC NEEDING TO FOLLOW 290 W OR 87 W

HAVE FRIENDSHIP LANE CONTINUE OUR TIVYDALE BY AIRPORT THEN FOLLOW THE GENERAL ROUTE OF UPPER LIVE OAK TO 290 W. PRESERVING FBG HISTORY INCLUDES PRESERVING ITS IMPORTANCE AS A HUB OF TRANS PORT.

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): KEVIN BAIR
Address: _____
Email: _____

Comment:

STUDY - TEXAS TOWNS WITH DIVERTED
HIGHWAYS - LOSS OF REVENUE
TO TOWN; IE B&B, SHOPS,
RESTAURANTS, HISTORICAL MUSEUMS
ETC. COLLEGES

WHERE ARE THEY NOW -
POPULATION; GROWTH ETC

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield
CP&Y

Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

Comments must be received by Friday, June 15, 2018, to be included in the official record of this public workshop.

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Helen Bartholomee
Address: [REDACTED]
Email: [REDACTED]

Comment:
Realize it is imperative to divert traffic
from downtown, but there are vast areas
that are available without wiping out
properties that people have invested their
life savings + love and labor in. You don't
pay anywhere near enough for what
you destroy, and there is nowhere to
get property at the price you are
offering.
Why can't youse Friendship Lane?

- (Texas Transportation Code, §201.811(a)(5)):**
Check each of the following boxes that apply to you:
- I am employed by TxDOT
 - I do business with TxDOT
 - I could benefit monetarily from the project or other item about which I am commenting

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): RICHARD (BART) BARTHOLOMEE
Address: [REDACTED]
Email: [REDACTED]

Comment:
Require special permits for trucks making business pick-ups or drop offs in city limits

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Brandon Behrends

Address: 

Email: 

Comment:

I think you should fix 290 first
add a median in the middle and extend the
~~shoulder~~ shoulders, after you fix that
then think about something else

(Texas Transportation Code, §201.811(a)(5):
Check each of the following boxes that apply
to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

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Stacey Benningfield
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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Marilyn Bell
Address: [REDACTED]
Email: [REDACTED]

Comment:

1. A designated "All Hazard Material - Gasoline
Tracks Have to take Alternative
Route" No exception -
If one ever over turns - catch on fire
would take out lot of buildings and
cause deaths - (Has happened in other
towns)
This is A Must!!
Speed should Be Reduced on
Main "Historical Dist. with some
yellow lights showing speeds"

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Annette Bennett
Address: [REDACTED]
Email: [REDACTED]

Comment:
Get it Done!! Lets Have a study & get it
done. How many studies do we
No frontage Roads - Limit access - 200 MAX
NOT 400 -

Dont disrupt property unless you
can accommodate the property
owner.

Have the Bypass START as far out of
Town as possible

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

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Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

Comments must be received by Friday, June 15, 2018, to be included in the official record of this public workshop.

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Dwain C Boos
Address: _____
Email: _____

Comment:

I CAN APPRECIATE THE NEED TO HAVE A RELIEF ROUTE.
THE TRAFFIC ISSUES DO NOT BOTHER ME, I STAY OFF
MAIN ST WHEN TRAFFIC AND VISITORS CONGEST OUR STREETS.
I ONLY HAVE ONE SMALL FARM FIELD THAT IS PART OF
MY FAMILYS ORGINIAL DAIRY FARM. IF THE ROUTE GOES
THE WAY I EXPECT (NOT THRU THE CITY PARK, NOT THRU THE
COUNTYS AIRPORT, NOT THRU THE GILLESPIE COUNTY FAIRGROUNDS
NOT WAY OUT BY THE RIVER ON THE OUT EDGE OF THE SHADED
AREA WHERE INCREASED COST IN HWY CONSTRUCTION & BRIDGES), THEN
MY PROPERTY LOOK TO BE A PREFERRED ROUTE. WILL YOU (TXDOT, CITY
COUNTY)
TREAT LAND OWNERS WITH SAME THOUGH & CONSIDORATION AS IF IT
WAS YOUR PROPERTY. SO THIS SMALL FARM WILL BE SPLIT AND
SEPARATED BY 400+ FEET AND MORE ON HWY 165. IT WILL BE
HARDER TO FARM TWO SMALLER TRACTS, ETC. NOT INTERESTED
IN THE ROUTE GOING THRU MY PROPERTY!
DID NOT HAVE ADEQUAZE TIME TO THINK ABOUT WHAT I SHOULD WRITE.

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield
CP&Y

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Ricky Boos
Address: [Redacted]
Email: [Redacted]

Comment:

I do not want Relief Route to go through our family farm. My farm has been in the Boos Family since 1852! If Route goes through farm land would be in two pieces. To move cattle + farm equipment would be a major project. Possibly no water for cattle on side. Please do not go through our property!!! Environmently it would be to close to Pedernales River. More run off with trash that is littered on highways.

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): ALLEN BRECHER
Address: [REDACTED]
Email: [REDACTED]

Comment:

PREFER ROADWAY CROSS SECTION WITH NO FRONTAGE ROADS AND NO ACCESS TO MAIN LANES PLAN FOR FUTURE CROSSINGS OF BYPASS AT 1/2 TO 1 MILE INTERVALS

AS LAND DEVELOPS ADJACENT TO THE MAIN LANES REQUIRE PARALLEL ROADS THAT WOULD BE BUILT BY DEVELOPERS AND ALL BUILDINGS BACK UP TO THE BY PASS (ROUGH SKETCH ON BACK)

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Kyle Bredermann
Address: [REDACTED]
Email: [REDACTED]

Comment:
More options for roadway
View roadway from above
Positive informative @ public relations

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

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6/18/2018



Reply - Fredericksburg Relief Route Study

Sharon Brunner [REDACTED]

Thu, Jun 14, 2018 at 8:54 AM

Thank you all very much for the opportunity to provide input into this process. We were impressed with the Relief Route workshop/feedback meeting with the maps and interactive survey. It sounds like you got a very good turn-out.

We've done a lot of head-scratching about this, as well as talking with others, and we believe that a relief route will best serve the town by being placed as far out as workable so that the trucks/traffic can be as far away from Main St. as possible... and get up to the speeds necessary to attract them to such a route. If you place the relief route too close to Main St. or the "Y", it will soon be obsolete and not accomplish its purpose.

Also, if you place the route too close in, it will unnecessarily "chop up" the neighborhoods on the edge of town with a wide, ugly divided highway. This would really take away from our community's charm and make it difficult for locals to come/go to their surrounding neighborhoods.

Thank you for your consideration of our comments, Gary & Sharon Brunner

Relief Route Study Comments

Consider the following:

If the route is north of the Pedernales River:

The cost of the environmental impact study would be far less costly and not as time consuming. Environmental studies involving natural habitats and major water ways such as the Pedernales River and the down river impact can certainly attract outside stakeholders that might want to have a say in their future interest and alteration of the natural geographic features that impact them.

Construction cost would be lessened by not have to construct costly bridge structures.

If the route includes several crossings of the Pedernales River:

The most southwest boundary illustrated on the route map shows the Pedernales River intersects Hwy 16 South near an area referred to as “Dead Man Curve”. Additionally the Pedernales River flows parallel to Hwy 16 South throughout this area. Consider the high cost of construction of entrance and exist ramps to service the Hwy 16/Pedernales River flyover in this area. Please envision a massive, unsightly bridge.

Attempt to minimize land acquisition in residential areas. Focus on industrial type areas to construct the relief route.

Attempt to utilize and acquire land that is already owned by the City of Fredericksburg and the County of Gillespie.

Has consideration been given to making the Relief Route a Toll Route? Although revenues may be small, any revenue generated would relieve cost impact to city/county taxpayers.

Request a preliminary cost **per mile** estimate from TxDOT. Please take seriously your fiduciary responsibility when public (taxpayer) money is being utilized. The longer the route the higher the cost.

Richard M. Bruns



Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print):

CARROLL T. BRYLA

Address:

Email:

Comment:

RELIEF ROUTE SHOULD BE ACCESSABLE
AT CONVENIENT POINTS. SHOULD NOT
HAVE LIMITED/RESTRICTED ACCESS.

SEE ATTACHED COMMENTS REGARDING
LOCATION ON NW SIDE OF
FREDERICKSBURG.

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply
to you:

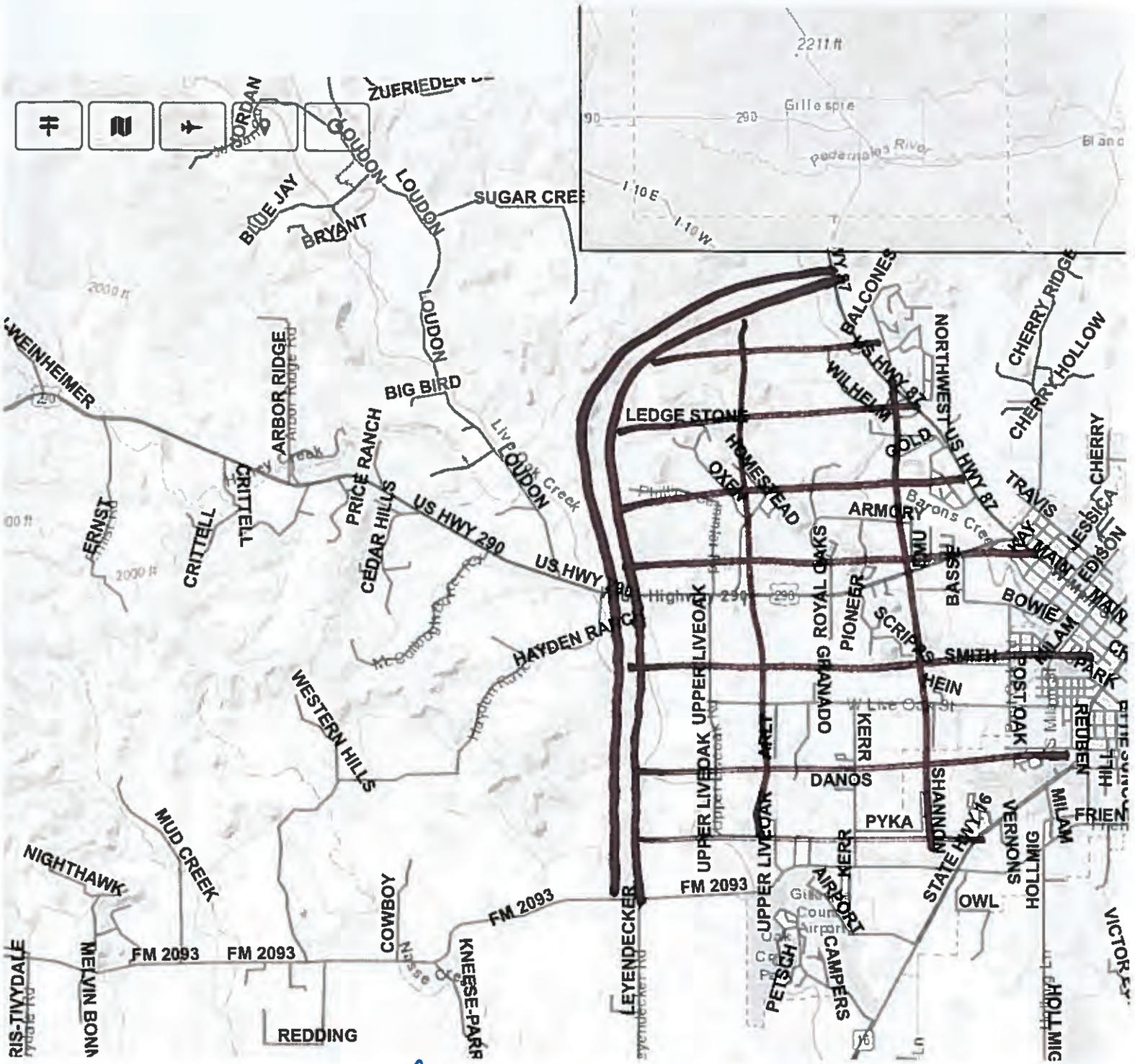
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project
or other item about which I am commenting

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June 15, 2018, visit www.fbgtx.org, and search
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joe.muck@txdot.gov or 512.715.5702.

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Any relief route chosen on the NW side should avoid existing populated/developed tracts. I do not suggest the illustrated route is appropriate, natural features may not permit the location. I have cross hatched the area which should not be considered in any event.

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Dave Campbell
Address: [REDACTED]
Email: [REDACTED]

Comment:

If the objective is to get trucks & other through traffic off of Main Street, then the most cost effective & least disruptive option would be to utilize Friendship, tie it into Post Oak, widen and improve Post Oak and then tie Post Oak into the 87N/290W intersection. Ideally bridges could be used at 87 & 16 to keep traffic flowing, thus incentivizing through traffic to take the bypass

More expansive options involving a bypass highway are becoming more & more difficult to achieve due to accelerating costs & major disruptions that would occur with an increasing number of homeowners who have built close ~~in~~ to the city. This will be a tough sell to county taxpayers who are already burdened by high property taxes

However, if the task force wishes to pursue a highway bypass option, I would encourage a route as far away from the city as feasible to minimize disruption & accommodate future growth

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6/7/2018



FW: TxDOT Internet E-Mail

1 message

Thu, Jun 7, 2018 at 11:48 AM

-----Original Message-----

Sent: Wednesday, June 06, 2018 3:44 PM
To: Joseph Muck; Cathy Kratz
Subject: TxDOT Internet E-Mail

Name: Mr. Donald Crawford <[REDACTED]>

Address:

[REDACTED]

[REDACTED]

Phone:

[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: Re: Fredericksburg Relief Route Study, Study Map.

Coming off Hwy 290 from the east, is there a possibility of one of two routes? 1)

Turning off west just S/E Friendship lane, or 2) turning off much further east and going way south around to the west and then to the North, crossing 290 and ending at 87?

Fredericksburg Relief Route Study



Route and Constraints Identification Comment Form, June 1 – 15, 2018

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The potential relief route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

We are looking for your input to help us identify new or existing locations for a potential US 290 relief route. Based on traffic patterns and environmental constraints, where would be the best location for a relief route in the study area? Please draw your suggested route directly on the map. Feel free to provide comments on possible concerns, issues or constraints using the space below. When finished, please leave this form in the provided comment box.

_____ *see attached* _____

Name: *Kermit Cronmeyer*

Address: _____

Phone: _____

Would you like us to contact you with more information?
 Yes No

Would you like to be added to our database for future updates?
 Yes No

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Let us know your thoughts on the study by taking an interactive survey available until June 15, 2018! Survey and more information can be found by visiting www.fbgtx.org and searching "Relief Route Task Force." For questions on the study, contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will also be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield, CP&Y
Attn: Fredericksburg Relief Route Study
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Austin, TX, 78750

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I've been told that the (12.0-mile) "Friendship Road" by-pass route proposed in 2016 is no longer under consideration. Therefore, I strongly recommend the new by-pass be constructed running (East/West) along a line just South of the Pedernales River and then (Northward) on a line just West of the Lady Bird Johnson Park – approximately 19.8 miles total. Placing the by-pass in this area will not disrupt many existing homes, business, and farms. It would also leave room for long-term future urban/commercial growth between the Pedernales River and downtown Fredericksburg.

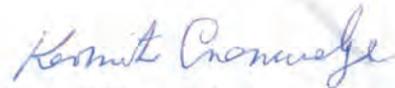
I was unable to get a ball park cost figure from TXDOT, so I tried to find one on my own. My internet research indicates it costs an average of about \$2,500,000 per mile to build a two-lane highway in a rural setting and \$5,000,000 per mile in an urban setting. I question whether the proposed by-pass is justifiable since it benefits a community with a population of just under 10,000 residents. Surely TXDOT has other more important or urgent projects that need immediate funding. If Fredericksburg wants the by-pass so desperately, they should pay for it themselves.

I assume the by-pass will be a limited access highway much like Highway 1604 in San Antonio. Regardless of its location, the by-pass will block many of the local roads used by Gillespie County residents today. This will probably require the construction of frontage roads and/or bridges – which would further increase the overall project cost.

The construction of the by-pass will permanently destroy privately-owned farms and negativity affect the value/productivity of adjacent land because it will difficult to run livestock or equipment on it any more. This would be the case if the by-pass dissects my property on Hollmig Lane.

One final note: Traffic safety should be a major consideration when placing the by-pass. Recommend someone check the number of traffic accidents on the by-pass recently opened in Anniston, Alabama. There have been several deadly accidents where speeding large trucks collided with cars stopped at traffic lights or attempting to turn on/off the by-pass from residential areas.

Sincerely,



Kermit Crenwelge



Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Roy CRENWELGE
Address: [REDACTED]
Email: [REDACTED]

Comment:

1. Should not be located between town and the fair grounds, airport and Ladybird Park as these areas are active and tourist attractions. Kern rd and highway 16 are the main roads locals use to get to these areas. Also Kern rd is used by Heritage school to bus kids to and from school.

2. The right of way need be no more than the existing right of way for highway 290 on east and west side of town. If lanes are 12 feet wide, a total of 48 ft of pavement is necessary plus shoulder width.

3. Since the route will cut thru peoples property, access to each side must be available to move farm equipment across and along the highway.

4. Local business's are locating on Kingsdale rd.

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Judith Collison
Address: _____
Email: _____

Comment:

I am not in anyway, in favor for a truck route to go thru our land. This farm has been in continuous family operation since 1852. It is certified by the Family Land Heritage Program by the State of Texas. Therefore, we want to keep this farm in our family for generations to come.

Judith A. Hoffmann Collison

(Texas Transportation Code, §201.811(a)(5)):
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6/18/2018



Re: relief route

Thu, Jun 14, 2018 at 10:57 AM

On Thu, Jun 14, 2018 at 10:41 AM, Carol Adelman [REDACTED] wrote:

Rebecca, I will be moving back to Fred in September and looking to buy a home on some land. The proposed route impacts the area I like. Please put me on the updating list to learn details over time. Thank you, Carol Darling
www.cdarlinganimalart.net

6/7/2018



Fwd: relief route...

1 message

Thu, May 31, 2018 at 8:04 AM

Howdy Joe! As a long time resident of central Texas and a lover of the Hill Country I am returning from my 3rd attempt at living in Colorado Springs Colorado. I am a wildlife artist and need to be here for professional reasons. But the population explosion and massive irresponsible overbuilding is driving me back to Fredericksburg. Looking for some land and a home has me concerned since I learned about the relief route needed to relieve congestion on Main Street. Could you send to me a more definitive map of the southern proposed route? Is this using an existing road, or will a new highway be built? All information will be welcomed!

You can see my art work at: www.cdarlinganimalart.net Wes Mcinnis is our agent and we will be living in Fredericksburg by mid September, and plan our search for a landed home. Thanks, Carol Darling S.A.A.

6/7/2018



Fredericksburg Relief Route Study Follow-Up

Crystal Wotipka <cwotipka@rifeline.com>

To: Daniel Da [REDACTED]

Cc: Stacey Benningfield <sbenningfield@cpyi.com>, Joseph Muck <joe.muck@txdot.gov>

Wed, Jun 6, 2018 at 1:51 PM

I am looking for a map online to show my wife ? Can you direct me to the link ? Thanks

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Trey W Dietz

Address: _____

Email: _____

Comment:

I think this meeting was set up poor. And
the maps are little help. The web site is hard
to read the maps.

I think we need to set up a open
meeting with someone telling us what the
plan is and how soon we are going to be
moving forward on the plans.

S.A. & Austin are good examples of trying to
build a route close ~~to~~ to town and need
it's in the middle of these towns.

We need to build it far out of town so the
town can still grow.

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Cynthia Engel
Address: [REDACTED]
Email: _____

Comment:
The shorter inner loop makes the most sense.

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): ALMA ERVIN
Address: [REDACTED]
Email: 1

Comment:
I dont beleve a truck route is need. The land prices
keep have past are not right. There is a by pass
already in place. Use Milan St.

(Texas Transportation Code, §201.811(a)(5)):
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June 14, 2018

Gentlemen & Ladies,

This by-pass plan has been kicked down the road for the past thirty years. More money spent on yet another survey with the same results - traffic is increasing on main and something needs to be done.

It's time for task force, county and city officials to work with Txdot. Txdot, with years of experience, could certainly, provide sensible and valuable input to route a workable bypass solution.

From the suggested routes, made by the meeting attendees, and the input from the task force, officials and Txdot, not more than three options should be presented to the public for a vote. The highest vote-getter wins. In this way "We need this bypass, but not over my property" would be solved.

The two accidents on Main last week were of interest. Trucks were involved. Luckily, no serious consequences ensued - only one death and property damage. It is believed the death was probably the result

of a medical emergency. Be that as it may, what will be the result when a car runs under a transport truck? The kind with the valves and pipes under the trailer hauling who knows what.

Do we really need to see the worst case scenario before we get anything done besides more talk?

It's time for action from our county and city officials, the bypass task force, and Txdot to get this project going this time.

Joyce Feuge



Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Kody Fritz & Melissa Wenmeyer
Address: [REDACTED]
Email: [REDACTED]

Comment:

This relief route is threatening ~~the~~ two Fritz family
businesses! Our house is directly behind one of
these family businesses! So take this relief route
another 10 miles away ~~to~~ from these properties or
build a freeway right over the top of main
street!!!!

(Texas Transportation Code, §201.811(a)(5)):
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Just a few lines **FROMME** *to you...*

Dalton & Joy Fromme ~ [REDACTED]

May 16, 2018

CP&Y
Attn: Fredericksburg Relief Route Study
13809 Research Boulevard, Suite 300
Austin, Texas 78750

To Whom It May Concern:

On behalf of the property owners of Gillespie County who would be affected by the proposed truck route, I wish to express my opposition to taking private property for this route. Friendship Lane is an existing road that could easily be used for trucks to bypass a portion of Fredericksburg. This would not require taking private property from the nearby land owners. Therefore, I believe Friendship Lane would be a better solution than building a new road and displacing existing residents. Thanks.

Sincerely,



Dalton Fromme

Fredericksburg Relief Route Study



Route and Constraints Identification Comment Form, June 1 - 15, 2018

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The potential relief route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

We are looking for your input to help us identify new or existing locations for a potential US 290 relief route. Based on traffic patterns and environmental constraints, where would be the best location for a relief route in the study area? Please draw your suggested route directly on the map. Feel free to provide comments on possible concerns, issues or constraints using the space below. When finished, please leave this form in the provided comment box.

- 1) Use friendship lane
Friendship lane is there and works. Just add on to north access.
- 2) Trucks coming through need fuel - food - lodging - Do not take input of towns - they will not use and will still have trucks coming through main.
- 3) Trucks have business in towns they need close access. Therefore leave close to town.
- 4) Leave away from ^{pedestrians} river and Meusebach Ck. - Problematic next to waterway.
- 5) Use Roads in place - by using roads in place - ^{use natural laneway} ~~detour~~
- you will not disrupt houses and it is less miles

Name: Mandy Leistweid

Address: [Redacted]

Phone: [Redacted]

Would you like us to contact you with more information?
 Yes No

Would you like to be added to our database for future updates?
 Yes No

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

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- I do business with TxDOT
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Let us know your thoughts on the study by taking an interactive survey available until June 15, 2018! Survey and more information can be found by visiting www.fbgtx.org and searching "Relief Route Task Force." For questions on the study, contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will also be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield, CP&Y
Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

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6/7/2018



FW: Tragedy Could Have Been Avoided

Thu, Jun 7, 2018 at 3:12 PM

From: Krista Gra [REDACTED]
Sent: Wednesday, June 6, 2018 11:49 AM
To: [REDACTED]
Subject: Tragedy Could Have Been Avoided

Fellow Board Members,

Early this morning a terrible accident occurred in front of the Admiral Nimitz Museum on Main Street. A tractor trailer collided with an automobile resulting in one fatality and another critically injured vehicle occupant. Since there are no official details at this time, I will refrain from speculating as to what happened to cause this terrible tragedy. But it is my opinion that this would have been avoided if the relief route around Fredericksburg that has been talked about for YEARS were already in place.

Now is the time to TAKE ACTION! I hope this will send a very loud and clear message to those officials and decision makers regarding the need for immediate change before another fatality occurs. There must be a way to reroute trucks around downtown Fredericksburg by means of the existing roadways from as many directions as possible NOW. That may at least reduce some of the truck traffic in the interim of the relief route being completed.

Finally, the relief route must move forward full steam without delay and further bureaucratic red tape.

We MUST make our town safe for our residents and visitors.

My thoughts and prayers go out to those and their families,

Krista

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Walt Grinke P.E. (Ret)

Address: _____
Email: _____

Comment:

The comments I heard and observed during the 31 May 2018 workshop were primarily "Not in my backyard" or "protect our beautiful quaint Fredericksburg."
My suggestion: From Hwy 290 turn West on Friendship Lane, cross Hwy 87S; cross Hwy 105; continue on FM 2093; Turn on "UPPER LIVE OAK" to intersect Hwy 290W - continue on to Hwy 87N.
This is essentially the route suggested by DUNKID SEFKO and Associates Inc; William Shawers consultants Dallas TX, who were hired by the city of Fredericksburg to produce a "Comprehensive Plan & Future Thoroughfare Plan" - this Plan was adopted JAN 23, 2006.
This is a relatively short route - "existing" will require some "condemnation" to expand some right of way but not the massive land grab involved with a much longer fabricly New route.

[Signature]
6 June 2018

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6/7/2018



FW: 290 Relief Route (hesitating to purchase land)

1 message

Thu, Jun 7, 2018 at 12:03 PM

From: Dorothy Haynes [REDACTED]
Sent: Tuesday, May 29, 2018 4:12 PM
To: Marion Wiggins [REDACTED]
Subject: 290 Relief Route (hesitating to purchase land)

While enjoying Fredericksburg, TX, for some time, my husband and I have possibly found the perfect city to retire in and spend the rest of our days volunteering in the community. However, we are hesitant on purchasing a home due to the traffic along Main Street.

We have read what information we were able to find online regarding the new 290 Relief Route, but do not think the property values will remain the same (but will decline) with the increase in traffic congestion if the planning and completion of the route does not happen within the next 5 years.

We are looking forward to attending the meeting in a few days and getting an update on the route's progress and if a deadline has been set

Dot Haynes

Fredericksburg Relief Route Study



Route and Constraints Identification Comment Form, June 1 – 15, 2018

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The potential relief route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

We are looking for your input to help us identify new or existing locations for a potential US 290 relief route. Based on traffic patterns and environmental constraints, where would be the best location for a relief route in the study area? Please draw your suggested route directly on the map. Feel free to provide comments on possible concerns, issues or constraints using the space below. When finished, please leave this form in the provided comment box.

The Relief Route should start out as far away from Fredericksburg, Texas as possible.

In 1985 the State wanted it to go down Friendship Lane. That Road goes from 290 W to 875 from 875 to 16. This would be great to use this route now to get the trucks off main today.

Name: Sharon Hodges
Address: [Redacted]
Phone: [Redacted]

Would you like us to contact you with more information?
 Yes No

Would you like to be added to our database for future updates?
 Yes No

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

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6/7/2018



Fredericksburg Relief Route Study Follow-Up

Tom Hutton [REDACTED]
Reply-To: Tom Hutton [REDACTED]
To: Crystal Wotipka <cwotipka@nfeine.com>

Mon, Jun 4, 2018 at 4:54 PM

Could a topographical map be made available? Crossing hills and streams can be expensive as well.

Tom

J. Thomas Hutton MD PhD [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): DAW Jenkins
Address: [REDACTED]
Email: [REDACTED]

Comment:

All the routes shown today do not the road
far enough outside of City Limits. Build for
long term and additional traffic.

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Deborah Johnson
Address: _____
Email: _____

Comment:

① Whos task Force - Please email

② Please set up a meeting
downtown building owners -

Please contact -
* Kenneth Johnson or Deborah Johnson *
C 512 4135900 H 830 9922123

③ Relief Route effect on downtown
businesses.
+ Smithville
+ La Grange
+ Columbus -

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): DEBORAH & KENNETH JOHNSON
Address: [REDACTED]
Email: [REDACTED]

Comment:
HAS ANYONE LOOKED @ OR CONSIDERED THE
DEVASTATION TO DOWNTOWNS ALONG I-10 OR I-20.
ALSO, ON A LESSEER SCALE THE DOWNTOWNS OF SMITHVILLE,
LA GRANGE & COLUMBUS WHEN THE HWY FROM AUSTIN
TO COLUMBUS BY PASSED THEM. DR, LOOK @ SUDRA,
DEOLA & FT. STOCKTON OR SWEETWATER & COLLEGEWATER
ON I-20
FOLKS, THESE DOWNTOWNS ARE DYING &
IN SOME CASES DEAD.
WE OWN DOWNTOWN PROPERTY IN ABC. &
IT WILL AFFECT US, BUT IT WILL ALSO
IMPACT THE TOWN W/ LESS REVENUE BECAUSE
MANY PEOPLE WILL BY PASS US
THANK YOU Peter Jones

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Malcom Johnson
Address: [REDACTED]
Email: [REDACTED]

Comment:

We understand that the truck bypass is needed for the Fredericksburg area and has been needed for a long time. If you are considering Friendship Lane, we use it frequently & have noticed heavy traffic at various times. Adding truck traffic as well would be detrimental to the flow of traffic that is already there. If you are considering the old Texas New Mexico pipeline right of way, this would split our property & it would be very necessary for us to access both properties from the new road. Ranchers need to be able to properly manage their property, therefore limited access is not acceptable at all. Limited access is what defeated the last proposal several years ago. This project has drug on for 40 years which is much too long & needs to be completed or dropped permanently. Landowners' lives have been disrupted by this project often enough. It is hard for landowners to make proper decisions regarding their property when TXDOT constantly disrupts their future. The last Thursday meeting was very unproductive and a waste of our time. It did not accomodate senior citizens who have difficulty walking and standing. ~~The~~ It did not provide any proposal information to landowners.

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): THOMAS JOHNSON
Address: _____
Email: _____

Comment:

I AM CONCERNED THAT TRUCK TRAFFIC
WILL NOT BE REDUCED, AS PROJECTED, FROM
RT. 87 SOUTH GOING NORTH INTO FBG.

PLEASE GIVE THE CITY THE AUTHORITY TO
LIMIT TRUCK TRAFFIC ON CERTAIN HIGHWAYS
AND STREETS.

THE INTERSECTION OF 87 - WASHINGTON LOUGHORN,
WILMUT, GRANITE IS A HIGH SAFETY
ISSUE - AN ACCIDENT WILL HAPPEN.

LOWER SPEED LIMITS SHOULD ALSO BE CONSIDERED.

Thank you, *[Signature]*

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Comment Form

Name (Please Print): Alice & Jerry Jones
Address: [Redacted]
Email: _____

Comment:

The Jerry Jones do not want truck route,
Road. We live right on W. Live Oak St + Kerr Rd.
Thank you very much.
It will go right by our house & we don't
want that.

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Name (Please Print): HUGH JONS
Address: [REDACTED]
Email: [REDACTED]

Comment: → great idea ... much needed.
- 400' ROW would be better placed on outer portion of study area south of airport
- clear separation b/w relief route and town would benefit future growth of Fredericksburg ... and better serve function of a "relief route" as opposed to a blended relief route / city street
- expedite the process ... as it only gets harder with time.

→ Great Workshop
Thanks for intentional Community input

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6/7/2018



Fredericksburg Relief Route Study Follow-Up

Corrine Jung [REDACTED]
To: Crystal Wotipka <cwotipka@rfrfeline.com>

Mon, Jun 4, 2018 at 8:31 PM

Crystal, I am only replying to you but you can direct this where it should go. Someone called to my attention that there are no signs on Hwy 16, Hwy 87 or Hwy 290 to direct people to use Friendship Lane to access the other highways that are connected by Friendship Lane. Would it not make good sense to make more use of Friendship Lane to at least keep some traffic from going thru downtown.

I was very surprised to learn there were no signs. It was called to my attention by another citizen who stated we were not making good use of what is already available.

Corrine Jung.

Sent from my iPhone

May 18, 2018

CP&Y
Attn. Fredericksburg Relief Route Study
13809 Research Boulevard, Suite 300
Austin, TX 78750

To Whom It May Concern:

Our family has been in Fredericksburg for 4 generations. We have seen it go from a sleepy, pristine town, to a mega for tourists and lots of noise. The noise is from the huge trucks and trailers coming down the Main Street and having to dodge lights and people while on their way west and North west.

We are very concerned about the traffic and know at this point, we are about 25 years behind trying to fix the situation. But if it gets a whole lot worse, it may not be a good thing at all. It is a major accident waiting to happen. What if a gasoline truck blows up? What if a trailer comes loose from the truck carrying it and plows down pedestrians? Some time they travel at a pretty good speed.

We believe that a route outside of Fredericksburg is the answer, but not near residential/business areas. We understand there might be some residential/business areas that will be affected, however, it should be minimal. The reason for this is to get the large trucks and trailers off of Main Street in Fredericksburg. Why does it have to be within the city limits to do this? Can't it be routed 6-10 miles out? How about extending Friendship Lane and make use of that?

We don't pretend to be experts in this field. We can leave that to those who are, however, as tax payers, we feel we have some say and this should be an immediate and very important issue for the City and County.

Fredericksburg can not handle all the people that are coming here. There is no parking, very few parking slots on Main Street and it is not enjoyable to walk down Main Street unless it is 10 at night. But the need for less traffic is and should be the main concern at this time. Come up with a sensible plan and don't wait 5 more years to do something about it. We won't be able to sustain it. But, please consider people's homes and properties.

Thank you.

Sincerely,



Vinson and Sandra Kirchner



Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): SHANNON KLEIN
Address: _____
Email: _____

Comment:

JUST REMEMBER CITY POLITICIANS
WHAT YOU REAP IS WHAT YOU SEW!
WHY WEREN'T YOU INVOLVED
WHEN THIS FIRST CAME UP IN 1976
YOU GAVE OUR TOWN AWAY!
FINE CONSERVATISM!

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Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Carol Kraus
Address: [Redacted]
Email: [Redacted]

Comment:

Do not use Fyke Rd, at least not the last half
towards
of towards Kerr Rd. my 2 handicapped sons live there.
Any do not need loud noise or fast drivers.

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Jerome & Genevieve "Genny" Kraus
Address: [REDACTED]
Email: [REDACTED]

Comment:

Respect and consideration needs to be given to the Farms and Homesteads marked and registered with the State of Texas. A family who keeps a working farm for over 100 years to keep and preserve the history of Fredericksburg and their ancestors who started this now famous little city that has grown ~~to be~~ ^{does not need} to be torn up by a road. Our farm is over 100 yrs registered in Texas. There is a natural spring (always water) and there Indian artifacts have been found. Geological sites & Historic. A relief routes needs to be far enough out not to disturb or disrupt the land.

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Comment Form

Name (Please Print): Nicole Kroeger
Address: [Redacted]
Email: [Redacted]

Comment:

It will be years before the road will be finished and Fbg.
is growing fast. Do not build something that will not serve
the community in 2030s!

I would like to see the bypass farther out. This is land
that is less populated, causing less disruption and less expense.
Also by going south of the river, it will not cross so many
rivers/creeks and floodplain which raises the cost more, also.
Even though it will be longer, the drive time will still be less
due to higher speeds, less access and the traffic of 2030 Fredericksburg
(which will be worse than today's congestion)

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Concerning the bypass/relief route for Fredericksburg:

May 27th, 2018

I own property through which the latest proposed bypass route will pass on the east side of Fredericksburg. I am opposed to the construction of a limited access bypass route for many reasons. I do not think it is best for the continued healthy financial growth of our community. Our community will not only lose the business from truckers, but also travelers that might otherwise have stopped and visited our local restaurants and hotels. I prefer the much more practical and affordable option of extending Friendship Lane on the west side of town and designating it as a truck route. That way when other travelers are routed by Google Maps through Fredericksburg, they will continue down our Main Street and will likely stop and shop here instead of taking the fastest route in a limited access bypass.

However, if our County voters insist upon a Tx Dot subsidized limited access bypass, I propose that we return to the original route off 290 at the intersection of Old San Antonio Road.

In the previous Tx Dot analysis there were several proposed routes but there was a specific ultimate routing decision made that affected me. When the latest route was proposed by the Tx Dot planner, my neighbor Mrs. Hodges (then approximately age 78) came to tell me, obviously very embarrassed, that she had talked the planner out of routing it next to her home, but only to find that he had re-routed it through my home instead. She passed away only a few years later (but her old 1950 cinder block home/rock home is still there). When I spoke to the Tx Dot planner about this, he told me that this change requiring extra mileage distance caused a substantial increase in the cost of the bypass and therefore our citizens might not vote for a bypass at all, so he left it in that route by my home. (See Exhibit attached with my preferred route starting point)

The reasons why I am requesting a change of the route's east entrance back to the intersection of Hwy 290 and the old San Antonio Road:

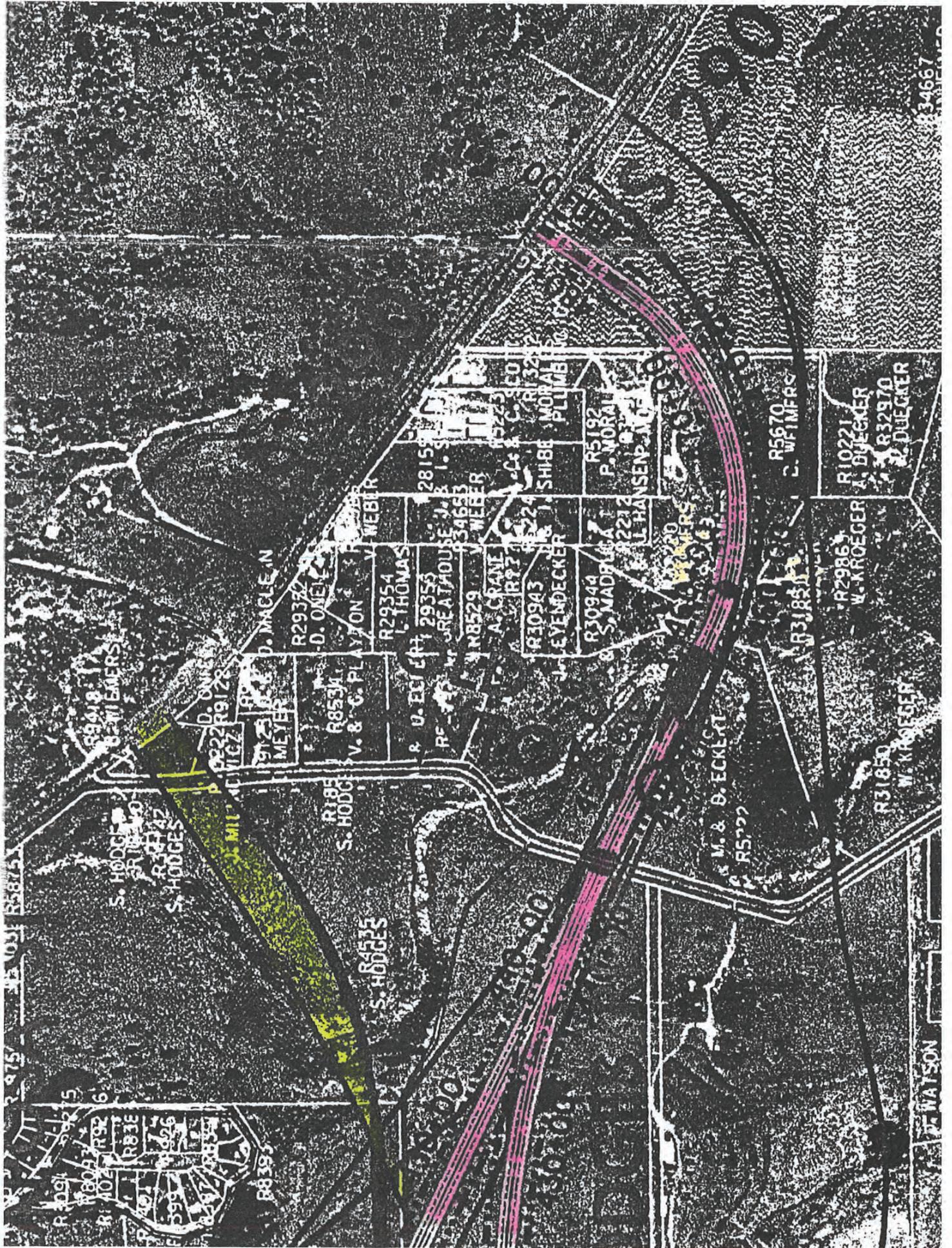
1. Extra cost of adding another mile of new roadway to the original bypass route (through expensive wine corridor land)
2. Extra cost of building an extra parallel road to my house since your limited access road would not allow me to get to my home or many of my neighbors' homes.
3. Extra cost of building an elevated road over floodplain land in which a significant portion of this new route is in. It seems that the original planners were not aware that this land included a significant amount of floodplain and would require special construction and engineering.
4. There are numerous Indian artifacts that will be covered by portions of this route by my house (due to it's proximity to the junction of Baron's Creek and the Pedernales River).
5. If necessary, I intend to join with others to mount a legal defense and initiate a lawsuit to fight against the imminent domain usurpation of my land if the proposed route comes across my property.

One other comment on the arbitrary nature of this proposed route thorough my property- the Tx Dot planner told me the reason the last proposed route was made so close to my home is because my other neighbor (Billy Weimers) claimed his house was a historic homestead. However, he has since torn down that same homesite and sold the wood for salvage.

Perhaps there are other significant changes in the landscape of this proposed route that also need to be considered. There have been many changes in the last 14 years in this area.

Thank you so much for your consideration of these issues,

W. Steve Kroeger



34667

WATSON

34667

S. HODGES
R10943
R10942
S. HODGES

D. OMEYER
R229128
METER

R8534
V. & C. PLAYTON

R8535
S. HODGES

R29352
D. OMEYER

R29354
L. THOMAS

R29355
R. V. ELLIOTT
GREAT HOUSE

R8529
A. CRANE

R10943
J. LEYENDECKER

R30944
S. MADRUGA

M. & B. ECKERT
R5777

R5670
C. W. FIMFRAC

R2986
W. KROEGER

R31850
W. KROEGER

R10221
A. DUECKER

R32970
D. DUECKER

WATSON

WATSON

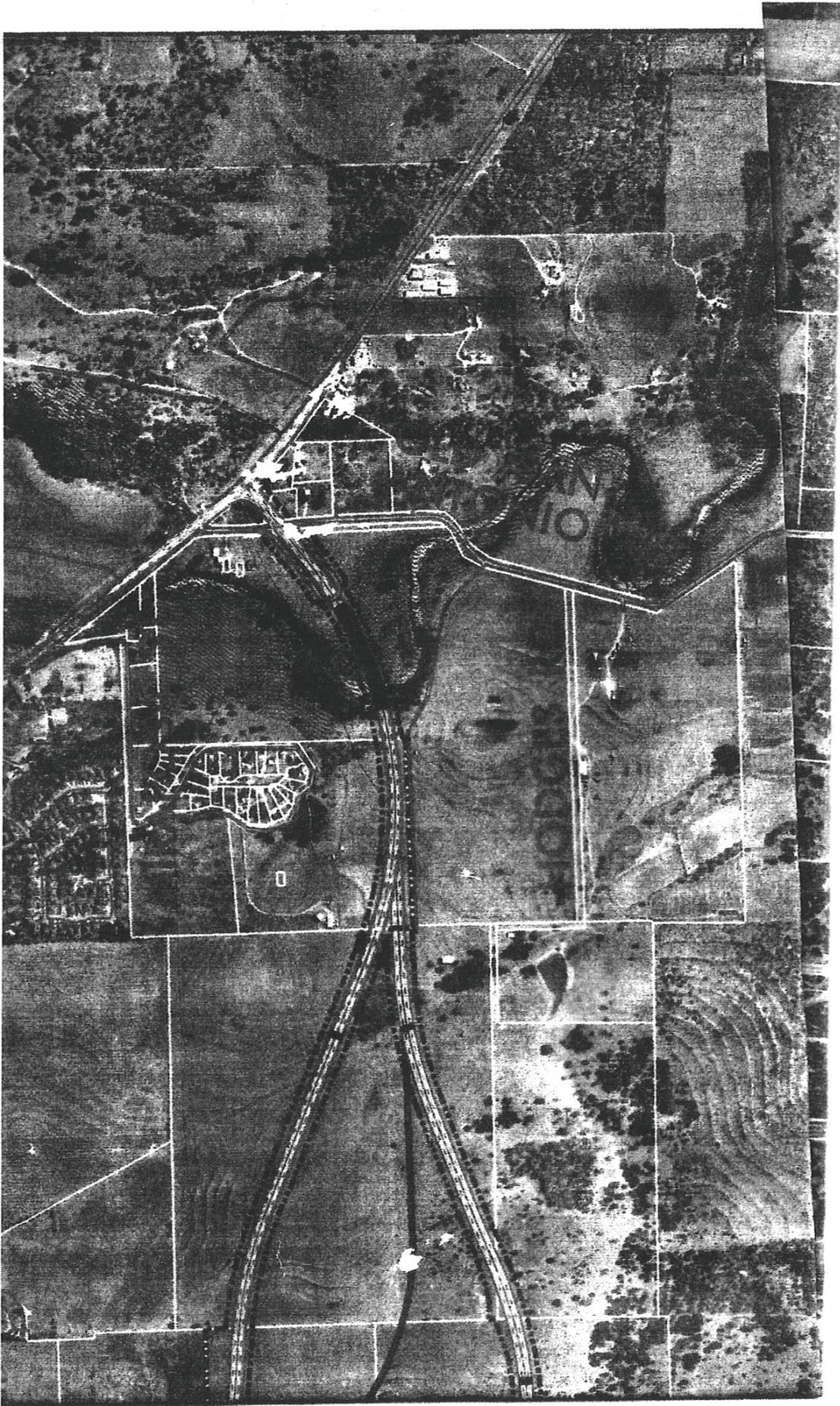
WATSON

R28155
I. SHIBB
MORALE
PLUMBER

R5225
C. MORALE
PLUMBER

R5192
P. MORALE

R2212
L. HANSEN
NOBEL



ORIGINAL PROPOSED ROUTE

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Julie Kuhlken
Address: _____
Email: _____

Comment:

The traffic levels, and particularly the large truck traffic levels, are a threat to the success of Fredericksburg at maintaining an historic Texas town. The traffic diminishes the experience, safety, and economic activity of both locals and visitors. Given the present level of development and projected development, a relief route that utilizes and widens existing corridors along 1376 and Hwy 16 S should be used to both preserve Main Street and encourage economic development along the 1376 and 16. Diverting through traffic to the edges of the Fredericksburg area allows specialized business development for those passing through (gas stations, convenience stores, etc.) logistics, etc.) as well as for the tourism business along Main St. (boutiques, restaurants, tasting rooms).

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield
CP&Y

Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): FRANKLIN & VIRGINIA LEHNE
Address: [REDACTED]
Email: _____

Comment:

WE HAVE LIVED ON OUR PRESENT LOCATION (1602 W. LIVEOAK RD) FOR 47 YEARS & THIS PROPERTY HAS BEEN IN OUR FAMILY NOW FOR 72 YEARS. WE ARE VERY DISTURBED TO FIND OUT THAT THIS PROPERTY MAY BE TAKEN AWAY FROM US WITHOUT OUR PERMISSION. WE ARE BOTH IN OUR 80'S; STILL RUNNING SHEEP ON THE PLACE & ALSO SINCE OUR DAUGHTER PASSED AWAY IN 2016-WE NOW HAVE A 15 YR. OLD & A 6 YR. OLD TO RAISE. MORE FUN.

WE DO REALIZE THAT THIS TOWN NEEDS TO GET THE TRUCKS OFF OF MAIN STREET FOR SAFETY REASONS. HOWEVER - IF POSSIBLE PLEASE DON'T CONSIDER OUR PROPERTY IF POSSIBLE. HOWEVER IF WE HAVE TO GIVE IT UP - WE HAVE TO.

(Texas Transportation Code, §201.811(a)(5)):
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Comment Form

Name (Please Print): Curt Littman
Address: [REDACTED]
Email: [REDACTED]

Comment:

It is easy to to draw lines on a 2 dimensional aerial map/photo. The key to the success of this mission will be the use by the truckers of a route selected for "practicality".

From just west of the national guard Army, there lies a high limestone ridge that encompasses Suttler's Ridge subdivision. The ~~total~~ length of this high ridge is more than a mile. NO TRUCK WILL BE ABLE TO HAUL A LOAD OVER SUCH A HIGH RIDGE. The resulting high engine revs (noise), low speed, and congestion at the CROSSING/ INTERSECTION of US 87 and U.S. 290 is going to be more ~~than~~ significant. The noise alone will be a huge detriment for at least a half mile in 4 directions from that intersection. This does not mention or address that by the time a truck has built up his speed, he will be stopping again at the US 290/US 87 bypass intersection. This idea has not been duly considered. The track sand trucks are long gone!

(Texas Transportation Code, §201.811(a)(5)):
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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

None

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This proposed project is going to be a huge waste of money.

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center Comment Form

Name (Please Print): Judy Luckenbach
Address: [REDACTED]
Email: [REDACTED]

Comment:

Thank you for holding a public meeting regarding the proposed 290 relief route around Fredericksburg. ~~We finally found out what the State Department of Transportation goals were, as opposed to the goals of our community, which, as it turns out, are in direct opposition to each other.~~

~~The state's position is to re-route 290 away from the town of Fredericksburg altogether, and build a short section of freeway, similar in design to the 1604 loop around the north side of San Antonio, to connect 290 to the east and west of Fredericksburg together. This plan is extreme overkill. The highway entering Fredericksburg is 4 lanes with no grassy median and no frontage roads, and the highway leaving the city is also, 4 lanes with no median and no frontage roads. While the area could benefit greatly from a turning lane down the middle of 290, the highway is not an interstate, and we are not a large metroplex. Furthermore, highway 290 from Austin to Johnson City has sections being reduced to two lanes plus one turning lane; how is it that a heavily populated, suburban area needs fewer highway lanes than a small town of less than 10,000? The design being proposed is too large, a waste of money, will only accomplish the destruction of a scenic area, as well as historic farmlands and homes. We need a "relief route", not a big "freeway to nowhere" and potential annihilation of what makes our historic, small town community great.~~

I asked the representatives at the meeting if there were any programs available that would be a better fit. Perhaps a state-city shared project to build a more appropriate truck by-pass that would also benefit the citizens of the community by improving our own transportation through and around town. Instead of a large 1604 big city styled freeway loop, a relief route directing truck traffic across the south to south west side of town would enable smoother, safer movement of commerce, as well as making it easier for citizens living west and northwest of town to get to the hospital, high school, County Fair Grounds, Airport, Lady Bird Park, and Highways 16 South, plus 290 East. Friendship Lane has already had a very positive impact in this way, but we need to expand on the idea. A four lane highway connecting to 290 East and West, plus continuing to Hwy 87 would be largely welcomed. The Friendship Lane proposal by the city should be revisited with an eye to eliminating excessive curves and increasing possible speeds up to 60 mph, with a turning lane down the middle, and turning pullouts at intersections. I think it can be done without doing severe damage to our scenic highway between Fredericksburg and Kerrville, or creating a sprawling, disconnected commercial mess which would destroy the character of our community. We do not want to become another Brenham or Bastrop.

We do need a relief route, or truck by-pass, but please listen to the community and help us design a solution that serves the community as well as intrastate transportation by building an appropriate 4 lane highway, closer in to make use of existing services, connecting existing and proposed housing areas rather than destroying scenic and historic rural areas and inviting undesirable development and urban sprawl and blight. Perhaps a state grant and expertise assistance to enable the city to design and impliment a by-pass plan, with some speed and safety requirements attached would be more appropriate at this time, rather than a massive re-routing of 290.

(Texas Transportation Code, §201.811(a)(5)):
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CP&Y

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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Linda N. Luck singer
Address: [REDACTED]
Email: [REDACTED]

Comment:

As the city grows the relief route should be further out on all ends. Why be short-sighted? On 87N the population-subdivisions are increasing, and 290W the same. Those citizens will be impacted by a route too close in and you will not have solved the problem. Same on south side for TX hwy 165. And 87S south growing too!

Too close in routes will negatively impact the farming and agricultural livelihood of families here for many years. Move it several miles out on 87N and hook up further west on 290W. Our ~~home~~ homestead has an Historical designation so any route in Shorty Crenwolge Rd or Wilhelm Rd is too close in for future relief.

Other communities have move relief routes many miles out.

(Texas Transportation Code, §201.811(a)(5)):
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SHIRLEY MAYER



May 14, 2018

Fredericksburg Relief Route Study
13809 Research Boulevard, Suite 300
Austin, Texas 78750

Dear TDOT Team Members:

Thank you for offering the opportunity to the Fredericksburg community to be involved in this most important consideration concerning a by-pass route for trucks .

It is my opinion that Friendship Lane should be involved as much as possible because it is already completed and far enough from the Main Street congested area, it is the southern dividing line between the city and Gillespie County, and using it would help limit necessary eminent domain issues for some property owners.

Great care and consideration must be applied to protect property owners who have invested their life savings, in some cases, to build their homes where I know other by-pass routes are being considered. Also, for years Fredericksburg did not have a real movie theater and one of the routes being considered would possibly eliminate that large investment as well as other businesses close by. Payment to owners required to give up property is always less than the investment made and the retail value of the property so great care must be made to use open land as much as possible as well as the roads already in place.

Sincerely,

A handwritten signature in cursive script that reads "Shirley Mayer".

Shirley Mayer

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print):
Address:
Email:

JERRY Mc CORKLE

Comment:

I WOULD LIKE TO SEE FRIENDSHIP
LANE AS THE RELIEF ROUTE AS IT IS ALREADY
4 LANES WIDE AND AFTER YOU PASS HWY 16
I DON'T SEE ANY SINGLE FAMILY HOMES
BEING TAKEN OUT TO WHERE IT WOULD
INTERSECT WITH KEAR RD. WHICH IS ONE
OF THE OPTIONS ALREADY BEING CONSIDERED

THANK YOU FOR THIS FORUM

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Mark McPhail

Address: _____

Email: _____

Comment:

Unfortunately, this is something that should have been done decades ago. Please take into consideration not only the historical aspect of downtown, but also the historical aspect of the 100-150 yr homes, still being framed by the same family. It is these families that made it's what it is.

Has TxDOT ever considered going around the north side of town where there are fewer creeks to cross, fewer flood plains & a good limestone road base in place. Would have to haul it in like you would on the south side.

Also, your video showing trucks turning off road are turning north onto Hwy 14, which will not be remedied by a by-pass to the south.

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Name (Please Print):

Rhonda Ernst McPhail

Address:

Email:

Comment:

My family has farmed (and still does farm)
our place for 150 years. It would be
terrible if this route will destroy
a ~~very~~ unique and historic home
place.
So sad that we ~~are~~ have lost our
city - It now belongs to others.

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): KEN MEADOR
Address: _____
Email: _____

Comment:

The workshop was informative and fairly easy to navigate. The proposed project has no easy answer and realistically is 30 years too late. The condemnation process will be an expensive legal tangle for all involved. I don't envy anyone involved.

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Comment Form

Name (Please Print): Tammy Mezausk
Address: _____
Email: _____

Comment:

* TONIGHTS MEETING WAS CONGESTED & FRUSTRATING AND IF ITS ANY INDICATION OF WHAT THE ROADWAY IS GOING TO BE LIKE IT IS VERY DISAPPOINTING.

* ONLINE MAPS DO NOT ALLOW FOR ZOOM-IN MAKING IT IMPOSSIBLE TO DETERMINE IF WE ARE EFFECTED BY THIS OR NOT.

* A RELIEF ROUTE IS NEEDED FOR THIS AREA. I AM HOPEFUL THAT YA'LL ARE ABLE TO MAKE A ROUTE THAT WORKS WELL FOR ALL.

* IN THE FUTURE, A STANDARD MEETING WHERE THERE IS A PRESENTATION FOLLOWED BY A QUESTION & ANSWER SESSION WOULD BE MORE HELPFUL.

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Comment Form

Name (Please Print) Emily Morales-Bull
Address: [REDACTED]
Email: [REDACTED]

Comment:
Using the private road (Morales Ductford),
is not optimal it would destroy our lively
hood since several businesses are located on
that road. We and the other residents would
no longer be able to live there it would be unsafe
for the generation of FBG we are protecting.
If this is truly about safety why
would the road need to be so close to town?
It is my opinion that 1376 would be the most feasible
or expansion of from Ship Ln.
We are real ppl that would be
greatly damaged with this.

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Route and Constraints Identification Comment Form, June 1 - 15, 2018

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The potential relief route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

We are looking for your input to help us identify new or existing locations for a potential US 290 relief route. Based on traffic patterns and environmental constraints, where would be the best location for a relief route in the study area? Please draw your suggested route directly on the map. Feel free to provide comments on possible concerns, issues or constraints using the space below. When finished, please leave this form in the provided comment box.

- ① The relief route will benefit the merchants, the residents know how to get around town without issues.
- ② How many trucks are actually making deliveries rather than passing thru?
- ③ Accidents happen without trucks being involved, in fact cars have been driven into businesses and pedestrians.
- ④ To release traffic issues - build a parking (or 2) garage and alternate parking on Main St.
- ⑤ The road will negatively impact many sandstone to benefit to jew.

Name: Priscilla Muroghu

Address: [REDACTED]

Phone: [REDACTED]

Would you like us to contact you with more information?

Yes No

Would you like to be added to our database for future updates?

Yes No

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Let us know your thoughts on the study by taking an interactive survey available until June 15, 2018! Survey and more information can be found by visiting www.fbgtx.org and searching "Relief Route Task Force."

For questions on the study, contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

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I THINK THE BYPASS IS A WASTE OF MONEY & A LAND GRAB BY THE CITY! THE BYPASS WILL ONLY BENEFIT A FEW WEALTHY SHOP OWNERS DOWNTOWN.
I WOULD LIKE TO KNOW WHAT PERCENTAGE OF THE TRAFFIC, IS THROUGH TRAFFIC WITH NO STOPS IN TOWN.
I THINK YOU WOULD FIND THAT IS LESS THAN 10 PERCENT OF THE TRAFFIC. I QUESTION THE CITIES CONCERN FOR SAFETY, WHEN THEY TRIED TO REROUTE TRUCKS PAST THE HIGH SCHOOL ON MILAM & 16.

Name: WAYNE G. MURPHY

Address:

Phone:

Would you like us to contact you with more information?

Yes No

Would you like to be added to our database for future updates?

Yes No

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6/7/2018



Fredericksburg Relief Route Study Follow-Up

Mon, Jun 4, 2018 at 4:05 PM

to: cwoitpka@metline.com

Hi Crystal...

The term "copies of the map are available" is a bit misleading. I assumed that I could get a copy of the map to take with me.

The policeman at the Gillespie County courthouse knew nothing about any relief route map.

The lady at the Fredericksburg City Hall showed me to a room where "the" big map had been placed on a table, with an assortment of markers for drawing your suggested route.

But... no "copies of the map" were available.

I realize this is semantics, but in this situation, every word counts.

I will be sending my critique of the Thursday meeting, my view of the decisions that need to be made and the shortcomings of the Relief Route Task Force presentation to the Stacey Benningfield email address.

Crystal, thank you for your time.

Don Murray

Fredericksburg

6/18/2018



FW: Relief Route Comments

Wed, Jun 13, 2018 at 9:05 AM

From: [REDACTED]
Sent: Wednesday, June 13, 2018 2:26 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>; [REDACTED] Subject: Relief Route Comments

Hello Task Force;

I was disappointed that one item was missing at **the May 2018 public display: Area Topographic Map. In order to make a sensible route choice, the topography of the area is a very important consideration!**

I will now make my route comments:

US Hwy 87N to US Hwy 290W... I have no comment on this part of the relief route.

Without topographic information, I cannot determine the best route for this section.

US Hwy 290W to FM 2093:

From a topographic point of view, the best choice for this section of the Relief Route would fall between Squirrel Run and just to the West of Upper Live Oak Road on the US Hwy 290 W side. This area is relatively flat and is mostly open land with very few buildings. This route would head South and intersect with FM 2093 slightly West of Kerr Road. The topography of the area would not allow the route to parallel Upper Live Oak Road all the way to FM 2093.

FM 2093 to TX Hwy 16S:

This is the tricky part. Two choices. Go straight down FM 2093 to TX Hwy 16S, or select a route that goes parallel to the East of the airport property line and loops around to TX Hwy 16.

Selecting a route West of the airport and the golf course would not be as acceptable from a topographic point of view.

This is the easy part! ;-) Friendship Lane is already in place. No need to re-invent the wheel. Use Friendship Lane for the rest of the Relief Route.

I look forward to the next public showing, and I trust that a topographic map or a three dimensional model of the area will be available, to pinpoint the best routes for consideration.

Thank you for considering my suggestions.

Don Murray

Fredericksburg

In a message dated 6/18/2018 8:10:06 AM Central Standard Time, cwotipka@rifeline.com writes:

Hi Don,

Yes - I got them added in. Thanks very much, and have a good morning!

Crystal

On Mon, Jun 18, 2018 at 7:59 AM, [REDACTED] wrote:

Hi Crystal...

I sent the following Friday morning but I don't know if it was put in with my other input.

Hope you had a great weekend!!

TNX

Don Murray

From: [REDACTED]
To: cwotipka@rifeline.com
Sent: 6/15/2018 10:33:30 AM Central Standard Time
Subject: Re: Fredericksburg Relief Route Study Follow-Up

Hi Crystal...

One or two more things!! ;-)

Those Google Maps could have the topographic overlay, or possibly just a tropo map with the red line.

TNX!!

Don Murray

In a message dated 6/15/2018 9:11:00 AM Central Standard Time, cwotipka@rifeline.com writes:

Thanks, Don. I'll make sure the project team hears this suggestion. Wishing you a great weekend as well!

Best,
Crystal

On Fri, Jun 15, 2018 at 9:06 AM, [REDACTED] wrote:

Hi Again Crystal... ;-)

After I read your reply this morning, I thought of a suggestion regarding the route map.

Google Maps does allow an outline template to be placed over a map, which allows the user to zoom or pan the map, with the template still visible, even when you zoom-in on the map to individual structures.

In the case of the Relief Route, the red boundary line could be placed over the map, and then any one who wants exact placement of their property vs. the red line, could indeed see it, zoomed in, on their home screen!

Just a thought!! ;-)

TNX again Crystal!!

Have a great weekend!!

Don Murray

In a message dated 6/14/2018 6:37:27 PM Central Standard Time, cwotipka@rifeline.com writes:

Thank you, Don. I double-checked and we did receive your comment about topographical maps. I will also add the above to our comment log. Thanks again for your input!

Have a good evening,
Crystal

On Thu, Jun 14, 2018 at 6:28 PM, [REDACTED] wrote:

Hi Crystal...

Thank you for the update. I will be near City Hall tomorrow and will pick up a map.

Also, I sent my comments to Stacey Benningfield, at her email address. The web survey page was not real user friendly. Too fancy, and I wanted to make sure that my comments were posted to the team.

BTW... I just went searching at the TxDot web site and found a small version of the larger maps that were shown at the May 30th meeting. That map was printable! Unfortunately, because

of the dimensions
of the printout, the resolution is
restricted.

Anyway, the map was there, it
was just a matter of
digging around at the TxDot site.
The map location
was buried a few pages deep.

TNX again for the update Crystal!!

Don Murray

In a message dated 6/14/2018 5:55:55 PM Central
Standard Time, cwotipka@rifeline.com writes:

Hi Don,

Thank you again for contacting us. We
apologize for the miscommunication about
the maps and have collaborated with the city
to make smaller map copies that you can
take home available upon request at City
Hall. You can also locate the study area map
by visiting fbgtx.org and searching "Relief
Route Task Force." Click on the search result
titled "Relief Route Task Force" and you will
find a link to the workshop page there.

Thank you for your time and input. We look
forward to hearing from you more as we
continue the study.

Crystal

On Wed, Jun 6, 2018 at 8:28 AM,
[REDACTED] wrote:

Thanks Crystal!

Don Murray

6/7/2018



How can a person obtain the map that show the Relief area

5 messages

Al Napier [REDACTED]
To: cwotipka@rice.edu

Tue, Jun 5, 2018 at 9:53 PM

--

H. Albert Napier, Ph.D.

Professor Emeritus of Entrepreneurship Rice Business

Jesse H. Jones Graduate School of Business Rice

University

[REDACTED]

[REDACTED]

Street Address:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

6/7/2018



FW: Fredericksburg Route Relief

1 message

Thu, Jun 7, 2018 at 11:12 AM

-----Original Message-----

From: Jan Nebgen [redacted]
Sent: Tuesday, June 05, 2018 10:05 PM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Fredericksburg Route Relief

Hello, I am writing on behalf of myself (Jan) & my husband, Michael W Nebgen. Guess we attended at the wrong time because when we were there, it was so crowded we really didn't get much out of the gathering besides putting dots on things that are important to us & watching several people go from map to map writing "Perfect" on the borders. Many seemed to think the outer edge of the shaded area is where the route will be.

Both of our families settled in Gillespie Co from Germany generations ago. We have lived on Leyendecker Rd for 33 years. My mother was born on this property, as was her father who owned Leyendecker Store, located on the corner of 16S & Leyendecker Rd until the 1970's. Our daughter & family are hoping to move "home" & build on our property once our son-in-law finishes his cardiology fellowship.

We understand nobody wants the route near their property but that's inevitable. With that being said, when it's done, it needs to be done right from the start.

Examples...

290E from Fbg to Stonewall. When it was widened, it should have included a turning lane the whole way.

Friendship Ln. A turning lane should have been included when it was widened to 4 lanes. I make a left hand turn off of Friendship Ln. twice a day & can't count how many times I have almost been rear-ended. With utility poles on one side & sidewalks on the other, widening would cost a fortune.

We travel Hwy 190 through Copperas Cove often, they built a "Loop" around the town a few years ago. The majority of the Loop is 2 lanes (1 lane in each direction, no passing lane & no turning lane).

I'm sure when all of these projects were planned, they never envisioned the amount of traffic we have today.

While we know it needs to be done, wherever it ends up, the route needs to be 5 lanes from the start. It will be cheaper in the long run.

Thank you,
Jan & Michael W Nebgen
[redacted]

Sent from my iPad

6/7/2018



FW: Fredericksburg relief route

1 message

Thu, Jun 7, 2018 at 11:03 AM

From: [REDACTED]
Sent: Thursday, June 07, 2018 12:28 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Fredericksburg relief route

One of my answers to the Fredericksburg Bypass survey ----- Two points- lowers frustration for traffic just passing through and allows for those coming to town to enjoy the unique downtown a more relaxing experience. To put it some non- traditional language -- The "Vibe" that Fredericksburg has is partially disrupted by 18-wheelers.

Eminent domain(ED), the disruptions to established family farms or ranches are inevitable but in a small community usage of ED could be a community breaking point which state politicians will ignore. Using established road beds might help and would limit impact. If this is not a community led and supported action could wind up being just a bad news story.

Continue any bypass to 87. The number of choke points in Fredericksburg for thru traffic reduces the decision points in such a way that currently only a bypass is a viable solution. The bypass would have to be far outside the city limits to make sense from a planning and future growth standpoint.

Brett Oestreich



Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): CLARENCE OLIVER
Address: [REDACTED]
Email: [REDACTED]

Comment:
THE OUTER ROAD SHOWN (FARTHEST AWAY FROM DEVELOPED AREAS) IS THE ABSOLUTE BEST CHOICE. IT WILL DISTURB THE FEWEST PEOPLE AND DISPLACE THE FEWEST RESIDENTS. IF THE PLAN IS TO GET TRUCK TRAFFIC OFF OF MAIN ST. AND OUT OF TOWN, LET'S GET IT AS FAR AWAY AS POSSIBLE

(Texas Transportation Code, §201.811(a)(5):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield
CP&Y

Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): PATRICK ONEIL D
Address: [REDACTED]
Email: [REDACTED]

Comment:

Instead of building a by pass to relieve truck traffic, impose a fee for trucks to travel our main street.
Given a financial reason to avoid Fredericksburg, they can instead turn hours out and find their paths to their destinations south, north and east.
In other words, turn at Eden, go to I-10 at Junction and continue S 7 south, via Comfort to San Antonio and beyond or turn at Brady on 71 and travel to Austin. or continue at Comfort to Junction to their send pit destination. Use our existing routes, let the trucks find a cheaper path.
Tourist traffic will not use the by pass.

(Texas Transportation Code, §201.811(a)(5)):
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Comment Form

Name (Please Print): CLIFTON OTTMERS
Address: [REDACTED]
Email: _____

Comment:

The relief route is something that has to be done, and probably should have been done years ago. After reviewing the route maps, consideration should be given to terrain, rivers and creek crossings, and flood plains. After hearing comments from different people that were reviewing the maps, the most comments that I heard was that any route to stay as long as it did not go thru their property. I can understand their concerns and consideration should be given for compensation at market value of their property but also additional compensation should it split up small land parcels where what is left of their property becomes worthless.

**(Texas Transportation Code, §201.811(a)(5):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Kevin Ottmers
Address: [REDACTED]
Email: [REDACTED]

Comment:
I believe your route should ~~be~~ follow the
widest path from Fredericksburg as possible.
I recommend the outer boundary of your route
study

(Texas Transportation Code, §201.811(a)(5):
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CP&Y
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6/7/2018



FW: Fredericksburg By-Pass

Thu, Jun 7, 2018 at 11:10 AM

From: [REDACTED]
Sent: Wednesday, June 06, 2018 10:02 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Fredericksburg By-Pass

I'm writing to express my complete disagreement with any by-pass, relief route, go-around (or whatever the name is to make it seem more palatable to the taxpayers) that goes around Fredericksburg's Main Street.

There is no "quality of life" issue with this proposal for the citizens of Fbg or Gillespie County. There is, however, a vested interest from the Main Street merchants to increase visitor traffic by reducing industrial traffic. Creating a by-pass around Fbg only benefits the Main Street merchants (and yes, I already know the sales tax arguments). Where is the "quality of life" improvement for whoever is forced to sell their land to benefit those merchants?

I noticed during the meeting on May 31 that there was not an option on the maps for no by-pass. The question being asked was where did the citizens think the by-pass should be within a given area, not whether they thought there should be a by-pass at all. That was a not so subtle way of directing the outcome of the meeting. As with any survey, the outcome can be influenced by how the question is given/worded. I'm not surprised by that as the whole idea of the by-pass is being forced upon us. Any opposition has been ignored.

If this issue is pursued, it should be decided by vote of the people of Gillespie, not by studies, surveys, meetings or politicians. If or until the citizens decide they want a by-pass, any and all expenditures of taxpayer dollars should cease.

And no, I'm not employed by nor do I have business with TxDOT and I won't benefit monetarily or otherwise.

Lilli Peters

Fredericksburg Relief Route Study

Public Workshop, May 31, 2018 Hill Country University Center

Comment Form

Name: Bill Petmecky

Address: [REDACTED]

Email: [REDACTED]

Comment:

I believe that the most accessible, comparably least expensive, and most readily available route for a by-pass around the city exists with a commencement off of Hwy. 290 West at Squirrel Run Road, thence heading south along Squirrel Run Road through its termination and continuing on that southerly path until intersection with Live Oak Street; thence proceeding East along Live Oak Street a short distance to the intersection with Kerr Lane (or a slight jog from the Squirrel route directly to Kerr Lane); thence South on Kerr Lane until its intersection with Tivydale Road; thence East on Tivydale Road until its joinder with Friendship Lane at Hwy. 16, continuing East along Friendship Lane until its intersection with Hwy. 290. If the travel on Friendship Lane would be too close to Fredericksburg High School, the Loop could exit Friendship Lane a short distance before Holmig Lane and pass to the south behind the City's maintenance facility on Friendship Lane, rejoining Friendship Lane toward the East, possibly from Eckhardt Lane.

From observations in driving this suggested Route, it appears that this Route could provide the desired results of moving the heavy traffic off of Main Street to a readily accessible loop which could be built :

- 1) along existing Rights of Way along most of its length,
- 2) where it would cause the least disruption both (a) to current activities along the suggested route and (b) to current development where the widening of the existing ROW is necessary, and
- 3) serve for an extended period of time using Friendship Lane as it currently exists, thus saving construction time and annoyance and , probably, millions of dollars in initial costs.

These factors should be substantial contributors to providing an acceptable solution to a long existing problem, at what could very well be the least expensive cost of this undertaking.

Mailed to: Stacy Benningfield, CP&Y, 13809 Research Blvd, Suite 300, Austin, TX 78750
Attn: Fredericksburg Relief Route Study

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): MARVIN PIPKIN
Address: [REDACTED]
Email: [REDACTED]

Comment:
Cost efficiency is the key to obtaining water
approval after project. To do so the route
around town should be as short as possible
& utilize existing roadway. The Route for the N.W
portion should be brought closer to town to
minimize right of way acquisition cost between
290 + 87.

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Matthew Pipkin
Address: [Redacted]
Email: [Redacted]

Comment:
In order maximize cost effectiveness, minimize environmental impact and limit urban sprawl the route should be kept as short as possible. Additionally, existing roads and right-of-way should be utilized.

[Empty lined area for additional comments]

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Marc Priebe
Address: [REDACTED]
Email: [REDACTED]

Comment:

There are geologic anomalies on this land.
Please see attached Survey.
There are also topographical concerns.
Please see attached Survey. To much vertical drop:
1800' to 60' in about 3000 Feet

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CP&Y

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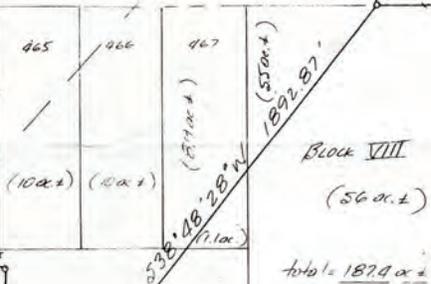
Comments must be received by Friday, June 15, 2018, to be included in the official record of this public workshop.

Frank VD Stucken
Abst. No 678

Scale 1" = 400'

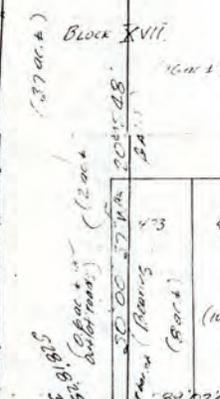
(58 ac ±)

(136.46 ac tract
Vol. 153, pg 397-403)

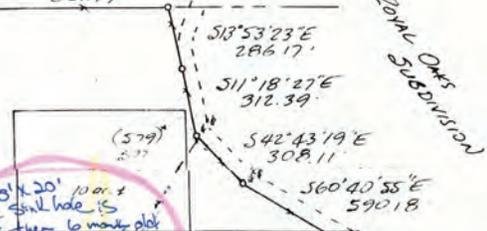


Block VIII
(56 ac ±)

(28786 ac tract
Vol. 98, pg 116-118;
0.89 ac tract, Vol.
145, pg 181-183)

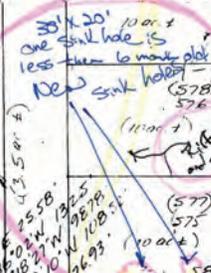


Block XVII
(37 ac ±)



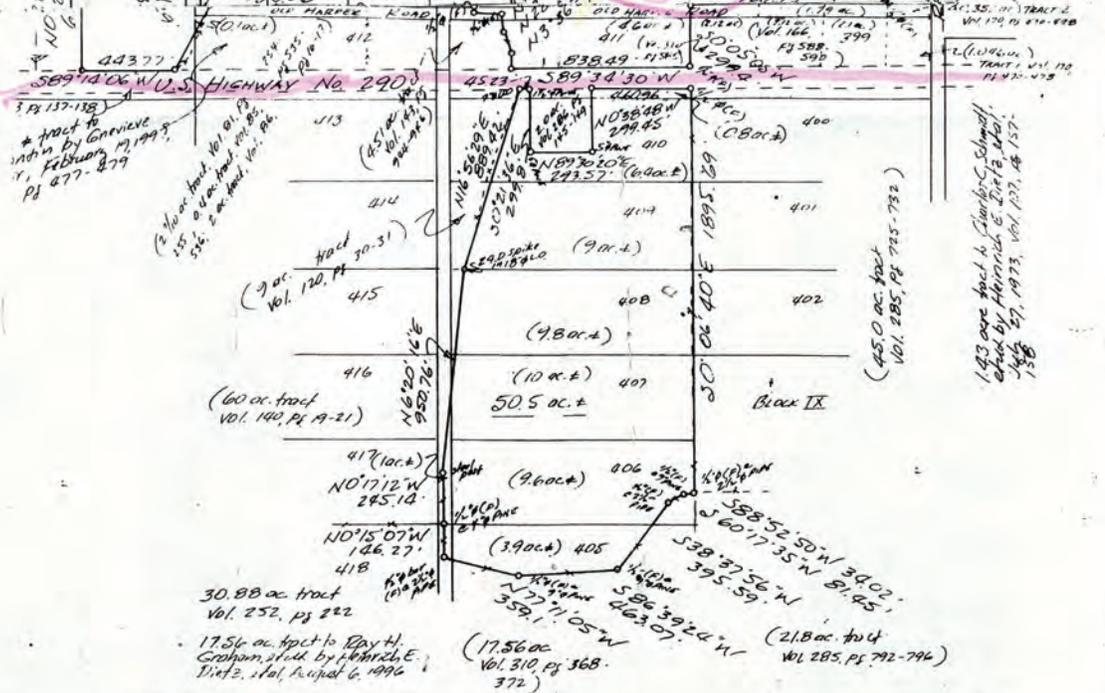
Block IX
(50.5 ac ±)

ROYAL OAKS
SUBDIVISION



30' x 20' one sink hole is less than 6 month plot New sink hole

(143 ac tract
Vol. 107, pg 157-158)



Highway No. 290

* tract to
indiv by Greene
Feb 1979
Pg 477-479

(9 ac tract
Vol. 120, pg 30-31)

(45.0 ac tract
Vol. 285, pg 785-782)

143 ac tract to
Clemens School
indiv by Harrison, E. D. 16, 1901,
1902, 1913, Vol. 127, pg 157-158

30.88 ac tract
Vol. 252, pg 222

17.56 ac tract to Ray H.
Craham, indiv by Harrison, E.
D. 2, 1901, Vol. 127, pg 157-158

(17.56 ac
Vol. 310, pg 368-372)

(21.8 ac tract
Vol. 285, pg 792-794)

6/7/2018



FW: Relief Route Comments

Thu, Jun 7, 2018 at 11:15 AM

From: Principio Consultant [mailto:████████████████████]
Sent: Tuesday, June 05, 2018 7:55 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Relief Route Comments

I see the issue as primarily one of Accessibility having a detrimental impact on Safety and Economic Development, unless a short and long term solution is put in place. In other words, accessibility will cause tourism to decline due to safety and congestion having a certain impact on downtown.

Short term, the City must provide short term relief by any means possible. Long term, the State must create a loop to connect State Highways 87, 290, and 16 on the South side of the City, in a longer term final solution which provides ample area for Fredericksburg to continue to grow.

Sent from my iPad

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Larry Rabalais & Dorothy Rabalais
Address: _____
Email: _____

Comment:

there has been a marked increase in noise, exhaust smoke and traffic danger in the 13 years we have lived here. Dining at a restaurant or visiting the main street shops has become an unpleasant experience. We realize that a relief route which would divert a large percentage of the semi-truck traffic would cost us taxpayers however we are willing to accept this to return the center of our community to a more user friendly and enjoyable venue. This project NEEDS TO BE DONE ASAP, not 25 years from now. The relief route project has our full support. Our community will grow, but the shopping and Main St. area does not have to become untenable as a result. BUILD IT !!

(Texas Transportation Code, §201.811(a)(5)):
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CP&Y

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Mr & Mrs Alton Reek
Address: [REDACTED]
Email: [REDACTED]

Comment:
The Alton Reek do not want truck road we live right
on west live oak + Kess Rd Thank you very
much It go right by our House we do not want
Please go some other way ☺ ☺

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Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Forest Rees Jr
Address: _____
Email: _____

Comment:

Sadly, we are 30 years late to this discussion
and purchase(s) of needed lands

I have no problem with a bypass route - EXCEPT...
who will purchase the Right of Way??

If the City and County are faced with paying for
the easements, it will be a HUGE problem
and will require LOTS of persuasion of the local
tax payer

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June 13, 2018

Re: Relief Route

c/o Mr. Joe Muck

Dear Fredericksburg Relief Route Study Group:

We attended the recent Community Forum for the *Relief Route* and discovered that our property lies within the boundary area. While we realize that no one wants to be forced to uproot and leave their home and property, it is even more tragic when historic areas are in threat of being destroyed.

My family and I visited Fredericksburg for years, waiting for that one special, historic property to become available. That dream became a reality when we found a unique property called "Buffalo Creek Ranch and Cottages." Painstakingly, we relocated (three generations)—planning to live out the rest of our lives in what I refer to as "paradise." I retired (but am still very active with maintaining the grounds) and my daughter and son-in-law both work within the community as well as my granddaughter. Our historical slice of "paradise" is located at 5108 State Highway 16 South. You might recognize it by the life-size buffalo out front and the long white wall sporting timbers that are over 100 years old.

We purchased this property due to its historic value and its beautiful river frontage. The 1850-60's original homestead has been refurbished to its original glory. Within this main home, the original log cabin that was built by the first German Settler's in the mid 1800's still exists. One of the most intriguing focal areas is the gun port (still in tack) that the German Settlers used to protect their homestead from intruders.

The 2nd historical log cabin/smokehouse which was also built in the 1800's is located directly behind the main house. It too, is in great condition.

Beyond the main house grounds we have two cottages that are leased to Fredericksburg and Gillespie County visitors. One of these is an original turn-of-the-century home, which still has the original plank floors.

One of the most incredible features about the property, is the historic Buffalo Wallow created by Buffalo who roamed this land way before its present inhabitants. Buffalo (Bison) Wallows are a unique ecological feature of prairie ecosystems that were created by the bison and existed prior to the current cedar and mesquite growth. These wallows also create pools that support vegetation that is more drought and fire resistant and provides lifesaving water to native and non-native wildlife and domestic animals. The buffalo wallow is a geographical feature that can even be seen by satellite.

Towards the back of our 118 acres, I built a home. My daughter and son-in-law reside in the main house. We moved three generations to this area so that we could all be close together and thrive as a family.

Please allow me to reiterate that I am sure that *no one* in the relief study area wants to abandon their home and land. I also want to express my thoughts to you all, of what a loss it would be to area history and nature to lose such a property (our homestead) to a roadway which could be built closer to town.

I want to thank you all for taking the time to read my letter and encourage the study group to visit and view our historic homes and property. I would like for you all to see the historic beauty it holds; hopefully for generations to come.

Please see the attached photos of the original log cabin homestead, log cabin/smokehouse, turn of the century home and the beautiful Buffalo Wallow.

Sincerely,

Bill Riggs Jay Jay Cynthia Loving

Bill Riggs, Jay and Cynthia Loving





1850-60's Original Log Home in Main House



Original Log Cabin/Smokehouse



Original Turn of The Century Guesthouse



Buffalo Wallow



Satellite View of Buffalo Creek's Buffalo Wallow

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): RICK + VICKI RISTAU
Address: [REDACTED]
Email: [REDACTED]

Comment:

This is a difficult task and one that will be
emotional for many whatever route is selected.
Bottom line is trucks must be taken from
Main Street so whatever can be done needs
to be done. As far out as possible would be
best, however realizing that truckers need
the fastest route to save time, otherwise
they would continue to go down Main Street.
This has been needed for quite some time
and hopefully will go forward this time.

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield
CP&Y

Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Anthony Rode
Address: [REDACTED]
Email: _____

Comment:

I am somewhat in favor of a track route provided that they give land owners access to the route so they can capitalize on the loss of there property.

**(Texas Transportation Code, §201.811(a)(5)):
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6/18/2018



Fwd: FBG Relief Route

Fri, Jun 8, 2018 at 4:16 PM

From: Robert T Sagebiel [REDACTED]
Sent: Monday, May 21, 2018 3:55 PM
To: Joseph Muck
Subject: FBG Relief Route

Good afternoon, Sir:

Is there a larger schematic that would show the roads to be used, or constructed? If so, please share, and thank you. Bob

Robert T Sagebiel

[REDACTED]

[REDACTED]

[REDACTED]

6/7/2018



FW: Attn: Fredericksburg Relief Route Study

Thu, Jun 7, 2018 at 3:26 PM

-----Original Message-----

From: Jane Sandstrum [mailto:]
Sent: Thursday, June 07, 2018 3:25 PM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Attn: Fredericksburg Relief Route Study

Ms. Benningfield:

I have read the report of the meeting May 31 regarding the relief route options for large traffic around Fredericksburg. I see the word "safety" used but missing is the word HAZMAT. I think that should be just as much an issue for consideration as pedestrian and vehicle safety when considering the routing. I would hope the FBG fire dept. would be involved in the decision-making due to their protection regarding HAZMAT issues.

We chose to move to the Fredericksburg area and built here 10 years ago. We subscribed to the local newspaper for a couple of years before that and re-routing was an issue even back then but was conveniently shelved due, I think, to it being a "hot" issue. Landowners didn't want THEIR land to be the land affected, etc. Well, nobody does. But for the good of the "people" things have to be done that are not popular. That is the way "progress" frequently goes. I do not envy the position of the actual decision-makers, but I hope this time the decision is not once again shelved. Our little town is a busy town, known all over the state and beyond, and frequented by many. More, it seems, every year. I can only imagine the nightmare of one of the large trucks, say a piece of a wind turbine, crashing into a downtown building and/or group of visitors. Or a chemical-laden truck wrecking into one of the many wineries.

Good luck and God Speed,
Sincerely,

Jane L. Sandstrum



6/7/2018



FW: Fredericksburg Relief Route Study

Thu, Jun 7, 2018 at 11:01 AM

From: Carter Schildknecht [mailto: [REDACTED]]
Sent: Thursday, June 07, 2018 6:33 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Fredericksburg Relief Route Study

For some time I have been concerned about the heavy traffic going through downtown Fredericksburg. Main Street is almost always busy with locals and visitors shopping and going to various restaurants. With 18 wheelers plowing down that extremely busy Main Street, I fear that a catastrophic accident will happen someday - not if, but when. A relief route to carry thru traffic from US 290 and US 87 is becoming more of a necessity every day. Because Fredericksburg is a destination location, businesses do not need to worry that a relief route would dry up their business.

I appreciate your taking my comments into consideration.

Thank you,
Carter T. Schildknecht

Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Charles D. Schmidt
Address: [REDACTED]
Email: [REDACTED]

Comment:

1. It appears that the advocates for a by-pass route want to transfer the diminished quality of life of the many citizens of the city to the few landowners affected by acquisition of a right of way. And I guarantee you those affected landowners will have diminished quality of life. Is that good PR?
2. It also appears that trucks have been made the villain of traffic concerns. I viewed a display about numbers of trucks passing through for a few years. With no related data about changes in car traffic and only a tabulation for a few years is terribly skewed. There is a strong possibility that a peer review would reject it immediately. I recommend that data indicating the numbers of both trucks and cars entering the city for several years be tabulated. Therefore, an adequate number of reference points may enable more valid conclusions, if any.
3. Without any question, in my opinion, reasonable access to the by-pass route is absolutely essential. That would be required for continued agricultural operation of the bisected properties. CDS 15118

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

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Stacey Benningfield
CP&Y

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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Dan + Jonnel Sicking
Address: _____
Email: _____

Comment:
Please offer fair market value to owners
(damage of divided property included).
Please do NOT lowball poorer
property owners just because you can!
Thanks, Dan

Agree concern for trucks turning west on Main
St from 87 South is the most major problem
Recommend requiring trucks to turn west
on Friendship Lane then turn North on 16 South
rejoining Main St. @ Library, City Hall, Market and
head west. Most of busy traffic re: business
is east of Adams. Corner is open & much easier
to turn left. Much better re: cost effectiveness to
? hundreds of millions to build ~~alternate~~ alternate route.
Could at least be a temporary temporary improvement in

(Texas Transportation Code, §201.811(a)(5)):
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CP&Y

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May 15, 2018

C P & Y

Attn: Fredericksburg Relief Route Study

13809 Research Blvd., Suite 300

Austin, TX 78750

Greetings from a Fredericksburg Homeowner,

It has come to my attention that truck bypass/relief routes have been under consideration by the City of Fredericksburg, Gillespie County and TXDOT for many years, with an upcoming Open House scheduled to address planned routes and other issues.

Since Friendship Road begins at Hwy 290, crosses Hwy 87 and ends at Hwy 16, it is the perfect "already existing" bypass/relief route, and one that would not displace residents from their homes. The planned alternates 6 & 9 are both only 5 miles or so from Friendship Road. It makes no sense to build a second route that would be so close, so costly and so disruptive to homeowners along those alternates. In addition, those alternate routes swing right back into the city not far from where Friendship Lane ends anyway.

It seems counter-productive to build a shadow road next to one that already exists. In a tourist town as popular as ours, and in an area growing as fast as available housing will allow, it seems better to plan a future bypass of the city ten or more miles out from Main Street. Please do not disrupt or destroy our current homes & heritage properties.

Thank you for your careful consideration,



Janice Smith



6/7/2018



FW: FREDERICKSBURG BYPASS ROUTE

1 message

Thu, Jun 7, 2018 at 12:27 PM

From: Allen Spousta [REDACTED]
Sent: Wednesday, May 23, 2018 10:50 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: FREDERICKSBURG BYPASS ROUTE

Good morning Joe/Stacey

Unfortunately, I will not be able to attend the upcoming forum on re-routing large truck traffic around Fredericksburg, but I have a few questions and suggestions for making this happen.

We have lived in "the burg" for 17 years and this subject has been approached as many times as we have lived here-----and still nothing has been accomplished other than study after study after study. The seriousness of this is readily apparent because if there was ever a serious incident in downtown Fbg that resulted in death to pedestrians, or an explosion because of hazardous material coming through town, the end result would be devastating. A bone of contention by Fbg storefront owners and their business was that tourist business would be interrupted. This is utterly false because if tourists/visitors were coming to Fbg to spend time in our community then they would drive straight into town and enjoy themselves exploring our community. If on the other hand, an individual or a large trucking company was concerned with saving time and wanted a fast way to get around a community, then they will take the alternate route and it still would NOT affect the community as a whole.

I have no idea when this re-route will ever be accomplished but as a suggestion, Friendship Lane is a very nice four lane (two lanes both east and west bound) alternate route around Fbg and runs from US290 East to State route 16 South. Granted there are a few residential areas on this route but not nearly the congestion and traffic of downtown Fbg. Large trucks would be able to much easier make turns and would have less congestion as well as wider roads with no parking traffic to contend with which would make their transit much safer and less stressful to the driver.

My suggestion-----since Friendship Lane now exists but terminates at State route 16, what might be the feasibility of continuing this route to intersect US290 West and terminate at US87 North towards Mason? It might not be the best solution but it would certainly be a good alternative and since most of the highway is already in place, the added construction could be accomplished rather quickly. Yes, there would have to be privately owned property purchased from those owners and it is understandable, but talking and talking over proposals and achieving NO action is getting NOWHERE. And the longer this project is delayed the higher the costs of land acquisition and construction of this re-route.

Thank you for reading my input and I certainly hope that this project will get started ASAP before a serious incident occurs in downtown Fbg. I am available via cell phone or email if you desire any other information.

Respectfully submitted,

Allen Spousta

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Bruce Staffel
Address: _____
Email: _____

Comment:

I owned a 7.71 Acre Tract at 2543 South U.S. Hwy 87, Fredericksburg, TX 78624. We are finalizing plans for a 15,000 sqft. commercial space on the Hwy 87 Frontage. We are also building additional Apartments in the rear portion of the property.

I am opposed to the 2006 Alternate 9 route as it places the ROW through our commercial property. We have delayed this project as long as we can. We are proceeding with development because of the uncertainty of the Bypass route.

Bruce Staffel

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

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Stacey Benningfield
CP&Y

Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

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6/7/2018



Fredericksburg Texas Relief Route

2 messages

Bruce Staffel [REDACTED]
To: sbenningfield@cpyi.com, cathy.kratz@txdot.gov, joe.muck@txdot.gov
Cc: Lynda Rife <lrite@rifeline.com>, cwotipka@rifeline.com

Mon, Jun 4, 2018 at 2:41 PM

From: Bruce Staffel,

Address: [REDACTED]

Additional entrance at [REDACTED]

I purchased this 7.71 acre tract in 2012 for development of a mixed use project consisting of commercial property on the Highway 87 frontage with a second entrance for residential rental property in the rear of the property.

This property is located on the 2006 Outer Loop Alternate 9 bypass route as published online by the City of Fredericksburg, Texas. I am opposed to any future route that will incorporate our property due to the existing improvements and **additional development underway.**

To date, we have developed the property with three residential structures in the rear of the property and two warehouse structures on the Highway frontage. **We are currently in the process of building an additional 15,000 square feet of commercial space on the property.** We also have future plans for additional residential development in the rear of the property.

The previous Pipeline on the northern edge of this property has been removed and a release of that easement has been filed.

Please feel free to contact me should you need additional information or have any questions.

Thank you,

Bruce Staffel
[REDACTED]

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Kay Steinbring
Address: _____
Email: _____

Comment:
Thank you for working on this.
We need it for safety of lives.

(Texas Transportation Code, §201.811(a)(5)):
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6/7/2018



FW: Relief route

1 message

Stacey Benningfield <sbenningfield@cpyi.com>

Thu, Jun 7, 2018 at 12:20 PM

-----Original Message-----

From: Darlene Stewart [REDACTED]
Sent: Saturday, May 26, 2018 10:48 AM
To: Marion Wiggins [REDACTED]
Subject: Relief route

As a Fredericksburg Texas resident who has witnessed exponential growth here, and who understands the demographic of a large retirement population who have sought a location to remain for the long run, I am very concerned about some aspects of the relief route.

How many homeowners will this displaced and will they receive fair market value for their property?

I believe that non-Fredericksburg truck vehicles should keep to the existing freeways, through Kerrville. Local use only from hwy 87 should turn on Milan, connecting with hwy 16. That short distance can be manageable with a narrow road. Friendship lane should be the definite route to avoid main street, as was inferred at the extension project.

Please answer my questions and add this message to the comments collected at the workshop.

Thank you, Darlene Stewart, Fredericksburg Texas

Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): PAULA STONE
Address: _____
Email: _____

Comment:
I hope you will choose A MORE WESTERN
route - AS opposed to Kerr Rd. My house
WAS built by The pioneers in 1882; it is
STONE And can't be moved. We need A
Relief ROAD but don't WANT to sacrifice
our heritage for it!

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Michael Stark
Address: _____
Email: _____

Comment:

Use Friendship to Save Money on
AN Existing Road. Will not have to purchase
As much Property using eminent domain forcing
people to sell there Property. Should cause
less Stress on Environment.

(Texas Transportation Code, §201.811(a)(5)):
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Comment Form

Name (Please Print): Andreas Ubach
Address: [REDACTED]
Email: [REDACTED]

Comment:

I am here representing Another Closet Self Storage.
I frequent LBJ Park just off of 16 and would very much
appreciate if it were to stay intact. The horse track is another
attraction with historical value which I would hate to see impacted.
The Business I represent is nestled in between the two
and I find it hard to believe it would be cost efficient
to displace these institutions as well as the airport/fairgrounds.
Please take this into consideration. Thank you.

[Signature]

(Texas Transportation Code, §201.811(a)(5)):
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Stacey Benningfield
CP&Y

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13809 Research Blvd., Suite 300 Austin, TX, 78750

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[REDACTED]

June 11, 2018

CP&Y

Attn: FBG Relief Route Study

13809 Research Blvd Suite 300

Austin, TX 78750

TO WHOM IT MAY CONCERN:

I have a great concern about the relief route for Fredericksburg. I was so sorry to have missed the opportunity to review the information shared with the public but I was out of town that day.

I do understand we are asked to share our thoughts and am taking that opportunity.

When coming to Fredericksburg from Austin on 290 take route left onto Friendship Lane, across 87 South and straight across HWY 16 South. After crossing HWY 16 South go straight on #2093 to Upper Liveoak, turn right and straight to 290 West. Another way is straight on #2093 to Kerr Road, turn right, at Liveoak turn left, at Upper Liveoak turn right, then straight to 290. I don't have an idea from 290W to 87N. The property I considered has been purchased for development.

I realize that Friendship Lane is in Fredericksburg but this plan is getting the trucks off Main Street NOW and not waiting another 29 years to get this problem solved. Remember San Antonio built 410 and years later 1604. We need to get a relief route before there is a major problem in the heart of a very busy tourist town. Friendship Lane is wide and straight and so is #2093 and Upper Liveoak. It would be minimal property to buy by using existing roads and not have to go through courts to condemn and purchase lands. It does solve problem to from 290 East to 290 West pretty easily and hits 87 S and 16 S.

A relief route has been looked at for decades and it is time to do something!

. Thank you for looking at my idea.

Sincerely,



Judy Vordenbaum

✓ Cc: Linda Langerhans, Mayor of Fredericksburg

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print):

Kathy Weiland

Address:

Email:

Comment:

If the loop goes through my family property, bordering or splitting our property in two, it needs to be an "open access" loop. If it is proposed as a limited access or closed access loop, then it will probably get voted down - as before. It only makes sense to allow property owners the right to create new access road(s) on their newly sub-divided properties in which they can develop, sell, or keep as is - as they wish.

As Fredericksburg is growing at a steady rate, a new loop needs to be created soon. Give property owners an "open access" and it may get voted in.

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



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Comment Form

Name (Please Print): Tom Weirich
Address: [REDACTED]
Email: [REDACTED]

Comment:
I would use the outer boundary -
the area population is expanding
by leaps and bounds and the further
out the better.
Or a tunnel!!

- (Texas Transportation Code, §201.811(a)(5)):**
Check each of the following boxes that apply to you:
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 - I do business with TxDOT
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Fredericksburg Relief Route Study



Route and Constraints Identification Comment Form, June 1 - 15, 2018

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The potential relief route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

We are looking for your input to help us identify new or existing locations for a potential US 290 relief route. Based on traffic patterns and environmental constraints, where would be the best location for a relief route in the study area? Please draw your suggested route directly on the map. Feel free to provide comments on possible concerns, issues or constraints using the space below. When finished, please leave this form in the provided comment box.

I envision a 4 lane divided highway with access like the 290-281 way, S. of Johnson City. No need for frontage roads. Also a 400' wide stopway seems to be in excess, every 110' is an acre taken up and Fredericksburg land is very expensive (the city just paid \$63,000 an acre for 50 acres). As fast as this area is growing I don't know if my proposed route #2 is far enough out but I would definitely go S. of the Pedernales. It doesn't add appreciably to the existing mileage and should save time. My family settled here in 1852 and the original house is on Upper Lizard Rd. Do not mess with it!

Name: Tam Weirich
Address: [REDACTED]
Phone: [REDACTED]

Would you like us to contact you with more information?
 Yes No

Would you like to be added to our database for future updates?
 Yes No

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Let us know your thoughts on the study by taking an interactive survey available until June 15, 2018! Survey and more information can be found by visiting www.fbgtx.org and searching "Relief Route Task Force." For questions on the study, contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will also be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield, CP&Y
Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

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6/7/2018



FW:
1 message

Thu, Jun 7, 2018 at 11:05 AM

From: Camille Williamson [REDACTED]
Sent: Wednesday, June 06, 2018 11:48 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject:

Dear Ms. Benningfield,

My family, our home, and our land are all directly affected by the proposed relief route for Fredericksburg, a direct conflict of your statement that "homesteads will not be negatively impacted." The proposed highway will run right through our kitchen! Your policy does not match your actions in this situation. There are other options that TxDOT has never considered. While there are several options east of 290 Highway, there has only been one option ever considered on the west side of Highway 290 and that is through the middle of our land. Other options that would be more sensible as well as more cost effective include routing traffic onto 290 West to merge into 87 North which are existing highways, or routing traffic onto Highway 290 West and eventually through the abandoned Armory area.

Please expand your studies so that your policy and plans will coincide in that homeowners truly will not be negatively impacted, costs will be less, and it will be more efficient. As is, the plan is unacceptable, and TxDOT is not applying their policies or principles to their actions. Sincerely, Camille Williamson, Fredericksburg, TX

6/7/2018



FW: Relief Route Survey

1 message

Thu, Jun 7, 2018 at 11:19 AM

From: marc williamson [REDACTED]
Sent: Monday, June 04, 2018 4:13 PM
To: Kent Myers
Subject: Relief Route Survey

Kent, I realize I am not a resident of the city so I would not have gone to the survey except TxDot recommended I fill it out since I am one of the one's directly affected. I have to say I am extremely disappointed in the content. It was obviously designed only to justify the position of the task force. No effort was made to really look at the pros and cons of the issue with every question offering only options on the many pluses of the route. I know it is a foregone conclusion of the powers to be but I expected a little less heavy handed approach. I think no survey at all would have been better than the bogus attempt posted. Thanks for letting me express my concern. If you are interested in a good business opportunity I can always open a Starbucks out of my kitchen window (if I still have a kitchen window). Thanks. Marc

6/18/2018



FW: Fredericksburg Relief Route Study

Thu, Jun 7, 2018 at 11:07 AM

From: marc williamson [REDACTED]
Sent: Wednesday, June 06, 2018 11:32 AM
To: Stacey Benningfield <sbenningfield@cpyi.com>
Subject: Fredericksburg Relief Route Study

Ms. Benningfield,

I am extremely concerned about the TxDOT presentation on the relief route for two primary reasons. First, TxDOT representatives always insist that it offers multiple route options. I have been involved in the process in Fredericksburg since the original study and while there are always options east of Hwy. 290, all the options always meet at Royal Oaks Loop. No other alternatives are ever offered such as sending traffic down 290 West to Hwy. 87 North, or going through or the abandoned armory, or moving out to open country. It is very disingenuous of the TxDOT officials to claim to examine multiple alternatives when they clearly only have one.

Second, TxDOT policy purports to emphasize avoiding negative impact to homesteads. This is obviously not true as the recommended route directly impacts my home. Giving lip service to a policy you do not adhere to is unethical. Instead of studying topographical maps and aerial views, I invite you to come by and see in person the home and land we have invested our life savings and future into that is so cavalierly being recommended to be a section of a highway. Real people with real homes are going to be negatively impacted.

Marc Williamson, Fredericksburg

6/7/2018



Survey

marc williamson [REDACTED]
To: cwotipka@rffline.com

Mon, Jun 4, 2018 at 3:42 PM

I just completed the survey you recommended on the City of Fredericksburg. What a bogus effort! the entire survey was geared toward nothing but justifying the route. Every question was designed to support the task force's viewpoint. There was no attempt to solicit legitimate input concerning the pros and cons of the recommendation. I would be embarrassed as a TxDOT representative to recommend the link or is the whole process just lip service to an issue that has already been decided by TxDot and the city?

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Caroline WOLLNT
Address: [REDACTED]
Email: _____

Comment: I wrote the President once. No reply. :-

We Need More Trains!

We drive from Fbg. to Pebble Beach a few times each year.

Sometimes we see NO TRAINS.

The most we've seen is 6 on the 2 to 3 day trip.

Let's work for cross-country train network.

This will lighten traffic in the whole U.S.A. :-)

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.

Written comments will be received and accepted by the project team via email at sbenningfield@cpyi.com or by mail at:
Stacey Benningfield
CP&Y

Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300 Austin, TX, 78750

Comments must be received by Friday, June 15, 2018, to be included in the official record of this public workshop.

Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Randall Wunderlich

* Address: [REDACTED]

Email: [REDACTED]

Comment:
* Property in question is located on
Squirrel Run. *

I assume different routes will
be offered for consideration. Was
recently involved in an LCRA project
in eastern Gillespie County. A lot more
properties, homes, businesses etc in
question here!

(Texas Transportation Code, §201.811(a)(5)):
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Fredericksburg Relief Route Study



Public Workshop • May 31, 2018 • Hill Country University Center
Comment Form

Name (Please Print): Martha Zeiber
Address: [Redacted]
Email: [Redacted]

Comment:

Keep as far out as possible from
city limits. F'burg will grow and too
close will be another problem down
the road. Keep out of 100-year
flood plain (duh!)

~~Has~~ to be done. Downtown is
no longer a safe place w/18-
wheelers + our crazy tourist drivers!

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply
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Compassionate Care Veterinary Hospital
Susan Fritz, DVM



To Members of the Fredericksburg Relief Route Study,

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My main concern is this proposed loop has the possibility of passing through the land my clinic is built on. Not only would the loss of this business impact me but also my employees and clients. Please keep this information in mind as you continue your studies.

My family also has a 2nd property at  This business was established in the late 1990's. There seems to be a conflict in the maps I have been able to find but this property may also be in peril. Both businesses were built in these locations for their close proximity to town. If it becomes necessary to build a loop then I feel the study should look beyond established businesses.

We the undersigned would appreciate further studies looking for possible routes farther outside the city and its ETJ.

Signature	Name	Address
	Susan Fritz	
	Kevin Fritz	
	Durren Halford	
	Stephanie Harrington	
	Sarah Bosse	
	Martha Foster	
	Roy Gentry	
	Gordon Kuhlmann	
	Linda Lively	
	Gary Lively	
	Mary Foerster	
	Glenda Kottmann	
	Robert Smith	

Compassionate Care Veterinary Hospital
Susan Fritz, DVM



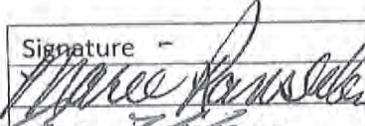
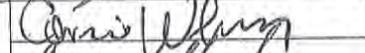
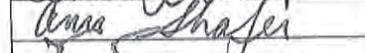
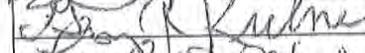
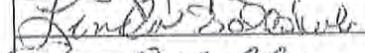
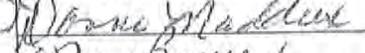
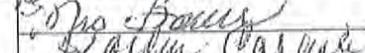
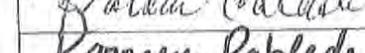
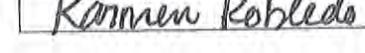
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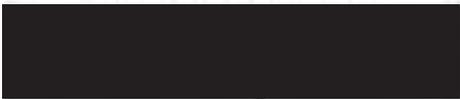
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Signature	Name	Address
	Marie Ransleben	
	Cheryl C. Haas	
	Connie Wehrens	
	Ann Shafer	
	Kody Fritz	
	Carolyn R. Kuschner	
	Linda Soltokub	
	Douglas Soltokub	
	Janice Stephenson	
	Donna Madoux	
	Betty Bayer	
	Karleen Carlisle	
	Karmen Robledo	

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Susan Fritz, DVM**



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Signature	Name	Address
	KAROL KUNZ	
	Melissa Wehmeyer	
	Kimberly Braks	
	Baylie Eckhardt	
	Janelle Beach	
	Mary Lindsey	
	Brandi Seegers	
	Larry A. Thompson	
	Linda Roman	
	Kim McKinnon	
	Linda Boer	
	Roberta Allen	
	Rosalind G...	

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Signature	Name	Address
<i>Blenda & Donald Fritz</i>	Blenda Fritz	
<i>David R. Pressley</i>	DAVID R. PRESSLEY	
<i>Diane Garza</i>	Diane Garza	
<i>Karen A. Beach</i>	KAREN A. Beach	
<i>Karen Cottingham</i>	KAREN Cottingham	
<i>Marc Williamson</i>	Marc Williamson	
<i>Camille Williamson</i>	Camille Williamson	
<i>Jeffrey S. Nichols</i>	Jeffrey S. Nichols	
<i>Sarah Nichols</i>	Sarah Nichols	
<i>Domingo M. Saez</i>	Domingo M. Saez	
<i>Steve Evans</i>	STEVE EVANS	
<i>Mike Mangum</i>	MIKE MANGUM	
<i>Cheryl R. Mangum</i>	CHERYL R. MANGUM	

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	Stephen Fry	
	Kimberly Pugh	
	ANGELA C. VARGA	
	Lisa Ballard	
	Sheri Young	
	Lisa Dineen	
	Diana Dineen	
	Richard Lawk	
	Michael Kraas	
	ARMEN WARD	
	Brenda Carney	
	Bob Hickerson	
	M.L. Knightley	



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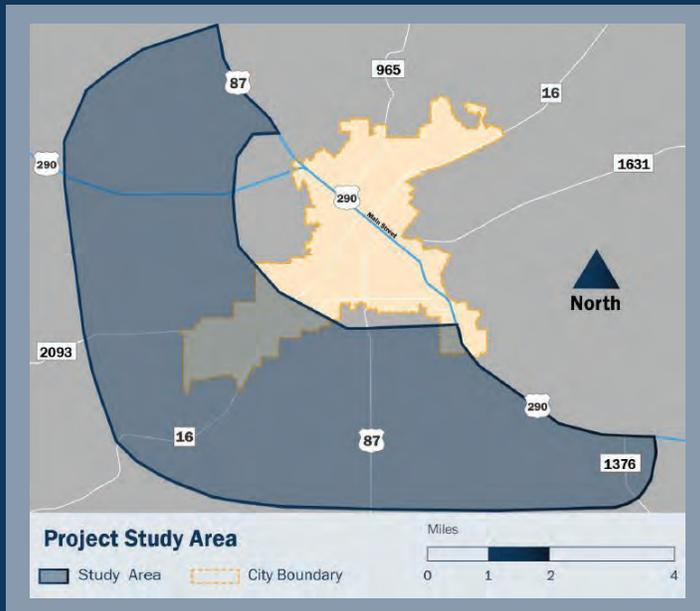
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Signature	Name	Address
	Michael P. Turk	
	Blake Bryant	
	Kim McKee-Lewis	
	DENNIS ROBERTSON	
	Elizabeth Setterho	
	LARRY L. WELLS	
	Jacki Blumling	
	Vonda Rychey	
	Altona Poulack	
	Patricia Cornelli	
	Lee Cornelli	
	Mike Cornelli	
	Penny Perry Hughes	

Appendix F

Figures

Fact Sheet



ABOUT THE STUDY

The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation (TxDOT), are conducting a feasibility study to explore a potential US 290 relief route around Fredericksburg. The relief route would give people the option to travel around, rather than directly through, the city.

US 290 is an east-west highway that passes through downtown Fredericksburg and its Main Street tourist area. Discussions about a possible relief route have been ongoing in the Gillespie County area for many years. As traffic volumes and congestion continue to increase, the need for a relief route has become an important safety and quality-of-life issue for the community.

STUDY PROCESS AND PURPOSE

The Fredericksburg Relief Route Study will identify and evaluate route options in order to develop a locally preferred option that reflects community values and is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg, and Gillespie County.

With input and feedback from the community, goals and objectives will be established and route options will be identified and evaluated. The project team will also develop an environmental constraints map and conduct travel demand modeling.

The study will conclude with the identification of a locally preferred option. This option will be the starting point for any future phases of project development, including a detailed environmental study, should the project advance.

COMMUNITY DRIVEN EFFORT

The Gillespie County Relief Route Task Force, which was established in 2013, is charged with finding a solution to this high-priority transportation and community challenge.

It is the intent of the City, County, Task Force, and TxDOT to actively engage the community throughout the study process. By encouraging participation and community-wide dialogue, a transportation solution can be identified that preserves Main Street as the heart of Fredericksburg, minimizes community impacts and reflects community values.

There will be numerous opportunities for the public to provide input and feedback regarding the study and the potential relief route. Opportunities will include public workshops, open houses, and one-on-one or small group stakeholder meetings.

For more information or to take an interactive survey until June 15, 2018, visit www.fbgtx.org, and search "Relief Route Task Force," or scan this QR code: Or, contact Joe Muck at joe.muck@txdot.gov or 512.715.5702.



TYPICAL PROJECT DEVELOPMENT PROCESS



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

Fredericksburg Relief Route Study



Frequently Asked Questions

1. Who is on the Gillespie County Relief Route Task Force and what is the Task Force's role?

The Task Force is comprised of 12 individuals representing the following entities: City of Fredericksburg, Gillespie County, Fredericksburg Chamber of Commerce, Gillespie County Economic Development Commission, Fredericksburg Convention and Visitor Bureau, and the general public. This study is a locally driven process led by the Task Force; as such, the Task Force will be the local tie to the community. The Task Force will ensure that a local voice is considered throughout the study and that the process is transparent and inclusive. Members' experiences, insights, and ties to the community are pivotal to the ultimate success of the study.

2. What is the study timeline?

Using input received from this workshop, the study team will develop conceptual route options. Over the course of the study, the route options will be refined and evaluated in order to identify a locally preferred route option. The study will include numerous opportunities (additional public workshops and open houses) for the public to engage and provide input. It is anticipated that the study will be finished in 2019.

3. What happens if we do nothing?

Traffic congestion on Main Street will continue to get worse. As a result, safety and mobility will continue to decrease. These factors (increased traffic, reduced safety and mobility) will make it harder for visitors to reach the downtown tourist area and will also make it harder for local residents to move around town safely and efficiently. Increases in land values and construction costs are also anticipated. So, if the project is postponed, the amount of tax dollars required for a future project would continue to increase.

4. What is being studied during the Relief Route Study?

Traffic, engineering and environmental studies will be conducted in conjunction with the Relief Route Study. The process will begin with identification of conceptual route options. Through the various studies and investigations, and with input from the public, the route options will be refined and the number of options reduced. The ultimate goal of the study is the identification of a single locally preferred route option. The locally preferred route option would then be the basis for future phases of project development.

5. How will the potential routes be developed and selected?

The route identification process begins tonight; workshop participants are asked to draw suggested route options on the large-scale maps found at the map stations. Using the input received tonight, the study team will then develop conceptual route options. The conceptual route options will be presented for public review/comment at a public workshop (tentatively planned for the fall of 2018). An iterative process will then be used to refine/evaluate the route options and ultimately identify the locally preferred route option. The Task Force and the public will be engaged throughout the process via meetings, workshops and open houses; thus, ensuring the voice of the community is heard and study findings reflect the needs and desires of the community.

6. How can I participate?

In addition to providing route suggestions (by drawing on the available maps), you are encouraged to submit written comments on the provided form and participate in the interactive survey. If you are unable to take advantage of all opportunities at this workshop, you may send written comments by Friday, June 15, 2018, to

Email: sbenningfield@cpyi.com

Postal mail: Stacey Benningfield, CP&Y

Attention: Fredericksburg Relief Route Study

13809 Research Blvd., Suite 300, Austin, TX, 78750.

You can also take the interactive survey online until June 15, 2018 by visiting fbgtx.org and searching "Relief Route Task Force." For your convenience, copies of the maps are available at Fredericksburg City Hall (126 W. Main Street), the Gillespie County Courthouse (101 W. Main Street), or the TxDOT maintenance office located in Fredericksburg (1623 E. Main Street). Stop by any of these locations on or before June 15th to draw route suggestions.

7. How can I stay informed?

If you would like to be added to the database that receives updates for this study, please email Rebecca Hickey at rhickey@rifeline.com with "Fredericksburg Relief Route Study" in the subject line.

WELLCOME

PUBLIC WORKSHOP

Fredericksburg Relief Route Feasibility Study

- ✉ **Sign in** so we can keep you updated on the study
- 💬 **Share** your comments by June 15, 2018
- 📝 **Take** the interactive survey by June 15, 2018



Fredericksburg Relief Route Study

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.



Fredericksburg Relief Route Study

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.



Fredericksburg Relief Route Study

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



TYPICAL PROJECT DEVELOPMENT PROCESS

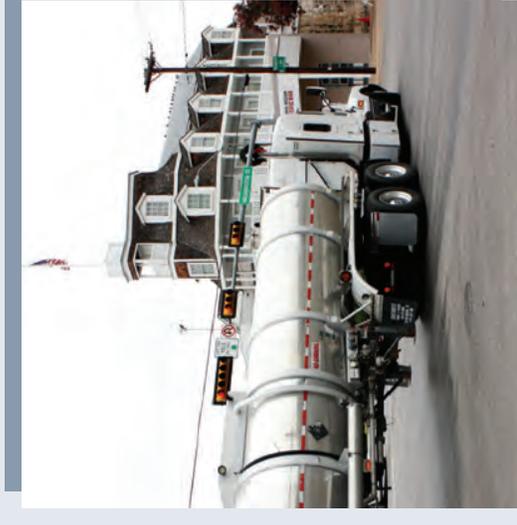


* Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.

Fredericksburg Relief Route Study

Existing Main Street Traffic

- Approximately 16,000 vehicles per day (average)
- Approximately 1,600 trucks per day (average)
- Based on existing traffic volumes, a relief route would divert approximately 6,500 vehicles away from Main Street per day.
 - Of the 6,500 vehicles from Main Street, approximately 1,000 would be trucks (about 60% of existing truck traffic).



Projected Main Street Traffic

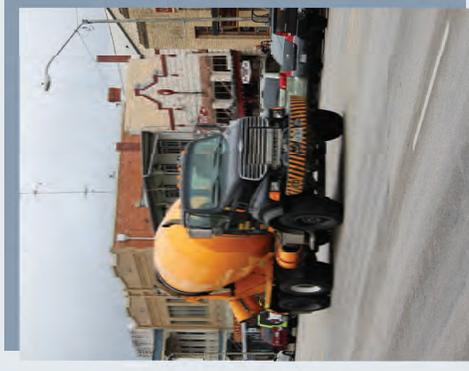
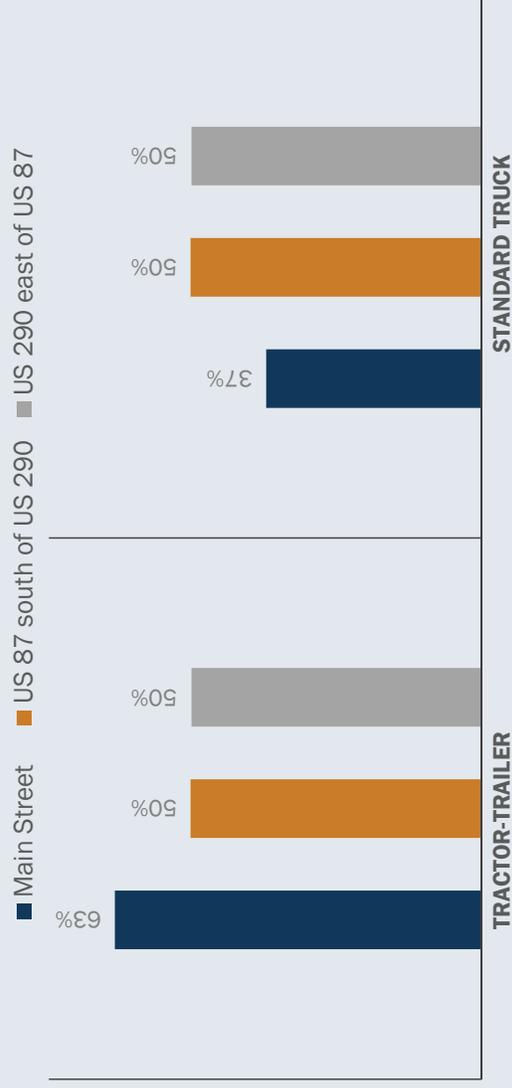
- If a relief route is not built, it is expected that traffic on Main Street would continue to increase over the next 20 years, with a corresponding increase in truck traffic.
- A more detailed traffic analysis will be conducted as part of future phases of this study.



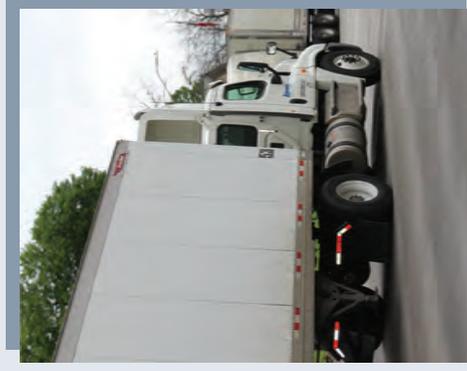
Fredericksburg Relief Route Study

TRUCKS THROUGH FREDERICKSBURG

TRUCK TYPES IN THE AREA



STANDARD TRUCK



TRACTOR-TRAILER

PERCENTAGE OF TRUCKS CARRYING HAZARDOUS MATERIALS

MAIN STREET	4.26%
US 87 SOUTH OF US 290	6.67%
US 290 EAST OF US 87	2.20%

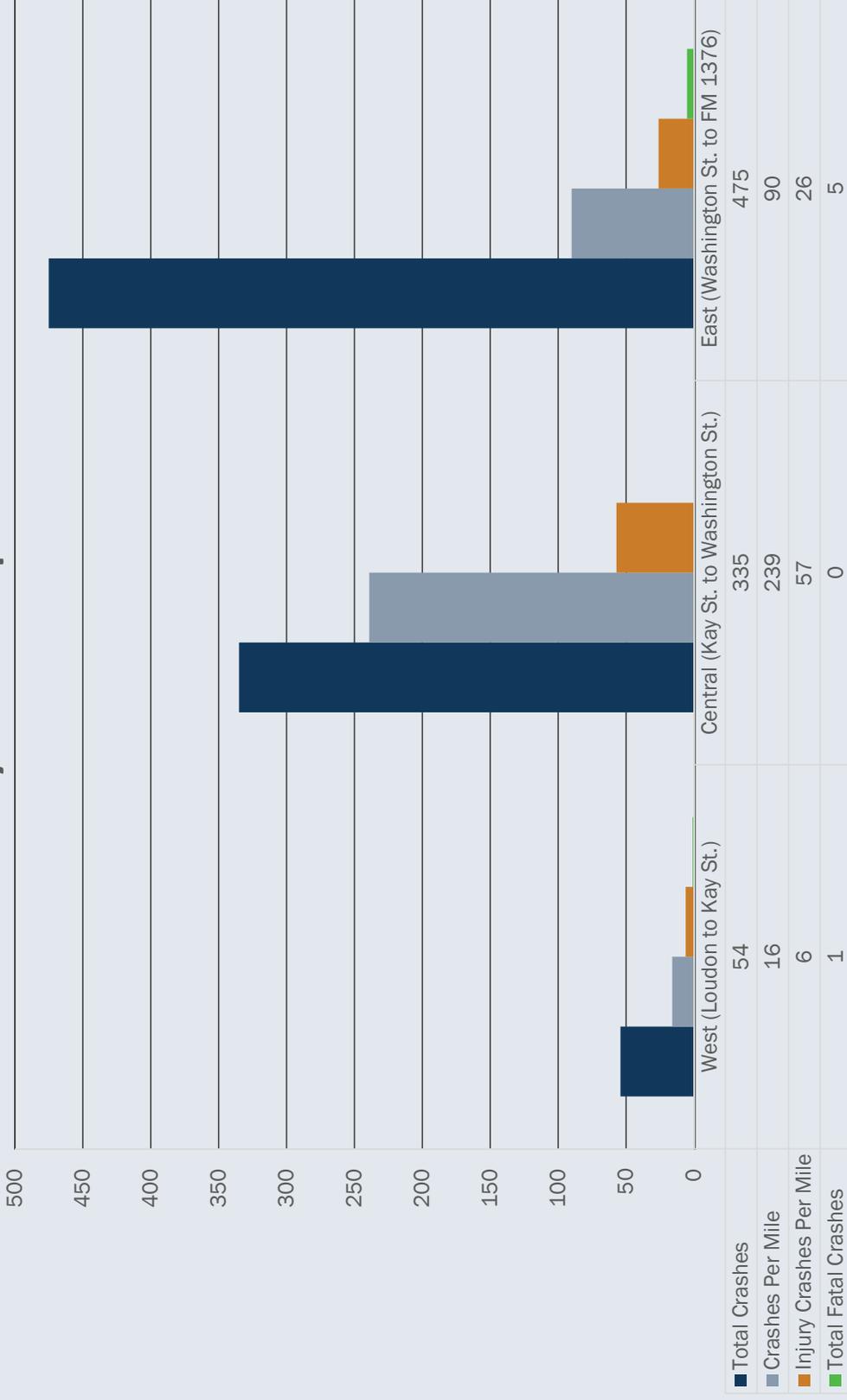
Source: Texas A&M Transportation Institute



Fredericksburg Relief Route Study

US 290 CRASH SUMMARY

January 2010 to April 2018



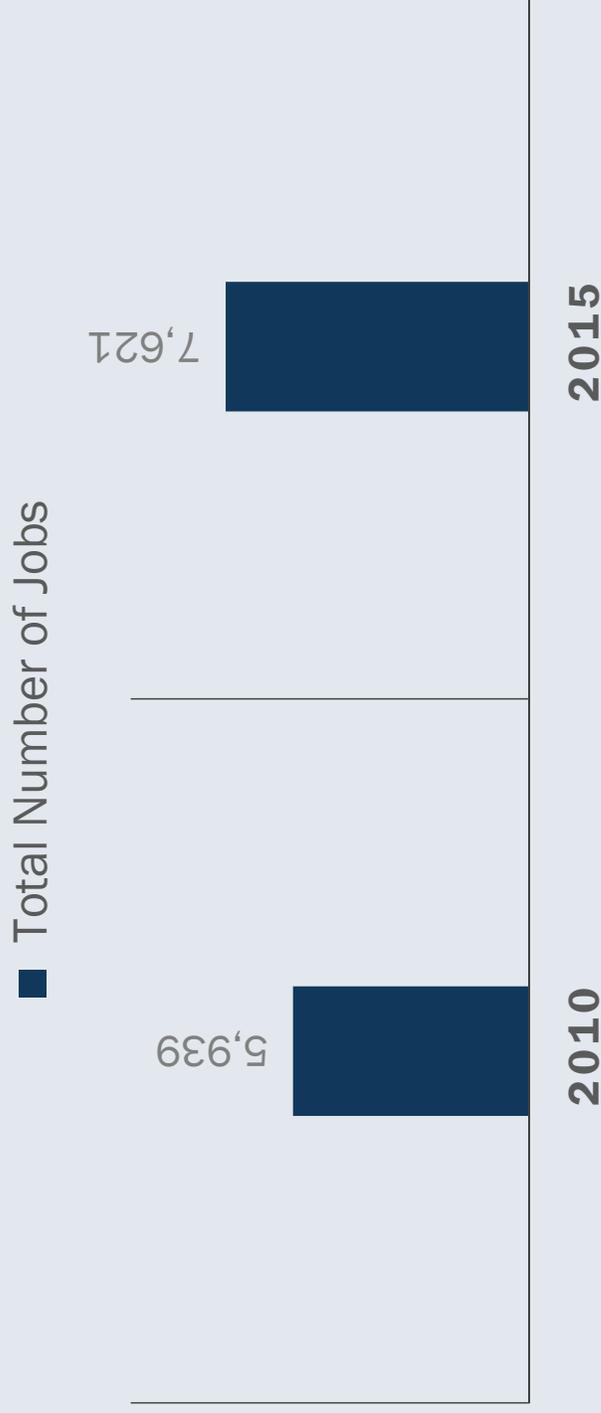
PLEASE NOTE: The West segment of US 290 is 3.4 miles, the Central segment of US 290 is 1.4 miles, and the East segment of US 290 is 5.3 miles.

Source: TxDOT



ECONOMIC GROWTH

TOTAL NUMBER OF JOBS IN FREDERICKSBURG



Fredericksburg's economy is growing, with a 28% increase in jobs between 2010 and 2015.

Source: United States Census



Fredericksburg Relief Route Study

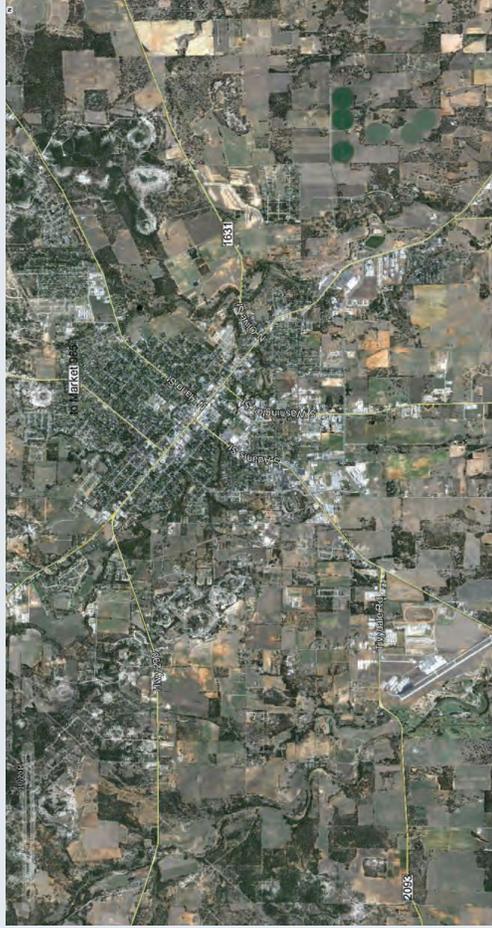
AREA GROWTH



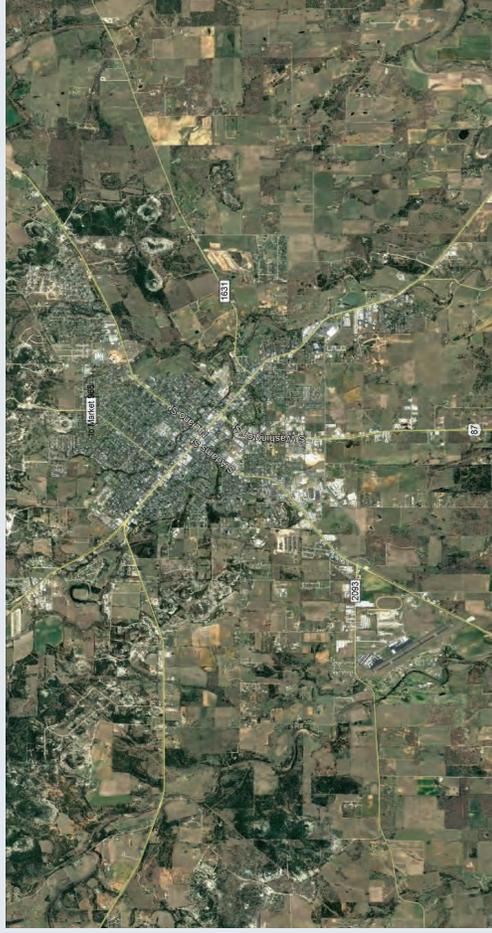
1995



2005



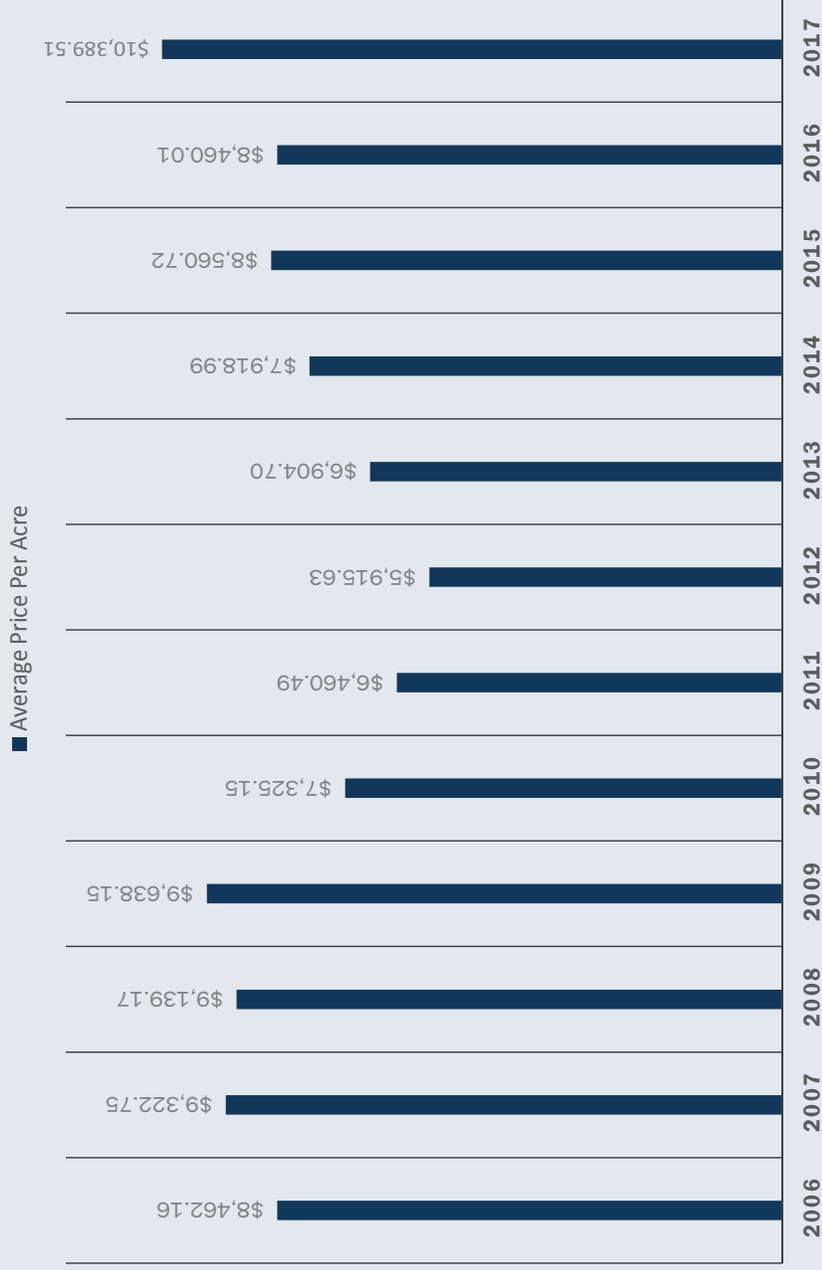
2011



2017



RAW LAND VALUES



From 2006 to 2017, the average price per acre for raw land in Gillespie County rose from \$8,462.16 to \$10,389.51, which is a 22.8% increase. The yearly average land appreciation rate was 1.9%.

Source: Gillespie County Economic Development Commission



Fredericksburg Relief Route Study

Goals and Objectives

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

Support Economic Development

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



Fredericksburg Relief Route Study

Goals and Objectives

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

Provide Cost-Effective and Environmentally Efficient Options

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

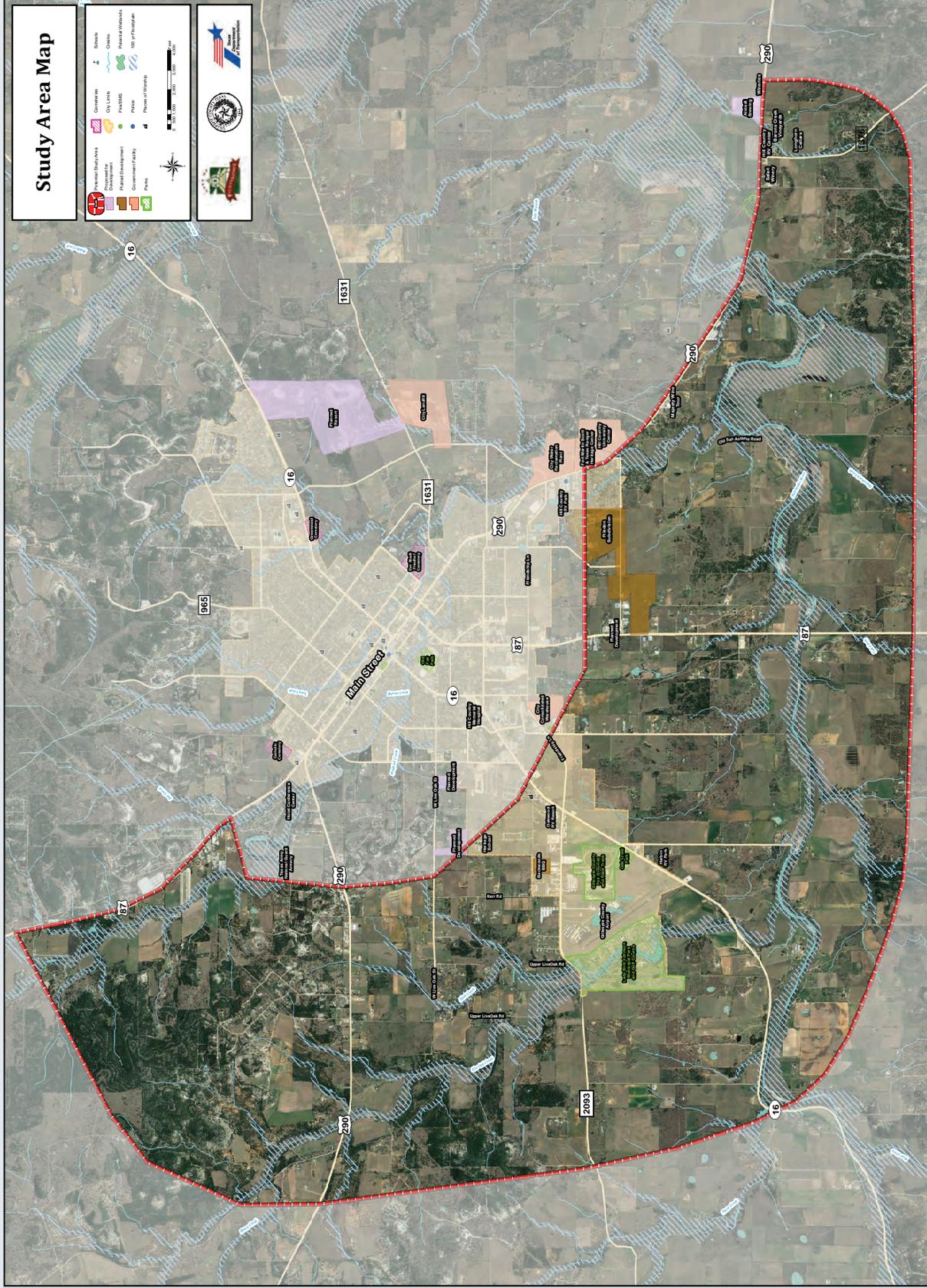
SHARE YOUR PRIORITIES

Place a dot under any of the project goals and objectives that you find important.

Enhance Accessibility and Mobility	
Accommodate Existing and Projected Traffic Volumes	
Enhance Safety	
Support Economic Development	
Preserve Unique Character of Downtown	
Provide Cost-Effective Options	
Provide Environmentally Efficient Options	

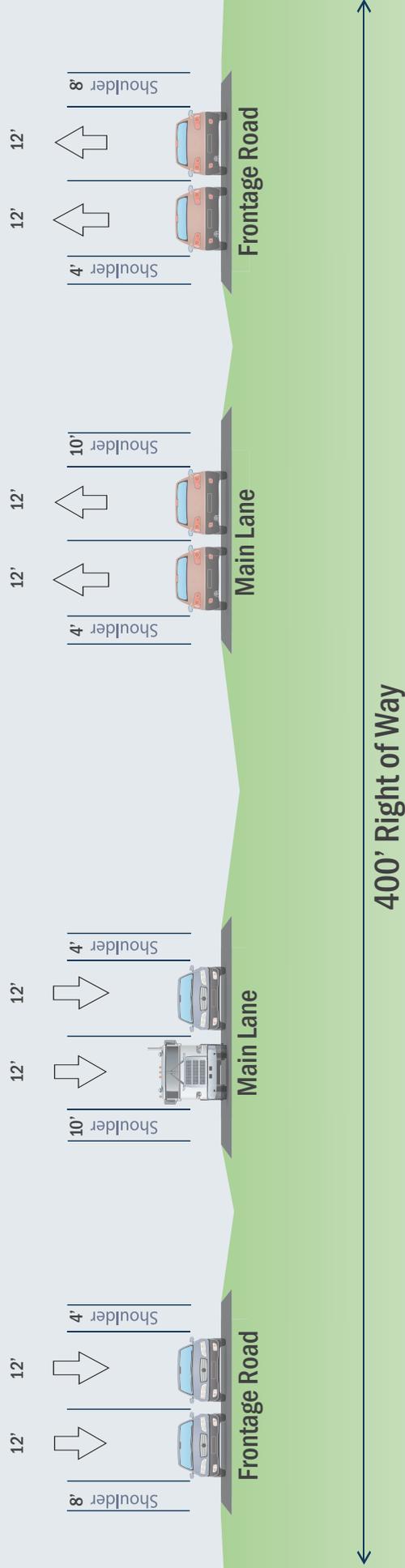


Fredericksburg Relief Route Study



Fredericksburg Relief Route Study

Conceptual Layout with Frontage Roads

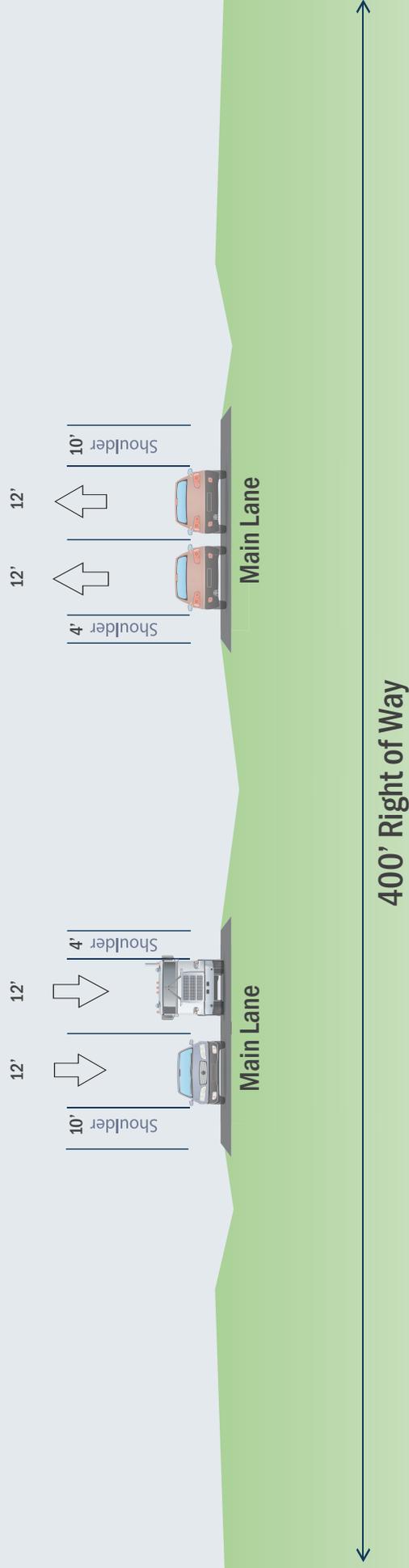


NOT TO SCALE



Fredericksburg Relief Route Study

Conceptual Layout without Frontage Roads



NOT TO SCALE



MAP ACTIVITY

SHARE YOUR ROUTE SUGGESTIONS AND ADD ENVIRONMENTAL CONSTRAINTS



Fredericksburg Relief Route Study

COMMENT

PROVIDE YOUR INPUT



Fredericksburg Relief Route Study

INTERACTIVE SURVEY

SHARE YOUR THOUGHTS



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



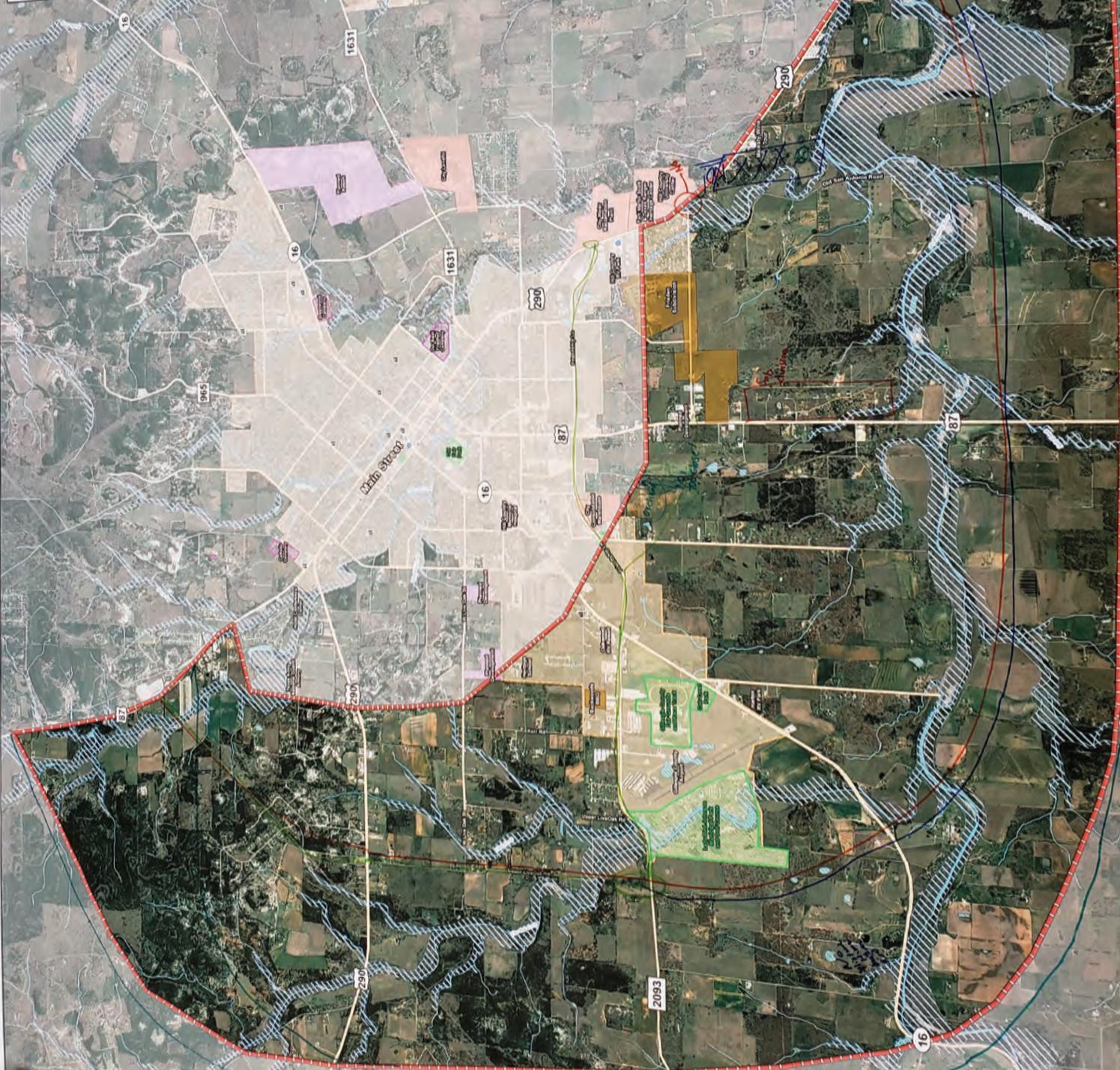
Appendix G

Comments from Interactive Activities

Fredericksburg Relief Route Study

Study Area Map

The legend includes symbols for: City Limits, Major Roadways, Interstate, State Road, County Road, and Other Road. It also features a scale bar (0 to 1 mile) and a north arrow. Logos for the City of Fredericksburg and the Virginia Department of Transportation are present.



Fredericksburg Relief Route Study
Study Area Map

Wireless Connection
Access Point Name: CPY Guest
Password: CPYGuest



Fredericksburg Relief Route Study

Study Area Map

The legend includes symbols for various features: a red circle for 'Study Area Boundary', a blue line for 'Proposed Relief Route', a green line for 'Existing Relief Route', a yellow line for 'Proposed Relief Route Alternative', a blue hatched area for 'Flood Hazard Area', a green hatched area for 'Flood Hazard Area Alternative', a blue hatched area for 'Flood Hazard Area Alternative 2', a blue hatched area for 'Flood Hazard Area Alternative 3', a blue hatched area for 'Flood Hazard Area Alternative 4', a blue hatched area for 'Flood Hazard Area Alternative 5', a blue hatched area for 'Flood Hazard Area Alternative 6', a blue hatched area for 'Flood Hazard Area Alternative 7', a blue hatched area for 'Flood Hazard Area Alternative 8', a blue hatched area for 'Flood Hazard Area Alternative 9', a blue hatched area for 'Flood Hazard Area Alternative 10', a blue hatched area for 'Flood Hazard Area Alternative 11', a blue hatched area for 'Flood Hazard Area Alternative 12', a blue hatched area for 'Flood Hazard Area Alternative 13', a blue hatched area for 'Flood Hazard Area Alternative 14', a blue hatched area for 'Flood Hazard Area Alternative 15', a blue hatched area for 'Flood Hazard Area Alternative 16', a blue hatched area for 'Flood Hazard Area Alternative 17', a blue hatched area for 'Flood Hazard Area Alternative 18', a blue hatched area for 'Flood Hazard Area Alternative 19', a blue hatched area for 'Flood Hazard Area Alternative 20'. Logos for the City of Fredericksburg and the State of Virginia are also present.



PK for the
6 possible
15!!

The cut
is for the
15-1000

Settlement
near the
15-1000

Nothing that
warrants
Phase II

Part add to
already
Bad intrusion

TO BE REVIEWED
FOR PHASE II

Stay away
from buildings
15-1000

Armed
Bad intrusion

15-1000
15-1000
15-1000

Fredericksburg Relief Route Study

Study Area Map

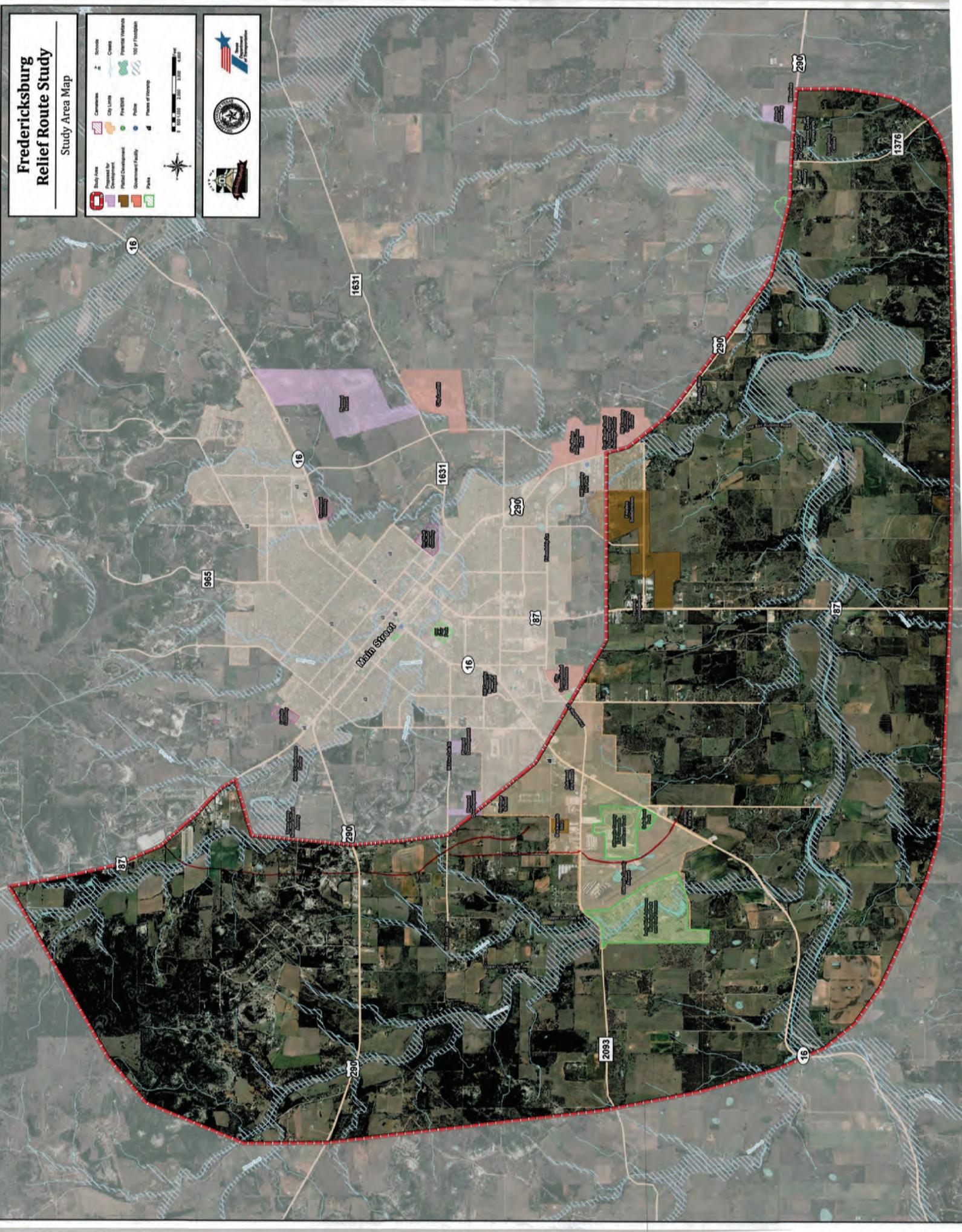
The legend includes symbols for: City Limits, Major Road, Minor Road, Water, Wetland, Flood Hazard, and Other. It also features logos for the City of Fredericksburg, the State of Virginia, and the U.S. Army Corps of Engineers. A scale bar and north arrow are also present.



Fredericksburg Relief Route Study

Study Area Map

	Study Area
	City Limits
	Planned Development
	Government Facility
	Parks
	Cemeteries
	Schools
	Churches
	Fire Station
	Police
	Prisons of Housing
	Flooded Wetlands
	100 yr Floodline

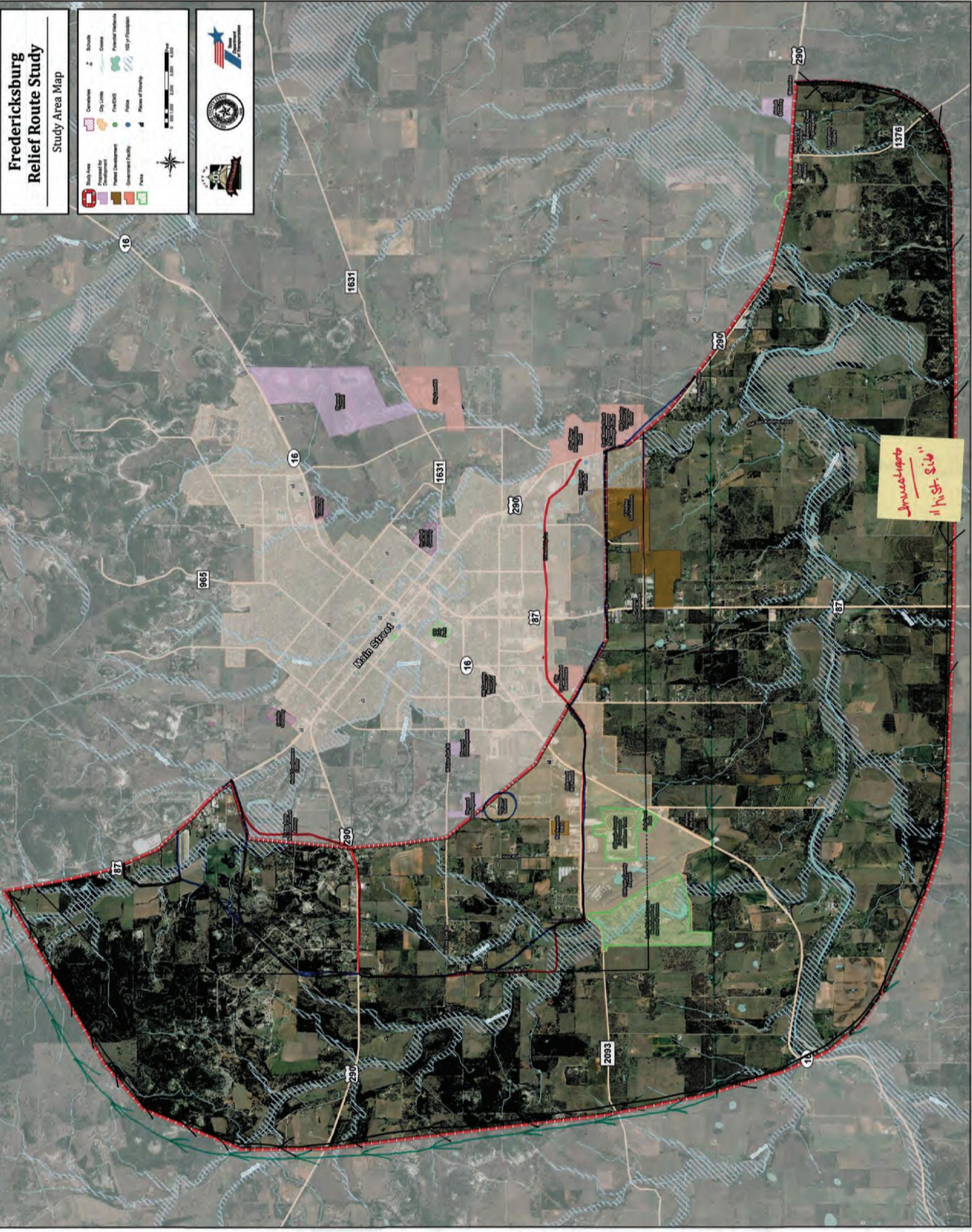


Fredericksburg Relief Route Study

Study Area Map

Study Area	Domestics	Schools
City Limits	Churches	Parks
Flooded Areas	Flooded Wetlands	100' Floodplain
Government Facility	Parks	Presence of Property

City of Fredericksburg
State of Virginia

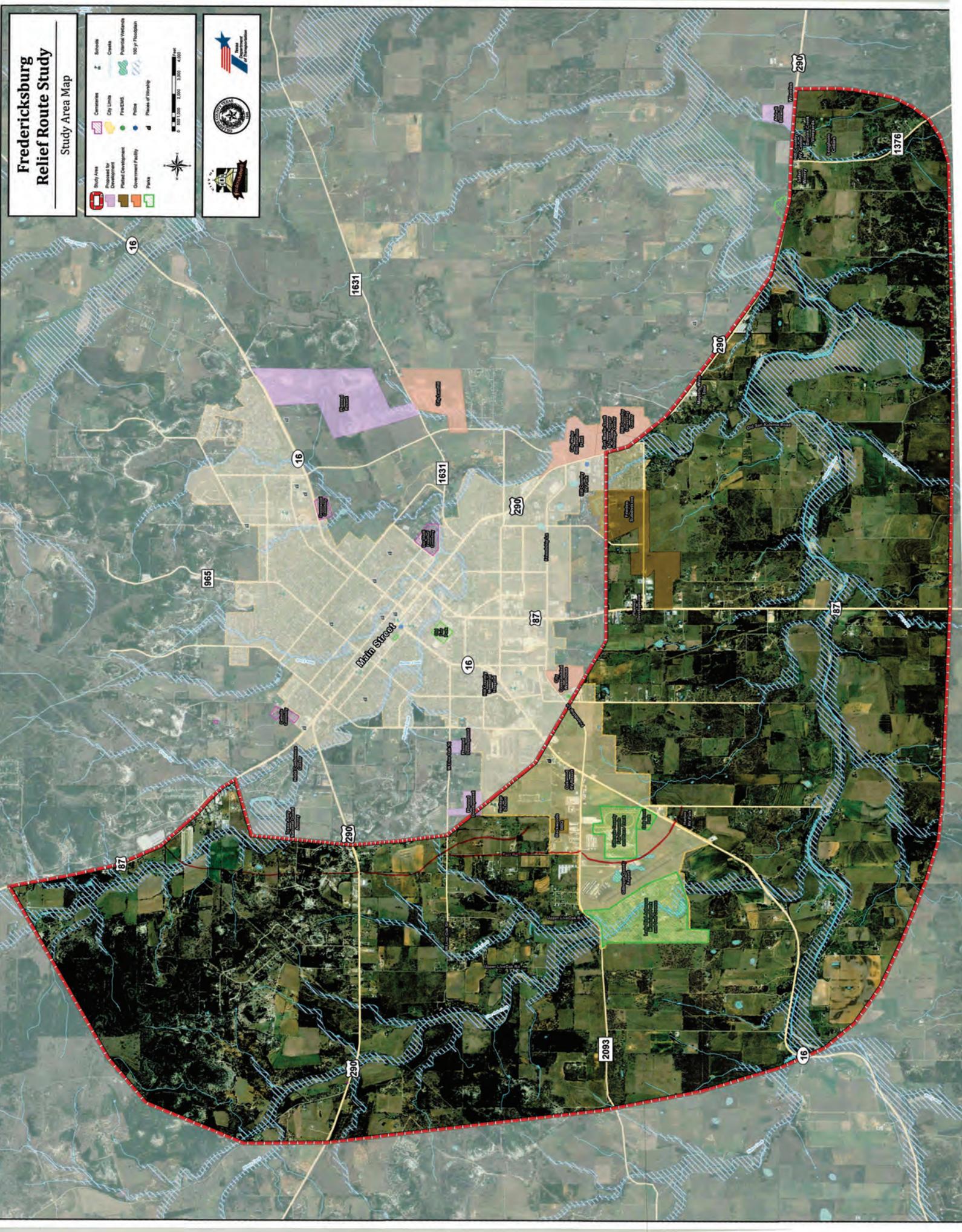


*Investigate
"Hist. Site"*

Fredericksburg Relief Route Study

Study Area Map

Study Area	Cemeteries	Schools
Planned Development	City Limits	Creeks
Government Facility	FEMA 500 ft Floodplain	Potential Wetlands
Parks	Police	100 yr Floodplain
	Places of Worship	

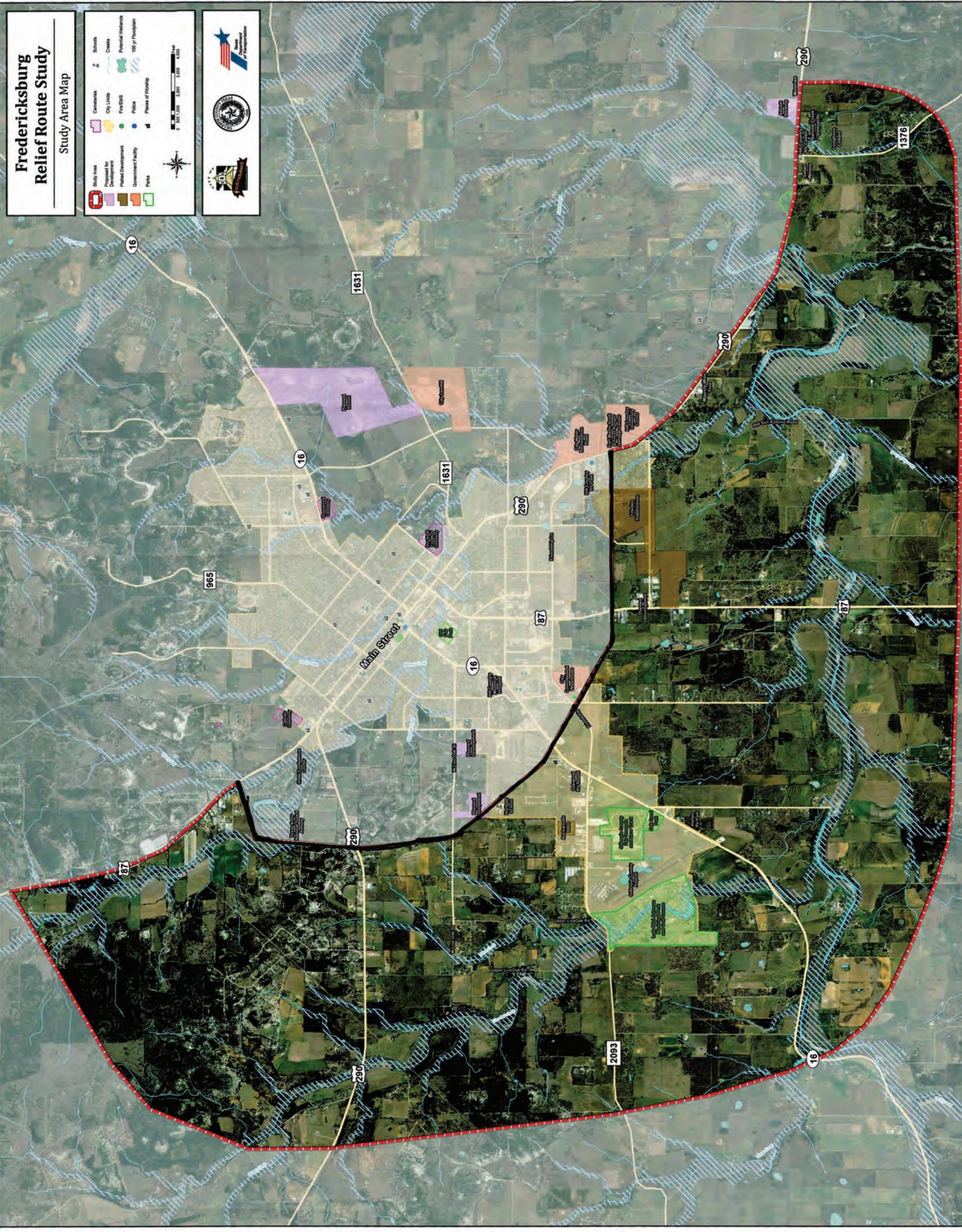


Fredericksburg Relief Route Study

Study Area Map

- Study Area
- Proposed Development
- Prohibited Development
- Government Facility
- Parks
- Corridor
- City Limits
- Fire Station
- Police
- Places of Worship
- Schools
- Churches
- Prohibited Wetlands
- 100' or Floodplain
- 100' or Floodplain
- Places of Worship

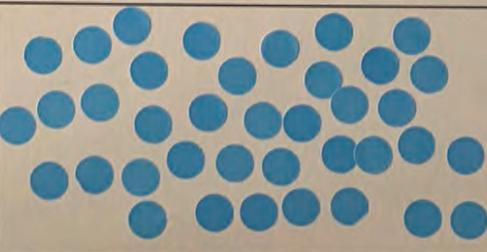
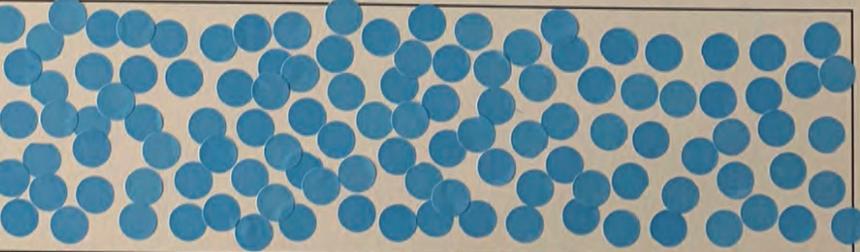
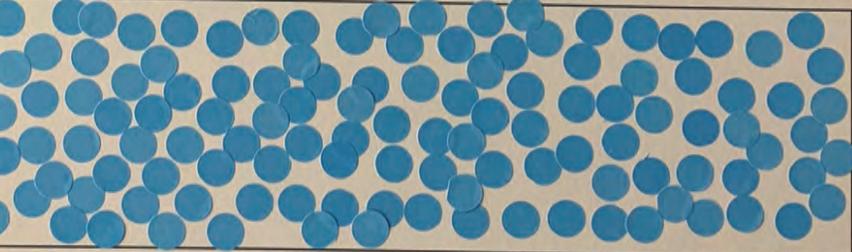
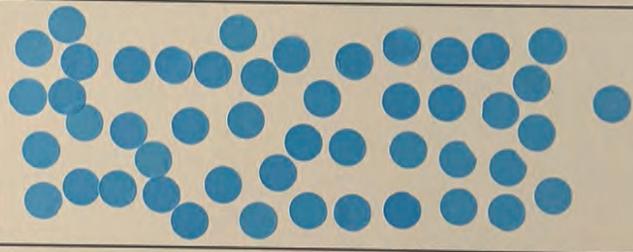
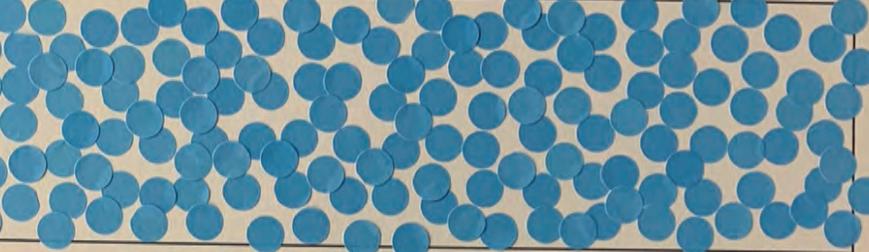
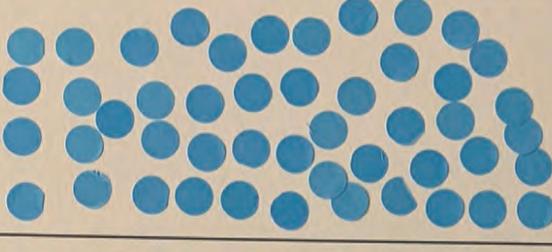
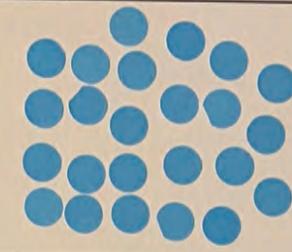
City of Fredericksburg
State of Virginia



Fredericksburg Relief Route Study

SHARE YOUR PRIORITIES

Place a dot under any of the project goals and objectives that you find important.

<p>Enhance Accessibility and Mobility</p> 	<p>Accommodate Existing and Projected Traffic Volumes</p> 	<p>Enhance Safety</p> 	<p>Support Economic Development</p> 	<p>Preserve Unique Character of Downtown</p> 	<p>Provide Cost-Effective Options</p> 	<p>Provide Environmentally Efficient Options</p> 
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Fredericksburg Relief Route Study

Goals and Objectives

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

Provide Cost-Effective and Environmentally Efficient Options

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



Appendix H

Post workshop outreach materials

Crystal Wotipka <cwotipka@rifeline.com>



To: Michelle Neeley

Bing Maps

Date: Mon, Jun 4, 2018 at 1:18 PM

Subject: Fredericksburg Relief Route Study Follow-Up

To:

Cc: cbailey@fbgtx.org, gregh@kcengineering.com, askiim@meritinspections.com, kkeller@allenkellenco.com, ldc@fbgtx.org, peggylandismatli@gmail.com, danm@eastehaus.com, kmeyers@fbgtx.org, colfers@gillespiecounty.org, dschuch@gillespiecounty.org, wine@fbgwinery.com, bobby@millerequip.com, "Andy A. Atlas" <aatl@cpvi.com>, Stacey Benningfield <sbenningfield@cpvi.com>, Michelle Neeley <mneeleey@cpvi.com>, "Paul A. Schrader" <pschrader@cpvi.com>, Melissa Griffith <mgriffith@cpvi.com>, Lynda Rife <lrife@rifeline.com>, Crystal Wotipka <cwotipka@rifeline.com>, Lindsey Kimmitt@txdot.gov, Roger.Beall@txdot.gov, shirley.nichols@txdot.gov, Cary Karnstadt <Cary.Karnstadt@txdot.gov>, Cathy Kratz@txdot.gov, Joseph Muck <Joe.Muck@txdot.gov>, Amy Redmond <Amy.Redmond@txdot.gov>, Sonya.Hernandez@txdot.gov, Shelley Law <slaw@rifeline.com>, Rebecca Hickey <rhickey@rifeline.com>

Good Afternoon,

Thank you for participating in the public workshop for the Fredericksburg Relief Route Study last Thursday. We value your input, as it will help to guide the planning for this important transportation improvement project.

The project team will continue to collect public input for the next two weeks. If you were unable to participate in all of the activities offered at the workshop, or if someone you know is interested in providing input, you may send written comments by Friday, June 15, 2018, to

Email: sbenningfield@cpvi.com

Postal mail: Stacey Benningfield, CP&Y

Attention: Fredericksburg Relief Route Study

13809 Research Blvd., Suite 300, Austin, TX, 78750.

You can also take the interactive online survey until June 15 by visiting fbgtx.org and searching "Relief Route Task Force." For your convenience, copies of the maps are available at Fredericksburg City Hall (126 W. Main Street), the Gillespie County Courthouse (101 W. Main Street), and the TxDOT maintenance office located in Fredericksburg (1623 E. Main Street). Stop by any of these locations on or before June 15 to draw route suggestions.

For more information, visit fbgtx.org and search "Relief Route Task Force," or contact Joe Muck at joe.muck@txdot.gov or 512.715.5702. For email updates about the study, email Rebecca Hickey at rhickey@rifeline.com with "Fredericksburg Relief Route Study" in the subject line.

Sincerely,

Crystal Wotipka

Fredericksburg Relief Route Study team member

Email: cwotipka@rifeline.com

Appendix I

Modifications Resulting from Workshop Input

Goals and Objectives as Originally Proposed

Enhance Safety	Accommodate Existing and Projected Traffic Volumes	Enhance Accessibility and Mobility	Support Economic Development	Preserve Unique Character of Downtown	Protect and Preserve Environmental Resources
<p>Reduce number of large trucks on Main Street</p> <p>Reduce potential for vehicular/pedestrian conflicts on Main Street</p>	<p>Reduce the volume of trucks using Main Street to travel through town</p> <p>Help reduce congestion on Main Street</p> <p>Accommodate projected increases in traffic</p>	<p>Facilitate local (intracity) trips</p> <p>Accommodate bicyclists</p>	<p>Minimize negative impacts to existing businesses</p> <p>Maintain accessibility for deliveries to businesses</p> <p>Support “new growth” opportunities</p>	<p>Maintain Main Street as a tourist destination and business center</p> <p>Reduce traffic noise</p> <p>Protect historic resources from residual effects of traffic</p>	<p>Minimize potential displacements (residential and commercial)</p> <p>Minimize number of divided parcels</p> <p>Minimize ROW required</p> <p>Minimize potential for noise and neighborhood impacts</p> <p>Minimize potential impacts to EJ (low income and minority) populations</p> <p>Minimize potential impacts to natural environmental features (floodplains, wetlands, and waterways)</p> <p>Minimize potential impacts to protected species</p> <p>Minimize impacts to parks and other known Section 4(f) facilities including historic properties</p>

Goals and Objectives with Recommended Revisions

Enhance Safety	Accommodate Existing and Projected Traffic Volumes	Enhance Accessibility and Mobility	Support Economic Development	Preserve Unique Character of Downtown	Protect and Preserve Environmental Resources	Protect and Preserve Property
<p>Reduce number of large trucks on Main Street</p> <p>Reduce potential for vehicular/pedestrian conflicts on Main Street</p>	<p>Reduce the volume of trucks using Main Street to travel through town</p> <p>Help reduce congestion on Main Street</p> <p>Accommodate projected increases in traffic</p>	<p>Facilitate local (intracity) trips</p> <p>Accommodate bicyclists</p>	<p>Minimize negative impacts to existing businesses</p> <p>Maintain accessibility for deliveries to businesses</p> <p>Support “new growth” opportunities</p>	<p>Maintain Main Street as a tourist destination and business center</p> <p>Reduce traffic noise</p> <p>Protect historic resources from residual effects of traffic</p>	<p>Minimize potential impacts to natural environmental features (floodplains, wetlands, and waterways)</p> <p>Minimize potential impacts to protected species</p> <p>Minimize impacts to parks and other known Section 4(f) facilities including historic properties</p> <p>Minimize potential impacts to EJ (low income and minority) populations</p>	<p>Minimize potential displacements (residential and commercial)</p> <p>Minimize number of divided parcels</p> <p>Minimize ROW required</p> <p>Minimize potential for noise and neighborhood impacts</p>