Documentation of Open House

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
Gillespie County Farm Bureau
Pape Event Center
237 Equestrian Drive
Fredericksburg, TX, 78624

Workshop Date and Time
July 23, 2019
2 p.m. to 7 p.m.

Translation Services
Spanish translator available

Presenters
N/A

Elected Officials in Attendance
Mark Cornett, Member, Fredericksburg ISD School Board
Linda Langerhans, Mayor, City of Fredericksburg
Buddy Mills, Sheriff, Gillespie County
Tom Musselman, Council Member, Fredericksburg City Council
Gary Neffendorf, Council Member, Fredericksburg City Council
Donnie Schuch, County Commissioner, Gillespie County

Total Number of Attendees (approx.)
494

Total Number of Comments
344

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Appendix A. Comment/response matrix

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Comment Number	Commenter Name	Date	Source	Comment	Response
1	Affatato, Patrick	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
2	Agnew, Deborah	7/23/2019	Email	Suggested tunneling as a way of preserving farmland and reducing impacts. Cited a tunnel project in Switzerland as an example.	Comment noted.
3	Ahrendt, Greg and Paula	7/23/2019	Comment Form	"No to F, H – These are too close to town and disruptive to current residents and future developments already in the works."	Comment noted.
				"These also adversely impact one of the oldest peach orchards in the county."	Comment noted.
				"E and G seem to be the best most cost-effective choices."	Comment noted.
4	Aldrich, Sam	7/30/2019	Email	"If the Relief Route is to go through for the reason of safety to the masses, then, the further from town the better. If the Relief Route is to go through for the reason of traffic relief, the further from town is still better, except for going from 290E to 87N."	Comment noted.
5	Allison, Wayne	8/6/2019	Email	Stated, "I have previously believed that we need a Relief Route. Whether we do now is up to debate."	Comment noted.
				Stated, "I don't think the loop will happen" because "the bond issue will not pass", "road width and vehicle speed are not at all compatible neighborhoods so close to town", fewer trucks are now using Main Street, and citizens "will vote against it."	Comment noted.
				Suggested working "with TxDOT to find where the large haul trucks (oilfield and others) are coming from and going" and letting "TxDOT eliminate the construction on the State Highways outside Gillespie."	Comment noted.
				"Plan the loop far enough out to where it could handle future growth with minimum impact on existing homes."	Comment noted.

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				"As a last resort, use Friendship Lane from Hwy 290 to where it intersects with route paths E, F, G or H."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"Personally, we will vote no on a Bond Election."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Let's keep Fredericksburg the unique lovable city it is!."	Comment noted.
6	Allison, Wayne	8/9/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Use Friendship Lane to the intersection of E, G, F or H and save the tax payers."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"I will encourage all of my friends to not vote for more taxes."	Comment noted.
				"We don't need a super highway going around FBG."	Comment noted.

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7	Anderegg, Mary	8/5/2019	Comment Form	"Opposed to all routes. All routes have negative effects on good people."	Comment noted.
				Ranked routes, in order of preference, as: D (most preferred), E, G, H, and F (least preferred)	Comment noted.
8	Anderegg, Terri	8/5/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"No route is best because every route ruins/destroys/takes away people's homes, land, businesses."	Comment noted
				"Of course, favorite route is the one farthest from your property."	Comment noted.
				"Every route affects people negatively."	Comment noted.
				"Fbg does not need an interstate."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.
				Indicated a preference for Route D (favorite) and Routes F and H as "least favorite." Did not rank routes G or E.	Comment noted.
9	Arnold, Nichole	7/23/2019	Comment Form	"I strongly protest all 'relief' routes around FBG. They are unnecessary, extremely disruptive to personal property, and expensive to taxpayers."	Comment noted.
				"Of all of them, I most dislike Route D (purple)."	Comment noted.
				"My metal building structure/house was not considered in selecting these routes (it is not on the maps). It was built in July 2018. Route D crosses my property in two places."	The base maps used for the Relief Route Study reflect aerial photography from Google's 2017 imagery. As such, it represents a point in time closely corresponding to initiation of the Relief Route Study. Any construction which occurred after the date of the base maps is not reflected on those maps.
10	Barker, Valerie	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.

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11	Beauchamp, Margaret	7/31/2019	Email	"Traffic relief planning must consider future traffic flow on 290 for the next 30-50 years. Anything less is short sighted, inadequate and fiscally irresponsible."	Comment noted.
				"Industrial loop routes would jam traffic flow where FBG's in-and outbound traffic is already heaviest and most dangerous with negative effects on property and business owners."	Comment noted.
				"Bad plan"	Comment noted.
12	Beck, Verla	7/23/2019	Comment Form	"F & H would so negatively impact the lives of the residents of Windmill Oaks. We are a community of residents all over 65 years old, retired and living in manufactured homes. This is the only type of housing that most could afford. We all chose it because of proximity to clinic, churches and hospital. Being seniors the less traffic the better. There are more than 50 houses that would be affected just in our area. Please consider further out routes."	Comment noted.
13	Beckmann, Jenette	8/5/2019	Comment Form	"No to all 5 routes (D, E, F, G, H)"	Comment noted.
14	Behrens, Adrien Stehling	8/6/2019	Email	"I did not see if upper liveoak road was in the final 5 but the old liveoak school house is on that road. My father purchased the school house in the 1950's – it is a rock bldg. and has a historic plaque designating that the school was stated in the 1860's to 1948."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

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15	Belforti, Rose Marie	8/5/2019	Email	"I sent you a survey, but have changed my mind. I didn't realize that choosing any and all Schmitzinski routes would require crossing Old San Antonio Route. I am totally against intersecting in any way with the historic Old San Antonio Road…no bridges, under or overpasses…nothing that will interfere with Old San Antonio Road"	Comment noted.
16	Beyer, Brett	7/23/2019	Comment Form	"Relief Routes F & H go directly through my family business that we have operated since 1986. I would not have ever thought our business would be compromised for a relief route. …Sad that this could be taken away for transportation."	Comment noted.
17	Bierschwale, Tom	7/23/2019	Comment Form	"Relieved to see that the A, B, and C routes have been removed from consideration. These routes were too long and expensive to construct. Of the remaining routes, I prefer the F, G and H proposals. These routes balance length and cost."	Comment noted.
18	Bishop, Geraldine and John	8/5/2019	Comment Form	"I feel the thoughts of size of this hwy will be bad."	Comment noted.
				"Make businesses to move or close is bad for everyone."	Comment noted.
				"I feel this so called loop will turn out to be like Boerne and the unsuspecting tourism will die… Not everyone comes by design."	Comment noted.
19	Blalock, Linda	7/23/2019	Comment Form	"I think this was a PR 'dog & pony' show. I don't know anything new. Where was the cost for the city and county or even percentage of cost? Charts were not easy to understand as all 8 routes were shown when only 5 were up for consideration. The comments survey seemed to just be a way to collect emails. The only value it had to me was ranking route preference."	Comment noted.

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20	Bluhm, Ray	7/23/2019	Comment Form	"I do not believe the city of FRG or Gillespie County will ever vote to pass a bond issue of 50M to 75M to pay for our part of the route. We will have to pay for the land acquisition & it will never pass… This is needed but too much money."	Comment noted.
21	Boehl, Albert	7/23/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), E, F, G, and H ("least favorite")	Comment noted.
22	Boehl, Lisa	7/23/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), E, F, G, and H ("least favorite").	Comment noted.
23	Bonn, Carey	7/29/2019	Email	"I believe the southerly and southwesterly portions of routes F & H are too close to the city of Fredericksburg."	Comment noted.
24	Bonn, Garret	7/30/2019	Email	"I want to commend the project team for all of the detailed information presented at the most recent public workshop. I feel the ranking criteria, although complex, was presented in a clear and concise format."	Comment noted.
				"After reviewing the route options, as both an affected property owner and civil engineer, I feel the best option of the five remaining routes is Route G. The southern portion of this route avoids impacts to existing and proposed developments and is far enough north of the Pedernales River to minimize environmental impacts. It also follows Kerr Rd along the western portion of the route so ROW acquisition costs should be reduced. On the northern end, between US 290 West and US 87 North, this alignment avoids any major topographic issues and passes through an existing industrial area, thereby minimizing impacts to virgin Hill County landscapes."	Comment noted.

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25	Bonn, Valerie	7/29/2019	Email	"I really appreciate all the hard work the project team has put into try to answer questions and concerns relating to the relief route."	Comment noted.
				"Based on my review of the five options that are presented, I feel very strongly that Option G represents the best options by far as it seems to represent the best compromise in all the studied criteria. I am hopeful it ends up being the preferred option."	Comment noted.
26	Boos, Libby	7/31/2019	Email	"At what cost do we draw the line on where the relief route should be built? Current route option D will cut through 3 working farms." Specifically noted the Boos family farm and two others that have been in operation for "at least 100 years." "Is it fair to rip up and destroy such deep German roots in a town that prides itself on its heritage and farm culture?"	Comment noted.
				"Build a route closer to town that will cost less and preserve history."	Comment noted.
27	Borg, Gregory	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
28	Borg, Julie	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
29	Bourtin, J.P.	7/23/2019	Comment Form	"If the relief route is approved, it will go down in history as the greatest misallocation of spending in the history of Gillespie County. It truly appears to be a solution in search of a problem."	Comment noted.
				"Rather than carving up the countryside in the prettiest county in Texas, in an effort to divert Truck Traffic, efforts should be made to lessen or manage the traffic from tourism. To date, all of the fatalities on 290 in recent times have been to tourists and regular motorists, not trucks. Build more and better parking for tourists."	Comment noted.

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				"The relief route will harm the countryside and ecology, will disturb historical sites, and will be enormously expensive. The project should be cancelled. But if it isn't, it should use the route closest to the commercial center of town (routes E, F, G)."	Comment noted.
30	Brady, Linn	7/23/2019	Comment Form	"TxDOT appears to be too inflexible regarding the type of road to be built. If you can't build what is needed then we need a better contractor."	Comment noted.
				"Do the businesses on Main Street know how many tourists will use the bypass and miss the commercial district? Not just trucks will use the bypass."	Comment noted.
				Ranked routes, in order of preference, as: E ("favorite"), G, F, H and D ("least favorite")	Comment noted.
31	Brinkmann, Larry	7/23/2019	Comment Form	"I vote for Route E"	Comment noted.
				"Limit access to bypass, i.e. frontage roads. Keep it as a true bypass, not a relocation of the city to the bypass. Lots of overpasses."	Comment noted.
32	Brundridge, Judy	8/5/2019	Comment Form	"No to all 5 routes. All of these routes negatively impact our historic homes, our farmlands, and our cemeteries."	Comment noted.
				"All of these routes will destroy small and mid size family businesses who will not be able to relocate due to high priced land… Ultimately this will put a higher tax burden on all of us."	Comment noted.
				"This will also affect our creeks…and all watershed drainage areas."	Comment noted.
				"An interstate system is too large for routes D-H going so closes to town and limits economic growth due to the limited access on the route."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.

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33	Brundridge, Scott	8/5/2019	Comment Form	"I am saying no to all 5 routes. They impact our historic homes, farmlands and cemeteries negatively."	Comment noted.
				"These routes destroy businesses and they will not be able to recover financially."	Comment noted.
				"I do not want the taxes to skyrocket and this is what ultimately will happen."	Comment noted.
				"This will also produce environmental damage to Baron's Creek and Live Oak Creek."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"This interstate system is too large and will limit economic growth."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.
34	Brunner, Gary	7/24/2019	Email	"I think that a 400' wide, 70 mph relief route makes no sense at all for Fredericksburg/Gillespie County. However, given that this study is constrained to those criteria, presumably a TxDOT requirement, the only route that makes any sense is D."	Comment noted.
				Indicated that Fredericksburg is a "destination" and "therefore only a minority of trucking/other traffic will use a relief route." "Consequently, a smaller, lower speed inner relief route, such as Friendship, makes much more sense."	Comment noted.

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				"If the task force continues to insist on the 400'/70 mph option, then the route will certainly be more effective the farther out it is, hence route D. Speed limits feeding the proposed routes have already been decreased to 60 mph on east 290, and 55 on north 87. Those limits will only be reduced as congestion increases, making it inefficient to transition from a slower speed to a higher speed, then backdown again to a lower speed on the other end."	Comment noted.
				"Finally, route D is preferable because it creates less of a barrier for local traffic, since there is less dense housing and few roads than exist closer to the city."	Comment noted.
35	Brunner, Sharon	7/30/2019	Email	"I was disheartened to learn that the only type of relief route this is being considered would be a 70 mph highway with as wide as a 400' span. Even though this may be TxDOT's preferred type of relief route, it is truly overkill for Fredericksburg and the surrounding community!" "Since so much of our traffic consists of tourist (wanting to visit downtown) and delivery trucks (needing to service downtown businesses), a high percentage of the traffic will not be taking the relief route because the downtown area is their destination. Thus, a relief route will work for some traffic, but not a high percentage of it...thus, a highspeed bypass is not needed."	Comment noted.
				"But, if this still goes forward, then only a relief route as far out as possible makes sense. The farthest route out that remains is Route D. All of the others, especially G and H, are just too close in and will create a division/barrier to our community."	Comment noted.

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				"So, my preference (and that of our neighbors) would be for a smaller, slower relief route that's more in keeping with our community. But, whether it's smaller or bigger, Route D is the only remaining route that will serve the purpose."	Comment noted.
36	Buck, Karen	7/23/2019	Comment Form	"I can assist you in presentation of your numerical results. It would help you to make points more powerfully. Reach out and we'll find a way for me to help you."	Comment noted.
37	Burg, Karla K.	8/5/2019	Comment Form	"Environmental damage to our creeks and watershed"	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"Negatively impacts historic homes and land"	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"I do not want to pay higher taxes"	Comment noted.
38	Burrer, Brad	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"too much money"	Comment noted.

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39	Campbell, Arah Duecker	8/7/2019	Email	"Please add me to the list of people who will need access off of the proposed routes. 3 of the 5 routes go directly on top of my neighbors home. All 3 will cut my home property."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.
40	Canion, J. Colleen	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E, and F and H ("least favorites").	Comment noted.
41	Cannon, Donna	7/23/2019	Comment Form	"Just take Friendship increase speed to 60 MPH, build overpass over 87N. Lower speed again on 290, keep lower speed consistently on all of 290 between Fredericksburg and Johnson City."	Comment noted.
				"Extend Friendship, forget TxDOT"	Comment noted.
42	Cannon, Steve	7/23/2019	Comment Form	"As a need, value, benefit statement a divided hwy (with or without frontage roads) are needed now on 290 between Fbg and Johnson City. Such a road design on 87 is unlikely needed for the next several decades."	Upgrading existing US 290, between Fredericksburg and Johnson City, is beyond the scope of the Relief Route Study.

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				"The bypass should be consistent with the adjoining roads. Using the criteria that the bypass must be limited access, 70 mph makes limited sense."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.
				"Factoring the cost, the truckers and the locals would be better off building a "Friendship" style road extended to 87 North and be done with it."	Comment noted.
43	Carnes, Beverly	7/23/2019	Comment Form	Keep route "short/close to town so it will be used (not be inconvenient for trucks coming through)"	Comment noted.

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				Minimize “additional ‘country to commercial’ conversions (i.e., stay as close to Friendship Lane as possible)”	Comment noted.
				“Least impact to wildlife (i.e, away from Pedernales River)”	Comment noted.
				Preserve “historic farming/agricultural areas along Pedernales River”	Comment noted.
				Preserve “recreational areas along River Rd (fishing, biking, etc)”	Comment noted.
44	Carnes, Thomas	7/23/2019	Comment Form	“Stay as far from the Pedernales River as possible”	Comment noted.
				“Avoid splitting up or altering the look and feel of areas where farming and ranching remains”	Comment noted.
				“Use existing previous disturbances wherever possible – follow existing routes and roadways powerlines, etc.”	Comment noted.
				“Consider that LCRA will be back to place CREZ transmission lines and this route will be the favored east-west route to get to the power station west.”	Comment noted.
				“Be creative and flexible”	Comment noted.
45	Childs, Brandee	8/6/2019	Comment Form	“Do not build the relief route.”	Comment noted.
46	Childs, Justin	8/6/2019	Comment Form	“Do not build the relief route.”	Comment noted.
47	Childs, Mikaila	8/6/2019	Comment Form	“Do not build the relief route.”	Comment noted.
48	Cobb, Reed	7/23/2019	Comment Form	“Real delima with this for sure. No question that there needs to be some relief, but the ‘info’ being published is frightening in the number of $ just for r.o.w. acquisition which will be our financial burden locally – projecting 10 year process. There must be a realistic solution. Need sanity! Is there any?”	Comment noted.
49	Coker, C.	7/23/2019	Comment Form	“Please use ‘D’ – the outermost suggestion. If you put the loop too close in, another loop will soon be necessary.”	Comment noted.

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50	Conn, Robert and Jeanette Leyendecker (Written by Gary Saucier)	8/4/2019	Email	"They are glad that the recent select down, has removed the routes that were to have crossed Leyendecker Rd", however, they "still do not see the reason for TxDOT's choice of such a wide and modern road around Fredericksburg."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. It should be noted that, if the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. In large part, those criteria/guidelines dictate the width of the roadway/right-of-way footprint.
				"Highways like US 87, TX 16 and current US 290 provide adequate service to the travelers of the Hill Country including the 18 wheeler trucks. They do not understand why a divided highway, with limited access is needed to go around Fredericksburg."	See above response.
				Suggested that a "simpler 4 or 5 lane road design is sufficient and more in keeping with the Hill Country."	Comment noted

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51	Connor, Robert	7/23/2019	Comment Form	"Nice maps and displays. However, I didn't see anything about the costs of the effect on our property taxes. Will TxDOT present these figures anytime soon?"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. At that time, an assessment of property-tax ramifications would be made. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.
52	Cook, Carol	7/23/2019	Comment Form	"Routes E, F, G and H are best options – less environmental disruption & less cost"	Comment noted.

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				"Or use Friendship Lane & widen local streets & forgo the gigantic (400') highway all together"	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
53	Cox, Quentin	8/5/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E, H and F ("least favorites").	Comment noted.
54	Crawford, Don	7/23/2019	Comment Form	"I think Route E is best."	Comment noted.
55	Crenwelge, Harriet	7/23/2019	Comment Form	"I have riverfront property on the Purple Route. This is field and flood plain. This property has been in my family for over 100 years."	Comment noted.

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				"There would be no way we could get to the other side of our property if the bypass goes thru this property."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.
				"The bypass needs to be closer to town so everyone will benefit."	Comment noted.
56	Crenwelge, Kermit	8/5/2019	Letter	"The proposed location of the by-pass basically divides my property in half and creates many problems which will make the property useless for further ag use and probably for any other use."	Comment noted.
				"Our family has owned parts of this land since the 1860s and the remainder since 1937."	Comment noted.
				Noted that he has made numerous improvements to the property since 1970 (house, barns, fences, pens, wells; planted trees).	Comment noted.
				Noted that portions of the property is within a floodplain and/or subject to flooding.	If constructed, the Relief Route would comply with applicable floodplain regulations.
				"The division and loss of land will leave insufficient land to run livestock in sufficient numbers."	Comment noted.
				"The closing of Hollmig Lane leaves me landlocked."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"the by-pass will go through a floodplain"	If constructed, the Relief Route would comply with applicable floodplain regulations.
				"This by-pass and access road would make significant land useless as there is no easy access to the floodplain area. Also, can't run livestock as you can't fence the area cost effectively so no effective control of the animals."	Comment noted.
				"This road would create much river pollution."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"This access road also has no apparent fencing and as it runs over various properties any livestock in the area would mean comingling of various owners animals."	Fencing would be allowed along the right-of-way line.
				"The by-pass would go through my most productive land and would eliminate the areas where we grow oats for winter grazing for my sheep."	Comment noted.
				"There is no possibility of running sheep on the north side as no sheep grazing available. Also, no shed or pens to secure them from foxes, coyotes or weather."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"If you kept any animals in by-pass area, you have to haul them by trailer 8 or more miles instead of walking them…"	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.
				"Once construction starts and until completed and fences installed which takes years there is no way to run or control animals in this area."	Fencing would be allowed along the right-of-way line.
				"The construction will …cause erosion and pollution in the field and even affect water wells."	Should the potential Relief Route advance to construction, a construction-phase Storm Water Pollution Prevention Plan would be developed and implemented. The plan would incorporate the use of temporary erosion and sediment control best management practices to ensure that construction-phase water quality impacts are minimized.
				"The division of the field land (tillage areas) basically inadequate to grow crops or to lease the land out."	Comment noted.
				Indicated that he would have to haul hays "8 or more miles" from one side of property to the other and stated, "I have no hauling equipment for the hay."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.
				"Most of my farming equipment is old and not subject to moving 8 or 9 miles. Can't justify of buying other."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The proposed by-pass would be within 100 yards of my residence. This means receiving unacceptable amount of noise and pollution."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including noise impacts), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"The pens and barns would also have closeness problems…"	Comment noted.
				"The by-pass would have a bad effect on deer and turkey. I would also prevent me from leasing this property for hunting."	Comment noted.
				Expressed concern about the possible closure of Hollmig Lane. Stated, "would require me to go 3 or more miles to get my daily paper" and "adds at least 6 more miles to town."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.
				"We still find arrow heads and rocks from which they were made. Indians camps may have existed in the immediate area."	Although an archeological survey is outside the scope of the current feasibility, a survey would be completed, and the results coordinated with the Texas Historical Commission during future phases of project development (assuming the project advances beyond the current study).
				"With all these unwanted things the land value would be greatly reduced as well as my livelihood."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
57	Crenwelge, Roy	7/23/2019	Comment Form	"D route would be best. Other routes are too close to town – would take away the heritage of town. An interstate highway between town and fairgrounds is disruptive. Also the southwest of town is where the growth is heading, i.e. businesses and residential."	Comment noted.
58	Cullison, Judith	7/23/2019	Comment Form	"My place ranch is an historic ranch. It has been in the family for over 150 years… It is in the Historic Ranch book of Texas."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

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Comment Number	Commenter Name	Date	Source	Comment	Response
59	Curtain, Cheryl	7/23/2019	Comment Form	"I agree F'burg needs a relief route. I do not agree on the design of your relief route. What I disagree on is the width. Why is there a need for a center median when there is none before or after F'burg? Why does it need to accommodate 70 mph when the speed limit is less before and after F'burg?"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. The center median is a safety feature intended to minimize the potential for and severity of crashes involving vehicles traveling in opposite directions. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Your study saying there are 1600 trucks per day may be true but saying this bypass will eliminate 6500 cars per day does not add up. F'burg is a destination town. How many of those 6500 cars actually stop in F'brg? We get approx. 1.2 million visitors per year. My guess is many of those 6500 cars are actually stopping in F'burg. I believe your numbers are deceiving."	Comment noted. The next step in the study process will include an operational analysis of the five remaining route options. The results of the operational analysis will be used to compare and contrast the effectiveness of the options when identifying a preferred route option.
				"I do not support your current magnitude of this route."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.

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Comment Number	Commenter Name	Date	Source	Comment	Response
60	Curtain, Robert F.	7/23/2019	Comment Form	"The planned relief route is too wide. Hwy 290 is not 70 MPH east or west of Fredericksburg. The route should be reduced to 60 mph and the median should be eliminated."	For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.
				"The planned route is excessive and would far exceed the needs of our community. Don't forget you would be taking land from Texas citizens and that some historic properties would be destroyed."	Comment noted.
61	Dance, Maryneil	7/23/2019	Comment Form	"I believe we need to cut back on this big idea. Raise the speed limit to 60 on Friendship – build overpasses at the highways. No access roads. Extend 4 lanes to 8?"	Comment noted.
				"I just can't see where the money will come from if we go wide."	Comment noted.
				"Many ranches will be ruined."	Comment noted.
				"We don't need a large IH10 – 290 isn't even that! (and 87)"	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.

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62	Dance, Maryneil	7/31/2019	Email	"I just want to impress my feelings that we don't need a major highway like IH10. None of the other highways coming into our city are that large."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"We need a 4 lane highway with shortest time to go around our downtown or the trucks will choose to go through the town still. It is my understanding they have a choice. Really??? That just doesn't sound right. Surely the town can determine that."	US 290 (Main Street) through Fredericksburg is part of the State Highway System. As such, it falls under TxDOT's jurisdiction to maintain and operate. TxDOT does not have the legal authority to prohibit the use of any highway by any class of vehicles (such as trucks) provided the vehicle complies with weight and size limits and other provisions established by law.
63	Daniels, Courtney	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"I do not believe enough evidence has been shown that proves a relief route will alleviate traffic on Main Street. Until evidence is shared with the public that proves such a route will relieve traffic, I vote NO ROUTE!"	The next step in the study process will include an operational analysis of the five remaining route options. The results of the operational analysis will be used to compare and contrast the effectiveness of the options when identifying a preferred route option.
				Ranked routes, in order of preference, as: D ("favorite"), E, F, G and H ("least favorite")	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
64	Daniels, Courtney	8/1/2019	Email	There is a large hispanic community across Highway 290 from our property. We are a bit concerned they may be unaware of the two potential relief routes that run directly through the property. From what I know, most of them do not speak English. It may be beneficial to contact them to make them aware of the situation as they should also be able to voice their concerns/opinions just like everyone else. I also noticed routes G and H have the highest percentage areas of environmental justice. Bilingual meetings/information may be needed in order to reach these citizens.	Thank you for bringing this community to our attention. Bi-lingual outreach, specifically focusing on this neighborhood, will be undertaken prior to future relief route meetings. This outreach will include distribution of meeting notices in English and Spanish, and providing Spanish translators upon request.
65	Daniels, John	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), E, F, G and H ("least favorite")	Comment noted.
66	Davis, Lee	7/23/2019	Comment Form	"D"	Comment noted.
67	Del Benedict, Carson	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
68	Delgado, Maria	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
69	Delgado, Victor	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
70	Dolgener, Mitzie	7/23/2019	Comment Form	"We have 23 trailers and 23 families. All residents work in FBG except 3 trailers have retired people. These residents serve FBG as waiters, waitresses, servers, house keepers, hotel housekeepers, painters, carpenters, nursing homes. I provide affordable housing."	Comment noted.
71	Drynan, Sr., Ronald D.	8/6/2019	Email	"I am opposed to routes F and H for several reasons."	Comment noted.
				Stated, Routes F and H "will dramatically affect land values in the forthcoming Frieden Lakes project and in the Heritage Hill County housing area…"	Comment noted.

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				Stated, Routes F and H "will cause more congestion and danger to the businesses located in the Industrial Park area if not causing them to close."	Comment noted.
				Stated, Routes F and H "will take years of planning, route access (eminent domain rules) before construction starts during which time the city will undoubtably expand beyond its current borders"	Comment noted.
				"By the time of completion F and H will not help that much as traffic along east 290 has become more congested during the past few years and will probably become more so in the future due to the popularity of the town of Fredericksburg and the opening of more businesses… If anything perhaps the route should be moved further East."	Comment noted.
72	Durst, Brenda	8/5/2019	Comment Form	"None are acceptable"	Comment noted.
73	Durst, David	7/23/2019	Comment Form	"I think the cost of the route will hurt county more than help the City Fredericksburg."	Comment noted.
74	Durst, Donna E. and Robert A.	7/23/2019	Comment Form	"Very glad that you condensed the routes and moved it closer to town. It makes sense to get closer to town because it was almost at Harper and then you could just as well gone on IH10."	Comment noted.
75	Durst, Janice	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked all five routes as "least favorite"	Comment noted.
76	Eckhardt, Dianne	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D; G and E (tied); and F and H (tied as "least favorites")	Comment noted.
77	Eckhardt, Marcella	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
78	Egli, Angela	7/23/2019		"Do not build the relief route"	Comment noted.

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			Comment Form	Ranked routes, in order of preference, as: D ("favorite"), E, F, G and H ("least favorite")	Comment noted.
79	Egli, Matthew	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), E, F, G and H ("least favorite")	Comment noted.
80	Ernst, Kermit	7/23/2019	Comment Form	"Use existing ROWs??"	Comment noted.
				"Expect truck traffic to manage itself and pursue more rerouting around Fredericksburg??"	Comment noted.
81	Ervin, Alma	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
82	Ervin, Thomas	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
83	Farley, Jerry	7/23/2019	Comment Form	"I vote for E (grey)."	Comment noted.
84	Fiedler, Elroy	7/23/2019	Comment Form	"My 1st pick would be H."	Comment noted.
				"If there are frontage roads there would be better access for local people and business development."	Comment noted.
85	Fileccia, Annmarie and Frank	8/5/2019	Email	Stated: "I am hugely against all of the proposed routes. Every single one of them impacts families, businesses and quality of life in FBG." Specifically noted that "routes F and H go through the Donald Eckhardt Orchard" which has been in operation "for over 85 years"	Comment noted.
				Stated, "Route D extends outside the city limits-which boggles my mind" and questioned whether drivers would use this "much longer route." Stated that it would "cut through private land" and create extensive amounts of noise, air and light pollution."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Please reconsider this entire idea and if you must, proposed a plan that doesn't turn FBG roadways into an I-10 like thoroughfares."	Comment noted.
86	Fishel, Diana	8/4/2019	Email	"Please never consider routes F&H. I live in Heritage Hills and these routes are totally unacceptable."	Comment noted.
				"You might as well use Friendship Lane at no extra cost."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"I suggest you first connect S 87 to N87 through #16 via Tivy Dale Rd. Cast my vote for this plan."	Comment noted.

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87	Fluitt, Nelson	7/23/2019	Comment Form	Stated, "A bypass will have little effect on traffic. The problem is not trucks like some say. It is all of the tourists parking in the middle of Main Street waiting for a parking spot. I never get slowed down by trucks." Suggested construction of parking garages and implementation of other strategies to improve downtown parking.	Improvements to Main Street are beyond the scope of the Fredericksburg Relief Route Study; however, should the relief route be built in the future, at that time, it is anticipated that US 290 through Fredericksburg (Main Street) would be removed from the State Highway System and ownership transferred to the City of Fredericksburg. With Main Street then under the jurisdiction of the City, improvements/concepts such as those suggested could potentially be implemented as a City-sponsored project.
88	Fowler, Amanda	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
89	Fowler, Dustin	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
90	Fritz, Glenda Anderegg Summers	8/4/2019	Email	Identified herself as the owner of an historic property that would be potentially impacted by the relief route. Expressed concern about her property as well as other historic properties. Stated, "please encourage and recommend that the city find alternative routes rather than those listed on the current maps."	Comment noted.
91	Fritz, Glenda	8/5/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"Please seriously consider City of Fredericksburg's alternatives to this plan. These routes, except for Option G (pink) would destroy several pertinent landmarks, historical residences, and natural cedar habitats for wildlife. Option G (pink) would be closer to FBG and probably not as costly either."	Comment noted.
92	Fritz, Kevin	8/7/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, as: D, G, F, and E as all "least favorites"	Comment noted.

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				"Too expensive, too invasive into personal property"	Comment noted.
93	Fritz, Susan	8/7/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, as: D, G, F, and E as all "least favorites"	Comment noted.
				"This route will not alleviate as much truck traffic as you think. There will still be plenty of trucks coming to town for deliveries as well as trucks from 16N."	Comment noted. The next step in the study process will include an operational analysis of the five remaining route options. The results of the operational analysis will be used to compare and contrast the effectiveness of the options when identifying a preferred route option.
				"Also there is too much encroachment on public lands."	Comment noted.
				"It will cause hardship to everyone --- loss of homes, businesses, family heritage as well as increased taxes for all."	Comment noted.
				"I was told TxDOT may start the project then force us to pass the bond. This is not right – call for a vote now!"	At the conclusion of the Relief Route Study, local officials and the Gillespie County Relief Route Task Force, in consultation with TxDOT, will decide whether there is sufficient local support and justification to advance the relief route concept further. TxDOT will not make this important decision alone and will not proceed without the support of local partners.
94	Fritz, Verna	8/5/2019	Comment Form	"Build the relief route"	Comment noted.
				"Route E appears to be the best option… I am of course concerned with homes that may be affected."	Comment noted.

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				"Citizens are accustomed to the 60 mph speed limit (Fbg to Stonewall) and I think this should be the limit on the new route."	For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.
				"Hopefully it can be built with a more narrow footprint – possibly one frontage road with 2 way traffic"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"Thank you for working so hard to hear everyone's comments. I know you can certainly not please everyone."	Comment noted.
				Ranked routes, in order of preference, as: E ("favorite"), G, F, H and D ("least favorite")	Comment noted.

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95	Garza, Paul	7/23/2019	Comment Form	"Evaluation Matrix was not weighted; giving equal value to each criteria. This is deceptive in TxDOT's evaluation." "Most important criteria is Residential (Family) and Business Displacement. Displacing families and businesses should drive the direction of the route." "TxDOT appears to want to impact as many people a possible when knowing these two criteria are mot important to the citizens of Gillespie County."	Because weighting can be very subjective (as it is often reflective of personal preferences and priorities), the various criteria used to evaluate the Primary Route Options were not weighted. Instead raw data was calculated and options were ranked from best to worst based on the potential for impacts.
				"Route G and H at Hwy 290 would displace low income minority housing. Low incoming housing is one of the major problems in Fredericksburg. TxDOT does not seem to be concerned with this."	The U.S. Census Bureau database provides information about the location of low income and minority populations (collectively referred to as Environmental Justice populations). Census data was considered during the evaluation process. If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would detailed environmental studies and a more thorough assessment of potential impacts to Environmental Justice populations.
				"Other options should be explored such as Friendship and Live Oak."	Comment noted.
				"Of the routes left as options D & E have the least impact on Residential (Family) and Business Displacements. However surely the route could be alternated to reduce the number of displacements."	Assuming the Relief Route advances beyond the current study, the preferred route option (identified through the current study) would become the starting point for future phases of project development. As the project advances, efforts would be made to refine the route and further reduce impacts and displacements.
				Ranked routes, in order of preference, as: D ("favorite"), E, F, H and G ("least favorite")	Comment noted.

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96	Gentm, Anita	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
97	Gerson, Skip	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E (tied), and F and H as "least favorites"	Comment noted.
98	Ghiselly, GR	7/23/2019	Comment Form	"I believe the highest priority to be considered is safety. Safety of citizens should be the first priority of a community. Main Street is hazardous, particularly considering children, older people & visitors who may be unfamiliar with Fburg."	Comment noted.
99	Glenn, Rodger	7/23/2019	Comment Form	"The best routes are G & H. They keep people closer to town so that they will stay & visit, not just go around."	Comment noted.
100	Grobe, Calvin	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
101	Grobe, Sam	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"There was a petition 35-40 years ago & I signed it then as (NO)! We do not need a relief route. It didn't pass then & it won't pass now."	Comment noted.
				"The only people who want this is the people to whom this does not affect…"	Comment noted.
				"An alternative would be to put in parallel parking on Main Street. That would make Main Street wider for this traffic congestion. Takes away Main St. parking but helps with traffic. There is ample parking on side streets & back streets."	Improvements to Main Street are beyond the scope of the Fredericksburg Relief Route Study; however, should the relief route be built in the future, at that time, it is anticipated that US 290 through Fredericksburg (Main Street) would be removed from the State Highway System and ownership transferred to the City of Fredericksburg. With Main Street then under the jurisdiction of the City, improvements/concepts such as those suggested could potentially be implemented as a City-sponsored project.

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Comment Number	Commenter Name	Date	Source	Comment	Response
102	Groom, Brooke	8/6/2019	Email	"I do not believe this is an effective or helpful alternative to the growing concerns regarding local issues of oversized vehicles on Main Street."	Comment noted.
				"This plan would negatively impact many families, ranchers, and business owners, posting a threat to their livelihood as well as the history and land legacy of most of these locals."	Comment noted.
				"It deserves the due diligence of a public vote with complete transparency in regards to funding and full disclosure as to who is deciding and influencing these plans that may have severe impact o the wallets and homes of lifetime residents."	Comment noted.
103	Groom, Brooke	7/23/2019	Comment Form	"No to all 5 routes"	Comment noted.
				"All 5 routes will have negative impact on historic homes, legacy farm lands, & pioneer cemeteries."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

Comment Number	Commenter Name	Date	Source	Comment	Response
				"The general public and county residents deserve the right to vote on public expenditures that increase taxes."	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. At that time, an assessment of property-tax ramifications would be made. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.
				"This will cause environmental damage to Baron's Creek & Live Oak Creek affecting all water shed drainage in a damaging way, destroying wildlife habitat & farm/ranch land vegetation."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality; wildlife; farmland; and vegetation), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"An interstate system is too large for any of the routes going that close to town."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.
				"It will limit & reduce economic growth because of the limited access on the route. It will greatly reduce new development opportunities & harm existing ones."	Comment noted.
104	Grosenbacher, Irene	8/5/2019	Comment Form	"No to all 5 routes (D, E, F, G, H)"	Comment noted.

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105	Gurrola, Celia	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked all routes as "least favorite"	Comment noted.
				"I do not believe that Gillespie County has any need of the roadways TxDOT is proposing. We are not Dallas, Houston, San Antonio or Austin. We are a small community that depends heavily on tourist trade to stay in existence. Routing traffic off of Main Street will kill that source of income. We are not a Metropolis. Fredericksburg and Gillespie County have no need of any of the roadways TxDOT is planning."	Comment noted.
				"Increased taxes alone will burden taxpayers beyond their means. Our income base is way below average in Fredericksburg and the County."	Comment noted.
				"Therefore, I say no to Routes D, E, F, G and H."	Comment noted.
106	Gurrola, Valente	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked all routes as "least favorite"	Comment noted.
				"Fredericksburg does not need this Relief Route."	Comment noted.
				"Our Main Street businesses will die a slow death without the tourist trade. "	Comment noted.
				"All of the routes will destroy numerous people's homes, land and/or businesses."	Comment noted.
				"The City of Fredericksburg needs to use roads that already exist to move Main Street traffic."	Comment noted.
107	Halford, Darren	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked D, G, F and E as "least favorite"	Comment noted.
				"Undo and unneeded tax burden on citizens of Fbg."	Comment noted.
				"No information has been given in regards to how much (if any) relief could be gained with a loop route."	The next step in the study process will include an operational analysis of the five remaining route options. The results of the operational analysis will be used to compare and contrast the effectiveness of the options when identifying a preferred route option.

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				"Do not need more pavement in the Hill Country."	Comment noted.
				"Do not need to mess up privately owned land that has been in families for generations."	Comment noted.
108	Hall, Kristin	8/5/2019	Comment Form	"Relief Routes not acceptable."	Comment noted.
109	Halloway, Janie	7/23/2019	Comment Form	"leave it like it is with trucks on Main – it keeps Fbg a small town"	Comment noted.
				"Do the Friendship continuation & connect north of town."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"I'd rather spend my tax $ doing Friendship north – the way we want"	Comment noted.

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				"instead of maintaining 290 through town b/c Austin put a Mopac through the county to relieve San Antonio traffic etc"	Comment noted.
				"Just call it a 'truck route" – Friendship north"	Comment noted.
110	Hargrove, Christy	7/23/2019	Comment Form	"Route 'D' is the worst choice. It is too expensive, and it harms the environment."	Comment noted.
				"An option closer to town should be selected, such as option F. Option F makes the most sense."	Comment noted.
111	Hartmann, Dewayne	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite") and E, F, G and H all as "least favorite"	Comment noted.
112	Hartmann, James	7/23/2019	Comment Form	"Excellent Hand-outs! Thanks"	Comment noted.
				"Access by local residence is almost as important as getting trucks off of Main Street, therefore the route should be as close to town as possible."	Comment noted.
				"Cost to tax payers? When will the city and county determine how to pay for easements – bonds, etc?"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. At that time, an assessment of property-tax ramifications would be made. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I favor a reduction in the size of the easement and/or size of the road. Try to use center turn lanes instead of divided hwy."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. It should be noted that, if the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. In large part, those criteria/guidelines dictate the width of the roadway/right-of-way footprint. The wide center median is consistent with U.S. Highway standards. It is a safety feature intended to minimize the potential for and severity of accidents involving traffic traveling in opposite directions.
				"Has the environmental impact study been completed? If so, is there public info?"	An environmental impact study has not been conducted. If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include the required environmental studies to assess potential environmental consequences of the Relief Route.
113	Hartmann, Jeanette	7/23/2019		"Do not build the relief route"	Comment noted.

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			Comment Form	Ranked routes, in order of preference, as: D ("favorite") and E, F, G and H all as "least favorite"	Comment noted.
114	Hartmann, Jeanette	8/7/2019	Email	"Two of the proposed routes (E and F) pass directly over our Mother's home. Another two (G and H) are immediately adjacent to her home."	Comment noted.
				"We do not want to see a relief route at all and have not seen any proof that one is actually needed."	Comment noted.
				"In addition, we definitely feel that a highway would not be needed in the size proposed by TXDOT."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
115	Hartmann, Laurie	8/5/2019	Letter	Expressed concern about "the route labeled 'FH'". Stated the route is "too close to the city limits on 87 south. There are businesses that would be impacted negatively if this route is chosen." Specifically noted the Fredericksburg Theatre and Cranky Franks as businesses that would impacted.	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"A subdivision is being developed between 87 South and 290 East. If route 'FH' is chosen, property will be taken away from this land development…"	Comment noted.
				"TxDOT is proposing a 400 foot easement through the middle of my mother's property… Why is TxDOT proposing to take such a wide strip of land for this route? The proposed relief route would be way to close to mom's house, the road noise would be unbearable."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"There would be no access to mom's remaining property. There would be no water to the second half, as it is currently piped down to where the cattle are located. The bottom half of mom's property also contains a telephone tower, T-Mobile would not have access to maintain the tower with the land being divided."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"There are no other roads coming into Fredericksburg of the magnitude that TxDOT proposed to build. What constitutes the need for a road taking up that much land?"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"On a personal prospective, this property is my homeplace, it's where I grew up. If this relief route cuts through this small 19+ acre tract, it will totally destroy my childhood homeplace. Do not build the relief route."	Comment noted.
116	Hernandez, Heriberto Jaimes	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
117	Hicks, Sylvia	8/6/2019	Email	"My preference is to not build the proposed relief route. This proposal has been defeated many times before. We are still not in favor of it."	Comment noted.
				"Residents and land owners of this quaint town do not want it to resemble the big city in any way. A relief route sounds good at first glance but when you begin to explore the details you find too many reasons why the problem should be solved at the city level."	Comment noted.
				"With some creativity and a lot less expense, the voters of Fredericksburg can solve this problem ourselves."	Comment noted.

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118	Hildreth, Marsha	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: H ("favorite"), F, G, E and D ("least favorite")	Comment noted.
119	Hiner, Nancy	7/23/2019	Comment Form	"Easel boards 5&6 stats 'least impactful' don't match actual routes H & F. Heritage Hills has 185 residential homes. Your math/stats don't add up. Plus additional homes to be build by Freiden and at corner of Friendship & 87. All will be affected.	For purposes of the route evaluation, only those existing homes and businesses located (entirely or partially) within the anticipated right-of-way of a route option were counted as counted as potential displacements. As a separate criterion, the number of existing residences located with 250 feet of a route were also counted (providing an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway). At the request of the Gillespie County Relief Route Task Force, the evaluation of the five remaining route options will also consider impacts to planned development including the Frieden Subdivision and other developments mentioned by the commenter.
				"Why would the city wipe out commercial (Tates) businesses along Industrial Loop?"	Assuming the Relief Route advances beyond the current study, the preferred route option (identified through the current study) would become the starting point for future phases of project development. As the project advances, efforts would be made to refine the route and further reduce impacts and displacements.
				"And how will Good Samaritan Center be affected?	See above comment.
				"Jail and law enforcement will be highly impacted."	Comment noted.
				"Loop should be addressed by City & County – not TxDOT. It does not need to be a high speed highway – just a 'loop'"	Comment noted.

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				"TxDOT wants entire loop around city. Going north of 290 E would wipe out Fort Martin Scott and Tx. Rangers Center – historical"	Currently, there are no plans to construct a loop entirely around the City of Fredericksburg. The Relief Route, if ultimately constructed, would extend from US 290 (east), passing south and west of Fredericksburg, crossing US 290 (west), and then terminating at US 87 (north).
				"Loop around city – not through it."	Comment noted.
120	Hiner, Nancy	8/2/2019	Email	"I am a Heritage Hill Country resident. My husband and I specifically moved to Fredericksburg from Houston to get away from traffic and multi-lane highways. We are now aware of the possibility of a relief route being placed not only directly adjacent to Heritage Hill Country, but with a great possibility of the exchange/relief route approach creating an impossible situation for a safe exit from not only our community, but the Texas Ranger Heritage Center and Fort Martin Scott."	Comment noted.
				"TxDOT statistics indicate a rather small number of homes being directly affected by this monster road. We have 185 homes in HHC. Frieden Developers are planning a master planned community of hundreds of homes. And the City just announced a community of 450 homes is planned at the intersection of Friendship Lane and Highway 87. My mathematical abilities add up to a lot of residents being horribly affected by this 'relief' route."	For purposes of the route evaluation, only those existing homes and businesses located (entirely or partially) within the anticipated right-of-way of a route option were counted as potential displacements. As a separate criterion, the number of existing residences located with 250 feet of a route were also counted (providing an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway). At the request of the Gillespie County Relief Route Task Force, the evaluation of the five remaining route options will also consider impacts to planned development such as the Frieden Subdivision mentioned by the commenter.

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				"And I think our wonderful law enforcement officers will have difficulty having their headquarters (not to mention the county jail) adjacent to a high speed highway."	Comment noted.
				"It was my impression that a relief route 'around a community' meant just that – around – not through."	Comment noted.
				"It makes no sense to begin this high speed, 6 lane highway with your City limits. And it is really confusing that a small town would wipe out its industrial loop…"	Comment noted.
				"Some ranch owners claim historical property. I understand their plight. However, Fort Martin Scott is certainly an historical landmark and it most certainly will be impacted with the entry to a totally unnecessary relief route of this magnitude."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Please look at Boerne, Comfort, and especially Kerrville. With I-10, their quaint towns have been diminished."	Comment noted.
				"Fredericksburg is thriving and growing. This monstrosity of a road will kill that growth…And, sad to say, our property values have already declined, just with rumors of this horrendous relief route."	Comment noted.
				"While I agree traffic is a pain in the neck on Main Street, a smaller loop around the City would serve the purpose. And a vast majority of those trucks will continue to use Main Street for local deliveries."	Comment noted.
				"I suppose if put to a vote, I doubt very few would say yes to paying for this horrible idea."	Comment noted.

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				"Please say NO to routes F and H."	Comment noted.
121	Hoban, Patty	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"My preference is to not build the route. I would like you to stop with TxDOT's involvement before more time and money is wasted. If you insist on building the route, the above is my preference for route options."	Comment noted.
				Ranked routes, in order of preference, as: F ("favorite") and H, E, G and D ("least favorite")	Comment noted.
122	Hoban, Richard	8/6/2019	Letter	"I am vehemently opposed to your proposed 'relief route'. Other than property owners on Main Street, the majority of citizens (particularly in the county and not in the FBG city limits) are against this project…"	Comment noted.
				Stated, "if you must proceed as I know you will…determine and announce what exactly will be built" and "make the route accessible throughout the entire length of the route".	Comment noted.
				"…Route F (Orange) is clearly the best choice given it is the least expensive and will probably save the most travel time (shortest route)"	Comment noted.
				Route D (Purple) "would drastically disrupt the riparian area along the Pedernales River as well as many Indian sites"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I think it is imperative to disclose to the public more information regarding members of the relief route task force. Has each member disclosed any potential conflicts of interest such as owning property on or near Main Street or any of the proposed routes? In particular, has Kory Keller pledged that his company will not bid on any of the work?"	Questions about the Relief Route Task Force, should be directed to the City of Fredericksburg and/or Gillespie County.
				Expressed skepticism that a bond would be approved by voters. Stated, "stop wasting our taxpayer money and end this crusade now."	Comment noted.
123	Hoban, Richard	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: F ("favorite"), H, E, G, and D ("least favorite")	Comment noted.
124	Hodges, Irazema	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Identified all routes as "least favorite"	Comment noted.
125	Hodges, Mike	8/5/2019	Email	"Take the route that is further out from the center of the city. The city is going to continue to grow and the land will be less expensive at this time."	Comment noted.
126	Hodges, Paul	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Identified all routes as "least favorite"	Comment noted.
127	Hohmann, Viola	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
128	Holder, Melanie	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D, E, F, and G all as "least favorite"	Comment noted.
				"Planning to move to Fredericksburg in next 6 months and this will affect my decision."	Comment noted.
129	Hollimon, Dabs	8/5/2019		"Do not build the relief route"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
			Comment Form	"Please use Friendship as it was intended to be the 'relief route' around Fredericksburg."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The proposed TxDOT relief route is much too large to be a part of the Hill Country. If built the road will forever change Gillespie County in a negative way."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
130	Holloway, Darrell	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Too much money. My taxes are too high already. Don't not benefit me!!!!"	Comment noted.
131	Hooken, James	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E, H and F ("least favorite")	Comment noted.
132	Hooken, Jim	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E, H and F ("least favorite")	Comment noted.
133	Horne, Rita	8/2/2019	Email	"Please remove these routes (F and H) from consideration as they will adversely affect the property values of the entire Heritage Hill Country Subdivision as well as other residences in the area. Also, safety is a strong concern!"	Comment noted.
134	Hunter, Royce	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"This does not solve the Main Street problem as there is no penalty for those who choose 290 thru town."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"This project spends tons of money for not much help and lots of hurt for landowners who are impacted."	Comment noted.
135	Hutton, J. Thomas	7/29/2019	Email	"While I agree with the elimination of the outer relief route as your matrix determined due to distance, expense, topography, etc, I must admit to substantial doubt regarding the cost/benefit ratios for the inner routes."	Comment noted.
				"The City of Fredericksburg has an ambitious road extension plan that will shunt traffic off Main Street. It will do so using largely existing right of way… Given the substantial impact on reducing Main Street traffic that resulted from the Milam Street extension, it seems likely that the multiple extensions (Frederick, Orange, and Friendship or perhaps others) will bring about even greater traffic relief from Main Street. For that reason no relief route should be considered until after the extensions are completed and studied for effect."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The four lane divided highway, 70 mph relief route with service roads for the Relief Routes all seem inappropriate and unnecessary for Fredericksburg… Our community is growing at barely over 1%/yr such that future trends do not suggest the necessity for such a Relief Route in the foreseeable future. This will not adequately serve our citizens although will benefit travel across Gillespie County from the metropolitan areas to our east."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"Our City and County Fathers cannot be faulted for asking TxDOT to fund roadways that might benefit our residents in some way. Nevertheless, the drastic smudging to our bucolic environment and destruction to both personal and business property overwhelm the need for such a massive transportation structure."	Comment noted.
				"The citizens of Gillespie County are quite unlikely to pass a bond issue sufficient to fund a Relief Route."	Comment noted.
136	Hutton, Tom	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Let's not put one neighborhood in opposition to the others. Other less costly, less environmentally damaging options exist. Let's use them. Complete city road extension plans and then, if necessary, reassess. Please"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
137	Irwin, Barbara	8/2/2019	Email	"I read through the study and found it confusing. Putting the routes in order was impossible because I couldn't see any landmarks to determine where exactly the routes were located. I don't know where the historic sites are since they are not marked. This should be an easy study to understand and I don't. I am not stupid. I have a BBA from the University of Texas and majored in transportation. I also have been a realtor for 20 years in Fredericksburg and I know the roads."	Comment noted.
138	Itz, Clayton and Janell	7/25/2019	Email	"We have looked at the 5 proposed routes and we are against routes D, E and F. If you come thru any of these routes, you will be taking our at least 3 businesses on W US 290… We truly believe there can be other routes where it would not effect so many peoples lives. Therefore, we would like to see routes G & H utilized."	Comment noted.
139	Jacoby, Don and Mary	8/6/2019	Email	Stated, "it is our opinion the best one to consider would be the grey route for many reasons." Cited several reasons for this opinion.	Comment noted.
				"All data points to grey being the best solution for the majority of residents and businesses in Fredericksburg."	Comment noted.
				"This is 2 vote for grey."	Comment noted.
140	Jacoby, Erna	8/7/2019	Comment Form	"All of these routes mess with family and ranching operations run by my 2 sons. I do not want a raise in taxes."	Comment noted.
141	Jaimes, Gloria S	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
142	James, Charlene	8/5/2019	Letter	"I am a resident of Heritage Hill Country for the past 18 years and love my community. The relief route in Fredericksburg should not interfere with areas that are already developed… Please do consider these already established areas that help make Fredericksburg the lovely town we have already developed."	Comment noted.
143	Jenkins, Dan A.	7/31/2019	Email	"No to all 5 routes!"	Comment noted.
				"All 5 routes negatively impact our historic home and property" (the Christian Krause Homestead)	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Hwy 87N and Hwy 290W section all 5 route destroy historic homes, pioneer cemetery, legacy farm land, part of the original German settlements."	See above response.
				"All 5 relief routes destroy small and mid-size family businesses who will not be able to financially recover from forced eminent domain!"	Comment noted.
				"I do not want to pay higher taxes and this places a higher tax burden on all citizens in the county"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Environmental damage to Baron's Cree, and Live Oak Creek and all water shed drainage areas will be damaged. Wildlife and farm/ranch lands vegetation will be destroyed."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality; wildlife, farmland; and vegetation), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"An interstate system is too large for the routes D-H going so close to town and limits economic growth due to the limited access on the route."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.
144	Jenkins, Dan A.	8/5/2019	Comment Form	"No to all 5 routes!"	Comment noted.
				"All 5 routes negatively impact our historic home and property" (the Christian Krause Homestead)	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Hwy 87N and Hwy 290W section all 5 route destroy historic homes, pioneer cemetery, legacy farm land, part of the original German settlements."	See above response.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"All 5 relief routes destroy small and mid-size family businesses who will not be able to financially recover from forced eminent domain!"	Comment noted.
				"I do not want to pay higher taxes and this places a higher tax burden on all citizens in the county"	Comment noted.
				"Environmental damage to Baron's Creek, and Live Oak Creek and all water shed drainage areas will be damaged. Wildlife and farm/ranch lands vegetation will be destroyed."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality; wildlife; farmland; and vegetation), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"An interstate system is too large for the routes D-H going so close to town and limits economic growth due to the limited access on the route."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.
145	Jenschke, Joan J	8/7/2019	Comment Form	"In my opinion, too much property – farmland, ranchland and businesses will be destroyed if the bypass is constructed in any of the routes being considered. Two of my brothers farm and ranch in the direct paths where all the proposed routes converge on 87 North."	Comment noted.
				"Another negative is the rise in our taxes."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"A number of historic buildings, at least I cemetery, historic properties, and businesses are in jeopardy if these proposed routes are utilized."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
146	Jenschke, Joan J	8/7/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"Too much destruction if proposed routes are used."	Comment noted.
147	Johnson, Allan	7/23/2019	Comment Form	"I most strongly oppose the two routes - F &H – that direct impact our development, Heritage Hills Country. The Industrial Loop Routings pass immediately adjacent to our residents' north boundary fences. Our 200-home development would be subject to noise, vibration and airborne dust & debris. Likewise, the Frieden development and its nearly 300 homes as well as the planned development to the west of 87 will be impacted. While your counts of homes with 250 feet would seem to consider those developments, I find it hard to believe that of more than 700 residences existing or planned immediately adjacent to the right of way, only 83 and 68, respectively, fall within 250 feet."	For purposes of the route evaluation, only those existing homes and businesses located (entirely or partially) within the anticipated right-of-way of a route option were counted as potential displacements. As a separate criterion, the number of existing residences located with 250 feet of a route were also counted (providing an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway). At the request of the Gillespie County Relief Route Task Force, the evaluation of the five remaining route options will also consider impacts to planned development such as the Frieden Subdivision mentioned by the commenter.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"As President of the Heritage Hill Country Homeowners Association, I state our Association's opposition to any further consideration of an Industrial Loop Routing. I will enlist the other affected developments for an organized opposition."	Comment noted.
148	Johnson, Carol	7/23/2019	Comment Form	"We have property that has been in the family since the early 1940s… Route D runs through a house built by my great aunt and uncle… Not only am I opposed to this loss to our family, but this seems to be a very expensive route due to required length. Route E makes more sense."	Comment noted.
				"We already have very high taxes here. I oppose any tax increase."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I still think Friendship Lane makes more sense than any of the above."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
149	Johnson, Carol	8/4/2019	Email	"...my husband and I oppose the relief routes suggested and do not understand why we cannot use the already established Friendship Lane to be extended. Surely that would be a much lower cost."	See above response.
				"We would oppose any increase to our taxes which are already excessive."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I saw the suggested reason as to why Friendship Lane would not work, but I believe we and many others I have spoken with would disagree with the reasons presented. Friendship Lane has my vote and that of my husband."	Comment noted.
				"Thank you for our consideration of this challenging subject and your hard work for our community."	Comment noted.
150	Johnson, Carol	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"We have Friendship Lane already intact for part of the route. I vote for extending that. No tax increase. Use what is there. Do we really need TxDOT"?	Comment noted.
151	Johnson, Joseph	7/23/2019		"Do note build the relief route"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
			Comment Form	"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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
152	Jones, Judy	7/23/2019	Comment Form	"Good handouts/information"	Comment noted.
				"Need public clarification on following: financial impact to citizens in tax base/resale of land (land value)"	The purpose of the Relief Route Study is to identify a preferred route option. Impacts to the County's tax base and property values is outside the scope of the study.

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				"Do citizens have option to vote for or against this?"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.
				"How will it be financed? TxDOT? County?"	Prior to initiating the current Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of conditions to guide the planning effort (assuming the project advances beyond the current study and ultimately comes to fruition). One of the agreed upon conditions is that the City and County will provide 100% of any needed right-of-way. In addition, the City and County will contribute toward the cost of construction. Preliminary cost estimates have been developed as part of the Relief Route Study. The cost will be refined, over time, as more detail about the design and construction is developed. In the future, when a more final construction estimate is developed, TxDOT, the City and the County will develop a plan for funding the project and establishing the local (City and County) contributions.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Still concerned why not using existing roads, i.e, 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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"Can we use center turn lanes instead of median to use less land?"	If constructed, the relief route must comply with design criteria and safety guidelines applicable to U.S. Highways. These criteria/guidelines include a wide center median. The center median is a safety feature intended to minimize the potential for and severity of accidents involving traffic traveling in opposite directions.

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				"Never saw study on noise factor"	Noise studies are not within the scope of the current Relief Route Study. The purpose of the current study is to identify a preferred route option that will address the traffic and safety issues on Main Street. If the community and TxDOT decide to take the preferred route option to the next phase of project development, a traffic noise analysis will be conducted as part of the detailed environmental study. Although noise impacts will not be evaluated in the current study, the number of residences located with 250 feet of a route is one of the criteria used to evaluate the options. This number provides an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway.
				"What potential changes to the plan will existing in 7-10 years when it is expected to be build?"	Assuming the Relief Route advances beyond the current study, the preferred route option (identified through the current study) would become the starting point for future phases of project development. As the project advances, additional public input will be gathered. That input may result in changes/refinements to the relief route. In addition, future phases of development would include efforts to refine the route and further reduce impacts and displacements. Although refinements to the route are likely, at this point, it is not prudent to predict what changes, if any, may occur.
				"Rumors of it being a toll road? Can you comment?"	Development of the relief route as a toll road is not consistent with current Texas policy as established by State leadership; thus, tolling is not an option at this time.

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				"Is no bypass still an option?"	Yes. At the conclusion of the Relief Route Study, local officials and the Gillespie County Relief Route Task Force, in consultation with TxDOT, will decide whether there is sufficient local support and justification to advance the relief route concept further.
153	Kale, Sheila Sattler	8/6/2019	Email	"I don't want the proposed highway that is being discussed. It will destroy our tourist industry and Main Street businesses. The cost is outrageous."	Comment noted.
				"I've heard the arguments for not using Friendship lane, but it doesn't add up. There are already four lanes—just not divided. We would not have more than that with the proposed 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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
154	Kale, Sheila	7/23/2019		"Do not build the relief route"	Comment noted.

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			Comment Form	"Main Street businesses are already struggling. To give this bypass will completely destroy their businesses."	Comment noted.
				"We don't need the huge investment of land & money when we could extend Friendship Lane that is 4 lanes of traffic already."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"It will be the final deathblow to downtown & the city with any semblance of what we have today."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
155	Kellam, Jacquelin	7/23/2019	Comment Form	"Please don't destroy our quiet homestead with this highway. Some residents have been there 50 years. The pipeline is already proposing cutting through and that will detract from property values enough. Keep your road closer to town. We don't want it in our neighborhood."	Comment noted.
156	Kellum, Perry Jo Cosper	7/23/2019	Comment Form	"I choose no route! The proposed routes G & H go through my property and home, which was built by my grandfather in 1941. I feel that we do not need a relief route. I travel Main Street several times a day and have no issues with the traffic. Fredericksburg does not need a 'Super Highway'!"	Comment noted.
157	Kellum, Perry Jo Cosper	8/4/2019	Email	"Of course, it is my opinion, and those opinions of my family, that this route should not be built. There is no guarantee that any of these proposed routes will alleviate traffic on Main Street. The majority of traffic is automobiles and not large trucks."	Comment noted.
				"When the count of commercial vehicles on Main Street was conducted, were the commercial vehicles owned by local companies and those vehicles that are delivering products to local businesses eliminated from the count? The commercial vehicles owned by local companies or those that are conducting businesses in Gillespie County will not be utilizing this proposed route, therefore they should not be counted as vehicle traffic eliminated from Main Street." "Your publicized count of commercial vehicles is misleading."	For purposes of analysis, local trucks (meaning those trucks stopping in downtown) were not considered through traffic. Local trucks were not included in the number of trucks projected to use the relief route.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The traffic congestion on Main Street is due to the tourists… I travel from 290 West through Fredericksburg on Main Street every morning, noon, and afternoon… and have not encountered one problem with an 18 wheeler…"	Comment noted.
				"The proposed relief route will not only remove families from their homes and take their property, mine included, but it will raise the property tax considerably."	Comment noted.
158	Kellum, Perry Jo	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
159	Kessler, Linda	7/23/2019	Comment Form	"Need clarification as to financial impact as far as tax base and resell of land if road is right by our home"	The purpose of the Relief Route Study is to identify a preferred route option. Impacts to the County's tax base and property values is outside the scope of the study.
				"Do we have the right to vote against this?"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.
				"Still concerned why not using existing road like Friendship Lane that was the route originally." Stated the reasons given for not using it "are not valid."	Comment noted.
				"All 5 of the remaining route choices have the same issues. Except our are worse as you want to destroy historical property and farmland and a beautiful river."	Comment noted.
				"The city needs to give up some of its property and relocated offices and feel what the homeowners do."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"How can you reduce the footprint of this road, use center turn lanes instead of frontage."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. If constructed, the relief route must comply with design criteria and safety guidelines applicable to U.S. Highways. These criteria/guidelines include a wide center median. The center median is a safety feature intended to minimize the potential for and severity of accidents involving traffic traveling in opposite directions.
				"Is there a possibility that this proposal can go away altogether!!"	Yes. At the conclusion of the Relief Route Study, local officials and the Gillespie County Relief Route Task Force, in consultation with TxDOT, will decide whether there is sufficient local support and justification to advance the relief route concept further.
				"This is way too big for this small town. You want to build a road like I-10 for a small town."	Comment noted.

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160	Kirchner, Emily	7/23/2019	Comment Form	"Thank you for taking the time to look into this as an option to divert congestion on Main Street. Our town has experienced impressive growth, but not enough to warrant the high cost of a federally mandated ROW."	Comment noted.
				"The City of FBG needs to enforce what we have to deal with that will ease congestion: we need more and better parking options…build a garage! Enforce spacing – so many vehicles don't pull up enough and make 290 become a 2-lane street. Jay-walkers slow traffic. Limit cross walks. Look at strengthening detour routes and incentivizing trucks/passers through to use alternate routes."	Improvements to Main Street are beyond the scope of the Fredericksburg Relief Route Study; however, should the relief route be built in the future, at that time, it is anticipated that US 290 through Fredericksburg (Main Street) would be removed from the State Highway System and ownership transferred to the City of Fredericksburg. With Main Street then under the jurisdiction of the City, improvements/concepts such as those suggested could potentially be implemented as a City-sponsored project.
				"Thanks again for the many hours spent on researching viable options. My opinion is that the city and county have a lot of discretion to ease congestion right now, without a multimillion dollar road project."	Comment noted.
161	Klaerner, Phyllis Parker	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"All 5 routes negatively impact historic homes, legacy farm lands, pioneer cemeteries. This heritage is what makes our area unique."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

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Comment Number	Commenter Name	Date	Source	Comment	Response
162	Klein, Brenda	7/23/2019	Comment Form	"Best proposal: Rt EG to meld into Rt EF. Rt G impacts 5 to 6 historic landmarks and residences"	Comment noted.
163	Klepac, Ty	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, G, F, E.	Comment noted.
164	Klett, Temple and Jeannie	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, F, E.	Comment noted.
				"Routes D/E/F directly affect our property at the juncture of D/E/F and US 87 N."	Comment noted.
				"Per the existing maps, Rt. E (Grey) passes directly over the pioneer Stackbein Family Cemetery (6 graves, earliest burial 1855). Our rock home was built in 1848 and is about 150' from that site. Numerous large trees and our two neighbors' homes (also historic rock homes) are within a stone's throw from us. Baron's Creek is our western boundary."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"TxDOT reps are invited to view our property and our neighbors' at any time to verify the properties should not have a relief route run through our land. I would be happy to send photos of the cemetery, house, and large trees on our property, but a personal tour would be better. The satellite photos show nothing but treetops, not what's under them!!!"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"No route, Main Street Options: 1. Re-engineer the "Y" near the Post Office. 2. Change the head-in parking angle on Main. Now, long pickups stick out in the travel lane and hamper traffic flow. 3. Parallel parking should be installed on main for one black to give truckers a wider berth to turn south onto Washington Street (US 875) at Nimitz Corner. Will also help for turns from 875 onto Main. 4. Our forefathers gave us a wide Main Street for a reason – lets continue to use it."	Improvements to Main Street are beyond the scope of the Fredericksburg Relief Route Study; however, should the relief route be built in the future, at that time, it is anticipated that US 290 through Fredericksburg (Main Street) would be removed from the State Highway System and ownership transferred to the City of Fredericksburg. With Main Street then under the jurisdiction of the City, improvements/concepts such as those suggested could potentially be implemented as a City-sponsored project.
165	Klett, Temple	8/7/2019	Email	"my property and my two neighbors are at the end of D, E, and F where the routes end at US 87N and Wilhelm Road. I have mentioned the Strackbein family cemetery on my place before, and discovered it is square in the middle of the routes above as depicted in the current maps. We pinpointed the cemetery and our historical three rock houses during the last meeting in FBG at the historical desk, so they should be in the TxDOT system."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Most people I have spoken to do not want the relief route, period! I sent suggestions on how to improve Main Street so it could handle more traffic safely in my survey letter to Austin."	Improvements to Main Street are beyond the scope of the Fredericksburg Relief Route Study; however, should the relief route be built in the future, at that time, it is anticipated that US 290 through Fredericksburg (Main Street) would be removed from the State Highway System and ownership transferred to the City of Fredericksburg. With Main Street then under the jurisdiction of the City, Main Street improvements could potentially be implemented as a City-sponsored project.
				"We and our two neighbors want to protect our historic homes and property, not to mention the time and thousands of dollars we have all invested to improvements to our places over the years."	Comment noted.
166	Kneese, Todd	7/23/2019	Comment Form	"Route D makes the most sense to me. It is the only route left that goes all of the way around town. The others are too close to the business area of Fredericksburg."	Comment noted.
				"From an analytical standpoint, Route E, having the lowest total in the prior Evaluation Summary, may be acceptable. It seems like it may be a problem that it runs so close to the Fairgrounds and crosses Hwy 16 and RR 2093 so close to the 16/2093 intersection."	Comment noted.
				"On a personal level, my family's home and property are adjacent to Routes F &H. We live on Bobwhite Trail inside the city limits of Fredericksburg. Our neighborhood already has a CTEC/LCRA substation nearby. A new highway adjacent to this neighborhood doesn't seem fair to the 14 families who live on our street."	Comment noted.
167	Koennecke, Lynette	8/5/2019	Comment Form	"Why change, it worked all the years!"	Comment noted.
168	Kott, Russell	8/7/2019		"Do not build the relief route"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
			Comment Form	Ranked the following routes all as "least favorite": D, G, F, E.	Comment noted.
				"Undue financial responsibility of local tax paying citizens."	Comment noted.
169	Kozielski, Clara	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
170	Kozielski, Clara	n/a	Letter	"My property is located several hundred feet west of Hwy 87 South. I have 19.75 acres, rectangular in shape, running parallel to Hwy 87. I have owned this property over 50 years and living here about 46 years."	Comment noted.
				"The orange and maroon routes (F & H) that are being proposed on the map would cut this property into two sections. The first (northern) section has residence, workshop and two wells. The truck route would be approximately 300 feet from my house and workshop, making traffic noise unacceptable. The second (southern) part of the property would be 'land locked'… There is a T-Mobile tower on this section meaning there would be no access for T-Mobile personnel to maintain the tower, which they do frequently. This is not acceptable. Also, there are underground waterlines from the house (upper section) to the lower section for livestock water, which would surely be affected by the road construction."	Comment noted.
				"Please do not put this truck route across my property. This would greatly 'devalue' this property."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
171	Kraus, Jerome and Genny	8/5/2019	Comment Form	Transmitted a copy of informational materials regarding the "Kraus Family Farm" – "recognized as a 100 year Farm."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Our hope is that you will consider using Relief Routes G and H."	Comment noted.
172	Krauskopf, Ann	7/31/2019	Email	"None of the five remaining relief route options allow for future growth. The routes that are left are going to destroy too many businesses close to town that are going to be hard to relocate… Trucks are not mandated to use the relief route, therefore there is no guarantee that the downtown traffic issues will be solved or will improve…"	Comment noted.
173	Kroeger, Nicole	7/23/2019	Comment Form	"Please put an option on the survey to allow people to vote NO to ALL routes. Fredericksburg will be harmed by this road. We need to be able to vote NO."	Comment noted.
174	Kroeger, Nicole	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"None of the above relief route options will serve our community. They all would be too expensive, too disruptive and not accomplish the resulted intended since many trucks will still use Main Street."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Please halt all further studies since it is obvious from recent history that a bond to finance this will be voted down anyway and it would be better to leave several options open for any future questioning or else with only one route left 'on the books', developers and investors would influence the future of our town contrary to public desire."	Comment noted.
175	Kroeger, Nicole and Steve	8/4/2019	Email	"Thank you for the huge effort you have been making on the behalf of this community. We can't imagine a harder job."	Comment noted.
				"My wife and I are very concerned about the TxDOT plans – all of them – and would like to request that the study be halted now before the route options are narrowed down. As we can presume from the recent bond vote regarding the sports park, a vote for a $60M+ bond has next to no chance of passing. Property values would be permanently altered along any proposed route that stays on TxDOT's books (as we personally have already found out). It is better to stop the selection process now. If there is only one route 'left on the books', developers and investors would influence the future of our town, often contrary to public desires."	Comment noted.
				"We would very much like to stop this process and instead give back the control of this relief route to local government. If the county could aid the city in creating alternative routes out of existing roadways, that would be less expensive, less disruptive, and could be accomplished more quickly."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
176	Kroeger, Nicole and Steve	8/6/2019	Email	"Although we would be personally hit very very hard by 3 of these routes, I think our whole Hill Country will be hit hard by any one of them. Such a road will irreparably change the course and makeup of our community."	Comment noted.
				"What TxDot is planning is not what the community was hoping for."	Comment noted.
				"We think this is really really serious. Thank you for all you are doing."	Comment noted.
177	Kroeger, W. Steve	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"It does not appear to me that any of the relief routes will substantially reduce traffic congestion on Main Street and the naming of any route will alter property values along any proposed route permanently. It is better to stop this selection process now, so the City of Fredericksburg can proceed to create it's own alternative routes within its present city limits."	Comment noted.
178	Kunz, LaNell	8/2/2019	Email	"The construction of Fredericksburg Route F and Route H will affect the value of existing housing around it. Noise from a busy highway has a seriously negative impact on property values. The subdivision of Heritage Hills would be greatly affected by these routes. This is a subdivision with only senior citizens with a quiet peaceful atmosphere. I strongly object to Routes F and H."	Comment noted.
179	Kunz, Walhen Kenny	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
180	Kutzbach, Ryan	7/24/2019	Email	"With the exception of Route D, the current proposed route options have a tremendous impact on existing local businesses and housing."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The southern connection point of routes F an H literally run right through the middle of a housing development of 100+ houses. I don't understand why this is even an option. You can't possibly think its reasonable to eminent domain that number of houses and run a highway right in the middle of the remaining development? Continuing on, these routes cut directly through numerous businesses at the intersection of Hwy 16 and Tivydale/Friendship Ln, which inevitably will put them out. Even if you go around the housing and businesses the impact of noise and traffic flow will be detrimental. What would the bypass achieve at that point?"	Comment noted.
				"On the northern connection point Routes GH would have detrimental impact on the business in this area. Also, there is no room for further development of town with the highway connection being so close to existing development. This connection point seems really short sighted."	Comment noted.
				"The only reasonable route option is route D as it has minimal impact on current residents and businesses. It allows for future development, and it keeps traffic noise well out of the city. Second choice would be route E, but you still have the negative impact on the businesses and houses at Hwy 16 and Tivydale/Friendship Ln."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I think it is important to consider this route's goal is to help the community, not hurt it. There is plenty of undeveloped land south and west of town that this highway can run through. At the rate in which Fredericksburg is growing, routing a highway through existing development is short sighted. Planning for future growth of town in all directions is essential."	Comment noted.
181	Lamb, Gary	8/7/2019	Comment Form	"Do not build the relief route."	Comment noted.
182	Lamb, Teresa	8/7/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"I believe trucks need to be off Main Street but I do believe the original purpose for Friendship much to the seriously entertained, [illegible] enforce my question us why are trucks getting off I-10?	Comment noted.
183	Lambert, Jordan	7/23/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"Do not build the relief route. No proof that it will relieve traffic."	Comment noted.
184	Land, Mark	7/23/2019	Comment Form	"Redo intersection at post office, extend City St to 290W, extend Kerr Rd to 290W, build road for locals, use Friendship Lane & 2093 for route."	Comment noted.
				Hwy 16 N is still a problem. Will not get trucks off of Main. Do away with parking on N. Llano Street."	Comment noted.
185	Lane, Connie	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
186	Lane, Roy	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"Not needed at all!"	Comment noted.
187	Leedy, Brenda	8/6/2019		"Do not build the relief route."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
			Comment Form	"Build parking garage!"	Improvements to Main Street are beyond the scope of the Fredericksburg Relief Route Study; however, should the relief route be built in the future, at that time, it is anticipated that US 290 through Fredericksburg (Main Street) would be removed from the State Highway System and ownership transferred to the City of Fredericksburg. With Main Street then under the jurisdiction of the City, improvements (such as construction of a parking garage) could potentially be implemented as a City-sponsored project.
188	Lehmann, Brenda	8/5/2019	Comment Form	"Do not build the relief route."	Comment noted.
189	Lewis, Berenice Elizabeth and Roger Branson	8/7/2019	Email	"In essence, the underlying concern of this project has to do with the City of Fredericksburg and maintaining/increasing the inflow of the almighty tourism dollars which are spent at those businesses situated along Main Street. Residents, landowners and business owners on the perimeter of the city and out in the county are being asked to sacrifice for the benefit of those businesses on Main Street. That is not right… This whole project places an unfair burden on those residents and land owners living out in the county whose land will be in the crosshairs for the Relief Route purposes."	Comment noted.
				"The question as to why there were no proposed routes around to the North of town has yet to be satisfactorily addressed and answered. The answer given had to do with a computer study and no information was providing regarding the preliminary assumptions and input data to the study."	A preliminary computer-based traffic analysis conducted early in the study process showed that twice as many vehicles would use a relief route connecting US 87 north of Fredericksburg to US 290 east of Fredericksburg if the route is located south (rather than north) of town; thus, a southern route would provide the most relief for Main Street traffic.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The way this project study has been structured from inception places all the burden of the Main Street traffic problem onto the backs of residents, landowners and business owners on the South and West sides of town. Many of these residents and landowners on the south and west side are already in the crosshairs of the Kinder Morgan pipeline project… It is not right for these folks to bear the brunt of the Main Street traffic congestion issues without any consideration of alternate routes around to the North and East sides of town."	Comment noted.
				"Why was the study done assuming that only a rural highway subject to TxDOT's requirements is the only solution for this problem? We do not need a highway the size of IH10 going around Fredericksburg."	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. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access.
				"Why does the speed limit on the relief route need to be 70 mph when the speed limit on US 290E where the trucks will be come from is 60mph. That makes no sense at all."	For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Why can't existing roadways be a viable solution such as Friendship Lane? An excuse was given stating that Friendship lane would have to be rebuilt and it would be disruptive to residences and businesses. The Relief Route is going to have to be built anyway and its construction will be disruptive to residences and businesses. So what is the difference."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"Friendship Lane is already a four lane road. At 40mph with very limited number of stoplights, trucks would likely move past Fredericksburg more quickly than they would going down Main Street. After Friendship Lane is rebuilt, the speed limited could likely be increased."	See above response.

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				"An idea which we believe should be studied would be to utilize Friendship Lane by joining it to Post Oak and then joining that to South Cherry, having the trucks come out onto Main Street at the northwest end of town near the intersection of 87N and 290W."	Comment noted.
190	Leyendecker, Eric	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"wildlife habitat & farm/ranchland will be destroyed. Water areas will be damaged. Will bring more unwanted traffic to our area & higher taxes. Will drive people out of our community."	Comment noted.
191	Littlejohn, Bruce	7/23/2019	Comment Form	"Proposed route D is, at this date, the most feasible option in terms of the least disruption and impact to existing structures and historic landmarks. The estimated cost is not overly expensive in comparison to others and I believe will have the best chance of construction implementation."	Comment noted.
				"Routes F & G are way too close to existing housing developments and would be extremely disruptive to current traffic/noise abatement levels."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
192	Littlejohn, Bruce	8/6/2019	Email	"As a ten year resident of Fredericksburg, I have observed the continued growth pattern of the city, expanding southward from 290/Main Street, past Friendship Blvd, and down either side of Hwy 87. Looking at the long term implications of this growth pattern, it seems obvious that the best 'Relief Route' currently being considered is Plan D, one that avoid existing city houses and commercial developments as well as one that provides a further buffer from the southward trend of future city expansion. Plan D is truly a 'bypass' route rather than a 'bi-section' route and despite the slightly increased distance and cost of right of way would provide the necessary 'relief' that residents desire."	Comment noted.
193	Littlejohn, Jane W.	7/23/2019	Comment Form	"Good grief. Don't you dare run this through town by the Fort and Friden and Heritage Hills!!!	Comment noted.
				"Bypass means go around!"	Comment noted.
				"And don't ask us to approve a route when you haven't told us how much this will cost us in property taxes!"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. At that time, an assessment of property-tax ramifications would be made. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"What do you want, a Toyota or a Cadillac? Well depends on how much that will cost me!" "What do you want, a Toyota or a Cadillac? Well depends on how much that will cost me!"	Comment noted.
				"Prop. taxes are too high now!"	Comment noted.
194	Lopez, Delfino Jaimes	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
195	Lopez, Heriberto Jaimes	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
196	Lucksinger, Evelyn	8/5/2019	Comment Form	"Do not build the relief route."	Comment noted.
				"No tax increases."	Comment noted.
				"Too big, too expensive."	Comment noted.
197	Lucksinger, Linda N.	7/31/2019	Letter	"No to all 5 routes!"	Comment noted.
				"All 5 routes negatively impact our historic home and property" (Christian Kraus homestead).	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"At the Hwy 87N-Hwy 290W section of all 5 options destroys/negatively impact historic homes, pioneer cemetery, and farm lands that are part of the original German settlers to Fredericksburg & Gillespie County… Hwy 290W – Hwy 290E sections may also have historic structures, homes, farm land, ranch lands, historic homesites with current agricultural endeavors (vineyards, etc) that will be negatively impacted or destroyed by these 5 routes. Save our heritage!"	See above response.
				"Cost to County & City tax payers is too high for what we get out of this."	Comment noted.
				"Cost in lost businesses, jobs, farming, and industry due to the building of these 5 routes is not worth it… Businesses destroyed or forced to relocate along these 5 routes may never recover from this displacement and destruction."	Comment noted.
				"These 5 routes do long term environmental damage to Baron's Creek, Town Creek, and Live Oak Creek. We have a beautiful natural environment, do not endanger and destroy it with this monster because a few believe they know what is best."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"No to this huge interstate going so close to town and ruining our way of life with noise and high speeds"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"No to relief routes because they will destroy our pioneer homesites, farms, ranches and destroy what makes Fredericksburg and Gillespie County great and a unique Texas Treasure!"	Comment noted.
				"No to all relief routes because they will destroy small and mid-size family businesses who will not be able to financially recover from forced eminent domain just so that others can reap benefits!!"	Comment noted.
198	Lucksinger, Linda	8/5/2019	Comment Form	"No to all 5 routes"	Comment noted.
				"No to this huge interstate going so close to town and ruining our way of life with noise and high speeds"	Comment noted.
				"Cost to tax payers is too high for what we get out of this; we do not want to foot the bill for the downtown businesses that get all the benefit"	Comment noted.
				"Cost for building any of these this close to town is not worth it, does not allow for future growth"	Comment noted.
				At the Hwy 87N-Hwy 290E sections may also have historic structures, homes, farm land, ranch lands, historic homesites with current agricultural endeavors (vineyards, etc) that will be negatively impacted or destroyed by these 5 routes. Save our heritage. Let's keep Gillespie County great!"	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Businesses destroyed or forced to relocate along these routes may never recover from this displacement and destruction. Selfish downtown merchants should not benefit from the destruction of others making a living in this community."	Comment noted.
				"These 5 routes do long term environmental damage to Baron's Creek, Town Creek, and Live Oak Creek."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"No to any relief routes that destroy our pioneer homesites, farms, ranches, and what makes Fredericksburg and Gillespie county great!"	Comment noted.
199	Mahrens, Larry	8/3/2019	Email	Build a relief around town with access so businesses can locate on the loop and leave the town for the tourists otherwise we don't need a loop."	Comment noted.
200	Martino, Jerry	8/6/2019	Email	"In review of the considered options, and being in the possible direct path, I am compelled to note that with the exception of the longer route shown too many homes and businesses will be impacted on 4 of the 5 route choices."	Comment noted.
				"I also am of the opinion that a route in any of the choices is not really needed when and where it affects a town and quality of life where commercial convenience should take precedence over public and private quality of life. Which any and all of these proposals do."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Traffic and safety is of course of all our concerns, however the heavy vehicles and equipment traversing a speedway as these proposals represent is NOT a solution to those issues. Rather the opposite could be true."	Comment noted.
				"Really, so what if the traffic that is slowed presently down continues! Except for minor inconvenience it disturbs little in peoples and the quality of life way of life…a by-pass will, a bad idea overall."	Comment noted.
201	Massey, Kay	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Raise the bridges on I-10 so the big trucks can go there"	There are currently no low, narrow or otherwise restricted structures or bridges which have the effect of channeling oversize loads through Fredericksburg. When establishing routes for oversize/overweight loads, TxDOT uses the most efficient route available that can accommodate the load; thus, these loads may be routed through Fredericksburg en route to other destinations.
202	Maurer, Sherrie	7/24/2019	Email	"I don't believe we need a freeway like I-10 around Fredericksburg. You just need a loop with 2 lanes in each direction. Don't change our way of life around here!"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.

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Comment Number	Commenter Name	Date	Source	Comment	Response
203	Mayet, Gary	7/23/2019	Comment Form	"Route E/G seems like a viable compromise."	Comment noted.
				"However, a 70 mph bypass sure seems like overkill when roads feeding into it are only 60 mph (290 for example)"	For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.
				"And, a 400 ft. right of way for and interstate type roadway surely is overkill!"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"We want traffic relief for Fredericksburg, not a gigantic tax burden for our children and grandchildren!"	Comment noted.
204	Mayo, Curtis	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, G, F, E, H.	Comment noted.

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				"I still consider that a proposed route of this magnitude will ruin the bucolic scenery, archeological sites and historic ranch settings and will also increase the noise levels of Fredericksburg, and alternate routes should be considered for the trucks."	Comment noted.
				"The city has proposed alternate extensions of existing streets in Fredericksburg to alleviate a portion of the traffic congestion and that should be a first priority."	Comment noted.
205	Mayo, Donna	8/7/2019	Comment Form	"We are proud of the way our city has preserved the small town look."	Comment noted.
				"If locals are displaced by larger roads and industry expands, we will lose the things that make Fredericksburg dear to our hearts."	Comment noted.
				"I suggest that the city continues with proposed extensions to connect and expand local roads so we can get around town more conveniently. That will alleviate the continued use of the downtown streets."	Comment noted.
				"Forget the bypass or we will lose 'our town'"	Comment noted.
206	McCrae, Jim	7/23/2019	Comment Form	"400' freeway is not needed & doesn't belong in county"	Comment noted.
				"City & County should extend Friendship Lane to 87 North & keep it 4-lanes with limited traffic controls & add turn lanes on right – name it Friendship Parkway"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
207	McCulloch, Gail	8/7/2019	Email	"The most common-sense approach to this relief route is to use the current Friendship Lane"; "this route is already widen enough for trucks"; "if it needed to be widened out it could be done with only effecting a minimal amount of folks…"	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"Shouldn't you send a letter to everyone that is affected by these 5 paths? Instead of finding out by chance? Someone just happened to let us know."	In preparation for the Open House, using Gillespie County tax records, a mailing list of potentially affected property owners along the five remaining route options was developed. A postcard announcing the meeting was sent to those on the mailing list.

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				"It is not enough to put a small ad in the paper, hidden under Special Notices section."	The Study Team is committed to engaging all interested stakeholders in a meaningful way. To that end, in addition to publishing display ads (announcing the Open House) in the local newspaper, email notices were distributed to those on the Study mailing list, flyers were placed (for distribution) at several local businesses known to be frequented by local residents, notice was posted on the City, County and TxDOT websites, and notices were distributed via social media. In addition, postcards announcing the Open House were mailed to the owners of property along the five remaining route options.
				"I feel very strongly that it really doesn't matter what our input is, you all will do whatever you want."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
208	McLerran, Jerrilyn B.	7/23/2019	Comment Form	"First of all, Friendship Lane should be utilized and expanded… The massive construction of any of the proposed routes is complete overkill."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"Secondly, the costs (preliminary cost estimates) evidently do not include environmental impact studies as the cost of doing these could easily equal the total cost estimates shown on the evaluation summary."	Based on previous experience with projects of similar size and complexity, TxDOT estimates that environmental studies of the relief route would cost $3-5 million dollars.
				"If this entire project cannot be detailed, the shorted route and absolute narrowest roadway should be considered."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
209	McPhail, Mark	8/7/2019	Email	"I have completed the survey and was disappointment that it did not give me the option of indicating that I was against any route."	Comment noted.
				"The two routes closest to the city, would go down East Industrial Loop and displace the Good Sam Center, the proposed site for The Grace Center and numerous charitable and for-profit businesses."	Comment noted.
				The middle route affects the Boos dairy, whose family, among other many generational families, helped make this such a unique city and community. The outer route may also affect some of those same families. My wife's family has been farming the same land for now over 160 years and it would be a travesty to take away the land families such as these continue to farm or ranch."	Comment noted.
				"Any of the proposed routes will not affect those trucks taking 16N, nor those trucks coming into the city to conduct business."	Comment noted.
				"I appreciate your time and work you have performed on the route, but as a citizen, I would have to vote against a bond issue for any of these routes."	Comment noted.
210	Meade, Chris	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"From information provided to the public, and from experience in other areas where these relief routes were proposed or built, the results were modest at best."	Comment noted.
				"Tax increases are a part of a growing community, that I support. But not this one. I do not see it beneficial to the community as a whole."	Comment noted.
				"I have friends that would be greatly impacted by selection of any of the five options."	Comment noted.
211	Meurer, Rosie	8/2/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"I 'do not' want the relief route anywhere!!'	Comment noted.

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212	Meyer, Keith	7/23/2019	Comment Form	"While I am not really in favor of the relief route as a whole, due to the large amount of right of way required in the current design and especially if it is limited access, 'Route D' impacts my family and I the most since it would cut our family land against Hwy 16 South in half… This would negatively impact the agricultural value of it and severely impact economic earning ability…"	Comment noted.
				"As it is, the current proposed line 'Route D' goes right through and over the entrance to the property where it meets Hwy 16 South. As of now, nobody can answer what the access situation will be during construction or after the relief route is completed."	The current Relief Route Study will include development of a preliminary design schematic. The schematic development process will include an assessment of how the Relief Route most effectively interacts with the local roadway network as well as access to/from individual properties. Schematic development will be initiated once a preferred route option is identified. If the Relief Route ultimately advances to construction, the construction plans would include a plan for accommodating traffic and maintaining access to adjacent properties during construction.
				"Both sides of the property would need new fences along the entire relief route project to be suitable for livestock again."	Comment noted.
				"Water access would also be cut off from one side of the property. Also, the proposed line 'Route D' goes over almost all the other improvements on the property (barns, pens, well, etc) that would be difficult, if not impossible, to replace without great expanse and/or completely altering what is left of the remaining property."	Comment noted.

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				"There is also an 80 year old family homestead property with some of the barns and such still from that time period. The line 'Route D' also goes over the house from that homestead which is about 80 years old too."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
213	Meyer, Kenneth	7/23/2019	Comment Form	Expressed opposition to the relief route; stated "the route is not necessary" and "county & city taxpayers cannot afford the route."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Best option is to extend Friendship Lane out 2093 to Kerr Rd. or Upper Live Oak to 290 West."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"Limited access should never be considered."	Comment noted.
				"It will destroy & damage many properties no matter which route will be chosen"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Route D would destroy my family & my neighbors historic farms."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
214	Milner, Virginia	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, G, F, E, H.	Comment noted.
215	Moffett, Jean	8/8/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"The vision of TxDOT is not appropriate or proportionate."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
216	Moffett, Michael	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"TxDOT vision is not appropriate or proportionate!"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
217	Moldenhauer, Walter	7/23/2019	Comment Form	Asked "how far in the future do we plan to choose a plan for? How long does it take to build? Will it still be valid when finished?"	Transportation planning typically considers a 20 year planning horizon; however, the 20-year look ahead would not begin until detailed environmental studies are initiated. At this point, it is not known whether the relief route will advance beyond the current feasibility study. If the project does advance, it is anticipated that the environmental study phase would take a minimum of 2 years to complete. Final design, right of way acquisition and utility adjustments would take an additional 3 years (minimum). And, the actual construction would take a minimum of 3 more years. Initiation of each stage (environmental, design/right of way, and construction) would be contingent upon the availability of funding; delays could occur if funding is not readily available. To ensure that the project remains "valid" upon completion, refinements/updates to the concept would occur as the project is developed further.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Fredericksburg growth – moderate to fast"	Comment noted.
				"Highest priority – trucks as far out as possible – Routes A B. The other side of Pedernales…tie into 290 E & W farther out."	Comment noted.
				"pipeline & relief route – same right of way or adjacent – less cost"	Comment noted.
				The other inner city routes good for now, but when they get build? Too late!!!"	Comment noted.
218	Moore, Kaitlynn	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"No route is chosen because there shouldn't be a route! Main Street traffic is not bad enough to require this.	Comment noted.
219	Moore, Sherry	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
220	Murray, Don	8/3/2019	Email	"Most of the comments from the first session have multi concerns including loss of property, fair market evaluation, divided property, access roads, flood plains, multi-generations farms, etc."	Comment noted.
				"The main thrust of the Relief Route is for the ability of vehicles to 'bypass' around Fredericksburg"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Two responders, to the first session, had an excellent short term solution to the concerns for building, vehicle and pedestrian safety on Main Street. I want to make sure that this great idea does not get lost in the 'noise' of the larger discussion. This simple solution is: eliminate any big rig traffic from the 100 200 and 300 blocks of Main Street! Again, this would eliminate the possibility of building damage or destruction, bodily injury or loss of human life and vehicle fires being caused by the aforementioned big rigs." He then described a route using portions of Friendship Lane and SH 16 (and a similar route if traveling from the opposite direction) to effectively "loop" the downtown area. He noted, "we would definitely need strong support from our Senators and Representatives on both the National and State levels to help us achieve this goal."	US 290 (Main Street) through Fredericksburg is part of the State Highway System. As such, it falls under TxDOT's jurisdiction to maintain and operate. TxDOT does not have the legal authority to prohibit the use of any highway by any class of vehicles (such as trucks) provided the vehicle complies with weight and size limits and other provisions established by law.
				He then asked the following questions: "Has a detailed vehicle count been done by percentage…i.e. big rigs, busses, RVs, light trucks, SUVs, automobiles, motorcycles?"	Initial vehicle counts were collected in December 2017. Detailed vehicle counts were conducted in August 2018, December 2018, and April 2019. The detailed counts were breaking down by 13 different vehicle types.
				"If a detailed count has been done, how many were done and what were the time periods involved?"	As indicated above, detailed counts were collected three times over the course of the Relief Route Study. The counts were collected Thursday thru Sunday.
				"Has a survey been taken, especially of the big rig operators, as to what percentage of drivers will opt to continue through Main, as opposed to taking the longer Relief Route?"	A survey has not been performed.

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				"The Relief Route would be an option not a must. In other words: Is an operator willing to spend more $$ for the additional fuel needed to traverse the Relief Route, and for the log time added (for the big rigs)?"	Comment noted.
				"If such a survey has been taken, do the results show that future loading predictions on Main would be reduced because of a Relief Route?	The next step in the study process will include an operational analysis of the five remaining route options. The results of the operational analysis will be used to compare and contrast the effectiveness of the options when identifying a preferred route option.
				"I prefer the use of Friendship Lane to Tx 16 as compared to the construction of a new road to the South."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I am against the 400-foot right-of-way that has been proposed. This would be a road that would be needed in Houston, not in Fredericksburg. Larger right-of-way demands more land acquisition, more road bed to be constructed, more paving…in other words more $$$. So the 400 foot right-of-way is a lose-lose situation from my point of view. Also, there is the visual impact that such a 'roadway' would create. Not Hill Country Beautiful but Hill Country Ugly."	Comment noted.
				"To be more in tune with Hill Country Beautiful, the Relief Route should mimic Friendship Lane, with the addition of a center 'chicken' lane and carefully design on and off ramps. Access to 'cut' streets and roads is a must.'	Comment noted.
				"As far as the routing is concerning, I have no opinion other than the one regarding Friendship Lane. There are difficult decisions that will have to be made. What ever the choice, families and businesses will be impacted."	Comment noted.
				"What about the fair value pricing, not based on some number which is derived from some average, which is not a realistic representation of the Fredericksburg area?"	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.
				"I have a fear that many displaced victims of the eminent domain process, will not have adequate funds to buy back into the Fredericksburg market, and therefore will be forced to leave the area. A loss to the community."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"As the eminent domain process moves forward, there will be an artificial jump in housing prices as the hunt for replacement housing is made by those who have been bought out. But, how many will be successful in finding new housing in this market at affordable pricing?"	Right-of-way necessary for the relief route would be acquired in accordance with TxDOT's Right of Way Acquisition and Relocation Assistance programs. Per these programs, no family or individual would be displaced until "functionally equivalent" "decent, safe and sanitary" replacement housing is available within the individuals "financial means".
221	Mustard, Eric	8/5/2019	Email	"I have been told that the city and county have alternatives which would be less expensive, better environmentally and could be completed sooner than the solutions being proposed by TxDOT. Is that correct? If so, is it best to simply vote against any TxDOT solution?"	In recognition of the need to enhance Main Street safety and mobility, the Fredericksburg Relief Route Study is being performed at the request of the City of Fredericksburg and Gillespie County. The relief route, if ultimately constructed, would be an element of the overall transportation network of the area. The relief route would complement, rather than replace, other projects in the City/County transportation plans. In other words, the relief route is envisioned as part of the long-term transportation network for the area. Questions concerning other projects should be directed to the City of Fredericksburg and/or Gillespie County.
222	Nebgen, Jan and Michael	7/23/2019	Comment Form	"Can this be done without a vote by the people?"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.

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				"Will more money be allocated to the county for additional law enforcement?"	Traffic law enforcement is an operational issue and is outside the scope of the on-going Relief Route Study.
				"The size of the roads being considered are too big!"	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
223	Nebgen, Jan	7/23/2019	Comment Form	"My vote is for No Route."	Comment noted.
				"Purple route follows too close to the river. Keller Equip recently had a truck wreck on 16S & fluids leaked into the river."	Comment noted.
				"We do not need this – it takes 15 mins tops to get from WM to the Y on a busy weekend."	Comment noted.
				"Will the county hire additional deputies to patrol?"	Traffic law enforcement is an operational issue and is outside the scope of the on-going Relief Route Study.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"What about noise? I live ½ mile from a major hwy & we can hear vehicles inside our home."	Noise studies are not within the scope of the current Relief Route Study. The purpose of the current study is to identify a preferred route option that will address the traffic and safety issues on Main Street. If the community and TxDOT decide to take the preferred route option to the next phase of project development, a traffic noise analysis will be conducted as part of the detailed environmental study. Although noise impacts will not be evaluated in the current study, the number of residences located with 250 feet of a route is one of the criteria used to evaluate the options. This number provides an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway.
				"The purple route will be visible from our home of 35 years."	Comment noted.
				"Please listen to the 'locals' that have struggled to hand onto family land."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
224	Nebgen, Jan	8/7/2019	Email	"Everyone keeps saying Friendship Ln can not be used as a relief route. I travel between 16S and 87S on Friendship Ln 4 times a day. On my 2 mile drive at 12:35 today, I counted 8 semi trucks headed E on Friendship & 2 head W. None were Ingram Ready Mix trucks. One was Keller Equipment. So, the truck drivers ARE using Friendship Ln. Friendship Ln needs to be considered."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
225	Neel, Kathy	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
226	Nolin, R. Tim	7/29/2019	Email	"As a resident of Fredericksburg two concerns I want to raise are the width of the road being oversized beyond what is necessary and the second is the crossing of 87 and 16. If the decide route crosses 87 and 16 although it would cost more I think it would benefit the traffic flow for all three roads if an overpass was used to crossover 87 and 16 instead of applying a stoplight.	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. If ultimately constructed, the relief route would be a controlled access facility. As such, traffic would be able to travel the length of the relief route (on the main lanes) without stopping for signals or intersections. For planning purposes, it is assumed that grade separations would be provided at US 87 (south) and SH 16.

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Comment Number	Commenter Name	Date	Source	Comment	Response
227	Norris, Thomas	8/5/2019	Comment Form	"Do not build the relief route unless you use Friendship Lane and extend it on E, G, F or H."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
228	O'Brien, Dennis	7/25/2019	Email	"While I agree that we need some truck alternates for Main Street, a limited access 70-75 MPH highway through Fredericksburg makes no logical sense. I suggest TxDOT pull out, since this appears the only option they will accept, and we handle this locally."	Comment noted.
229	Oris, Cody Joseph	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: H ("favorite"), F, G, E, and D ("least favorite")	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
230	Oris, Stephanie	8/7/2019	Email	"I refuse to rate the routes in order of what I like because I hate all of them."	Comment noted.
				"My property is not physically affected by these proposed routes, but my family and friends' properties are… Our town is overrun by rich, rude, tourists and people who come in and buy up whatever they want with all of their millions, open businesses and add to the chaos because they 'want to put Fredericksburg on the map' or make Fredericksburg like the big city they just moved from."	Comment noted.
				"This route propaganda is another way to benefit the tourists. Locals already staff off of Main Street unless it is absolutely necessary. This route isn't going to be forced on any driver so what's the point"	Comment noted.
				Questioned the validity of traffic counts performed in conjunction with the relief route study. Explained that she and her family live off of SH 16S, she and her husband work in Kerrville, but their daughter attends daycare in Fredericksburg. Stated, "me driving over your 'data strips' a combined 4 times a day is inconclusive data because we drive to Holy Ghost Lutheran Church and back out 16S, never once going on to the coveted Main Street."	Comment noted.

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				Expressed concern about impacts to the environment ("creeks and rivers", "you will be destroying so many beautiful trees and hundreds if not thousands of wildlife will be displaced", historic properties).	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality; wildlife and vegetation; historic resources), and identification of actions to avoid, minimize and mitigate environmental impacts.
231	Osbon, Moneca	8/6/2019	Email	"Definitely oppose routes F & H."	Comment noted.
232	Oswalt, Elizabeth	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
233	Pape, Lucille Stehling	7/23/2019	Comment Form	"I prefer routes F, H & G – I believe it would be used more by truckers and locals because it's shorter than the outer routes. It would be less expensive than going closer to the city or further out – in other words – a happy medium!"	Comment noted.
234	Pape, Robert W.	7/23/2019	Comment Form	"Prefer Routes F, G, H has least impact on surrounding property. Shortest and cheapest."	Comment noted.
235	Pearson, Graham	8/5/2019	Email	"My vote is for using Ranch Road 2093 (Tivydale Road) to the west of Highway 16 South, building a slow curve to intersect with Kerr Road, and extending Kerr Road northwards to intersect with Highway 290 West and Highway 87 North."	Comment noted.
				"This will minimize impact to property owners outside of the City of Fredericksburg and also will bring the cost of the project to within the affordability of Gillespie County residents."	Comment noted.

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				"Any relief route farther out will impact many property owners outside the City limits and will cost taxpayers, both within Gillespie County and at the State level, a degree of magnitude higher than that for the Tivydale / Kerr Road option."	Comment noted.
236	Peters, Lynette	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
237	Pfiester, Frances C.	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, G, F, E, H.	Comment noted.
238	Pipkin, Dru	8/6/2019	Email	"Thank you for all the deliberative study you put into the route decisions presented at the workshop and for the efforts made to explain the criteria used to select the more feasible routes."	Comment noted.
239	Pipkin, Dru	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: G ("favorite"), E, F, H and D ("least favorite")	Comment noted.
				"I appreciate the evaluation process followed by TxDOT and the Fredericksburg Relief Route Task Force and the information that was presented at the 7/23/19 workshop regarding the elimination of the outermost routes. However, I still believe the remaining routes if built to the specification proposed by TxDOT, would be too massive in size and scope and would be too expensive to pass a bond issue vote."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
240	Pope, Jayne E. and Rees, Forest J, Jr.	8/6/2019	Letter	"Two of these five routes (E – Grey and G – Pink) will dissect a 53 acre parcel of land owned by Hill Country Memorial (HCM)…HCM fully supports the need for a Relief Route to improve congestion on Main Street, public safety and quality-of-life issues for the community of Fredericksburg. However, the impact of a potential US 290 Relief Route cutting through the middle of the only parcel of land that can support any significant growth or relocation of services, could be devastating to the future sustainability of the entire health system in and around Fredericksburg and the Hill Country. Therefore, with the full support of the 12 members Board of Trustees, HCM respectfully requests that Routes E and G be removed from any further consideration as potential US 290 Relief Routes."	Comment noted.
241	Prater, Susie	7/23/2019	Comment Form	"Access to Hwy at proposed E, F, and D affects our RV Park adversely. Please consider a different route."	Comment noted.
242	Preciado, Hugo	8/7/2019	Email	Stated, "The two options containing Friendship Lane in my opinion would be the best options" citing cost, availability of materials and other reasons for his preference.	None of the Relief Route Options, currently under consideration, utilize Friendship Lane.
				"The only real issue with traffic is the congestion of tourists this town brings…due to the limited parking in this town people who have lived here long enough like myself have to avoid main street from this congestion and tourist jumping out in traffic j walking."	Comment noted.

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				"Tourism does bring income to this town but it also brings headaches with the congestion of their traffic. Trucks have always rolled right through town. But tourism wit the proliferation of wineries has brought more headaches."	Comment noted.
				"One section that has to be brought up to attention as well is the area on main street where Natural Grocers, McDonalds and the bank beside it. That area is prone to have car accident one day due to the increased traffic passing through there along with the speed limit increased to 40 mph. Either that limit must come down to 30 mph for that area or fix an intersection with a light."	Comment noted.
243	Price, Cheryl	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, G, F, E, H.	Comment noted.
				"No! Residential property should not be affected by displacement 'or' higher taxes. We are already being taxed to death! Leave our beautiful Hill Country alone!"	Comment noted.
244	Priebe, Marc	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.

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245	Przywara, Mark	7/23/2019	Comment Form	"Will this be paid for by taxpayers? Or part by TxDOT funding?"	Prior to initiating the current Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of conditions to guide the planning effort (assuming the project advances beyond the current study and ultimately comes to fruition). One of the agreed upon conditions is that the City and County will provide 100% of any needed right-of-way. In addition, the City and County will contribute toward the cost of construction. Preliminary cost estimates have been developed as part of the Relief Route Study. The cost will be refined, over time, as more detail about the design and construction is developed. In the future, when a more final construction estimate is developed, TxDOT, the City and the County will develop a plan for funding the project and establishing the local (City and County) contributions.
				"Overpasses across Tivydale, 87 or 16?"	Comment noted.
				"Why not make this toll road? Partially pay for itself"	Development of the relief route as a toll road is not consistent with current Texas policy as established by State leadership; thus, tolling is not an option at this time.
				"Is TxDOT traffic survey on Tivydale tied to Relief Route?"	No.

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				"Has impact on wildlife been considered?"	Yes. The Texas Parks and Wildlife Department's Natural Diversity Database (NDD) provides information regarding potential locations and occurrences of sensitive species of plants and animals. NDD data was considered during the evaluation process. If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would detailed environmental studies and a more thorough assessment of potential environmental consequences to wildlife and other resources.
				"How many man hours effort into this study? Time that could be put elsewhere"	Although the exact number of manhours dedicated to this study, to date, is not readily available, the effort has been considerable. It should be noted, however, that the Relief Route Study is being performed at the request of City and County Officials. At the conclusion of the Relief Route Study, local officials and the Gillespie County Relief Route Task Force, in consultation with TxDOT, will have the information needed to make an informed decision as to whether the relief route concept should be advanced further.
246	Rach, Laurie	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Many people who will be directly affected by the proposed routes are completely unaware of this project, which makes it unfair."	Comment noted.
				"To believe you could possibly be correct with your survey numbers is ridiculous."	Comment noted.

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247	Ramirez, David	8/4/2019	Email	"First I want to say NO, to all the 5 routes, no to the huge interstate that will be going to close to where I live and to close to town, litter, road debris."	Comment noted.
				"Cost to Taxpayers is too high for what we get out of this."	Comment noted.
				"At the hwy 87 n – hwy 290 west section of all 5 options destroy/negative impact historic homes and historic land sites."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Businesses destroyed or forced to relocate."	Comment noted.
				"The five routes do long term environmental damage to barons Creek, Town Creek and live oak creek."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"No to any relief routes that destroy our pioneer homesites, farms, ranches and what keeps this town in tx a great place to live."	Comment noted.

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248	Ramirez, Marcella	8/7/2019	Letter	"I have seen all the changes that this town has gone through, but this relief route that everyone is talking about is way too much it will destroy the German beauty that this town holds, this town is so charming and quite and cute and it doesn't need a noisy route going through it or so close to town."	Comment noted.
				"It will affect so many businesses and families that have been in the town forever."	Comment noted.
				"People that depend on their properties depend on their properties for their futures."	Comment noted.
				"People should not have to change their lives or have to give up their properties that have been in their families for generations."	Comment noted.
				"The Relief Route would cause the price for living to go up even more. People should not have to suffer even more! Those who pay rent pay enough already people should not have to starve themselves just to live in this town."	Comment noted.
				"Cost to tax payers is too high for what we get out of this we do not want to foot the bill for down town businesses…"	Comment noted.
249	Reavis, Michael H.	8/5/2019	Email	"I do not see any of the proposed routes as being a benefit to Gillespie County as a whole. All of the proposed routes put undue burden on the taxpayers of Gillespie County, as well as the landowners whose land will be cut up, divided and made very undesirable."	Comment noted.
				"It seems that whoever is pushing for the development of the route must have personal gain at stake. I know many of the property owners along the routes and have not heard one say they can see a benefit."	Comment noted.

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				"As a tax payer in the county and city, I can only see increased tax burdens and a scaring of the land, while basically taking a Main Street problem and dumping it onto others."	Comment noted.
				"There are other alternatives available that will not be so destructive to our community or costly. We should be looking at a means to move more traffic off main, like cars and pickups, not just tractor trailers."	As adopted by the Gillespie County Relief Route Task Force and presented at all three public workshops, the Relief Route Study's objectives include: reducing the volume of trucks using Main Street to travel through downtown; helping to reduce congestion on Main Street; accommodating projected increases in traffic'. Although truck traffic is a subset of the overall problem, the potential relief route would be intended to serve a broader need; thus, the route is not intended solely as a truck route.
				"No one needs a 70 mph highway to bypass Main Street."	For planning and design purposes a 70 MPH design speed is assumed; however, design speed and actual speed are not necessarily them same. As outlined in the Texas Administrative Code, during the design phase, an "interim speed limit" would be established based on traffic and engineering investigations. The interim speed limit would be in effect until such time as the facility is open and traffic on the facility stabilizes. Once traffic is stabilized, a speed survey will be performed to establish the maximum speed limit in accordance with the provisions of State law.
				"The most common sense idea is to complete Friendship Lane/Tivydale Road around to Hwy 290 west and possibly Hwy 87 north with a reasonable and safe speed limits, say 45 mph."	Comment noted.
				"I for one do not like driving on main street, but to drive out of town to bypass Main street is crazy. Give me something close in and I will choose it over main."	Comment noted.

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250	Reeh, Laurie	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
251	Rees, Jr., Forest J.	8/7/2019	Email	"I have lived in Fredericksburg for most of my life and I agree that a heavy truck/traffic relief route is needed."	Comment noted.
				"Please, however, do not endorse or proceed with Route E or Route G. These routes will ruin the future of one of Texas's finest rural hospitals and medical health system."	Comment noted.
				"Hill Country Memorial owns property that would be divided and ultimately of little use to our rural healthcare future. Land on those routes constitute the FUTURE of our healthcare long term when we outgrow the confines of the Hill Country Memorial hospital property presently at the intersection of State Highway #16 South and Windcrest Street in the city limits of Fredericksburg."	Comment noted.
				"Please do not proceed considering Route E or Route G. Please, the future of our rural healthcare is at risk."	Comment noted.
252	Reeves, Becky and Hugh	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Each of these proposed routes interferes with cycling routes on the southside of Main Street (US 290). There are no provisions in the proposal for bike lanes or bike underpasses."	If the current study leads to identification of a preferred route option and assuming the project ultimately advances to construction, the relief route project would be designed and constructed in accordance with applicable TxDOT policies pertaining to bike and pedestrian accommodations.
				"The routes destroy valuable property & have a negative environmental impact on our area."	Comment noted.
				"The simplest and cheapest solution is a mile long tunnel under main street from Baron's Creek to Bowie. This avoids all of the downtown district and issues associated there."	Comment noted.
253		7/23/2019		"Build the relief route"	Comment noted.

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	Reynolds, Ed and Rhoda		Comment Form	Ranked routes, in order of preference, as: D ("favorite"), E, F, G, and H ("least favorite")	Comment noted.
				"We believe a 4 lane highway with shoulders would be adequate for our community – not a 10 lane expressway. The relief route at Cleburne would be an example."	Comment noted.
254	Rivera, Alejandro Jr.	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
255	Roarick, Sharon	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"We do not need more taxes to pay for your agenda."	Comment noted.
256	Robledo, Karmen	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked the following routes all as "least favorite": D, G, F, E.	Comment noted.
				"Will increase my taxes."	Comment noted.
257	Roeden, James	7/23/2019	Comment Form	"I strongly encourage the analysis to weight the residential & commercial displacements as the most & second most important factors because of the human impact."	Because weighting can be very subjective (as it is often reflective of personal preferences and priorities), the various criteria used to evaluate the Primary Route Options were not weighted. Instead raw data was calculated and options were ranked from best to worst based on the potential for impacts.
				"There should also be factors for noise & visual pollution."	The number of residences located with 250 feet of a route is one of the criteria used to evaluate route options. This number provides an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway.
				"Considering these, Purple Route D appears the least painful."	Comment noted.
258	Rowan, Dana	7/23/2019	Comment Form	"I applaud the effort to build a Relief Route in order to increase safety, provide faster transport of goods through Gillespie County and make the city more 'livable.'"	Comment noted.

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				"I am also very pleased with the Task Force's hard work to attempt to solve the Relief Route rubric through data science and public input."	Comment noted.
				"While I can understand why the Task Force does not want to subjectively weight the elements of the matrix, perhaps a percentage rank, rather than an ordinal rank, would be a better way to characterize the distribution on impact."	Comment noted.
259	Rowton, Cheryl	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"The TxDOT vision for this 'relief' route is out of proportion and wholly inappropriate for Fredericksburg."	Comment noted.
260	Rowton, Phil	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"This plan is NOT necessary. There are many more options that don't disrupt our community and infringe on our growth."	Comment noted.
261	Runkel, Linda	7/23/2019	Comment Form	"Route D – 1st choice"	Comment noted.
				"Route F – 2nd choice"	Comment noted.
				"Best Conceptual Layout w/2 Frontage roads."	Comment noted.
262	Sadd, William C.	8/2/2019	Email	Stated, "I am opposed to the two eastern US 290 proposed relief routes (Routes F & H / Maroon & Orange) starting at Heritage Hills Country for the following reasons" and cited impacts to the Heritage Hill Country community, potential impacts to Ft Martin Scott, "this land is too valuable for a major highway intersection," and potential impacts to the Good Samaritan Center. Concluded by stating, "these two routes are just too much 'in the middle of our city'".	Comment noted.

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263	Saiidi, Mo	7/23/2019	Comment Form	"I reviewed and talked to a few reps r/the final five options. It is not obvious from these options what is the absolute minimum cost option. Obviously, option E is rated the best option, however could it be done/to be the min. cost option? And if not why not?"	Comment noted.
				"The concern is the cost of Bond election that the community would be willing to accept. Option E w/294-acre ROW is $9m-15m at $30k to $45k per acre in today's cost. It most likely would be much higher 15-20 year when it is anticipated. Gillespie County with ~25k population would not be receptive to the tax burden."	Comment noted.
				"Need to present the absolute min cost option and these build from that with other options to enhance its features."	Comment noted.
264	Saiidi, Mo	7/23/2019	Comment Form	"Has TxDOT considered extending 290 at 281 intersection outside Johnson City to completely bypass all the city & communities of JC, Hye, Stonewall, Fbrg, etc. make this the true 20 Hwy wit Existing 290 as a business route. I am sure it has less or no residential, commercial interference and could be built with 4 lane & median of 70 mph as the rep stated to me."	The described facility is beyond the scope of the current Relief Route Study and is not currently being considered.
265	Salinas, Juan	7/23/2019	Comment Form	"Route D would be the most expensive to build, impact the most people live the route. 60% of the trucks you see in town are here to service the merchants."	Comment noted.
				"On a personal note, I purchased the land with everything I had. No one gave it to me. Route will end up in my front door. Like the old farmer said, make do with what you got."	Comment noted.

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266	Saucier, Kathy and Gary	8/6/2019	Email	"We are pleased that in the recent route deselection, the remaining routes no longer cross Leyendecker Rd. That greatly reduces the direct impact of the Relief Route to our and our neighbors properties. Yet, we are not happy with road design nor the proposed location for the road."	Comment noted.
				"There is no reason for a divided highway as the design for a Fredericksburg Relief Route, except that it is the only style of road TxDOT is wanting to build."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"The proposed routes and road design will result in an expensive road that will likely not be affordable by the tax payers."	Comment noted
				"With the 5 options remaining, there is only 1 option area at US 87 N, no choice at all for people in that area."	Comment noted.
				"There is really only 1 option on US 290 E also, as the area near Industrial Loop will easily fall out as bad choices."	Comment noted.
				"The area around Kerr Rd is hit by 4 of the 5 routes, so again not much choice."	Comment noted.
				"The criteria used for selection seem heavily weighted to cost based items rather than caring about the people impacts or impact to the local residents."	Comment noted.

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				"If TxDOT could remove the limited access, 400' ROW, and 70 MPH rules that are fixed, there is most likely a way to get a Relief Route or bypass or re-alignment or other named road that can meet the community needs…A smaller/cheaper road could fit more easily through the 5 routes with much less cost, and much less push back as it can be accommodated with less impact to property owners homesteads."	Comment noted.
				"As the gray route crosses Tx16 and FM 2093, use of a single long road on piers (overpasses) or a tunnel to get over or under the area, without impacting the existing businesses" would eliminate the need for frontage roads and a wide median through the area."	Comment noted.
				"I hope that many of these details of design will use cost and minimizing impact to people/homesteads as a high priority. This can result in a road design that is more in keeping with the Hill Country and thus something votes might be willing to buy. If the large roadway which impacts many people, homesteads, businesses and the Hill Country way of life is not change, we are concerned we will all end up without a solution."	Comment noted.
				"We would like to see a small team think through the other options that are available for improving traffic flow in the city and improve main street flow. Ready to sit down with Task Force or City Transportation team to discuss these alternatives that seem to be being ignored."	Comment noted.
267	Sauary, Jay R.	8/6/2019	Comment Form	"Build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E, (tied) and F and H (tied) as "least favorite"	Comment noted.

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268	Schaetter, Dwayne	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
269	Schaetter, Imogene	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
270	Schmidt, Charles D.	8/5/2019	Comment Form	"Our property …is for grazing food animals, even the area net to our dwelling, therefore the fragmented area will require new fencing, a water line, and access to the other side of our property."	Comment noted.
				"As presented, the routes (E or G) may demolish our barn, pens, water well, and storage buildings, and be very near our bedroom."	Comment noted.
				"The easement will cover about 20.5 acres which can produce several hundred pounds of beef per year. The hard surface will cause about 4,775,240 gallons of run-off water (at 24" per year). This represents a loss to forage production and an accelerant for soil erosion. Therefore, it is clearly harmful to the environment."	Comment noted.
				"I do not understand why the route must be greater in area than the route feeding it. Surely a divided highway seems extravagant. Of course, the access roads are essential."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.

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				"If the city citizens want to exchange their burdens for our tranquility there must be (illegible) for that transaction in addition to the market value of our land."	Comment noted.
				"How will this intervention effect the future market price of our land?"	The purpose of the Relief Route Study is to identify a preferred route option. Assessment of property values is outside the scope of the study.
271	Schmidt, Hal	7/23/2019	Comment Form	"Taking away further out routes is a bad idea. Let's get traffic further out. 'A' puts more relief on town and allows for growth in the future."	Comment noted.
				"May be cheaper to use the closer routes now, but will cost more in the future."	Comment noted.
272	Schmidt, Pam	7/23/2019	Comment Form	"This a dog and pony show. You are putting all this effort acting like what we say makes any difference. You have made your decision already purely on what is the cheapest way to build this road."	Cost is only one of the criteria used to evaluate the route options.
				"The only real option is to go around the town, not through it. The furthest route would be the best to get the traffic away from town but this is costliest – most expensive. You will be displacing more people the closer you get to town."	Comment noted.
273	Schneider, Sammy	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
274	Schneider, Traci	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.

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275	Schoessow, Gayle D.	7/24/2019	Email	"In viewing the 5 recent proposed routes I fail to see why the relief routes F and H would even need to exist as they are so incredibly close to and parallel the route of Friendship Ln. It would seem that utilizing Friendship Ln. until it crosses 16 is the solution that has the least expense and is the lease invasive to landowners."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"I believe D, E and G are too far from town and unfairly burden those who live outside of town to the benefit of those that live insider of town. In particular this benefit/burden dynamic is extremely sensitive and divisive during this time when the pipeline is taking so much land from so many people in our community.	Comment noted.
276	Schueling, Barbara	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.

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				"My parents own property on the proposed Route H… The tragedy of these routes affects the lies of the people who own these properties. People like my aging parents have worked their whole lives to own their land. So to the people who want this route, don't forget, hard working people like my parents helped build Fredericksburg to what it is today! Please don't take it away from them and others! Do not build the relief routes!"	Comment noted.
277	Schueling, Terry	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"My in-laws own property on the proposed route H. Corner of Kerr Rd. and W. Live Oak. Do not build the relief routes, no one deserves losing their land."	Comment noted.
278	Schumann, Marlin	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Do not need."	Comment noted.
279	Segner, Charlie	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Route is not needed."	Comment noted.
280	Shelton, Gary	8/2/2019	Email	"Do not agree with Route 'F' or 'H', for how these two routes were picked as 5 finalist doesn't make sense! To much disruption of business's, homes, Communities as Heritage Hill Country and the new one going in now called Freedom, verse's taking the logical route of working with the city of Fredericksburg and using its thoughts of expansion of Friendship Lane, etc, and combining forces and cost!"	Comment noted.

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				"…putting where you think you want to put now and starting it, will be old before you even get it finished. Another more logical remedy, outside of working with the city on the Friendship lane avenue, is to use the FM towards Luckenbach and work around the city, undeveloped areas, for the cities future expansion for we all know this area is only going to grow more due to the mass of people moving to Texas and the I 35 corridor already getting full so they have to head back this direction. C'mon use common sense not idealogy based off of one group thinking and cost applications!!!"	Comment noted.
281	Shelton, Gary A.	8/5/2019	Email	"Please add me to all emails in regards to the above referenced! As a realtor of Fredericksburg, I would like to keep current on all the happenings of this so I can keep existing clients and future clients abreast of the pro's and mainly con's, of the five final relief routes that have been proposed!"	Mr. Shelton has been added to the study mailing list.
				"I continually want to express my displeasure of taking property from current neighborhoods, landmarks, etc. when the city and state should be working together to utilize changes on roads that the city is already planning using as relief roads, like Friendship Lane, which the city is already planning on widening and extending as a loop sort of speak…. One would think working together with cost on this direction would be better than making changes to Friendship Ln (which is already in progress) and then move money to make another south bound loop as you are showing here."	Comment noted.
282	Sivells, Jalyn	8/8/2019		"Do not build the relief route"	Comment noted.

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			Comment Form	"I will be paying taxes on something that doesn't even benefit me. It is a waste of money! You are stealing property from people for no reason. You are stealing my money for no reason."	Comment noted.
283	Slapak, Debra	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
284	Slaughter, Margaret and Wayne	8/5/2019	Comment Form	"Build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: G ("favorite"), H, E, F and D ("least favorite")	Comment noted.
285	Smagula, Lotta	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G and E (tied), and F and H (tied) as "least favorite"	Comment noted.
				"I am absolutely against any route that goes through any of the long established orchards. There are other less destructive routes that could be used and not threaten the livelihood of the orchard owners and employees."	Comment noted.
286	Smith, Anthony	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.

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287	Smith, Valarie	7/30/2019	Email	"I've been to all 4 meetings and learned more talking to one TxDOT rep for 5 minutes than in all the meetings combined. :This is the information that I was told that I don't think is common knowledge: 1. The relief route will become Hwy 290 and Main Street will not be any longer. 2. Ability for trucks to travel at 70 miles per hour is required by the state for any new highway built. 3. Frontage roads are required by the state for access to driveways which accounts for the width of the road and amount of land needed. 4. All or most of the construction costs will come be TxDOT budget, but land acquisitions will be up to residents to pay for including how long that process will be stretched out. If this is all correct information, then it should be made available to residents in simple terms."	The following clarifications are needed: Item 1 – If the relief route is constructed, upon completion existing Main Street would be removed from the State Highway System. Ownership responsibility would be assumed by the City of Fredericksburg. Main Street would still exist as a City street. Item 2 – The design speed for the relief route would be 70 mph. Actual posted speed would be set, in accordance with State law, and could be less than the design speed. Item 3 – Frontage roads are required where necessary to maintain local access.
288	Snyder, Judy	7/23/2019	Comment Form	"All 5 routes proposed go through too much property that will affect the property owners and their homes & businesses."	Comment noted.
				"Put the route farther from town – using unimproved property."	Comment noted.
289	Spencer, Doug	7/23/2019	Comment Form	"Please note my concerns as it affects our family property."	Comment noted.
				"(D) or Purple Rt should be removed from consideration because it is too long and therefore most expensive."	Comment noted.
				"It will be a huge and permanent negative on our property value and quality of life."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Historic properties lay along this proposed route that will be divided or demolished."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"it lies along and cross over the floodplain"	If constructed, the Relief Route would comply with applicable floodplain regulations.
				"The impacts to wildlife along the Pedernales is disturbing to us. We have a family of foxes, turkey, deer, rabbit, ringtails, road runners, racoon that use our property and need their river; not trucks."	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality and wildlife), and identification of actions to avoid, minimize and mitigate environmental impacts.

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				"This entire project would be on Friendship Lane and put back on the table."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
				"This project is to solve a problem of the city and therefore the city should bear the sacrifices that have to be made."	Comment noted.
290	Spengler, Brittany	8/6/2019	Comment Form	"Build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite") and G, E, F and H (tied) as "least favorite"	Comment noted.

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291	Stanley, Sharon	8/4/2019	Email	"I don't think that TxDOT has demonstrated why we need an interstate style highway with a large footprint that scars our beautiful hill country."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"The ranking criteria used to eliminate routes was not weighted to take into account that some criteria are more important than other."	Because weighting can be very subjective (as it is often reflective of personal preferences and priorities), the various criteria used to evaluate the Primary Route Options were not weighted. Instead raw data was calculated and options were ranked from best to worst based on the potential for impacts.
				"I have heard that the demographic information on the volume of truck traffic is old and much of the truck traffic now is destination traffic which would use such a route."	Traffic counts and data were obtained specifically for use during the Relief Route Study; thus, none of the data is considered "old." As indicated above, detailed counts were collected three times over the course of the Relief Route Study. Commercially available (truck) origin/destination data from 2017 was used to supplement traffic count data.
				"The estimated costs are clearly low and don't include acquisition of properties."	The preliminary cost estimates, as presented at the Open House, are for construction only. The commenter is correct that they do not include the cost of right of way.
				"The tax burden will be huge if a bond is passed, which is frankly doubtful."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"All in all, this process is lacking good information and fairness."	Comment noted.
				"I have attended the TxDOT meetings and I'm not satisfied that we need a relief route at all."	Comment noted.
				"I believe the process needs to slow down and include more people as many are unaware of what is happening unless they are directly affected."	The Study Team is committed to engaging all interested stakeholders in a meaningful way. To that end, in addition to publishing display ads (announcing the Open House) in the local newspaper, email notices were distributed to those on the Study mailing list, flyers were placed (for distribution) at several local businesses known to be frequented by local residents, notice was posted on the City, County and TxDOT websites, and notices were distributed via social media. In addition, postcards announcing the Open House were mailed to the owners of property along the five remaining route options.
				"I believe we should have a referendum on whether the people of the City and County want this before the project moves forward."	Comment noted.
				"I also believe that people should be made aware of an alternative solution. The City has a plan to extend local roads to help alleviate truck traffic but this isn't getting any coverage. It is less invasive and cheaper. This needs to be communicated as an alternative to the TxDOT plan."	Comment noted.
				"…there should be no route until we get a better process with better information and a vote by the people of the City and County on whether this is wanted. No vote, no route."	Comment noted.
292	Stehling, Jeff	7/23/2019	Comment Form	"As a family member of a very large historical properties, I would like to thank you for taking A B Routes out of the equation."	Comment noted.

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				"It is a hard task to try to please everyone, our community is growing and I feel there is a need for a relief route."	Comment noted.
				"I hope more consideration is done in other areas concerning historic properties, and I know all involved are working to achieve success in this project."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
293	Stehling, Michele	7/23/2019	Comment Form	"Use route F or H then merge into route G or H."	Comment noted.
294	Stehling, Randy	7/23/2019	Comment Form	"Please continue to recognize the importance of preserving historical properties and minimizing negative impact on heritage family properties."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Of the routes currently proposed my suggestion is to go with routes F, H & G."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
295	Stehling, Randy	8/5/2019	Letter	"I am writing to you on behalf of the living descendants of the Amandus Stehling family. We are very relieved and grateful that none of the five remaining Primary Route Options shown at the July 23rd Open House will adversely affect our family's historic homestead and that the Stehling family's objections to the earlier proposed routes A & B have been addressed by the Task Force and the Texas Department of Transportation."	Comment noted.
				"The extended Stehling family also has asked me to convey to you and the Task Force, as well as others involved in this process, that we very much appreciate the opportunity to provide our input with respect to the proposed route options."	Comment noted.
				"Please know that, on behalf of myself and the approximately 100 other Stehling family members whose signatures are attached to this letter, we appreciated having the chance to share our concerns regarding the earlier proposed routes…"	Comment noted.
296	Stehling Jr., Richard	7/23/2019	Comment Form	"Good maps for display, easy to follow."	Comment noted.
				"The routes closer to town are much better for all to use."	Comment noted.
				"I really think F & H are the better choice."	Comment noted.
297	Stehling, Sharon and Ted	7/23/2019	Comment Form	"We are so grateful for the consideration given to us please to abandon route AB – this route would have gone through our family property, which we've had since 1852. Historic buildings and property are so much a part of Fredericksburg and Gillespie County. It is so important to preserve this for future generations. We appreciate your consideration of this historic property."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
298	Stein, Edward and Sandra	8/3/2019	Email	"We strongly oppose the relief routes proposal of plans F and H. This would affect a great number of residences and businesses. Some of those affected would be Heritage Hill Country, the Frieden development, the new development west of Frieden, and business owners along the industrial loop. The housing developments alone have the potential for more than 600 homes impacted by these bypass routes, not the 68 or 83 claimed by TxDOT."	For purposes of the route evaluation, only those existing homes and businesses located (entirely or partially) within the anticipated right-of-way of a route option were counted as potential displacements. As a separate criterion, the number of existing residences located with 250 feet of a route were also counted (providing an indication of the number of homes that could potentially be impacted by noise and other conditions associated with being close to the roadway). At the request of the Gillespie County Relief Route Task Force, the evaluation of the five remaining route options will also consider impacts to planned development including the Frieden Subdivision and other developments mentioned by the commenter.
				"A relief route should be just that and bypass the city not be put in the middle of it. Just having these proposals has already had an impact on our property values and will only do more harm if implemented."	Comment noted.
299	Stewart, Andy	8/4/2019	Email	"Please do not use Options F or H!" Stated he and his neighbors have "enjoyed this peaceful neighborhood for many years. We already hear truck traffic on 87 and can't imagine the noise if it was closer."	Comment noted.
				"The route needs to be far away from city limits!"	Comment noted.

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300	Stork, Michael	7/23/2019	Comment Form	"Friendship is the least expensive option it also saves more land from eminent domain. Don't spend my money on something that further hurts the environment and ruins the beauty of the Hill Country.	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
301	Straube, Tammy	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Too much money & taxes will go up too much again!"	Comment noted.
302	Stuart, Patricia	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
303	Stuckenschmidt, Leon and Pam	7/27/2019	Email	Stated that they are homeowners in the Heritage Hill Country (HHC) subdivision and "strongly disagree with the relief routes F and H…" Cited several reasons for their opposition.	Comment noted.

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				"Routing trucks from interior streets to newly constructed interior streets is not 'relief' from truck traffic… Moving the noise, pollution and risk of a hazmat event from one populated part of Fredericksburg to another populated part of Fredericksburg will not meet relief route objectives…it merely shifts the problems to another part of town."	Comment noted.
				"The proposed routes F and H would have 24x7 truck traffic passing next to over a dozen HHC homes within 50 feet of the roadway. To make matters worse, the trucks will be stopping at a light at the intersection with US 290. The continuous noise from large trucks shifting through gears as they accelerate to the speed limit will make living an enjoyable life in these homes impossible. And, the noise will carry well into the subdivision negatively affecting the life of other residents."	As currently envisioned, the relief route (if ultimately constructed) would include "flyovers" providing for non-stop travel between existing US 290 East and the relief route.
				"The proposed relief routes F & H terminate at US 290 in a very busy area with venues that attract significant traffic… Rather than exacerbate the traffic in this busy part of US 290, the truck route should end at a location well away from these venues."	Comment noted.
				"The goal of relieving Main Street of truck traffic is too narrow. The goal should be to relieve all populated and well-traveled areas of Fredericksburg from truck traffic."	As adopted by the Gillespie County Relief Route Task Force and presented at all three public workshops, the Relief Route Study's objectives include: reducing the volume of trucks using Main Street to travel through downtown; helping to reduce congestion on Main Street; accommodating projected increases in traffic'. Although truck traffic is a subset of the overall problem, the potential relief route would be intended to serve a broader need; thus, the route is not intended solely as a truck route.

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				"We ask that the relief route committee look past the 20-year horizon and imagine the thoughts of our city leaders and citizens 30, 40 or more years from now. If routes F & H are selected, I suspect they will wonder why a truck relief route was built well within the city limits rather than using a safer, less populated, and less traveled exterior route."	Comment noted.
304	Sumners, John	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"Use Friendship. 4 routes use the west Friendship route anyway"	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.

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				"Please do not build a 4 lane divided highway with feeder road & overpass 100 feet from my bedroom. Route E/G BAD!"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), H, F, G and E ("least favorite")	Comment noted.
305	Taetz, Philip	7/23/2019	Comment Form	"F&H turning off 290 E makes absolutely no sense. They would destroy numerous structures at and near the intersection and is only a stones throw away from Friendship Lane."	Comment noted.
				"I propose a modified version of Route D turning off 290 E at the community college, crossing 87S just south of the theater and new storage units, crossing Hwy 16 just south of the airport and wind around the south and west side of the golf course, across FM 2093 (Tivydale Rd) and on to 290 West and 87 W."	Comment noted.
				"Plans for 400' right of way with frontage roads on each side will never pass a bond issue – guaranteed!! Four lanes with a center turning lane similar to 290 E should be more than adequate for many years to come."	Comment noted.

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306	Taetz, Philip J.	7/23/2019	Letter	Presented a "proposal for an interim bypass before the east part of route is constructed reducing time for rerouting traffic off main street by approximately one half before the final route is completed." Stated, "Once a route is selected, regardless of which one, initial construction should be concentrated on the links between FM 2093 (Tivydale Road) and US 290 West and between US 290 West and US 87 West, in that order. At the same time, upgrade FM 2093 from SH 16 South to the intersection with the new bypass crossing, to the same standard of Friendship Lane. This would permit the use of a bypass from US 290 East to US 87 West, via Friendship Lane, FM 2093 and the newly constructed links as an interim route, which would about cut in half the time it will take to complete the entire bypass. The only additional cost incurred would be the upgrade of FM 2093 from SH 16 South to the intersection with the new bypass."	Comment noted.
307	Taylor, Jerry W.	7/23/2019	Comment Form	"To me Route 'D' is the most logical from the standpoint that it is further out, less impact & less cost. The closer in routes are already in the middle of development & the development is only going to increase."	Comment noted.
				"The 2 lanes without frontage roads seems more logical since most of the truck traffic will go on through & will have not need to use the frontage road, thus saving amount of acreage needed and cost."	Comment noted.

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				"The four close in routes should not be considered. There is no need now or the foreseeable future to build a 410 size freeway for just this segment of highway."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
308	Taylor, Paul Allen	7/23/2019	Comment Form	"No frontage roads makes more sense if access along route is going to be limited or non-existent."	Comment noted.
309	Telle, J. Thomas	8/6/2019	Comment Form	"Build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite"), G, E (tied) and F and H (tied) as "least favorite"	Comment noted.
310	Thiele, Broc	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
311	Thiele, Joyce and Bruce	8/7/2019	Comment Form	"Do not build the relief route"	Comment noted.
312	Tolan, Kathy A.	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"None of these routes are acceptable."	Comment noted.
				"Where is the concrete evidence that a relief route will actually keep big vehicles off of Main Street?"	The next step in the study process will include an operational analysis of the five remaining route options. The results of the operational analysis will be used to compare and contrast the effectiveness of the options when identifying a preferred route option.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I request an immediate stop be put to TxDOT plans. Money is being wasted. A $60 million dollar bond for no assurance that vehicles will use the relief route is a waste of money."	Comment noted.
				"A relief route proposed by TxDOT will ruin a lot of acres of prime hill country property. Property values will be negatively affected. I feel that TxDOT plans are detrimental to our community. This issue should be placed under the jurisdiction of city and county government."	Comment noted.
313	Traver, Anne	8/7/2019	Comment Form	"When a relief route around Fredericksburg was 1st proposed, I thought it would be a good idea. But now – as I see the routes that have been proposed – I am totally against all of them!"	Comment noted.
				"They will negatively impact our historic homes, legacy farm lands, & pioneer cemeteries."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"The will destroy small & mid-size family businesses that won't be able to recover financially – no matter how much is paid to them – from forced eminent domain!"	Comment noted.

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				"Taxes will be higher & at the very least – the public/county citizens should be allowed to vote on whether or not they wish to finance this misguided endeavor!"	Because the City and/or County would be responsible for right-of-way costs (and possibly some portion of the construction cost), it is anticipated that prior to construction local voters would decide whether to approve the sale of bonds. At that time, an assessment of property-tax ramifications would be made. It should be noted that future construction of the Relief Route is contingent upon many actions including the completion of environmental studies (which have not yet been initiated) as well as funding for those studies and other phases of the project development process.
				"There will also be environmental damage to Baron's Creek, Live Oak Creek & all watershed drainage areas. Wildlife habitat & farm/ranchland vegetation will be destroyed!"	If the current study leads to identification of a preferred route option, TxDOT will work with the city and county to decide when and if the project would advance to future phases of project development. Future phases would include opportunities to further refine and adjust the route, detailed environmental studies to assess potential environmental consequences (including potential impacts to rivers, creeks, and water quality; wildlife; farmlands; and vegetation), and identification of actions to avoid, minimize and mitigate environmental impacts.
				"An interstate system is too large for routes D – H going so close to town & limits economic growth due to limited access on the route."	If the relief route is constructed in the future, it would be subject to design criteria and safety guidelines applicable to U.S. Highways. An Interstate Highway is not proposed.
				"Unless you can come up with better routes & solutions to all items mentioned above, I am totally against this 'relief route' debacle!"	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
314	Turbeville, Mary Ann	8/7/2019	Email	"Can you explain why only one traffic study was taken (in December when Main Street traffic is higher due to holiday shoppers)? Should a second or third study be taken during other times of the year for better accuracy?	Initial vehicle counts were collected in December 2017. Detailed vehicle counts were conducted in August 2018, December 2018, and April 2019.
				"If the task force, TxDOT and others want community input, why is it so many Gillespie County residents feel as though we are not being heard?"	Comment noted.
315	Valdez, Zek	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
316	Vick, Jeri	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"All 5 routes negatively impact an historic home's legacy farm lands and pioneer cemeteries; this heritage is what makes an area unique."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.
				"Also I do not want to pay higher taxes. We are already struggling to have even teachers living here due to cost of living and taxes."	Comment noted.
317	Vogelsang, Frank E.	8/5/2019	Email	"This is to register my total opposition to the industrial loop relief routes F and H which are immediately adjacent to the northern boundary of Heritage Hill Country (HHC) subdivision. These proposed routes should have been ruled out in earlier studies as they will definitely reduce residential property values of HHC and Frieden subdivisions."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The data presented by the task force for residential displacements and the number of residences within TxDOT 250-foot zone are grossly understated."	Comment noted.
				"Loops F and H would reduce the quality of life for many HHC residents because of excess noise, odor and light pollution from the trucks. The intersection of bypass routes F & H with Highway 290 would create more traffic congestion and more traffic delays in a area of Hwy 290 with many intersections and business access roads."	Comment noted.
				"Relief route 'D' is my recommendation if the objective is to effectively reduce truck traffic on city streets."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"The most logical and best economical approach would be to utilize Friendship Lane for the bypass route to reduce the truck traffic on Main Street thru town."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
318	Vordenbaum, Judy	8/6/2019	Email	"First I want to thank TxDOT for educating the public and getting public concerns and opinions heard and thus proposing some solutions."	Comment noted.
				"I have been hearing about a relief route since 1960's and yes we do need relief."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"I have stated before and still feel that Friendship Lane is the obvious path…If TxDOT refuses to use Friendship, the I feel the City/County…should purchase and complete extension plan to US 87 North. This is taking care of our future at lower cost to citizens."	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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.

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				"A major concern proposed relief route has to me is a 400 foot right-of-way. Why should a relief route be better than roads coming into Fredericksburg? We need a smaller format road which would have lower impact on land? The footprint should be small and thus the cost would be lower. This could also perhaps make frontage roads not necessary. An 85 foot medium is also not necessary. A medium barrier is less land."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. If constructed, the relief route must comply with design criteria and safety guidelines applicable to U.S. Highways. These criteria/guidelines include a wide center median. The center median is a safety feature intended to minimize the potential for and severity of accidents involving traffic traveling in opposite directions.
				"An urban road format is more in line with our needs than a rural road. Does TxDOT have other alternative road designs that would better serve our community which really wants a relief route but not cost so much because of their present proposal."	See above response.
				"TxDOT has many different names for routes and relief route may be the problem. Perhaps should be called Hazardous Waste Route or another name."	Referring to the roadway as a Hazardous Materials Route (or any other "label") would not change the design standards. The design standards cited above would still apply.
319	Wall, Sandra	8/2/2019	Email	"I strongly disagree with the 2 relief routes: Route F & Route H"	Comment noted.
320	Wareing, William	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.

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321	Weber, Doug	7/23/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite") and G, E, F and H (tied) as least favorite"	Comment noted.
322	Weeden, Pat	7/23/2019	Comment Form	"When the city has money to purchase land at market value then we can talk about it. I know that will never happen."	Comment noted.
				"A 4 or 6 lane highway is enough. Do not need a big freeway."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"Route D is out, outrageous."	Comment noted.

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Comment Number	Commenter Name	Date	Source	Comment	Response
				"Friendship is best 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. 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, construction of frontage roads, and the need to acquire a significant amount of additional ROW. In fact, the existing 100-foot 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.
323	Wehmeyer, Nolan	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Ranked routes, in order of preference, as: D ("favorite") and G, E, F and H (tied) as "least favorite"	Comment noted.
324	Weinheimer, Mr. and Mrs. Steven	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
325	Weinheimer, Timothy P.	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
326	Weinheimer, Tracey	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
327	Weirich, Tom	8/2/2019	Comment Form	"Do not build the relief route"	Comment noted.
				Identified Route D as "least favorite"	Comment noted.

Fredericksburg Relief Route Study
Open House #1
July 23, 2019

Comment Number	Commenter Name	Date	Source	Comment	Response
				"I know which route I don't want because it directly affects my property and refuse to pick other routes because it affects friends and neighbors."	Comment noted.
				"I believe TxDOT could remedy some of the problem by not permitting oversized and hazardous loads thru the City, using IH 10, 183, or 71 instead."	When establishing routes for oversize/overweight loads, TxDOT uses the most efficient route available that can accommodate the load; thus, these loads may be routed through Fredericksburg en route to other destinations.
				"I also believe the city should acquire property off of main street to be used as parking and as developments are annexed acquire r of w to build own routes such as Friendship Lane."	Comment noted.
328	Weisinger, John	7/23/2019	Comment Form	"I am only interested in keeping 290 through Fredericksburg as it is because: (1) it will keep FBG small town feel and slow growth. (2) as resident do not want the city (residents) to be responsible for the expense of 290 if bypass were built."	Comment noted.
				"What if the bypass was a toll road?"	Development of the relief route as a toll road is not consistent with current Texas policy as established by State leadership; thus, tolling is not an option at this time.
329	Welgehausen, James	8/5/2019	Comment Form	Ranked routes, in order of preference, as: G and E (tied) as "favorites and D, F, and H (tied) as "least favorite"	Comment noted.

Fredericksburg Relief Route Study
Open House #1
July 23, 2019

Comment Number	Commenter Name	Date	Source	Comment	Response
330	Wilcox, Gary	7/23/2019	Comment Form	"FBG does not need a I-10 like highway for a bypass – a 450' right of way is not necessary – all roads into FBG are 1 or 2 lanes each way with a turning lane in some places. We need 2 lanes each way and a turning lane in the middle (5 lanes total). This would not require even 250' easement."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required. If constructed, the relief route must comply with design criteria and safety guidelines applicable to U.S. Highways. These criteria/guidelines include a wide center median. The center median is a safety feature intended to minimize the potential for and severity of accidents involving traffic traveling in opposite directions.
				"At one time in the past you (TxDOT) proposed a route and a 200' easement. It was defeated in a bond election – this will fail also if you require a 400' plus easement."	Comment noted.
331	Williams, Alan	7/23/2019	Comment Form	"D is my 1st choice."	Comment noted.
332	Williams, Jan	7/23/2019	Comment Form	"The closer routes are better. The closer routes are more likely to be used. If people feel like they are driving way out of their way, they will not take the route."	Comment noted.

Fredericksburg Relief Route Study
Open House #1
July 23, 2019

Comment Number	Commenter Name	Date	Source	Comment	Response
333	Williams, Mike	7/23/2019	Comment Form	"The idea for a bypass seems OK, but why do we need an 'interstate highway' type road? Hwy 290 & 16 & 87 coming into F'brg are not interstate type highways – only 2 or 4 lane undivided roads."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"As I understand it, the amount of money that will be required from Gillespie County taxpayer for the ROW will be several tens of millions of $. On a 'per taxpayer' basis, this will be a huge burden."	Comment noted.
				"We need to back off of the 'interstate' type road and go to a more cost-effective 4 lane, similar to the existing Hwy 290 East and West of Fbrg."	Comment noted.
334	Williams, Tim	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
335	Witteman, John C.	8/5/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"This would come very close to our Heritage Hills Country Subdivision and make it dangerous for senior citizens, create traffic hazard at our entrance and much noise."	Comment noted.
				"We cannot afford a bond issue to support this."	Comment noted.
				"This would disrupt a lot of lives unnecessarily."	Comment noted.
				Identified Routes F and H as "least favorite"	Comment noted.

Fredericksburg Relief Route Study
Open House #1
July 23, 2019

Comment Number	Commenter Name	Date	Source	Comment	Response
336	Witteman, Kelly	8/1/2019	Email	"Our preference is that there should not be a relief route built."	Comment noted.
				"Option F and Option H would come very close to our Heritage Hill Country subdivision and make it dangerous for our senior citizens, create a traffic hazard at our entrance and much noise."	Comment noted.
				"We cannot afford a bond issue to support this."	Comment noted.
				"This route would disrupt a lot of lives unnecessarily."	Comment noted.
337	Woetshohl, Keith	8/6/2019	Comment Form	"Do not build the relief route."	Comment noted.
				Ranked routes, in order of preference, as: D, G and E (tied) as "favorite") H, and the F ("least favorite")	Comment noted.
338	Worrell, Joe	8/6/2019	Comment Form	"Do not build the relief route"	Comment noted.
339	Wunderlich, Randall	8/2/2019	Email	"Still not convinced that this project is logical, practical, or economical."	Comment noted.
340	Wyatt, William	8/2/2019	Email	"We are asking you not to consider plan F and G as a relief route. In addition to affecting our property values, we think that heavy traffic would be a hazard to the community of over age 55 residents. Thank you."	Comment noted.
341	Wyatt, W.	8/5/2019	Email	"We oppose route f and h. They will also interfere with the historic fort Martin Scott as well as the ranger center."	A comprehensive historic resources survey would normally be conducted as part of the [future] environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT has decided to conduct an historic resources survey in conjunction with the current Relief Route Study. The historic resources survey will focus on the five remaining Primary Route Options.

Fredericksburg Relief Route Study
Open House #1
July 23, 2019

Comment Number	Commenter Name	Date	Source	Comment	Response
342	Local Main Street Business Owner	7/23/2019	Comment Form	"I prefer to have the City of Fredericksburg and Gillespie Co. solve our local problems w/o TxDOT input."	Comment noted.
				"Would appreciate financial assistance from TX after FBG & Gillespie Co. settle upon the best place for our citizens, esp. since I pay taxes to the state too and many (10,000 tourists every weekend) visit our city who are from other locales in TX."	Comment noted.
343	Anonymous	7/23/2019	Comment Form	"No for rt G."	Comment noted.
344	Anonymous	7/23/2019	Comment Form	"Do not build the relief route"	Comment noted.
				"I don't believe a 'super hwy' is necessary. We need a hwy (small) similar to incoming Hwy 16 to relieve truck traffic. Not a super hwy. This big superhighway goes thru beautiful hill country (historic and scenic)."	The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a four-lane undivided roadway. The relief route, as currently envisioned, would consist of four main lanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Frontage roads would be optional and dependent upon input from the community, except where required to maintain existing access or prevent landlocking adjacent properties. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.
				"This will completely destroy tourist traffic."	Comment noted.
				"Use Tivydale Highway!!"	Comment noted.

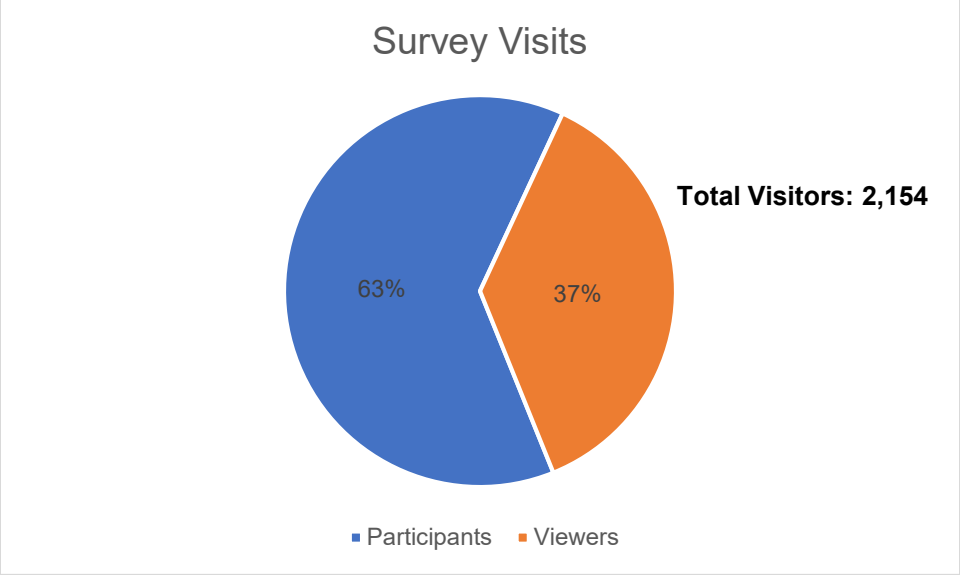
Appendix B. Online survey summary

Online Survey Summary

Introduction:

The Texas Department of Transportation utilized an online engagement survey from July 23, 2019 to August 7, 2019, to gather public input for Fredericksburg Relief Route Study Open House 1. To encourage survey participation, computers were set up at the open house on July 23 to allow members of the public the opportunity to take the survey while at the meeting. Members of the public also had the option of completing the survey any time within the 15-day public comment period. A link to the online survey remained active on the TxDOT project webpage throughout the duration of the survey period.

The survey had a total of 2,154 visits over the 15-day active period. Out of those visits, 1,358 visitors participated in the survey (63%), and 796 of the visitors (37%) viewed the survey web page without interacting. **Figure 1** shows the total results of the survey visits. Questions included in the survey can be found on the online survey screen shots (**Attachment A**). Responses to each question are summarized in the following sections.



Primary Route Options

The survey began with a question asking the respondents to rank the Primary Route Options in order from most (1) to least (5) preferred. The following, in no particular order, are the routes participants were asked to rank: Route Option D (Purple), Route Option E (Grey), Route Option F (Orange), Route Option G (Pink), and Route Option H (Maroon).

Table 1 depicts the average ranking for each of the five routes.

Table 1: Metro Quest Potential Route Rankings

Topic	Ranking Average	# Inputs	Comments
Route Option H (Maroon)	**2.3**	**958**	**139**
Route Option F (Orange)	**2.66**	**942**	**98**
Route Option G (Pink)	**3**	**957**	**114**
Route Option E (Grey)	**3.27**	**953**	**87**
Route Option D (Purple)	**3.51**	**966**	**121**
General	**N/A**	**N/A**	**236**

As indicated in **Table 1**, Route Option H (Maroon) received the best average ranking of the topics. It was ranked as a first choice 347 times. The following are the routes in order of ranking:

1. Route Option H (Maroon)
2. Route Option F (Orange)
3. Route Option G (Pink)
4. Route Option E (Grey)
5. Route Option D (Purple)

Mark it on the Map

An interactive map page was provided on which the participants were asked to drop markers identifying any historic or other important community sites within the study area that could be affected by the potential relief routes. The two markers were termed “Historic Site” and “Other Site.” **Figures 2** and **3** show all the markers entered by survey respondents.

Figure 2: Historic Site Markers

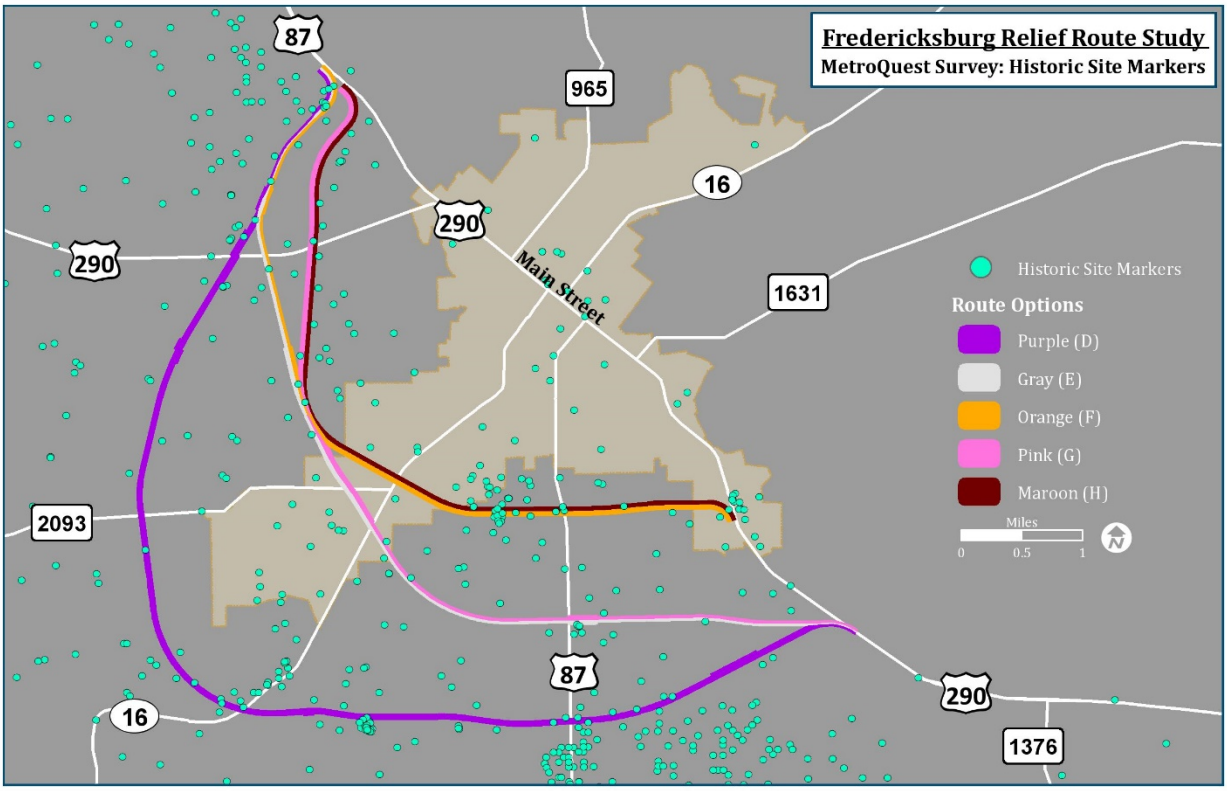


Figure 3: Other Site Markers

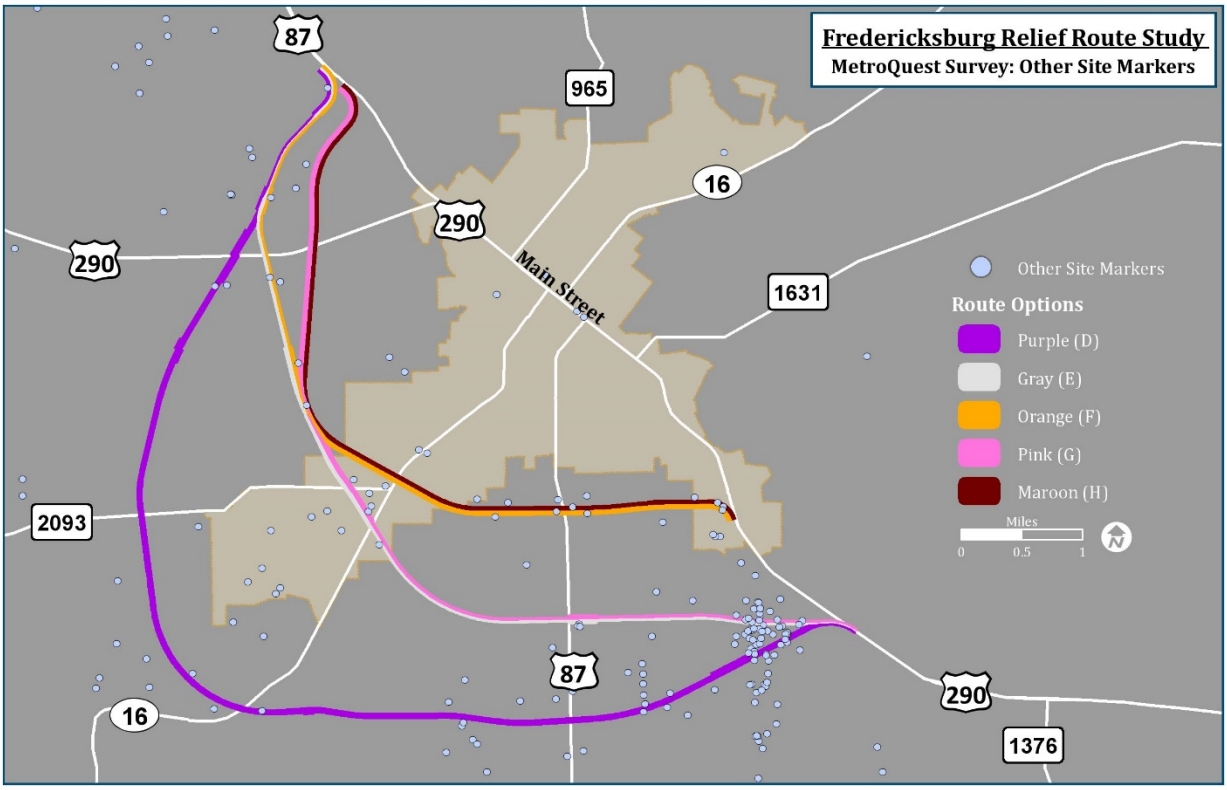


Table 2 shows the number of times each type of constraint was identified on the interactive map, as well as if a comment about the marking was left. Many of these markers were duplicates (identified by multiple survey participants).

Table 2: Summary of Constraints

Constraint	Times Identified	Comments Left
Historic Sites	675	293
Other Sites	204	118
Total	**879**	**411**

Survey participants also had the opportunity to comment on map markings. Some of the historic sites identified include Buffalo Wallow, the Boos Farm, the Wrede Schoolhouse, Meusebach Creek School, Guenther Live Oak Mill Historical Marker, and Fort Martin Scott. Some comments attached to “Other Sites” markers included flood plains, family homes, Indian artifact area, and underground springs.

Another interactive map page was provided on which the participants were asked to identify any access points that they would like to be considered along the relief routes. The four markers were “Entrances,” “Exits,” “Overpasses,” and “Other.” **Figures 4** through **7** show where survey participants dropped markers.

Figure 4: Entrance Markers

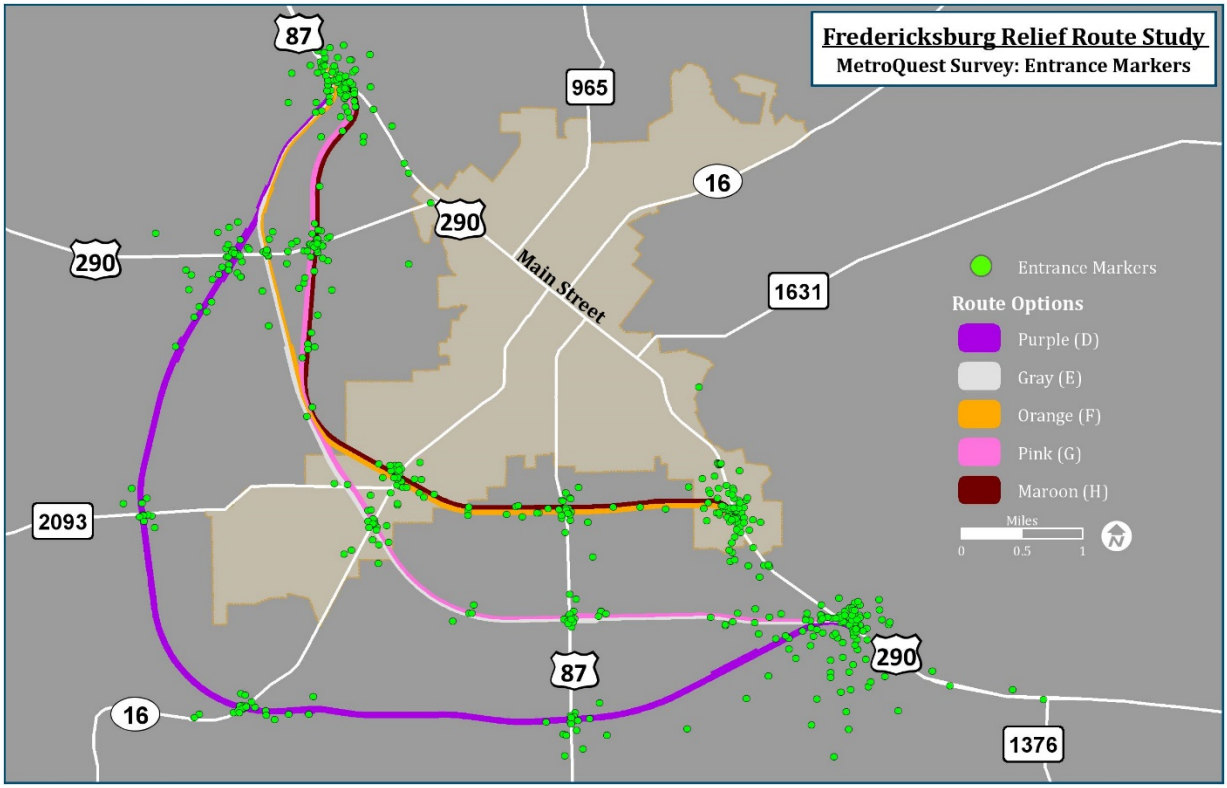


Figure 5: Exit Markers

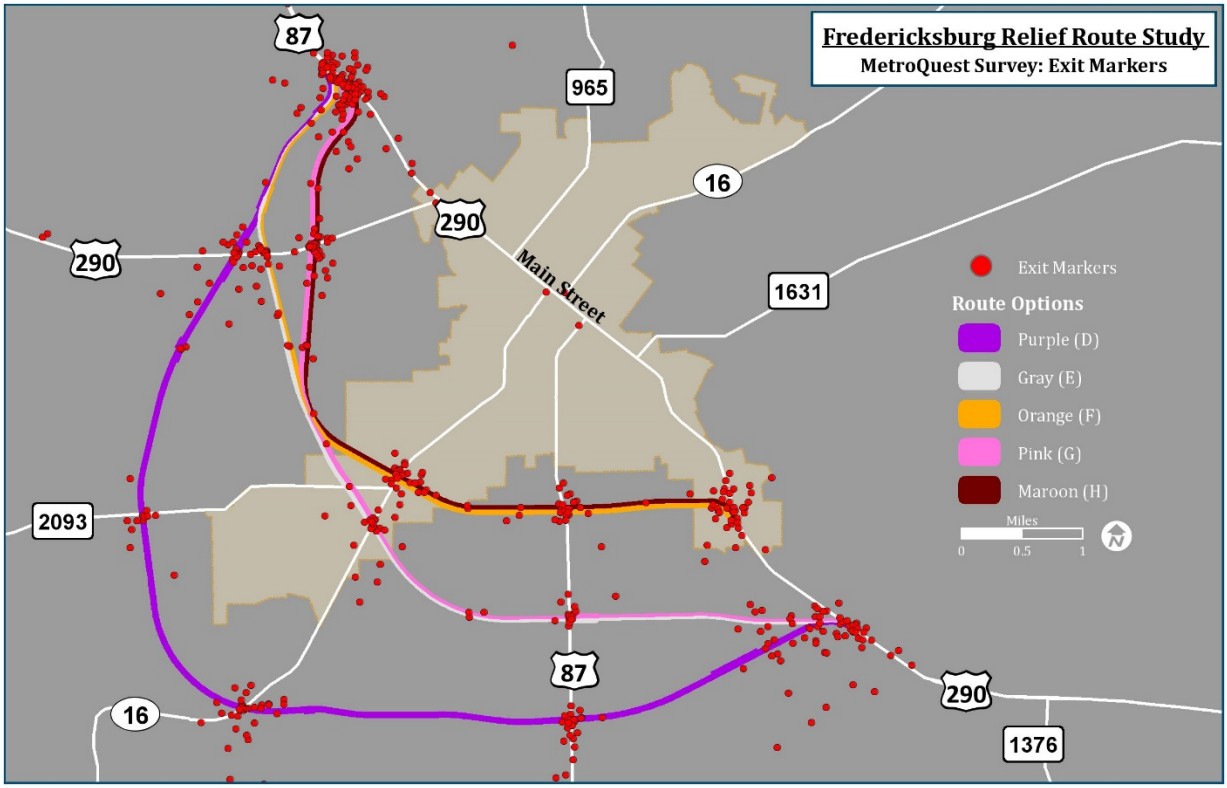


Figure 6: Overpass Markers

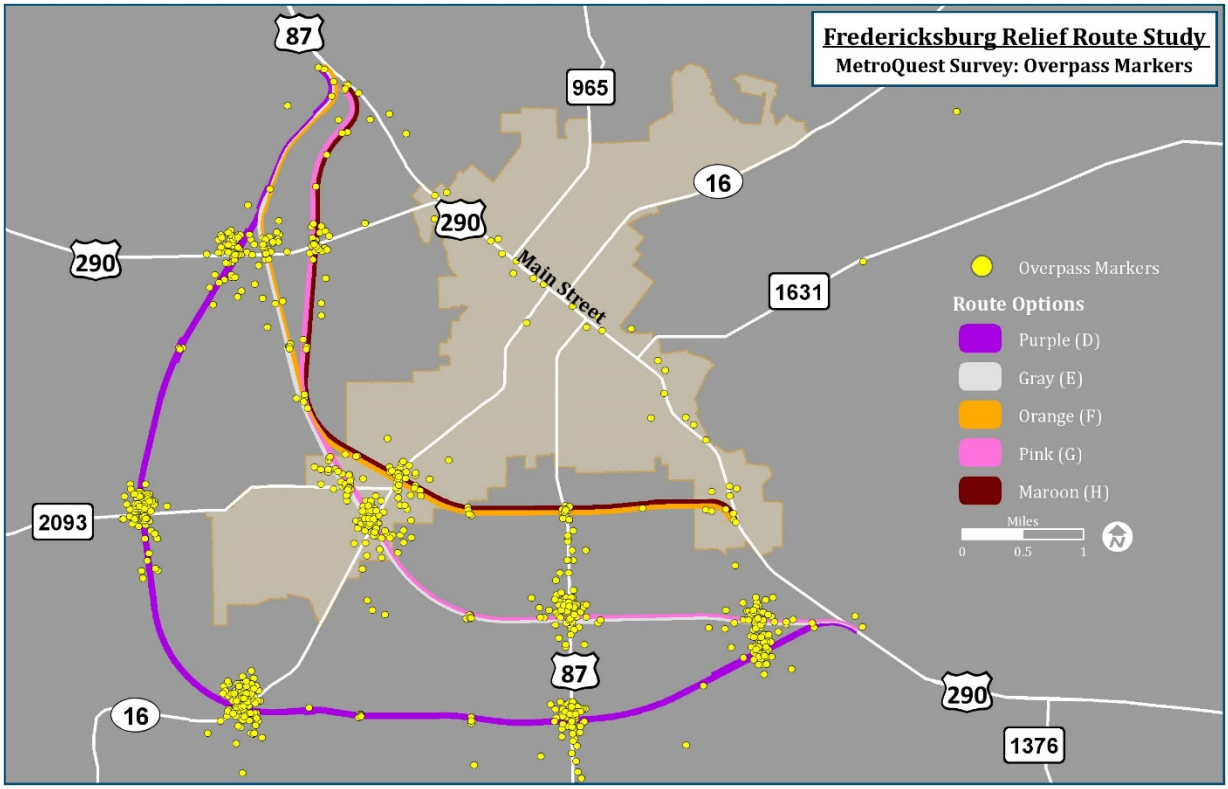


Figure 7: Other Markers

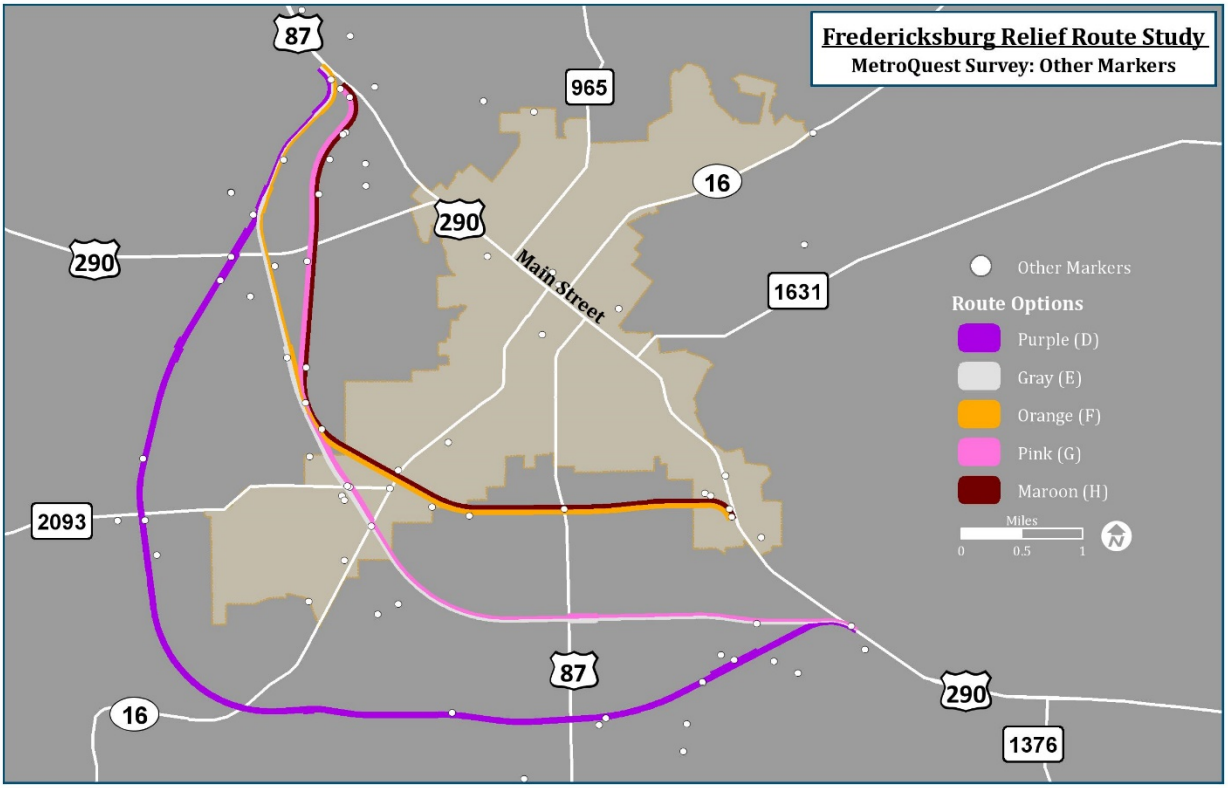


Table 3 shows a summary of the markers that were placed. The total number of access points identified was 2,173, with 305 comments.

Table 3: Summary of Markers

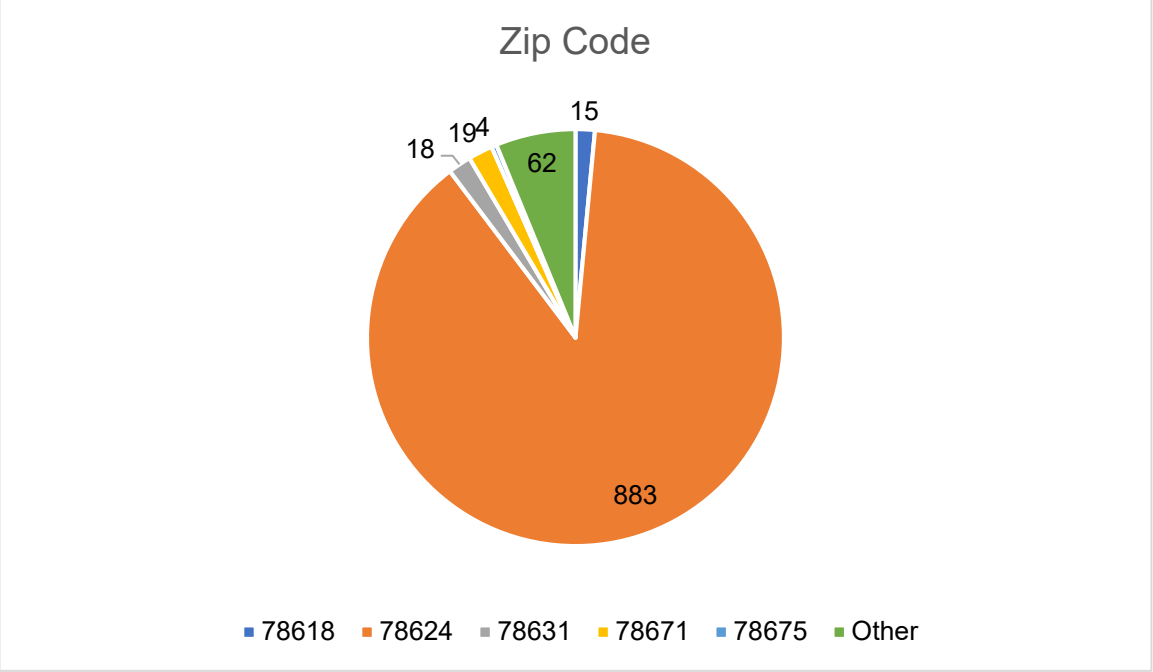
Constraint	Times Identified	Comments Left
Route Entrance	588	92
Route Exit	542	73
Overpass	962	79
Other	81	61
Total	**2173**	**305**

In addition to marking a location the map, the survey provided participants the opportunity to comment on their markings. Most of the comments gave further information about which road they were referring to, such as Highway 87, Friendship Lane, etc. Some of the comments for "Other" markers included no-build, stoplights, and general comments about certain spots of roads (i.e. "traffic is bad here", "this will go through my work/home", etc.).

Demographic Data

Survey participants were asked two optional demographic questions at the end of the survey. The purpose of the questions was to give the project team a better understanding of the survey participants. The first question asked for zip codes, and the second asked whether or not they own a business in Fredericksburg. **Figure 8** shows the data received for the first question.

Figure 8: Zip Code Demographic



The majority of respondents reported living within the zip code 78624, followed by the "other" group, followed by 78671, 78631, 78618, and 78675. **Table 4** gives number values for each zip code below.

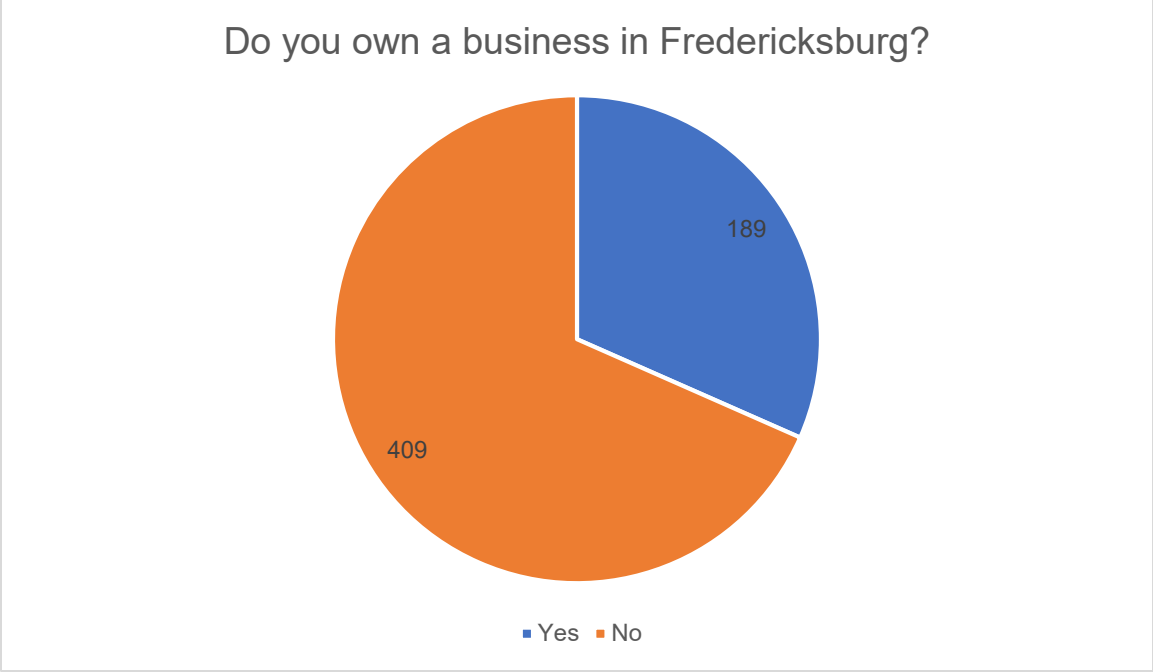
Table 4: Summary of Demographics

Constraint	Times Identified	Percent of Total
78618	18	1.8%
78624	883	88%
78631	18	1.8%
78671	19	1.9%
78675	4	0.04%
Other	62	6.2%
Total	**1004**	**100%**

The zip code 78624, which is in Fredericksburg, contains the vast majority of the respondents.

Below, **Figure 9** contains the results of the question that asked whether or not the respondent owns a business in Fredericksburg.

Figure 9: Business Owner Demographic



Conclusion:

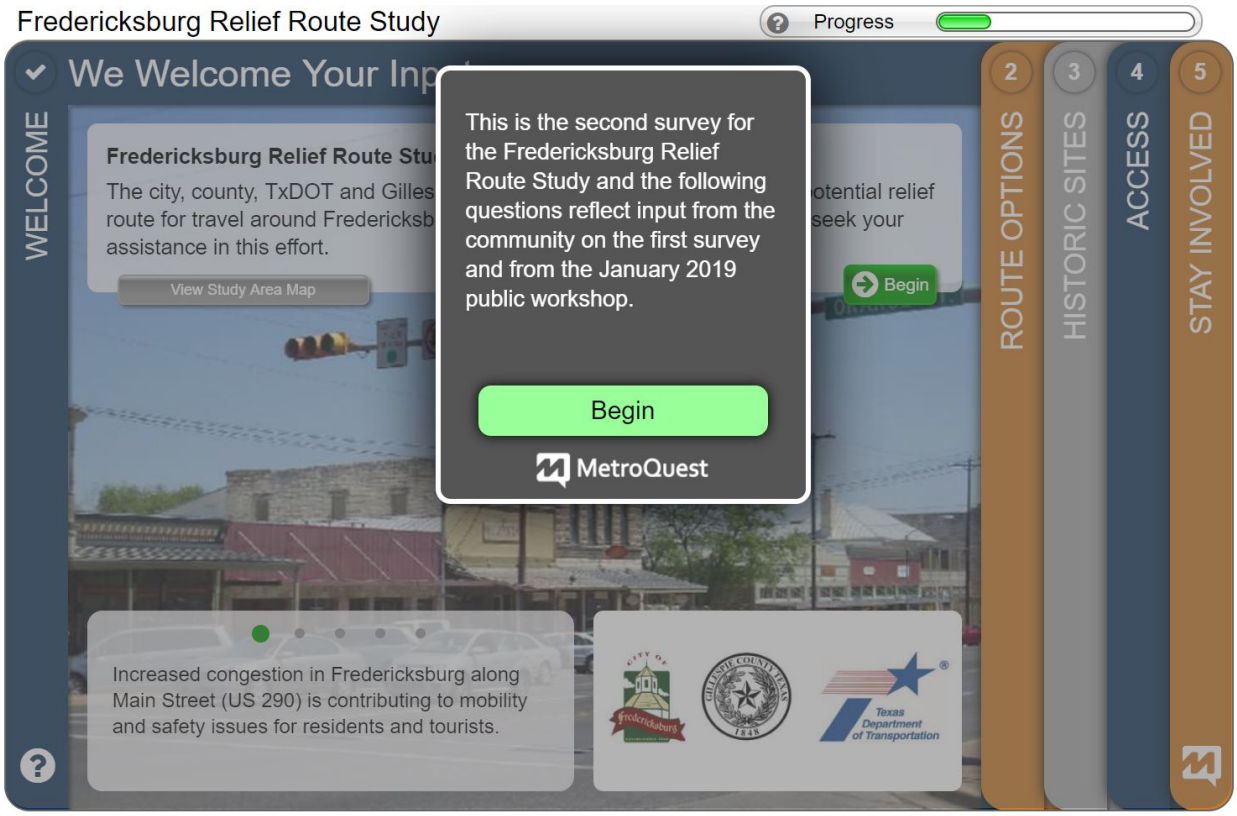
Within the 15-day survey period from July 23, 2019 to August 7, 2019, the Fredericksburg Relief Route Project Study Team received a total of 2,154 visits, with 1,358 visitors participating in the

survey. The demographic data indicated that 88% of survey respondents lived within the zip code 78624, which indicates that most participants live in or around Fredericksburg.

The most highly ranked route according to the survey results was Route H (Maroon). Participants marked 879 historic and other sites, as well as 2,173 access points. The Fredericksburg Relief Route study team will incorporate this data into their ongoing analyses for the study.

Attachment A

Online Engagement Survey Screen Shots


Fredericksburg Relief Route Study
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The city, county, TxDOT and Gilles
route for travel around Fredericksb
assistance in this effort.
View Study Area Map
otential relief
seek your
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This is the second survey for the Fredericksburg Relief Route Study and the following questions reflect input from the community on the first survey and from the January 2019 public workshop.
Begin
MetroQuest
Increased congestion in Fredericksburg along Main Street (US 290) is contributing to mobility and safety issues for residents and tourists.
2 ROUTE OPTIONS
3 HISTORIC SITES
4 ACCESS
5 STAY INVOLVED
Help Privacy About MetroQuest

Fredericksburg Relief Route Study
Progress
We Welcome Your Input
WELCOME
Fredericksburg Relief Route Study
The city, county, TxDOT and Gillespie County Task Force are exploring a potential relief route for travel around Fredericksburg, rather than through downtown. We seek your assistance in this effort.
View Study Area Map
Begin
Increased congestion in Fredericksburg along Main Street (US 290) is contributing to mobility and safety issues for residents and tourists.
2 ROUTE OPTIONS
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Fredericksburg Relief Route Study

Progress

We Welcome Your Input

WELCOME

2 ROUTE OPTIONS

3 HISTORIC SITES

4 ACCESS

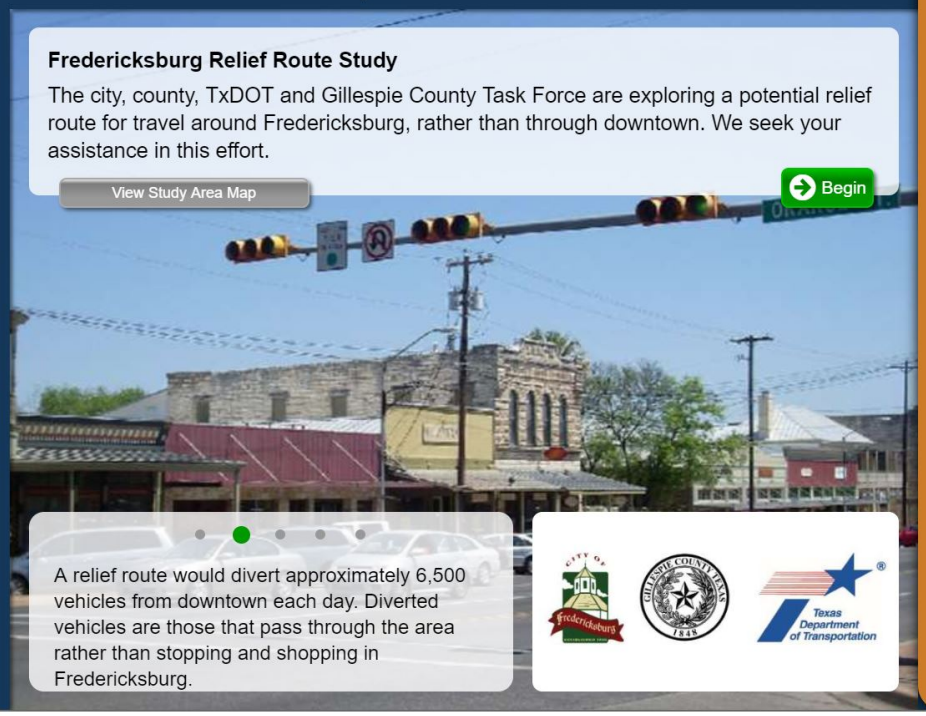
5 STAY INVOLVED

Fredericksburg Relief Route Study

The city, county, TxDOT and Gillespie County Task Force are exploring a potential relief route for travel around Fredericksburg, rather than through downtown. We seek your assistance in this effort.

View Study Area Map

Begin



A relief route would divert approximately 6,500 vehicles from downtown each day. Diverted vehicles are those that pass through the area rather than stopping and shopping in Fredericksburg.

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Fredericksburg Relief Route Study

Progress

We Welcome Your Input

WELCOME

2 ROUTE OPTIONS

3 HISTORIC SITES

4 ACCESS

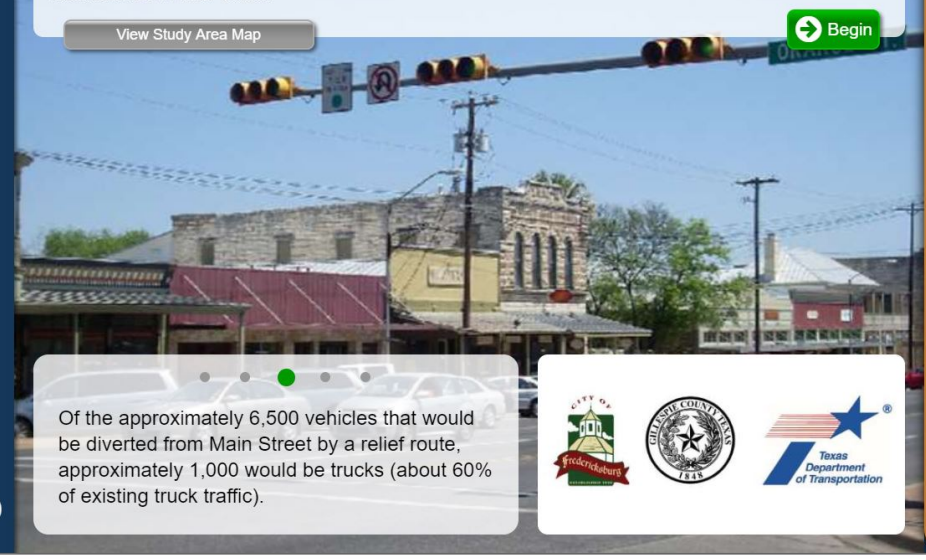
5 STAY INVOLVED

Fredericksburg Relief Route Study

The city, county, TxDOT and Gillespie County Task Force are exploring a potential relief route for travel around Fredericksburg, rather than through downtown. We seek your assistance in this effort.

View Study Area Map

Begin



Of the approximately 6,500 vehicles that would be diverted from Main Street by a relief route, approximately 1,000 would be trucks (about 60% of existing truck traffic).

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Fredericksburg Relief Route Study

Progress

WELCOME

We Welcome Your Input

Fredericksburg Relief Route Study

The city, county, TxDOT and Gillespie County Task Force are exploring a potential relief route for travel around Fredericksburg, rather than through downtown. We seek your assistance in this effort.

View Study Area Map

Begin

The Task Force and project team are working with the public to identify a transportation solution that preserves Main Street as the heart of Fredericksburg, minimizes community impacts and reflects community values.

2 ROUTE OPTIONS

3 HISTORIC SITES

4 ACCESS

5 STAY INVOLVED

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Fredericksburg Relief Route Study

Progress

WELCOME

We Welcome Your Input

Fredericksburg Relief Route Study

The city, county, TxDOT and Gillespie County Task Force are exploring a potential relief route for travel around Fredericksburg, rather than through downtown. We seek your assistance in this effort.

View Study Area Map

Begin

This is the second survey for the Fredericksburg Relief Route Study and the following questions reflect input from the community on the first survey and from the January 2019 public workshop.

2 ROUTE OPTIONS

3 HISTORIC SITES

4 ACCESS

5 STAY INVOLVED

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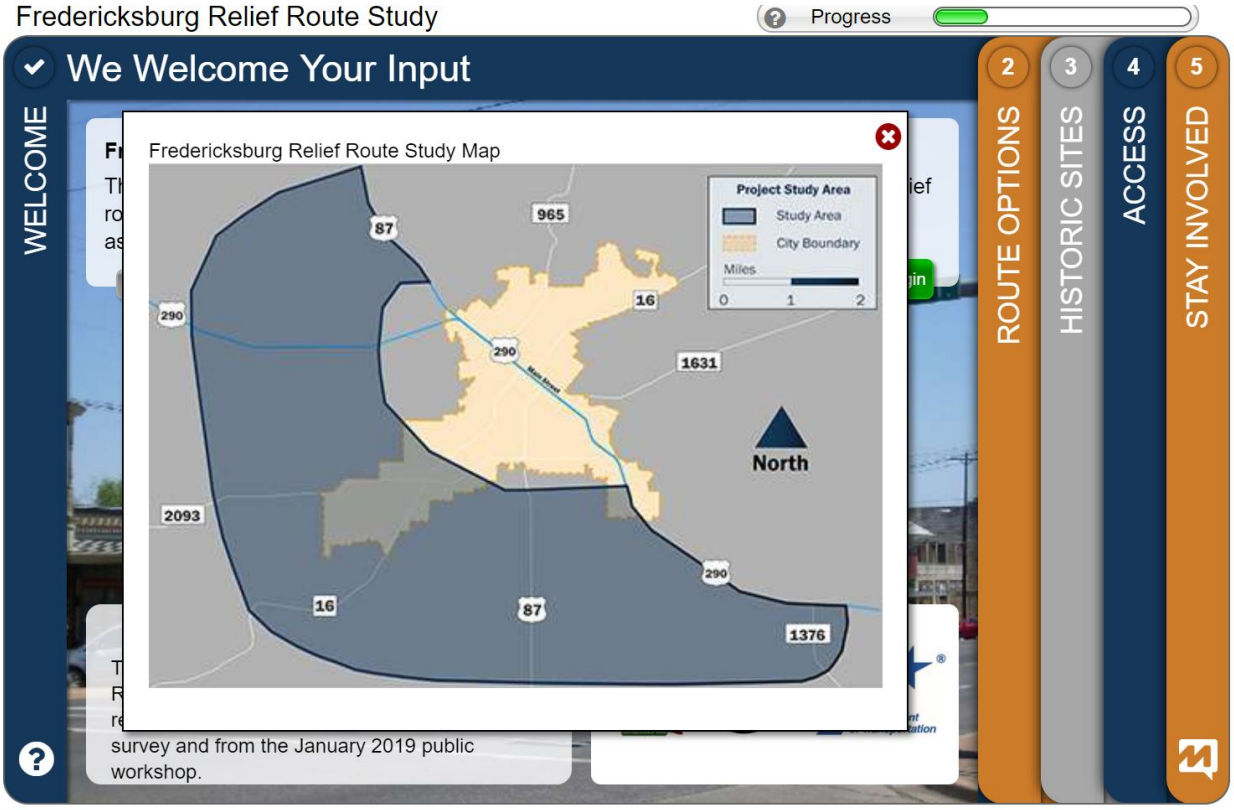
Fredericksburg Relief Route Study
Progress
We Welcome Your Input
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2 ROUTE OPTIONS
3 HISTORIC SITES
4 ACCESS
5 STAY INVOLVED
Fredericksburg Relief Route Study Map
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survey and from the January 2019 public workshop.
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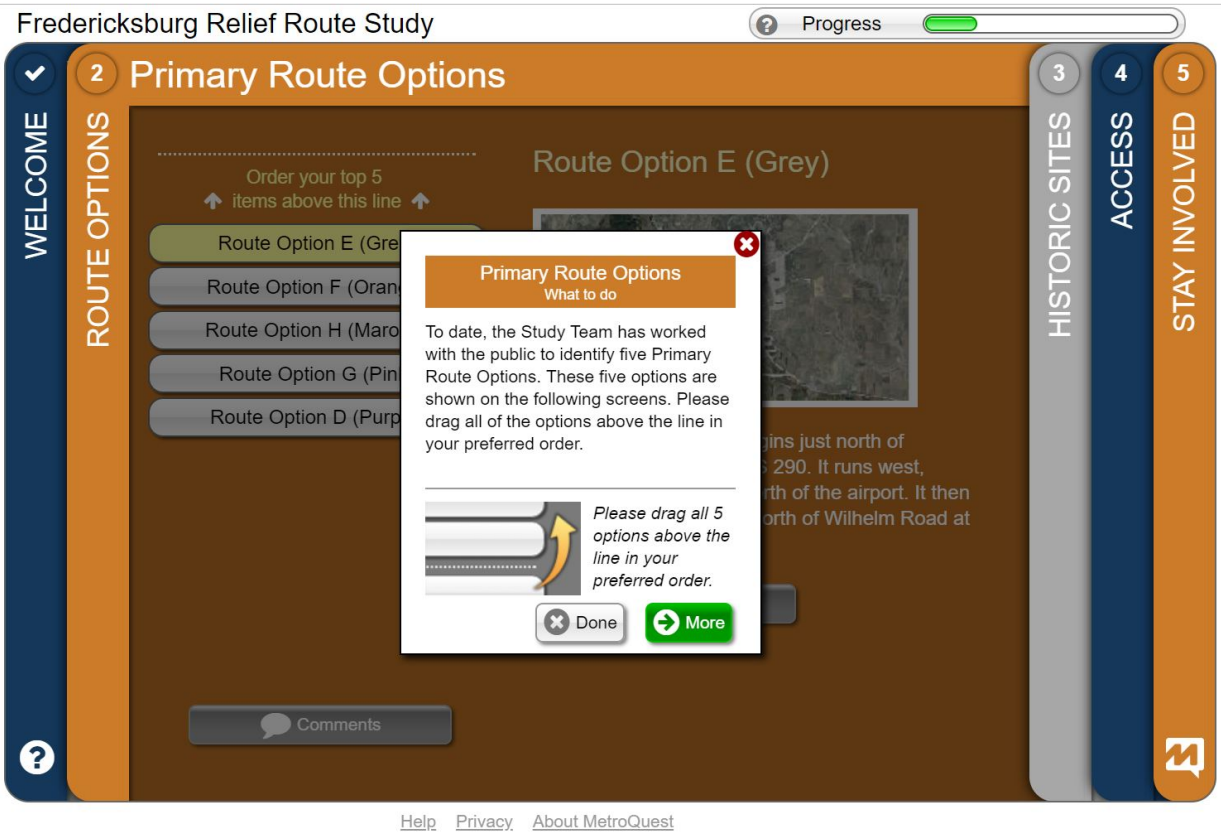
Fredericksburg Relief Route Study
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Primary Route Options
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2 ROUTE OPTIONS
3 HISTORIC SITES
4 ACCESS
5 STAY INVOLVED
Order your top 5 items above this line
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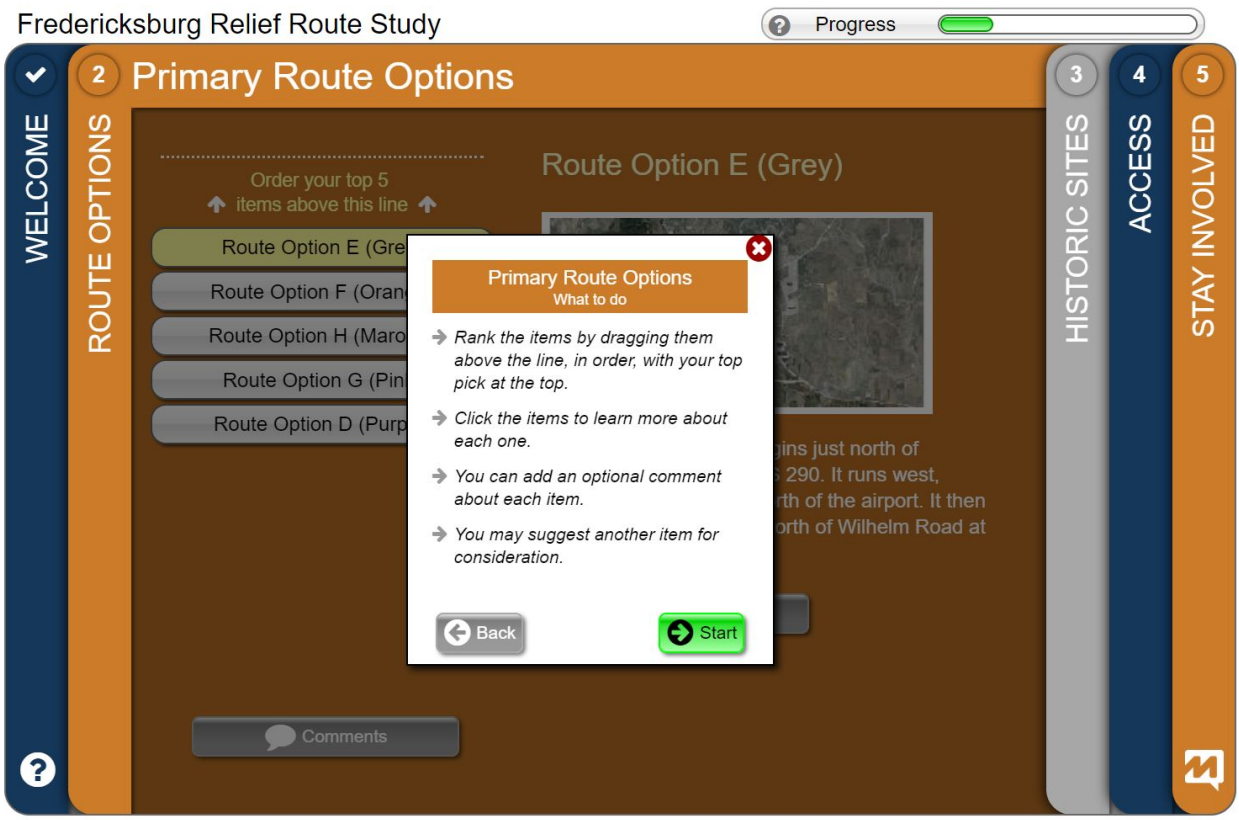
Route Option F (Oran
Route Option H (Maro
Route Option G (Pin
Route Option D (Purp
Route Option E (Grey)
Primary Route Options
What to do
To date, the Study Team has worked with the public to identify five Primary Route Options. These five options are shown on the following screens. Please drag all of the options above the line in your preferred order.
Please drag all 5 options above the line in your preferred order.
Done
More
Comments
Help Privacy About MetroQuest


Fredericksburg Relief Route Study
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ROUTE OPTIONS
2 Primary Route Options
3 HISTORIC SITES
4 ACCESS
5 STAY INVOLVED
Order your top 5
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Route Option F (Oran
Route Option H (Maro
Route Option G (Pin
Route Option D (Purp
Route Option E (Grey)
ins just north of
290. It runs west,
th of the airport. It then
orth of Wilhelm Road at
Primary Route Options
What to do
Rank the items by dragging them above the line, in order, with your top pick at the top.
Click the items to learn more about each one.
You can add an optional comment about each item.
You may suggest another item for consideration.
Back
Start
Comments
Help
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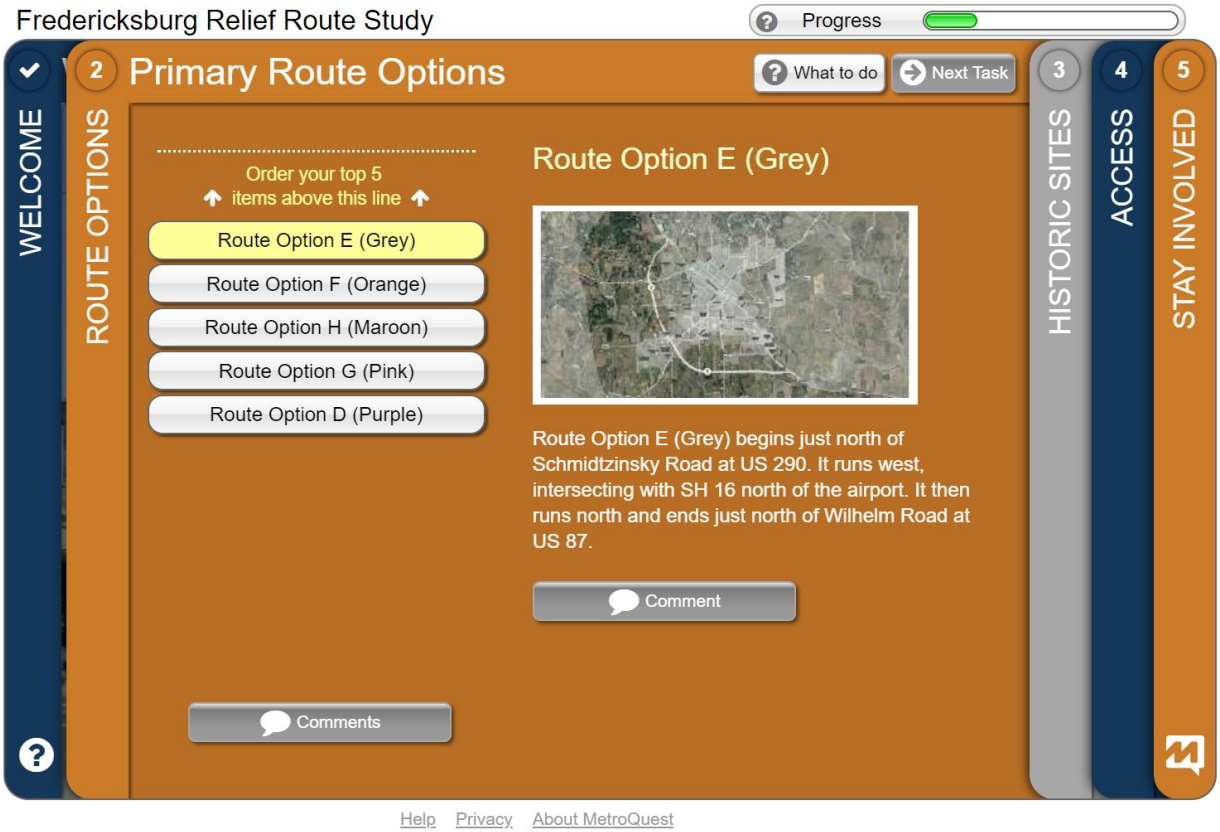
Fredericksburg Relief Route Study
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ROUTE OPTIONS
2 Primary Route Options
What to do
Next Task
3 HISTORIC SITES
4 ACCESS
5 STAY INVOLVED
Order your top 5
items above this line
Route Option E (Grey)
Route Option F (Orange)
Route Option H (Maroon)
Route Option G (Pink)
Route Option D (Purple)
Route Option E (Grey)
Route Option E (Grey) begins just north of Schmidtzinsky Road at US 290. It runs west, intersecting with SH 16 north of the airport. It then runs north and ends just north of Wilhelm Road at US 87.
Comment
Comments
Help
Privacy
About MetroQuest

Fredericksburg Relief Route Study

Progress

WELCOME

ROUTE OPTIONS

2 Primary Route Options

What to do | Next Task

HISTORIC SITES 3

ACCESS 4

STAY INVOLVED 5

Order your top 5
items above this line

- Route Option E (Grey)
- Route Option F (Orange)
- Route Option H (Maroon)
- Route Option G (Pink)
- Route Option D (Purple)

Route Option F (Orange)

Route Option F (Orange) begins at Heritage Hills Drive and US 290. It runs west, intersecting with SH 16 north of the airport. It then runs north and ends just north of Wilhelm Road at US 87.

Comment

Comments

Help Privacy About MetroQuest

Fredericksburg Relief Route Study

Progress

WELCOME

ROUTE OPTIONS

2 Primary Route Options

What to do | Next Task

HISTORIC SITES 3

ACCESS 4

STAY INVOLVED 5

Order your top 5
items above this line

- Route Option E (Grey)
- Route Option F (Orange)
- Route Option H (Maroon)
- Route Option G (Pink)
- Route Option D (Purple)

Route Option H (Maroon)

Route Option H (Maroon) begins at Heritage Hills Drive and US 290. It runs west, intersecting with SH 16 north of the airport. It then runs north and ends at Wilhelm Road and US 87.

Comment

Comments

Help Privacy About MetroQuest

Fredericksburg Relief Route Study

Progress

WELCOME

ROUTE OPTIONS

2 Primary Route Options

What to do | Next Task

3 HISTORIC SITES

4 ACCESS

5 STAY INVOLVED

Order your top 5
items above this line

- Route Option E (Grey)
- Route Option F (Orange)
- Route Option H (Maroon)
- Route Option G (Pink)
- Route Option D (Purple)

Route Option G (Pink)

Route Option G (Pink) begins just north of Schmidtzinsky Road at US 290. It runs west, intersecting with SH 16 north of the airport. It then runs north and ends at Wilhelm Road and US 87.

Comment

Comments

Help Privacy About MetroQuest

Fredericksburg Relief Route Study

Progress

WELCOME

ROUTE OPTIONS

2 Primary Route Options

What to do | Next Task

3 HISTORIC SITES

4 ACCESS

5 STAY INVOLVED

Order your top 5
items above this line

- Route Option E (Grey)
- Route Option F (Orange)
- Route Option H (Maroon)
- Route Option G (Pink)
- Route Option D (Purple)

Route Option D (Purple)

Route Option D (Purple) begins just north of Schmidtzinsky Road at US 290. It runs west, intersecting with SH 16 south of the airport. It then runs north, and ends just north of Wilhelm Road at US 87.

Comment

Comments

Help Privacy About MetroQuest

Fredericksburg Relief Route Study

Progress

WELCOME

2 ROUTE OPTIONS

3 HISTORIC SITES

Identify Historic Sites

4 ACCESS

5 STAY INVOLVED

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

Legend

Historic Sites

Other

Identify Historic Sites
What to do

Historic sites are identified as property that is more than 50 years old. Identify historic sites you would like to be further evaluated as part of the historic survey. Please drag and drop markers where historic sites are located.

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

Done

More

290

Morris Ranch

16

Cain City

Stonewall

Luckenbach

Google

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Fredericksburg Relief Route Study

Progress

WELCOME

2 ROUTE OPTIONS

3 HISTORIC SITES

Identify Historic Sites

4 ACCESS

5 STAY INVOLVED

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

Legend

Historic Sites

Other

Identify Historic Sites
What to do

- *Zoom in to the map to be more accurate.*
- *Drag the markers on to the map. Drag them again to improve accuracy.*
- *In the balloons, give more optional detail.*

- *Click the markers again to reopen the balloons.*

Back

Start

290

Morris Ranch

16

Cain City

Stonewall

Luckenbach

Google

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Fredericksburg Relief Route Study

Progress

WELCOME | 2 ROUTE OPTIONS | 3 HISTORIC SITES | 4 ACCESS | 5 STAY INVOLVED

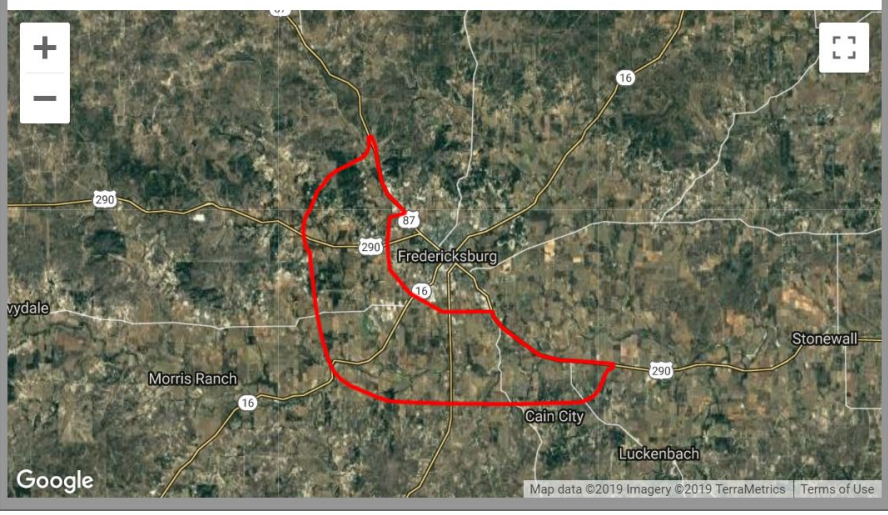
Identify Historic Sites

What to do | Next Task

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

Legend

Historic Sites | Other



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Fredericksburg Relief Route Study

Progress

WELCOME | 2 ROUTE OPTIONS | HISTORIC SITES | 4 ACCESS | 5 STAY INVOLVED

Identify Historic Sites

What to do | Next Task

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

Legend

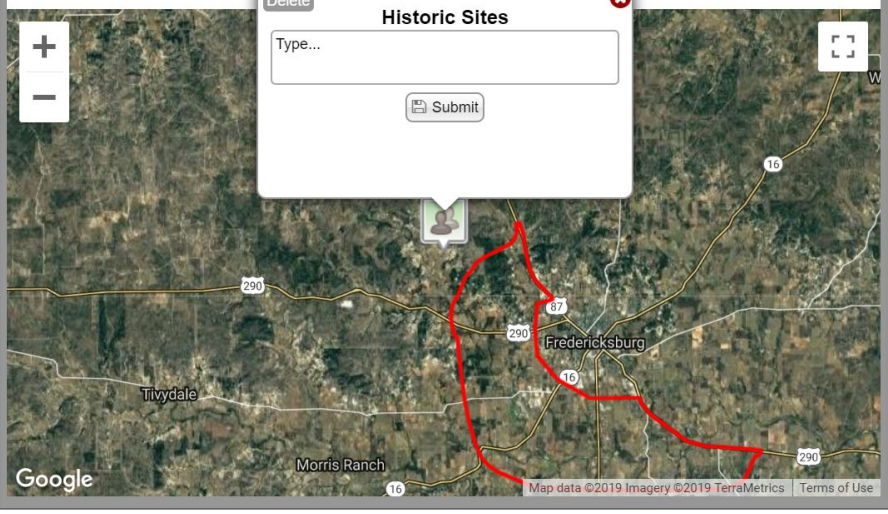
Historic Sites | Other

Delete

Historic Sites

Type...

Submit



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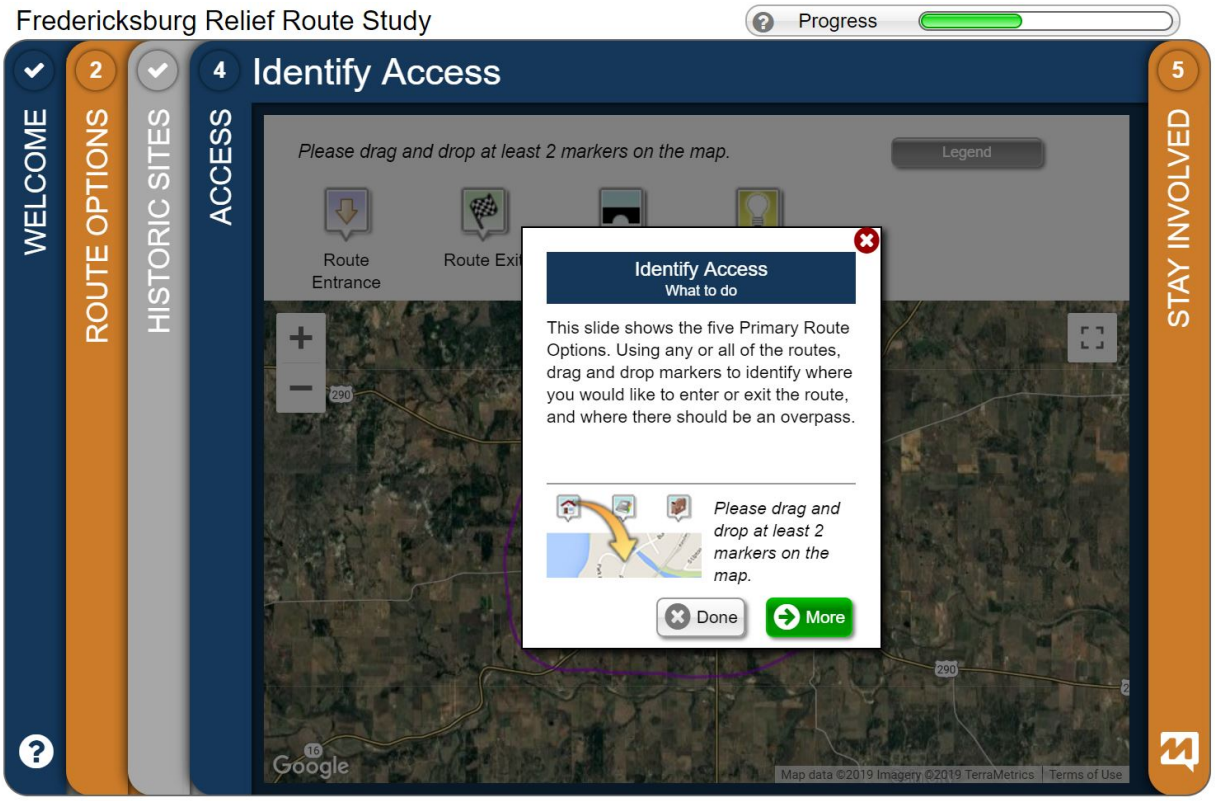

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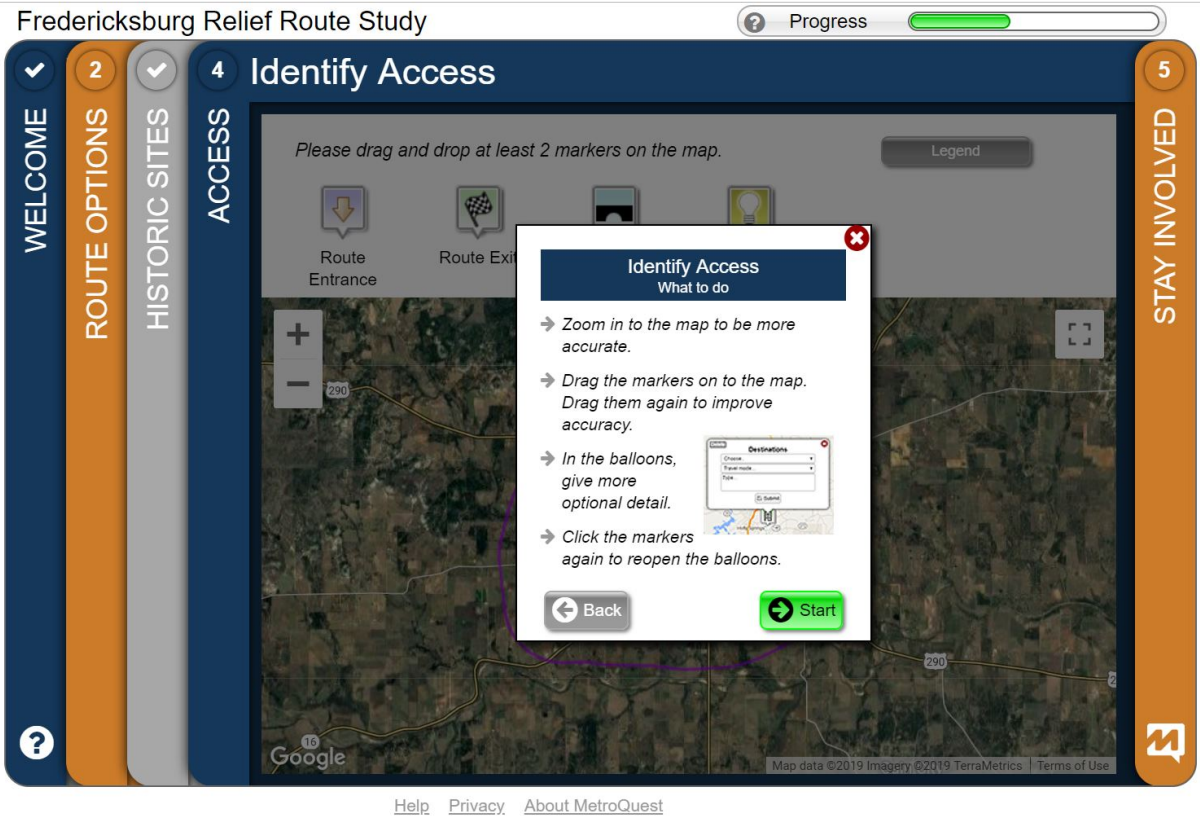

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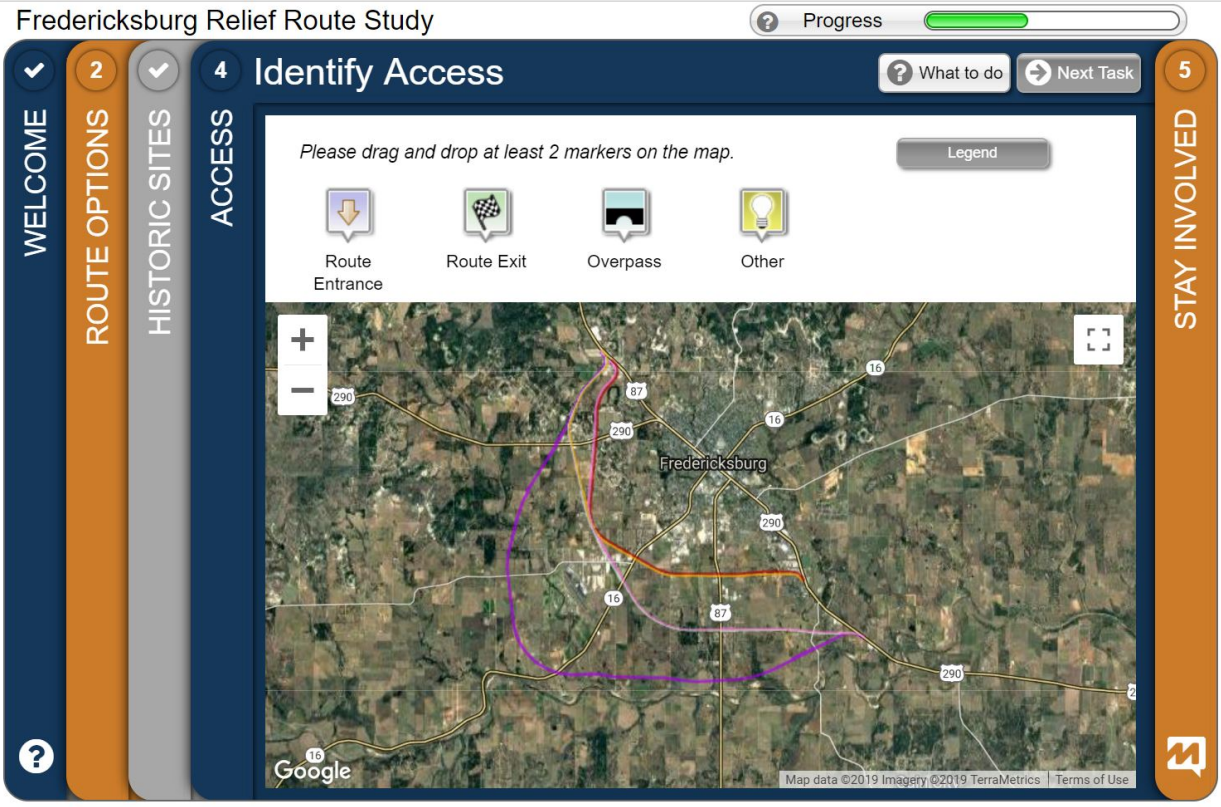
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Identify Access
What to do
Next Task
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STAY INVOLVED
Please drag and drop at least 2 markers on the map.
Legend
Route Entrance
Route Exit
Overpass
Other
Fredericksburg
Google
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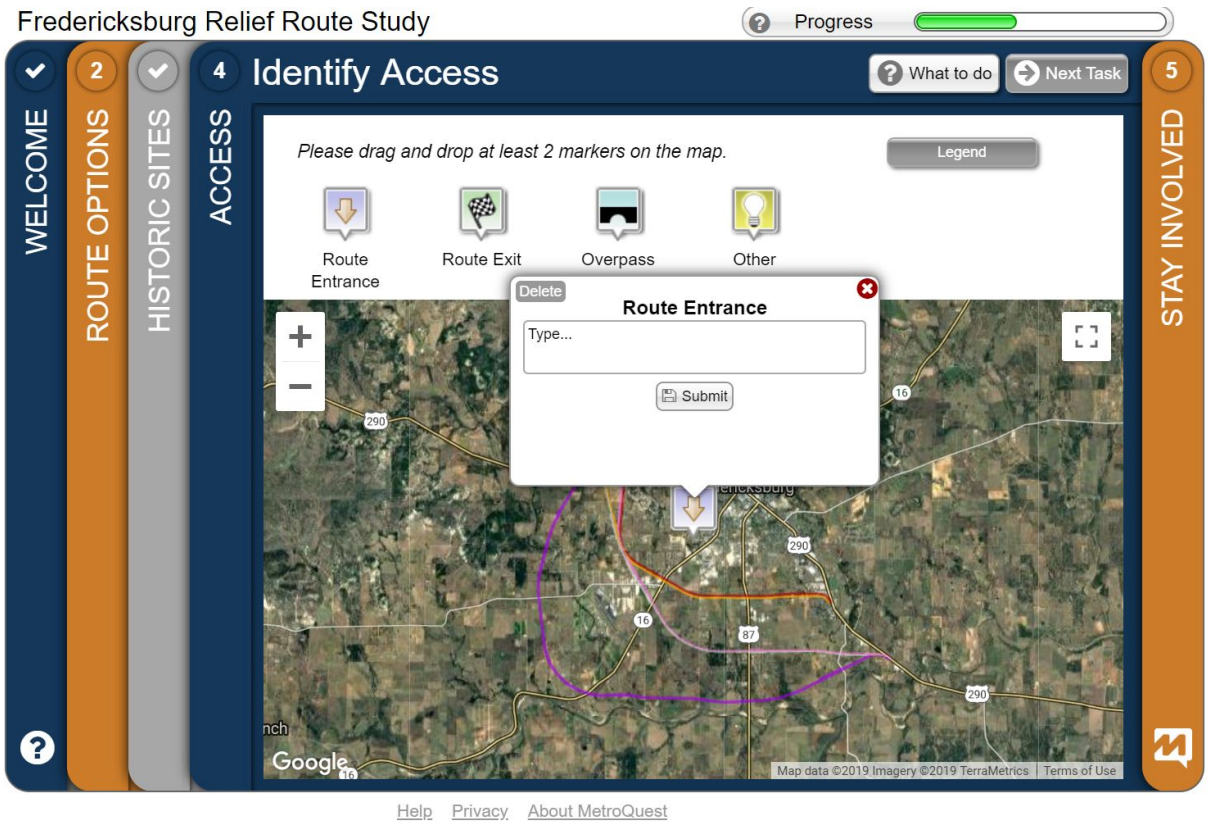
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Submit
Google
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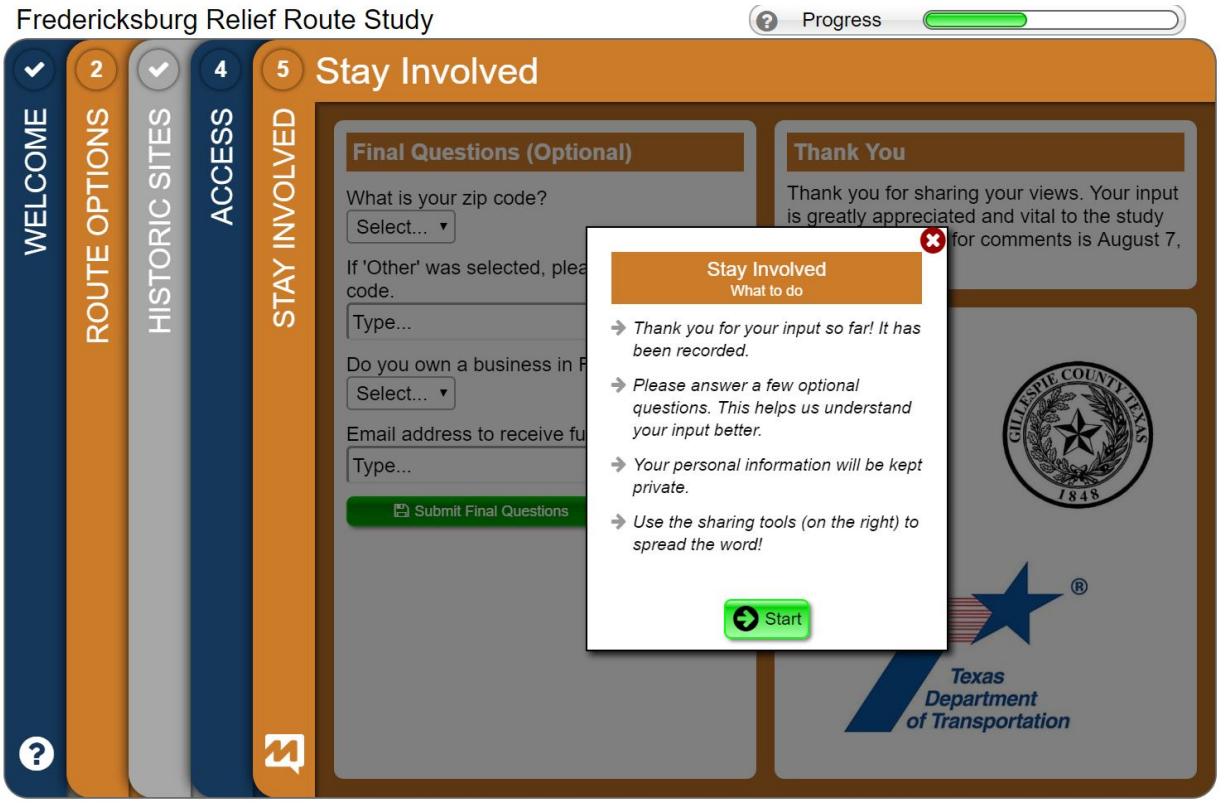
Fredericksburg Relief Route Study
Progress
WELCOME
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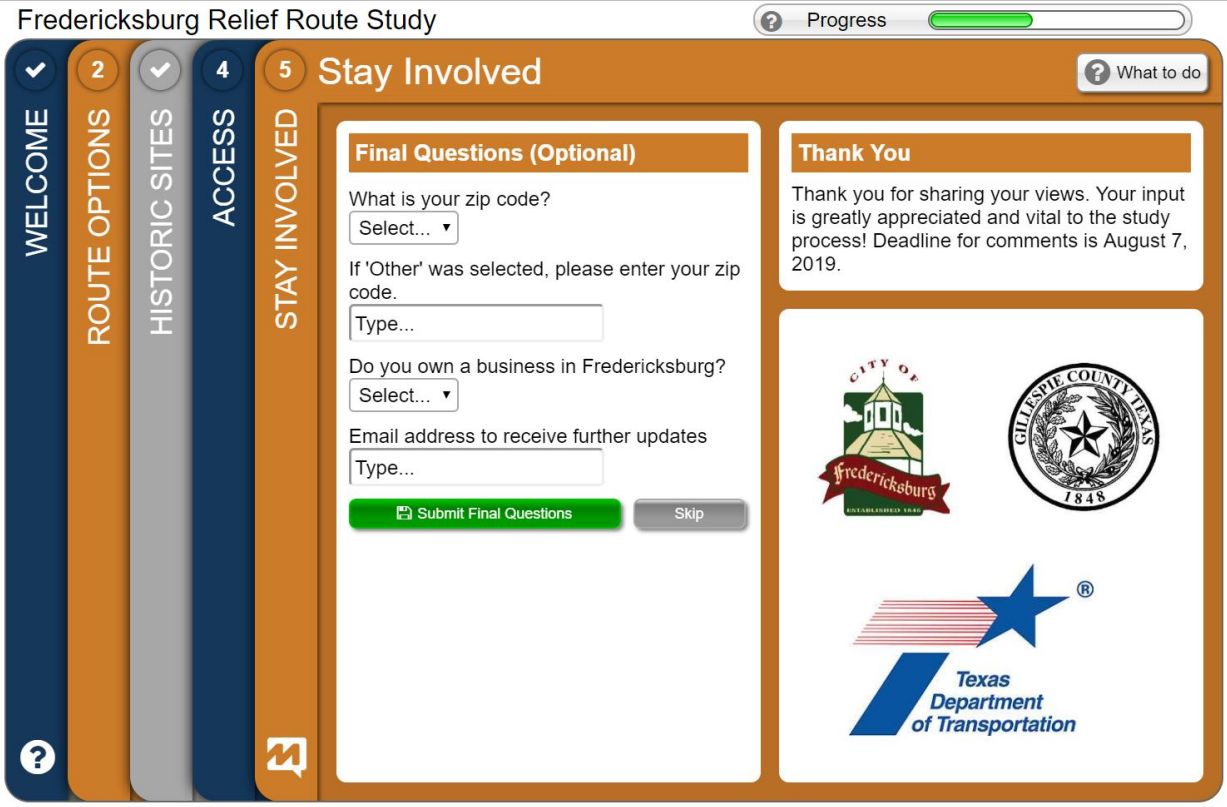
ROUTE OPTIONS
HISTORIC SITES
4
ACCESS
5
STAY INVOLVED
Stay Involved
Final Questions (Optional)
What is your zip code?
Select...
If 'Other' was selected, plea
code.
Type...
Do you own a business in F
Select...
Email address to receive fu
Type...
Submit Final Questions
Thank You
Thank you for sharing your views. Your input is greatly appreciated and vital to the study
for comments is August 7,
Stay Involved
What to do
Thank you for your input so far! It has been recorded.
Please answer a few optional questions. This helps us understand your input better.
Your personal information will be kept private.
Use the sharing tools (on the right) to spread the word!
Start
GILLESPIE COUNTY TEXAS 1848
Texas Department of Transportation
Help
Privacy
About MetroQuest


Fredericksburg Relief Route Study
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ROUTE OPTIONS
HISTORIC SITES
4
ACCESS
5
STAY INVOLVED
Stay Involved
What to do
Final Questions (Optional)
What is your zip code?
Select...
If 'Other' was selected, please enter your zip code.
Type...
Do you own a business in Fredericksburg?
Select...
Email address to receive further updates
Type...
Submit Final Questions
Skip
Thank You
Thank you for sharing your views. Your input is greatly appreciated and vital to the study process! Deadline for comments is August 7, 2019.
CITY OF Fredericksburg
GILLESPIE COUNTY TEXAS 1848
Texas Department of Transportation
Help
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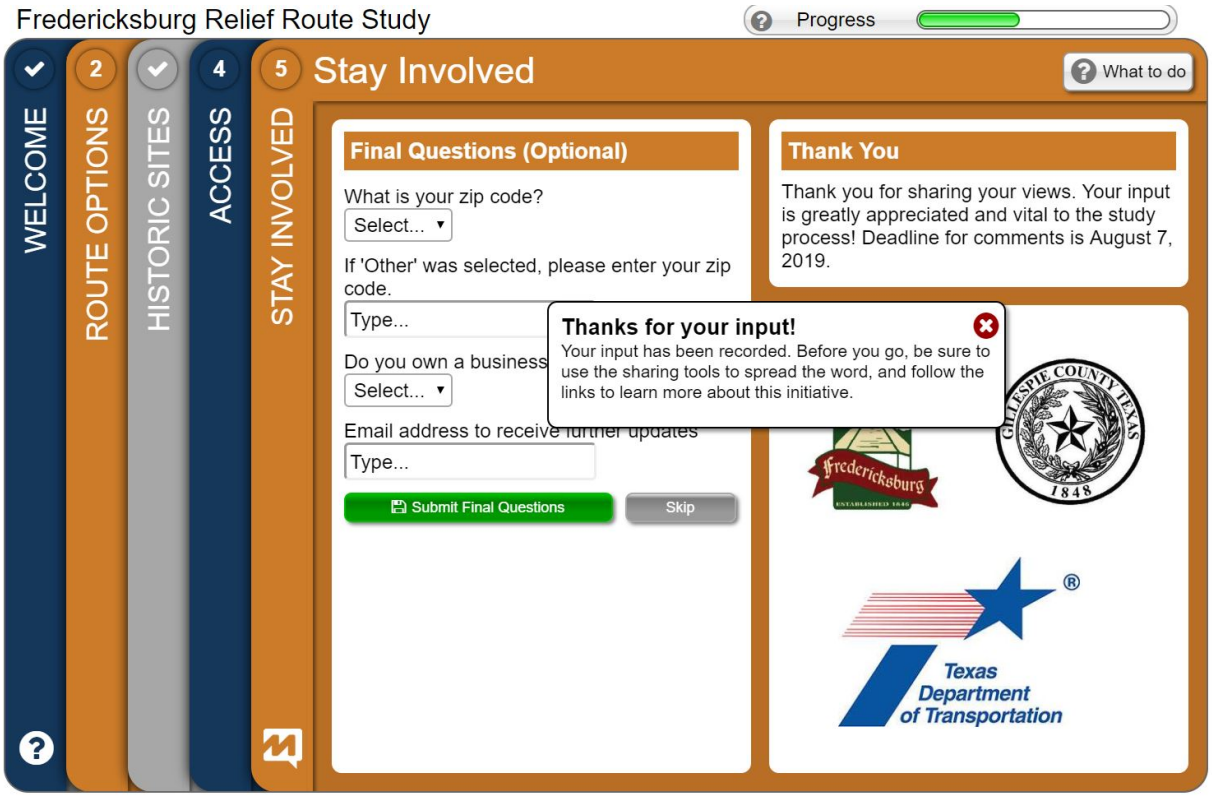
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HISTORIC SITES
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STAY INVOLVED
Stay Involved
What to do
Final Questions (Optional)
What is your zip code?
Select...
If 'Other' was selected, please enter your zip code.
Type...
Do you own a business
Select...
Email address to receive further updates
Type...
Submit Final Questions
Skip
Thanks for your input!
Your input has been recorded. Before you go, be sure to use the sharing tools to spread the word, and follow the links to learn more about this initiative.
Thank You
Thank you for sharing your views. Your input is greatly appreciated and vital to the study process! Deadline for comments is August 7, 2019.
Fredericksburg
GILLESPIE COUNTY TEXAS
1848
Texas Department of Transportation

Appendix C. Notices

Newspaper Advertisement

FREDERICKSBURG RELIEF ROUTE STUDY

We Want To Hear From You

JOIN US FOR A PUBLIC OPEN HOUSE

We are making progress. The field of route options has been narrowed to five. At this Open House these five options, the "Primary Route Options," will be presented along with the results of the evaluation process that led to narrowing down to the five. You will be able to speak with the Study Team, ask questions, and provide input. An historian will also be available to discuss the upcoming historic resources survey. Please come and go at your convenience.

WHEN:

July 23, 2019
2 p.m. to 7 p.m.

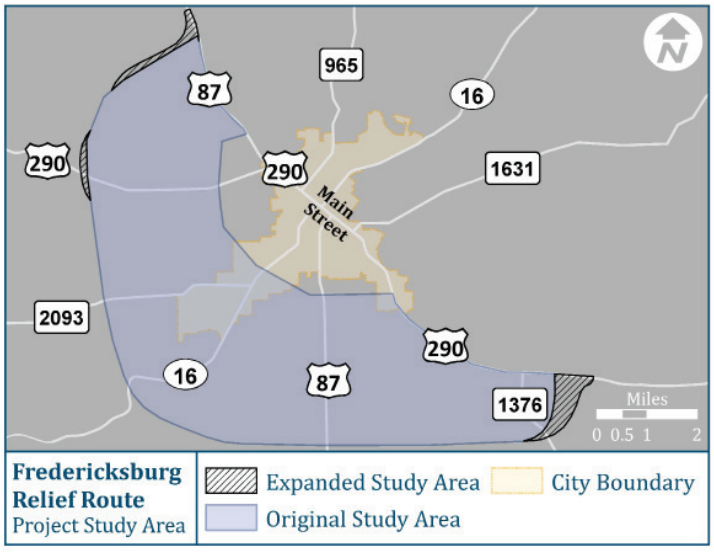
WHERE:

Gillespie County Farm Bureau
Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX
78624

ABOUT THE STUDY

The Fredericksburg Relief Route Study is exploring the feasibility of constructing a US 290 Relief Route which would give people the option to travel around, rather than directly through, Fredericksburg. The purpose of the Study is to determine if there is a viable and publicly-supported route option that addresses Main Street traffic concerns. To date, three public workshops have been held (May 2018, September 2018, and January 2019). Public input received in response to the workshops was used, along with engineering criteria and environmental considerations, to identify, refine, and evaluate route options. Over the last several months, the number of route options has been reduced. The five remaining Primary Route Options will be shown at the July 23rd Open House.

The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation.



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

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

For more information, visit txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

Town & 'Burg
D1
July 17, 2019
Fredericksburg Standard

Commentary
Columns, editorials, letters and more ▶ D2,D3

Obituaries
Memoriams and service information ▶ D5,D8

INSIDE
Gillespie County Soil & Water Conservation District newsletter

Plant society meeting to focus on seed balls

Native Plant Society of Texas

"Have a Ball!" will be the theme of the next meeting of the Fredericksburg Chapter of the Native Plant Society meeting on Tuesday, July 23.

The free program, to be held at Memorial Presbyterian Church, begins with a social at 6:30 p.m., followed by the meeting at 7 p.m.

Znobia Wootan, from the Native American Seed Company, will instruct the class.

Attendees can make seed balls with native wildflower and grass seeds.

All supplies, including gloves, will be provided.

"Seed balls are an effective way to successfully propagate wildflowers in the unpredictable drought/deluge environment of the Hill Country," a spokesman said. "Wrapped in a protective nutrient-rich blanket of clay and compost, the seeds wait for the right conditions to germinate."

Wootan is the prior president of the South Llano River Watershed Alliance and specializes in propagation of wildflowers.

For more about the presentation, visit npsot.org/wp/fredericksburg or email Diana Armbrust at npsotfbgpres@gmail.com.

Memorial Presbyterian Church is located at 601 North Milam Street.

Library tells its own story

By Samuel Sutton
Standard-Radio Post reporter

The old Gillespie County Courthouse, now the Pioneer Memorial Library since 1966, sits where it has always been at 115 W. Main Street. — Standard-Radio Post/Samuel Sutton

Brian MacWithey and Maria Aleman were surprised and excited when their very own workplace, Pioneer Memorial Library, was featured as No. 11 on "The Top 25 Most Beautiful Libraries in America" on BobVila.com.

MacWithey, library director, said it reminded him of the history and beauty the building has.

"We obviously hold the building in high esteem, but after a while, it's like I'm just going to work," MacWithey said.

Aleman, the library's assistant director, said people have frequently marveled at the building and complimented on it since it was featured.

"A lot of our patrons think it's just a wonderful thing," Aleman said. "They come in and tell me, 'It's national!'"

MacWithey said it's the primary reason he and Aleman never want to move the library out of the building. It's also one of the reasons they chose to feature the building on their new library cards.

History

The building's history goes back to the 19th century, designed in 1882 by architect Alfred Giles.

At that time, it was being used as Gillespie County's second courthouse. In fact, it is the earliest and most intact courthouse Giles had designed, according to the Gillespie County Master Plan for the Texas Courthouse Preservation Program.

"As county growth took place, most counties wanted a good, solid building for their courthouse," said architect Barry Wagner, who worked on the building's second restoration in 1984.

Most Texas counties, including Gillespie, started out with small courthouses and as they grew bigger, they felt it was necessary to build a bigger one.

"That's why Texas has so many good courthouses, which is why the Courthouse Preservation Program got started (in Texas in 1999)."

The building served as the county courthouse until a third was constructed in 1939. That building still serves as the courthouse today.

During its courthouse days, it hosted a few big events like President Lyndon Johnson's parents' marriage in 1907. The library still has photos and that marriage record hanging on one of its walls.

After its time as a courthouse, the building took a turn for the worse, falling into disuse and disrepair.

Wagner said at one time, the building was being used as a depository for junk. Another poor use of the building during this time was that "indigent transients" often used it as a place to sleep.

"Like a lot of county structures at that time, they weren't taking care of things like they should and thought, let's go build a new one," Wagner said. He assured that the county is better at preserving things now.

New life

Along came Dallas philanthropists Eugene and Margaret McDermott in the 1960s who, as stated in a previous *Fredericksburg Standard-Radio Post* article, "gave Gillespie County a gift that kept on giving."

The classic building got its first restoration, funded by the McDermotts, in 1966.

"The McDermott family, who came to Fredericksburg a lot, saw the building and decided, 'You know, we really ought to try to preserve this' because it really was not being used very well," Wagner said.

Money wasn't an issue for the McDermotts, as Wagner said Eugene McDermott earned a more than fair wage in being one of the founders of Texas Instruments.

"They had money and they had a foundation," Wagner said. "And they approached the county and said, 'We'd like to purchase this building, and turn it into something.' And it

LIBRARY ▸D6

OWN A LEGACY
in a place that's
LEGENDARY

439 West Boot Ranch Ridge - $3,500,000

5 bedrooms | 5.5 baths | 6,048 interior sq ft | 6.77 acres

This estate features panoramic Hill Country Views and exceptional privacy. The casually elegant single-story main house includes two open great rooms, formal dining, wine room, spectacular kitchen, study and two master suites. The detached guest house has a living room and two bedrooms. A studio guest suite is above the 2.5-car garage.

Call Boot Ranch Realty at (830) 997-6200 to schedule your private showing.

Property purchase includes a multi-generational club membership.

See photos & floorplans at BootRanch.com/listings/1R

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71180.07

FREDERICKSBURG RELIEF ROUTE STUDY

We Want To Hear From You

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WHEN:
July 23, 2019
2pm
to
7pm

WHERE:
Gillespie County Farm Bureau
Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX
78624

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

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13809 Research Blvd., Suite 300
Austin, TX 78750

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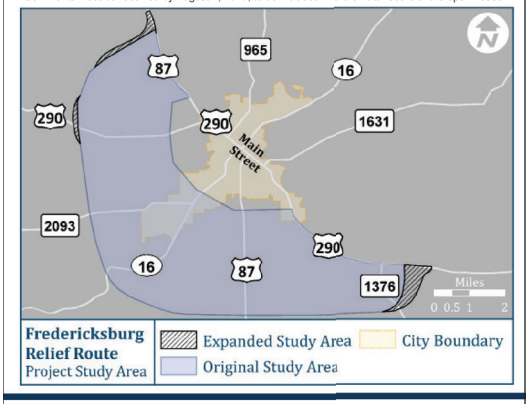

For more information, visit txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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Before me, a Notary Public, personally appeared:

Kim Jung, Ad manager

(Signature and Title (Publisher, Advertising Manager or Advertising Representative)

Who certified that the 1/4 pg, full color for:

(Type of Advertisement)

Rifeline - Fredericksburg Relief Route Study

(Business)

was published as a display ad in the July 10, 2019

(Publication Date)

issue of the Fredericksburg Standard-Radio Post as ordered by the

Rifeline

(Name of Agency)

Sworn and subscribed before me this 12th day of July

2019, County of Gillespie, in the state of Texas.

NATHAN W. CRENWELGE
Notary Public
STATE OF TEXAS
ID#794247-1
My Comm. Exp. Aug. 30, 2022

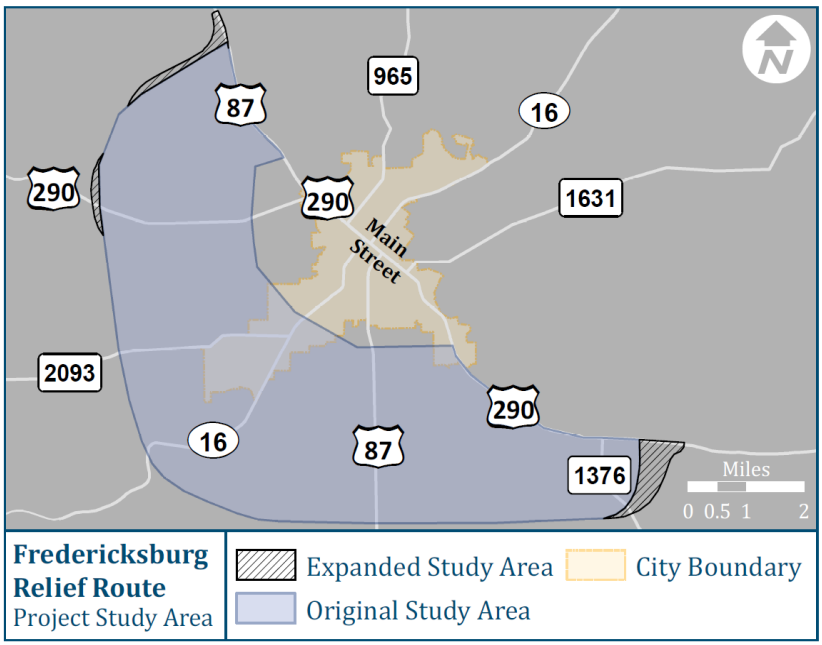
(Notary Public Signature)

Commission Expires: 8/30/2022

WE WANT TO HEAR FROM YOU

YOU ARE INVITED TO A PUBLIC OPEN HOUSE FOR THE FREDERICKSBURG RELIEF ROUTE STUDY

This public Open House will be held to discuss latest developments related to the study, present the five "Primary Route Options" and to gather additional feedback from the community. The Study Team will be available to discuss and answer questions. An historian will also be available to discuss the upcoming historic resources survey. You are encouraged to attend the Open House and to participate in the planning process.



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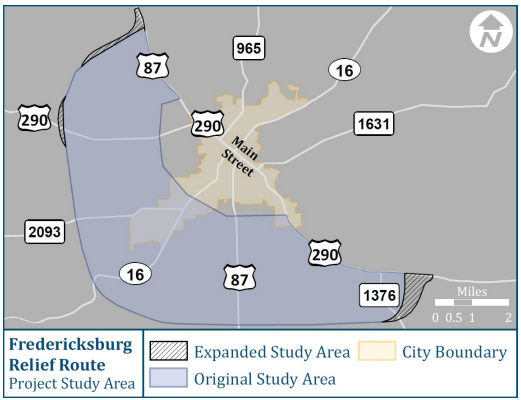
YOU ARE INVITED TO ATTEND A PUBLIC OPEN HOUSE FOR THE FREDERICKSBURG RELIEF ROUTE STUDY



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WHERE:
Gillespie County Farm Bureau
Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX 78624

Attendees will have the opportunity to learn about the latest Fredericksburg Relief Route Study developments. You will see how public input, along with engineering criteria and environmental considerations, have been used to reduce the number of route options to five (the "Primary Route Options"). The Study Team will be available to discuss and answer questions. An historian will also be available to discuss the upcoming historic resources survey. Input from this open house will be considered as the five Primary Route Options are evaluated further and a Locally-Preferred Route Option is identified. Please come and go at your convenience.

FOR MORE INFORMATION:

Visit www.txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

The Open House will be conducted in English. Persons interested in attending the Open House 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 two days prior to the public Open House. 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 fredericksburgreliefroute@gmail.com or by mail to:

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

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

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

On Tuesday, July 2, 2019, 02:10:53 PM CDT, Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com> wrote:

Greetings,

Join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study. 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. The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation.

Attendees will have the opportunity to learn more about the Fredericksburg Relief Route Study and latest developments, view the current route options, and provide input. You will see how public input, along with engineering criteria and environmental considerations, have been used to reduce the number of route options to five (the "Primary Route Options"). An historian will also be available to discuss the upcoming historic resources survey. The goal of the Study is to identify a locally preferred option driven by community input. All interested parties are encouraged to attend the Open House and provide feedback.

WHEN: July 23, 2019

TIME: 2 p.m. to 7 p.m. (Come and go at your convenience.)

WHERE: Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX 78624

For more information visit www.txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

Sincerely,

Reminder Email Blast

On Jul 22, 2019, at 10:06 AM, Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com> wrote:

Greetings,

This is a reminder to join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study. 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. The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation.

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WHEN: July 23, 2019

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WHERE: Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX 78624

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

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

City/County Website Announcements:
FREDERICKSBURG RELIEF ROUTE STUDY
A PUBLIC OPEN HOUSE SCHEDULED FOR JULY 23, 2019

We want to hear from you!

Join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study. 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. The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation.

Attendees will have the opportunity to learn more about the Fredericksburg Relief Route Study and latest developments, view the current route options, and provide input. You will see how public input, along with engineering criteria and environmental considerations, have been used to reduce the number of route options to five (the "Primary Route Options"). An historian will also be available to discuss the upcoming historic resources survey. The goal of the Study is to identify a locally preferred option driven by community input. All interested parties are encouraged to attend the Open House and provide feedback.

WHEN: July 23, 2019

TIME: 2 p.m. to 7 p.m. (Come and go at your convenience.)

WHERE: Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX 78624

For more information visit www.txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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CP&Y Attn: Fredericksburg Relief Route Study
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Austin, TX 78750

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

NEWS RELEASE

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

OPEN HOUSE TO BE HELD FOR FREDERICKSBURG RELIEF ROUTE STUDY

Potential relief route to be discussed for popular tourist destination

Share This
Tweet This

July 2019

GILLESPIE COUNTY — The public is getting another opportunity to weigh in on a proposal that could provide an alternative to US 290 through Fredericksburg. An open house for the Fredericksburg Relief Route Study will be held from 2 to 7 p.m. on Tuesday, July 23, 2019, at the Gillespie County Farm Bureau Pape Event Center, 237 Equestrian Drive in Fredericksburg.

The goal of the Fredericksburg Relief Route Study is to identify a locally preferred option driven by community input. The study, which was initiated in early 2018, is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation. To date, three public workshops have been held (May 2018, September 2018 and January 2019).

Public input received in response to the workshops was used, along with engineering criteria and environmental considerations, to identify, refine, and evaluate route options. Over the last several months, the number of route options has been reduced. The five remaining Primary Route Options will be shown at the July 23 Open House.

Attendees will have the opportunity to view the five Primary Route Options and provide feedback. Participants can come and go at their own convenience. For more information, or to take a survey on or before Aug. 7, visit txdot.gov and search keyword “Fredericksburg,” email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

The survey is available from July 23 through Aug. 7, 2019.

The open house will be conducted in English. Persons interested in attending the open house who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512.517.7251.

Official written comments will also be accepted via email at FredericksburgReliefRoute@gmail.com, or by mail to:

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

Comments must be received on or before Aug. 7, 2019, to be included in the official record of this open house.

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

Fredericksburg, TX
@Fredericksburg2

Follow

Join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study on July 23, 2019 at the Gillespie County Farm Bureau building. More information can be found at fbgtx.org/CivicAlerts.as…

8:29 AM - 3 Jul 2019

1 Retweet **1** Like

1 1

JUL
23

Fredericksburg Relief Route Study Open House

Public · Hosted by Fredericksburg, TX

★ Interested | ✓ Going | ...

Tuesday, July 23, 2019 at 2 PM – 7 PM
about 3 months ago

Gillespie County Farm Bureau
237 Equestrian Dr, Fredericksburg, Texas 78624 Show Map

About Discussion

32 Went · 119 Interested
Share this event with your friends

Details

Join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study. 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. The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County, and the Texas Department of Transportation.

Details

Join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study. 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. The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County, and the Texas Department of Transportation.

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WHEN: July 23, 2019
TIME: 2 p.m. to 7 p.m. (Come and go at your convenience.)
WHERE: Gillespie County Farm Bureau Pape Event Center 237 Equestrian Dr. Fredericksburg, TX 78624

For more information visit www.txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

Appendix D. Sign-in sheets

(10)

PUBLIC SIGN IN SHEET

Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Jacob Grant	[redacted]			
Ray Ischichart				
Terry Basham				
Randall Wunderlich				RW
Charles D. Schmidt				
Peggy Schmidt				
JACK Kellam				
Jacquelin Kellam				
DAN Jenkins				
Dwight T Oestreich				

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(10)

Fredericksburg Relief Route Study – Open House
Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Anita Blackwell	[redacted]			Anita L. Blackwell
Kristy Danz				
Anne Matthews				Anne Matthews
Adam Ellis				
Steve Hiner				
Beth Brady				Elizabeth Brady
Lynne Brady				
Reve Kraus				
Roy Cerwenka				
Kathleen Kaper Burson				Kathleen Burson

(12)

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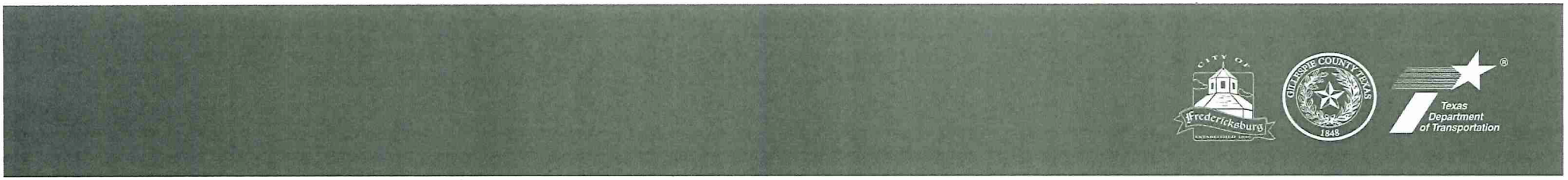
Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Justin & Amanda Elliott	[redacted]			
BRENDA KLEIN				
LESTER FRANTZEN				
Danny Reeh				
LINDA NORRIS THOMAS NORRIS				
Randy Stehling				
Anthony Rode				
Edward Rode				
Emily Eilers				
Philip Garcia				



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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Robert Thompson	[redacted]			X
Kenneth Meyer				Kenneth Meyer
Keith Meyer				Keith Meyer
Brian Voraner				
Michael Currie				
JOE A. SAGEBIEL				
SKIP PREBLE			No	
VALARIE SMITH				VSmith
Linda N. Luckenbach				Linda N Luckenbach
Michele Stehling				Michele Stehling

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
LEE DUNSTAN	[redacted]			C.L. Dunstan
CALVIN RANSLEBEN				Calvin Ransleben
DAVID HARTMANN				David Hartmann
DARLENE HARTMANN				Darlene Hartmann
RICK CARROLL				
Angela M. Smith				Angela M. Smith
Glenny Kraus				Glenny Kraus
Daniel + Verna Fritz				Verna Fritz
Robert Connor				Robert E. Connor
Leon Stuckenschmidt				

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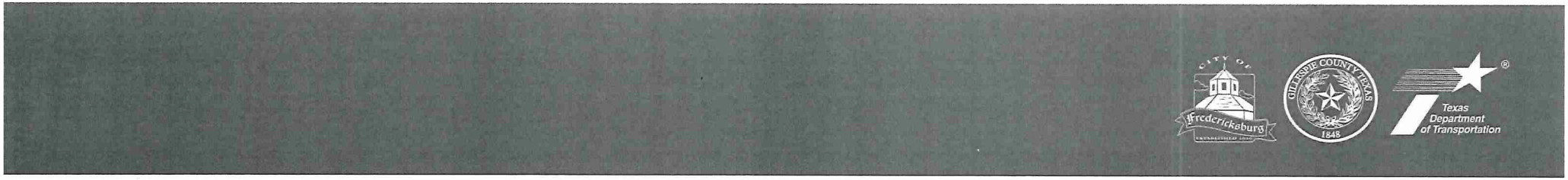
Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Abby Connelly	[redacted]			Abby Connelly
Thomas → Patti Read				Patti Read
Allan Johnson			X	Allan Johnson
Larry & Annette Casbeer				Annette Casbeer
Azzen Brecht				Azzen Brecht
Jora Sharon McMahon				Sharon McMahon
Jim Wilbur				Jim Wilbur
Linda Zehnder				Linda Zehnder
carol kraus Carol Kraus				Carol Kraus
Susie Prater				Susie C. Prater



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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
PAM STUCKENSCHMIDT	[redacted]			
PAUL TAYLOR				
Marvin + Marilyn Zapalac				
MIKE & SHARE MASSENGALE				
Rebecca Higgins				
TOM WOLLNEY				
Glenn Hawkins				
KERRY D CRENWELGE				
Todd Kneese				
Jim DECKER				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
JIM RAMSEY	[redacted]			
Ed Holland Jr				
Roy Klaehn				
Eric Klaehn				
Bill Vernon				
Elmo Loeffler				
Keith Keller				
JOHN & MARCIA OLSON				
Richard & Mary Obermiller				
Carolyn Snow				

(10) ✓

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
RAYMOND H. SMITH	[redacted]		X	
D.C. Crawford				
JANE W LITTLEJOHN				
BRUCE E LITTLEJOHN				
DAVID ESTES				
Pat Latlle				
James Williams				
Celia Garrola				
Val Garrola				
Laura Wilson				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Sherry Behrends	[redacted]			Sherry L Behrends
E Iray & Doris Behrends				Elroy Behrends
Andy Ybarra				Cindy Ybarra
Wilfried + R. Mazanke				Mazanke
Ronnie Williams				Ronnie Williams
Sam + Bea Aldrich				Bea Aldrich
Carolyn Dodds				Carl Dodds
Jim Thomas				Jim E Thomas
John Akin				
Beverly Carnes				B Carnes

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Lee & Fred Davis	[redacted]			
Lisa Roach				
Judy Jones				
Gary Saucier				
Brett Beyer				
Walter Moldenhauer				
George Otto				
Harvey Hengst				
Dave Jobe				
Brenda Cauthen				

(10) ✓

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Fredericksburg Relief Route Study – Open House

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237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Emmerson Daily	[redacted]			Emmerson D
Jerrilyn Burrer McLerran				Jerrilyn McLerran
Steve Funke				
Janie Hodges				Janie Hodges
TOM PAHL				
Mary Ruelle				Mary Ruelle
Tom Ruelle				Tom Ruelle
Jeff Banfield				
JIM MCCRAE				
John Conzelman				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
JAMES HARTMANN	[redacted]			
CHUCK MAULDIN				
PAUL SEARLES				
Sharon & Gary Brunner				
Jim Gewinner				
YOUNGIE CLIFFORD				
JoAnna Meredith				
L Rice				
Kenneth Gold				
ALAN WILLIAMS				

(12) ✓

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
MO SAIIDI	[redacted]	[redacted]	—	
Robert H. Mayse				Robert H Mayse
James & Karen Earhart				Karen Earhart
MAUREEN BOOTH				Maureen Booth
Jean Polichino				Jean E Polichino
JOE POLICHINO, JR.				Joe Polichino
Carol Cook				Carol Cook
Sandra KAMMLAH				Sandra Kammlah
Alfred Leslie				
Barbara Shetley				
ROBERT CONNELLY				

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237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
CLIFF ERNST	[redacted]			Cliff Ernst
PAT ERNST				Pat Ernst
JR. NORMAN				Jr. Norman
Carol Johnson				Carol Johnson
Peggy Jander				Peggy Jander
Debra Eckhardt Cox				Debra Eckhardt Cox
ALLEN ERSETL				Allen Ersetl
Todd Meier				Todd Meier
Wilburn Meier				Wilburn Meier
Tom Carnes				Tom Carnes

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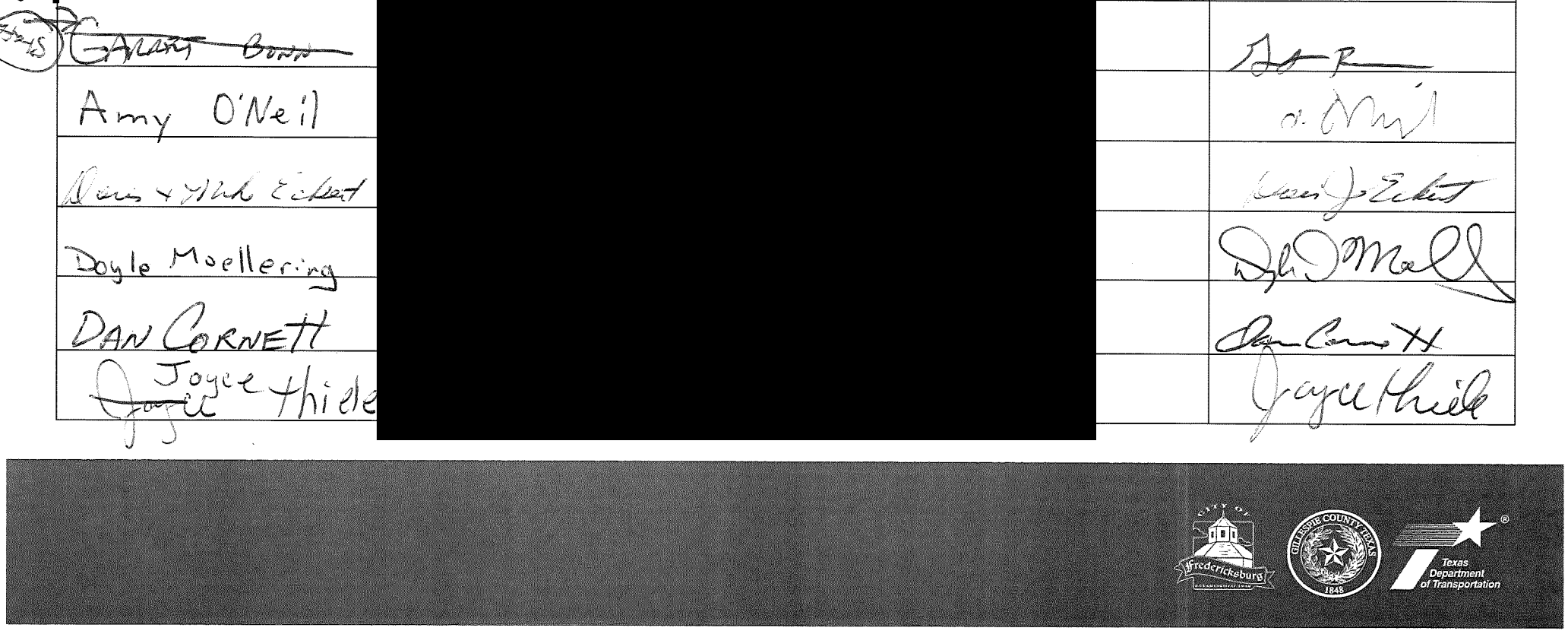
237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
CAROLE TRAWICK	[redacted]	[redacted]		Carole Trawick
Christi Summers				CSum
DAVID E. HOFFMANN				David E. Hoffmann
Verla + Russ Beck				
~~Mary Bond~~				
Amy O'Neil				A. O'Neil
Dan + Jill Eckert				Dan J. Eckert
Doyle Moellering				Doyle D Moell
DAN CORNETT				Dan Cornett
~~Joyce~~ Joyce Thiele				Joyce Thiele

counted in staff sheet instead



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237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
ROBERT W. TAYLOR	[redacted]			
WAYNE ALLISON				
CHARLOTTE ALLISON				
Mike Hodges				
Margaret Dance				
Adrien Behrens				
Tom Musselman			X	
Jeanette Koger				Jeanette Koger
NORMAN Koger				
CHARLES BLACKWELL				

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237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
James & Elizabeth McMonk	[redacted]			
Kathy Saucier				Kathryn C. Saucier
Trudy Hutton				Trudy Hutton
Tom Hutton				
BRIAN HAGUE				
LARRY BRINKMANN				
Cheryl Luna				
TODD ELDSON				
Suzy Stewart				
STEPHEN MORGAN				

Fredericksburg

Gillespie County Texas 1848

Texas Department of Transportation

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Bill Rowtto	[redacted]	[redacted]		
Priscilla Murphy				
M. Suddeth				
Bob Bates				
Linda/Doug Spencer				
Jammy / Susie Bre				
Roy & Barbara Smith				
Fred Delaney				

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Fredericksburg Relief Route Study – Open House

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237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Donna & Steve Lanza	[redacted]		No	Donna Lanza
Ray Bluhm			No	Ray Bluhm
Robert & Donna Durst			NO	Donna Durst
JD Windham			No	
Judith Cullison Judith Cullison			NO	Judith Cullison
KEN MEADOR			NO	
al ~~Smart~~			NO	
Bob & MaryAnn Mayse	[redacted]		NO	
Florence Rogers			NO	Florence Rogers
PAUL HONIG			NO	Paul Honig

City of Fredericksburg · Gillespie County Texas 1848 · Texas Department of Transportation

(12)

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
MARTHA TAYLOR	[redacted]			Martha A Taylor
CLINTON KLAERNE				Clint Klaerne
Judy A. Koch / Judy A. Koch				Judy A. Koch
GR GIESELLI				Rolfe Mireles
WALT GRINKE				W Grinke
STEVE ALLEN				
Troy Dietz				Troy Dietz
Al & Cathy Seddon	[redacted]			Cathy Seddon
Robert N Lake	[redacted]			Robert N. Lake
Temple & Jonnie Illett				

(11) ✓

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Patt & Weldon Vaughan	[redacted]			
MARK PREWIT				
GARY NEFFENDORF			X	
Ann Johnson				
Ricky Dean Boos				
Mike Williams				
Pat Williams				
CARY STANDSTROM				
SAMMY SEGNER				
JEFFERY P. MORW				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Linda Blalock	[redacted]			
Karen Grona				
Nancy Hines				
Jerome Krahn				
Jerry W. Taylor				
Harvey Ellebracht				
Charlie Buck				
James Roeder				
Robert W. Pape				
Jim Jensen				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
SUSAN FRANER	[redacted]			
JIM FRANER				
Chris Mazur				
Harvey Thompson				
John Davis				
JUDITH SYNEK				
Julie Crawford				
KAREN BUCK				
LEONARD K BROWN				
Phil Garcia				
Emily Eilers				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
LUCILLE STEHLING PAPE	[redacted]		N/A	Lucille Pape
Diane Garza				Diane Garza
FRANK VOGELSANG				Fr C. Vogelsang
Jolene Gordon	[redacted]			Jolene Gordon
MARK LAND				
Robert Curlin				Robert Curlin
DAVID ZINTGRAFF				
Ricky Durst				Ricky W. Durst
Flora Wallendorf	[redacted]			Flora Wallendorf
CoraLynn Wilson	[redacted]			CoraLynn Wilson

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Stanley Sauer	[redacted]			Stanley Sauer
Philip J. Taetz				Philip J. Taetz
Harriet Cronwelge				Harriet Cronwelge
Jane L. Sandstrum				Jane L. Sandstrum
KAREN WEINHEIMER				Karen Weinheimer
DAVID WEINHEIMER				David D. Weinheimer
Vicki Morin				Vicki Morin
James Wolfenbarger				
Robyn Eckhardt				R Eckhardt
Misty Roeder				MRoeder

(11)

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
James Wallenhorst	[redacted]			
Dru Pipkin				
Greg Oehler				
Jo Ann Durst				
Donald Hohn				
John H. Stoke				
CLARA KOZIELSKI				
WES & Lisa Gifford				
Paul Unger				
Kay Wischkaemper				

(11)

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Connie Crenwelge	[redacted]			Connie Crenwelge
Darren Eckhardt				Darren Eckhardt
David + Audrey Scott				
Kubnica Mani				
PAUL GARZA				P. Garza
Scott Crenwelge				Scott Crenwelge
Amy Tow @ txdot.gov				
John Sumners				
MARVIN PIPKIN				
Linda Runkel				Linda B Runkel

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
TROY KLAEMER	[redacted]			
Ralph Gruenke				
Dianne Eckhardt				
Dianne McManigle				
Debbie Klaehn				
MIKE RENO				
JERRY MATTHEWS				
Buddy Mills			X	
Tom Weirich				
PAULA STONE				

(11)

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Chris Reinke	[redacted]			
Laurie Hartmann				
Martin Hartmann				
MARK CORNETT			X	
Gary Mayer				
Dorothy Basse				
Rodger Glenn				
Kathy Harper				
Mona Knopp				
Nelson Fluitt				
Gary Marburger				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Chuck & Lori Littlepage	[redacted]		—	
Nicole Kroeger			—	
William Brown				
Patsy Glasscock				
Brent Mueller				
Terri Anderegg				
LARRY REED				
Michelle Reed				
Emily Kirchner			—	
Garrett Cochill			—	

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Michael Stark	[redacted]			
Tom Bierschwale				
Charles Schroeder				
Joyce Feuge				
Gary Milton				
Gary Wilcox				
Richard Stehling				
Kimberly Brooks				
Debbie Davidson				
Curtis Mayo				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Selena Smith Cockrell	[redacted]			
Constance Fiedler				Constance Fiedler
ELROY FIEDLER				Elroy Fiedler
Emily Berardi				Emily Berardi
Cheryl B.C. Rothermel				CB Carter
Bill Rothermel				Bill Rothermel
Jimt GayNell Royce				GayNell Royce
LeRoy Neel				
Phil & Cheryl Rawlston				Phil Rawlston Cheryl Rawlston
SHARON & TED STEHLING				Sharon Stehling

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

11 ✓

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
DONNA MAYO	[redacted]			Donna Mayo
RANDY NAGEL				
Sharon Stanley				
Kent & Jane Robby				
Jeff Stehling				
John Mollinkroot				
Kent Stehling				Kent Stehling
Barbara Useber Barbara Usener				Barbara Usener
Pamela Meyer				
Charles Meyer				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Juan Salinas	[redacted]			
Dana Rowan				
Justin & Stephanie Marshall				
Rick Bowerox				
CHAD DAVIDSON				
Mike Borchers				
TIM BANNWOLF				
DENNIS W Neffendorf				
RICK RISTAU				
Reed Cobb				

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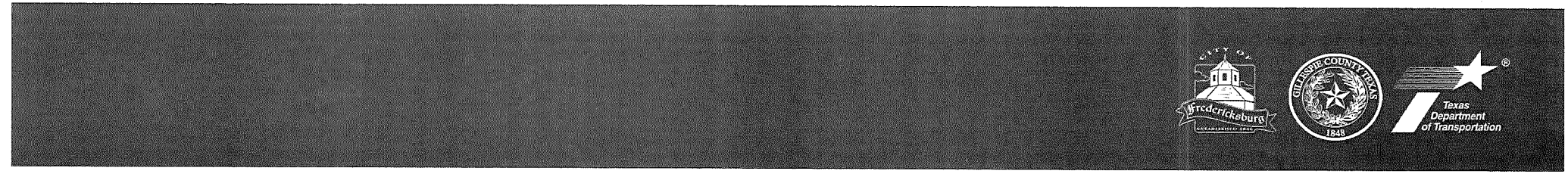
Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Jeanie Simmons	[redacted]			Jeanie Simmons
Jeremy Berard				
KEVIN ECKHARDT				
Alfred Darlene Lochte				Darlene Lochte
Carol Eckhardt				Carol Eckhardt
Donald Eckhardt				"
J.P. BOURTIN				
Brent Gamble				
Dan Rohrer				
Craig Marshall Hildreth				Marsha Hildreth



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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Theogenia or Vince Marcs	[redacted]			
Laurie Rach				
Curtis Jatsch				
Sheila Jatsch				
Susan Fritz				
Kevin Fritz				
JoAnn Koch				
Carol Derst				
Betty Klaerner				
Stanley Klaerner				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Patricia Jobe	[redacted]	[redacted]	NA	Patricia Jobe
Barbara Tabor				Barbara Tabor
Mitzie Dolgener				Mitzie Dolgener
DWAYN C. BOOS				Dwayn C Boos
RAY-CHRISTENSON				Ray-Christenson
Michael Nebgen				Michael Nebgen
Jan Nebgen				Jan Nebgen
MARK McPHAIL				
Edward Stroeher				Edward Stroeher
KERMIT ERNST				Kermit Ernst

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Jane Bowersox	[redacted]	[redacted]		Jane A Bowersox
Franz-D. Kemper				Franz D. Kemper
Heide Kemper				Heide Kemper
Aran Campbell				Aran Campbell
HENRY FRANTZEN				Henry Frantzen
Glenda Fritz				Glenda Fritz
CLINTEN KRAMER				Clinten Kramer
Linda Eckhardt				Linda Eckhardt
Scott Smith				Scott Smith
W. Steve Kroeger				W Steve Kroeger

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Fredericksburg Relief Route Study – Open House

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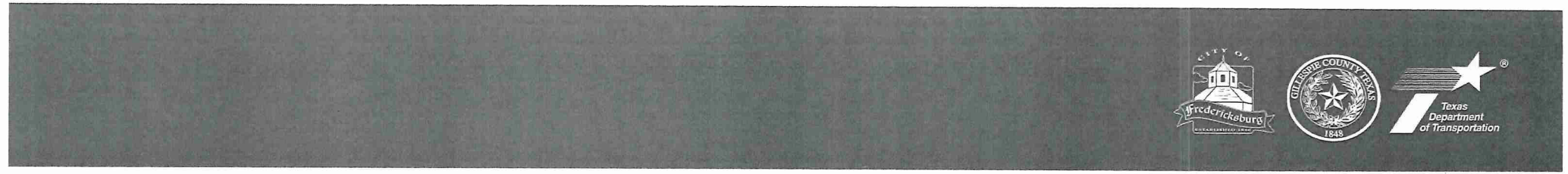
237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
CLEM CAROLUE HARPER	[redacted]		SUPREME COMMANDER!	
Bill Lindemann				Bill Lindemann
Rebecca Boerner				R Boerner
MARVIN C. NEBGEN				Marvin C. Nebgen
Kim Dolgen				Kim Dolgen
Kirk Kirby				
Rhonda McPhail	[redacted]			
Sandy Dare				Sandy Dare
A.J. Rodriguez				
Jay Loving				



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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Troy Rhodes	[redacted]			
Donald West				
Paul & Brenna Phillips				
Pam & Hal Schmidt				
LaVerne Grenwelge				
Nichole Arnold				
ML Rother				
Peggy Hedrick				
Jennifer Schneider				
David Durst				

(9)

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
S. Hicks	[redacted]	[redacted]		Sylvia Hicks
Paula & Greg Alvendt				P Alvendt
Kenneth Pat Hoffmann				Pat Hoffmann
Steven Kloeppner				Steven Kloeppner
Rosa Sanchez				Rosa Sanchez
Brent Kramer				B. Kramer
Joan Little				
Samantha Little				

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Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME (PLEASE PRINT)	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Melanie Hill	[redacted]		—	

City of Fredericksburg

Gillespie County Texas 1848

Texas Department of Transportation

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TASK FORCE SIGN IN SHEET

Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Clinton Bailey				
Jim Jarreau				
Kory Keller				
Linda Langerhans				
Tim Lehmberg				
Peggy Matli				
Larry Jackson				
Kent Myers				KM
Charles Olfers				
Donnie Schuch				Donnie Schuch

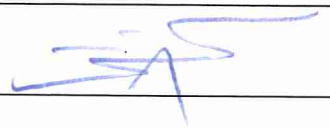
TASK FORCE SIGN IN SHEET

(1)

Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICAL (X)	SIGNATURE
Cord Switzer				
Bobby Watson				

MEDIA SIGN IN SHEET

(1)

Fredericksburg Relief Route Study – Open House
Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr., Fredericksburg, TX, 78624

NAME	EMAIL	PHONE NUMBER	ORGANIZATION
Samuel Sutton	[redacted]		Fredericksburg Standard
[illegible]			

STAFF SIGN IN SHEET

Fredericksburg Relief Route Study – Open House

Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center

237 Equestrian Dr., Fredericksburg, TX, 78624

NAME	ORGANIZATION	SIGNATURE
Stacey Benningfield	CP&Y	SB
Paul Schrader	CP&Y	PS
Angela Gillmeister	CP&Y	Angela Gillmeister
John McGlone	CP&Y	JM
Jim Mitchell	CP&Y	
Michelle Neeley	CP&Y	
Alex Bonelli	CP&Y	AB
Melissa Cross	CP&Y	Melissa Cross
Wade Strong	CP&Y	
Matt Best	HDR	

(1)

STAFF SIGN IN SHEET

Fredericksburg Relief Route Study – Open House
Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr., Fredericksburg, TX, 78624

NAME	ORGANIZATION	SIGNATURE
Lindsey Kimmett	TxDOT	
Roger Beall	TxDOT	
Shirley Nichols	TxDOT	
Cary Karnstadt	TxDOT	
Cathy Kratz	TxDOT	
Joseph Muck	TxDOT	
Julie Jerome	TxDOT	
Sonya Hernandez	TxDOT	
Justin Luna	TxDOT	
Andy Atlas	CP&Y	
Rebekah Dobrasko	TxDOT	

(10)

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Fredericksburg Relief Route Study – Open House
Tuesday, July 23, 2019 from 2:00 p.m. to 7:00 p.m., Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr., Fredericksburg, TX, 78624

NAME	ORGANIZATION	SIGNATURE
Garret Bonn	City of Fredericksburg	GRB
Lynda Rife	Rifeline	
Shelley Law	Rifeline	
Crystal Wotipka	Rifeline	
Catherine Tate	Rifeline	
Anjali Kapadia	Rifeline	
Leigh Radeschadt	CP+Y	
Rick Mitchell	Meade Heart	
Alex Borgor	MEAD & HUNT	
Jefferson Grimes	TxDOT	

Appendix E. Comments received

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Patrick Affolter
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

RECEIVED
AUG 05 2019
CP&Y, Inc. - AU

Written comments will be received and accepted by the project team via email at FredericksburgReliefRoute@gmail.com or by mail at:

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

Comments must be received on or before August 7, 2019, to be included in the official record of this open house.

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Re: Fredericksburg Relief Route Study - Public Open House Invitation Reminder

1 message

Deborah Agnew [redacted] Tue, Jul 23, 2019 at 7:45 AM
To: FredericksburgReliefRoute@gmail.com

I have some health issues which have slowed my activities considerably, but have been interested in this issue for years. I have friends in Switzerland who live in a small town with traffic issues. They are finally building their bypass. Janine sent a picture of the activity next to their home, which is farmland. They are building underground. The project will take two years. When finished the scene above ground will again be farmland. They will not deal with any traffic right outside their home. No productive land is lost. Although we are much larger than Switzerland, our land is also finite. I know cost of building would be greater, but couldn't that be offset in not having to buy the land and in the quality of life resulting?

- Deborah

On Jul 22, 2019, at 10:06 AM, Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com> wrote:

Greetings,

This is a reminder to join us for a public Open House to share information and receive community input about the Fredericksburg Relief Route Study. 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. The Fredericksburg Relief Route Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation.

Attendees will have the opportunity to learn more about the Fredericksburg Relief Route Study and latest developments, view the current route options, and provide input. You will see how public input, along with engineering criteria and environmental considerations, have been used to reduce the number of route options to five (the "Primary Route Options"). An historian will also be available to discuss the upcoming historic resources survey. The goal of the Study is to identify a locally preferred option driven by community input. All interested parties are encouraged to attend the Open House and provide feedback.

WHEN: July 23, 2019

TIME: 2 p.m. to 7 p.m. (Come and go at your convenience.)

WHERE: Gillespie County Farm Bureau Pape Event Center
237 Equestrian Dr.
Fredericksburg, TX 78624

For more information visit www.txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

The Open House will be conducted in English. Persons interested in attending the Open House 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 two days prior to the public Open House. 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 fredericksburgreliefroute@gmail.com or by mail to:

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

Comments must be received by August 7, 2019, to be included in the official record of this public Open House.

Sincerely,

Fredericksburg Relief Route Study Team
Email: fredericksburgreliefroute@gmail.com

Copyright © 2019 Rifeline, All rights reserved.

You are receiving this email because you have expressed an interest in the Fredericksburg Relief Route Study activities.

Please let us know if you would like to unsubscribe and we will remove you from our list.

Our mailing address is:

Rifeline

3724 Jefferson St Ste 114

Austin, TX 78731-6219

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Paula Ahrendt Greg Ahrendt
Address: [redacted]
Email:

Comment:

No to F. H – These are too close to town & disruptive to current residents & future development already in the works. These also adversely impact one of the oldest peach orchards in the county. E & G seem to be the best most cost effective choices.

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com 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 FredericksburgReliefRoute@gmail.com or by mail at:

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

Comments must be received on or before August 7, 2019, to be included in the official record of this open house.

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Re: Fredericksburg Relief Route Study Public Open House - Comment Period Reminder

1 message

Sam Aldrich [redacted] Tue, Jul 30, 2019 at 5:11 AM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

If the Relief Route is to go through for the reason of safety to the masses, then, the further from town the better. If the Relief Route is to go through for the reason of traffic relief, the further from town is still better, except for going from 290E to 87N.

From: Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com>
Sent: Monday, July 29, 2019 5:50 PM
To: [redacted]
Subject: Fredericksburg Relief Route Study Public Open House - Comment Period Reminder

Greetings,

Thank you for participating in the open house for the Fredericksburg Relief Route Study on July 23. We value your input, as it will help to guide the planning for this important transportation improvement project.

The project team will collect public input for two weeks. If you were unable to participate in all of the activities offered at the open house, or if someone you know is interested in providing input, you may send written comments on or before August 7, 2019, to the project team at:

Email: FredericksburgReliefRoute@gmail.com
Postal mail: CP&Y Attention: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword “Fredericksburg,” email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

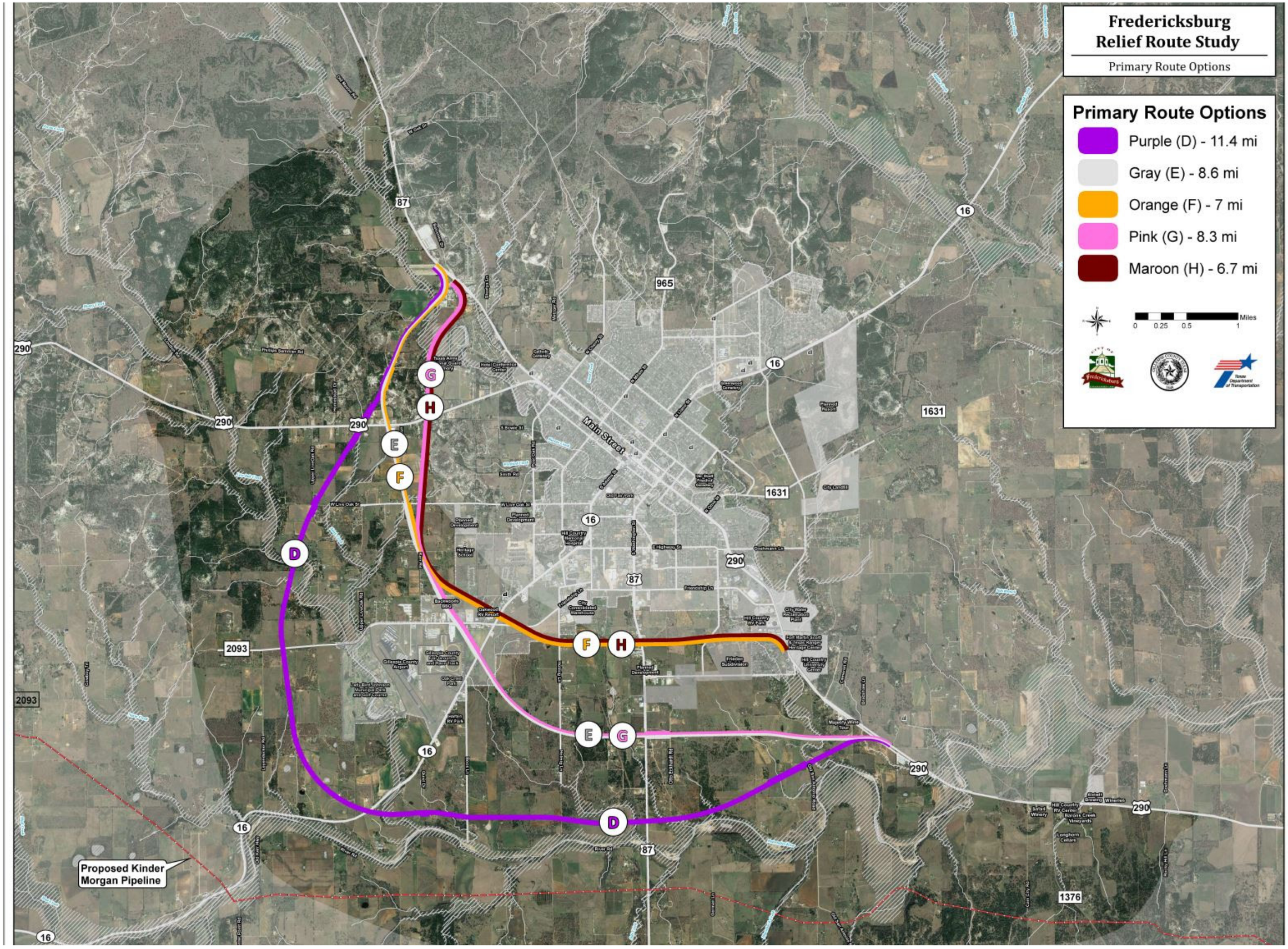
Over the next few months, we will be performing traffic modeling and operational analysis of the five Primary Route Options. An historic resources survey of the five options will also be conducted. The results of these efforts, along with additional land use information, will then be factored into the “second screening” of the evaluation matrix. Our intent is to complete the second screening and identify a recommended locally-preferred route option sometime this fall. We will schedule an Open House to present the recommendation and solicit feedback and will notify you via email once that date has been set.

In the meantime, we are planning a workshop to discuss access needs. Although a date has not been set, we anticipate having it in late-August or early-September. Please let us know if you are interested in participating in the Access Workshop and we will notify you of the date, time and location.

Again, thank you for attending the Open House. Community input is an invaluable part of our decision-making process.

Please see the map below of the five Primary Route Options that were shown at the open house on July 23.

Sincerely,
Fredericksburg Relief Route Study Project Team


Fredericksburg
Relief Route Study
Primary Route Options
Primary Route Options
Purple (D) - 11.4 mi
Gray (E) - 8.6 mi
Orange (F) - 7 mi
Pink (G) - 8.3 mi
Maroon (H) - 6.7 mi
Miles
0 0.25 0.5 1
Main Street
Proposed Kinder Morgan Pipeline
290
87
16
965
1631
2093
1376

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You are receiving this email because you have expressed an interest in he Fredericksburg Relief Route Study activities. Please let us know if you would like to unsubscribe and we will remove you from our list.

Our mailing address is:

Rifeline

3724 Jefferson St Ste 114

Aus in, TX 78731-6219

Add us to your address book

Want to change how you receive these emails?

You can update your preferences or unsubscribe from this list.

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fwd: Fredericksburg Relief Route Study

1 message

Charlotte Allison [redacted] Tue, Aug 6, 2019 at 1:18 PM
To: FredericksburgReliefRoute@gmail.com
Cc [redacted]

FROM: Wayne Allison [redacted]
Subject: Fredericksburg Relief Route Study

Dear Relief Route Study Group.
My wife, daughter and I live in Gillespie County. I have previously believed that we needed a Relief Route. Whether we do now is up to debate.
I DON'T THINK THE LOOP WILL HAPPEN. Here's why:

1. THE BOND ISSUE WILL NOT PASS.
Land, taxes, and housing prices in FBG are already too high. People will not vote for and increase in property taxes. . It is a constant subject in the newspaper, coffee shops, feed stores and neighborhoods.

2. The TXDot road width and vehicle speed are not at all compatible neighborhoods so close to the downtown area. Paths E and G go right through County Place Sub-division (as an example).

3. The largest truck problem on Main street was the transportation of the long Wind Generator blades on Semi's through the downtown area. I don't see those trucks anymore. I understand that problem was alleviated by TXDot by modifying an alternate route highway to accept larger payloads. That's great! That is the kind of "No New Tax" solution(s) we need.

4. Do we really want to encourage oilfield trucks and heavy hauler traffic through FBG? All of the existing proposed loops will encourage the building of more gas stations, truck stops and fast food restaurants all close to our tourist unique city and downtown. Our citizens don't want that and will vote against it.

Here is my solution for what it's worth:

1. Let's work with TXDot where we can to find where the large haul trucks (oilfield an others) are coming from and going. Let TXDot eliminate the constriction on the State Highways outside Gillespie. Long-haul truck companies and their insurance companies want their truck to travel on State Highways not on Farm-to-market or Ranch Roads when they can.

2. Plan the loop far enough out to where it could handle future growth with minimum impact on existing homes.

3. As a last resort, use Friendship Lane from HWY 290 to where it intersects with route paths E,F,G or H. Friendship Lane is already there! Yes it would have to be improved with higher telephone and power lines but at minimum tax dollars. The Citizens would love you.

Personally, WE WILL VOTE NO on a Bond Election. I think you are wasting your time going to the expense of a BOND ELECTION without first having a REFERENDUM on the next ballot to find out if people will vote to PAY for the loop.

Let's keep Fredericksburg the unique lovable city it is!

Wayne Allison
[redacted]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): WAYNE ALLISON
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

USE FRIENDSHIP LANE TO THE INTERSECTION OF E, G, F OR H AND SAVE THE TAXPAYERS.

I WILL ENCOURAGE ALL MY FRIENDS TO NOT VOTE FOR MORE TAXES

WE DON'T NEED A SUPER HIWAY GOING AROUND FBG.

(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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Mary Anderegg
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	(3)	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Opposed to all routes. All routes have negative effects on good people.

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

Name (Please Print): TERRI ANDEREGG
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

NO route is best because every route ruins/destroys/takes away people's homes, land, businesses.
Of course, favorite route is the one farthest from your property.

Every route affects people negatively.

Fbg does NOT need an interstate

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

Name (Please Print): Nichole Arnold
Address: [redacted]
Email: [redacted]

Comment:

I strongly protest all "relief" routes around FBG. They are unnecessary, extremely disruptive to personal property, and expensive to taxpayers.
Of all of them I most dislike Route D (purple).

My metal building structure/house was not considered in selecting these routes (it is not on the maps). It was built in July 2018. Route D crosses my property in two places.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Valerie Barker
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

RE: TxDOT Internet E-Mail

1 message

Joseph Muck <Joe.Muck@txdot.gov> Thu, Aug 1, 2019 at 1:32 PM
To: [redacted]

We appreciate your comment and will add it to the record. Let me know if you have further questions or concerns.

Thanks
Joe

Joe Muck, P.E. | Assistant Area Engineer
Burnet Area Office
3029 SH 29 Burnet, TX 78611
Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

-----Original Message-----
From: [redacted]
Sent: Wednesday, July 31, 2019 9:33 PM
To: Joseph Muck; Cathy Kratz
Subject: TxDOT Internet E-Mail

Name: Ms. Margaret Beauchamp[redacted]
Address:
[redacted]

[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Traffic relief planning must consider future traffic flow on 290 for the next 30-50 years. Anything less is short sighted, inadequate and fiscally irresponsible.

Industrial loop routes would jam traffic flow where FBG's in- and outbound traffic is already heaviest and most dangerous with negative effects on property and business owners.

Bad plan.

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Verla Beck
Address: [redacted]
Email: [redacted]

Comment:

F+H would so negatively impact the lives of the residents of Windmill Oaks. We are a Community of residents all over 65 yrs old, retired and living in manufactured homes. This is the only Type of housing that most could afford. We all chose it because of proximity to clinic, church + hospital. Being Seniors the less traffic the better. There are more than 50 houses that would be effected just in our area. Please consider further out routes.

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

Name (Please Print): Jeanette Beckmann
Address: [redacted]
Email: [redacted]

Comment:
No to all 5 routes (D, E, F, G, H)

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

UPPER LIVEOAK

1 message

Adrien Behrens [redacted] Tue, Aug 6, 2019 at 1:47 PM
To: FredericksburgReliefRoute@gmail.com

I did not see if upper liveoak road was in the final 5 but

the old Liveoak school house is on that road.

My father purchased the school house in the 1950's- it is a

rock bldg and has a historic plaque designating that the

school was started in the 1860's to 1948.

Thank you

Adrien Stehling Behrens

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route

1 message

Rose Marie Belforti [redacted] Mon, Aug 5, 2019 at 12:42 PM
To: FredericksburgReliefRoute@gmail.com

Hi, I sent you a survey, but have changed my mind. I didn't realize that choosing any and all Schmitzinski routes would require crossing Old San Antonio Route.
I am totally against intersecting in any way with the historic Old San Antonio Road...no bridges, under or over passes.... nothing that will interfere with Old San Antonio Road.
Thank you for listening g!
Rose Marie Belforti
[redacted]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center

Comment Form

Name (Please Print): BRETT BEYER DUTCHMANS MARKET INC

Address: [redacted]

Email: [redacted]

Comment:

RELIEF ROUTES F & H GO DIRECTLY THROUGH MY FAMILY BUSINESS THAT WE HAVE OPERATED SINCE 1986. I WOULD NOT ~~SUPPORT~~ HAVE EVER THOUGHT OUR BUSINESS WOULD BE COMPROMISED FOR A RELIEF ROUTE. AS A STATE OF TEXAS MEAT PROCESSING FACILITY THAT PROVIDES SERVICE TO 8 SURROUNDING COUNTIES, IT BOTHERS ME THAT THIS COULD BE THE END. IT WOULD COST IN EXCESS OF $2 MILLION DOLLARS FOR US TO REBUILD, AND WITH A TAX VALUE OF ONLY $700K, ITS A MERE DOWN PAYMENT. PLUS IT WOULD BE COST PROHIBITIVE FOR WATER & WASTE OUTSIDE OF THE CITY. AS THE #38 PLANT IN THE STATE OF TEXAS WE HAVE HAD AN EXEMPLARY STATUS W/ OUR INSPECTORS & SUPERVISORS. SAD THAT THIS COULD BE TAKEN AWAY FOR TRANSPORTATION —

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

Name (Please Print): Tom Bierschwale
Address [redacted]
Email: [redacted]

Comment:
Relieved to see that the A, B and C routes have been removed from consideration. These routes were too long and expensive to construct. Of the remaining route I prefer the E, G & H proposals. These routes balance length and cost.

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

Name (Please Print): John & Geraldine Bishop
Address: [redacted]
Email:

Comment:
I feel the thoughts of size of this Hwy will be Bad.
Making Business to Move or close is bad for everyone
I feel this so called Loop will TURN out to be like Boerne And the unsuspecting TOURISM will Die while working at a B+B Rest. Service. I Learned that many people were here by accident. they never Meant to Come here. It WAS cute + staged.
Not everyone comes by design.

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Name (Please Print): Linda Black
Address: [redacted]
Email:

Comment:

I think this was a P.R. "dog & pony" show. I don't know anything new. Where was the cost for the city & county or even percentage of cost? Charts were not easy to understand as all 8 routes were shown when only 5 were up for consideration. The computer survey seemed to just be a way to collect emails. The only value it had to me was ranking route preference.

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Comment Form

Name (Please Print): Ray Bluhm
Address: [redacted]
Email:

Comment:

I do not believe the city of FBG or Gillespie County will ever vote to pass a bond issue of 50M to 75M to pay for our part of the route. We will have to pay for the land acquisition & it will never pass. The citizens would not agree to pass a 6M bond issue for an improved Sports Park. This is needed but too much money.

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Name (Please Print): Albert Boehl
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(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**

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com 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 FredericksburgReliefRoute@gmail.com or by mail at:

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Lisa Boehl
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(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**
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Opinion

1 message

Bonn Surveying [redacted] Mon, Jul 29, 2019 at 6:17 PM
To: fredericksburgreliefroute@gmail.com

I believe the southerly & southwesterly portions of routes F & H are too close to the city of Fredericksburg.

Thanks,
Carey Bonn

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Public Comment - July 23, 2019 Workshop

1 message

Garret Bonn [redacted] Tue, Jul 30, 2019 at 11:09 AM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

To Whom It May Concern:

I want to commend the project team for all of the detailed information presented at the most recent public workshop. I feel the ranking criteria, although complex, was presented in a clear and concise format.

After reviewing the route options, as both an affected property owner and a civil engineer, I feel the best option of the five remaining routes is Route G. The southern portion of this route avoids impacts to existing and proposed developments and is far enough north of the Pedernales River to minimize environmental impacts. It also follows Kerr Rd. along the western portion of the route so ROW acquisition costs should be reduced. On the northern end, between US 290 West and US 87 North, this alignment avoids any major topographic issues and passes through an existing industrial area, thereby minimizing impacts to virgin Hill Country landscapes.

Thanks again for all the hard work on this project.

-Garret Bonn

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fredericksburg Relief Route Study Comments - Public Workshop #4

1 message

Valerie Bonn [redacted] Mon, Jul 29, 2019 at 9:52 PM
To: fredericksburgreliefroute@gmail.com

I really appreciate all the hard work the project team has put in to try to answer questions and concerns relating to the relief route. Based on my review of the five options that are presented, I feel very strongly that Option G represents the best options by far as it seems to represent the best compromise in all the studied criteria. I am hopeful it ends up being the preferred option.

Valerie Bonn

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Where do you draw the line?

1 message

Libby Boos [redacted] Wed, Jul 31, 2019 at 3:33 PM
To: FredericksburgReliefRoute@gmail.com

To members of the relief route committee: At what cost do we draw the line on where the relief route should be built? Current route option D will cut through 3 working farms. One that has been part of the Fbg community for over 150 years. The Boos family purchased the land in 1852 and later founded Boos Dairy where it operated from 1927 until 2008 when Rick Boos sold his milk cows. He now raises and sells high quality marbled angus beef and utilizes this farm land on a daily basis. Two other property owners that will be affected by this route have had farms for at least 100 years, as well. Is it fair to rip up and destroy such deep German roots in a town that prides itself on its heritage and farm culture?
Build a route closer to town that will cost less and preserve history.
Sincerely,
Libby Boos

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Gregory Borg
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Julie Borg
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): J.P. BOURTIN
Address: [redacted]
Email:

Comment:

If the relief route is approved, it will go down in history as the greatest misallocation of spending in the history of Gillespie County. It truly appears to be a solution in search of a problem. Rather than carving up the countryside in the prettiest county in Texas, in an effort to divert truck traffic, efforts should be made to lessen or manage the traffic from tourism. To date, all of the fatalities on 290 in recent times have been to tourists and regular motorists, not trucks. Build more and better parking for tourists. The relief route will harm the countryside and ecology, will disturb historical sites, and will be enormously expensive. The project should be cancelled. But if it isn't, it it should use the route closest to commercial center of town (routes E, F, G)

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): [redacted]
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	(2)	3	4	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	(1)	2	3	4	5
Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

TxDOT appears to be too inflexible regarding the type of road to be built. If you can't build what is needed then we need a better contractor.

Do the businesses on Main Street know how many tourists will use the bypass and miss the commercial district? Not just trucks will use the bypass.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): LARRY BRINKMANN
Address: [redacted]
Email:

Comment:

I VOTE FOR ROUTE "E"
LIMIT ACCESS TO BY-PASS, I.E. FRONTAGE ROADS. KEEP IT AS A TRUE BY-PASS, NOT A RELOCATION OF THE CITY TO THE BY-PASS. LOTS OF OVER PASSES.

(Texas Transportation Code, §201.811(a)(5)):
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For *concerned for Gillespie County residents & business owners.* **Website to find maps and information make Public Comment by August 7, 2019.** www.txdot.gov **search key word "Fredericksburg".**

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Judy Brundridge
Address: [redacted]
Email:

Comment:
NO to All 5 routes. All of these routes negatively impact our historic homes, our farm lands, and our cemetaries. The heritage is what our community is known for. Little by little it is being destroyed. All of these routes will destroy small and mid size family businesses who will not be able to relocate due to high priced land so therefore will not be able to recover. Ultimately this will put a higher tax burden on all of us. This will also effect our creeks. Which include Barons Creek and Live Oak and all water shed drainage areas. An interstate system is too large for the routes D-H going so close to town and limits economic growth due to the limited access on the route.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Scott Brundridge
Address: [redacted]
Email:

Comment:

I am saying No to All 5 Routes. They impact our historic homes, farm lands and cemetaries negatively. These routes destroy businesses and they will not be able to recover financially. I do not want the taxes to skyrocket and this is what ultimately will happen. This will also produce Environmental damage to Baron's Creek and Live Oak Creek. This interstate system is too large and will limit economic growth.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route

1 message

Gary Brunner [redacted] Wed, Jul 24, 2019 at 1:08 PM
To: FredericksburgReliefRoute@gmail.com

I think that a 400' wide, 70 mph relief route makes no sense at all for Fredericksburg/Gillespie County. However, given that this study is constrained to those criteria, presumably a TxDOT requirement, the only route that makes any sense is D.

The majority of trucking and other traffic is to/from Fredericksburg as a destination -- due primarily to tourism. Therefore, only a minority of trucking/other traffic will use a relief route. Consequently, a smaller, lower speed inner relief route, such as Friendship, makes much more sense. If such a route existed around the city, I have no doubt that through truckers would use it -- regardless of the speed limit -- in order to avoid the increasing downtown congestion.

If the task force continues to insist on the 400'/70 mph option, then the route will certainly be more effective the farther out it is, hence route D. Speed limits feeding the proposed routes have already been decreased to 60 mph on east 290, and 55 mph on north 87. Those limits will only be reduced as congestion increases, making it inefficient to transition from a slower speed to a higher speed, then back down again to a lower speed on the other end.

Finally, route D is preferable because it creates less of a barrier for local traffic, since there is less dense housing and fewer roads than exist closer into the city.

Respectfully,

Gary Brunner

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Reply: Route D for Fredericksburg Relief Route Study

1 message

Sharon Brunner [redacted] Tue, Jul 30, 2019 at 1:36 PM
To: Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com>

Thank you very much. My husband and I attended the last public meeting and have completed your on-line survey. There wasn't much space on it for general comments, so I am sending this e-mail message to you. Please seriously consider our concerns.

I was disheartened to learn that the only type of relief route that is being considered would be a 70 mph highway with as wide as a 400' span. Even though this may be TxDOT's preferred type of relief route, it is truly overkill for Fredericksburg and the surrounding community! We hope someone there will seriously consider this. Since ***so much*** of our traffic consists of tourists (wanting to visit downtown) and delivery trucks (needing to service downtown businesses), a high percentage of the traffic will NOT be taking the relief route because the downtown area is their destination. Thus, a relief route will work for some traffic, but not a high percentage of it... thus, a high-speed bypass is ***not needed***. And, it doesn't even make sense when both its entrance and exit on Hwys 290E and 87N have lower posted speed limits... that's almost a "DUH"!

But, if this still goes forward, then only a relief route ***as far out as possible makes sense***. The farthest route out that remains is Route D. ***All of the others, especially G and H, are just too close in and will create a division/barrier to our community.*** You must realize that our sense of community does not stop at our city limits. We have many close-in neighborhoods where folks regularly come/go downtown and do not want a barrier to our access... especially one with loud traffic going by our neighborhoods at high speeds. That will destroy our sense of community and quiet countryside. I hope someone there is considering this very important piece of the puzzle.

So, my preference (and that of our neighbors) would be for a smaller, slower relief route that's more in keeping with our community. But, whether it's smaller or bigger, ***Route D is the only remaining route that will serve the purpose***. We'll be doing some travelling in September, so hope that your next meeting won't be scheduled until October.

Regards, Sharon Joy Brunner

On Monday, July 29, 2019, 05:51:00 PM CDT, Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com> wrote:

Greetings,

Thank you for participating in the open house for the Fredericksburg Relief Route Study on July 23. We value your input, as it will help to guide the planning for this important transportation improvement project.

The project team will collect public input for two weeks. If you were unable to participate in all of the activities offered at the open house, or if someone you know is interested in providing input, you may send written comments on or before August 7, 2019, to the project team at:

Email: FredericksburgReliefRoute@gmail.com
Postal mail: CP&Y Attention: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword “Fredericksburg,” email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

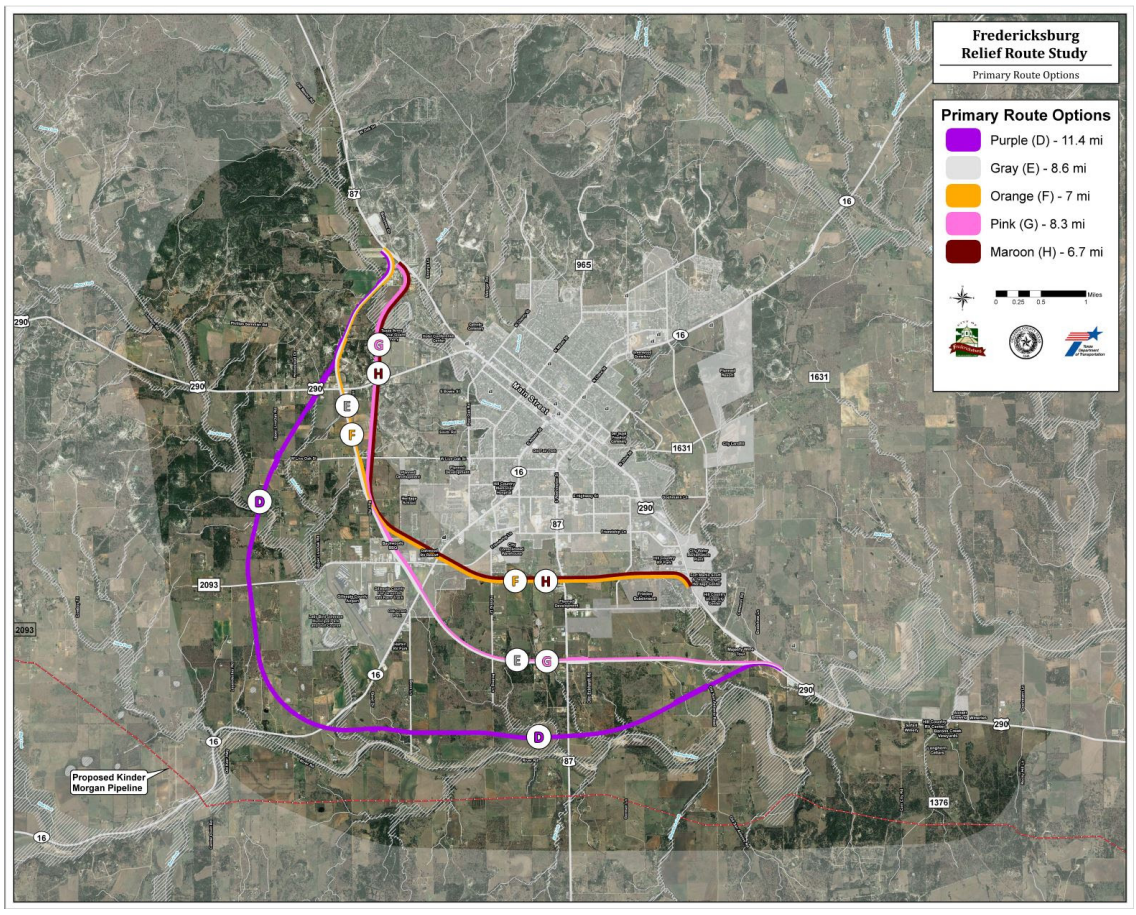
Over the next few months, we will be performing traffic modeling and operational analysis of the five Primary Route Options. An historic resources survey of the five options will also be conducted. The results of these efforts, along with additional land use information, will then be factored into the “second screening” of the evaluation matrix. Our intent is to complete the second screening and identify a recommended locally-preferred route option sometime this fall. We will schedule an Open House to present the recommendation and solicit feedback and will notify you via email once that date has been set.

In the meantime, we are planning a workshop to discuss access needs. Although a date has not been set, we anticipate having it in late-August or early-September. Please let us know if you are interested in participating in the Access Workshop and we will notify you of the date, time and location.

Again, thank you for attending the Open House. Community input is an invaluable part of our decision-making process.

Please see the map below of the five Primary Route Options that were shown at the open house on July 23.

Sincerely,
Fredericksburg Relief Route Study Project Team



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You are receiving this email because you have expressed an interest in the Fredericksburg Relief Route Study activities.

Please let us know if you would like to unsubscr be and we will remove you from our list.

Our mailing address is:

Rifeline

3724 Jefferson St Ste 114

Austin, TX 78731-6219

Add us to your address book

Want to change how you receive these emails?

You can update your preferences or unsubscr be from this list.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (P KAREN BUCK
Address [redacted]
Email: [redacted]

Comment:
I can assist you in presentation of your numerical results. It would help you to make points more powerfully. Reach out and will find a way for me to help you.

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

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Comment Form

Name (Please Print): KARLA K. BURG
Address: [redacted]
Email:

Comment:

Environmental damage to our creeks and water shed

Negatively impact historic homes & land

I do not want to pay higher taxes

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

Name (Please Print): Brad Burrer
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

too much money

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

RE: Fredericksburg relief route access meeting

1 message

Joseph Muck <Joe.Muck@txdot.gov> Wed, Aug 7, 2019 at 4:30 PM
To: Arah Duecker [redacted]
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Thank you for your comments, we will add you to the list for the access management workshop.

Thanks
Joe

Joe Muck, P.E. | Assistant Area Engineer
Burnet Area Office
3029 SH 29 Burnet, TX 78611
Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

-----Original Message-----
From: Arah Duecker [redacted]
Sent: Wednesday, August 07, 2019 4:28 PM
To: Joseph Muck
Subject: Fredericksburg relief route access meeting

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Joe-
Please add me to the list of people who will need access off of the proposed routes.

3 of the 5 routes go directly on top of my neighbors home. All 3 will cut my home property.

Thank you,
Arah Duecker Campbell
[redacted]

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): J. Colleen Canion
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	(2)	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	(4)	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(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**
☐ **I could benefit monetarily from the project or other item about which I am commenting**

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Austin, TX, 78750

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Donna Cannon
Address [redacted]
Email:

Comment:
Just take Friendship increase speed to 60 MPH, build overpass over 87N. Lower speed again on 290, Keep lower speed consistently on all of 290 between Fredericksburg & Johnson City
Extend Friendship, forget TxDot

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

Name (Please Print): Steve Canner
Address: [redacted]
Email: [redacted]

Comment:
As a need, value, benefit statement a degraded bypass (with or without frontage roads) are needed now on 290 between Fbg & Johnson City eg Such a road design on 87 is unlikely needed for the next several decades. The by-pass should be consistent with the adjoining roads. Using the criteria that the by-pass must be limited access, 70 mph makes limited sense as Factoring the cost, the truckers and the locals would be better off building a "Friendship" Style road extended to 87 North, & be done with it.

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Name (Please Print): Beverly Carnes
Address: [redacted]
Email:

Comment:

Priority should be given to:
1- Keeping route short/close to town so it will be used (not be inconvenient for trucks coming through)
2- Minimizing additional "country to commercial" conversions. (ie, stay as close to Friendship Lane as possible)
3. Least impact to wildlife (ie, away from Pedernales River)
4. Preserving historic faeming/agricultural areas along Pedernales River.
5. Preserving recreational areas along Riley Rd (fishing, biking etc...)

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): Thomas Barnes
Address: [redacted]
Email:

Comment:

Please:

(1) Stay as far from the Pedernales River as is possible
(2) Avoid splitting up or alterating the look and feel of areas where farming and ranching remains
(3) Use existing previous disturbances wherever possible - follow existing routes and roadways, powerlines, etc.
(4) Remember that LCRA will be back to place CREZ transmission lines and this route will be the planned east-west route to get to the power station west.
(5) Be creative and flexible.

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

Name (Please Print): Brandee Childs
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☐ Do not build the relief route

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

Name (Please Print): Justin Childs
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Comment Form

Name (Please Print): Mikaila Childs
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Reed Cobb
Address [redacted]
Email: [redacted]

Comment:

Real dilema with this for sure
No question that there needs to be some relief
but the "info" being published is frightening
in the number of # just for S.O.W. agriculture
which will be our financial burden locally -
projecting 10 year process

There must be a realistic solution
Need sanity! Is there any?

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Comment Form

Name (Please Print): C. Poker
Address: _____
Email: _____

Comment:

Please use "D" the outermost suggestion.

If you put the loop too close in, another loop will soon be necessary.

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Route Feedback - Robert and Jeanette Conn

1 message

[redacted] Sun, Aug 4, 2019 at 9:36 PM
To: fredericksburgreliefroute@gmail.com
Cc [redacted]

I (Gary Saucier) am writing this for my in-laws Robert Conn (89) and Jeanette Leyendecker Conn (85) who own property at [redacted]. They are the first copy email.

They are glad that the recent select down, has removed the routes that were to have crossed Leyendecker Rd. This will preserve the land Jeanette's grandfather bought in 1904, that is still in the same family ownership today.

However, Bobby and Jeanette both still do not see the reason for TxDOTs choice of such a wide and modern road around Fredericksburg. Given their primary residence is now San Antonio, and they have been traveling back to Fredericksburg weekly for 65 years, they know well what I-10 looks like and what the trip was like before I-10 existed.

Highways like US 87, TX 16 and current US 290 provide adequate service to the travelers of the Hill Country including the 18 wheeler trucks. They do not understand why a divided highway, with limited access is needed to go around Fredericksburg.

Bobby, a Texas A&M engineer, wonders if anyone has done a trade study of the types of roads, vs cost and relative impact to the area. He thinks that a simpler 4 or 5 lane road design is sufficient, and more in keeping with the Hill Country. Such a road would more easily fit into the spaces that are in the remaining route options, be lower cost and be an easier choice for people of Gillespie County.

Sincerely
Robert Conn (Texas A&M class of 1951, Korean War Veteran)
Jeanette Leyendecker Conn

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Robert Connor
Address: [redacted]
Email:

Comment:
Nice maps and displays. However, I didn't see anything about the cost of the effect on our property taxes. Will TxDOT present those figures anytime soon?

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Comment Form

Name (Please Print): Carol Cook

Address: [redacted]

Email:

Comment:

Routes E, F, G, H, are best ~~options~~ options – ~~the~~ less environmental disruption & less cost. Keep the countryside beautiful – one of the things that attracts people to Fbg.

Or use Friendship Ln & widen some streets & forgo the gigantic (400 ft) highway altogether

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

Name (Please Print): Quentin Cox
Address [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	~~1~~	(2)	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	2	3	(4)	~~5~~

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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

Name (Please Print): DON CRAWFORD
Address: [redacted]
Email:

Comment: I think Route E is best

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Name (Please Print): Harriet Crenwelge
Address: [redacted]
Email:

Comment:

I have river front Property on the Purple route. This is feed and flood Plain. This property has been in my family for over 100 years.

There would be no way we could get to the other side of our property if the bypass goes thru this property.

The bypass needs to be closer to town so everyone will benefit.

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These Comments Pertain to Route D Bypass

The proposed location of the by-pass basically divides my property in half and creates many problems which will make the property useless for farming use and probably for any other use.

Our family has owned part of this land since the 1860's and the remainder since 1937

Starting in about 1970 we have made many improvement including moving a house on the place, build fences, pens, barns, garage, pecan trees, and well, all at extreme expense.

The pond below the bypass for about 65 percent in a flood plain.

The pond above the by-pass has a large creek which makes 15% subject to flooding along with wet land area.

Lets look at some of problem it will create.

This division and loss of land will leave insufficient land to run livestock in sufficient numbers.

The closing of Hallmark Lane leaves me landlocked.

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Officials referred to an access road. This access road as the by-pass will go through a flood plain. Locked in during larger floods it prevents me from receiving emergency care when needed.

This by-pass and access road would make significant land useless as there is no easy access to the flood plain area. Also can't run livestock as you can't fence this area. Cost effective so no effective control of the animals. Can't corral them when flood is pending. Floods wash fences away very easily. This road would create much river pollution.

This access road also has no apparent fencing and as it runs over various properties any livestock in this area would mean comingling of various owners animals.

The by-pass would go through my most productive land and would eliminate the area where we grow oats for winter grazing for my sheep. This by-pass would basically eliminate that project because of inadequate remaining area.

There is no possibility of running sheep on the north side as no sheep grazing area available. Also no shed or pens to secure them from foxes, coyotes or weather.

if you kept any animals in above by-pass area you have to haul them there by trailer
8 or more miles instead of watering them across the would be effected area. As stated before you'd require building pens and a barn to treat or work these animals as well as retaining them. Designate area to pen animals instead
Once construction starts and exit completed and fences installed which takes years there is no way to pen or control animals in this area. (field area)

The construction will require much reworking of rainfall water and will cause erosion and pollution in the field or even effect water wells.

The division of the field land (tillage area) basically to grow crops or to lease the land out. as designated

Any hay fertilizer or baled would require to go 8 or more times of tractor movement hauling hay to over barns. I have no handling equipment for the hay.

Also most of my farming equipment is old and not subject to moving 8 or 9 miles. Can't justify of buying other.

The proposed by-pass would be within 100 yards of my residence. This would receive an unacceptable amount of noise and pollution. This closeness would severely restrict the pets you could have. I have a working dog. would have bad effect on my garden

The pens and barns would also have closeness problem fencing and retaining animals.

The by-pass ~~road~~ would have of bad effect on deer and turkey, it would also prevent me from leasing their property for hunting.

By closing my current road (Hallowing Jones) it would require me to go 3x more miles to get my daily paper & mail. Also adds at least 6 more miles to town.

We still find arrow heads and rocks from which they were made. Indian camps ~~were~~ may have existed in the immediate area.

With also these unwanted Hums the land value would be greatly reduced as well as my livelihood.

Respectfully,

[redacted]

Note I do not have a computer.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Roy Crenwelge
Address: [redacted]
Email:

Comment:
"D" route would be best. Other routes are too close to Town - would take away the heritage of the Town. An interstate highway between Town and fairgrounds is too disruptive. Also the Southeast of Town is where the growth is heading i.e. business + residential

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Name (Please Print): Judith Cullison By address..
Address: [redacted]
Email: [redacted]

Comment:
My place ranch is an Historic Ranch. It has been in the family for over 150 years. It is located [redacted] It is in the Historic Ranch Book of TX.

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

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Cheryl Curtin
Address: [redacted]
Email:

Comment:

I agree F'burg needs a relief route. I do not agree on the design of your relief route. What I disagree on is the width. Why is there a need for a center median when there is none before or after F'burg? Why does it need to accomodate 70 mph when the speed limit is less before & after F'burg?
Your study saying there are 1600 trucks per day may be true but saying this bypass will eliminate 6500 cars per day does not add up. F'burg is a destination town. How many of those 6500 cars actually stop in F'burg? We get approx 1.2 million visitors per year. My guess is many of those 6500 cars are actually stopping in F'burg. I believe your numbers are deceiving. I do not support your current magnitude of this route.

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:
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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): ROBERT F. CURTIN
Address: [redacted]
Email:

Comment:

THE PLANNED RELIEF ROUTE IS TOO WIDE. HWY 290 IS NOT 70 MPH EAST OR WEST OF FREDERICKSBURG. THE ROUTE SHOULD BE REDUCED TO 60 MPH AND THE MEDIAN SHOULD BE ELIMINATED.

THE PLANNED ROUTE IS EXCESSIVE AND WOULD FAR EXCEED THE NEEDS OF OUR COMMUNITY. DON'T FORGET YOU WOULD BE TAKING LAND FROM TEXAS CITIZENS AND THAT SOME HISTORIC PROPERTIES WOULD BE DESTROYED.

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

Name (Please Print): Maryneil Dance
Address: [redacted]
Email:

Comment:
I believe we need to cut back on this B16 idea. Raise the speed limit to 60 on Friendship - build over passes at the midways. no access rds. Extend 4 lanes to 87. I just can't see where the money will come from if we go wide. Many ranches will be ruined. We don't need a large IH10 - 290 isn't even that. (and 87)

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

my comments

1 message

Maryneil Dance [redacted] Wed, Jul 31, 2019 at 11:44 AM
To: FredericksburgReliefRoute@gmail.com

I just want to impress my feelings that we don't need a major Highway like IH10. None of the other highways coming into our city are that large. We need a 4 lane highway with shortest time to go around our downtown or the trucks will choose to go through the town still. It is my understanding they have a choice. Really??? That just doesn't sound right. Surely the towns can determine that. Maryneil Dance

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Courtney Daniels
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

I do not believe enough evidence has been shown that proves a relief route will alleviate traffic on Main Street. Until evidence is shared with the public that proves such a route will relieve traffic, I vote NO ROUTE!

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

RE: Hwy 290 and Tejano Lane

1 message

Joseph Muck <Joe.Muck@txdot.gov> Thu, Aug 1, 2019 at 3:24 PM
To: Courtney Daniels [redacted]
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Courtney,

Thanks for that information. I have forwarded it onto our folks to make sure we're taking care of these concerns.

Thanks

Joe

Texas Department of Transportation

Joe Muck, P.E. | Assistant Area Engineer

Burnet Area Office

3029 SH 29 Burnet, TX 78611

Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

From: Courtney Daniels [redacted]
Sent: Thursday, August [redacted] 2019 3:18 PM
To: Joseph Muck
Subject: Hwy 290 and Tejano Lane

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Joseph,

There is a large hispanic community across Highway 290 from our property. We are a bit concerned they may be unaware of the two potential relief routes that run directly through the property. From what I know, most of them do not speak English. It may be beneficial to contact them to make them aware of the situation as they should also be able to voice their concerns/opinions just like everyone else. I also noticed routes G and H have the highest percentage areas of environmental justice. Bilingual meetings/information may be needed in order to reach these citizens.

Regards,

Courtney Daniels

J Knox Designs

[redacted]

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): John Daniels
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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

Name (Please Print): Lee Davis
Address: [redacted]
Email:

Comment: D

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Comment Form

Name (Please Print): CARSON DEL BENEDICT
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): MARIA Delgado
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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☐ **I could benefit monetarily from the project or other item about which I am commenting**

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Comment Form

Name (Please Print): Victor Delgado
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): Mitzie Dolgener
Address [redacted]
Email: [redacted]

Comment:

Trailer Park @ [redacted] We have 23 trailers 23 families. All residents work in FBG. except 3 trailer have Retired people. These residents serve FBG as waiters, waitress, maids, House keeps, Hotel housekeepers, Painters, Carpenters, Aunts, Nannys, Homes. I provide affordable housing

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Route comments

1 message

Jane A Drynan [redacted] Tue, Aug 6, 2019 at 2:09 PM
To: FredericksburgReliefRoute@gmail.com

Thank you for allowing comments on the proposed relief routes for Fredericksburg.

I am opposed to routes F and H for several reasons.

1. It will dramatically affect land values in the forthcoming Frieden Lakes project and in the Heritage Hill County housing area where I presently live.

2. The routes F & H will cause more congestion and danger to the businesses located in the Industrial Park area if not causing them to close.

3. It probably will take years of planning , route access (eminent domain rules) before construction starts during which time the city will undoubtedly expand beyond it's current borders.

4. By the time of completion routes F & H will not help that much as traffic along east 290 has become more congested during the past few years and will probably become more so in the future due to the popularity of the town of Fredericksburg and the opening of more businesses (Alstadt Brewery, Yeehaw store, more winery tasting venues, and more developments to come, many already started. If anything perhaps the route should be moved further East.

Thank you for your time.

Ronald D. Drynan, Sr.

For *concerned for Gillespie County residents & business owners.* **Website to find maps and information make Public Comment by August 7, 2019.** www.txdot.gov **search key word "Fredericksburg".**

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): BRENDA DURST
Address [redacted]
Email: [redacted]

Comment:

None are acceptable

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

Name (Please Print): DAVID DURST
Address: [redacted]
Email:

Comment:
I think the cost of the Route will hurt County more than help the city FREDERICKSBURG.

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

Name (Please Print): Robert A & Donna E. Durst
Address: [redacted]
Email:

Comment:
Very glad that you condensed the routes and moved it closer to town. It makes sense to get closer to town because it was almost at Harper and then you could just as well gone on I-10.

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Comment Form

Name (Please Print): Janice Durst
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	X5
Route Option G (Pink)	1	2	3	4	X5
Route Option F (Orange)	1	2	3	4	X5
Route Option E (Grey)	1	2	3	4	X5
Route Option H (Maroon)	1	2	3	4	X5

My preference is (check one box): ☐ Build the relief route X Do not build the relief route

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Comment Form

Name (Please Print): Dianne Eckhardt
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	(3)	4	5
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Route Option E (Grey)	1	2	3	(4)	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Comment Form

Name (Please Print): Marella Eckhardt
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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

Name (Please Print): Angela Earl
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(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**
☐ **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): Matthew Eali
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
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Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Comment Form

Name (Please Print): KERMIT ERNST
Address: [redacted]
Email:

Comment:

USE EXISTING ROW'S ??

EXPECT TRUCK TRAFFIC TO MANAGE ITSELF AND PURSUE MORE REROUTING AROUND FREDERICKSBURG — ??

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Name (Please Print): ALMA ERVIN
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): THOMAS ERVIN
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Name (Please Print): JERRY FARLEY
Address [redacted]
Email:

Comment: I VOTE FOR E (GREY).

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

Name (Please Print): Elroy ~~Fiedler~~ Fiedler
Address: [redacted]
Email:

Comment:

H -
- My 1ST pick would be H. ~~My fist~~
- ~~My 2ND choice~~
If there are frontage roads there would be better access for local people and business development.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

FBG Relief Route comments

1 message

Annmarie Fileccia [redacted]
To: FredericksburgReliefRoute@gmail.com, FF [redacted]

Mon, Aug 5, 2019 at 1:56 PM

Good afternoon,

I am writing to express my deep concern over this matter.

I am hugely against **all** of the proposed routes. Every single one of them impacts families, businesses and quality of life in FBG.

For example, routes F and H go through Donald Eckhardt Orchard. They've been around for over 85 years and now there will potentially be this massive roadway cutting through their land? Not to mention all of the Kinder Morgan pipeline changes coming up. What is happening to this beautiful town? And who's to say these heavy, oversized trucks will take this new route? It won't be mandatory so all of this destruction could be pointless. Adding salt to the wound, Gillespie county residents would have to pay for this monstrosity

Route D extends outside the city limits- which boggles my mind. Why would a driver opt to take a much longer route, way outside of the city just to "be nice" and help the flow of traffic on Main Street? It's not going to happen. If time is of the essence, they will continue to take Main Street as they always have. Additionally, folks that live along that particular route (D) have either been there for years, or chose to move there for a quieter life, outside of the city. This roadway will change all of that - again cutting through private land and creating **extensive** amounts of noise, air and light pollution! Texas Hill Country is supposed to be this amazing place to live, work and play. Yet, it's quickly turning into chaos with this proposed relief route and as I mentioned earlier, KM's pipeline. Both are disasters!

My husband and I absolutely love FBG!! I'm devastated at all of the changes (proposed or otherwise) happening in this beautiful, tight knit, family oriented community.

Please reconsider this entire idea and if you must, propose a plan that doesn't turn FBG roadways into an I-10 like thoroughfare. That is not what FBG is all about. I pray the town keeps its heritage and small town feel for decades to come.

Thank you for your time,

Annmarie (Gentile) and Frank Fileccia
[redacted]

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route

2 messages

Diana Fishel [redacted] Sun, Aug 4, 2019 at 7:44 AM
To: FredericksburgReliefRoute@gmail.com

Please never consider routes F&H. I live in Heritage Hills and these routes are totally unacceptable. You might as well use Friendship Lane at no extra cost. I suggest you first connect S 87 to N87 through #16 via Tivy Dale Rd. Cast my vote for this plan. Sincerely Diana Fishel. [redacted]

Sent from my iPhone

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com> Mon, Aug 5, 2019 at 10:46 AM
To: Diana Fishel [redacted]

Dear Ms. Fishel,

We appreciate your input and letting us know your thoughts. Your comments will be added to the public record and Open House Report. This report will be posted online once it is complete.

Sincerely,

The Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Nelson Fluitt
Address: [redacted]
Email:

Comment:
A bypass will have little effect on traffic. The problem is not trucks like some say. It is all the tourists parking in the middle of Main St. waiting for a parking spot. I never get slowed down by trucks.

Solution: Build two parking garages on each end of Main. Take all parking off of Main St except for handicap and delivery trucks. That would open up Main St so everyone could see our historic buildings. It would allow delivery trucks to have a place to park so they are not holding up traffic. The city can charge for parking and shuttle service. The city could be making money instead of spending it and displacing the landowners from their homes and property.

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

Name (Please Print): Amanda Fowler
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Name (Please Print): Dustin Fowler
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Concerned land owner on proposed routes

Glenda Fritz [redacted]
To: fredericksburgreliefroute@gmail.com

Sun, Aug 4, 2019 at 4:15 PM

Dear Kory Keller, I am Glenda Summers Fritz and I think I remember you as my fourth grade student. I also was your sister, Stephanie's, fourth grade teacher and your mom was my room mom!!! It was a long time ago, right?
As the person in charge of the task force gathering information, I want to share with you my upmost concern about property my husband, Gerald Fritz and I own on 290 west just 3 plus miles out of town. We own property on both sides of 290. On the north side, we own a house that was built circa 1856 which sits on out town lots dating to the 1800s. I have shared the town lot numbers with a TXDT member at the historical gathering information table at the last meeting. We inherited that property from Heinrich Dietz, so the original deed would be under his name; now Gerald Fritz. Three of the 5 final routes, Routes D, E, and F, go through that house and property and wipe out our last FISD superintendent, Dr. Marc Williamson's house. I know aerial photos do not reflect details like this that the task force needs to know. I think Fredericksburg has a rich history of those pioneers who settled here long ago so we can enjoy the tourist industry today. Little did they know that their hard work and fortitude could be destroyed with truck routes. I understand the traffic situation in Main Street, but I do think that city planners are wise enough to value historical sites like our place on 290 and can locate alternative routes, so please do whatever you can to preserve Gillespie County history. I've been told by community members that so many historical places have already been destroyed, so we can't keep all of them. Really??Surely the city managers, council members, and our mayor value Fredericksburg history. I know Linda Langerhans values history. I have gotten information to apply for a historical marker in that place. I taught school for 39 years, and took care of ailing parents and we were going to restore this house when we retired, never thinking that a truck route would go through there. There is another historical home on those same three routes owned by Linda Luxinger which does have a historical marker already. So, Kory, please encourage and recommend that the city find alternative routes rather than those listed in the current maps.
Thank you for your heartfelt consideration. I know it is a monumental task.
Glenda Anderegg Summers Fritz
(I'm including Summers bc I think I was Mrs. Summers when you were in my class!#!!)

Fredericksburg Relief Route Study

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Name (Please Print): Glenda Fritz
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

I Please seriously consider City of Fredericksburg's alternatives to this plan. These routes, except for Option G (Pink) would destroy several pertinent land marks, historical residences, and natural cedar habitats for wild life. Option G (pink) would be closer to Fbg and probably not as costly either.

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Name (Please Print): Kevin Fritz
Address: _____
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
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My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Too Expensive Too Invasive into Personal Property !!!

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Name (Please Print): Susan Fritz
Address: _____
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

This route will not alleviate as much truck traffic as you think. There will still be plenty of trucks coming to town for deliveries as well as trucks from 16 N. Also there is to much encroachment on public lands. It will cause hardship to everyone - loss of homes, businesses, family heritages as well as increased taxes for all. I was told TxDot ~~(illegible)~~ may start the project then force us to pass the bond. This is not right - call for a vote now!

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Name (Please Print): VERNA FRITZ
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	(1)	2	3	4	5
Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☑ Build the relief route ☐ Do not build the relief route

Route E appears to be the best option - conc - cost & length - I am of course concerned with homes that may be affected. Citizens are accustomed to the 60 mph speed limit (Fbg → Stonewall), and I think this should be the limit on new route. Hopefully it can be built with a more narrow footprint, possibly one frontage road with 2 way traffic - thank you for working so hard to hear everyone's comments. I know you can certainly not please everyone

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Comment Form

Name (Please Print): PAUL GARZA
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☐ Do not build the relief route

SEE ATTACHED

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

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Evaluation Matrix was not weighted; giving equal value to each criteria. This is deceptive in TXDOT's evaluation.

Most important criteria is Residential (Family) and Business Displacement. Displacing Families and Businesses should drive the direction of the route. It creates unwanted upheaval in family plans, history and future. No greater value can be placed above this. Gillespie County Citizens would agree.

TXDOT chose a pool of 149 residential and 66 Businesses (D-H) to pick a route while eliminating a pool of 31 residential and 0 businesses (A-C). TXDOT appears to want to impact as many people as possible when knowing these two criteria are most important to the citizens of Gillespie County.

Those routes eliminated were large units of land which would have impacted land owners but not necessarily displaced them due to the size of the land unit.

By focusing on routes closer in, the land units impacted are smaller and result in displacing families unlike outer land units.

Route G & H at Hwy 290 would displace low income Minority housing. Low income housing is one of the major problems in Fredericksburg. TXDOT does not seem to be concerned with this.

Other options should be explored such as Friendship and Live Oak.

Of the routes left as options D & E have the least impact on Residential (Family) and Business Displacements. However surely the route could be altered to reduce the number of displacements.

	A	B	C	D	E	F	G	H
Residential Displacement	8	10	13	15	19	28	39	48
Business Displacement	0	0	2	2	3	22	10	29
	8	10	15	17	22	50	49	77

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): ANITA GOUTMY
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): SKIP GLEASON
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	(4)	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): G R. GHISELLI
Address [redacted]
Email:

Comment:
I believe the highest priority to be considered is safety. Safety of citizens should be the first priority of a community. Main Street is hazardous, particularly considering children, older people, + visitors who may be unfamiliar with FBURG

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Rodger Glenn
Address: [redacted]
Email:

Comment:

The best Routes Are G & H.

They keep People closer to town so That They will stay & visit not just go Around

Thank you, Rodger Glenn

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Calvin Grobe
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): SAM GROBE
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

There was a petition 35-40 years ago & I signed it then as a (NO)! we do not need a relief Route. It didn't pass then & it won't pass now! The only people who want this is the people to whom this does not affect or have no land in its projection route. An alternative would be to put in parallel parking on main street. That would make main St. wider for this traffic contestion! Takes away main St. Parking but helps with traffic. There is ample parking on side streets & back streets. this is our town! Not the tourists!

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Austin, TX, 78750

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Re: Fredericksburg Relief Route Task Force Study

1 message

Brooke Groom [redacted]
To: joe.muck@txdot.gov, FredericksburgReliefRoute@gmail.com

Tue, Aug 6, 2019 at 1:11 PM

20190806123243558.pdf

Good afternoon Mr. Muck,

Please see my attached thoughts regarding the Fredericksburg Relief Route Study. I do not believe this is an effective or helpful alternative to the growing concern regarding local issues of oversized vehicles on Main Street. This plan would negatively impact many families, ranchers, and business owners, posing a threat to their livelihood as well as the history and land legacy of most of these locals. It is also a tremendous tax burden on the county and there has been much confusion surrounding the figures provided and how much it will actually cost the city and county respectively in comparison to the financial responsibility of TXDot. It deserves the due diligence of a public vote with complete transparency in regards to funding and full disclosure as to who is deciding and influencing these plans that may have severe impact on the wallets and homes of lifetime residents. Please consider all views.

Sincerely,
Brooke Groom
[redacted]

Fredericksburg Relief Route Study

Public Workshop • January 24, 2019 • Pioneer Museum Society • Gillespie County Historical Society
5:00 PM – 7:00 PM

Name (Please Print): Brooke Groom
Address [redacted]
Email:

Comment:

- No to all 5 routes
- All 5 routes will have negative impact on historic homes, legacy farm lands, & pioneer cemeteries. This has no positive value to preserving culture & generational inheritance that is earned.
- The general public & county residents deserve the right to vote on public expenditures that increase taxes. This is a HUGE tax burden on all of Gillespie County.
- This will cause environmental damage to Baron's Creek & Live Oak Creek affecting all water shed drainage in a damaging way, destroying wildlife habitat & farm/ranch land vegetation. This is many citizen's livlihood & way of life & the environment & land must be protected & preserved.
- An interstate system is too large for any of the routes going that close to town. It will limit & reduce economic growth because of the limited access on the route. It will greatly reduce new development opportunities & harm existing ones.

(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 a survey on or before February 8, 2019, 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 FredericksburgReliefRoute@gmail.com or by mail at:
CP&Y Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

Comments must be received on or before February 8, 2019, to be included in the official record of this public workshop.

Irene

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): IRENE GROSENBACHER
Address: [redacted]
Email: _____

Comment:
No to all 5 routes (D, E, F, G, H)

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Celia Gurrola
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

I do NOT believe that Gillespie County has any need of the roadways TxDOT is proposing. We are not Dallas, Houston, San Antonio or Austin. We are a small community that depends heavily ~~heavely~~ on tourist trade to stay in existence. Routing traffic off of Main Street will kill that source of income. We are not a Metropolis. Fredericksburg and Gillespie County have NO need of any of the roadways TxDOT is planning. Increased taxes alone will burden tax payers beyond their means. Our income base is way below average in Fredericksburg and the County. Therefore, I say no to Routes D, E, F, G and H

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Valente Gurrola
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Fredericksburg does NOT need this Relief Route. Our main street business will die a slow death without the tourist trade. All of the routes will destroy numerous peoples homes, land and/or businesses. The City of Fredericksburg needs to use roads that already exist to move main street traffic

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): Darren Halford
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

* UN DUE & UNNEEDED TAX BURDEN ON CITIZENS OF FBG.
* NO INFORMATION HAS BEEN GIVEN IN REGARDS TO HOW MUCH (IF ANY) RELIEF COULD BE GAINED WITH A LOOP ROUTE
* DO NOT NEED MORE PAVEMENT IN THE HILL COUNTRY
* DONOT NEED TO MESS UP PRIVATELY OWNED LAND THAT HAS BEEN IN FAMILIES FOR GENERATIONS

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For *concerned for Gillespie County residents & business owners.* Website to find maps and information make Public Comment by August 7, 2019. www.txdot.gov search key word "Fredericksburg".

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): KRISTIN HALL
Address [redacted]
Email:

Comment:

RELIEF ROUTES NOT ACCEPTABLE.

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Comment Form

Name (Please Print): Tamie Holloway
Address: [redacted]
Email:

Comment:

(1) leave it like it is with trucks on Main it keeps Fbg a small town

(2) Do the Friendship continuation + connect north of town.

* (3) I'd rather spend my tax $ doing Friendship north the way we want

* (4) instead of maintaining 290 ++ through town b/c Austin puts a Mopac through the county to relieve San Antonio traffic. It.

(5) Just call it a "truck route" - Friendship N&S.

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Comment Form

Name (Please Print): Christy Mascorro
Address: [redacted]
Email:

Comment:

Route "D" is the most choice. It is too expensive, and it harms the environment. An option closer to town should be selected, such as option F

Option F makes the most sense.

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Comment Form

Name (Please Print): DEWAYNE HARTMAN
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
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Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): □ Build the relief route ☒ Do not build the relief route

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): JAMES HARTMANN
Address: [redacted]
Email:

Comment:

* EXCELLANT HAND-OUTS! THANKS *

1) ACCESS BY LOCAL RESIDENCE IS ALMOST AS IMPORTANT AS GETING TRUCKS OFF OF MAIN STREET, THEREFORE THE ROUTE SHOULD BE AS CLOSE TO TOWN AS POSSIBLE.

2) COST TO TAX PAYERS? WHEN WILL THE CITY AND COUNTY DETERMINE HOW TO PAY FOR EASEMENTS - BONDS, etc.?

3) I FAVOR A REDUCTION IN THE SIZE OF THE EASEMENT AND/OR SIZE OF THE ROAD. TRY TO USE CENTER TURN LANES INSTEAD OF DEVIDED HWY

4) HAS THE ENVIROMENTAL IMPACT STUDY BEEN COMPLETED? IF SO, IS THERE PUBLIC INFO?

(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

Name (Please Print): Jeanette Hartmann Daughter & Power of Attorney for Frances Pfiester
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fredericksburg Relief Route Study

1 message

Netty Hartmann [redacted] Wed, Aug 7, 2019 at 8:59 AM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

Good morning,

Attached are two responses to the study. Two of the proposed routes (E and F) pass directly over our Mother's home. Another two (G and H) are immediately adjacent to her home. We do not want to see a relief route at all and have not seen any proof that one is actually needed. In addition, we definitely feel that a highway would not be needed in the size proposed by TXDOT.

Thank you for your help.
Jeanette "Netty" Hartmann
[redacted]

DOC19080708_33_13.pdf
156K

August 5, 2019

Mr. Kory Keller

Chairman of the Gillespie County Relief Route Task force

Dear Mr. Keller:

I am a citizen of Gillespie county. I am writing in regards to concerns I have if the route labeled "FH" (orange and maroon) is chosen. My mother's property is located at [redacted]. I have been told to give concerns based on issues that could arise for our community if the truck relief route is placed on "FH" so I will start with those concerns.

This route is too close to the city limits on 87 south. There are businesses that would be impacted negatively if this route is chosen. It appears that the Fredericksburg Theatre and Cranky Franks would be taken out. Both businesses are popular places citizens in Fredericksburg frequent, and the worry is if taken away, they may not rebuild. Fredericksburg Theatre is also a popular tourist attraction that would be up routed at the very least.

A subdivision is being developed between 87 South and 290 East. If route "FH" is chosen, property will be taken away from this land development when there are so few opportunities to purchase land for housing in Fredericksburg as it stands.

TxDot is proposing a 400 foot easement through the middle of my mother's property. This will literally split her property in two and would take approximately 4 acres of mom's land. Why is TxDot proposing to take such a wide strip of land for this route? The proposed relief route would be way to close to mom's house, the road noise would be unbearable.

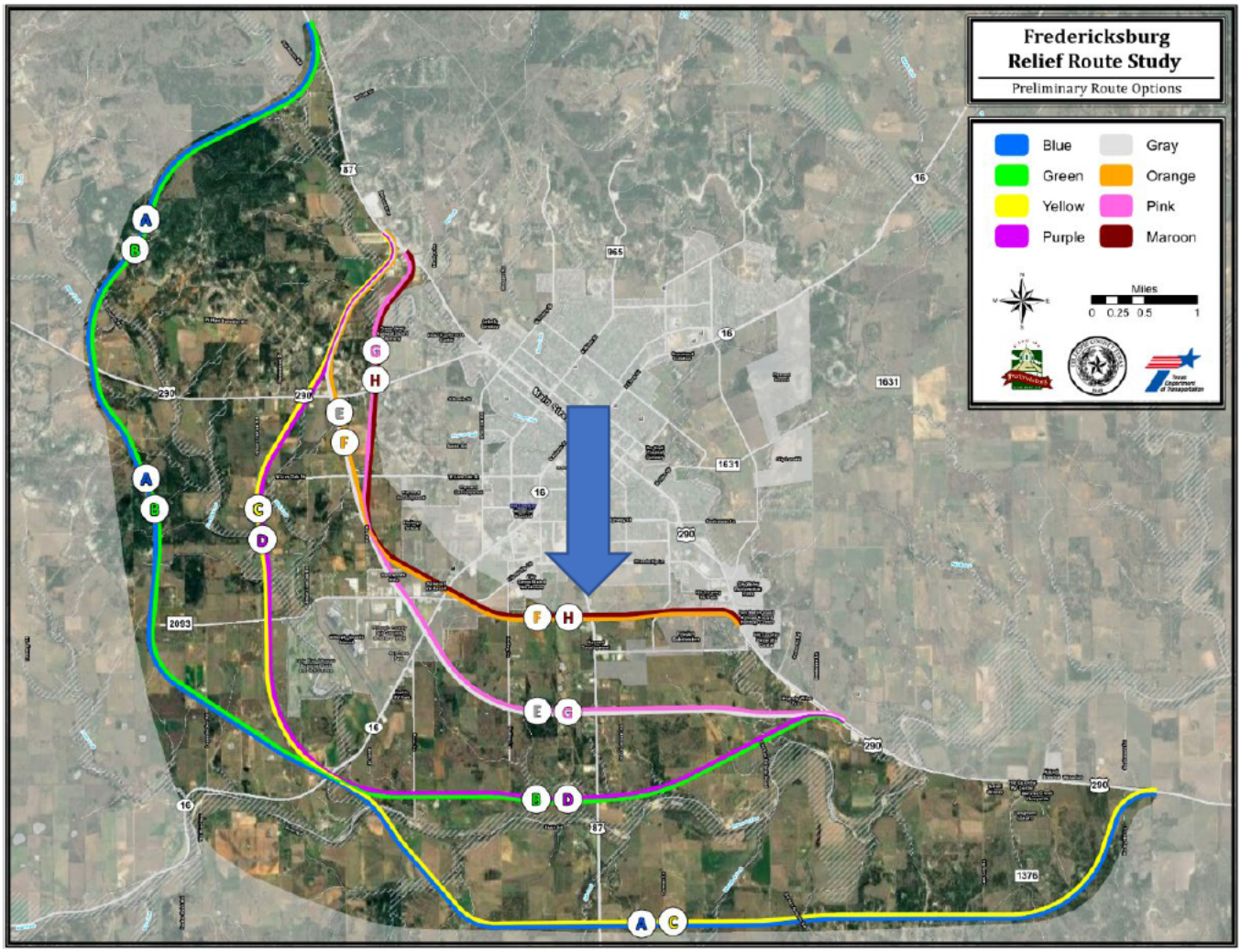
There would be no access to mom's remaining property. There would be no water to the second half, as it is currently piped down to where the cattle are located. The bottom half of mom's property also contains a telephone tower, T-Mobile would not have access to maintain the tower with the land being divided.

There are no other roads coming into Fredericksburg of the magnitude that TxDot proposes to build. What constitutes the need for a road taking up that much land?

On a personal prospective, this property is my homeplace, it's where I grew up. If this relief route cuts through this small 19+ acre tract, it will totally destroy my childhood homeplace. DO NOT BUILD THE RELIEF ROUTE.

Concerned,

Laurie Hartmann
[redacted]


Fredericksburg
Relief Route Study
Preliminary Route Options
Blue
Green
Yellow
Purple
Gray
Orange
Pink
Maroon
Miles
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87
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1631
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1376

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Heriberto JAimes Hernandez
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

submitting Fredericksburg Relief Route Comment Form

2 messages

Sylvia Hicks [redacted] Tue, Aug 6, 2019 at 6:55 AM
To: fredericksburgreliefroute@gmail.com
Cc: joe.muck@txdot.gov

My preference is to **NOT build the proposed relief route**. This proposal has been defeated many times before. We are still not in favor of it.

Residents and land owners of this quaint town do not want it to resemble the big city in any way. A relief route sounds good at first glance but when you begin to explore the details you find too many reasons why the problem should be solved at the city level.

With some creativity and a lot less expense, the voters of Fredericksburg can solve this problem ourselves.

Thank you for bringing it to our attention…….. again.

Concerned resident

Joseph Muck <Joe.Muck@txdot.gov> Tue, Aug 6, 2019 at 7:56 AM
To: [redacted]

Thank you for your comments. Have you taken the online survey? See below for the link:

https://www.txdot.gov/inside-txdot/projects/studies/austin/fredericksburg-relief-route-study.html

Thanks

Joe

Texas Department of Transportation

Joe Muck, P.E. | Assistant Area Engineer

Burnet Area Office

3029 SH 29 Burnet, TX 78611

Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

From: Sylvia Hicks [redacted]
Sent: Tuesday, August 06, 2019 6:56 AM
To: fredericksburgreliefroute@gmail.com
Cc: Joseph Muck
Subject: submitting Fredericksburg Relief Route Comment Form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Quoted text hidden]

A Texas Department of Transportation (TxDOT) message

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): MARSHA Hildreth
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	(3)	4	5
Route Option F (Orange)	1	(2)	3	4	5
Route Option E (Grey)	1	2	3	(4)	5
Route Option H (Maroon)	(1)	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): Nancy Hines
Address: [redacted]
Email:

Comment:

- Easel Boards 5+6 STATS "least impactful" don't match actual routes H + F. Heritage Hills has 185 residential homes. Your math/STATS don't add up. Plus additional homes TO be built by Fieden and at corner of Friendship & 87.. All will be affected.
- Why would the City wipe out Commercial (TATES) businesses along Industrial Loop?
- And how will Good Samaritan Center be affected?
- Jail and law enforcement will be highly impacted
- Loop should be addressed by City & County - NOT TXDOT. It does not need TO be a highspeed highway - Just a "loop"

TXDOT wants entire Loop around City - Going North of 290 E would wipe out Fort Martin Scott AND TX. Rangers Center - HISTORICAL Loop AROUND city - NOT THROUGH IT.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Opposition to Relief Routes F And H

1 message

Nancy Hiner [redacted]
To: FredericksburgReliefRoute@gmail.com

Fri, Aug 2, 2019 at 7:48 PM

Hello,

I am a Heritage Hill Country resident. My husband and I specifically moved to Fredericksburg, from Houston, to get away from traffic and multi-lane highways. We are now aware of the possibility of a relief route being placed not only directly adjacent to Heritage Hill County, but with a great possibility of the exchange/relief route approach creating an impossible situation for a safe exit from not only our community, but the Texas Ranger Heritage Center And Fort Martin Scott.

TxDot Statistics indicate a rather small number of homes being directly affected by this monster road. We have 185 homes in HHC. Frieden Developers are planning a master planned community of hundreds of homes. And the City just announced a community of 450 homes is planned at the intersection of Friendship Lane and Highway 87. My mathematical abilities add up to a lot of residents being horribly affected by this "relief" route. And I think our wonderful law enforcement officers will have difficulty having their headquarters (not to mention the county jail) adjacent to a high speed highway.

It was my impression that a relief route "around a community" meant just that -AROUND -not through.

It makes no sense to begin this high speed, 6 lane highway within your City limits. And it is really confusing that a small town would wipe out its industrial loop. Looks like that would eliminate a tax base. (Will these small businesses relocate within the City limits, or somewhere away from high taxes, or even close completely?). Sounds like those guys in Austin don't like us

Some ranch owners claim historical property. I understand their plight. However, Fort Martin Scott is certainly an historical landmark and it most certainly will be impacted with the entry to a totally unnecessary relief route of this magnitude.

Please look at Boerne, Comfort, and especially Kerrville. With I-10, their quaint towns have been diminished. Shops closed and tourists aren't as plentiful.

Fredericksburg is thriving and growing. This monstrosity of a road will kill that growth. It certainly isn't attractive when cutting through our beautiful hill country with our ever increasing vineyards.. Growth will slow, and we are already seeing vacancies along Main Street. More property has a For Sale sign on it. Even in our HHC community . And, sad to say, our property values have already declined, just with rumors of this horrendous relief route. There go your taxes.

While I agree the truck traffic is a pain in the neck on Main Street, a smaller loop around the City would serve the purpose. And a vast majority of those trucks will continue to use Main Street for local deliveries.

I suppose if put to a vote, I doubt very few would say yes to paying for this horrible idea! Who came up with this anyway??

Please say NO to Routes F and H.

Nancy Hiner
[redacted]

Sent from my iPad

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Patty Hoban
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	(1)	2	3	4	5
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	(2)	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

My preference is to not build the route. I would like you to stop with TxDot's involvement before more time and money is wasted. If you insist on building the route, the above is my preference for route options.

(Texas Transportation Code, §201.811(a)(5)):
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August 6, 2019

Fredericksburg Relief Route Study Team

To Whom It May Concern:

1. I am vehemently opposed to your proposed "relief" route. Other than property owners on Main Street, the majority of citizens (particularly in the county and not in the FBG city limits) are against this project, yet the county citizens will carry the brunt of the negative impact. Where is the vocal support?

2. Regardless, the members of the Task Force and TxDOT seem determined to proceed with this unwanted and unnecessary project. If you must proceed as I know you will, please consider the following:

a. Determine and announce what exactly will be built. There is a big difference between a 400-foot wide easement to accommodate a 4-lane divided highway with frontage roads and a simple 4 lane road that is accessible.

b. Whatever you do, please make the route accessible throughout the entire length of the route. Who will use it if you may only get on and off at just the major highways?

c. Accessibility will also give some potential relief for those property owners for which the route will go near their property but not through it. These property owners will not get paid for the easement yet will have to put up with noise and all manner of inconveniences without any compensation. Accessibility to the route will increase usage and, perhaps, offset the decrease of property values of nearby property owners through the potential of future commercial usage. Without accessibility there will be no commercial value.

d. Using the "Evaluation Matrix" that you compiled (and assuming it is accurate and correct), then Route F (Orange) is clearly the best choice given it is the least expensive and will probably save the most travel time (shortest route).

e. Why Route D (Purple) is still being considered is a mystery to me. Its proposed path would drastically disrupt the riparian area along the Pedernales River as well as many Indian sites.

3. I think it is imperative to disclose to the public more information regarding members of the relief route task force. Has each member disclosed any potential conflicts of interest such as owning property on or near Main Street or any of the proposed routes? In particular, has Kory Keller pledged that his company will not bid on any of the work?

4. Finally, use of bit of common sense. If the taxpayers will need to approve a bond to fund City's and/or County's contribution to this "bridge to nowhere" project, what is the possibility of such a bond issue passing? The City could not pass a smaller bond to build a recreational sports complex, a project which is needed a lot more than a road that only a few people are asking for and will benefit. So, what is the likelihood of passing a much larger bond for a lesser desired project? As such, stop wasting our taxpayer money and end this crusade now.

Richard W. Hoban

Richard W. Hoban

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): RICHARD HOBAN
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	(1)	2	3	4	5
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	(2)	3	4	5

ONLY IF I HAVE TO RANK

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

DO NOT BUILD THE "RELIEF" ROUTE.
SEE SEPARATE LETTER

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

Name (Please Print): Irazema Hodaes
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Purple Route

1 message

Mike Hodges [redacted] Mon, Aug 5, 2019 at 5:07 PM
To: FredericksburgReliefRoute@gmail.com

Take the route that is further out from the center of the city.
The city is going to continue to grow and the land would be less expensive at this time.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Paul Hodges
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	6
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	6

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Name (Please Print): Viola Hohmann
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Melanie Holder
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Planing to move to Fredericksburg in next 6 months & this will affect my decision

(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**
☐ **I could benefit monetarily from the project or other item about which I am commenting**

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): DABS HOLLIMON
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Please use Friendship as it was intended to be the "relief route" around Fredericksburg. The proposed TxDOT relief route is much too large to be a part of the Hill Country. If built the road will forever change Gillespie county in a negative way.

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

Name (Please Print): DARRELL HOLLOWAY
Address: [redacted]
Email: _____

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

TO MUCH MONEY MY TAXES AR TO HIGH ALREADY. DONT NOT BENIFIT ME !!!

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): James Hooker
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	(2)	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Jim Hooker
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	(2)	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
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Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Routes F and H

1 message

Rita Horne [redacted] Fri, Aug 2, 2019 at 1:55 PM
To: FredericksburgReliefRoute@gmail.com

Please remove these routes (F and H) from consideration as they will adversely affect the property values of the entire Heritage Hill Country Subdivision as well as other residences in the area. Also safety is a strong concern! Thank you for your time and consideration. Rita Horne [redacted]

Sent from my iPhoneRH

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Royce Hunter
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

This does not solve the MAIN Street problem as there is no penalty for those who choose 290 thru town. This project spends tons of money for not much help and lots of hurt for landowners who are impacted.

(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**

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Potential Relief Routes

1 message

Tom Hutton [redacted] Mon, Jul 29, 2019 at 6:24 PM
Reply-To: Tom Hutton [redacted]
To: fredericksburgreliefroute@gmail.com

Dear Task Force, CP&Y, and TxDOT Folks,

All of you have put in substantial effort to address the requests from the Fredericksburg City Council and Commissioner's Court. I thank you for your formidable efforts to address well recognized traffic problems on Main Street and to reduce truck traffic through our City.

While I agree with the elimination of the *outer* Relief Routes as your matrix determined due to distance, expense, topography etc., I must admit to substantial doubt regarding the cost/benefit ratios also for the *inner* routes.

The City of Fredericksburg has an ambitious road extension plan that will shunt traffic off Main Street. It will do so using largely existing right of way (The Friendship Extension north of 290W being a major exception). Given the substantial impact on reducing Main Street traffic that resulted from the Milam Street extension, it seems likely that the multiple extensions (Frederich, Orange, and Friendship or perhaps others) will bring about even greater traffic relief from Main Street.

For that reason no relief route should be considered until after the extensions are completed and studied for effect.

The four lane divided highway, 70 mph relief route with service roads for the Relief Routes all seem inappropriate and unnecessary for Fredericksburg. None of the highways coming into Fredericksburg has 70-mph speed limits, nor should they. Our community is growing at barely over 1%/yr such that future trends do not suggest the necessity for such a Relief Route in the foreseeable future. This will not adequately serve our citizens although will benefit travel across Gillespie County from the metropolitan areas to our east.

Our City and County Fathers cannot be faulted for asking TxDOT to fund roadways that might benefit our residents in some way. Nevertheless, the drastic smudging to our bucolic environment and destruction to both personal and business property overwhelm the need for such a massive transportation structure.

The citizens of Gillespie County are quite unlikely to pass a bond issue sufficient to fund a Relief Route. Is it necessary to go all the way to an unsuccessful bond issue to determine this effort will not prove viable?

Very Truly Yours,

J. Thomas Hutton, MD, PhD
[redacted]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Tom Hutton
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Let's not put one neighborhood in opposition to the others. Other less costly, less environmentally damaging options exist. Let's use them. Complete City road extension plans and then, if necessary, reassess. PLEASE.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

RE: traffic study for Fredericksburg

1 message

Joseph Muck <Joe.Muck@txdot.gov> Mon, Aug 5, 2019 at 9:02 AM
To: [redacted]
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Ms. Irwin,

Do you have Google Earth on your computer? We have uploaded a kmz file to the website that will allow you to zoom and look at the location of the relief route in context, as well as the existing pdf maps.

Regarding the historic sites, we also don't know the locations of all potential historic sites, and are asking folks to mark known and potentially known historic sites as they relate to the proposed relief routes. This is part of an overall historical survey we are conducting to address any impacts to historic sites.

I am happy to call and discuss if you would like.

Thanks

Joe

Texas Department of Transportation

Joe Muck, P.E. | Assistant Area Engineer

Burnet Area Office

3029 SH 29 Burnet, TX 78611

Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

From: [redacted]
Sent: Friday, August 02, 2019 9:12 PM
To: Joseph Muck
Subject: traffic study for Fredericksburg

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I read through the study and found it confusing. Putting the routes in order was impossible because I couldn't see any landmarks to determine where exactly the routes were located.

I don't know where the historic sites are since they are not marked. This should be an easy study to understand and I don't. I am not stupid. I have a BBA from the University of Texas

and majored in transportation. I also have been a realtor for 20 years in Fredericksburg and I know the roads.

I didn't take the exam.

Barbara Irwin

[redacted]

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

relief route

1 message

Janell Itz [redacted] Thu, Jul 25, 2019 at 2:34 PM
To: FredericksburgReliefRoute@gmail.com

To Whom It May Concern:

Unfortunately we were not able to make it to the meeting on July 23, 2019. We have looked at the 5 proposed routes and we are against routes D, E, and F. If you come thru any of these routes, you will be taking out at least 3 businesses on W US Hwy 290. There may be other businesses along the way, we just know of this location since one of those 3 businesses is ours. With these 3 locations there would be quite a few people looking for jobs. We truly believe there can be other routes where it would not effect so many peoples lives. Therefore, we would like to see routes G & H utilized. Thanks!

Clayton and Janell Itz

[redacted]

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

opinion

1 message

Don Jacoby [redacted] Tue, Aug 6, 2019 at 2:55 PM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>
Cc: Mary Jacoby [redacted]

We are residents of Fredericksburg and have studied your proposed relief routes . It is our opinion the best one to consider would be the grey route for many reasons.

!. It has second to least residential displacements.

2.Has the least commercial displacements

3.It only divides a few more parcels of land—7 more at most

4. places # four of 5 for least amount of additional right of way and residence within 250 feet

5.% of undeveloped land at intersections-very little difference in 4 of the 5

6. Second on creek crossings but that is not big resident or commercial inconvenience

7.Wet land impact low again 4 of 5 as well as flood plain

8. NDD all same

9. Length in miles almost equal to lowest

10. Length within EJ areas lowest except for longest route.

11. park/historic impact 0

12. Travel time savings equal to the best

13.Cost 4th of 5 again but by only $1.4M

Least residents and commercial affected along with almost least cost this would affect the least amount of people—keep the route far enough out for noise and drive time is equal to other routes so not an inconvenience to use.

Thank you for all you do--- All data points to GREY being the best solution for the majority of residents and business's in Fredericksburg.

This is 2 vote for GREY

Don & Mary Jacoby [redacted]

Sent from Mail for Windows 10

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): ERNA JACOBY
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

All of these routes mess with farming and ranching operations run by my 2 Sons. I do not want a raise in taxes.

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

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Name (Please Print): Gloria S Jaimes
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Charlene James
[redacted]

I am a resident of Heritage Hill Country for the past 18 years and love my community.

The relief route in Fredericksburg should not interfere with areas that are already developed. The purpose of the route is to avoid our already developed town. Starting the by pass off Hwy 290 should begin in an area that would not interfer with populated residental communities and the Good Samaritan property and other commercial businesses.

Please do consider these already established areas that help make Fredericksburg the lovely town we have already developed.

Thank you for these considerations.

Charlene James

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fw: Relief route comments

1 message

Donnie Schuch [redacted] Thu, Aug 1, 2019 at 10:39 AM
To: Fredericksburg Relief Route <FredericksburgReliefRoute@gmail.com>

Please add these comments to the feasibility study documentation. Thanks.

Donnie Schuch

Gillespie County Commissioner - Pct. 4

[redacted]

[redacted]

[redacted]

From: Dan Jenkins [redacted]
Sent: Wednesday, July 31, 2019 5:40 PM
To: Donnie Schuch [redacted]
Subject: Relief route comments

Mr. Schuch, see my comments attached. Thank you for your concern for the entire county and for interest in public input on this matter.

--
Dan A. Jenkins

DAJ comments county commissioners.pdf
157K

July 23,2019 Fredericksburg Relief Route Study Comments

To: Gillespie County Commissioners

Name: Dan A. Jenkins, [redacted]

Address: [redacted]

Email: [redacted]

- **No to All 5 routes!**
- **All 5 routes negatively impact our historic home and property**. The Christian Kraus Homestead. We are pursuing the "Permission for right-of-entry to conduct Historical Survey Investigations in Gillespie County, Texas". And the National Register of Historic Places.
- Hwy 87N and Hwy 290 W section all 5 routes destroy historic homes, pioneer cemetery, legacy farm land, part of the original German settlements.
- **All 5 relief routes** destroy small and mid-size family businesses who will not be able to financially recover from forced eminent domain!
- I do not want to pay higher taxes and this places a higher tax burden on all citizens in the county.
- **Environmental damage** to Baron's Creek, and Live Oak Creek and all water shed drainage areas will be damaged. Wildlife and farm/ranch lands vegetation will be destroyed.
- An interstate system is too large for the routes D-H going so close to town and limits economic growth due to the limited access on the route.

I invite you to personally visit our historic home & property located at the end of Shorty Crenwelge Rd. Our locked gate is at the end of Shorty Crenwelge Rd. We would be happy to show you what will be destroyed by the routes.

Fredericksburg Relief Route Study

Name: Dan A. Jenkins, [redacted]

Address: [redacted]

Email: [redacted]

- **No to All 5 routes!**
- **All 5 routes negatively impact our historic home and property**. The Christian Kraus Homestead. We are pursuing the "Permission for right-of-entry to conduct Historical Survey Investigations in Gillespie County, Texas". And the National Register of Historic Places.
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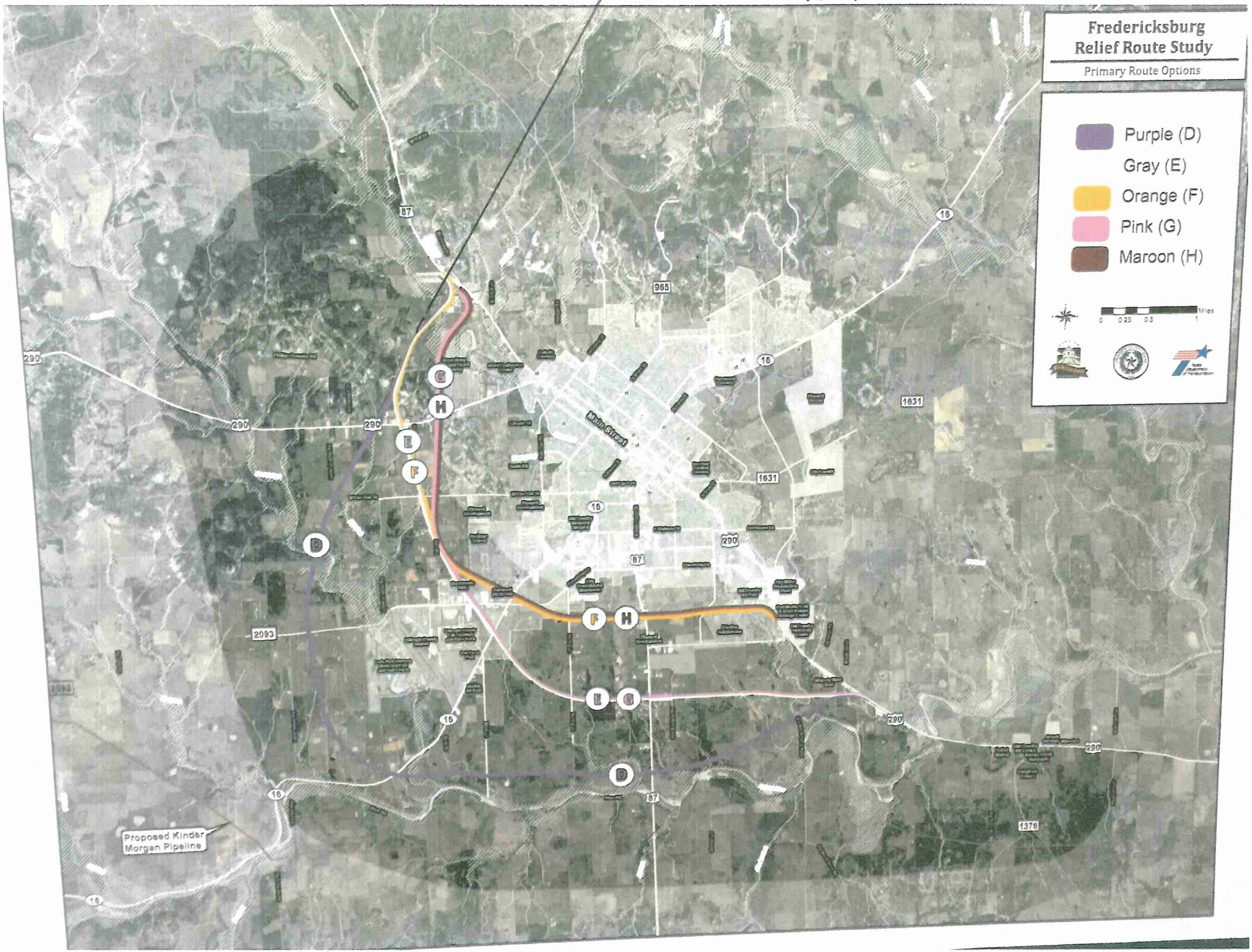
July 2019 DAN A. Jenkins Christian Kraus Homestead 1859



DAN A. JENKINS

Christian Kraus Homestead – physical location: [redacted]

[redacted]

By the authority vested in it by the Legislature of the State of Texas, the Texas Historical Commission hereby designates

CHRISTIAN KRAUS HOMESTEAD

of the city of Fredericksburg county of Gillespie as a Recorded Texas Historic Landmark and duly certifies that said structure is worthy of preservation because of its outstanding contribution to the heritage of Texas.

Governor of Texas

Chairman, Texas Historical Commission

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Fredericksburg Relief Route Study

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Name (Please Print): JOAN J JENSCHKE
Address: [redacted]
Email:

Comment:

In my opinion, too much property -- farmland, ranchland & businesses - will be destroyed if the bypass is constructed in any of the routes being considered. Two of my Brothers farm and ranch in the direct paths where all the proposed routes converge on 87 North.

Another negative is the rise in our taxes.

A number of historic buildings, at least 1 cemetary, historic properties, and businesses are in jeopardy if these proposed routes are utilized.

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): JOAN J. JENSCHKE
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Too much destruction if proposed routes are used.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): ALLAN JOHNSON
Address: [redacted]
Email:

Comment:

I MOST STRONGLY OPPOSE THE TWO ROUTES — F & H — THAT DIRECTLY IMPACT OUR DEVELOPMENT, HERITAGE HILL COUNTRY. THE INDUSTRIAL LOOP ROUTINGS PASS IMMEDIATELY ADJACENT TO OUR RESIDENTS' NORTH BOUNDARY FENCES. OUR 200-HOME DEVELOPMENT WOULD BE SUBJECT TO NOISE, VIBRATION AND AIRBORNE DUST & DEBRIS. LIKEWISE, THE FRIEDEN DEVELOPMENT AND ITS NEARLY 300 HOMES AS WELL AS THE PLANNED DEVELOPMENT TO THE WEST OF 87 WILL BE IMPACTED. WHILE YOUR COUNTS OF HOMES WITHIN 250 FEET WOULD SEEM TO CONSIDER THOSE DEVELOPMENTS, I FIND IT HARD TO BELIEVE THAT OF MORE THAN 700 RESIDENCES EXISTING OR PLANNED IMMEDIATELY ADJACENT TO THE RIGHT OF WAY, ONLY 83 AND 68, RESPECTIVELY, FALL WITHIN 250 FT.

AS PRESIDENT OF THE HERITAGE HILL COUNTRY HOMEOWNERS ASSOCIATION, I STATE OUR ASSOCIATION'S OPPOSITION TO ANY FURTHER CONSIDERATION OF AN INDUSTRIAL LOOP ROUTING. I WILL ENLIST THE OTHER AFFECTED DEVELOPMENTS FOR AN ORGANIZED OPPOSITION.

SINCERELY,

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Carol Johnson
Address [redacted]
Email: [redacted]

Comment:

We have property that has been in the family since the early 1940's. Not ~~a lady~~ I'm Boss have ever to Hwy 16. Route D runs through ~~one~~ house built by my great aunt & uncle after purchased by ~~other~~ ~~family members~~ (great) My brother lives there.
Not only am I opposed to this loss to our family, but this seems to be a very expensive route due to required length.
Route E makes more sense.
We already have very high taxes here. I oppose any tax increase. Our tax rate is excessive as it is. More expense - more taxes.
I still think Friendship Lane makes more sense than any of the above.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fw: Scan0013.pdf

1 message

Donnie Schuch [redacted] Mon, Aug 5, 2019 at 10:27 AM
To: Fredericksburg Relief Route <FredericksburgReliefRoute@gmail.com>

Add to your public comments.

Donnie Schuch

Gillespie County Commissioner - Pct. 4

[redacted]

From: Carol Johnson [redacted]
Sent: Sunday, August 4, 2019 9:38 PM
To: [redacted]
Subject: Scan0013.pdf

file:///C:/Users/Carol/Documents/Scan0013.pdf

Sent from Mail for Windows 10

In case this file does not open, my husband and I oppose the relief routes suggested and do not understand why we cannot use the already established Friendship Lane to be extended. Surely that would be a much lower cost. We would oppose any increase to our taxes which are already excessive. I saw the suggested reason as to why Friendship Lane would not work, but I believe we and many others I have spoken with would disagree with the reasons presented. Friendship Lane has my vote and that of my husband. Thank you for your consideration of this challenging subject and your hard work for our community. Carol Johnson

Scan0013.pdf
897K

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Carol Johnson
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

We have Friendship Lane already intact for part of the route. I vote for extending that. NO tax increase. Use what is there. Do we really need TxDOT?

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Josh Johnson
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

USE Friendship Lane

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Judy Jones
Address: [redacted]
Email:

Comment:

1) Good handouts / information
2) Need public clarification on following
   - financial impact to citizen in
     - tax base
     - Resell of land (land value)
3) Do citizens have option to vote for or against this? How will it be financed? TxDot? County?
4) Still concerned why Not using existing roads ie Friendship Ln
5) Can we use Center turn lanes instead of median to use less land?
6) Never saw study on noise factor
7) What potential changes to the plan will exist in 7-10 yrs when it is expected to be built?
8) Rumors of it being a toll Road? Can you comment?
9) Is No BYPASS still an option?

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- ☐ I could benefit monetarily from the project or other item about which I am commenting

None

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fw: Relief Route

1 message

Donnie Schuch [redacted] Wed, Aug 7, 2019 at 9:30 AM
To: Fredericksburg Relief Route <FredericksburgReliefRoute@gmail.com>

Please add to public comments section.

Donnie Schuch

Gillespie County Commissioner - Pct. 4

[redacted]

[redacted]

[redacted]

From: Sheila Kale [redacted]
Sent: Tuesday, August 6, 2019 10:08 PM
To: Donnie Schuch [redacted]
Subject: Relief Route

Hi Donnie,

I don't want the proposed highway that is being discussed. It will destroy our tourist industry and Main Street businesses. The cost is outrageous.

I've heard the arguments for not using Friendship Lane, but it doesn't add up. There are four lanes --just not divided. We would not have more than that with the proposed route.

I filled out the survey and it is attached.

Sincerely,

Sheila Sattler Kale

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scanr.pdf
856K

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Sheila Kale
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5	– (5) Least
Route Option G (Pink)	1	2	3	4	5	
Route Option F (Orange)	1	2	3	4	5	
Route Option E (Grey)	1	2	3	4	5	
Route Option H (Maroon)	1	2	3	4	5	

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Main Street businesses are already struggling. To give this by-pass will completely destroy their businesses. We don't need the huge investment of land & money when we could extend Friendship Lane that is 4 lanes of traffic already.

It will be the final death blow to downtown & the city with any semblance of what we have today.

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

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Comment Form

Name (Please Print): Jacquelin Kellam
Address: [redacted]
Email:

Comment:

Please don't destroy our quiet homestead with this highway. Some residents have been there 50 years. The pipeline is already proposing cutting through and that will detract from property values enough. Keep your road closer to town. We don't want it in our neighborhood!!

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Perry Jo Cosper Kellum
Addres[redacted]
Email

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☐ Do not build the relief route

I choose no route! The proposed routes, G+ H, go through my property and home, which was built by my grandfather in 1941. I feel that we do not need a relief route. I travel Main Street several times a day and have no issues with the traffic. Fredericksburg does not need a "super Highway"!

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Route Study

1 message

Missy Kellum [redacted]
To: fredericksburgreliefroute@gmail.com

Sun, Aug 4, 2019 at 2:15 PM

To Whom It May Concern:

Attached are study forms for the proposed relief route. Please include the opinion of the concerned citizens and tourists in your study.

Of course, it is my opinion, and those opinions of my family, that this route should not be built. There is no guarantee that any of these proposed routes will alleviate traffic on Main Street. The majority of the traffic is automobiles and not large commercial trucks.

When the count of commercial vehicles on Main Street was conducted, were the commercial vehicles owned by local companies and those vehicles that are delivering products to local businesses eliminated from the count? The commercial vehicles owned by local companies or those that are conducting business in Gillespie County will not be utilizing this proposed route, therefore they should not be counted as vehicle traffic eliminated from Main Street.

Your publicized count of commercial vehicles is misleading. The few Gillespie County citizens who believe everything that is printed in the newspaper think that there are a total of 1600 long-haul 18 wheelers traveling through Fredericksburg daily.

The traffic congestion on Main Street is due to the tourists that are traveling at 10 mph because they are looking for a parking slot, window shopping from their car trying to decide which store that they want to go into, talking on the phone and not paying attention to their driving or looking at their gps (maps) to find the street or store that they want to visit. I travel from 290 West through Fredericksburg on Main Street every morning, noon and afternoon of every single day and have not encountered one problem with an 18 wheeler as they actually pay more attention to their driving and are actually more courteous than other drivers.

The proposed relief route will not only remove families from their homes and take their property, mine included, but it will raise the property tax considerably. The citizens of Gillespie County are already struggling to pay the enormous property tax that is implemented now without having more tax because a few Main Street business owners think that the commercial vehicles deter from their business.

Sincerely,
PerryJo Cosper Kellum
[redacted]

Virus-free. www.avast.com

Fbg Relief Route Study.pdf
8293K

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Perry Jo Kellum
Address: [redacted]
Email:

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Linda Kessler
Addres [redacted]
Email: [redacted]

Comment:

1. Need clarification as to financial impact as far as tax base and resell of land if road is right by our home
2. Do we have the right to vote against this?
3. Still concerned why not using existing road like, Friendship Lane that was the re-route, orginally. The reasons of total roadway reconstruction, expanding right of way from 100ft to 400ft, displacing homes, businesses and community resources are not valid. It is a lot cheaper to rebuild that road than build all the new proposals. All 5 of remaining route choices have the same issues. Except ours are worse, as you want to destroy historical property and farmland and a beautiful river. The city needs to give up some of it's property and relocate offices and feel what the homeowners do.
4. How can you reduce the footprint of this road, use center turn lanes instead of frontage.
5. Is there a possibility that this can go away altogether!! proposal

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6. This road is way to big for this small town. You don't want to build a road like I-10 for a small town

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Emily Kirchner
Address [redacted]
Email: [redacted]

Comment:

Thank you for taking the time to look into this as an option to divert congestion on Main Street. Our town has experienced impressive growth, but not enough to warrant the high cost of a federally mandated ROW. The City of FBG needs to enforce what we have to deal with that will ease congestion: we need more and better parking options (use land by the water for parking!), build a garage! Enforce spacing - so many vehicles don't pull up enough and make 290 become a 2 lane street. Jay-walkers slow traffic. Limit cross walks. Look at strengthening detour routes and incentivizing trucks / passers through to use alternate routes. Thanks again for the many hours spent on researching viable options. My opinion is that the city and county have a lot of discretion to ease congestion right now, without a multimillion dollar road project.

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Phyllis Parker Klaerner
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

none

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

All 5 routes negatively impact historic homes, legacy farm lands pioneer cemeteries. This heritage is what makes our area unique

Phyllis Parker Klaerner

Phyllis Parker Klaerner

(Texas Transportation Code, §201.811(a)(5)):
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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): BRENDA KLEIN
Address: [redacted]
Email:

Comment:

BEST PROPOSAL is
RT EF ~~E~~ TO MELD INTO RT EF

RT G IMPACTS 5 to 6 HISTORIC LANDMARKS AND RESIDENCES

(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
☐ I could benefit monetarily from the project or other item about which I am commenting

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Ty Klepac Ty Klepac
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): TEMPLE AND JEANNIE KLETT
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

ROUTES D/E/F DIRECTLY AFFECT OUR PROPERTY AT THE JUNCTURE OF D/E/F AND US 87N. PER THE EXISTING MAPS, RT. E (GREY) PASSES DIRECTLY OVER THE PIONEER STACKBEIN FAMILY CEMETERY. (6 GRAVES, EARLIEST BURIAL 1855). OUR ROCK HOME WAS BUILT IN 1848 AND IS ABOUT 150' FROM THAT SITE. NUMEROUS LARGE TREES AND OUR TWO NEIGHBOR'S HOMES (ALSO HISTORIC ROCK HOMES) ARE WITHIN A STONE'S THROW FROM US. BARON'S CREEK IS OUR WESTERN BOUNDARY.

TXDOT REPS ARE INVITED TO VIEW OUR PROPERTY (OVER)

(Texas Transportation Code, §201.811(a)(5)):
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AND OUR NEIGHBORS'

AT ANY TIME TO VERIFY THE PROPERTIES SHOULD NOT HAVE A RELIEF ROUTE RUN THROUGH OUR LAND, I WOULD BE HAPPY TO SEND PHOTOS OF THE CEMETERY, HOUSE, AND LARGE TREES ON OUR PROPERTY, BUT A PERSONAL TOUR WOULD BE BETTER. THE SATELLITE PHOTOS SHOW NOTHING BUT TREETOPS, NOT WHAT IS UNDER THEM!!!

NO ROUTE

MAIN STREET OPTIONS:

1. RE-ENGINEER THE "Y" NEAR THE POST OFFICE.
2. CHANGE THE HEADIN PARKING ANGLE ON MAIN. NOW, LONG PICKUPS STICK OUT IN THE TRAVEL LANE AND HAMPER TRAFFIC FLOW.
3. PARALLEL PARKING SHOULD BE INSTALLED ON MAIN FOR ONE BLOCK TO GIVE TRUCKERS A WIDER BERTH TO TURN SOUTH ONTO WASHINGTON ST (US87S) AT NIMITZ CORNER. WILL ALSO HELP FOR TURNS FROM 87S ONTO MAIN.
4. OUR FOREFATHERS GAVE US A WIDE MAIN STREET FOR A REASON — LET'S CONTINUE TO USE IT.

P.S. I TRIED TO USE THE EMAIL SURVEY, THIS IS A BACKUP IN CASE I DIDN'T DO THE EMAIL CORRECTLY!.

THANK YOU!

Jerry Hallett

[redacted]

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

RE: Relief route

1 message

Joseph Muck <Joe.Muck@txdot.gov> Wed, Aug 7, 2019 at 4:25 PM
To: Temple Klett [redacted]
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Temple,

It was good to meet you as well. Your comments mailed should be fine.

Any comments you want to send are more than welcome, including any thoughts on the Main Street. Since this is a local Task Force, it will be helpful to receive comments regarding any possible local improvements as well.

Thanks
Joe

-----Original Message-----
From: Temple Klett [redacted]
Sent: Wednesday, August 07, 2019 4:11 PM
To: Joseph Muck
Subject: Relief route

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It was good to meet you in person at the latest presentation in FBG.
I have snail mailed my comments to the Austin address, but failed to figure out how to do the email comments.
To review: my property and my two neighbors are at the end of D,E,and F were the routes end at US 87N and Wilhelm Road. I have mentioned the Strackbein family cemetery on my place before, and discovered it is square in the middle of the routes above as depicted in the current maps. We pinpointed the cemetery and our historical three rock houses during the last meeting in FBG at the historical desk, so they should be in the txdot system.
I will send you pictures of of the cemetery, houses, trees , etc.(once I learn how) if you desire.
Most people I have spoken to do not want the relief route, period! I sent suggestions on how to improve Main Street so it could handle more traffic safely in my survey letter to Austin. If you would like, I can send them directly to you.
We and our two neighbors want to protect our historic homes and property, not to mention the time and thousands of dollars we have all invested in improvements to our places over the years.
We invite txdot to come look at our properties at any time to see in person what the satellite pictures don't show what is under the tree cover.
Sincerely, Temple Klett
[redacted]
Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Todd Kneese
Address: [redacted]
Email:

Comment:

Route D makes the most sense to me. It is the only Route left that ~~doesn't~~ goes all of the way around town. The others are too close to the business area of Fredericksburg

From an analytical standpoint, Route E, having the lowest total in the prior Evaluation Summary, may be acceptable. It seems like it may be a problem that it runs so close to the Fair Grounds and crosses Hwy 16 & RR 2093 so close to the 16/2093 intersection.

On a personal level, my family's home and property are adjacent to Routes F & H. We live on Bobwhite Trail inside the city limits of Fredericksburg. Our neighborhood already has a CTEC/LCRA substation nearby. A new highway adjacent to this neighborhood doesn't seem fair to the 14 families who live on our street.

(Texas Transportation Code, §201.811(a)(5)):
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For *concerned for Gillespie County residents & business owners.* Website to find maps and information make Public Comment by August 7, 2019. www.txdot.gov search key word "Fredericksburg".

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): LYNETTE KOENNECKE
Address [redacted]
Email: _____

Comment:

Why change, it worked all the years!

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Russell Kott
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
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Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Undue Financial Responsibility of Local tax paying Citizens

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Comment Form

Name (Please Print): CLARA KOZIELSKI
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

See attached.

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Name: Clara Kozielski

Address: [redacted]

Email: [redacted]

COMMENTS REGARDING THE RELIEF ROUTES

My property is located several hundred feet west of Hwy 87 South. I have 19.75 acres, rectangular in shape, running parallel to Hwy 87. I have owned this property over 50 years and living here about 46 years. Access to the property is at the Northeast corner of the property by RIGHT OF WAY.

The orange and maroon routes (F &H) that are being proposed on the map would cut this property into two sections. The first (northern) section has residence, workshop and two wells. The truck route would be approximately 300 feet from my house and workshop, making traffic noise unacceptable. The second (southern) part of the property would be "LAND LOCKED". There would be no access from Hwy 87 to this section of the property. There is a T-Mobile tower on this section meaning there would be no access for T-Mobile personnel to maintain the tower, which they do frequently. This is not acceptable. Also, there are underground waterlines from the house (upper section) to the lower section for livestock water, which would surely be affected by the road construction.

Please do not put this truck route across my property. This would greatly "DEVALUE" this property.

Thank you for your consideration.

Clara Kozielski

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Jerome & Genny Kraus
Addres[redacted]
Email:

Comment:

See Attached:

1) July 23 meeting comments

2) As per your representative copies from the Feb. 8, 2019 we sent in.

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

Letter from Kory Keller, Task Force Chair

July 23, 2019

Dear Neighbors,

The Gillespie County Relief Route Task Force has been charged by the City of Fredericksburg and Gillespie County with exploring the need for, identifying, and developing a viable solution for the potential Fredericksburg Relief Route. To be successful, the ultimate solution must reflect the desires and values of our community while addressing the safety, mobility and quality of life issues that we now experience because of traffic and congestion. To that end, the Gillespie County Relief Route Task Force is working hard to engage the community in a productive dialogue about the potential relief route.

To date, we have received more than 500 written comments, more than 1,600 online survey responses and many, many route suggestions. The input and feedback we have received has been used by the Task Force and the study team to mold the study and drive the process. Today, you will see how public input received in response to the workshops was used, along with engineering criteria and environmental considerations, to identify, refine, and evaluate route options. Over the last several months, the number of route options has been reduced.

The five remaining Primary Route Options will be shown at today's Open House. Staff will be available to provide information and answer questions. As always, your suggestions and comments are needed, so please take a few minutes to complete the online survey and fill out a comment form.

On behalf of the Gillespie County Relief Route Task Force, thank you for being here today to share your comments and ideas. We look forward to hearing from you, and we very much value your time and input.

Sincerely,

Kory Keller
Chairman of the Gillespie County Relief Route Task Force

For more information, visit www.txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

Kraus Family Farm

Jerome and Genevieve Kraus

[redacted]

July 23, 2019

Email

[redacted]

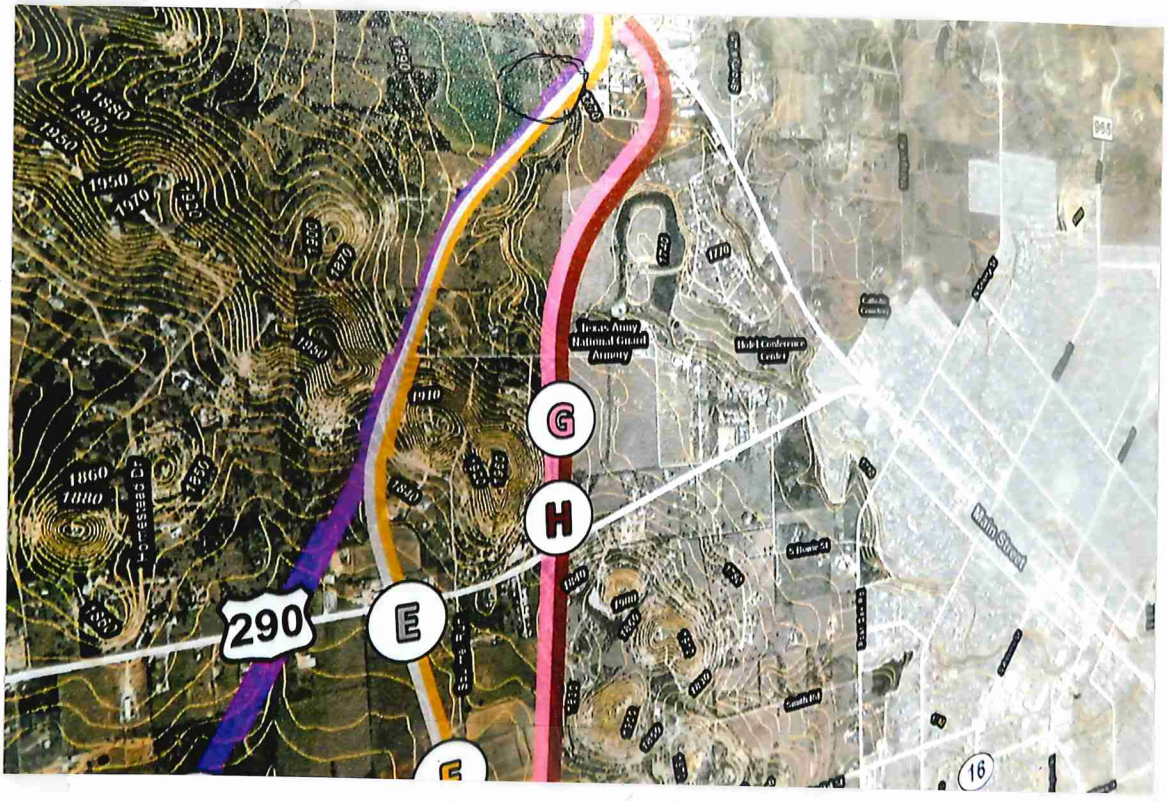
This survey packet is in regards to the meeting attended on Tuesday, July 23, 2019 in Fredericksburg.

Also included, one of your team representatives in conversation with us that afternoon asked us that when we send in our survey to be sure and include the survey we send in from the February 8, 2019 meeting.

Our hope is that you will consider using Relief Routes G and H. The information shared provides some of the historic history documented about the Kraus farm and Christian Kraus my Great Grandfather. We signed up with the Access group to be notified on upcoming meeting to talk with them. At that time I will bring the original documents of the Christian Kraus property.

The town of Fredericksburg has always been proud of their Germany heritage. But I can see that further investigation and consideration needs to be given to maintain and protect the history of the town of Fredericksburg. The creation of Bypass Route E F D is not good because of its location going through the historic property purchased by Christian Kraus. Christian Kraus was known and respected as a school teacher and one of the first teachers of the catholic school from 1858 to1862. In 1863 he opened a private school on the farm referred to as Kleinfrankreich and taught students there until 1867. In 1868 he started teaching in the Fredericksburg public school on the Market Platz. This note of history may be found in the book "Pioneers in God's Hills Volume 2. Bypass route G and H at least will not disturb the history of this historic property.

As I have stated before in Austin at the Family Land Heritage Program our farm was recognized as a 100 year Farm. In 4 years we are proud to say our historic farm will again be recognized but this time as a **"150 year farm"**.


290
E
G
H
Texas Army National Guard Armory
Hotel Conference Center
Main Street
16

AS PER YOUR Request FROM The July 23 MEETING Copy of 8 Feb 2019 ORIGINAL SENT

Fredericksburg Relief Route Study

Letter from Kory Keller, Task Force Chair

Dear Neighbors,

On behalf on the Gillespie County Relief Route Task Force, thank you for your participation during the May 31st public workshop for the Fredericksburg Relief Route Study. We received more than 180 responses to our on-line survey and an incredible number of suggestions for potential route options. Input from the community is vital to this process.

Tonight, stations have been set-up to show you how your input has been incorporated into the planning process. You will see the many route suggestions drawn by you, your friends and neighbors in the community. You will also see how those suggestions were used to identify 12 route segments that can be combined, in various ways, to create nine end-to-end conceptual route options between US 87 north of town and US 290 east of town. And, very importantly, because transportation planning is a dynamic process that is informed/influenced through public feedback and input, you will be given an opportunity to suggest changes/modifications to the conceptual routes.

Tonight, you will also see how public input was used to clarify the goals and objectives of the potential relief route. Goals and objectives are an important element of the planning process as they become the basis for future evaluation of the conceptual route options.

After tonight's workshop, with your input and ideas in hand, the Gillespie Relief Route Task Force will work with the study team to refine and evaluate the conceptual route options. This winter, we will report back to the community at a third Fredericksburg Relief Route Study public workshop. At the third workshop, we will show the refined conceptual route options and the evaluation data for each of the options and will again seek your feedback/input.

As a reminder, the Gillespie County Relief Route Task Force has been charged by the City of Fredericksburg and Gillespie County with exploring the need for, identifying, and developing a viable solution for the potential Fredericksburg Relief Route. Our job is to facilitate our community through a decision- making process. To that end, the Gillespie County Relief Route Task Force is working hard to facilitate a community-wide discussion. To be successful, the ultimate solution must reflect the desires and values of the community while addressing the mobility and safety issues that we now experience.

On behalf of the Gillespie County Relief Route Task Force, thank you for being here tonight to share your comments and ideas. We look forward to hearing from you, and we very much value your time and input.

Sincerely,

Kory Keller
Chairman of the Gillespie County Relief Route Task Force

Kraus Family Farm

Jerome and Genevieve Kraus

[redacted]

February 8, 2019

[redacted]

Our Kraus Family Farm and its location was presented to you in a precious survey from the last Rellief Route Study we mailed in.

I apologize for the late entry we had computer problems and my computer is not back from the shop.

We attended the Public Workshop on January 24, 2019 at the Pioneer Museum Sanctuary.

Here are our thoughts on the newly presented plan.

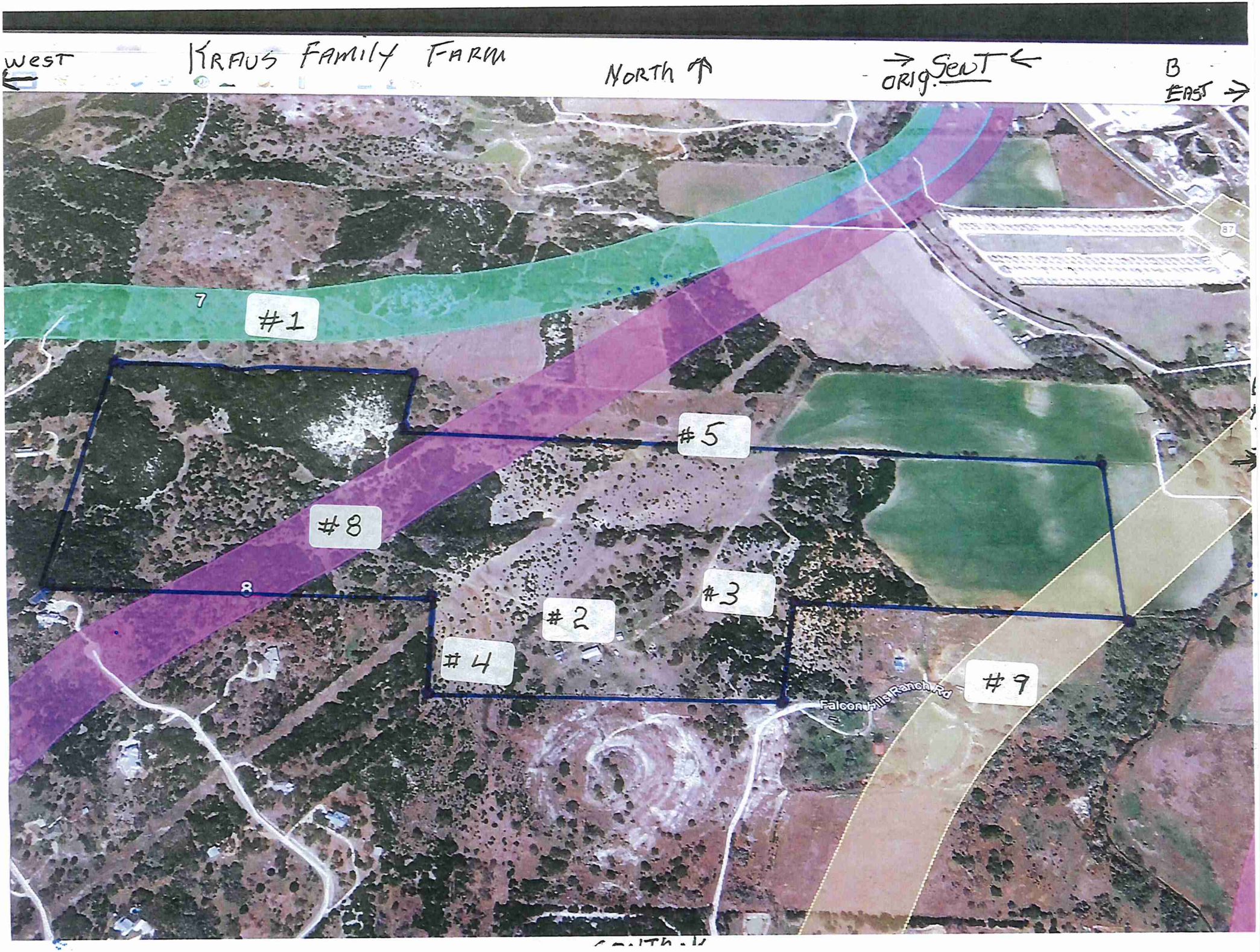
We were happy to see the changes being considered at the last workshop on Jan 24 for the Relief Route.

Route A would still be a choice for the outer Loop.

The new Route under consideration Route H we were shown would be our choice. It is around the downtown area but closer to still attract travelers if they want to stop in town. Better for the business people, better for town people so they can get to the hospital, schools etc. without dealing with main street traffic and not the amount of historical farms and agricultural land and properties being destroyed and defaced and leave the ambiance of historic Fredericksburg.

Jerome and Genevieve Kraus

[redacted]


WEST
KRAUS FAMILY FARM
NORTH
→ ORIG. SENT ←
B
EAST →
#1
#5
#8
#3
#2
#4
#9
Falcon Hills Ranch Rd

Kraus Family Farm

Jerome and Genevieve Kraus

Map reference #'s locations

#1--#8--#9 -- Bypass Routes

#2, #3, #4 area details --Page 2

#5 area details –Page 1

167 acres property outline

Jerome and Genevieve Kraus Farm

Kraus Farm has been in continuous ownership of the Kraus Family from 1873 to this present time 2018 for the last 145 years. In 5 years we are eligible and will apply for the 150th historic recognition of our Kraus Family Farm. We are very proud of this accomplishment and very proud to receive this type of historic recognition in our family.

The marked 167 land acres of the Kraus Farm was recognized and designated and recognized as a 100 year Farm in Austin, Texas by the Texas Department of Agriculture. This historic day took place in Austin, Texas at their 30th Annual Family Land Heritage Program and signed by the Texas Agriculture Commissioner Susan Combs on March 18, 2005.

Kraus Property County ID #'s

G.E.Co. #384 20850

G.E.Co. #385 20851

G.E.Co. #620 20852

ABS AD178
H. Dietz #298 20853

ABS AD658 FVD
Van Der Stucken #769 20854

ABS AD 178
H. Dietz #298 Homesite 20850

Kraus Family and Farm history

The Kraus Family history can be found in several books that are readily available for purchase in book stores. There is history written about my Great Grandfather Christian Kraus. He was one of the early pioneers of Fredericksburg and mentioned in several Fredericksburg books on the town history. Three books, *Pioneers in God's Hills volume 1*
-German Pioneers in Texas by Don H. Biggers
Fredericksburg, Texas the First Fifty Years
The History of Fredericksburg and Gillespie County People and Events,

A section of our property my Great Grandfather purchased from F. V. van der Stucken whose son, Frank Valentin Van der Stucken born in Fredericksburg, became one of the great composers and musician of America and Europe. Every year in Fredericksburg the community celebrates his music performed at the Van Der Stucken Festival.

Map reference #2 Our property has the original house with an adjoining stone building, barn, old wind mill, water well, water storage tank built by my ancestors, we added a new barn and electricity.

Map reference #3 Indian artifacts and mounds have been located in this area. There's a possibility Indians made camp there because of the natural spring in the area. This is west of the 34 acre cultivated field contains what the ancestors and family referred to as the "Old watering hole". Back in the 1950's Texas experienced a severe drought this old watering hole never dried up and maintains a water level to this day.

Map reference #4 marks the creek water source across our property that maintains the water level down to the old watering hole. This water source for us starts west of our house and runs north almost parallel to the existing high power lines then makes a slight turn east to the old watering hole.

Bypass Route # 8

The Bypass #8 will really hurt and affect our property. This bypass first of all will cut our historic Kraus farm in half. Also, the bypass will cut extremely close into the area of the hill on the property our family for generations has always referred to as "Fossil Hill". This is a natural shell reef formation that contains abundant Paleontological findings. There are many fossils located there that are readily visible. It is reasonably presumed that an untold number of artifacts exist but have not yet been discovered. The area is outlined with an oyster bed reef with bountiful fossils located in this area. It is a Paleontological formation that dates back to the mid-cretaceous period (approx 60 to 90 million years ago). The bypass could potently destroy or permanently cover up an untold numbers of these historical artifacts.

Bypass route #9

The Bypass Route #9 will cross the 34 acres of rich soil that has been and still after all these years for cultivation production of feed for livestock.

On your map you are not indicating this area not to be a flood plain area. The 34 acres that is closest to Barrons Creek has flooded 5 times that I know of, at least, since 1950. The creek will rise and come across from behind Mr. Jenkins home encircle his home up into the entry gate to our farm. We have had to replace the entire fence between the two properties. When the creek rises it will take out the entire fence line that runs between my property and Mr. Jenkins. I have personally witnessed this event when the Barrons Creek has encircled Mr. Jenkins home up to his door step.

We feel the **Bypass #1 should be the route to use.** This bypass could perhaps in the future lead to a future expansion of the city of Fredericksburg. Let's not just cut through and sacrifice the historic German Pioneer history and heritage of Fredericksburg for a road. Everyone likes to come to Fredericksburg because it has maintained its unique history and heritage for visitors to enjoy first hand.

- The city of Fredericksburg itself, in the downtown area, need to consider making changes about the visitor parking on Main Street. Taking truck traffic off Main Street will not stop the problems that occur with the heavy car traffic problem situations the visitor's face every day. The nose in parking to the curb on both side of Main Street is a problem in itself. I have seen people attempting to back out of parking space, have their passenger get into the street to caution oncoming cars to slow down even stop to get out of there. I myself have had to send my wife out to do this same thing. How safe is that situation and is it being addressed by the City at all? I am sure the shop owners do not want to lose costumer parking in front of their store, especially during shopping hours. On the other hand, they need to face the reality of the safety in customer parking.

The expansion to fix the traffic and truck traffic situation on Main St in Fredericksburg is understandable. At the same time, one has to be

mindful of the major changes being made for the future in this historic and unique little German town now days everyone likes to visit.

Is the destruction, demolition and defacement of the outlying historic properties still owned by the same Fredericksburg Pioneers Families of this little town worth it? Downtown Fredericksburg and Main Street are not the only place where the history of Fredericksburg began or resides or lives.

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Comments

1 message

Ann Krauskopf [redacted] Wed, Jul 31, 2019 at 4:05 PM
To: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com>

Name: Ann Krauskopf
Address [redacted]

Comment: None of the remaining five relief routes allow for future growth. The routes that are left are going to destroy to many businesses close to town that are going to be hard to relocate, especially with the ridiculous Fredericksburg property prices. Trucks are not mandated to use the relief route, therefore there is no guarantee that the downtown traffic issues will be solved or will improve. Truck drivers get paid either by mileage or by the hour, they will pick the fastest or shortest way to get to their destination.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

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

Comment:

* Please put an option on the survey to allow people to vote NO to ALL routes.
Fredericksburg will be harmed by this road.
We need to be able to vote 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

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

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

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

None of the above relief routes will serve our community. They all would be too expensive, too disruptive and not accomplish the result intended since many trucks will still use Main Street.

Please halt all further studies since it is obvious from recent history that a bond to finance this will be voted down anyway and it would be better to leave several options open for any future questioning. Or else with only one route left "on the books", developers and investors would influence the future of our town contrary to public desire.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fw: A new direction is needed for the relief route

4 messages

Donnie Schuch [redacted] Mon, Aug 5, 2019 at 10:31 AM
To: Fredericksburg Relief Route <FredericksburgReliefRoute@gmail.com>

Comments concerning the Relief Route Study. I apologize if you already have some of these, but just want to make sure you get them all!

Donnie Schuch

Gillespie County Commissioner - Pct. 4

[redacted]

[redacted]

[redacted]

From: Kroegers [redacted]
Sent: Sunday, August 4, 2019 4:15 PM
Subject: A new direction is needed for the relief route

Dear Relief Route members,

Thank you for the huge effort you have been making on the behalf of this community. We can't imagine a harder job!

My wife and I are very concerned about the TxDot plans- all of them- and would like to request that the study be halted now before the route options are narrowed down. As we can presume from the recent bond vote regarding the sports park, a vote for a $60M+ bond has next to no chance of passing. Property values would be permanently altered along any proposed route that stays on TxDot's books (as we personally have already found out). It is better to stop this selection process now. If there is only one route left "on the books", developers and investors would influence the future of our town, often contrary to public desires.

Attached is our survey response to TxDot that we felt we should send a copy directly to you. We are not sure TxDot communicates back to you everything they hear from the community.

We would very much like to stop this process and instead give back the control of this relief route to local government. If the county could aid the city in creating alternate routes out of existing roadways, that would be less expensive, less disruptive, and could be accomplished much more quickly.

Thank you for serving,
Steve and Nicole Kroeger

WSK survey.pdf
2016K

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com> Mon, Aug 5, 2019 at 4:16 PM
To: Donnie Schuch [redacted] Steve Kroeger [redacted]

Dear Mr. and Ms. Kroeger,

We appreciate your input and letting us know your thoughts. Your comments will be added to the public record and Open House Report. This report will be posted online once it is complete.

Sincerely,

The Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

Kory Keller [redacted] > Mon, Aug 5, 2019 at 8:49 PM
To: [redacted]
Cc: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com>

Dear Steve and Nicole,

I have seen you at nearly every event we have had. I am so thankful for residents like yourselves for engaging the process.

And, my heart sinks for you as you have been in the likely zone since we started this effort, let alone the other times that a route has been discussed in the community.

I will certainly pass your comments on to the team.

Sent from my iPhone

On Aug 4, 2019, at 4:15 PM, Kroegers <kroegerteam@gmail.com> wrote:

> Dear Relief Route members,
>
> Thank you for the huge effort you have been making on the behalf of this community. We can't imagine a harder job!

My wife and I are very concerned about the TxDot plans- all of them- and would like to request that the study be halted now before the route options are narrowed down. As we can presume from the recent bond vote regarding the sports park, a vote for a $60M+ bond has next to no chance of passing. Property values would be permanently altered along any proposed route that stays on TxDot's books (as we personally have already found out). It is better to stop this selection process now. If there is only one route left "on the books", developers and investors would influence the future of our town, often contrary to public desires.

Attached is our survey response to TxDot that we felt we should send a copy directly to you. We are not sure TxDot communicates back to you everything they hear from the community.

We would very much like to stop this process and instead give back the control of this relief route to local government. If the county could aid the city in creating alternate routes out of existing roadways, that would be less expensive, less disruptive, and could be accomplished much more quickly.

Thank you for serving,
Steve and Nicole Kroeger

<WSK survey.pdf>

Kory Keller [redacted] Tue, Aug 6, 2019 at 8:24 AM
To: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com>, Kent Myers [redacted]

Sent from my iPhone

Begin forwarded message:

From: Kroegers [redacted]
Date: August 6, 2019 at 8:17:25 AM CDT
To: Kory Keller [redacted]
Subject: Re: A new direction is needed for the relief route
Reply-To: [redacted]

Dear Kory,

Thank you for your kind and understanding words.
Although we would be personally hit very very hard by 3 of these routes, I think our whole Hill Country will be hit hard by any one of them.
Such a road will irreparably change the course and makeup of our community.
What TxDot is planning is not what the community was hoping for.

We think this is really really serious. Thank you for all you are doing.

Steve and Nicole
[Quoted text hidden]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): W. Steve Kroeger
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

It does not appear to me that any of the releif Routes will substantially reduce traffic congestion on Main Street and the naming of any Route will alter property values along any proposed Route permanantly. It is better to Stop this Selection process now, so the city of Fredericksburg can proceed to create it's own alternate Routes within its present city limits

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

object to Route F and Route H

1 message

lanellkunz@aol.com [redacted] Fri, Aug 2, 2019 at 3:00 PM
To: FredericksburgReliefRoute@gmail.com

The construction of Fredericksburg Route F and Route H will affect the value of existing housing around it. Noise from a busy highway has a seriously negative impact on property values. The subdivision of Heritage Hills would be greatly affected by these routes. This is a subdivision with only senior citizens with a quiet peaceful atmosphere. I strongly object to Routes F and H.

LaNell Kunz

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): WALTHER) KENNY KUNZ,
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Route Selection Comments

1 message

Ryan Kutzbach [redacted] Wed, Jul 24, 2019 at 12:20 PM
To: FredericksburgReliefRoute@gmail.com

We were unable to attend the open house, but wanted to voice our concerns with the proposed route options. With the exception of route D, the current proposed routes have a tremendous impact on existing local businesses and housing.

The southern connection point of routes F and H literally run right through the middle of a housing development of 100+ houses. I don't understand how this is even an option? You can't possibly think its reasonable to eminent domain that number of houses and run a highway right in the middle of the remaining development? Continuing on, these routes cut directly through numerous businesses at the intersection of Hwy16 and Tivydale/Friendship Ln, which inevitably will put them out. Even if you go around the housing and businesses the impact of noise and traffic flow will be detrimental. What would the bypass achieve at that point?

On the northern connection point routes GH would have detrimental impact on the business in this area. Also, there is no room for further development of town with the highway connection being so close to existing development. This connection point seems really short sighted

The only reasonable route option is route D as it has minimal impact on current residents and businesses. It allows for future development, and it keeps traffic noise well out of the city. Second choice would be route E, but you still have the negative impact on the businesses and houses at Hwy16 and Tivydale/Friendship Ln.

I think it's important to consider this route's goal is to help the community, not hurt it. There is plenty of undeveloped land south and west of town that this highway can run through. At the rate in which Fredericksburg is growing, routing a highway through existing development is short sighted. Planning for future growth of town in all directions is essential.

Regards,
Ryan Kutzbach

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Gary Lamb
Address [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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

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Comment Form

Name (Please Print): Teresa Lamb
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

I believe Trucks need to be off Main Street but I do believe the original purpose for Friendship needs to be seriously entertained, Speed Limit ~~Stop~~ Dropped, enforced. My question is Why are Trucks getting off 1-10?

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

Name (Please Print): Jordan Lambert
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Do Not Build the Route - No proof that it will relieve traffic -

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Comment Form

Name (Please Print): MARK LAND
Address: [redacted]
Email:

Comment:

REDO INTESECTION AT POST OFFICE
EXTEND CITY ST. TO 290 W
EXTEND KERR RD TO 290 W.
BUILD RD FOR LOCALS
USE FRINDESHP LANE & 2093 FOR ROUTE

HWY 16 N. IS STILL PROBLEM
WILL NOT GET TRUCKS OFF OF MAIN
DO AWAY WITH PARKING ON N. LLANO ST.

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): [redacted] Connie Lane
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Roy Lane
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Not needed at all!

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Brenda Leedy
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Build parking garage!

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Comment Form

Name (Please Print): Brenda Lehmann
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(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**
☐ **I could benefit monetarily from the project or other item about which I am commenting**

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fredericksburg Relief Route Comments

1 message

Beth Lewis [redacted]
To: FredericksburgReliefRoute@gmail.com

Wed, Aug 7, 2019 at 4:34 PM

FREDERICKSBURG RELIEF ROUTE STUDY

NAME: **Roger Branson Lewis, PhD and Berenice Elizabeth Lewis**

ADDRESS: [redacted]

E-MAIL: [redacted]

COMMENTS:
We do not like any of the 5 proposed routes as a solution to the problem. The cost associated with each is too great when compared to the benefit provided.

In essence, the underlying concern of this project has to do with the City of Fredericksburg and maintaining/increasing the inflow of the almighty tourism dollars which are spent at those businesses situated along Main Street. Residents, land owners and business owners on the perimeter of the city and out in the county are being asked to sacrifice for the benefit of those businesses on Main Street. That is not right. In most cases, there is no connection between residents and land owners living out in the county and Main Street retail shops. This whole project places an unfair burden on those residents and land owners living out in the county whose land will be in the crosshairs for the Relief Route purposes.

The question as to why there were no proposed routes around to the North of town has yet to be satisfactorily addressed and answered. The answer given had to do with a computer study and no information was provided regarding the preliminary assumptions and input data to the study.

The way this project study has been structured from inception places all the burden of the Main Street traffic problem onto the backs of the residents, land owners and business owners on the South and West sides of town. MANY OF THESE RESIDENTS AND LAND OWNERS ON THE SOUTH AND WEST SIDE ARE ALREADY IN THE CROSSHAIRS OF THE KINDER MORGAN PIPELINE PROJECT. Whether the pipeline will actually be built through their property or not, the point is that the residents and land owners on the South and West sides of town are being hit with a DOUBLE WHAMMY, two HUGE reasons to be stressed, anxious and afraid! So this proposed Relief Route project just adds insult to injury for these people. It is not right for these folks to bear the brunt of the Main Street traffic congestion issue without ANY consideration of alternate routes around to the North and East sides of town.

Why was the study done assuming that only a rural highway subject to TxDOT's requirements is the ONLY solution for this problem? We DO NOT need a highway the size of IH10 going around Fredericksburg!

Why does the speed limit on the Relief Route need to be 70 mph when the speed limit on US290E where the trucks will be coming from is 60mph? That makes no sense at all.

Why can't existing roadways be a viable solution such as Friendship Lane?

An excuse was given stating that Friendship Lane would have to be rebuilt and it would be disruptive to residences and businesses. The Relief Route is going to have to be built anyway and its construction will be disruptive to residences and businesses. So what is the difference?

Friendship Lane is already a four lane road. At 40mph with very limited number of stoplights, trucks would likely move past Fredericksburg more quickly than they would going down Main Street. After Friendship Lane is rebuilt, the speed limit could likely be increased.

An idea which we believe should be studied would be to utilize Friendship Lane by joining it to Post Oak and then joining that to South Cherry, having the trucks come out onto Main Street at the northwest end of town near the intersection of 87N and 290W.

We are not employed by TXDOT nor do business with TXDOT nor do we stand to benefit monetarily from this project or any other item about which we have commented.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Eric Leyendecker
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

NONE

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Wild life habitat & farm/Ranch land will be destroyed. Water areas will be damaged. Will bring more unwanted traffic to our area & higher taxes will drive people out of our community.

(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**
☐ **I could benefit monetarily from the project or other item about which I am commenting**

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Austin, TX, 78750

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): BRUCE LITTLEJOHN
Address: [redacted]
Email:

Comment:

Proposed route D is, at this date, the most feasible option in terms of the least disruption and impact to existing structures and historic landmarks. The estimated cost is not overly expensive in comparison to the others and I believe will have the best chance of construction implementation. Routes F & G are way too close to existing housing developments and would be extremly disruptive to current traffic / noise abatement levels.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Personal comment

1 message

Bruce Littlejohn <1[redacted]>
To: FredericksburgReliefRoute@gmail.com

Tue, Aug 6, 2019 at 9:58 AM

As a ten year resident of Fredericksburg, I have observed the continued growth pattern of the city, expanding southward from 290/Main Street, past Friendship Blvd., and down either side of Hwy 87.
Looking at the long term implications of this growth pattern, it seems obvious that the best "Relief Route" currently being considered is Plan D, one that avoids existing city housing and commercial developments as well as one that provides a further buffer from the southward trend of future city expansion. Plan D is truly a "Bypass" Route rather than a "Bi-section" Route and despite the slightly increased distance and costs of right of way would provide the necessary "relief" that residents desire.

Thank you.

Bruce Littlejohn
[redacted]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): JANE W. LITTLEJOHN
Address: [redacted]
Email:

Comment: GOOD Grief Don't you dare run this through town by the Fort and Frieden and Heritage Hills !!!

BYPASS MEANS GO AROUND!

AND Don't ask us to approve a route when you haven't told us how much this will cost us in property taxes!

WHAT DO you WANT A TOYOTA OR A CADILLAC
WELL DEPENDS ON HOW much THAT WILL COST ME!

PROP TAXES ARE Too High NOW!

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Delfino Jaimes Lopez
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Heriberto Jaimes Lopez
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Evelyn Lucksinger
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5	
Route Option G (Pink)	1	2	3	4	5	None
Route Option F (Orange)	1	2	3	4	5	
Route Option E (Grey)	1	2	3	4	5	
Route Option H (Maroon)	1	2	3	4	5	

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

No tax increases.
Too big, too expensive.

(Texas Transportation Code, §201.811(a)(5)):
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July 23,2019 Fredericksburg Relief Route Study Comments

Name: Linda N. Lucksinger

Address: [redacted]

Email [redacted]

- **No to All 5 routes!**
- **All 5 routes negatively impact our historic home and property**. The Christian Kraus Homestead. We are pursuing the "Permission for right-of-entry to conduct Historical Survey Investigations in Gillespie County, Texas". And the National Register of Historic Places.
- At the Hwy 87 N – Hwy 290W section of all 5 options destroys/negatively impact historic homes, pioneer cemetery, and farm lands that are part of the original German settlers to Fredericksburg & Gillespie County. *These 5 routes are destroying the Historical Heart of this County.* Hwy 290 W – Hwy 290E sections may also have historic structures, homes, farm land, ranch lands, historic homesites with current agricultural endeavors (vineyards, etc.) that will be negatively impacted or destroyed by these 5 routes. **Save our Heritage!** *Let's keep Gillespie County Great!*
- **Cost to County & City Tax Payers is too high** for what we get out of this.
- **Cost in lost businesses, jobs, farming, and industry** due to the building of these 5 routes is not worth it. Many acres of farmland are within the path of all routes. These farmers and others who lease fields to make a living farming will be financially hurt. Some will be unable to sustain farming in Gillespie County. We lease acreage to the Jacoby Brothers from Stonewall who farm several plots from various owners in the Hwy 87N – Hwy 290W section of county. Businesses destroyed or forced to relocate along these 5 routes may never recover from this displacement and destruction.
- These 5 routes do long term **Environmental damage** to Baron's Creek, Town Creek, and Live Oak Creek. We have a beautiful natural environment, do not endanger and destroy it with this monster because a few believe they know what is best. Hill Country Alliance and land owners have worked for several years to improve the Barons Creek flow through the county and town.
- No to this huge interstate going so close to town and ruining our way of life with **noise and high speeds** (litter, **trash**, road debris---look at the interstates and highways as you travel!!).
- **NO to all relief routes** because they will destroy our pioneer homesites, farms, ranches, and destroy what makes Fredericksburg and Gillespie County great and a unique Texas Treasure!
- **NO to all relief routes** because they will destroy small and mid-size family businesses who will not be able to financially recover from forced eminent domain just so that others can reap the benefits!!

For *concerned for Gillespie County residents & business owners.* Website to find maps and information make Public Comment by August 7, 2019. www.txdot.gov search key word "Fredericksburg".

Or mail the Comment Sheet to: CP&Y Attn: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX 78750

Fredericksburg Relief Route Study

Name (Please Print): Linda N Lucksinger
Address: [redacted]
Email:

Comment:

- No to All 5 routes!
- No to this huge interstate going so close to town and ruining our way of life with noise and high speeds (litter, trash, road debris---look at the interstates and highways as you travel!!)
- Cost to Tax Payers is too high for what we get out of this; we do not want to foot the bill for the downtown businesses that get all the benefit.
- Cost for building any of these this close to town is not worth it, does not allow for future growth
- At the Hwy 87 N – Hwy 290 west section of all 5 options destroys/negatively impacts historic homes, pioneer cemetery, and farm lands that are part of the original German settlers to Fredericksburg & Gillespie County. You are destroying the Historical Heart of this County by putting these routes in this location.
- Hwy 290 W – Hwy 290E sections may also have historic structures, homes, farm land, ranch lands, historic homesites with current agricultural endeavors (vineyards, ect.) that will be negatively impacted or destroyed by these 5 routes. Save our Heritage! Let's keep Gillespie County Great!
- Businesses destroyed or forced to relocate along these routes may never recover from this displacement and destruction. Selfish Downtown merchants should not benefit from the destruction of others making a living in this community.
- These 5 routes do long term Environmental damage to Baron's Creek, Town Creek, and Live Oak Creek.
- NO to any relief routes that destroy our pioneer homesites, farms, ranches, and what makes Fredericksburg and Gillespie County great!

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

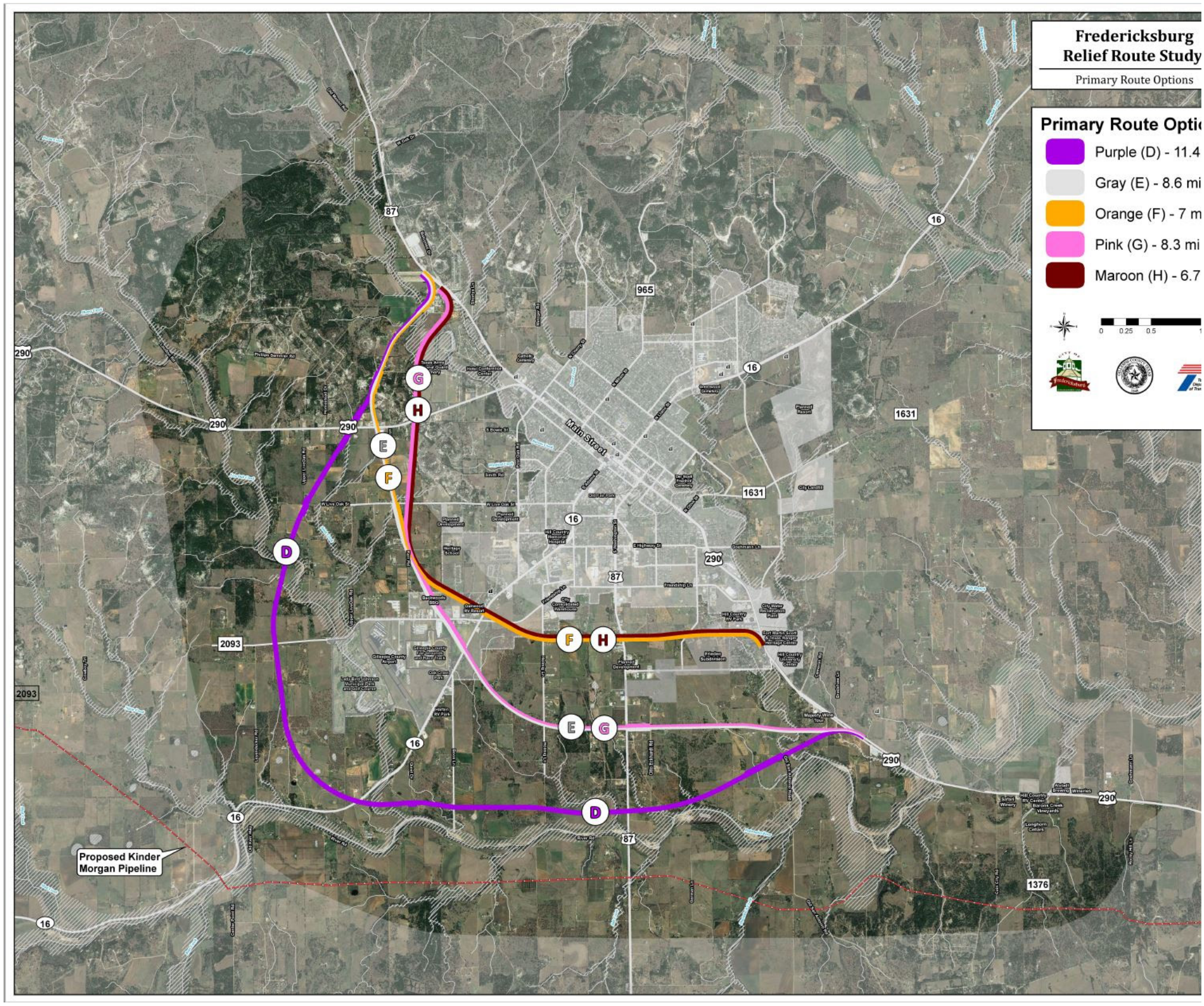
Re: Fredericksburg Relief Route Study Public Open House - Comment Period Reminder

2 messages

Larry [redacted] Wed, Jul 31
To: fredericksburgreliefroute@gmail.com

Get BlueMail for Android
On Jul 29, 2019, at 5:50 PM, Fredericksburg Relief Route Study Team <fredericksburgreliefroute@gmail.com> wrote:

> Greetings,
>
> Thank you for participating in the open house for the Fredericksburg Relief Route Study on July 23. We value your input, as it will help to guide the planning for this important transportation improvement project.
>
> The project team will collect public input for two weeks. If you were unable to participate in all of the activities offered at the open house, or if someone you know is interested in providing input, you may send written comments on or before August 7, 2019, to the project team at:
>
> Email: FredericksburgReliefRoute@gmail.com
> Postal mail: CP&Y Attention: Fredericksburg Relief Route Study
> 13809 Research Blvd., Suite 300
> Austin, TX, 78750
>
> For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword “Fredericksburg,” email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.
>
> Over the next few months, we will be performing traffic modeling and operational analysis of the five Primary Route Options. An historic resources survey of the five options will also be conducted. The results of thes efforts, along with additional land use information, will then be factored into the “second screening” of the evaluation matrix. Our intent is to complete the second screening and identify a recommended locally-prefer option sometime this fall. We will schedule an Open House to present the recommendation and solicit feedback and will notify you via email once that date has been set.
>
> In the meantime, we are planning a workshop to discuss access needs. Although a date has not been set, we anticipate having it in late-August or early-September. Please let us know if you are interested in particip the Access Workshop and we will notify you of the date, time and location.
>
> Again, thank you for attending the Open House. Community input is an invaluable part of our decision-making process.
>
> Please see the map below of the five Primary Route Options that were shown at the open house on July 23.
>
> Sincerely,
> Fredericksburg Relief Route Study Project Team



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You are receiving this email because you have expressed an interest in the Fredericksburg Relief Route Study activities. Please let us know if you would like to unsubscribe and we will remove you from our list.

Our mailing address is:

Rifeline

3724 Jefferson St Ste 114

Austin, TX 78731-6219

Add us to your address book

Want to change how you receive these emails?

You can update your preferences or unsubscribe from this list.

Larry [redacted] Sat, Aug 3, 2019 at 9:33 AM
To: fredericksburgreliefroute@gmail.com

Build a relief around town with access so businesses can locate on the loop and leave the town for the tourist otherwise we don't need a loop

Get BlueMail for Android
[Quoted text hidden]

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Comment to by-pass

1 message

Jerry Martino [redacted] Tue, Aug 6, 2019 at 9:28 AM
To: FredericksburgReliefRoute@gmail.com

In review of the considered options, and being in the possible direct path I am compelled to note that with the exception of the longer route shown too many homes and businesses will be impacted on 4 of the 5 routes choices.
I also am of the opinion that a route in ANY of the choices is not really needed when and where it affects a town and quality of life where commercial convenience should take precedence over public and private quality of life.
Which any and all of of these proposals do.
Traffic and safety is of course of all our concerns, however the heavy vehicles and equipment traversing a speedway as these proposals represent is NOT a solution to those issues. Rather the opposite could be true.
Really, so what if the traffic is that slowed presently down continues! Except for minor inconvenience it disturbs little in peoples and the area quality of life way of life...
A by-pass will, a bad idea overall..

Sent from my iPhone

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Kay Massey
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

raise the bridges ON I-10 so the big trucks can go there

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Comment

1 message

Sherrie Maurer [redacted] Wed, Jul 24, 2019 at 8:14 AM
To: FredericksburgReliefRoute@gmail.com

I don’t believe we need a freeway like I-10 around Fredericksburg. You just need a loop with 2 lanes in each direction. Please don’t build a freeway. Don’t change our way of life around here!

Thanks,

Sherrie Maurer

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Gary Mayer
Address: [redacted]
Email:

Comment:

Route E/G seems like a viable compromise. However, a 70 m.p.h. bypass sure seems like overkill when roads feeding into it are only 60 m.p.h. (290 for example).

And, a 400 ft. right of way for and interstate type roadway surely is overkill!

We want traffic relief for Fredericksburg, not a gigantic tax burden for our children and grandchildren!

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Curtis MAYO
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☐ Do not build the relief route

I still consider that A proposed route of this magnitude will ruin the bucolic scenery, Archeological sites and historic ranch settings and will Also increase the noise levels of Fredericksburg, And Alternate routes should be considered for the trucks.

The city has proposed Alternate extensions of existing streets in Fredericksburg to Alleviate A portion of the traffic congestion and that should be A first priority.

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

RECEIVED
AUG 07 2019
CP&Y, Inc. - AU

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): DONNA MAYO
Address: 1624 LOUDON RD
Email: dmayo@eTEX.net

Comment:

We are proud of the way our city has ~~been~~ preserved the small town look. If locals are displaced by large loads and industry expands, we will lose the things that make Fredericksburg dear to our hearts.

I suggest that the city continues with proposed extentions to connect and expand local roads so we can get around town more conveniently. That will alleviate the continual use of the down town streets.

Forget the by pass or we will lose "our town."

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): JIM MCCRAE
Address: [redacted]
Email:

Comment:

1. 400' FREEWAY IS NOT NEEDED & DOESN'T BELONG IN COUNTY
2. CITY & COUNTY SHOULD EXTEND FRIENDSHIP TO 87/NORTH & KEEP IT 4-LANES WITH LIMITED TRAFFIC CONTROLS & ADD TURN LANES ON RIGHT - NAME IT FRIENDSHIP PARKWAY

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fredericksburg Relief Route

1 message

Gail McCulloch [redacted] Wed, Aug 7, 2019 at 9:38 AM
To: fredericksburgreliefroute@gmail.com
Cc: Jennie Mcculloch [redacted]

To Relief Route:

The most common sense approach to this relief route is to use the current Friendship lane in Fredericksburg.

This route is already wide enough for trucks.
If it needed to be widened out it could be done with only effecting a minimal amount of folks on the south side of the road. Most of that road is open pasture.

From 290 to Hwy 16 there are only four buildings in the path. The city of Fredericksburg building being the largest. You can easily shave off 75' without effecting their property.

Shouldn't you send a letter to everyone that is effected by these 5 paths?
Instead of finding out by chance? Someone just happened to let us know.

It is not enough to put a small ad in the paper, hidden under Special Notices section. I do not know that many folks that get the paper. That is a dying or close to dead medium for communication.

I feel very strongly that it really doesn't matter what our input is, you all will do whatever you want.

Gail McCulloch

Sent from my iPhone

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Jerrilyn B. McLerran
Address: [redacted]
Email: [redacted]

Comment:

First of all, Friendship Lane should be utilized and expanded (i.e., finished) to extend over to 290 W. The massive construction of any of the proposed routes is complete overkill!

Secondly, the costs (Preliminary Cost estimates) evidently do not include environmental impact studies as the cost of doing these could easily equal the total cost estimates shown on the evaluation summary.

If this entire project cannot be derailed, the shortest route and absolute narrowest roadway should be considered.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route

1 message

Mark McPhail [redacted] Wed, Aug 7, 2019 at 5:01 PM
To: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com>

Gentlemen:

Thank you for the opportunity to respond to the proposed routes. I have also completed the survey and was disappointed that it did not give me the option of indicating that I was against any route.

The two routes closest to the city, would go down East Industrial Loop and displace The Good Sam Center, the proposed site for The Grace Center and numerous other charitable and for profit businesses.

The middle route affects the Boos dairy, whose family, among other many generational families, helped make this such a unique city and community. The outer route may also affect some of those same families. My wife's family has been farming the same land for now over 160 years and it would be such a travesty to take away the land families such as these continue to farm or ranch.

Any of the proposed routes will not affect those trucks taking 16N, nor those trucks coming into the city to conduct business.

I appreciate your time and work you have performed on the route, but as a citizen, I would have to vote against a bond issue for any of these routes.

Mark McPhail

Sent from Mail for Windows 10

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): CHRIS MEADE
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

- FROM INFORMATION PROVIDED TO THE PUBLIC, AND FROM EXPERIENCES IN OTHER AREAS WHERE THESE RELIEF ROUTES WERE PROPOSED OR BUILT THE RESULTS WERE MODEST AT BEST.
- TAX INCREASES ARE A PART OF A GROWING COMMUNITY, THAT I SUPPORT, BUT NOT THIS ONE. I DO NOT SEE IT BENEFICIAL TO THE COMMUNITY AS A WHOLE.
- I HAVE FRIENDS WHO WOULD BE GREATLY IMPACTED BY THE SELECTION OF ANY OF THE FIVE OPTIONS.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Rosie Meurer
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

I "Do Not" want the Relief route Anywhere!!

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Keith Messer
Addre [redacted]
Email:

Comment:

While I am not really in favor of the Relief Route as a whole, due to the large amount of right away required in the current design and especially if it is Limited Access, "Route D" impacts my family and I the most since it would cut our family land against HWY 16 South in half (located at [redacted]). This would negatively impact the agricultural value of it and will severely impact economic earning ability with it as farming and Ranching is my Parent's main source of income. As it is, the current proposed line "Route D" goes right through and over the only entrance to the property where it meets HWY 16 South. As of now, nobody can answer what the access situation will be during construction or after the Relief Route is completed. Both sides of the property would need new fences along the entire Relief Route project to be suitable for livestock again. Water access would also be cut off from one side of the property. Also, the proposed line "Route D" goes over almost all the other improvements on the property (barns, pens, well, etc.) that would be difficult, if not impossible, to replace without great expense and/or completely altering what is left of the remaining property. This is also an 80 year old family homestead property with some of the barns and such still from that time period. The line "Route D" also goes over the house from that homestead which is about 80 years old too.

(Texas Transportation Code, §201.811(a)(5)):
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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Kenneth Meyer
Address: [redacted]
Email: [redacted]

Comment:

I AM OPPOSED TO THE RELIEF ROUTE FOR THE FOLLOWING REASONS;
I FEEL THE ROUTE IS NOT NECESSARY
COUNTY & CITY TAX PAYERS CAN NOT AFFORD THE ROUTE
BEST OPTION IS TO EXTEND FRIENDSHIP LANE OUT 2093 TO KERR Rd. OR UPPER LOOP AT TO 290 WEST.
LIMITED ACCESS SHOULD NEVER BE CONSIDERED
IT WILL DESTROY & DAMAGE MANY PROPERTIES NO MATTER WHICH ROUTE WILL BE CHOSEN
ROUTE D WOULD DESTROY MY FAMILY & MY NEIGHBORS HISTORICK FARMS.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Virginia Milner
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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

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Comment Form

Name (Please Print): Jean Moffett
Address: [redacted]
Email [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

The vision of TxDOT is not appropiate or perpetuate. —

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

Name (Please Print): Michael Mottott
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

TxDOT Vision is not appropriate or pragmatic!

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center

Comment Form

Name (Please Print): Walter Moldenhauer

Address: [redacted]

Email:

Comment:

Question: How far in the future do we plan to choose a plan for? How long does it take to build? Will it still be valid when finished?

Fredericksburg Growth — moderate to fast.

Relief Route Goals:

(1) Highest priority - Trucks as far out as possible - Route AB

The other side of Pedernales from G

G - Tie into 290 E & W farther out.

pipeline and relief Route - same right of way - or adjacent. less Cost?

The other inner City routes good for now but when they get built? - to late.!!!

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Comment Form

Name (Please Print): Kaitlynn Moore
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

No route is chosen because there shouldn't be a route! Main Street traffic is not bad enough to require this.

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

Name (Please Print): Sherry Moore
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Comments Regarding thwe Relief Route Effort

1 message

[redacted]

Sat, Aug 3, 2019 at 12:13 AM

Hello Relief Route Study Project Team...

I would like to digress for a minute to make some points for a stop gap measure that could be put into effect immediately, while discussions about final route selections are ongoing, for the near future.

Most of the comments from the first session have multi concerns including loss of property, fair market evaluation, divided property, access roads, flood plains, multi-generational farms, etc.

The main thrust of the Relief Route is for the ability of vehicles to "bypass" around Fredericksburg.

Two responders, to the first session, had an excellent short term solution to the concerns for building, vehicle and pedestrian safety on Main Street. I want to make sure that this great idea does not get lost in the "noise" of the larger discussion!

This simple solution is: eliminate any big rig traffic from the 100 200 and 300 blocks of Main Street! Again, this would eliminate the possibility of building damage or destruction, bodily injury or loss of human life and vehicle fires being caused by the aforementioned big rigs.

Before I outline the solution, let me say that the implementation of said solution would require positive actions from TXDot and the "managing agency" for US Highways 87 and 290 that would allow these highways to be "blocked," so to speak, to certain types of vehicles. We would definitely need strong support from our Senators and Representatives on both the National and State levels to help us achieve this goal.

Now... The Plan. I will be taking it in one direction, just reverse the thinking for the rest of the picture.

Assume a big rig is coming into Fredericksburg, from the east, on US 290. Our routing would have the big rig turn left onto Friendship Lane, continue around to TX16, then turn right heading North to Main. At Main the big rig would make a left turn heading West to either US 290W or US87N.

So, the big rig has "looped" around the 100 200 and 300 blocks of Main by simply utilizing the already existing Friendship Lane, eliminating the possible problems listed above.

After approval from the appropriate agencies, this plan could be put into effect as soon as signage was posted.

If the big rig was already in town... signage at Washington and Adams would direct him to turn to the South towards Friendship

Lane.

Reverse your thinking if you are coming into Fredericksburg from US 290W or US 87N onto Main.

A quick mention of TX16 North of Main. There are future plans for the extension of Friendship Lane from the US 290 intersection to TX16 at Frederick Road, but for this discussion, we will assume that the Friendship Lane to TX16 plan is still on the drawing board.

So, traffic coming into town on TX16, and wanting to continue on TX 16 to the North, would continue North on Adams at Main and turn right onto East Austin St, then a left at Llano St. (TX 16) to the North. If you are coming from the West, US 290W or US 87W, and need to continue to TX16 to the North, you would turn left onto Adams, and turn right onto East Austin St then a left at Llano St. (TX16) to the North.

Now I would like to digress and pose the following questions to The Team:

1) Has a detailed vehicle count been done by percentage... i.e. big rigs, busses, RVs, light trucks, SUVs, automobiles, motorcycles?

2) If a detailed count has been done, how many were done and what were the time periods involved?

3) Has a survey been taken, especially of the big rig operators, as to what percentage of drivers will opt to continue through Main, as opposed to taking the longer Relief Route?

FYI: The Relief Route would be an OPTION not a MUST. In other words: Is an operator willing to spend more $$ for the additional fuel needed to traverse the Relief Route, and for the log time added (for the big rigs)?

4) If such a survey has been taken, do the results show that future loading predictions on Main would be reduced because of a Relief Route?

Finally... A few comments on the main concern... the Relief Route. I prefer the use of Friendship Lane to TX16 as compared to the construction of a new road to the South. I am against the 400 foot right-of-way that has been proposed. This would be a road that would be needed in Houston, not in Fredericksburg. Larger right-of-way demands more land acquisition, more road bed to be constructed, more paving... in other words more $$$. So the 400 foot right-of-way is a lose-lose situation from my point of view. Also, there is the visual impact that such a "roadway" would create. Not Hill Country Beautiful but Hill Country Ugly.

To be more in tune with Hill Country Beautiful, the Relief Route should mimic Friendship Lane, with the addition of a center "chicken" lane and carefully designed on and off ramps. Access to "cut" streets and roads is a must!

As far as the routing is concerned, I have no opinion other than the one regarding Friendship Lane. There are difficult decisions that will have to be made. What ever the choice, families and businesses will be impacted.

What about fair value pricing, not based on some number which is derived from some average, which is not a realistic representation of the Fredericksburg area?

I have a fear that many displaced victims of the eminent domain process, will not have adequate funds to buy back into the Fredericksburg market, and therefore will be forced to leave the area. A loss to the community.

As the eminent domain process moves forward, there will be an artificial jump in housing prices as the hunt for replacement housing is made by those who have been bought out. But, how many will be successful in finding new housing in this market at affordable pricing?

Thank you for posting my thoughts in the meeting summation.

Don Murray
Fredericksburg

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

RE: Fredericksburg Relief Route

2 messages

Joseph Muck <Joe.Muck@txdot.gov> Mon, Aug 5, 2019 at 8:59 AM
To: [redacted]
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Thank you for your comments and questions, we will make sure they are added to our record.

We appreciate the question and idea, unfortunately it is not an option. I would direct you to the FAQ that we have posted for the public meeting workshop, specifically question #6, reproduced below:

6. Can TxDOT require trucks to detour around Fredericksburg?

No. TxDOT does not have the legal authority to prohibit the use of any highway by any class of vehicle (such as trucks), provided the vehicle complies with weight and size limits, and other provisions established by law.

I have also attached the FAQ and included the link to the workshop website below.

https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/072319.html

Thank you again for your question, please continue to contribute comments and questions as you develop them.

Thanks

Joe

Texas Department of Transportation

Joe Muck, P.E. | Assistant Area Engineer

Burnet Area Office

3029 SH 29 Burnet, TX 78611

Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

From: [redacted]
Sent: Saturday, August 03, 2019 9:09 AM
To: Joseph Muck; [redacted]
Subject: Fredericksburg Relief Route

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Muck...

As I was reviewing the official record of the first session,

I noticed that two respondents had a very interesting

"temporary fix" to some of the problems on Main Steet,

Fredericksburg.

Specifically the possible problems caused by big rigs in the 100 200 and 300 blocks of East Main.

The suggestion was to "bypass" those rigs utilizing Friendship Lane.

The scenario: Big rigs coming into Fredericksburg would be sent to Friendship Lane.

From the East, on US 290, taking the left at Friendship Lane, continuing to TX16, taking a right onto TX16 and continuing to Main. At Main a left turn would send the big rig to either US 290W or US 87N.

From the West, on US 290 / US 87, taking a right at Adams, continuing on to Friendship Lane, taking a left onto Friendship and continuing to either US 87S or US 290E.

Obviously traffic coming into Fredericksburg from US 87S, would take the appropriate turn at Friendship Lane to continue their route thru town.

Has this temporary scenario been discussed by TXdot? I realize that restrictions would have to be made to both a state and two US highways, but could this not be done?

Again... this would be a stop gap measure while the Relief Project discussions are ongoing.

Thank you for your time Mr. Muck.

Don Murray

Fredericksburg

A Texas Department of Transportation (TxDOT) message

072319-faq.pdf
1704K

Joseph Muck <Joe.Muck@txdot.gov> Tue, Aug 6, 2019 at 8:49 AM
To: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

I will not be responding to him directly, but need to make sure it's answered in the report.

Thanks

Joe

From: [redacted]]
Sent: Monday, August 05, 2019 9:15 AM
To: Joseph Muck; [redacted]
Subject: Re: Fredericksburg Relief Route

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Muck...
thank you for the quick reply.

A quick comment:

REF #6... TXdot DOES NOT have the authority... BUT
it could be done as a special case situation.

Because of the HUGE time line needed to implement
the final solution... a temporary solution seems to be a
must considering all the safety issues that have
been mentioned.

I don't like the idea of throwing in the towel.

Thank you.
Don Murray
Fredericksburg

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Re: Relief Route

1 message

Kory Keller [redacted] Mon, Aug 5, 2019 at 8:19 PM
To: Eric Mustard [redacted]
Cc: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Eric, thanks for the question. There is a lot of speculation out there at this point. However, the process we have engaged is to hone in on a proposed route that will allow us to have those type of comparative conversations. It is to early to say that any of that information is correct.

Thanks for inquiring.
Get Outlook for iOS

On Mon, Aug 5, 2019 at 8:50 AM -0500, "Eric Mustard" [redacted] wrote:

> Good morning Kory,
> I understand you are on the Relief Route task force.
> I have been told that the city and county have alternatives which would be less expensive, better environmentally.and could be completed sooner than the solutions being proposed by TXDOT.
> Is this correct?
>
> If so, Is it best to simply vote against any TXDOT solution?
> Thanks for serving,
> Eric
>
> **Eric Mustard**
> Mustard Design
> Architecture and Planning
> [redacted]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Michael & Jan Nebgen
Address: [redacted]
Email:

Comment:

Can this be done without a vote by the people?

Will more money be allocated to the County for additional law enforcement?

The size of roads being considered are too big!

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com 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 FredericksburgReliefRoute@gmail.com or by mail at:

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Jan Nebgen
Address [redacted]
Email: [redacted]

Comment:

My vote is for No Route - Purple route follows to close to the river. Keller Equip recently had a truck wreck on 16S & fluids leaked into the river.

We do not need this - it takes 15 min tops to get from WM to the Y on a busy weekend.

Will the county hire additional deputies to patrol? What about noise? I live ½ mile from a major hwy & we can hear vehicles inside our home. The purple route will be visable from our home of 35 years. This home was built by the 5th generation of Leyendeckers. 6th & 7th generation Rod plans to build within 2 years.

Please listen to the "locals" that have struggled to hang onto family land.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Friendship Ln

2 messages

Jan Nebgen [redacted] Wed, Aug 7, 2019 at 12:47 PM
To: FredericksburgReliefRoute@gmail.com

Everyone keeps saying Friendship Ln can not be used as a relief route. I travel between 16S & 87S on Friendship Ln 4 times a day.

On my 2 mile drive at 12:35 today, I counted 8 semi trucks headed E on Friendship & 2 headed W. None were Ingram Ready Mix trucks, 1 was Keller Equipment. So, the truck drivers ARE using Friendship Ln.

Friendship Ln needs to be considered!

Jan Nebgen
[redacted]

Jan Nebgen [redacted] Wed, Aug 7, 2019 at 3:20 PM
To: FredericksburgReliefRoute@gmail.com

From: Jan Nebgen <[redacted]>
Date: August 7, 2019 at 12:47:39 PM CDT
To: FredericksburgReliefRoute@gmail.com
Subject: Friendship Ln

Everyone keeps saying Friendship Ln can not be used as a relief route. I travel between 16S & 87S on Friendship Ln 4 times a day.

On my 2 mile drive at 12:35 today, I counted 8 semi trucks headed E on Friendship & 2 headed W. None were Ingram Ready Mix trucks, 1 was Keller Equipment. So, the truck drivers ARE using Friendship Ln.

Friendship Ln needs to be considered!

Jan Nebgen
[redacted]

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Kathy Neel
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Some Concerns

1 message

Raymond Nolin [redacted] Mon, Jul 29, 2019 at 8:57 PM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

As a resident of Fredericksburg two concerns I want to raise are the width of the road being oversized beyond what is necessary and the second is the crossing of 87 and 16. If the decide route crosses 87 and 16 although it would cost more I think it would benefit the traffic flow for all three roads if an overpass was used to crossover 87 and 16 instead of applying a stoplight.

Concerned citizen,
R. Tim Nolin

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Thomas Norris
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

UNLESS YOU USE FRIENDSHIP LANE AND EXTEND IT ON ~~3~~ E, G, F OR H

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief route

1 message

Dennis O'Brien [redacted] Thu, Jul 25, 2019 at 10:09 AM
To: FredericksburgReliefRoute@gmail.com

While I agree that we need some truck alternates for Main Street, a limited access 70-75 MPH highway through Fredericksburg makes no logical sense.I suggest TXDOT pull out, since this appears the only option they will accept, and we handle this locally.
Dennis O'Brien
Frederickburg

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): CODY JOSEPH ORIS
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	(3)	4	5
Route Option F (Orange)	1	(2)	3	4	5
Route Option E (Grey)	1	2	3	(4)	5
Route Option H (Maroon)	(1)	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

NO ROUTE!

1 message

Stephanie Oris [redacted] Wed, Aug 7, 2019 at 9:30 PM
To: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com> [redacted]

To Whom It May Concern,

To begin, let me just say that I very strongly OPPOSE this route. I HATE the idea of a "relief route" ripping through the county of my home which seems to have been taken over by people who only care about tourism and the almighty dollar. I refuse to rate the routes in order of what I like because I hate all of them. There are more than several reasons why the majority of the actual locals (ties to the founding of Fredericksburg) hate this and do not want it. Let me share with you.

I am a fifth generation local Fredericksburg-er on one side and sixth generation on the other. ALL of my family came to Fredericksburg from Germany when this town was founded. My property is not physically affected by these proposed routes, but my family and friends properties are. This town, my HOME, has changed drastically in my short 30yrs of life and not in a way that benefits the locals. Our town is over run by rich, rude, tourists and people who come in and buy up whatever they want with all of their millions, open businesses and add to the chaos because they "want to put Fredericksburg on the map", or make Fredericksburg like the big city they just moved from.

This route propaganda is another way to benefit the tourists. Locals already stay off of Main Street unless it is absolutely necessary. This route isn't going to be forced on any driver so what's the point? These studies that have been performed by placing cords across they highways can't actually give you true data on who is coming in and who is coming out and which roads they choose to use. To get accurate data you would have to stop every vehicle and ask where they are going and what their business is at every highway. How can you enforce big trucks to use this route when its going to be an option? My child goes to daycare everyday in Fredericksburg. My husband and I both work in Kerrville because our wages are significantly higher than they would be here in Fredericksburg. We live out 16S and drive in and out of town every day to take her in and pick her up. This relief route would not benefit me in any way. Plus, me driving over your "data strips" a combined 4 times a day is inconclusive data because we drive to Holy Ghost Lutheran Church and back out 16S, never once going on to the coveted Main Street.

If this route is done and all of these big rigs are driving it like a highway, spill their cargo, then our creeks and rivers are all polluted with garbage and who knows what toxic materials. Now, you have just ruined an ecosystem. Just recently on 16S a truck overturned near Dead Man's Curve and there was a leak of pollutants into the Pedernales River. You will be destroying historical landmarks whether or not they have a placard stating they are historic by the state of Texas. You will be destroying so many beautiful trees and hundreds if not thousands of wildlife will be displaced. Our entire local environment will be affected and change drastically! Our area has already been severely affected by Oak Wilt, don't cut done what little perfectly healthy trees remain.

Why must the locals who have been here for generations suffer the consequences of having their land taken away and ripped apart to put this atrocity through it? This will ruin families who live off their land by working it as farms and ranches, displace people from their homes, prevent the next generations from having a place to build their homes. Why ruin our country side with ugly expensive pavement and traffic noise? The crime rates are sure to increase with adding more public access to what was once not accessible, except to the land owners. Why do we need to invite more of this? We are NOT Austin or San Antonio. We will NEVER BE THEM, QUIT TRYING TO COMPETE WITH THE BIG CITIES. I lived in San Antonio for a short period of time and was SO happy to get away from all the traffic and pavement. It is so nice to be back to the peace, quiet, and safety of home. I hear enough traffic on my county road which has become busier in recent years due to more houses being built and now you want to take that away from me.

Lets add insult to the injury and just remind you that not only are y'all wanting to put in the route on the Southside of the county because the north is "too hilly" or what you actually mean is "too rich" with Boot Ranch on one side and Stoneridge on the other; BUT the south also gets to be the lucky ones who are loosing land to eminent domain for a gas pipeline that will not even benefit this country and only put money into a rich man's pocket. That is another major problem that our local government seems to not care how many citizens will be put in danger with that coming through. Just another chance for more money. Why do you want to tear up our county more than it needs to be? Why do you want to change it. This is not something that can be reversed if and when you realize it was a mistake. Once you change the land it is done deal. You are ruining what is so special to our county by wanting to add this route!

Who's going to pay for this? I AM, by force with my taxpaying money. Do I want to? Hell NO. What I want is a DECENT community sports park for the local children to be able to play soccer and baseball that already had money set aside for it. But, no. We can't even get that because only the people within city limits can vote on that, and who lives in city limits? Four types: OLD people who have frozen taxes and paid off mortgages, RICH people who only care about themselves, the WORKING locals who can't afford much because it cost too much to live, or NOBODY because all of the houses are being turned into B&B's. SO, when it comes time to vote, the locals LOOSE, every time. Yet this abomination is ok to put in and force locals to pay for what they don't want. Our taxes in this county are already sky high, this is only going to add more to my taxes that are already so HIGH, how can any normal working class family live here anymore. Soon and very soon, it won't be possible. This town has turned its' back on the local community and has put tourism first for too many years. Shame on y'all. Our founders would be so ashamed to see that the dollar has come before its people and is ruining our quaint little German town into a greedy money hungry tourist trap.

Lastly, the larger the route the larger the bill to pay. Why do you want something so large that will cost more to build. Why is the country side less valuable and closer to Main more valuable? Let me guess, tourism. We wouldn't want the tourists to have to look at that. Why can't you use what is already in place, like Friendship lane? It connects 290E to 87S & 16S and guess what? People and trucks already use it! USE WHAT YOU ALREADY HAVE. How many Hill Country's like ours did God make? Not many, don't ruin it! Or better yet, DON'T build anything at all.

Sincerely,
Stephanie Oris

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief route

1 message

Moneca Osbon [redacted] Tue, Aug 6, 2019 at 10:44 AM
To: FredericksburgReliefRoute@gmail.com

Definitely oppose routes F & H.

Thanks, Moneca Osbon

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): ELIZABETH OSWALT
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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

Name (Please Print): LUCILLE STEHLING PAPE
Address: [redacted]
Email:

Comment:

I prefer routes F H + G -
I believe it would be used more
by truckers and locals because
its shorter than the outer routes.
It would be less expensive than
going closer to the city or further out -
in other words - a happy medium!

(Texas Transportation Code, §201.811(a)(5)):
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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Robert W. Pape
Address [redacted]
Email: [redacted]

Comment:

Prefer Routes F-G-H has least impact on surrounding property. Shortest and cheapest.

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:
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Austin, TX, 78750

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

RE: Fredericksburg Relief Route Survey

1 message

[redacted] Mon, Aug 5, 2019 at 12:24 PM
To: FredericksburgReliefRoute@gmail.com

My vote is for using Ranch Road 2093 (Tivydale Road) to the west of Highway 16 South, building a slow curve to intersect with Kerr Road, and extending Kerr Road northwards to intersect with Highway 290 West and Highway 87 North.

This will minimize impact to property owners outside of the City of Fredericksburg and also will bring the cost of the project to within the affordability of Gillespie County residents.

Any relief route farther out will impact many property owners outside the City limits and will cost taxpayers, both within Gillespie County and at the State level, a degree of magnitude higher than that for the Tivydale / Kerr Road option.

Graham Pearson

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Lunette Peters
Addres [redacted]
Email

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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

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Fredericksburg Relief Route Study

Name (Please Print): Frances C. Pfiester
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Comments post 7-23-19 workshop

1 message

Dru Pipkin [redacted] Tue, Aug 6, 2019 at 5:32 PM
To: FredericksburgReliefRoute@gmail.com

Thank you for all the deliberative study you put into the route decisions presented at the workshop and for the efforts made to explain the criteria used to select the more feasible routes.

Sincerely,

Dru Pipkin

Relief Route Comments 8-6-19.pdf
460K

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): DEV PIRKIN
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	(1)	2	3	4	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

I appreciate the evaluative process followed by TxDot and the Fredericksburg Relief Route Task Force and the information that was presented at the 7/23/19 workshop regarding the elimination of the outermost routes. However, I still believe the remaining routes, if built to the specifications proposed by TxDot, would be too massive in size and scope and would be too expensive to pass a bond issue vote.

(Texas Transportation Code, §201.811(a)(5)):
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HILL COUNTRY MEMORIAL

August 6, 2019

To whom it may concern--

As presented on July 23rd, 2019 at Public Workshop #4, TxDOT has narrowed the number of potential US 290 Relief Routes from nine to five. Two of these five routes (E - Grey and G - Pink) will dissect a 53 acre parcel of land owned by Hill Country Memorial (HCM), the only hospital located in Gillespie County. The hospital, which opened in 1971 to more than 5,000 people wanting to tour the new facility – the equal of the entire population of Fredericksburg at the time - was started through the efforts of local auxilians going door-to-door with mason jars collecting coins. In turn, 93% of Gillespie County residents made a financial commitment to the project.

To this day the hospital has remained a private, non-tax supported, independent and thriving not-for-profit healthcare delivery system serving 7 counties in the Central Texas Hill Country. HCM fully supports the need for a Relief Route to improve congestion on Main Street, public safety and quality-of-life issues for the community of Fredericksburg. However, the impact of a potential US 290 Relief Route cutting through the middle of the only parcel of land that can support any significant growth or relocation of services, could be devastating to the future sustainability of the entire health system in and around Fredericksburg and the Hill Country. Therefore, with the full support of the 12 members Board of Trustees, HCM respectfully requests that Routes E and G be removed from any further consideration as potential US 290 Relief Routes.

Best regards,

Jayne E. Pope
CEO, Hill Country Memorial

Forest J. Rees Jr.
Chairman, Hill Country Memorial Board of Trustees

Remarkable Health Care

1020 S State Hwy 16 / Fredericksburg
Post Office Box 835 / Fredericksburg, Texas 78624
Telephone (830) 997-4353
The Hill Country's Hospital / **hillcountrymemorial.org**

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Susie Prater, Admin. of The Vineyards of Fredericksburg RV Park
Address [redacted]
Email: [redacted]

Comment:

Access to Hwy 87 at proposed E, F & D affects our RV Park adversly.

Please consider using a different route.

Thank you
Susie Prater
Administrator
The Vineyards of Fredericksburg
RV Park

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route Study vote

1 message

Hugo Preciado [redacted] Wed, Aug 7, 2019 at 7:38 PM
To: FredericksburgReliefRoute@gmail.com

To whomever it may concern,

As a citizen of Fredericksburg and landowner, I'd like to put my vote and opinion on the relief route study options.
The two options containing the use of Friendship Lane in my opinion would be the best options. Reasons why:
1. Cost. You have already in place about 2/3rds of the suggested relief rout options already constructed as well as newly remodeled asphalt on the road. Construction of the rest of Friendship Lane route options would be more cost efficient and for taxpayers as well. Speed isnt an issue on Friendship. If you go out to survey, you will see that lane takes truck traffic just as much as main street.
2. Materials. Supplies and equipment will increase the further out you go. More resources equals more money.
3. You still will have heavy big truck traffic going to Main street in order to get on Hwy 16 N to travel north, vice versa coming from 16 N to get on main and find the truck route to head out.
The only real issue with traffic is the congestion of tourists this town brings.. due to the limited parking in this town people who have lived here long enough like myself have to avoid main street from this congestion and tourists jumping out in traffic j walking.
Tourism does bring income to this town but it also brings headaches with the congestion of their traffic. Trucks have always rolled right through town. But tourism with the proliferation of wineries has brought more headaches.
One section that has to be brought up to attention as well is the area on main street where Natural Grocers, McDonalds and the bank beside it. That area is prone to have a car accident one day due to the increased traffic passing through there along with the speed limit increased to 40 mph. Either that limit must come down to 30mph for that area or fix an intersection with a light. Its sad to say these things aren't considered until the day something does happen and starts occurring frequently.

Sincerely and respectfully,
Citizen of Fredericksburg, TX.
Hugo

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Cheryl Price
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(3)
Route Option F (Orange)	1	2	3	4	(4)
Route Option E (Grey)	1	2	3	4	(2)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

NO!!
Residential property should not be affected by displacement "OR" higher taxes. We are already being taxed to death!
Leave our Beautiful Hill Country Alone!!
Cheryl

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:
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Austin, TX 78750

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Fredericksburg Relief Route
$12,... See More

7 4 Comments

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

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

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): MARK PRZYWARA
Address: [redacted]
Email:

Comment:

- WILL THIS ALL BE PAID BY TAX PAYERS?
  - OR PART BY TX DOT FUNDING?
- OVERPASSES ACROSS TINYDALE/87 OR 16?
- WHY NOT MAKE THIS TOLL ROAD?
  - PARTIALLY PAY FOR ITSELF
- IS TxDOT TRAFFIC SURVEY ON TINYDALE TIED to RELIEF ROUTE?
  - BACK UP PLAN? TRUCKS to HARPER?
- HAS IMPACT ON WILDLIFE BEEN CONSIDERED?
  - HIGH SPEED TRAFFIC / DEER AREAS IMPACTED
- HOW MANY MAN HOURS EFFORT INTO THIS STUDY?
  - TIME that COULD BE PUT elsewhere

(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

NONE

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Laurie Roch
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Many People who will be directly affected by the proposed routes are completly unaware of this project, which makes it unfair. TO believe you could possibly be correct with your survey numbers is ridiculous.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

No to relief route in Fredericksburg,tx.

1 message

David Ramirez [redacted] Sun, Aug 4, 2019 at 8:46 PM
To: Fredericksburgreliefroute@gmail.com

Writing about my concerns about this relief route, which will impact my humanity. First I want to say NO, to all the 5 routes, no to the huge interstate that will be going to close to where I live and to close to town, litter, road debris. Cost to tax payers is too high for what we get out of this. At the hwy 87 n - hwy 290 west section of all5 options destroy/negatively impact historic homes and historic land sites. Businesses destroyed or forced to relocate. : These five routes do long term environmental damage to barons Creek, Town Creek, and live oak Creek. : No to any relief routes that destroy our pioneer Homesites, farms, ranches and what keeps this town in tx a great place to live.

Relief Route

August 7, 2019

To Whom It May Concern:

My name is Marcella Ramirez and I have lived in Fredericksburg TX for 29 years. I was born and raised in the small town of Fredericksburg and I have always loved it so much! I have seen all the changes that this town has gone through, but this relief route that everyone is talking about is way too much it will destroy the German beauty that this town holds, this town is so charming and quite and cute and it doesn't need a noisy route going through it or so close to town. It will affect so many businesses and families that have been in the town for ever. People that depend on their properties depend on their properties for their futures. People should not have to change their lives or have to give up their properties that have been in their families for generations. The Relief Route would cause the price for living to go up even more. People should not have to suffer even more! Those who pay rent pay enough already people should not have to starve themselves just to live in this town. Cost to tax payers is too high for what we get out of this we do not want to foot the bill for the down town businesses that get all the benefit my parents property is located on Hwy 87 North and our address is [redacted] this is why I say no to this relief route

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fredericksburg Truck Route

1 message

Michael Reavis [redacted]
To: FredericksburgReliefRoute@gmail.com

Mon, Aug 5, 2019 at 12:37 PM

To whom it may concern,

I do not see any of the proposed routes being a benefit to Gillespie County as a whole. All of the proposed routes put undue burden on the tax payers of Gillespie County, as well as the land owners whose land will be cut up, divided and made very undesirable. It seems that whoever is pushing for the development of the route must have personal gain at stake. I know many of the property owners along the routes, and have not heard one say they can see a benefit. As a tax payer in the county and city, I can only see increased tax burdens and a scaring of the land, while basically taking a Main Street problem and dumping it onto others. There are other alternatives available that will not be so destructive to our community or costly. We should be looking at a means to move more traffic off main, like cars and pickups, not just tractor trailers. No one needs a 70 mph highway to bypass Main. The most common sense idea is to complete Friendship Lane/Tivydale Road around to Hwy 290 west and possibly Hwy 87 north with a reasonable and safe speed limit, say 45 mph. I for one do not like driving on main street, but to drive out of town to bypass Main street is crazy. Give me something close in and I will choose it over main.

Michael H. Reavis, P.A.S.

Gillespie Nutritional Service

[redacted]

[redacted] www.avast.com

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Laura Reed
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fredericksburg Relief Route

1 message

Susan Rees [redacted] Wed, Aug 7, 2019 at 3:19 PM
To: Fredericksburg Relief Route Study Team <fredericksburgreliefroute@gmail.com>

Gentlemen:

I have lived in Fredericksburg for most of my life and I agree that a heavy truck/traffic relief route is needed.

Please, however, do not endorse or proceed with Route E or Route G. These routes will ruin the future of one of Texas' finest rural hospitals and medical health system.

Hill Country Memorial owns property that would be divided and ultimately of little use to our rural healthcare future. Land on those routes constitute the FUTURE of our healthcare long term when we outgrow the confines of the Hill Country Memorial hospital property presently at the intersection of State Highway #16South and Windcrest Street in the city limits of Fredericksburg.

Please do not proceed considering Route E or Route G. Please, the future of our rural healthcare is at risk.

Sincerely,

Forest J. Rees, Jr.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): HUGH & BECKY REEVES
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

We are cyclists. Each of these proposed routes interfers with cycling routes on the Southside of Main St. (US 290). There are no provisions in the proposal for bike lanes or bike underpasses. The routes destroy valuable property & have a negative environmental impact on our area. The simplest & cheapest solution is a mile long tunnel under main street from Baron's Creek to Bowie. This avoid all of the downtown district and the issues associated there.

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Rhoda & Ed Reynolds
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	(2)	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☑ Build the relief route ☐ Do not build the relief route

We believe a 4 lane highway with shoulders would be adequate for our community – not a 10 lane expressway. The relief route at Cleburne would be an example.

(Texas Transportation Code, §201.811(a)(5)):
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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Alejandro Rivera Jr.
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

~~Route Option D (Purple)~~	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
~~Route Option H (Maroon)~~	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ ~~Do not build the relief route~~

(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**
☐ **I could benefit monetarily from the project or other item about which I am commenting**

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Austin, TX, 78750

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Sharon Roarick
Address [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

We do not need more taxes to pay for your agenda.

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Kamen Robledo
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Will increase my taxes

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): JAMES ROEDER
Address: [redacted]
Email:

Comment:

I STRONGLY ENCOURAGE THE ANALYSIS TO WEIGHT THE RESIDENTIAL & COMMERCIAL DISPLACEMENTS AS THE MOST & SECOND MOST IMPORTANT FACTORS ~~IN THE~~ BECAUSE OF THE HUMAN IMPACTS. THERE SHOULD ALSO BE FACTORS FOR NOISE & VISUAL POLLUTION. CONSIDERING THESE, PURPLE ROUTE D APPEARS THE LEAST PAINFUL.

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

Name (Please Print): Dana Rowan
Address: [redacted]
Email:

Comment:

I applaud the effort to build a Relief Route in order to increase safety, provide faster transport of goods through Gillespie Co. and make the city more "livable".

I also am very pleased with the Task Force's hard work to attempt to solve the Relief Route Rubric through data science and Public input.

While I can understand why the Task Force does not want to ~~subjectively~~ objectively weight the elements of the Matrix, perhaps a percentage rank, rather than an ordinal rank would be a better way to characterize the distribution of impact.

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

Name (Please Print): Cheryl Rowton
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

The TxDOT vision for this "relief" route is out of proportion and wholly inappropriate for Fredericksburg.

Cheryl D Rowton

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

Name (Please Print): Phil Rowton
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

This plan is NOT necessary. There are many more options that don't disrupt our community & infringe on our growth.

Phil Rowton

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Comment Form

Name (Please Print): Linda Runkel
Address: [redacted]
Email: [redacted]

Comment:

Route D 1st choice
Route F 2nd choice

BRST Conceptual Layout w
2 Frontage roads

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Routes F & H

1 message

Bill Sadd [redacted]
To: FredericksburgReliefRoute@gmail.com

Fri, Aug 2, 2019 at 8:25 PM

I am opposed to the two eastern US 290 proposed relief routes (Routes F & H / Maroon & Orange) starting at Heritage Hill Country for the following reasons:

- I am a resident of Heritage Hill Country (HHC) … these routes, right in our "front yard" will have a significant negative impact on the values of the 184 homes in our community … ignore the "residences within 250' rule" … 250' from our development impacts everyone. This effect will be HUGE!
- Ft Martin Scott / Texas Ranger Center … immediately across 290 from HHC … are bound to be adversely impacted by the construction of the major "I-10" intersection.
- This westbound stretch of US 290 … from the University Center / Baron's Creek Bridge … are the real entrance to Fredereicksburg … and this "entrance" will continue to drift eastward towards RR 1361. This land is too valuable for a major highway intersection.
- Good Samaritan Center is a critical health resource for the low income of our communion … It (and other Industrial Loop businesses) … will be leveled.
- These two routes are just too much "in the middle of our city."

Thank you,

William C Sadd
[redacted]

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): MO SAIIDI
Address [redacted]
Email: [redacted]

Comment:

I attended & Talked to a few reps of the final five options. it's not obvious from these options what is the absolute Minimum Cost option. obviously option E is not the best Option, however could it be done to be the min. cost option? and if not why not?

The Concern is the cost of Bond election, that the Community would be willing to accept. Option E w/ 294 acre ROW is ~$9M-15M @ $30K/To $45K per Acre in today's cost it most likely would be much higher is ~20 yrs when it is anticipated. Gillespie County with ~25K population would not be receptive to this Tax burden.

Need to present the absolute Min Cost option & then build from that with other options to enhance its features.

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Comment Form

Name (Please Print): MD SAIDI
Address [redacted]
Email:

Comment:
Has TxDOT Considered Extending 290 @ 281 intersection outside Johnson City to Completely bypass all the cities & Communities of JC, Hye, Stonewall, Pbg, ... etc. Make this the New 290 Hwy with Existing 290 as business Route - I am sure it has less or no residential, commercial interference and could be built w/ 4 Lane + Median & 70 mph as the Rep Stated to me

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): Juan Salinas
Address: [redacted]
Email:

Comment:

Route D would be the most expensive to build impact most people Live the Route. 60% of the Trucks you see in Town are here to service the merchants

ON a personal Note I purchased the land with every thing I had No one gave it to me.

Route will end up in my Front Door

Like the old Farmer said make do with what you Got

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fredericksburg Relief Route Comments from Workshop #4

1 message

[redacted] Tue, Aug 6, 2019 at 5:46 PM
To: FredericksburgReliefRoute@gmail.com
[redacted]

TxDOT/CP&Y

My wife Kathy represents the 6th generation of the Leyendecker Family in Fredericksburg.
We live at [redacted] just outside of Fredericksburg.

We are pleased that in the recent route deselection, the remaining routes no longer cross Leyendecker Rd. That greatly reduces the direct impact of the Relief Route to our and our neighbor's properties. Yet, we are not happy with road design nor the proposed location for the road.

We have many concerns with the proposed Relief Route:
1) There is no reason for a divided highway as the design for a Fredericksburg Relief Route, except that it is the only style of road TxDOT is wanting to build. The Hill Country deserves a road more in keeping with the scenic beauty of the Hill Country. These do not do so.
2) The proposed routes and road design will result in an expensive road that will likely not be affordable by the tax payers. Thus all this study will have been wasted time and money.
3) With 5 options remaining, there is only 1 option area at US 87N, no choice at all for people in that area.
4) There is really only 1 option on US 290E also, as the area near Industrial Loop will easily fall out as bad choices. Thus no real choice for this end either.
5) The area around Kerr Rd is hit by 4 of the 5 routes, so again not much choice.
6) The criteria used for selection seem heavily weighted to cost based items rather than caring about the people impacted or impact to the local residents. It appears that many homes and businesses will be impacted.
7) One of the things driving the impact is the road design.
   If TxDOT could remove the limited access, 400 ' ROW and 70 MPH rules that are fixed, there is most likely a way to get a Relief Route or bypass or re-alignment or other named road that can meet the community needs. A short trade study should be done to ID such a road, with a reasonable speed 45-60 MPH, reasonable access and 150-200' ROW to compare and contrast to the current 5 routes. A smaller/cheaper road could fit more easily through the current 5 routes with much less cost, and much less push back as it can be accommodated with less impact to property owners homesteads..
8) As the gray route crosses TX16 and FM 2093, use of a single long road on piers (overpass) or a tunnel to get over or under the area, without impacting the existing businesses:
   a) no need for frontage roads as all existing roads are accessible and smaller ROW lowers cost to offset the overpass cost.
   b) No need for an 85' grass safety median and use an urban road model (concrete median) thus narrow ROW, lower cost of land and lower construction costs

I hope that many of these details of design will use cost and minimizing impact to people/homesteads as a high priority. This can result in a road design that is more in keeping with the Hill Country and thus something voters might be willing to buy. If the large roadway which impacts many people, homesteads, businesses and the Hill Country way of life is not changed, we are concerned we will all end up without a solution.

We would like to see a small team think through the other options that are available for improving traffic flow in the city and improve main street flow. Ready to sit down with Task Force or City Transportation team to discuss these alternatives that seem to be being ignored.

Gary & Kathy Saucier
[redacted]

Fredericksburg Relief Route Study

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Name (Please Print): JAY R SAVARY
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	(3)	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☒ Build the relief route ☐ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
Check each of the following boxes that apply to you:
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Name (Please Print): DUAYNE SCHAEFER
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Name (Please Print): Imogene Schaetter
Address [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Comment Form

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

Comment:

Our property at [redacted] is for grazing food animals, even the area next to our dwelling, therefore the fragmented area will require new fencing, a water line, and access to the other side of our property.
As presented, the route (E or G) may demolish our barn, pens, water well, and storage building, and be very near our bedroom. The easement will cover about 20.5 acres which can produce several hundred pounds of beef per year. The hard surface will cause about 4,775,240 gallons of run-off water (at 24" per year). This represents a loss to forage production and an accelerant for soil erosion. Therefore it is clearly harmful to the environment.
I do not understand why the route must be greater in area than the routes feeding it. Surely a divided highway seems extravagant. Of course, the access roads are essential.
If the city citizens want to exchange their burdens for our tranquility there must be remuneration for that transaction in addition to the market value of our land. How will this intervention effect the future market price of our land?

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Hal Schmidt
Address: [redacted]
Email:

Comment:

Taking away further out routes ~~are~~ is a bad idea. Let's get traffic further out. "A" puts more relief on the town and allows for growth in the future.

May be cheaper to use the closer routes now, but will cost more in the future.

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Pam Schmidt
Address: [redacted]
Email:

Comment:

This a dog and pony show. You are putting all this effort acting like what we say makes any difference. You have made your decision already, purely on what is the cheapest way to build this road. The only real option is to GO AROUND the town not through it. The furthest route would be the best to get the traffic away from town but this is the costliest - most expensive. You will be displacing more people the closer you build in.

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): [redacted]
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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

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Comment Form

Name (Please Print): TRACE [redacted] Schnuerle
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route FBG Comments

1 message

[redacted] Wed, Jul 24, 2019 at 10:23 AM

To: FredericksburgReliefRoute@gmail.com

To Whom it May Concern:

In viewing the 5 recent proposed routes I fail to see why the relief routes F and H would even need to exist as they are so incredibly close to and parallel the route of Friendship Ln. It would seem that utilizing Friendship Ln. until it crosses 16 is the solution that has the least expense and is the least invasive to landowners.

I believe D, E and G are too far from town and unfairly burden those who live outside of town to the benefit of those that live inside of town. In particular this benefit/burden dynamic is extremely sensitive and divisive during this time when the pipeline is taking so much land from so many people in our community.

Gayle D. Schoessow

The Law Offices of
BRYLA & SCHOESSOW
[redacted]

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The information in this communication is not intended to amend, alter, change or form any contract or agreement unless there is an attachment to this email containing the terms, amendments or alterations that has been signed by hand (not keyboard). Written text within the body of this communication is only intended to facilitate negotiations.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): BARBARA Schueling
Address [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

My parents own property on the proposed route H. Corner of Heee Rd. and W. Live Oak. The tragedy of these routes affect the Lives of the people who own these properties. People like my aging parents have worked their whole Lives to own their land. So to the people who want this route don't forget, hard working people like my parents helped build Fredericksburg to what it is today! Please don't take it away from them and others! Do Not Build the relief routes!

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Terry Schueling
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

My in-laws own property on the proposed route H. Corner of Kerr Rd. and W. Live Oak. Do Not Build the relief routes, no one deserves Losing their Land.

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

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Comment Form

Name (Please Print): Marlin Schumann
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Do not need

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

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Comment Form

Name (Please Print): Charlie Benner
Address [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Route is not needed

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Relief Route

1 message

Gary Shelton [redacted] Fri, Aug 2, 2019 at 3:58 PM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

Do not agree with Route' "F" or "H", for how these two routes were picked as 5 finalist doesn't make sense! To much disruption of business's, homes, Communities as Heritage Hill Country and the new one going in now called Freedom, verse's taking the logical route of working with the city of Fredericksburg and using its thoughts of expansion on Friendship Lane, etc., and combining forces and cost!

Coming from a booming area like New Braunfels and San Antonio, putting where you think you want to put now and starting it, will be old before you even get it finished. Another more logical remedy, outside of working with the city on the Friendship lane avenue, is to use the FM towards Luckenbach and work around the city, undeveloped areas, for the cities future expansion for we all know this area is only going to grow more due to the mass of people moving to Texas and the I 35 corridor already getting full so they have to head back this direction. C'mon use common sense not idealogy based off of one group thinking and cost applications!!!!

Thank you,

Gary A. Shelton - Licensed Agent
[redacted]
eXp REALTY

Texas law requires all real estate licensees to provide this link to Information About Brokerage Services:

https://drive.google.com/file/d/1-YF6iGVZ5K7An4nu7LE6NBuU29h3DObZ/view?usp=sharing

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Route for Fredericksburg

1 message

Gary Shelton [redacted] Mon, Aug 5, 2019 at 12:43 PM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

Please add me to all emails in regards to the above referenced! As a realtor of Fredericksburg, I would like to keep current on all the happenings on this so I can keep existing clients and future clients abreast of the pro's and mainly con's, of the five final relief routes that have been proposed!

I continually want to express my displeasure of taking property from current neighborhoods, landmarks etc. when the city and state should be working together to utilize changes on roads that the city is already planning on using as relief roads, like Friendship Lane, which the city is already planning on widening and extending as a loop sort of speak, from the east to west and south of Main street, to attache back into 87 and 290 on the west. One would think working together with cost on this direction would be better than making changes to Friendship Lane (which is already in progress) and then more money to make another south bound loop as you are showing here.

Thank you,

Gary A. Shelton - Licensed Agent
[redacted]
eXp REALTY

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https://drive.google.com/file/d/1-YF6iGVZ5K7An4nu7LE6NBuU29h3DObZ/view?usp=sharing

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Jalyn Sivells
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

I will be paying taxes on something that doesn't even benefit me. It is a waste of money! You are stealing property from people for no reason. You are stealing my money for no reason!

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

Name (Please Print): Debra Slapak
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): Wayne & Margaret Slaughter
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	(1)	2	3	4	5
Route Option F (Orange)	1	2	3	(4)	5
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	(2)	3	4	5

My preference is (check one box): ☑ Build the relief route ☐ Do not build the relief route

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Comment Form

Name (Please Print): Lotta Smagula
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	(3)	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

I am absolutely against any route that goes through any of the long established orchards. There are other less destructive routes that could be used and not threaten the livelihood of the orchard owners and employees.

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Comment Form

Name (Please Print): ANTHONY SMITH
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Comments

1 message

Valarie Smith [redacted] Tue, Jul 30, 2019 at 5:36 PM
To: fredericksburgreliefroute@gmail.com

I've been to all 4 meetings and learned more talking to one TxDot rep for 5 minutes than in all the meetings combined.
This is the information I was told that I don't think is common knowledge:
1. The relief route will become Hwy 290 and Main Street will not be any longer; 2. Ability for trucks to travel at 70 miles per hour is required by the state for any new highway built; 3. Frontage roads are required by the state for access to driveways which accounts for the width of the road and amount of land needed; 4. All or most of the construction costs will come from TxDot budget, but land acquisitions will be up to residents to pay for, including how long that process will be stretched out.

If this is all correct information then it should be made available to the residents in simple terms.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Judy Snyder
Address: [redacted]
Email:

Comment:

all 5 Routes proposed go through too much property that will affect the property owners and their homes + businesses. Put the route farther from town - using UNimproved property.

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com 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 FredericksburgReliefRoute@gmail.com or by mail at:

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

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Doug Spencer
Address: [redacted]
Email: [redacted]

Comment:

To Whom Concerned,

Please Note my concerns as it affects our family property:
(D)or Purple Rt. should be removed from consideration because:
it too long and therefore most expensive.
it will be a huge and permanent negative on our property value and quality of life.
Historic properties lay along this proposed route that will be divided or demolished
it lies along and cross over the flood plain
The impact to wildlife along the Pedernales is disturbing to us. We have a family of foxes, turkey, deer, rabbit, Ringtails, Road Runners, raccoon that use our property and need the river, not trucks.
This entire project should be on Friendship Lane and put back on the table. This project is to solve a problem of the city and therefore the city should bear the sacrifices that have to be made.

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

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Comment Form

Name (Please Print): Brittaney Spengler
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	4	(5)
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☒ Build the relief route ☐ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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☐ **I could benefit monetarily from the project or other item about which I am commenting**

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RECEIVED
AUG 06 2019
CP&Y, Inc. - AU

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Re: Proposed relief route

1 message

Kory Keller [redacted]
To: S Stanley [redacted]
Cc: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Mon, Aug 5, 2019 at 8:24 PM

Thank you for our comments and participation in the process. I have forwarded to the team accordingly.
Get Outlook for iOS

On Sun, Aug 4, 2019 at 6:50 PM -0500, "S Stanley" [redacted] wrote:

> Dear Mr. Keller:
>
> I'm writing to you about the proposed Relief Route.
>
> I don't think that TxDot has demonstrated why we need an interstate style highway with a large footprint that scars our beautiful hill country. They have not demonstrated that this "improvement" is worth the harm that will be done to local businesses and families in the County.
>
> TxDot's process of selecting a route has lacked forthright information. The ranking criteria used to eliminate routes was not weighted to take into account that some criteria are more important than other. I have heard that the demographic information on the volume of truck traffic is old and much of the truck traffic now is destination traffic which wouldn't use such a route. The estimated costs are clearly low and don't include acquisition of properties. The tax burden will be huge if a bond is passed, which is frankly doubtful. All in all, this process is lacking good information and fairness.
>
> I have attended the TxDot meetings and I'm not satisfied that we need a relief route at all. I believe the process needs to slow down and include more people as many are unaware of what is happening unless they are directly affected. I believe we should have a referendum on whether the people of the City and County want this before the project moves forward.
>
> I also believe that people should be made aware of an alternative solution. The City has a plan to extend local roads to help alleviate truck traffic but this isn't getting any coverage. It is less invasive and far cheaper. This needs to be communicated as an alternative to the TxDot plan.
>
> In conclusion, there should be no route until we get a better process with better information and a vote by the people of the City and County on whether this is wanted. No vote, no route.
>
> Thank you
>
> Sharon Stanley
> [redacted]
> [redacted]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Jeff Stehling
Address: [redacted]
Email:

Comment:

First I would to express my gradiitude for the hard work you have put into this project. As a family member of a very large historical properties, I would like to thank you for taking A B Routs out of the equasttan. It is a hard task to try to please everyone, our community is growing and I feel there is a need for a relief Route. I hope more Consideration, is done in other areas, concerning historic properties, and I know all involed are working to achieve success in this project,

Thanks

(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

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Michele Stehling
Address: [redacted]
Email:

Comment:
Use route F or H then merge into route G or H.

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

Name (Please Print): Randy Stehling
Address: [redacted]
Email:

Comment:

Please continue to recognize the importance of preserving historical properties and minimizing negative impact on heritage family properties. Of the routes currently proposed my suggestion is to go with routes F, H, & G.

Thank you Randy Stehling

(Texas Transportation Code, §201.811(a)(5)):
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August 5, 2019

Mr. Kory Keller
Chairman
Gillespie County Relief Route Task Force
Fredericksburg, Texas 78624

Re: Fredericksburg Relief Route Study

Dear Chairman Keller:

I am writing to you on behalf of the living descendants of the Amandus Stehling family. We are very relieved and grateful that none of the five remaining Primary Route Options shown at the July 23rd Open House will adversely affect our family's historic homestead and that the Stehling family's objections to the earlier proposed routes A & B have been addressed by the Task Force and the Texas Department of Transportation.

The extended Stehling family also has asked me to convey to you and the Task Force, as well as others involved in this process, that we very much appreciate the opportunity to provide our input with respect to the proposed route options. We want to compliment you on the open and productive dialogue to date concerning the potential relief route and, again, express our gratitude that our thoughts and comments were considered in arriving at the five remaining Primary Route Options.

Please know that, on behalf of myself and the approximately 100 other Stehling family members whose signatures are attached to this letter, we appreciated having the chance to share our concerns regarding the earlier proposed routes, which would have significantly impacted a number of Stehling family historic properties, including the original Amandus Stehling home, the original George Franz Stehling home, and others. Thank you for being mindful of these legitimate concerns.

Sincerely yours,

Randy Stehling

Randy Stehling

Copy: Mr. Joe Muck (via e-mail at joe.muck@txdot.gov)
Mr. Andy Atlas (via e-mail at aatlas@cpyi.com)
Ms. Stacey Benningfield (via e-mail at sbenningfield@cpyi.com)

Jason Stehling

Ted Stehling

Jeffrey Stehling

Richard Stehling Jr.

Tom Bierschwale

William Bierschwale

Amber Bierschwale

Sharon Stehling

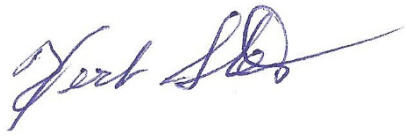
Carolyn Stehling Gross

Janice Gross Williams

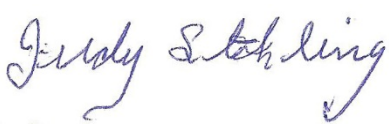
Jonathan Reinke

Christian Reinke

Herb Stehling



Judy Stehling



Robert W. Pape

Lucille Stehling Pape

Charles W. Blackwell

Keith Stehling

Tyler Stehling

Duyen Stehling

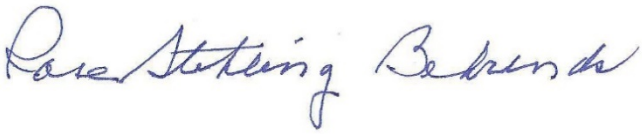
Dorothy M. Stehling

Jonathan Dean Crenwelge

Lindsay L. Crenwelge

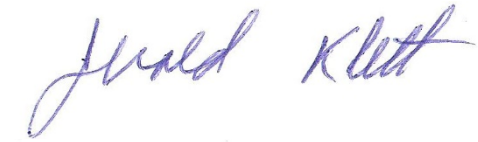
Sheren Stehling

Rose Stehling Behrends

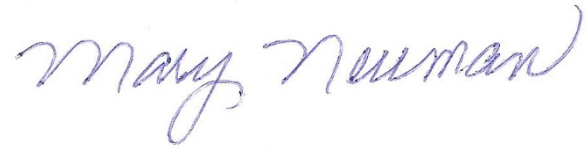


Phyllis Klett

Jerald Klett



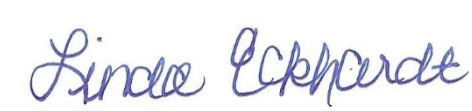
Mary Newman



Jake Newman

Amanda Newman

Linda Eckhardt

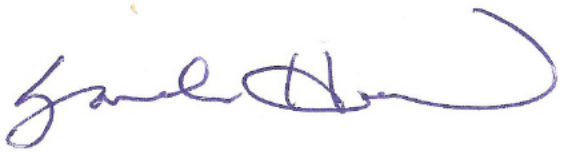


Steve Eckhardt

Andrew Howard

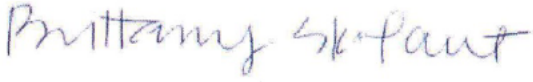
Katie Lee Delaney

Sarah Howard



Brad Howard

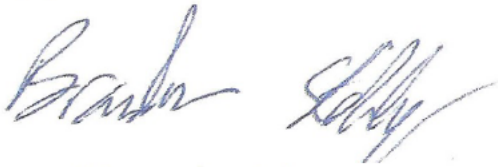
Brittany Skolaut



Kent Stehling

Krista Stehling

Brandon Stehling



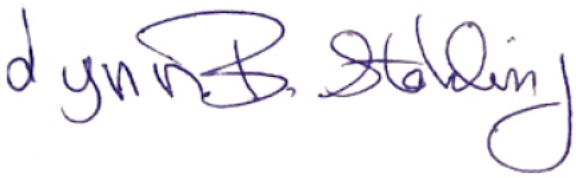
Ella Stehling

Heather Weber

Scott Weber

Sammy Stehling

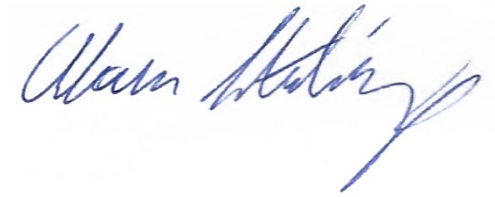
Lynn Stehling



Michele Stehling

Ann Stehling

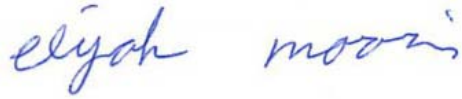
Adam Stehling



Angie Stehling Morris

Allen Morris

Elijah Morris



Betty Fleming

Darby Reinke

Sammi Reinke

Barbara Reinke

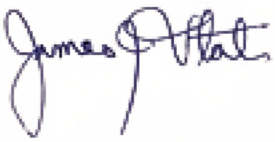
David Stehling

Susan Stehling

Zoe Stehling

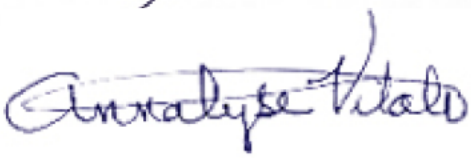
Max Stehling

James Vitali



Rebecca Vitali

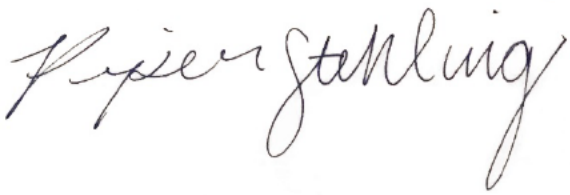
Annalyse Vitali



Gianna Vitali

Rachael Stehling

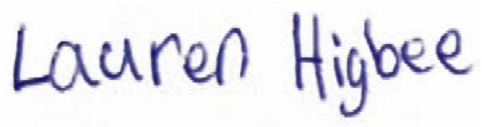
Piper Stehling



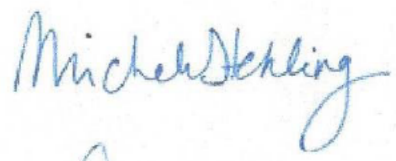
Madelynn Higbee

Emily Higbee

Lauren Higbee



Michele Stehling



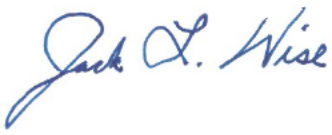
Dustin Stehling

Dawna Allen

Travis Allen

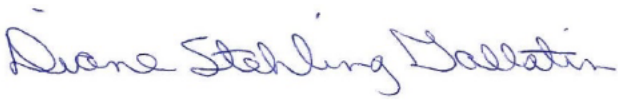
Becky Stehling Wise

Jack Wise



Charlie Gallatin

Diane Gallatin



Travis Gallatin

Colby Gallatin

Adam Brown

Christina Lake

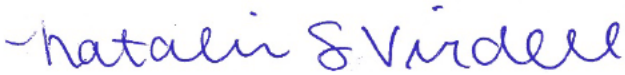
Bryan Stehling

Nathan Virdell

Sherrie Virdell

Mark Virdell

Natalie Virdell



Andrew Virdell

Rev. Matthew Stehling

Caitlin Keisling

Pedernales River Families:

Tim and Dawn Bannwolf and Family

Rodolfo Carrera and Elena Montalvo

James D. Lutz, M.D., and Family

Robert and Mary Ann Turbeville and Family

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): RICHARD STEHLING JR
Address: [redacted]
Email:

Comment:

Good major for display, please to follow
The routes closer to town are much better for all to me,
I really think F + H are the better choices.

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

Name (Please Print): SHARON & TED STEHLING
Address: [redacted]
Email:

Comment:

We are so grateful for the consideration given to our pleas to abandon route AB - this route would have gone through our family property, which we've had since 1852. Historic buildings and property are so much a part of Fredericksburg and Gillespie County. It is so important to preserve this for future generations. We appreciate your consideration of this historic property.

(Texas Transportation Code, §201.811(a)(5)):
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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Routes F and H

1 message

sstein [redacted]
To: FredericksburgReliefRoute@gmail.com

Sat, Aug 3, 2019 at 8:17 AM

We strongly oppose the relief routes proposal of plans F and H. This would affect a great number of residences and businesses. Some of those affected would be Heritage Hill Country, The Frieden development, the new development west of Frieden, and business owners along the industrial loop. The housing developments alone have the potential for more than 600 homes impacted by these bypass routes, not the 68 or 83 claimed by TexDot. A relief route should be just that and bypass the city not be put in the middle of it. Just having these proposals has already had an impact on our property values and will only do more harm if implemented.

Edward and Sandra Stein
[redacted]

[redacted]

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

RE: TxDOT Internet E-Mail

1 message

Joseph Muck <Joe.Muck@txdot.gov> Mon, Aug 5, 2019 at 8:36 AM
To: [redacted]
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Thank you for your comments Mr Stewart, we will make sure your comments are added and considered. I would also recommend taking the survey at the below address if you have not already done so:

https://www.txdot.gov/inside-txdot/projects/studies/austin/fredericksburg-relief-route-study.html

Thanks

Joe

Texas Department of Transportation

Joe Muck, P.E. | Assistant Area Engineer

Burnet Area Office

3029 SH 29 Burnet, TX 78611

Phone: (512) 715-5702 | Email: Joe.Muck@txdot.gov

From: Cathy Kratz
Sent: Monday, August 05, 2019 7:25 AM
To: Joseph Muck
Subject: Fwd: TxDOT Internet E-Mail

Sent from my iPhone

Begin forwarded message:

From: [redacted]
Date: August 4, 2019 at 12:00:08 PM CDT
To: <JOE.MUCK@txdot.gov>, <CATHY.KRATZ@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Mr. Andy Stewar [redacted]
Address:
[redacted]

[redacted]

Phone:
[redacted]

Requested Contact Method: Phone

Reason for Contact: Customer Service
Complaint: No

Comment: Please do not use Options F or H! I live on [redacted] along with a dozen neighbors and we hav enjoyed this peaceful neighborhood for many years. We already hear truck traffic on 87 and can't imagine the noise if it was closer. Also, a new neighborhood is going in soon right across Holmig Ln. The route needs to be far away from city limits!

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Michael Stork
Address: [redacted]
Email:

Comment:
Friendship is the least Expensive option, it also Saves More land from Eminent domain. Dont Spend my Money on Something that Fudge Hurts the environment And Ruins the Beauty of the Hill Country

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com 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 FredericksburgReliefRoute@gmail.com or by mail at:

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

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Tammy Straube
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

Too much money & taxes will go up too much again!

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): Patricia Stuart Patricia Stuart
Address: [redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Feedback on relief routes

1 message

Leon Stuckenschmidt [redacted] Sat, Jul 27, 2019 at 10:58 AM
To: FredericksburgReliefRoute@gmail.com

We are homeowners in Heritage Hill Country (HHC) subdivision. We strongly disagree with the relief routes F & H that terminate on Hwy 290 at Ft. Martin Scott/Texas Rangers Heritage Center. Here are the reasons this route should not be selected:

1. Routing trucks from interior streets to newly constructed interior streets is not "relief" from truck traffic. It just shifts the problems to a different place within our city. Moving the noise, pollution and risk of a hazmat event from one populated part of Fredericksburg to another populated part of Fredericksburg will not meet relief route objectives…..it merely shifts the problems to another part of town.

2. The proposed routes F & H would have 24x7 truck traffic passing next to over a dozen HHC homes within 50 feet of the roadway. To make matters worse, the trucks will be stopping at a light at the intersection with US 290. The continuous noise from large trucks shifting through gears as they accelerate to the speed limit will make living an enjoyable life in these homes impossible. And, the noise will carry well into the subdivision negatively affecting the life of other residents. Again, shifting truck traffic to a route within built-up, populated areas doesn't solve the problems of truck traffic through town. It keeps the problems and hazards of truck traffic inside the city.

3. The proposed relief routes F & H terminate at US 290 in very busy area with venues that attract significant traffic, e.g. the Law Enforcement Center, Fort Martin Scott, the Texas Ranger's Heritage Museum, Heritage Hill Country residential area, the residences on Mariposa, the eastern outlet for the Friedan subdivision, and the Hill Country University Center. Rather than exacerbate the traffic in this busy part of US 290, the truck route should end at a location well away from these venues.

4. The goal of relieving Main Street of truck traffic is too narrow. The goal should be to relieve all populated and well-traveled areas of Fredericksburg from truck traffic.

5. We ask that the relief route committee look past the 20-year horizon and imagine the thoughts of our city leaders and citizens 30, 40, or more years from now. If routes F & H are selected, I suspect they will wonder why a truck relief route was built well within the city limits rather than using a safer, less populated, and less traveled exterior route.

Leon & Pam Stuckenschmidt

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): John Summers
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	3	(4)	5
Route Option F (Orange)	1	2	(3)	4	5
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	(2)	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

use Friendship 4 routes
use the west Friendship route
anyway.
Please do not build a 4 lane divided
highway with feeder road & overpass
100 feet from my bedroom. Route E/G BAD!

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Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Philip Taetz
Address [redacted]
Email: [redacted]

Comment:

F.S.H turning off 290 E make absolutely no sense. They would destroy numerous structures at the and near the intersection and is only a stones throw from Friendship Lane.

I propose a modified version of Route D turning off 290 E at the community college, crossing 87S just south of the theater and new storage units, crossing Hwy 16 just south of the airport and wind around the south and west side of the golf course, across FM 2093 (Tivy Dale Rd) and on to ~~290 W~~ 290 West and 87 W.

Plans for a 400' right of way ~~with frontage~~ with frontage roads on each side will never pass as bond issue - guaranteed. Four lanes with a center turning lane similar to 290 E should be more than adequate for many years to come.

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PROPOSAL FOR AN INTERIM BYPASS BEFORE THE EAST PART OF ROUTE IS CONSTRUCTED REDUCING TIME FOR REROUTING TRAFFIC OFF MAIN STREET BY APPROXIMATELY ONE HALF BEFORE THE FINAL ROUTE IS COMPLETED

One of the big dilemma's on the bypass issue is the time factor from now until completion. Traffic relief is needed sooner than later. This dilemma can be partially mitigated as follows:

Once a route is selected, regardless of which one, initial construction should be concentrated on the links between FM 2093 (Tivydale Road) and US 290 West and between US 290 West and US 87 West, in that order.

At the same time, upgrade FM 2093 from SH 16 South to the intersection with the new bypass crossing, to the same standard as Friendship Lane.

This would permit the use of a bypass from US 290 East to US 87 West, via Friendship Lane, FM 2093 and the newly constructed links as an **interim** route, which would about cut in half the time it will take to complete the entire bypass.

The only additional cost incurred would be the upgrade of FM 2093 from SH 16 South to the intersection with the new bypass.

Philip J. Taetz
Cell: [redacted]

11 July 2019

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Jerry W. Taylor
Address: [redacted]
Email:

Comment:

To me Route "D" is the most logical from the start point. That it is further out, less impact & less cost. The close in routes are already in the middle of development & the development is only going to increase.

The 2 lanes without frontage roads seems more logical since most of the truck traffic will go on through & will have no need to use the frontage road, thus saving amount of acreage needed and cost.

The four close in routes should not be considered. There is no need now or the foreseeable future to build a 410 Size freeway for just this segment of highway.

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Comment Form

Name (Please Print): PAUL ALLEN TAYLOR
Address: [redacted]
Email: [redacted]

Comment:

No frontage Roads makes more sense if access along route is going to be limited or non-existant.

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

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Comment Form

Name (Please Print): J. Thomas Terre
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 beir your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	1	2	(3)	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	(3)	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☑ Build the relief route ☐ Do not build the relief route

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Brac Thiele
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Comment Form

Name (Please Print): Joyce + Bruce thiele
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Comment Form

Name (Please Print): KATHY A. TOLAN
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5	None of these routes are acceptable.
Route Option G (Pink)	1	2	3	4	5	
Route Option F (Orange)	1	2	3	4	5	
Route Option E (Grey)	1	2	3	4	5	
Route Option H (Maroon)	1	2	3	4	5	

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

Where is the concrete evidence that a relief route will actually keep big vehicles off of Main Street? I request an immediate stop be put to TX DOTs plans. Money is being wasted. A $60 million dollar bond for no assurance that vehicles will use the relief route is a waste of money. A relief route proposed by TxDot will run a lot of acres of prime Hill Country property. Property values will be negatively effected. I feel that TxDot's plans are detrimental to our community. This issue should be placed under the jurisdiction of city and county government.

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For *concerned for Gillespie County residents & business owners.* **Website to find maps and information make Public Comment by August 7, 2019. www.txdot.gov search key word "Fredericksburg".**

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): ANNE TRAVER
Address: [redacted]
Email: [redacted]

Comment:

When a relief route around FREDERICKSBURG WAS 1ST Proposed, I thought it would be a good idea. BUT NOW - AS I SEE THE ROUTES THAT HAVE BEEN PROPOSED - I AM TOTALLY AGAINST ALL OF THEM! They will negatively impact our historic homes, legacy farm lands, & pioneer cemeteries. They will destroy small & mid-size family businesses that won't be able to recover financially - no matter how much is paid to them - from forced eminent domain! Taxes will be higher & at the very least - the public/county citizens should be allowed to vote on whether or not they wish to finance this misguided endeavor! There will also be environmental damage to Baron's Creek, Live Oak Creek & all watershed drainage areas. WILDLIFE Habitat & farm/ranch land vegetation will be destroyed! AS INTERSTATE SYSTEM IS TOO LARGE FOR ROUTES D-H →

(Texas Transportation Code, §201.811(a)(5)):
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going so close to town & limits economic growth due to limited access on the route. Unless you can come up with BETTER routes & solutions to all items mentioned above - I am TOTALLY against this "Relief Route" debacle!

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Route comments

1 message

Mary Ann Turbeville [redacted]
To: FredericksburgReliefRoute@gmail.com

Wed, Aug 7, 2019 at 2:36 PM

Dear TXDOT, relief route task force, Fredericksburg city council members, Gillespie County commissioners, CVB staff, etc.

Can you explain why only one traffic study was taken (in December when Main Street traffic is higher due to holiday shoppers)?
Shouldn't a second or third study be taken during other times of the year for better accuracy?
If the task force, TXDot and others want community input, why is it so many Gillespie County residents feel as though we are not being heard?

--
Mary Ann Turbeville

Hill Country Outfitters
The Grasshopper
Narrow Path Winery
[redacted]

Fredericksburg Relief Route Study

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Comment Form

Name (Please Print): Zek Valdez
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): Teri Hick
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

None

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

all 5 routes negatively impact our historic homes, legacy farm lands & pioneer cemeteries, this heritage is what makes our area unique.

also I do not want to pay higher taxes we are already struggling to have even teachers living here due to cost of living ↑ taxes

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Austin, TX, 78750

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Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fredericksburg Relief Route Study Meeting--7/23/2019

1 message

Frank Vogelsang [redacted] Mon, Aug 5, 2019 at 1:47 PM
To: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com>

Indudtrial Loop Bypass Routes F & H

-

This is to register my total opposition to the industrial loop relief routes F and H which are immediately adjacent to the northern boundary of Heritage Hill Country (HHC) subdivision. These proposed routes should have been ruled out in earlier studies as they will definitely reduce residential property values of HHC and Frieden subdivisions.

The data presented by the task force for residential displacements and the number of residences within TxDOT's 250- foot zone are grossly understated. Loops F and H would reduce the quality of life for many HHC residents because of excess noise, odor and light pollution from the trucks. The intersection of bypass routes F & H with Highway 290 would create more traffic congestion and more traffic delays in a area of Hwy 290 with many intersections and business access roads.

Relief route "D" is my recommendation if the objective is to effectively reduce truck traffic on city streets.

The most logical and best economical approach would be to utilize Friendship Lane for the Bypass Route to reduce the truck traffic on Main Street thru town.

Regards,

Frank E. Vogelsang

[redacted]

-

Sent from Mail for Windows 10

Gmail

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Relief Route

1 message

Judy Vordenbaum [redacted] Wed, Aug 7, 2019 at 9:55 AM
To: [redacted]

Thank you all for taking care of Fredericksburg and Gillespie County.

fredericksburgreliefroute@gmail.com

Linda Langerhans, Mayor and Council Members

Mark Stroeher, Judge and Commissioners

Korey Keller, Chairman of Task Force and Committee Members

August 6, 2019

I recently had surgery and was unable to attend the relief route open house but I am very interested in the outcome. I took the survey on line and I wanted to state my concerns.

First I want to thank TXDOT for educating the public and getting public concerns and opinions heard and thus proposing some solutions. I have been hearing about a relief route since 1960's and yes we do need relief. I have stated before and still feel that Friendship Lane is the obvious path. A lot of the property is already owner, it is in a good location without many entrances, and it was considered highly just a few years ago. If TXDOT used Friendship Lane, overpasses at 290 and 16 would be necessary. If TXDOT refuses to use Friendship, then I feel the City/County (the City is part of the County) should purchase and complete extension plan to US 87 North. This is taking care of our future at lower cost to citizens. (Milan Street improvement is a good example of relief given to West Main Street getting to 16 South!)

A major concern proposed relief route has to me is a 400 foot right-of-way. Why should a relief route be better than roads coming into Fredericksburg? We need a smaller format road which would have lower impact on land. The footprint should be smaller and thus the cost would be lower. This could also perhaps make frontage roads not necessary. An 85 foot medium is also not necessary. A medium barrier is less land.

An urban road format is more in line with our needs than a rural road. Does TXDOT have other alternate road designs that would better serve our community which really wants a relief route but not cost so much because of their present proposal. TXDOT has many different names for routes and relief route may by the problem. Perhaps should be called Hazardous Waste Route or another name.

Thank you for reading my concerns.

Sincerely,

Judy Vordenbaum

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

relief routes

1 message

Sandra [redacted] Fri, Aug 2, 2019 at 3:22 PM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

I strongly disagree with the 2 relief routes: Route F & Route H

Sandra Wall

[redacted]

[redacted]

Sent from Mail for Windows 10

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): William Wareing
Addres[redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(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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Name (Please Print): Doug Weber
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
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Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): Pat Weeden
Address [redacted]
Email:

Comment:
When the city has money to purchase land at market value then we can talk about it. I know that will never happen.
A 4 ~~lane~~ or 6 lane highway is enough. Do not need a big freeway.
Route D is out, out Rafeous
Friendship is best route

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): Nolan Wehmeyer
Addres[redacted]
Email: _____

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	(5)
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Name (Please Print): MR & MRS. STEVEN WEINHEIMER
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Comment Form

Name (Please Print): TIMOTHY P. WEINHEIMER
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

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Name (Please Print): Tracey Weinheimer
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

I know which route I don't want because it directly affects my property and refuse to pick other routes because it affects friends and neighbors.
I believe TxDot could remedy some of the problem by not permitting oversized and hazardous loads thru the city, using IH10, 183, or 71 instead.
I also believe the city should acquire property off of main street to be used as parking and as developments are annexed acquire r of w to build ouw routes such as Friendship Lane.

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Comment Form

Name (Please Print): John Weisinger
Addre [redacted]
Email

Comment:
1) I am only INTERESTED in Keeping 290 Through Fredericksburg as it is.
Because: (1) It will keep FBG Small Town Feel & Slow growth.
(2) As Resident do NOT Want The City (Residents) To be Responsible For The expense of 290 if bypass Were built.
What if The bypass Was a Toll Road?

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Name (Please Print): Fred Welgehausen
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	(5)
Route Option G (Pink)	(1)	2	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	(1)	2	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☐ Do not build the relief route

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Comment Form

Name (Please Print): GARY Wilcox
Address: [redacted]
Email:

Comment:

FBG Does not need a I-10 like highway for a bypass — a 450 Right of way is Not necessary — all Roads into FBG are 1 or 2 Lanes each way with a Turning Lane in Some places. We need 2 Lanes eachway (a Turning Lane IN The middle (5 Lanes Total) This would not require even 250' easement. At one Time in the past you (T-DOT) Proposed a Route a 200' easement. it was defeated in a bond Election — This will fail also if you require a 400' Plus easement.

(Texas Transportation Code, §201.811(a)(5)):
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Name (Please Print): ALAN Williams
Address: [redacted]
Email:

Comment: D is my 1st choice.

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Comment Form

Name (Please Print): JAN WILLIAMS

Address: [redacted]

Email: [redacted]

Comment:

THE CLOSER ROUTES ARE BETTER. IF THE CLOSER ROUTES ARE MORE LIKELY TO BE USED. IF PEOPLE FEEL LIKE THEY ARE DRIVING WAY OUT OF THEIR WAY, THEY WILL NOT TAKE THE ROUTE.

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Name (Please Print): Mike Williams
Address: [redacted]
Email:

Comment:

The idea for a bypass seems OK but --- Why do we need an "interstate Highway" type road? Hwy 290 & 16 & 87 coming into Fbrg are not interstate type highways - only 2 or 4 lane undivided roads. Why then is an interstate type bypass necessary or desireable

As I understand it, the amount of money that will be required from Gillespie county taxpayer for the ROW will be several tens of millions of $. On a "per taxpayer" basis this will be a huge tax burden.

We need to back off of the "interstate" type road and go to a more cost-effective 4 lane similar to the existing Hwy 290 East & West of Fbrg.

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Name (Please Print): Tim Williams
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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Name (Please Print): John C. Witteman
Address: [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

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Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	(5)

My preference is (check one box): ☐ Build the relief route ☑ Do not build the relief route

This would come very close to our Heritage Hill Country subdivision and make it dangerous for senior citizens, create traffic hazard at our entrance and much noise. We cannot afford a bond issue to support this. This would disrupt a lot of lives unnecessarily.

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

RECEIVED
AUG 05 2019
CP&Y, Inc. - AU

Written comments will be received and accepted by the project team via email at FredericksburgReliefRoute@gmail.com or by mail at:

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

Comments must be received on or before August 7, 2019, to be included in the official record of this open house.

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Fredericksburg Relief Route Study

2 messages

Kelly Witteman [redacted] Thu, Aug 1, 2019 at 3:33 PM
To: FredericksburgReliefRoute@gmail.com

Our preference is that there should not be a relief route built. Option F and Option H would come very close to our Heritage Hill Country subdivision and make it dangerous for our senior citizens, create a traffic hazard at our entrance and much noise. We cannot afford a bond issue to support this. This route would disrupt a lot of lives unnecessarily.

Thank you,
Kelly Witteman

Kelly Witteman [redacted] Thu, Aug 1, 2019 at 3:38 PM
To: FredericksburgReliefRoute@gmail.com

Our address is [redacted]
[Quoted text hidden]

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): KEITH HOGSTROM
Address [redacted]
Email: [redacted]

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	(1)	2	3	4	5
Route Option G (Pink)	(1)	2	3	4	5
Route Option F (Orange)	1	2	3	4	(5)
Route Option E (Grey)	(1)	2	3	4	5
Route Option H (Maroon)	1	2	3	(4)	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Joe Worrell
Address: [redacted]
Email:

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 bei your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

(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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Austin, TX, 78750

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Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Comment

1 message

Randall Wunderlich [redacted] Fri, Aug 2, 2019 at 1:38 PM
To: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Still not convinced that this project is logical, practical, or economical.

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Objection

1 message

WILLIAM WYATT [redacted] Fri, Aug 2, 2019 at 1:42 PM
To: FredericksburgReliefRoute@gmail.com

This is from Joanie and Bill Wyatt at [redacted]
We are asking you not to consider plan F and G as a relief route. In addition to affecting our property values, we think that heavy traffic would be a hazard to the community of over age 55 residents. Thank you.

Sent from my iPhone

Gmail **Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>**

Opposition

1 message

w wyatt [redacted] Mon, Aug 5, 2019 at 3:35 PM
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

We oppose route f and h. They will also interfere with the historic fort Martin Scott as well as the ranger center.

Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

Name (Please Print): Local Main St. Business Owner
Address: Anonymous
Email:

Comment:

I prefer to have the City of Fbg + Gillespie Co solve our local problems w/o TX DOT input.

Would appreciate financial assistance from TX after FBG + Gillespie Co. settle upon the best plan for our citizens. esp. Since I pay taxes to the state too and many (10,000 tourists every weekend) visit our city who are from other locales in TX.

(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

N/A

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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Fredericksburg Relief Route Study

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

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

Comment:

NO FOR RT 6

(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

Open House • July 23, 2019 • Gillespie County Farm Bureau Pape Event Center
Comment Form

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

Comment: Please rank the 5 proposed route options from 1 to 5 with 1 being your favorite route and 5 being your least favorite route. Please also mark your preference on whether or not the relief route should be built.

Route Option D (Purple)	1	2	3	4	5
Route Option G (Pink)	1	2	3	4	5
Route Option F (Orange)	1	2	3	4	5
Route Option E (Grey)	1	2	3	4	5
Route Option H (Maroon)	1	2	3	4	5

My preference is (check one box): ☐ Build the relief route ☒ Do not build the relief route

I DONT BELIEVE A "SUPER HWY" IS NECESSARY. WE NEED A HWY (SMALL) SIMILAR TO INCOMING HWY 16. TO RELIEVE TRUCK TRAFFIC. NOT A SUPER HWY. THIS BIG SUPERHIGHWAY GOES THRU BEAUTIFUL HILL COUNTRY (HISTORIC AND SCENIC) THIS WILL COMPLETELY DESTROY TOURIST TRAFFIC

USE TIUYDAL HIGHWAY !!

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

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Austin, TX, 78750

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Appendix F. Figures

Fredericksburg Relief Route Study

Letter from Kory Keller, Task Force Chair

July 23, 2019

Dear Neighbors,

The Gillespie County Relief Route Task Force has been charged by the City of Fredericksburg and Gillespie County with exploring the need for, identifying, and developing a viable solution for the potential Fredericksburg Relief Route. To be successful, the ultimate solution must reflect the desires and values of our community while addressing the safety, mobility and quality of life issues that we now experience because of traffic and congestion. To that end, the Gillespie County Relief Route Task Force is working hard to engage the community in a productive dialogue about the potential relief route.

To date, we have received more than 500 written comments, more than 1,600 online survey responses and many, many route suggestions. The input and feedback we have received has been used by the Task Force and the study team to mold the study and drive the process. Today, you will see how public input received in response to the workshops was used, along with engineering criteria and environmental considerations, to identify, refine, and evaluate route options. Over the last several months, the number of route options has been reduced.

The five remaining Primary Route Options will be shown at today's Open House. Staff will be available to provide information and answer questions. As always, your suggestions and comments are needed, so please take a few minutes to complete the online survey and fill out a comment form.

On behalf of the Gillespie County Relief Route Task Force, thank you for being here today to share your comments and ideas. We look forward to hearing from you, and we very much value your time and input.

Sincerely,

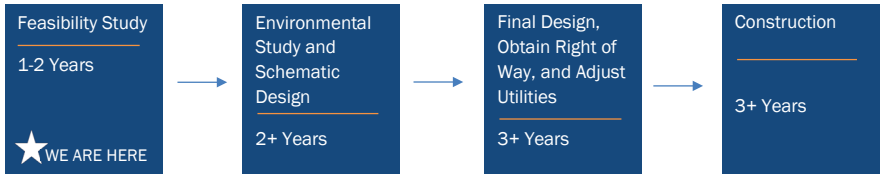
Kory Keller
Chairman of the Gillespie County Relief Route Task Force

For more information, visit www.txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

NEXT STEPS

- Summer 2019:
  - Traffic modeling and operational analysis of the five Primary Route Options
  - Review Public Input
  - Access Workshop
  - Historic Resources Survey
  - Second Screening
- Fall 2019:
  - The Locally-Preferred Route Option will be presented at the second Open House

TYPICAL PROJECT DEVELOPMENT PROCESS



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

For more information, visit www.txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

FREDERICKSBURG RELIEF ROUTE STUDY

The Fredericksburg Relief Route Study is exploring a potential US 290 Relief Route, which would give people the option to travel around, rather than directly through, Fredericksburg. The Study is overseen by the Gillespie County Relief Route Task Force. Support for the Study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation (TxDOT).

Project History

The goal of the Fredericksburg Relief Route Study is to identify a locally-preferred option that is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg and Gillespie County. The purpose of the Study is to determine if there is a viable and publicly-supported route option that addresses Main Street traffic concerns.

- The Study, which was initiated in early 2018, is relying heavily on public input to steer the process. To date, three public workshops have been held (May 2018, September 2018 and January 2019).
- Suggestions and input received during the May 2018 workshop were used by the project team to develop "Conceptual Route Options." In addition, public input was used to refine the goals and objectives of the Study. The Conceptual Route Options, along with the refined goals and objectives, were presented for public review and comment at the September 2018 workshop.
- Using the input received at the September 2018 workshop, the study team worked to refine the routes and reduce the number of options being considered. That effort led to the identification of the eight "Preliminary Route Options" presented at the January 2019 workshop for review and comment.
- Public input received during the third workshop was used, along with engineering criteria and environmental considerations to refine and evaluate route options. Over the last several months, the number of route options has been reduced to five. These five remaining route options (the "Primary Route Options") are presented here tonight.

The potential locally-preferred option would be the starting point for any future phases of project development, including a detailed environmental study, should the project advance.

Evaluation Process

The goals and objectives, which were refined through public input, directed the Evaluation Criteria used to identify the five remaining Primary Route Options (see insert).

- Raw data was collected (raw data is shown in black in the example below).
- Based on the raw data, each route was ranked from 1-8, with 1 being the best and 8 being the worst. For example, Route A (Blue) had fewest residential displacements and was ranked #1, whereas Route H (Maroon) had the most residential displacements and was ranked #8.

CRITERIA	ROUTE A (BLUE)	ROUTE B (GREEN)	ROUTE C (YELLOW)	ROUTE D (PURPLE)	ROUTE E (GREY)	ROUTE F (ORANGE)	ROUTE G (PINK)	ROUTE H (MAROON)
RESIDENTIAL DISPLACEMENTS	#1 8	#2 10	#3 13	#4 15	#5 19	#6 28	#7 39	#8 48

- In the event of a tie, both routes received the same ranking. For example, Routes A (Blue) and B (Green) tied with 0 commercial displacements, and Routes C (Yellow) and D (Purple) tied with 2.

CRITERIA	ROUTE A (BLUE)	ROUTE B (GREEN)	ROUTE C (YELLOW)	ROUTE D (PURPLE)	ROUTE E (GREY)	ROUTE F (ORANGE)	ROUTE G (PINK)	ROUTE H (MAROON)
COMMERICAL DISPLACEMENTS	#1 0	#1 0	#3 2	#3 2	#5 3	#7 22	#6 10	#8 29

GOALS AND OBJECTIVES

The chart below shows each goal for the potential Relief Route and the objectives associated with each goal. Paired with each objective are the criteria used to gauge potential impacts associated with the objective. The goals and objectives were adopted by the Gillespie County Relief Route Task Force after considering public input received at the May 2018 public workshop.

GOALS & OBJECTIVES	EVALUATION CRITERIA
PROTECT AND PRESERVE PROPERTY	
Minimize potential displacements (residential and commercial)	Number of homes within the anticipated right of way
	Number of commercial properties within the anticipated right of way
Minimize number of divided parcels	Number of properties that would be divided by the route (leaving a property owner with property on both sides of the road)
Minimize right of way required	Acres of right of way required
Minimize potential for noise and neighborhood impacts	Number of residences within 250 feet of route option (does not include residences located within the anticipated right of way)
ENHANCE ACCESSIBILITY AND MOBILITY	
Facilitate local (intercity) trips*	Not Yet Evaluated
Accommodate bicyclists**	Compliance with TxDOT bike/pedestrian policy (Pass/Fail)
ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES	
Reduce the number of trucks Main Street*	Not Yet Evaluated
Help reduce congestion on Main Street*	Not Yet Evaluated
Accommodate projected increases in traffic*	Not Yet Evaluated
ENHANCE SAFETY	
Reduce large truck traffic on Main Street*	Not Yet Evaluated
Reduce potential for vehicle/pedestrian conflicts on Main Street*	Not Yet Evaluated

*Traffic modeling is required to effectively evaluate this objective. Traffic modeling/operational analysis of the five Primary Route Options will occur during the Summer of 2019 and the results considered, during the next stage of the evaluation process as the Primary Route Options are evaluated further.
**All route options satisfied this “pass/fail” criteria. Since all options passed (resulting in an eight-way tie), this criteria were not ranked.

SUPPORTS ECONOMIC DEVELOPMENT	
Minimizes negative impacts to existing businesses	Number of commercial properties within the anticipated right of way
Maintain accessibility for deliveries to businesses**	Maintains access to existing businesses (Pass/Fail)
Support "new growth" opportunities	Percentage of length where route encompasses existing roadways (requiring frontage roads)
	Percentage of currently undeveloped land at US and State highway intersections (assumes a 1-mile diameter development node around these intersections)
PRESERVE UNIQUE CHARACTER OF DOWNTOWN	
Maintain Main Street as a tourist destination and business center**	Maintains Main Street as a tourist destination and business center (Pass/Fail)
Reduce Traffic Noise*	Not Yet Evaluated
Protect Historic resources from residual effects of traffic*	Not Yet Evaluated
PROTECT AND PRESERVE ENVIRONMENTAL RESOURCES	
Minimize potential impacts to Environmental Justice (low income and minority) populations	Percentage of length within Environmental Justice (EJ) areas as identified by United States Census data
Minimize potential impacts to natural environmental features (floodplains, wetlands, and waterways)	Number of river/creek crossings
	Acres of potential wetland impacts
	Acres of potential floodplain impacts
Minimize potential impacts to protected species	Acres of potential impacts to protected or rare habitat or vegetation communities as identified on Texas Parks & Wildlife Department's Natural Diversity Database
Minimize impacts to parks and other known Section 4(f) facilities including historic properties	Acres of public parkland and recreational areas impacted by anticipated right of way
	Number of historic properties impacted by anticipated right of way. (Includes properties that are listed on the National Register of Historic Places as well as properties known to be eligible for listing.)
OTHER EVALUATION FACTORS	
Length	Length of route
Facilitates utilization	Preliminary (round trip) travel time savings (in minutes) when compared to traveling on existing US 290
Provides a cost-effective solution	Preliminary cost estimate (in millions)
Public support	Rankings based on survey results and comments received from January 2019 public workshop

*Traffic modeling is required to effectively evaluate this objective. Traffic modeling/operational analysis of the five Primary Route Options will occur during the Summer of 2019 and the results considered, during the next stage of the evaluation process as the Primary Route Options are evaluated further.
**All route options satisfied this "pass/fail" criteria. Since all options passed (resulting in an eight-way tie), this criteria were not ranked.

EVALUATION SUMMARY

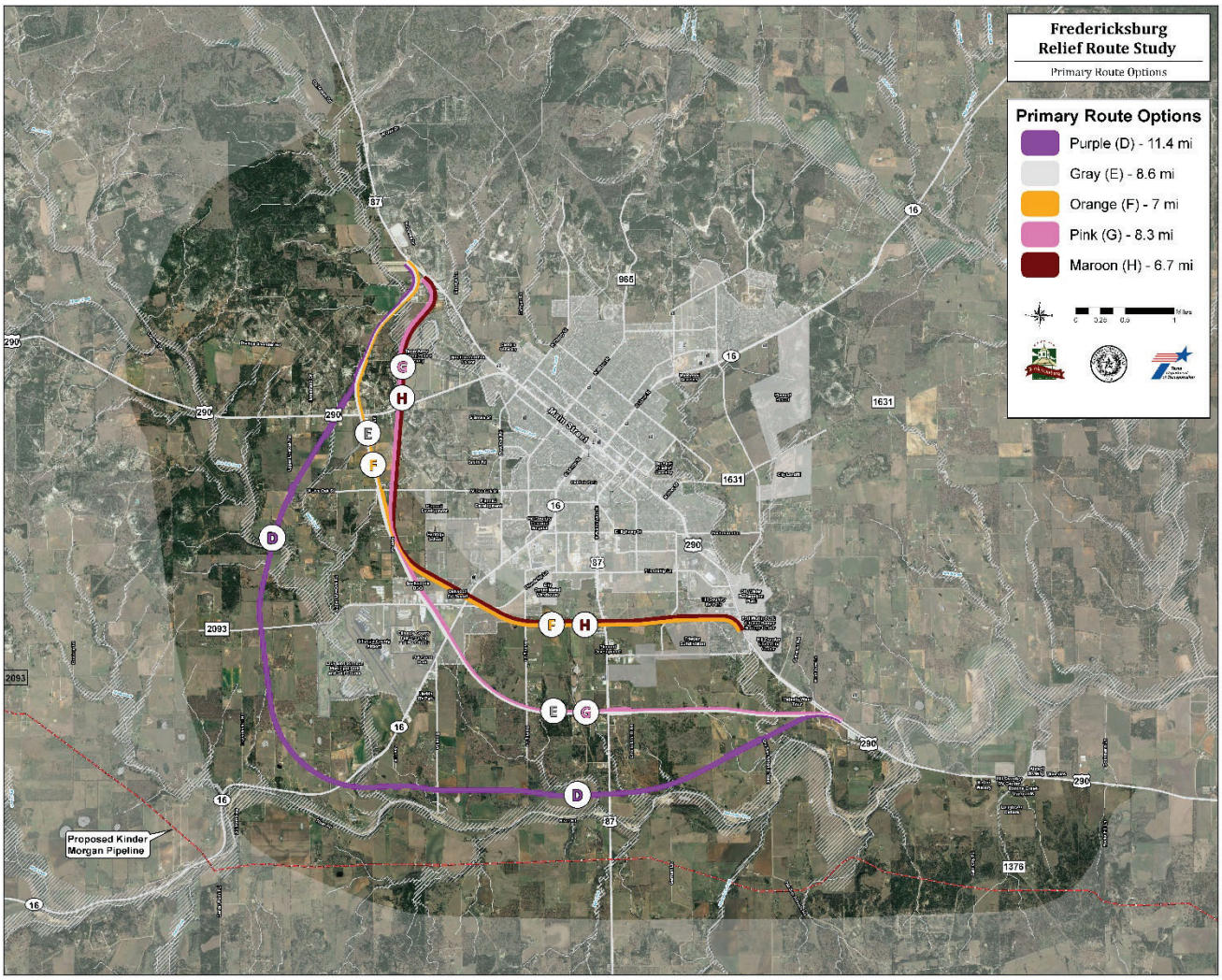
	ROUTE A (Blue)		ROUTE B (Green)		ROUTE C (Yellow)		ROUTE D (Purple)		ROUTE E (Grey)		ROUTE F (Orange)		ROUTE G (Pink)		ROUTE H (Maroon)	
Residential Displacements	1	8	2	10	3	13	4	15	5	19	6	28	7	39	8	48
Commercial Displacements	1	0	1	0	3	2	3	2	5	3	7	22	6	10	8	29
Divided Parcels	7	57	5	49	7	57	6	54	3	41	2	36	3	41	1	34
Additional Right of Way Required (acres)	8	537	6	417	7	478	5	358	2	294	1	292	4	311	3	309
Residences Within 250 feet	1	29	2	35	3	45	4	51	5	58	7	83	8	92	6	68
Percent of Existing Roadways Utilized	8	1	6	2	6	2	4	3	1	4	4	3	1	4	1	4
Percent Undeveloped Land at Intersections	1	92.4	2	90.3	3	82.7	4	80.6	5	75.5	7	72.5	6	75.3	8	72.4
Creek Crossings	8	25	7	21	6	18	5	14	4	9	2	5	3	7	1	3
Wetland Impacts (acres)	6	2.4	2	1.5	4	1.9	1	1	5	2	8	5.7	2	1.5	7	5.2
Floodplain Impacts (acres)	7	25.8	8	26.7	5	22.1	6	23	2	10.5	1	8.8	4	20	3	18.3
Natural Diversity Database (NDD) Impacts (acres)	7	.9	1	0	7	.9	1	0	1	0	1	0	1	0	1	0
Length (miles)	8	17.3	6	13.8	7	14.9	5	11.4	4	8.6	2	7	3	8.3	1	6.7
Percent of Length Within Environmental Justice Areas	3	1.4	4	1.8	1	0	1	0	5	9.7	6	15.7	7	28.7	8	39.7
Park Impacts (acres)		0		0		0		0		0		0		0		0
Known National Register of Historic Places (NHRP)-Eligible Property Impacts		0		0		0		0		0		0		0		0
Preliminary Travel Time Savings (minutes)	7	11	8	10	5	12	5	12	1	16	1	16	1	16	1	16
Preliminary Cost (millions)	8	334.6	6	288.3	7	313.8	5	266.8	2	226.3	1	224.9	4	250.9	3	249.9
Public Input	6	14	6	14	6	14	5	10	3	7	3	7	1	2	2	4
TOTAL	87		72		80		64		53		59		61		62	

- Numbers in black represent the raw data in each evaluation criteria category. (e.g. Primary Route Option A (Blue) has 8 Residential Displacements)
- Numbers in orange represent the ranking of each route for each evaluation criteria, with 1 being the highest (best) and 8 being the lowest (worst). (e.g. Primary Route Option A (Blue) includes the fewest Residential Displacements and therefore is ranked 1)
- Public input scores were derived from written comments as well as ratings and comments given by online survey participants.
- The bottom line labeled "TOTAL" represents the sum score for each route. Lower numbers indicate higher ranked routes.
- On the bottom line, the top five (best ranking) options are highlighted in green. These five options are the Primary Route Options that will be considered further.
- Evaluations were based on publicly available data; no field work has been conducted.

7/23/2019

Fredericksburg Relief Route Study

Frequently Asked Questions



NOTE: The Primary Route Options, shown above, are not final. These options are subject to modification and refinement as the Relief Route Study progresses.

The Fredericksburg Relief Route Study, overseen by the Gillespie County Relief Route Task Force, is exploring the feasibility of a potential US 290 relief route around Fredericksburg. Support for the study is provided by the City of Fredericksburg, Gillespie County and the Texas Department of Transportation. 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.

For more information, contact Joe Muck at **Joe.Muck@txdot.gov** or **512.715.5702** or visit **txdot.gov** and search keyword "**Fredericksburg**."

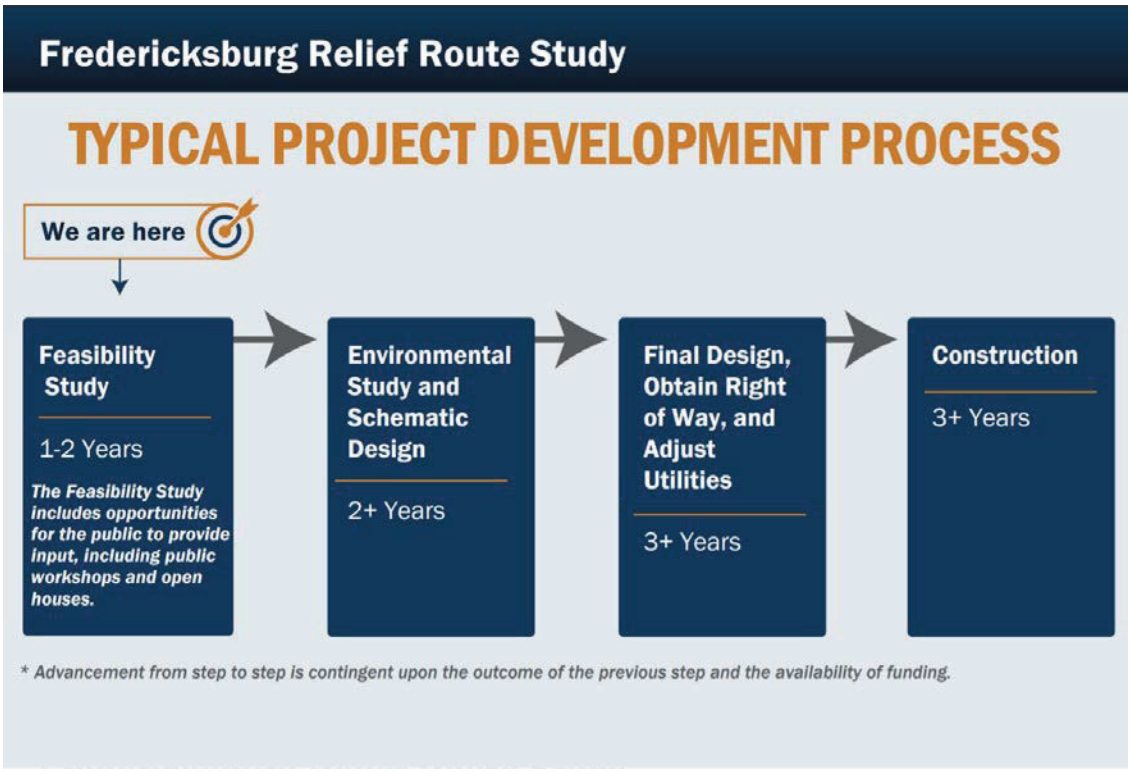
To date, three public workshops have been held (May 2018, September 2018, and January 2019). Public input received in response to the workshops was used, along with engineering criteria and environmental considerations, to identify, refine, and evaluate route options. Over the last several months, the number of route options was reduced. The five remaining options (the "Primary Route Options") will be presented at the July 23 Open House for public review and comment.

Throughout the extensive public involvement process, the study team has received many questions from the public. With the goal of keeping the community up to date and informed, these Frequently Asked Questions answer some of those questions and will be updated as the study progresses. For more information on the study visit **txdot.gov** and search keyword "**Fredericksburg**."

1. **What is the purpose of the Fredericksburg Relief Route Study (Relief Route Study)?**

   The City of Fredericksburg and Gillespie County requested assistance from TxDOT to address congestion problems on US 290 (Main Street) in Fredericksburg. The Fredericksburg Relief Route Study was initiated in response to the community's request. The purpose of the study is to determine if there is a viable and publicly-supported route option that addresses Main Street traffic concerns.

   It should be noted that if the study indicates that the relief route is supported by the community and a locally-preferred option is identified, that option would become the starting point for future phases of project development. Future phases would include detailed environmental studies (conducted in accordance with the National Environmental Policy Act of 1969), schematic development and final design. The diagram, below, depicts the typical project development process.



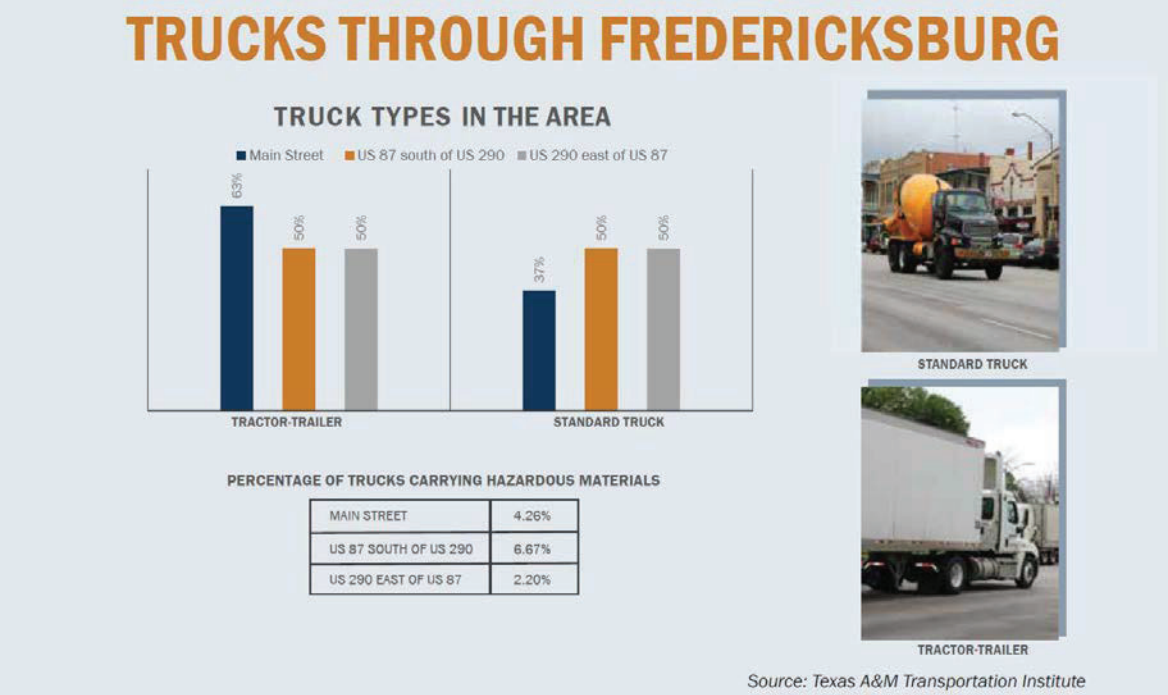
   During each phase, the relief route would continue to evolve and be refined. The exact location and right-of-way footprint would not be established until after environmental studies are conducted and the design is complete.

2. Why does the study area go south of Fredericksburg?

A preliminary computer-based traffic analysis conducted in early 2018 showed that twice as many vehicles would use a relief route connecting US 87 north of Fredericksburg to US 290 east of Fredericksburg if the route is located south (rather than north) of town; thus, a southern route would provide the most relief for Main Street traffic.

3. Why do we need to relieve Main Street?

Main Street through the City of Fredericksburg is plagued by congestion. Some of this congestion is made up of cars and trucks that are just trying to get through Fredericksburg. Preliminary traffic analysis conducted last year showed that approximately 6,500 vehicles per day would use a southern relief route, rather than Main Street, if a relief route was available. One-thousand of those vehicles would be trucks. This accounts for approximately 60% of the existing truck traffic. If we don't do anything, the number of cars and trucks using Main Street will continue to increase.



4. Why are we studying routes so far outside the City limits?

The Fredericksburg Relief Route Study is evaluating multiple routes at a high-level for viability, mobility benefit, and impact avoidance. Lady Bird Johnson Municipal Park, the Gillespie County Fairgrounds, and the airport are major constraints that need to be avoided.

A large study area was developed to allow flexibility to consider routes on either side of these important community landmarks. The southern limit of the study area reflects the approximate point at which it would become less efficient (due to longer drive time) to travel on the relief route than remain on existing US 290 and contend with the traffic, lights, and congestion on Main Street. In other words, routes outside the study area would be so long that they would no longer be an effective alternative to Main Street and the benefit is lost. Before a locally-preferred route option is identified, a more detailed traffic analysis will be conducted to assess and compare mobility benefits of the final route options.

5. **Shouldn't TxDOT first determine where the trucks on Main Street are headed before determining a relief route?**

   At the beginning of the Fredericksburg Relief Route Study, a preliminary traffic analysis was conducted using Bluetooth technology. The data shows where vehicles come into the City and where they leave the City. The data also showed how long they stayed in the City.

   A southern study area was established because the traffic data indicated that twice as many vehicles would use a relief route connecting US 87 north of Fredericksburg to US 290 east of Fredericksburg if it was located to the south (rather than to the north) side of the City. The traffic analysis showed that a relief route would divert approximately 6,500 vehicles away from Main Street per day. Of the 6,500 vehicles, 1,000 are trucks which accounts for about 60% of existing truck traffic.

6. **Can TxDOT require trucks to detour around Fredericksburg?**

   No. TxDOT does not have the legal authority to prohibit the use of any highway by any class of vehicle (such as trucks), provided the vehicle complies with weight and size limits, and other provisions established by law.

7. **Who will pay for the construction of the relief route?**

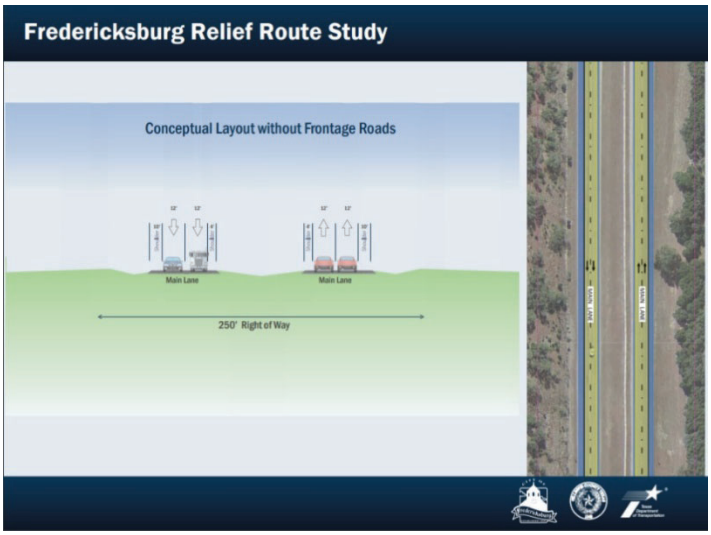
   Prior to initiating the current Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of conditions to guide the planning effort (assuming the project advances beyond the current study and ultimately comes to fruition). One of the agreed upon conditions is that the City and County will provide 100% of any needed right-of-way. In addition, the City and County will contribute toward the cost of construction. Preliminary construction cost estimates were developed. Cost was one of the factors considered when identifying the Primary Route Options. The cost of the relief route will be refined, over time, as more detail about the design and construction is developed. In the future, when a more final construction estimate is developed, TxDOT, the City and the County will develop a plan for funding the project and establishing the local (City and County) contributions.

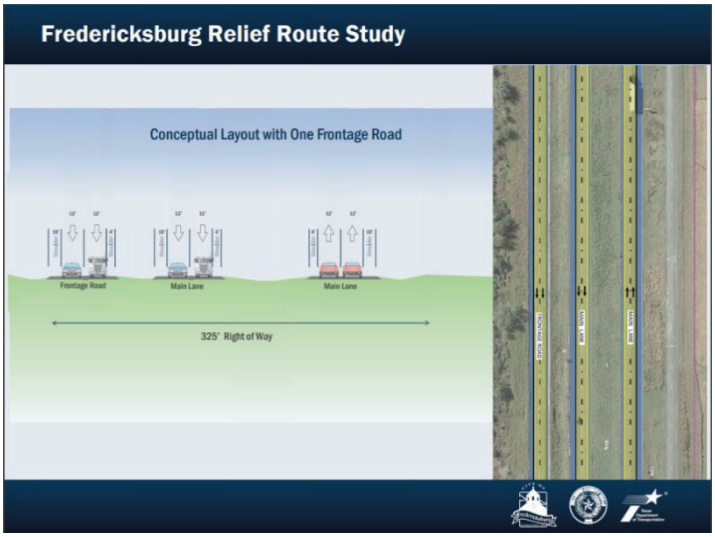
8. **Why do we need 400 foot of Right-of-Way?**

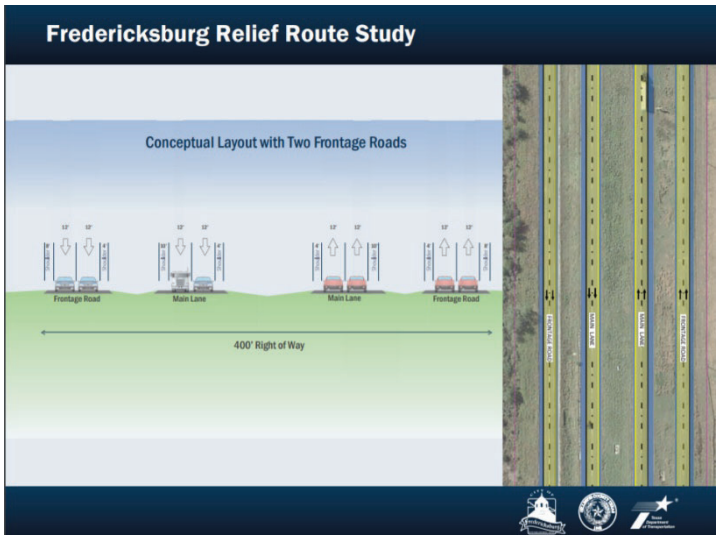
   The relief route must meet federally required criteria for a multi-lane, rural highway. A rural four-lane divided highway should include 12-foot wide travel lanes, 4-foot wide inside shoulders and 10-foot wide outside shoulders for a total pavement width of 38 feet in each direction of travel. A desirable design also includes a wide grassy median for increased safety and to accommodate slopes for elevation differences between the directions of travel. Studies indicate that wider medians between directions of travel reduce the occurrence of head-on crashes and the severity of such crashes. Wider medians also reduce the effect that headlights have on the vision of drivers in the opposing direction. TxDOT design criteria call for a desirable median width of 76 feet for divided rural highways.

   In addition, the highway would require frontage roads where needed for local access. Each frontage road would typically consist of two 12-foot lanes, a 4-foot inside shoulder and an 8-foot outside shoulder. Separation of 50 feet or more between the main lanes and frontage roads would be provided for increased safety and to accommodate access ramps to connect the main lanes to the frontage roads. Additional width of 30 to 40 feet would accommodate drainage ditches and slopes for elevation differences between the pavement and adjacent existing ground. The combination of these various components of the proposed highway facility results in a right-of-way planning width of about 400 feet.

Although a 400-foot right-of-way was initially assumed for planning purposes, it is always TxDOT's goal to minimize project-related impacts. To that end, the study team recently completed an initial assessment of frontage road and access needs for each of the route options. The goal of that assessment was to identify those locations where frontage roads would be anticipated due for access and connectivity with the local roadway network. Right-of-way assumptions for each route option were then adjusted accordingly. In areas where frontage roads are anticipated on both sides of the roadway, a 400-foot right-of-way is assumed. In areas were frontage roads are only required on one side, a 325-foot right of way is assumed. In areas were frontage roads are not anticipated, the right-of-way was reduced to 250-feet.







9. Will there be access off the relief route?

It is anticipated that portions of the route would have frontage roads with access ramps from the frontage roads to the main lanes. In areas without frontage roads, connections would be provided from some cross streets to the relief route. In some cases, access may be provided to individual properties.

It is important to note that if a frontage road is required to maintain or provide access to adjacent properties, the amount of right-of-way required is affected. In areas that do not require frontage roads, less right-of-way would be required.

Toward the end of the Relief Route Study process, a project layout (called a "preliminary schematic") will be developed. The preliminary schematic will reflect access needs as (tentatively) identified during the Relief Route Study. Final decisions regarding access would be made during development of the final schematic and the environmental process (which are not part of the current study).

10. Why is cost not a consideration for the relief route at this juncture?

Since the January 2019 Public Workshop, preliminary construction estimates were developed for each of the eight Preliminary Route Options presented at the workshop. The preliminary cost estimates are one of the factors considered as the Preliminary Route Options were evaluated and the Primary Route Options were identified.

The alternatives evaluation process is being conducted in two steps. The first step is now complete. During the first step, a wide range of factors was considered and the impacts of each of the Preliminary Route Options were compared. Factors considered during the initial evaluation included cost, environmental impacts, the amount of right-of-way required, the number of creek/river crossings, and the number of anticipated displacements. This initial evaluation led to identification of the five Primary Route Options.

The second step of the evaluation process will focus on the five Primary Route Options and will include detailed traffic and operational analyses of each of the remaining options and historic survey results. With this additional information, the five remaining routes will once again be compared and the results used to identify the locally-preferred route option.

11. Will the cost of constructing over hills and building bridges over streams be a factor in selecting the locally-preferred route option?

Yes. When developing the initial route options, efforts were made to avoid the most difficult terrain, but in the hill country, hills and streams cannot be entirely avoided. The preliminary construction cost estimates prepared for the Preliminary Route Options reflect the need for bridges and other terrain-related costs. The cost estimates, which were considered during the recently-completed evaluation of the Preliminary Route Options, will be presented at the July 23 Open House.

12. Will you consider noise and light pollution in the feasibility study?

No. Noise studies and consideration of light impacts are not within the scope of the current Relief Route Study. The purpose of the current study is to identify a locally-preferred route option that will address the traffic and safety issues on Main Street. If the community and TxDOT decide to take the locally-preferred route option to the next phase of project development, then noise and light issues will be reviewed and addressed as part of the federal environmental study. Although noise and lighting issues will not be evaluated in the current study, the number of residences located within 250 feet of a route is one of the criteria that was used to evaluate the Preliminary Route Options and identify the five Primary Route Options that will be shown at the July Open House for public review and comment. The number of residences located within 250 feet of a route provides an indication of the number of homes that could potentially be impacted by noise, light and other conditions associated with being close to the roadway.

13. Why must the relief route be built to accommodate 60 mph?

US 290 is part of the United States highway network and therefore must meet federally required criteria for a multi-lane, rural highway. These criteria require a minimum 60 mph design speed, but establish 70 mph as the desirable design speed for this roadway type. During the planning process, the study team uses the higher desirable design speed to allow for flexibility to provide for the best design possible later in the detailed environmental study and schematic design phase. The design speed for the Fredericksburg Relief Route Study is 70 mph.

14. Who are the members of the Gillespie County Relief Route Task Force (Task Force)?

The Task Force is comprised of individuals representing the following entities: City of Fredericksburg, Gillespie County, Fredericksburg Chamber of Commerce, Gillespie County Economic Development Commission, and the general public. The members include:

Farm Bureau Appointee:
Peggy Matli

County Appointees:
County Commissioner Donnie Schuch County Commissioner Charles Olfers Cord Switzer

City Appointees:
Kory Keller, Chairman
Linda Langerhans, Fredericksburg Mayor Kent Myers, City Manager
Clinton Bailey, Assistant City Manager Bobby Watson

Chamber Appointee:
Jim Jarreau

Gillespie County Economic Development Commission Appointee
Tim Lehmberg

Fredericksburg Convention and Visitor Bureau Appointee:
Larry Jackson

15. What constitutes a historic property?

"Historic property" means any prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places maintained by the Secretary of the Interior (National Park Service).

To date, efforts to identify potentially-historic properties in the study area have included reviewing records maintained by the Texas Historical Commission to identify study area properties currently listed on the National Register of Historic Places. In addition, information from TxDOT's files (collected through previous historic resources surveys conducted in or near Fredericksburg) has been reviewed to identify properties within the study area that have been determined eligible for listing on the National Register, but which are not currently listed. A comprehensive Historic Resource Survey would normally be conducted as part of the future environmental study should the relief route advance beyond the current study phase; however, because of the number of potentially-historic properties in the study area and the level of public interest in those properties, TxDOT decided to conduct an historic resource survey in conjunction with the current study. The historic resource survey is now underway.

16. Under what circumstances will TxDOT use eminent domain?

First and foremost, the City and County are years away from talking to property owners about purchasing their property for a relief route. Generally, right-of-way acquisition does not occur until after required environmental studies are complete and "environmental clearance" is secured.

At this time, the study team anticipates identification of a locally-preferred route option and completion of the Relief Route Study in late 2019 or early 2020. Upon completion of the study, TxDOT and the community will determine if and when to initiate the required environmental study. Once started, it is expected that the environmental process (which will include additional opportunities for the public to provide input) will take two to three years to complete. During the environmental study, the route may be further refined and modified. Not until the environmental study is complete will the City and County know what property will be needed to construct the relief route.

The goal would be to reach an agreement with affected landowners. Acquisition of right-of-way through the eminent domain process would be a last resort when an agreement cannot be reached. The City and County would be responsible for providing the needed right-of-way.

For more information, visit **txdot.gov** and search keyword "**Fredericksburg**."

To receive emailed updates about the the Fredericksburg Relief Route Study, email requests to: **fredericksburgreliefroute@gmail.com**.

Fredericksburg Relief Route Study

Open House ● July 23, 2019 ● Gillespie County Farm Bureau Pape Event Center
Comment Form

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

Comment:

(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 a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," scan this QR code, email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com 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 FredericksburgReliefRoute@gmail.com or by mail at:

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

Comments must be received on or before August 7, 2019, to be included in the official record of this open house.

Fredericksburg Relief Route Study

WELCOME

OPEN HOUSE

Sign in so we can keep you updated on the study.
Share your comments by August 7, 2019.
Take the survey by August 7, 2019.

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

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

Fredericksburg Relief Route Study

TYPICAL PROJECT DEVELOPMENT PROCESS

Feasibility Study

1-2 Years

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

Environmental Study and Schematic Design

2+ Years

Final Design, Obtain Right of Way, and Adjust Utilities

3+ Years

Construction

3+ Years

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

Fredericksburg Relief Route Study

Goals and Objectives

Protect and Preserve Property

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

Enhance Accessibility and Mobility

- Facilitate local (intracity) trips
- Accommodate bicyclists

Accommodate Existing and Projected Traffic Volumes

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

Enhance Safety

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

Fredericksburg Relief Route Study

Goals and Objectives

Support Economic Development

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

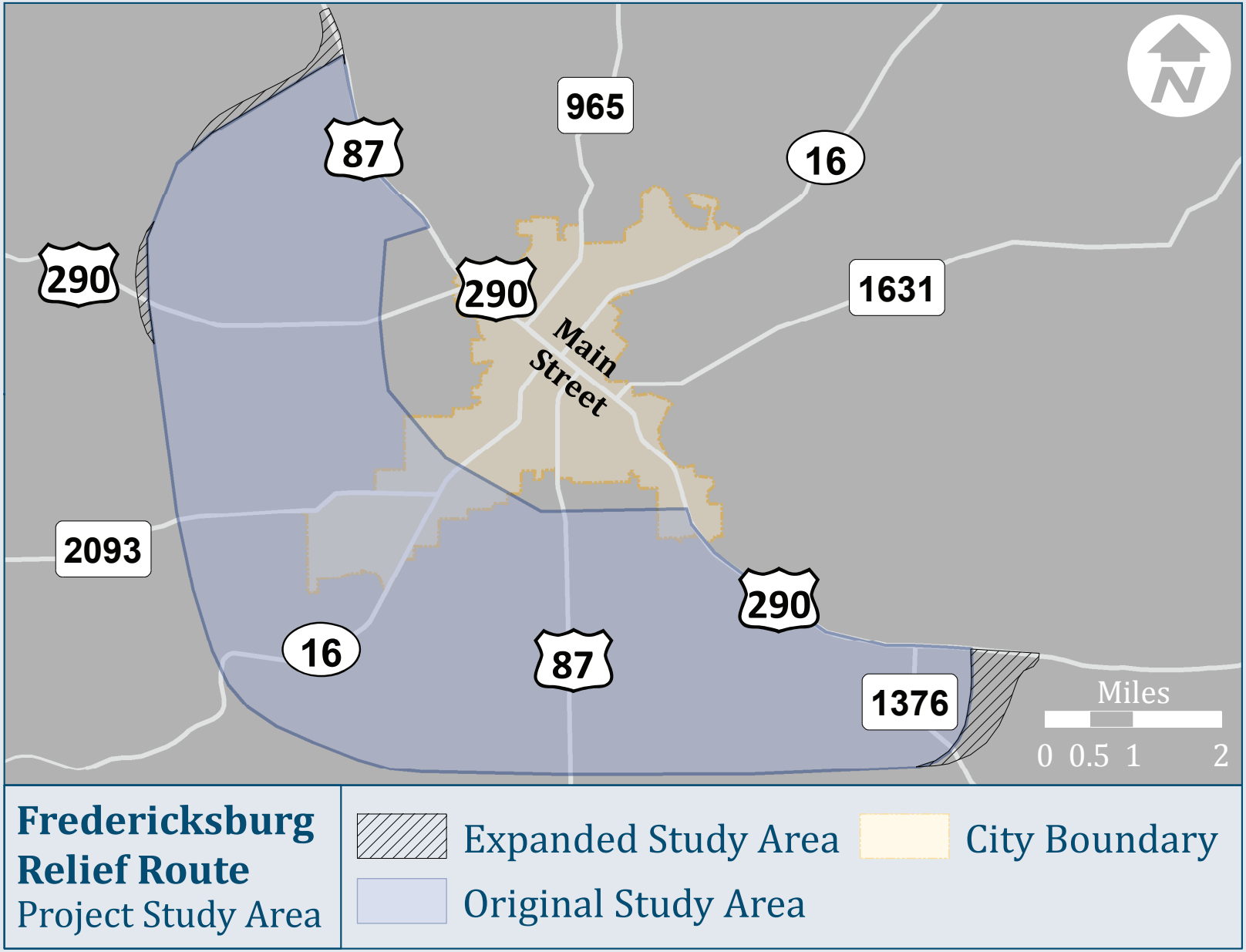
Preserve Unique Character of Downtown

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

Protect and Preserve Environmental Resources

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

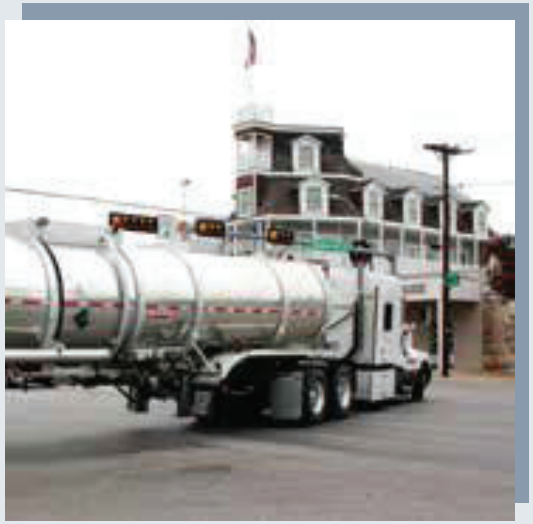
Fredericksburg Relief Route Study



Fredericksburg Relief Route Study

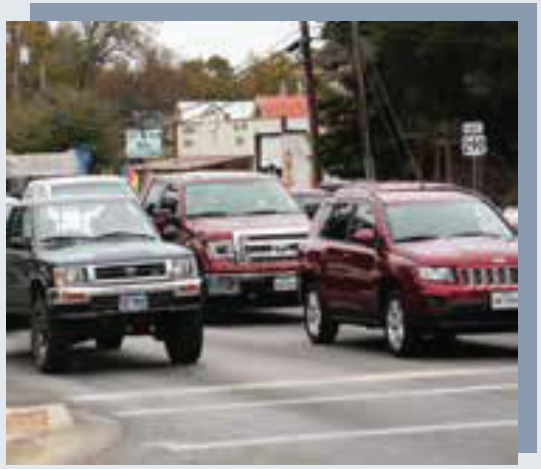
Existing Main Street Traffic

- 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).



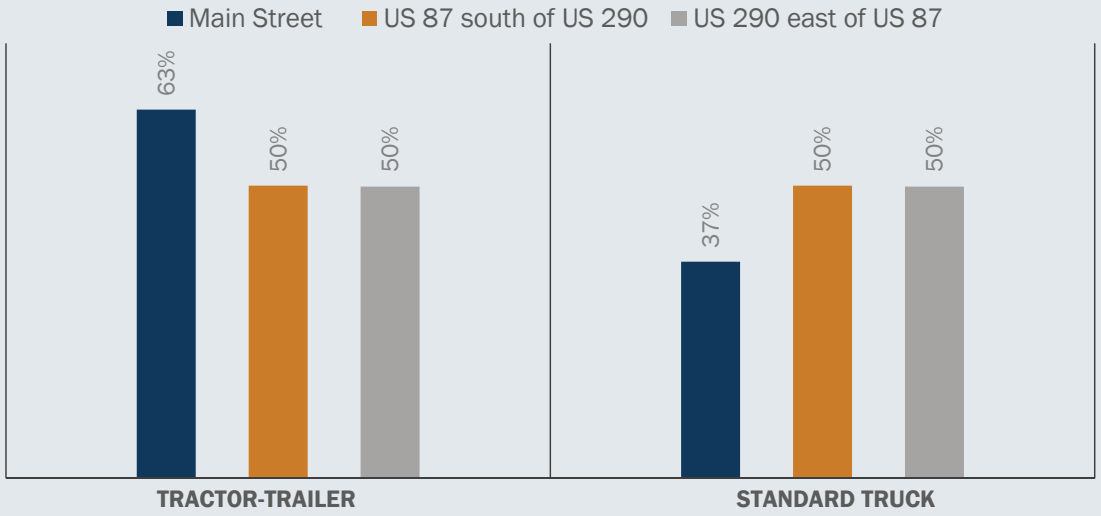
Projected Main Street Traffic

- 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.



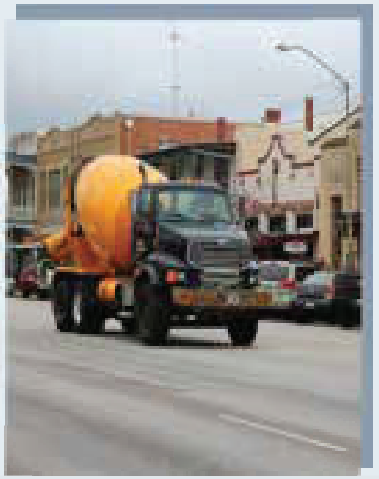
TRUCKS THROUGH FREDERICKSBURG

TRUCK TYPES IN THE AREA

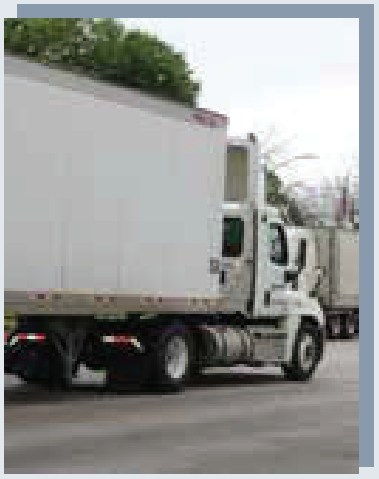


PERCENTAGE OF TRUCKS CARRYING HAZARDOUS MATERIALS

MAIN STREET	4.26%
US 87 SOUTH OF US 290	6.67%
US 290 EAST OF US 87	2.20%



STANDARD TRUCK



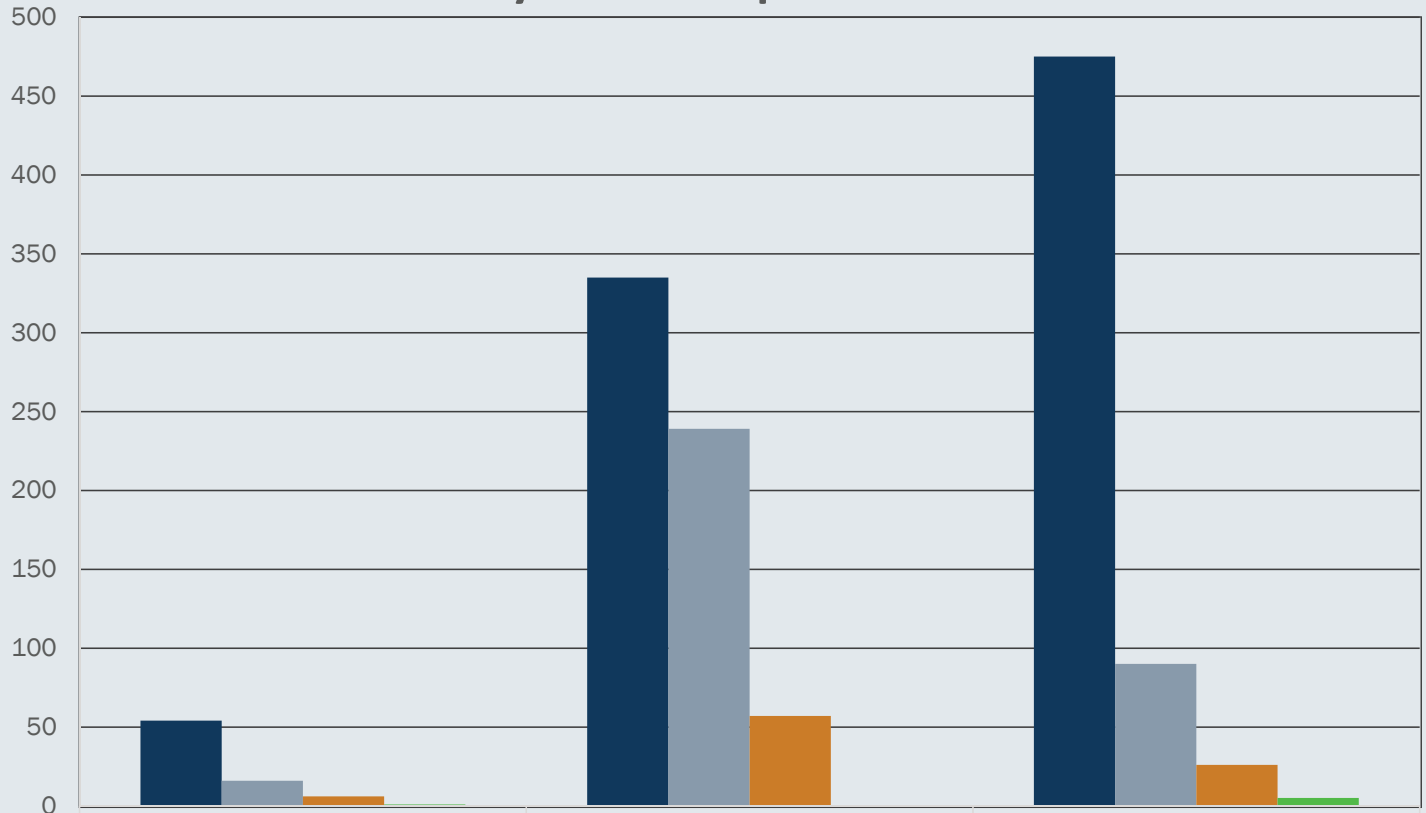
TRACTOR-TRAILER

Source: Texas A&M Transportation Institute

Fredericksburg Relief Route Study

US 290 CRASH SUMMARY

January 2010 to April 2018



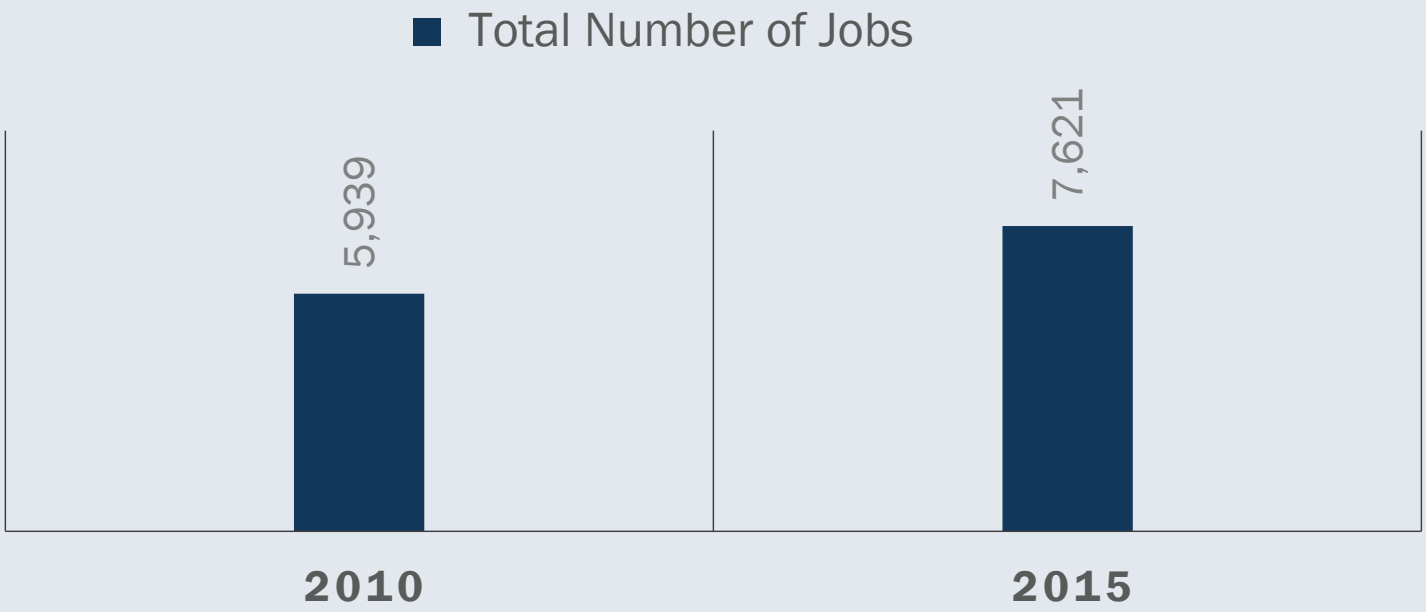
	West (Loudon to Kay St.)	Central (Kay St. to Washington St.)	East (Washington St. to FM 1376)
Total Crashes	54	335	475
Crashes Per Mile	16	239	90
Injury Crashes Per Mile	6	57	26
Total Fatal Crashes	1	0	5

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

Source: TxDOT

ECONOMIC GROWTH

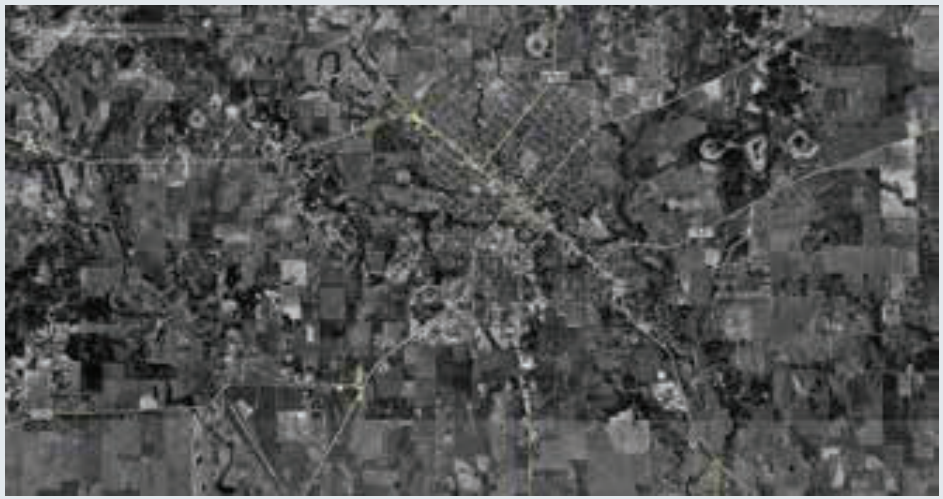
TOTAL NUMBER OF JOBS IN FREDERICKSBURG



Fredericksburg's economy is growing, with a 28% increase in jobs between 2010 and 2015.

Source: United States Census

AREA GROWTH



1995

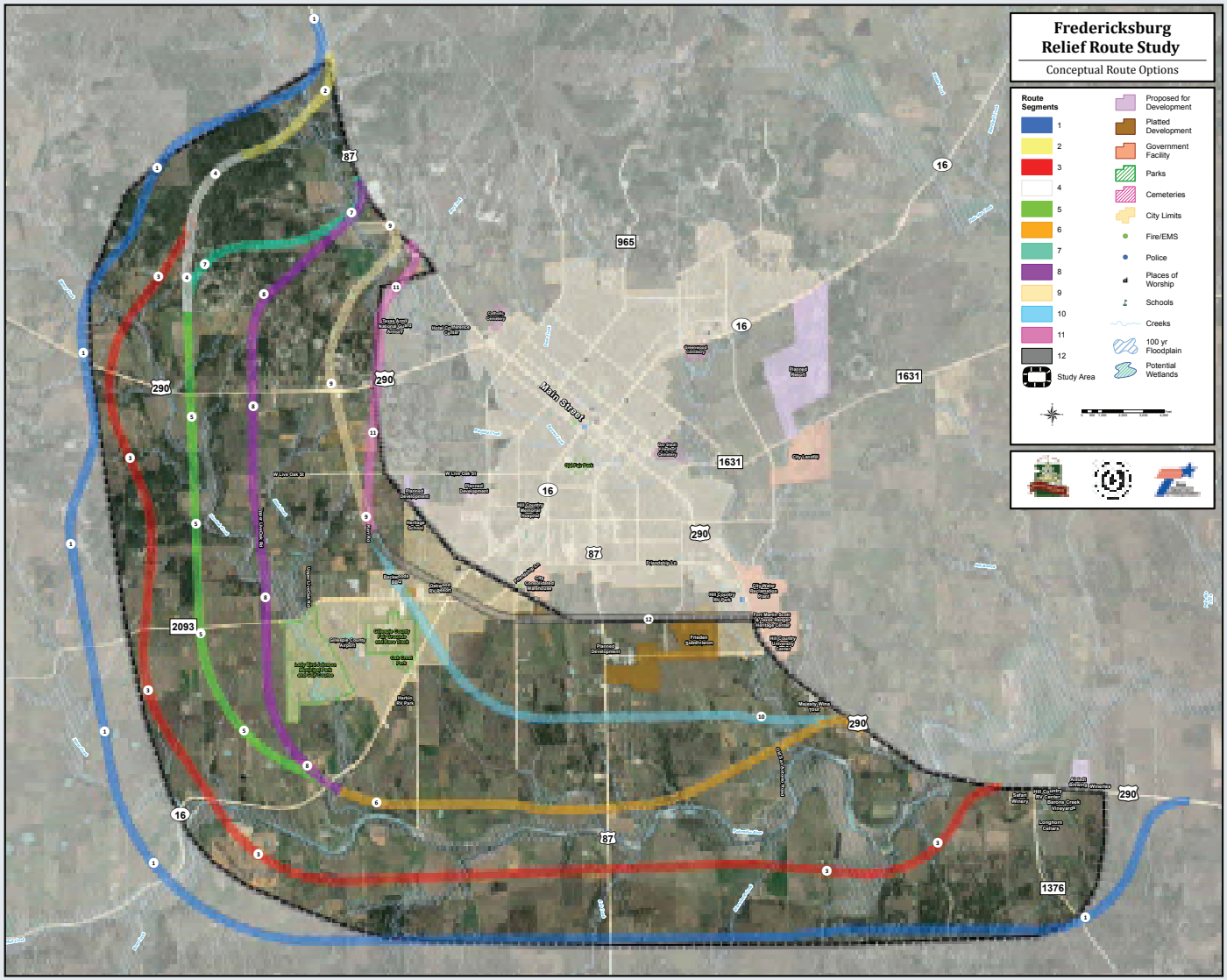
2005

2011

2017

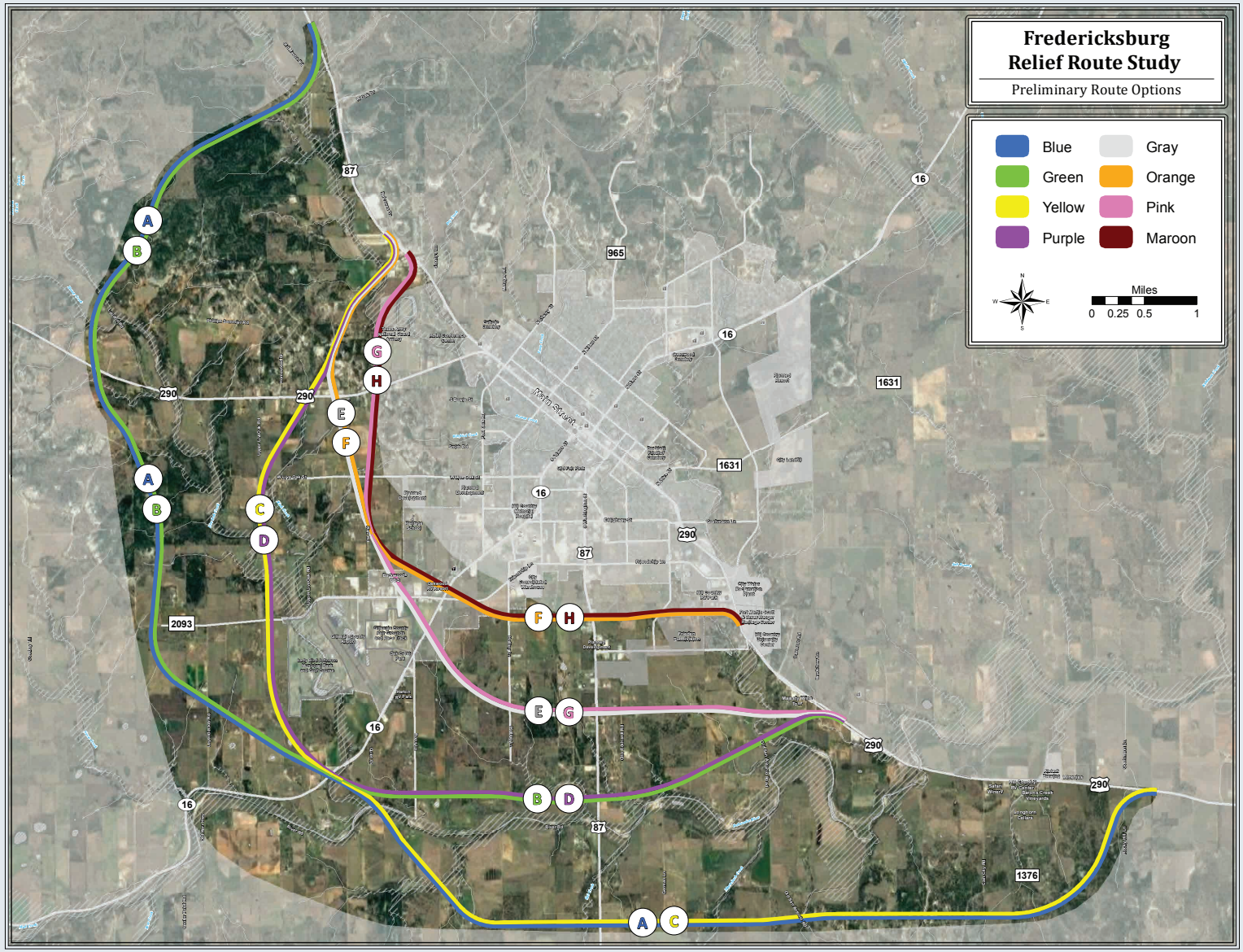
Fredericksburg Relief Route Study

Conceptual Route Options



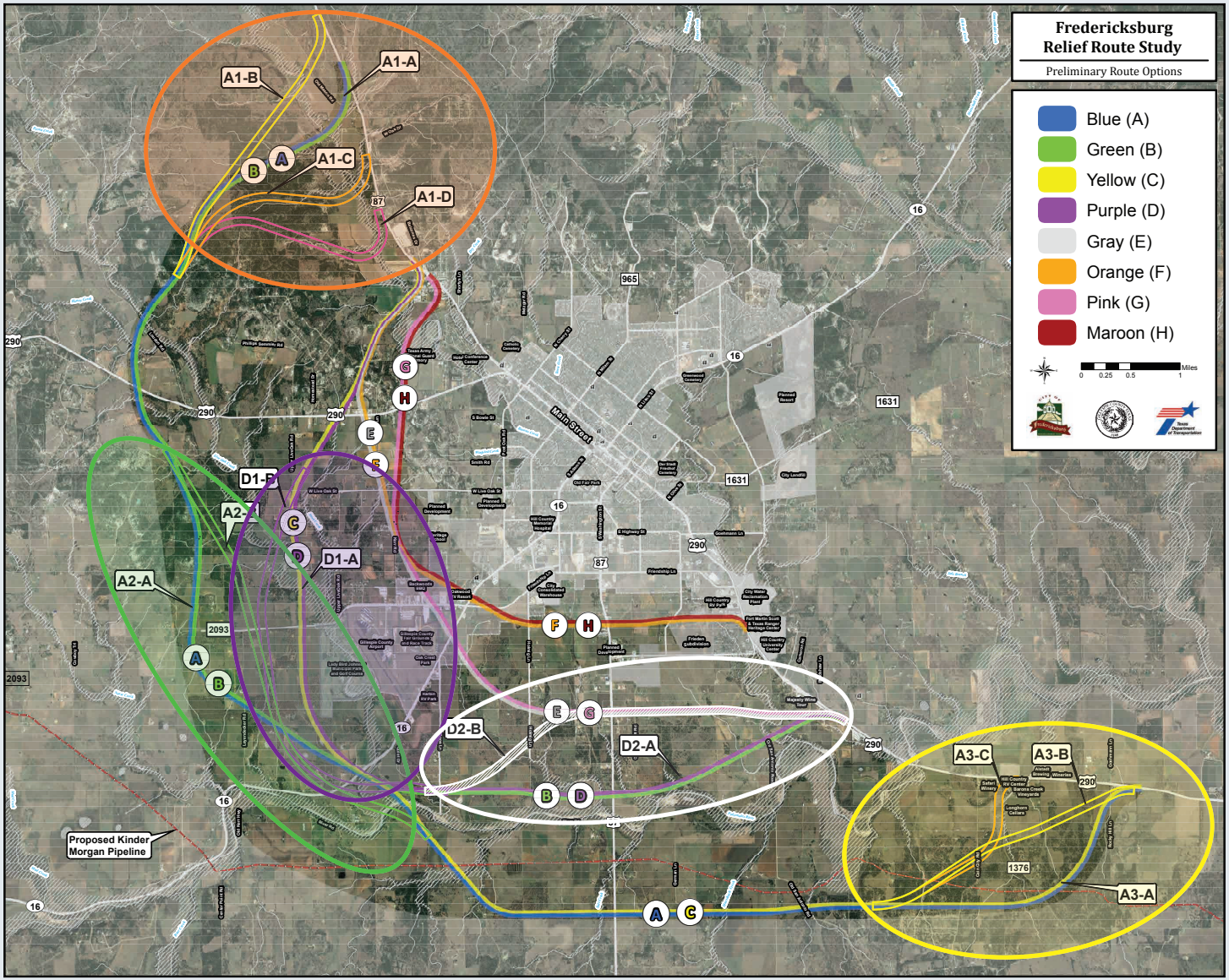
Fredericksburg Relief Route Study

Preliminary Route Options shown at Public Workshop #3



Fredericksburg Relief Route Study

Suggested Modifications to Preliminary Route Options



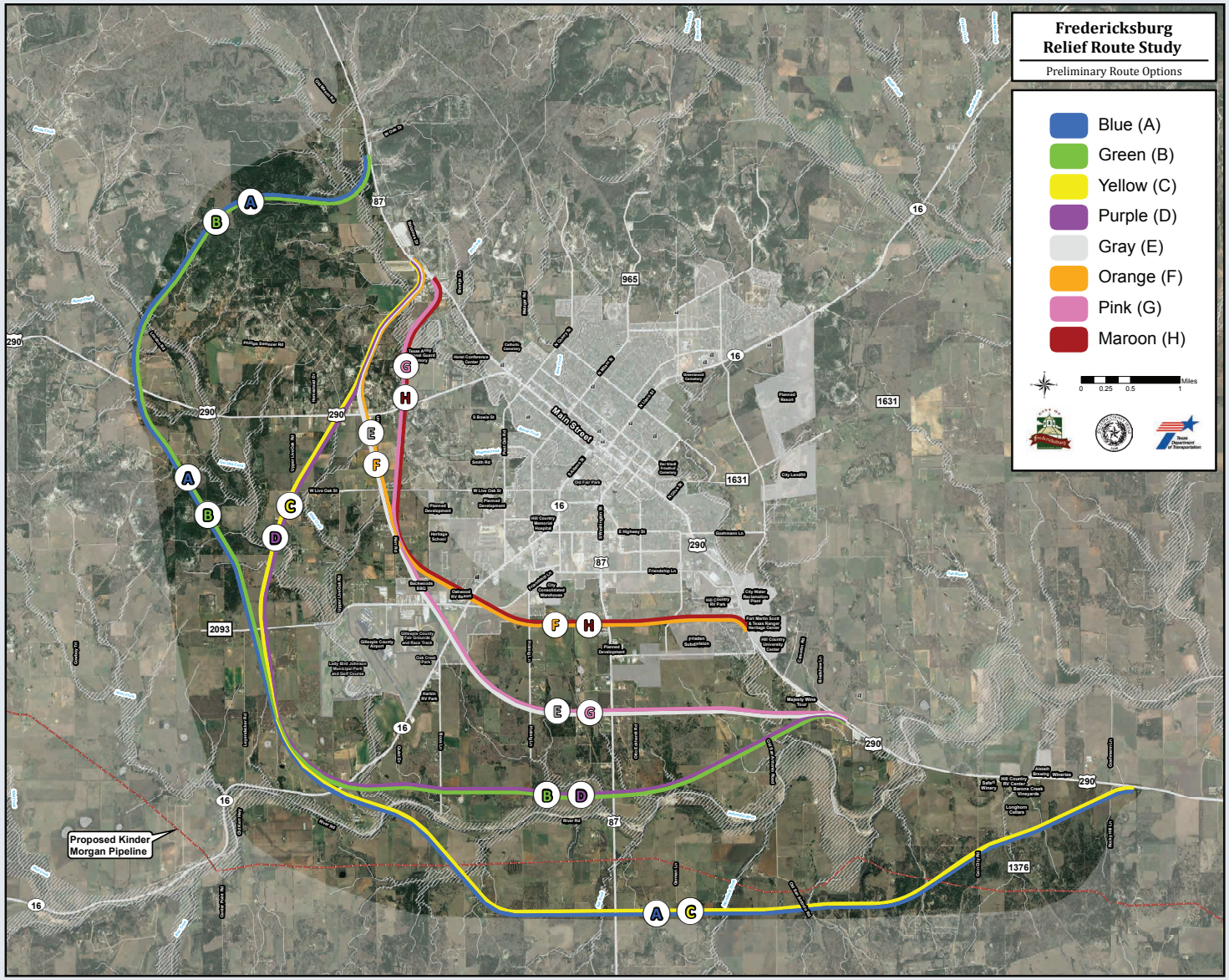
Fredericksburg Relief Route Study

Evaluation Matrix

	A (Blue)		B (Green)		C (Yellow)		D (Purple)		E (Grey)		F (Orange)		G (Pink)		H (Maroon)	
Residential Displacements	1	8	2	10	3	13	4	15	5	19	6	28	7	39	8	48
Commercial Displacements	1	0	1	0	3	2	3	2	5	3	7	22	6	10	8	29
Divided Parcels	7	57	5	49	7	57	6	54	3	41	2	36	3	41	1	34
Additional ROW Required (ac)	8	537	6	417	7	478	5	358	2	294	1	292	4	311	3	309
Residences w/i 250’	1	29	2	35	3	45	4	51	5	58	7	83	8	92	6	68
% of existing roadways utilized *	8	1	6	2	6	2	4	3	1	4	4	3	1	4	1	4
% undeveloped land at intersections *	1	92.4	2	90.3	3	82.7	4	80.6	5	75.5	7	72.5	6	75.3	8	72.4
Creek Crossings	8	25	7	21	6	18	5	14	4	9	2	5	3	7	1	3
Wetland Impacts (ac)	6	2.4	2	1.5	4	1.9	1	1	5	2	8	5.7	2	1.5	7	5.2
Floodplain Impacts (ac)	7	25.8	8	26.7	5	22.1	6	23	2	10.5	1	8.8	4	20	3	18.3
NDD Impacts (ac)	7	.9	1	0	7	.9	1	0	1	0	1	0	1	0	1	0
Length (mi)	8	17.3	6	13.8	7	14.9	5	11.4	4	8.6	2	7	3	8.3	1	6.7
% of length w/I EJ areas	3	1.4	4	1.8	1	0	1	0	5	9.7	6	15.7	7	28.7	8	39.7
Park Impacts (ac)		0		0		0		0		0		0		0		0
NRHP-property Impacts		0		0		0		0		0		0		0		0
Preliminary Travel Time Savings (minutes)	7	11	8	10	5	12	5	12	1	16	1	16	1	16	1	16
Preliminary Cost	8	334.6	6	288.3	7	313.8	5	266.8	2	226.3	1	224.9	4	250.9	3	249.9
Public Input	6	14	6	14	6	14	5	10	3	7	3	7	1	2	2	4
	87		72		80		64		53		59		61		62	

Fredericksburg Relief Route Study

Modified Preliminary Route Options as Evaluated

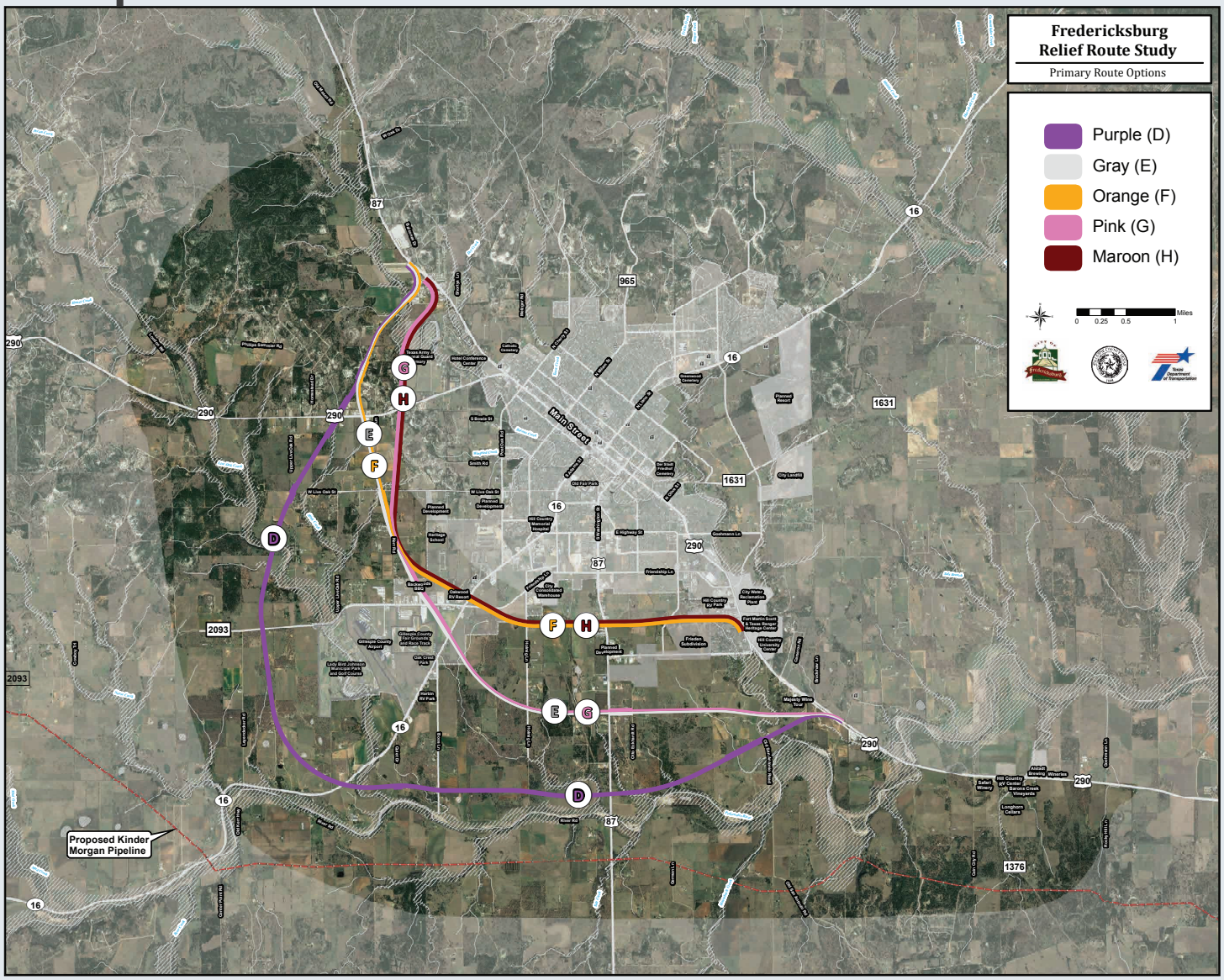


Fredericksburg Relief Route Study

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

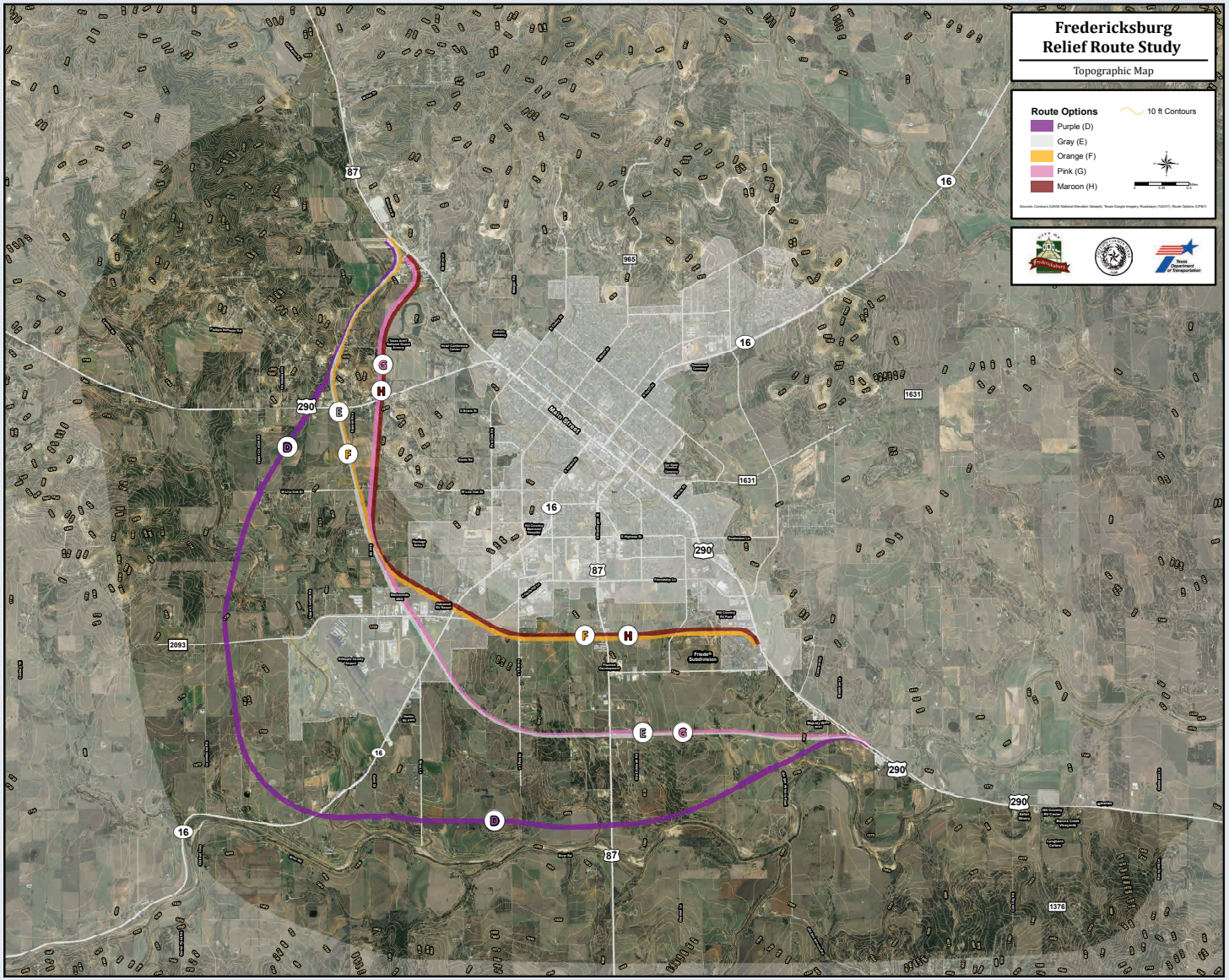
Fredericksburg Relief Route Study

Primary Route Options



Fredericksburg Relief Route Study

Topographic Map



WHY CAN'T WE USE FRIENDSHIP LANE?

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

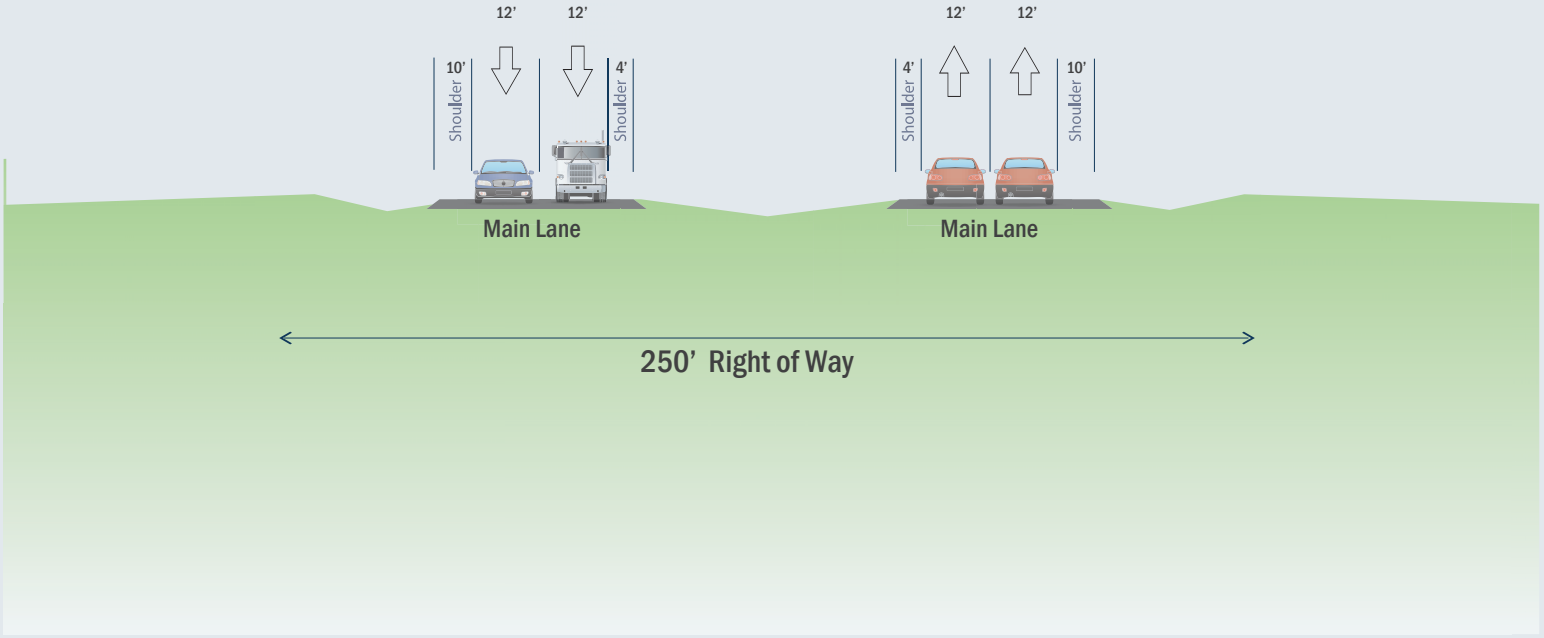
- high speed facility (~70 mph)
- controlled access facility
- four main lanes
- frontage roads to maintain local access, where necessary

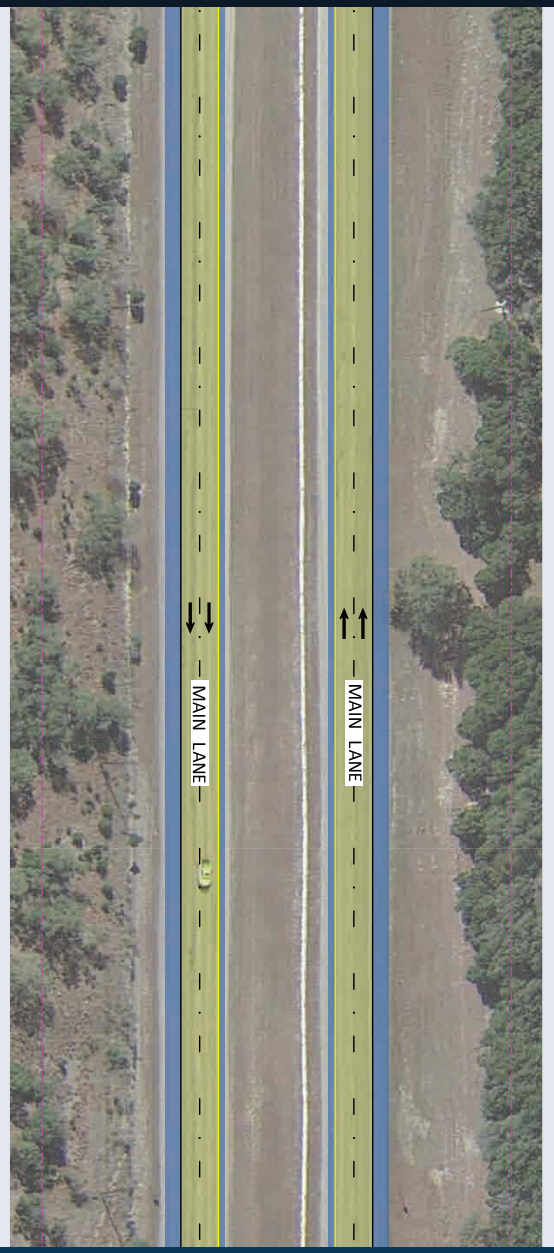
Applying that vision to Friendship Lane would require the following:

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

Fredericksburg Relief Route Study

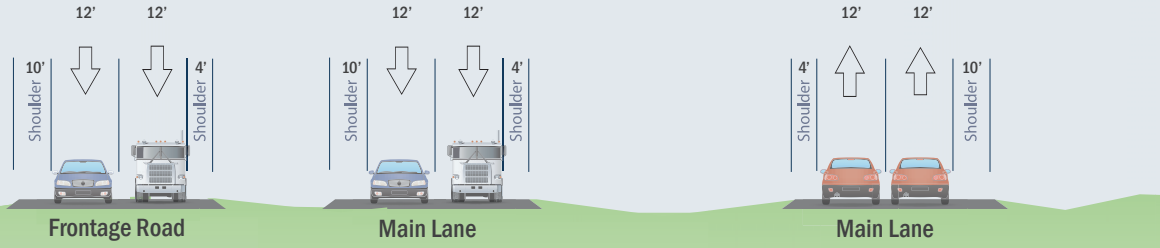
Conceptual Layout without Frontage Roads



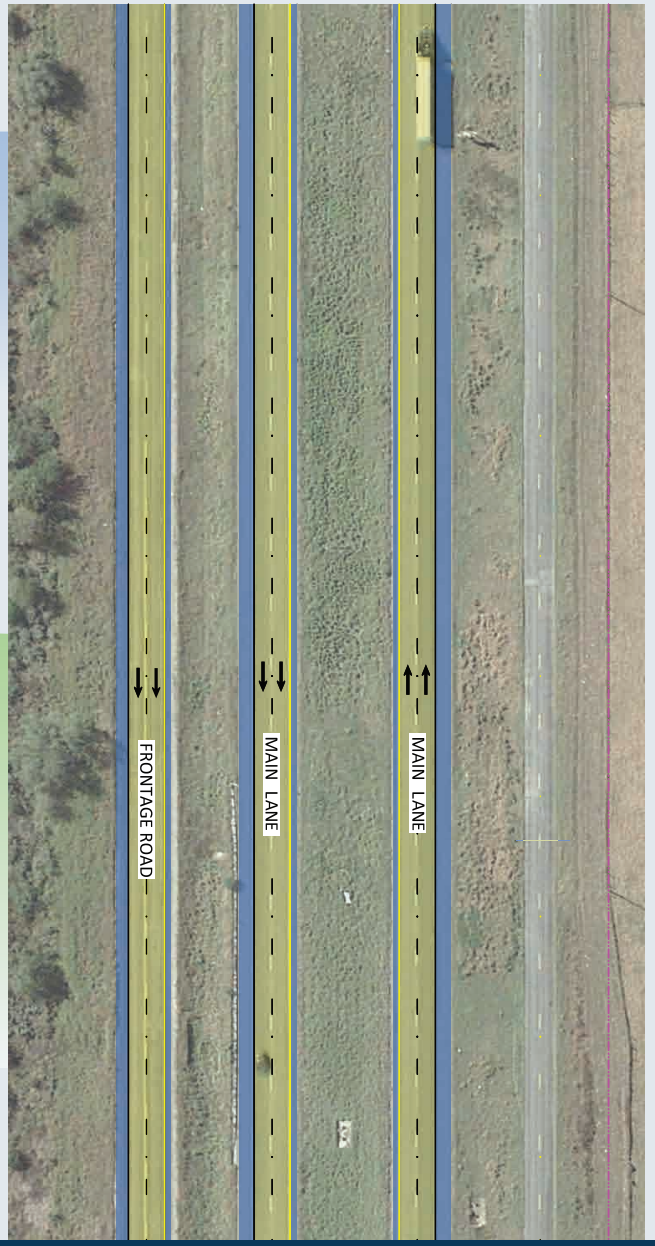


Fredericksburg Relief Route Study

Conceptual Layout with One Frontage Road

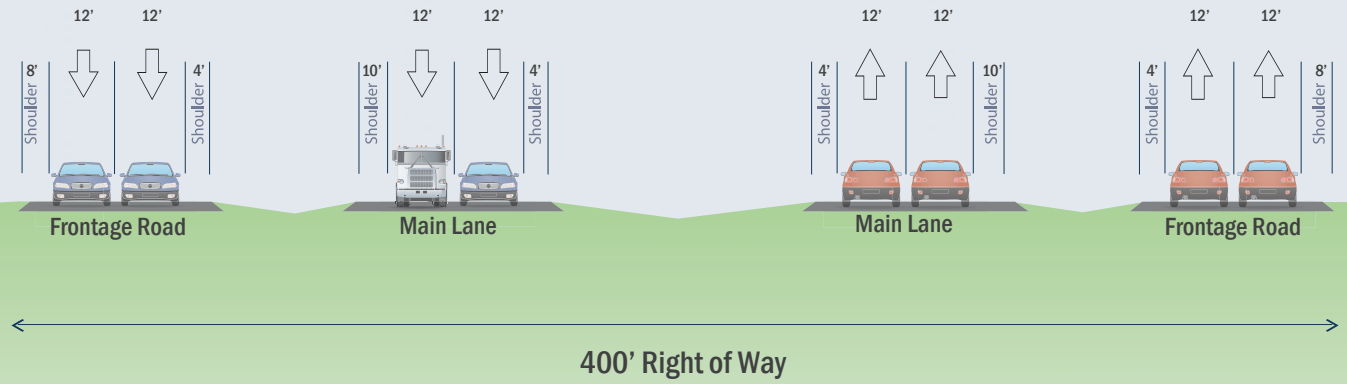


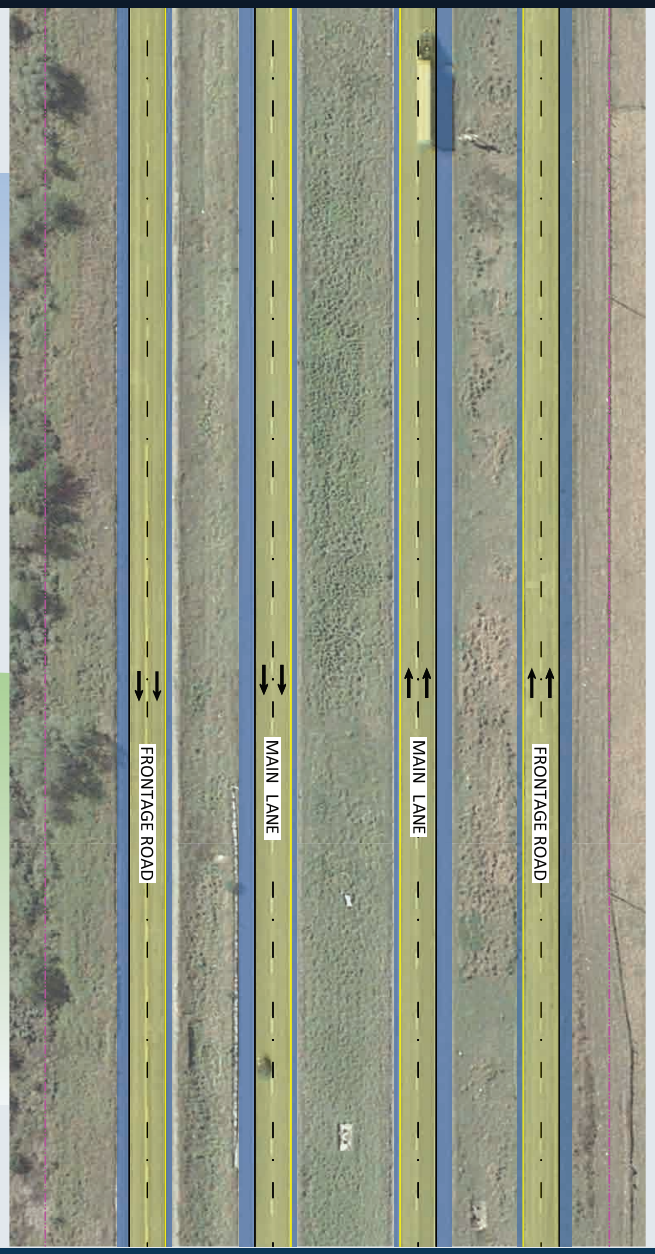
325' Right of Way



Fredericksburg Relief Route Study

Conceptual Layout with Two Frontage Roads





HISTORICAL SURVEY STATION

SURVEY

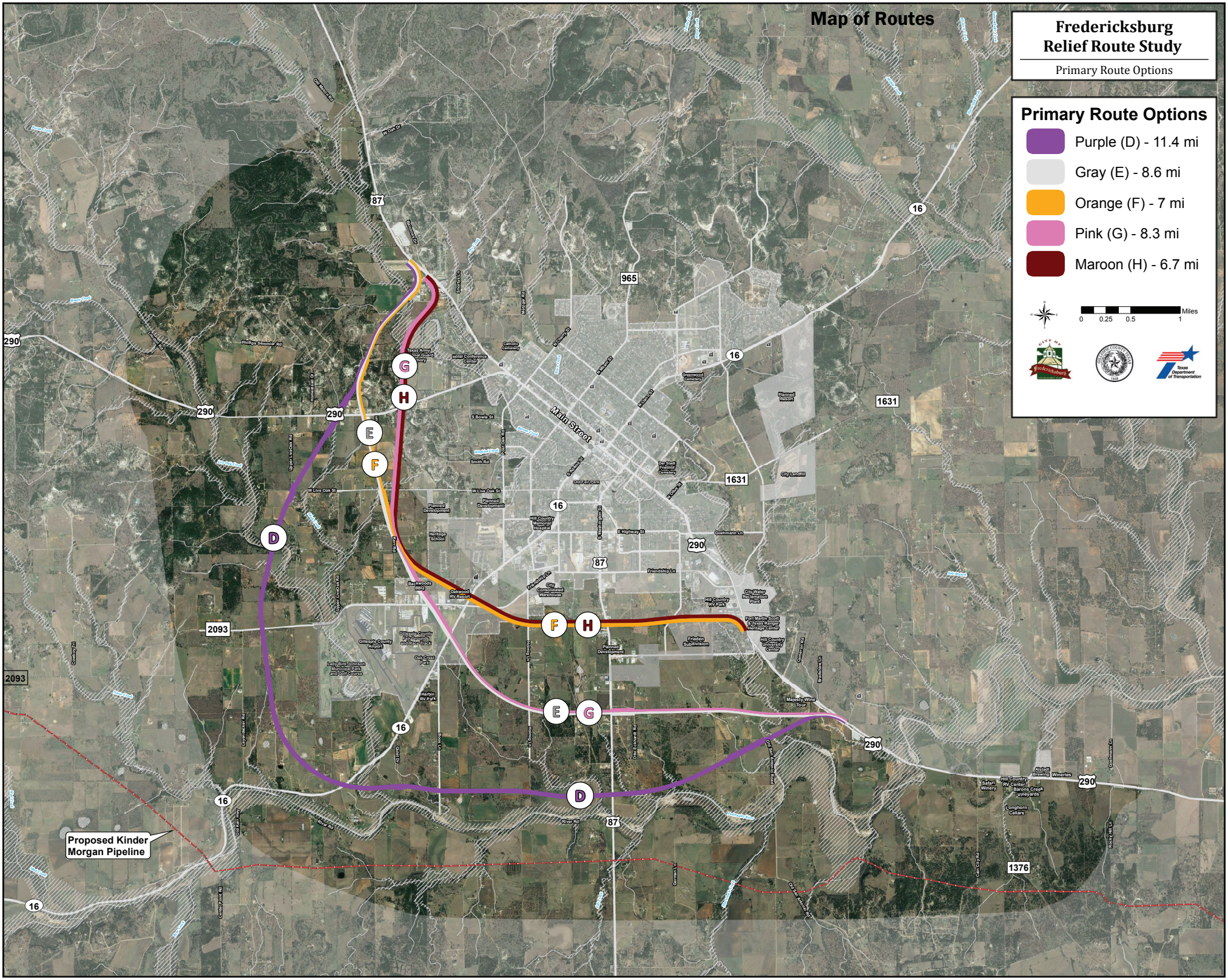
SHARE YOUR THOUGHTS

COMMENT

PROVIDE YOUR INPUT

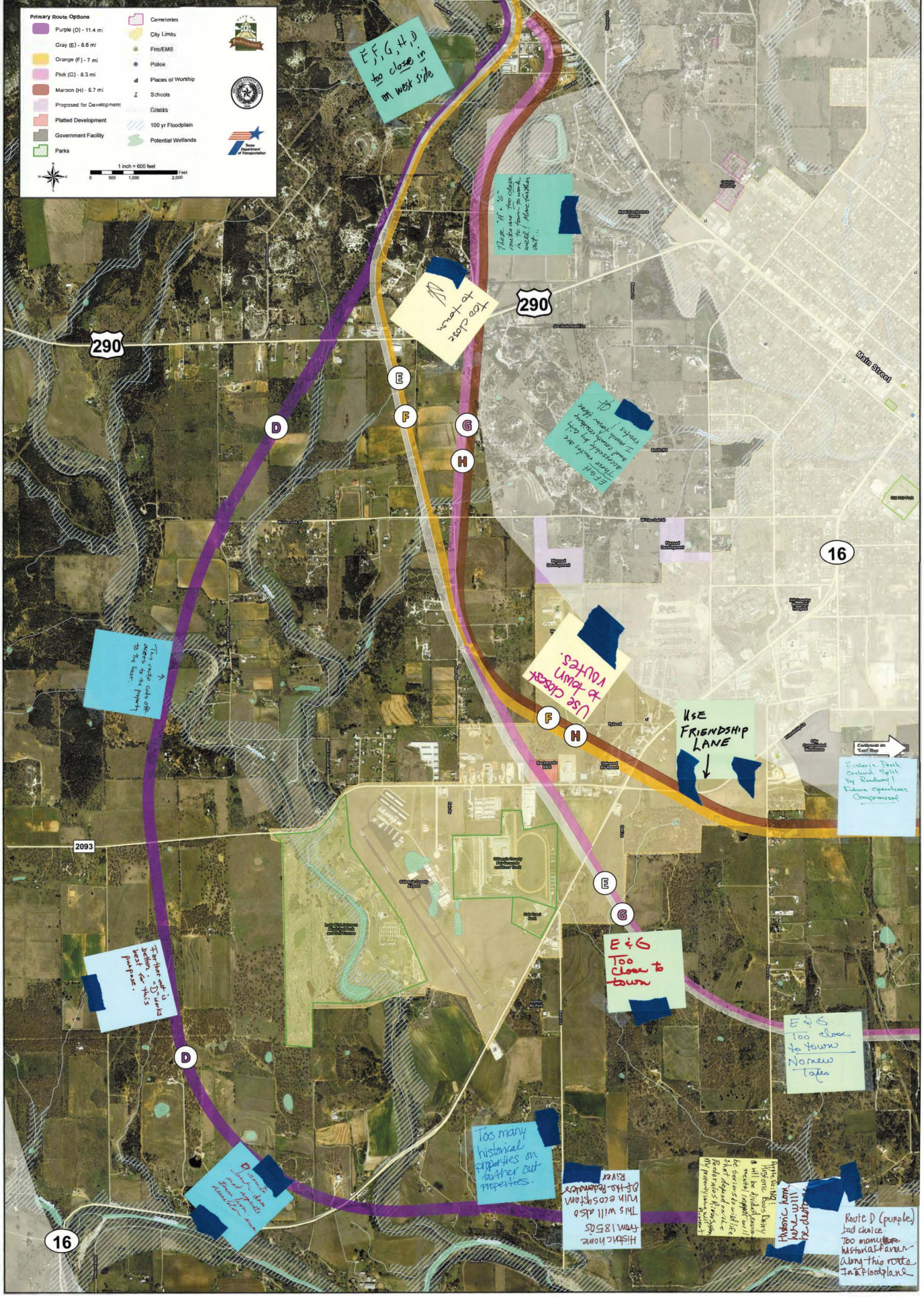
ACCESS WORKSHOP

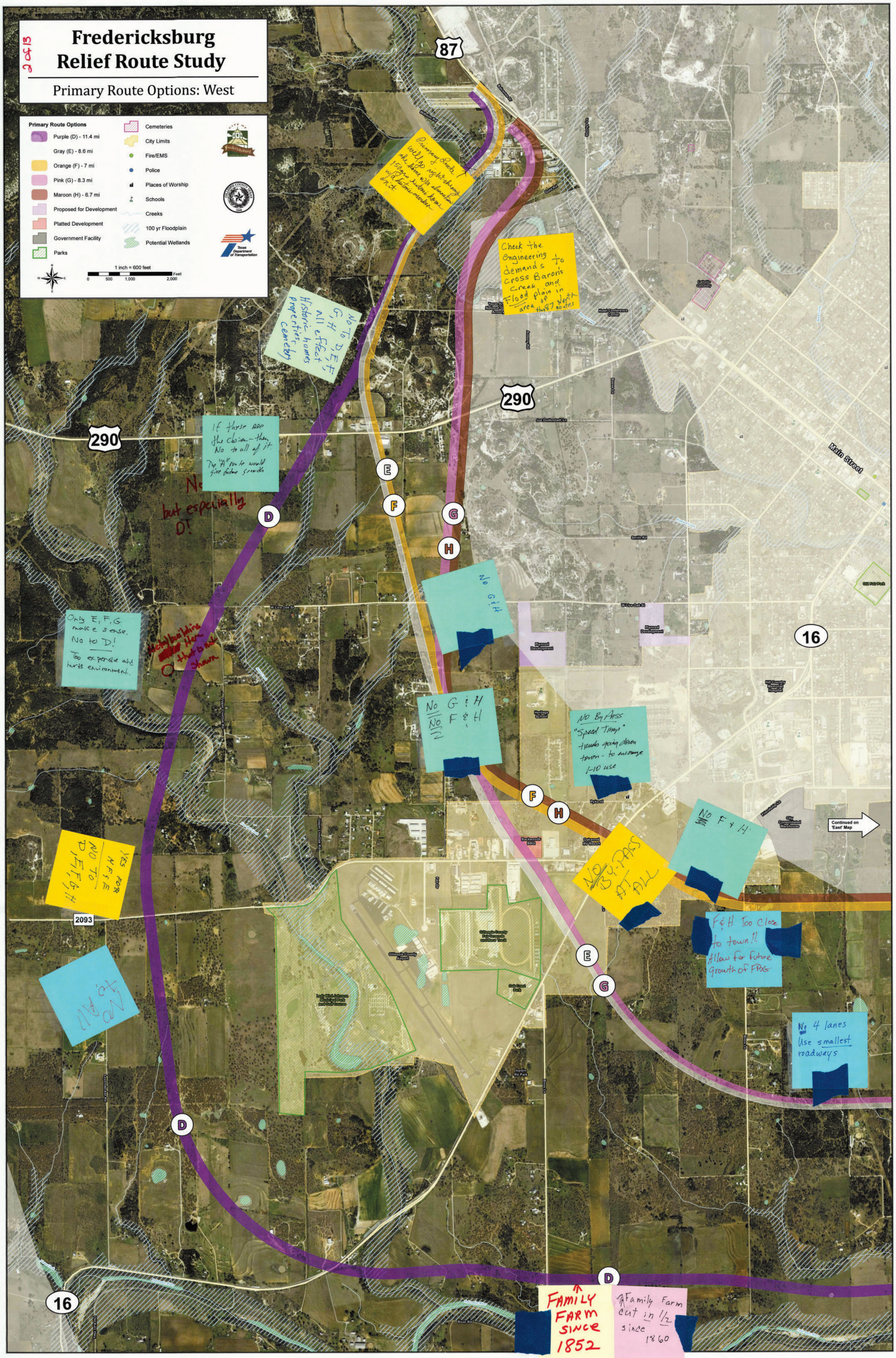
SIGN UP HERE


Map of Routes
Fredericksburg
Relief Route Study
Primary Route Options
Primary Route Options
Purple (D) - 11.4 mi
Gray (E) - 8.6 mi
Orange (F) - 7 mi
Pink (G) - 8.3 mi
Maroon (H) - 6.7 mi
Miles
0 0.25 0.5 1
Main Street
Proposed Kinder Morgan Pipeline
D
E
F
G
H

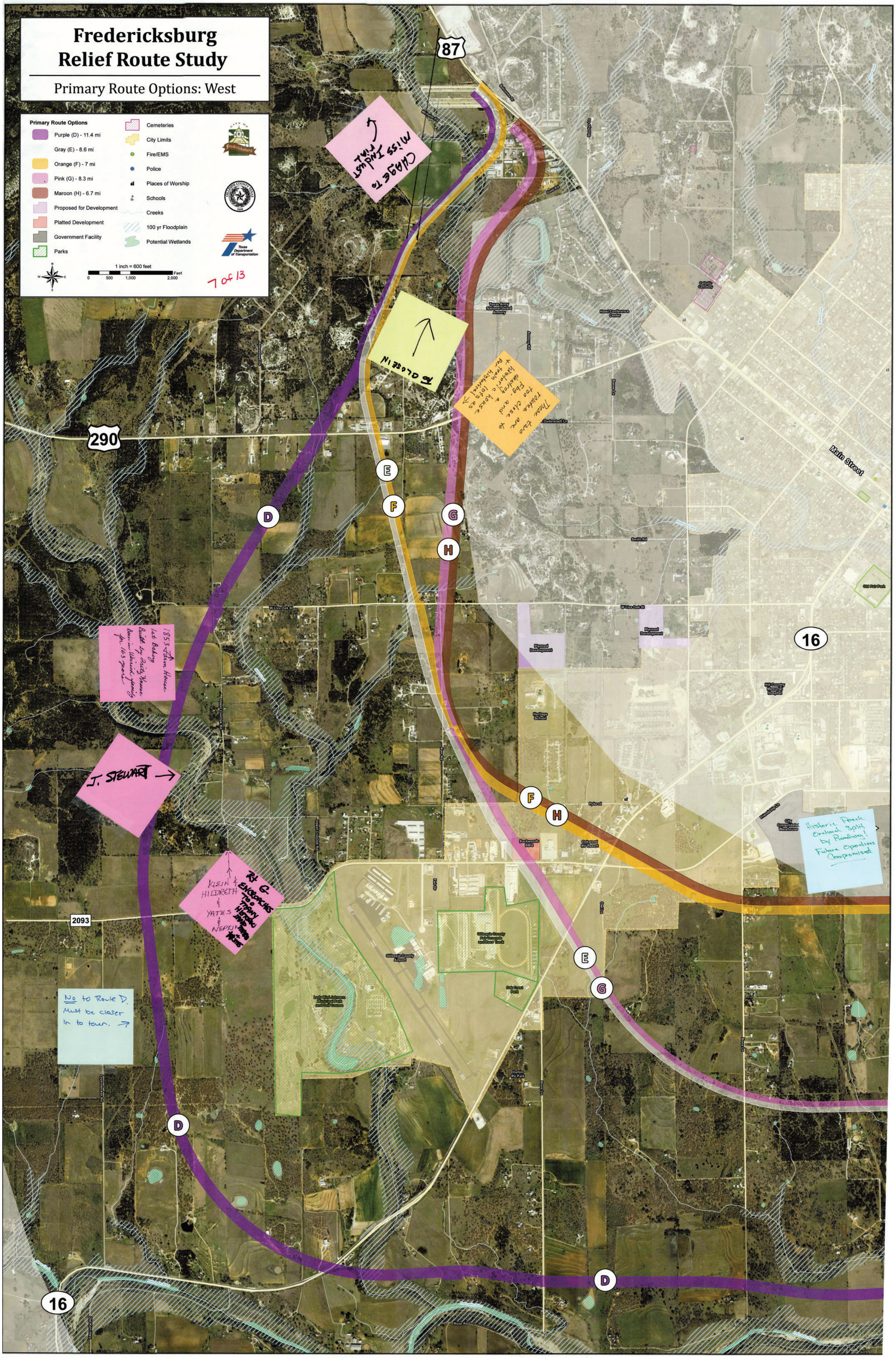
Fredericksburg Relief Route Study

Primary Route Options: West





2 of 3
Fredericksburg
Relief Route Study
Primary Route Options: West
Primary Route Options
Purple (D) - 11.4 mi
Gray (E) - 8.6 mi
Orange (F) - 7 mi
Pink (G) - 8.3 mi
Maroon (H) - 6.7 mi
Proposed for Development
Platted Development
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
Feet
0 500 1,000 2,000
Texas Department of Transportation
87
290
16
2093
Main Street
Continued on 'East' Map
D
E
F
G
H
Primary Ranch ↑ will go right through the home w/a almost 150 yrs historic home w/a historic marker on it.
Check the engineering demands to cross Baron's Creek and Flood plain in area of North Hwy 87 Routes
NO TO D, E, F, G, H all effect historic homes properties cemetery
If these are the choice – then No to all of it. The "A" route would give future growth
No but especially D!
No G & H
Only E, F, G make sense. No to D! Too expensive and hurts environment.
building here that is not shown
No G & H
No F & H
NO BY PASS "Speed Traps" trucks going down town – to encourage I-10 use
No F & H
NO BY-PASS AT ALL
F & H Too Close to town!! Allow for future Growth of FBG
YES FOR H, F, & E
NO TO D, E, F, G, H
No to all
No 4 lanes Use smallest roadways
FAMILY FARM SINCE 1852
Family Farm cut in 1/2 since 1860



Fredericksburg
Relief Route Study
Primary Route Options: West
Primary Route Options
Purple (D) - 11.4 mi
Gray (E) - 8.6 mi
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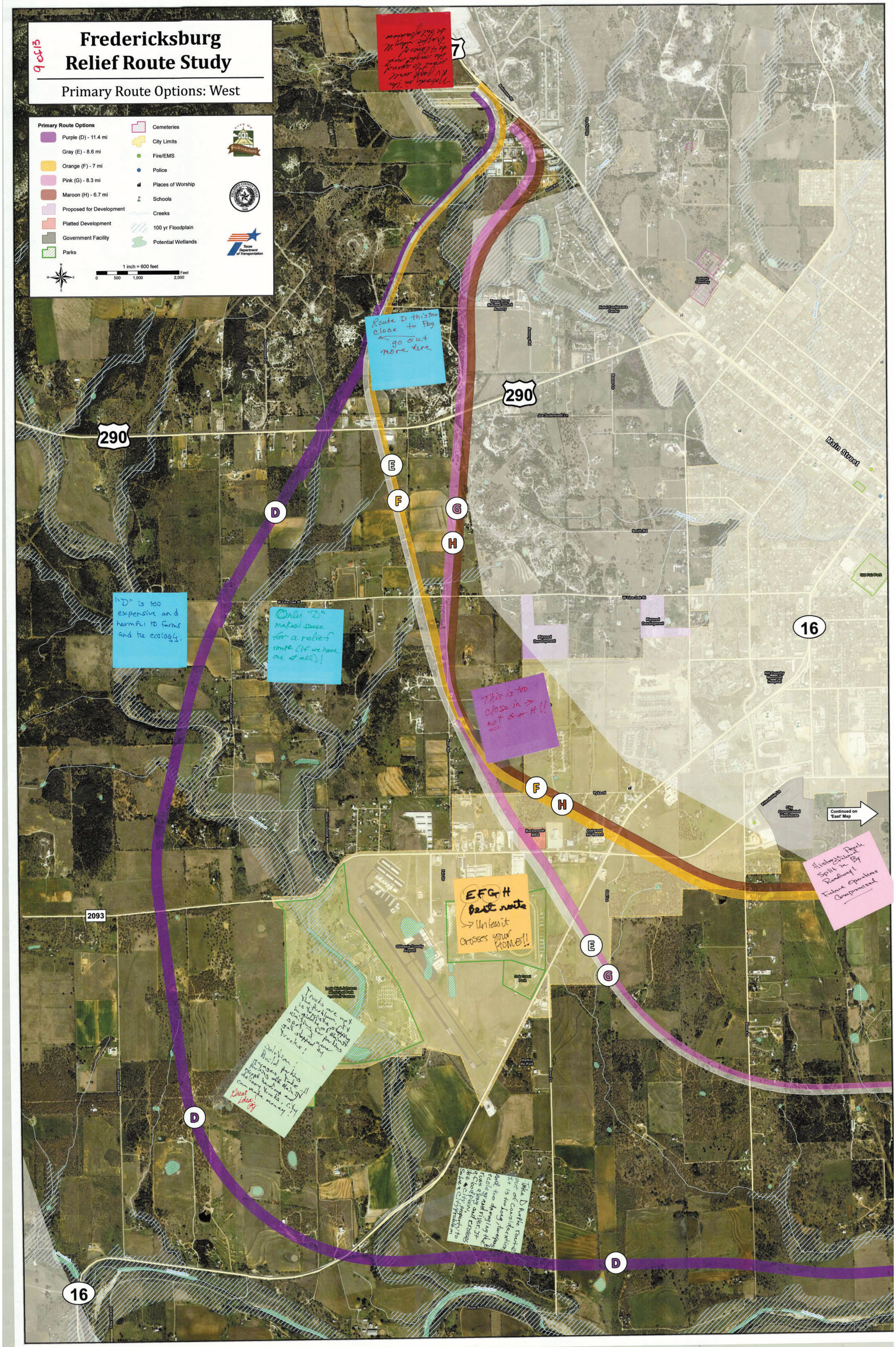
Proposed for Development
Platted Development
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
Texas Department of Transportation
1 inch = 600 feet
0 500 1,000 2,000 Feet
7 of 13
87
290
16
2093
Main Street
Balcones Dr
Wilhelm Rd
Gold Rd
Armory Rd
Texas Army National Guard Armory
Duderstadt Ln
W Live Oak St
Upper Live Oak Rd
Leyendecker Rd
City Consolidated Warehouse
CHAGE TO miss Indust rial
TO CLOSE IN
These two routes are too close to Fbg. and destroy a historic house + teach lots as per historical
1853 Farm House 1st Baking Built by Fritz Kneese Been in Ulrich family for 163 years
J. STEWART
Rt G ENCROACHES TOO MANY HISTORIC
KLEIN & HILDRETH & YATES & NEPKIN
No to Route D. Must be closer in to town.
Historic Peach Orchard Split by Roadway! Future Operations Compromised



9 of 13
Fredericksburg
Relief Route Study
Primary Route Options: West
Primary Route Options
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Gray (E) - 8.6 mi
Orange (F) - 7 mi
Pink (G) - 8.3 mi
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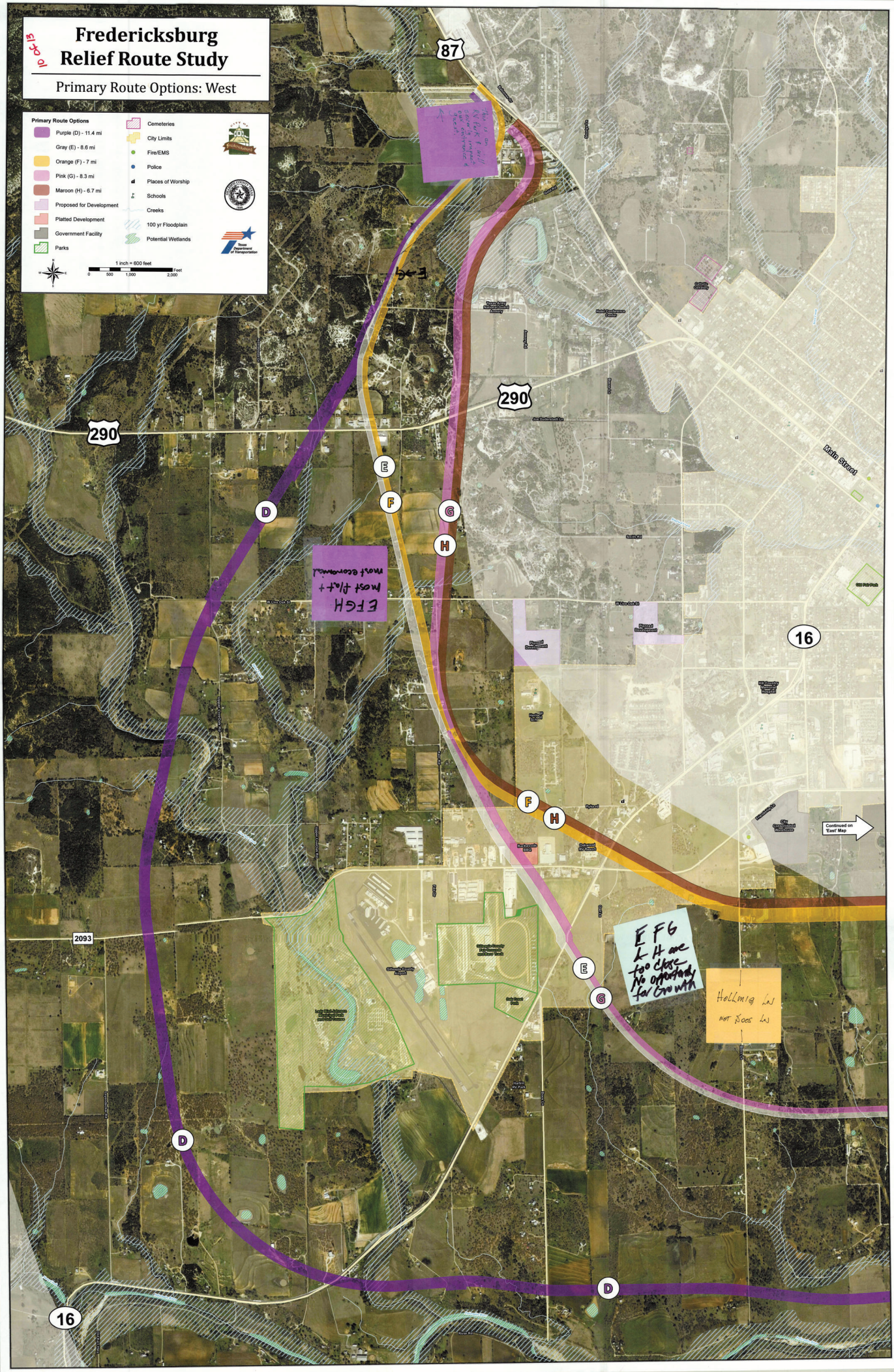
Proposed for Development
Platted Development
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
Texas Department of Transportation
1 inch = 600 feet
0 500 1,000 2,000 Feet
290
Main Street
16
2093
W Live Oak St
Upper Live Oak Rd
Planned Development
Hill Country Memorial Hospital
Pyka rd
Friendship Ln
City Consolidated Warehouse
Continued on 'East' Map
Backwoods BBQ
Oakwood RV Resort
Owl Ln
Kerr Rd
Fair Dr
Oak Crest Park
D
E
F
G
H
Route D this too close to Fbg go out more here
"D" is too expensive and harmful to farms and the ecology.
Only "D" makes sense for a relief route (if we have one at all)!
This is too close in → not G or H!!
EFGH Best route → Unless it crosses your HOME!!
Historic Peach Orchard Split in By Roadway! Future operations Compromised


Fredericksburg
Relief Route Study
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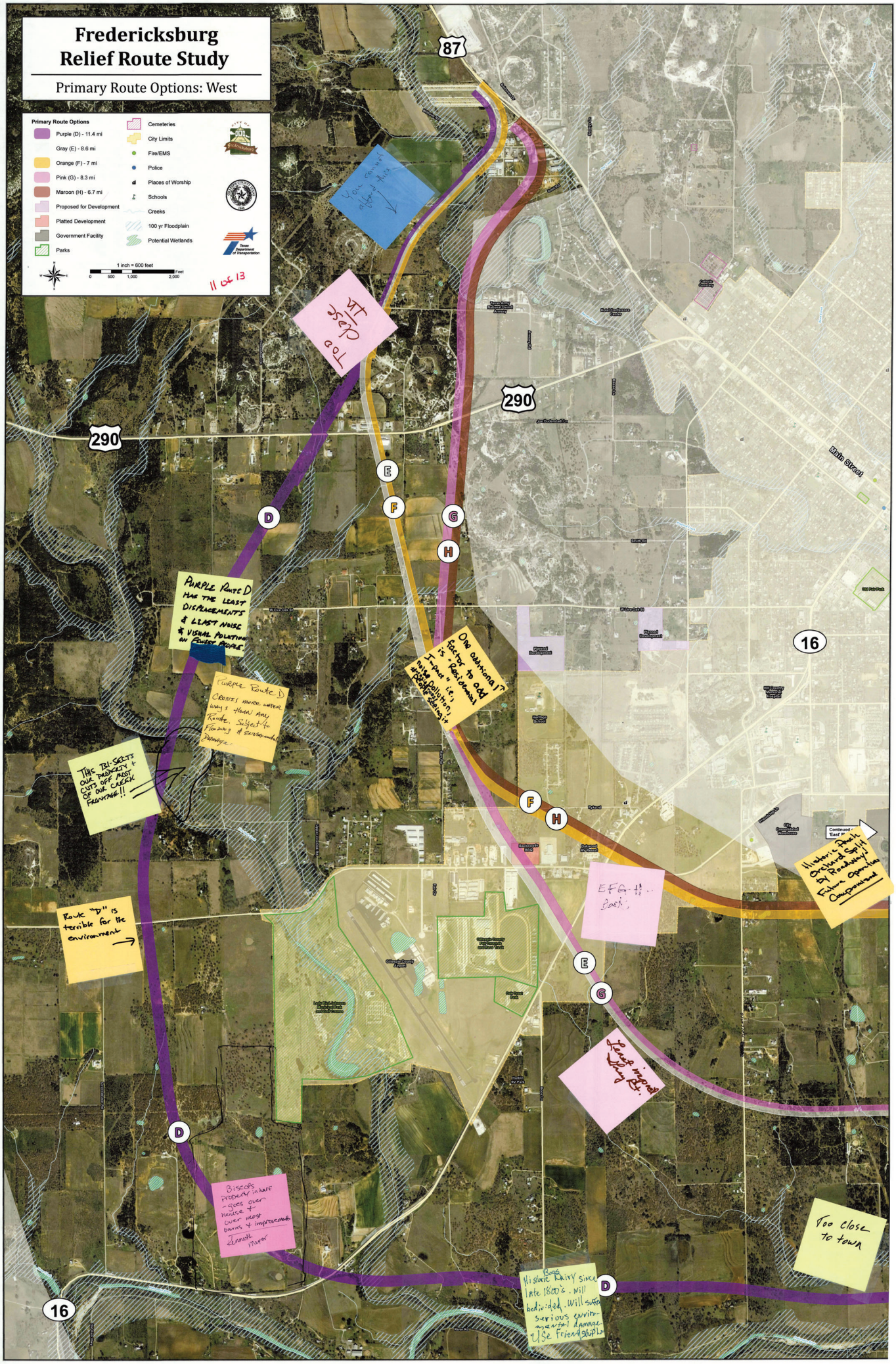
Proposed for Development
Platted Development
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0
500
1,000
2,000
Feet
87
290
290
16
16
2093
Main Street
D
E
F
G
H
EFGH most flat + most economical
EF G H are too close No opportunity for Growth
Hellman Ln not Does Ln
Continued on 'East' Map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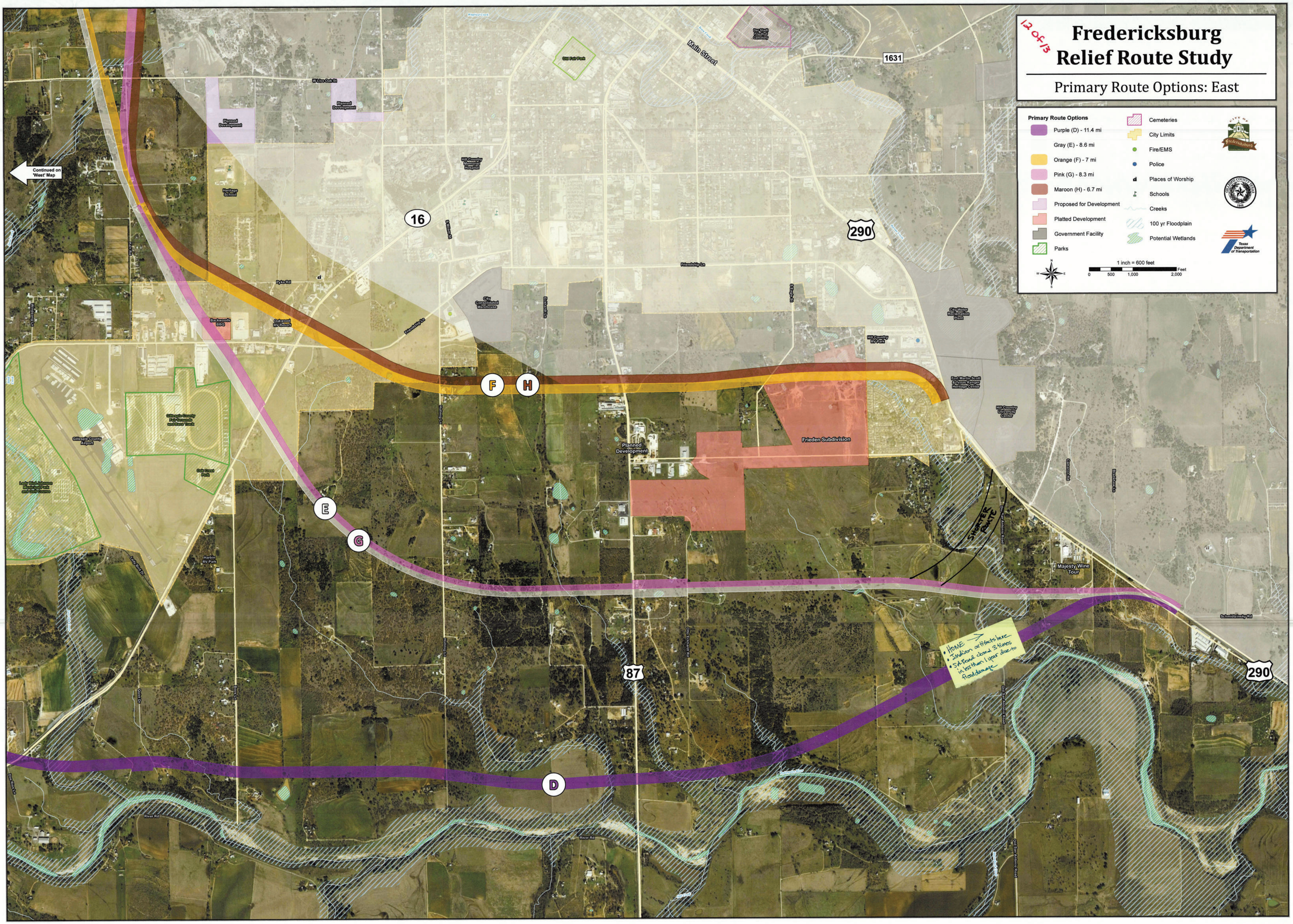
Proposed for Development
Platted Development
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0 500 1,000 2,000 Feet
11 of 13
87
290
290
16
16
Main Street
D
E
F
G
H
Too close to town
PURPLE ROUTE D HAS THE LEAST DISPLACEMENTS & LEAST NOISE & VISUAL POLLUTION ON FEWER PEOPLE!
Purple Route D Crosses more water ways than any Route. Subject to Flooding & Environmental Damage...
One additional factor to add is "Residential Impact" i.e., noise pollution, visual pollution, property devaluation
THIS BISECTS OUR PROPERTY & CUTS OFF MOST OF OUR CREEK FRONTAGE!!
Route "D" is terrible for the environment
Historic South Orchard Split By Roadway; Future Operation Compromised
EFG - 4th back
Route ingress/egress
Too close to town
Bisects property in half - goes over house & over most barns & improvements
Historic Barns Rarely since late 1800's - will be divided. Will suffer serious environmental damage
Use Friendship


12 of 13
Fredericksburg
Relief Route Study
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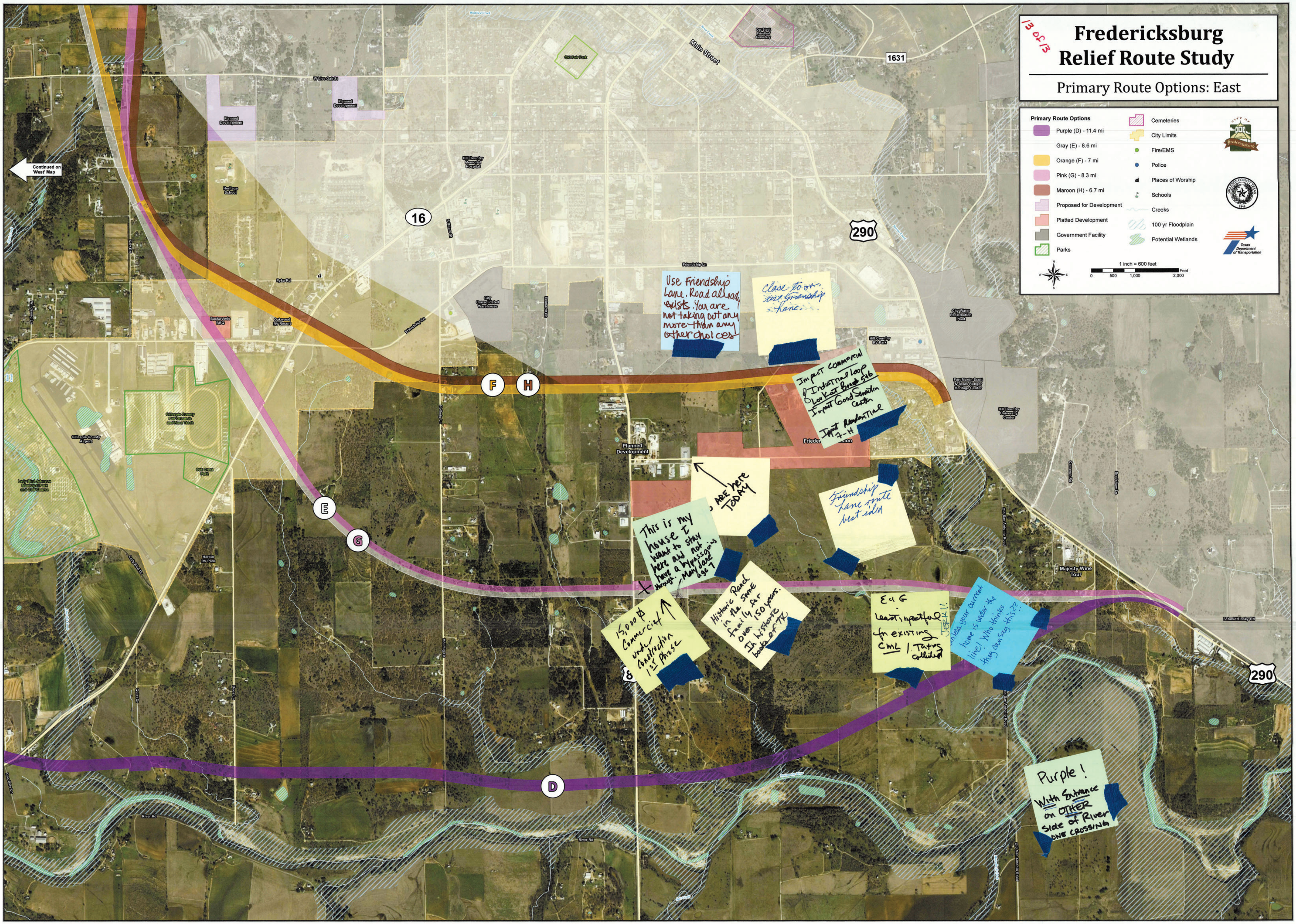
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0 500 1,000 2,000 Feet
Texas Department of Transportation
Continued on 'West' Map
Main Street
1631
16
290
87
F
H
E
G
D
Frieden Subdivision
Planned Development
Majesty Wine Tour
SHORTER ROUTE
• HOME →
• Indian artifacts here
• S.A. Road closed 3 times in less than 1 year due to flood damage
Old San Antonio Road



13 of 13
Fredericksburg Relief Route Study
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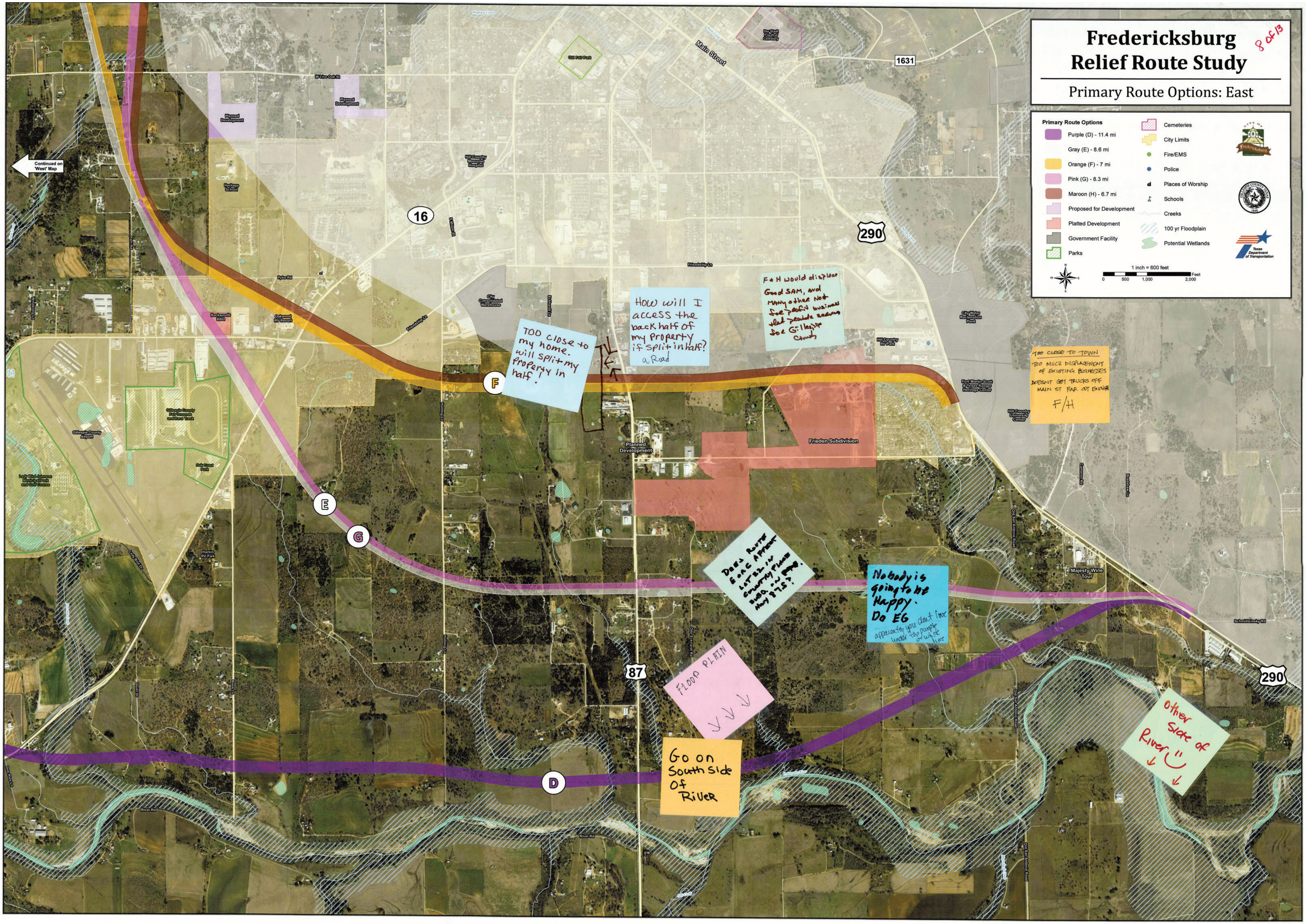
Government Facility
Parks
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
Continued on 'West' Map
Main Street
1631
16
290
Friendship Ln
Hill Country RV Park
Planned Development
Majesty Wine Tour
Old San Antonio Road
D
E
F
G
H
Use Friendship Lane. Road already exists. You are not taking out any more than any other choices
Close to or use Friendship Lane.
Impact Commercial & Industrial Loop Look at Boards 5 & 6
Impact Good Samaritan Center
Impact Residential 7-H
You ARE here TODAY
Friendship Lane route best idea
This is my house I want to stay here and not have a bypass going through. Mary Jane age 7
15,000 $ Commercial under construction 1st Phase
Historic Ranch in the same family for over 150 years. In historic books of TX.
E & G least impactful for existing CML / Tatros collided
JERK!!
Unless your current home is under the line! Who thinks they can say this??
Purple! With Entrance on OTHER side of River ONE CROSSING



Fredericksburg
Relief Route Study
8 of 13
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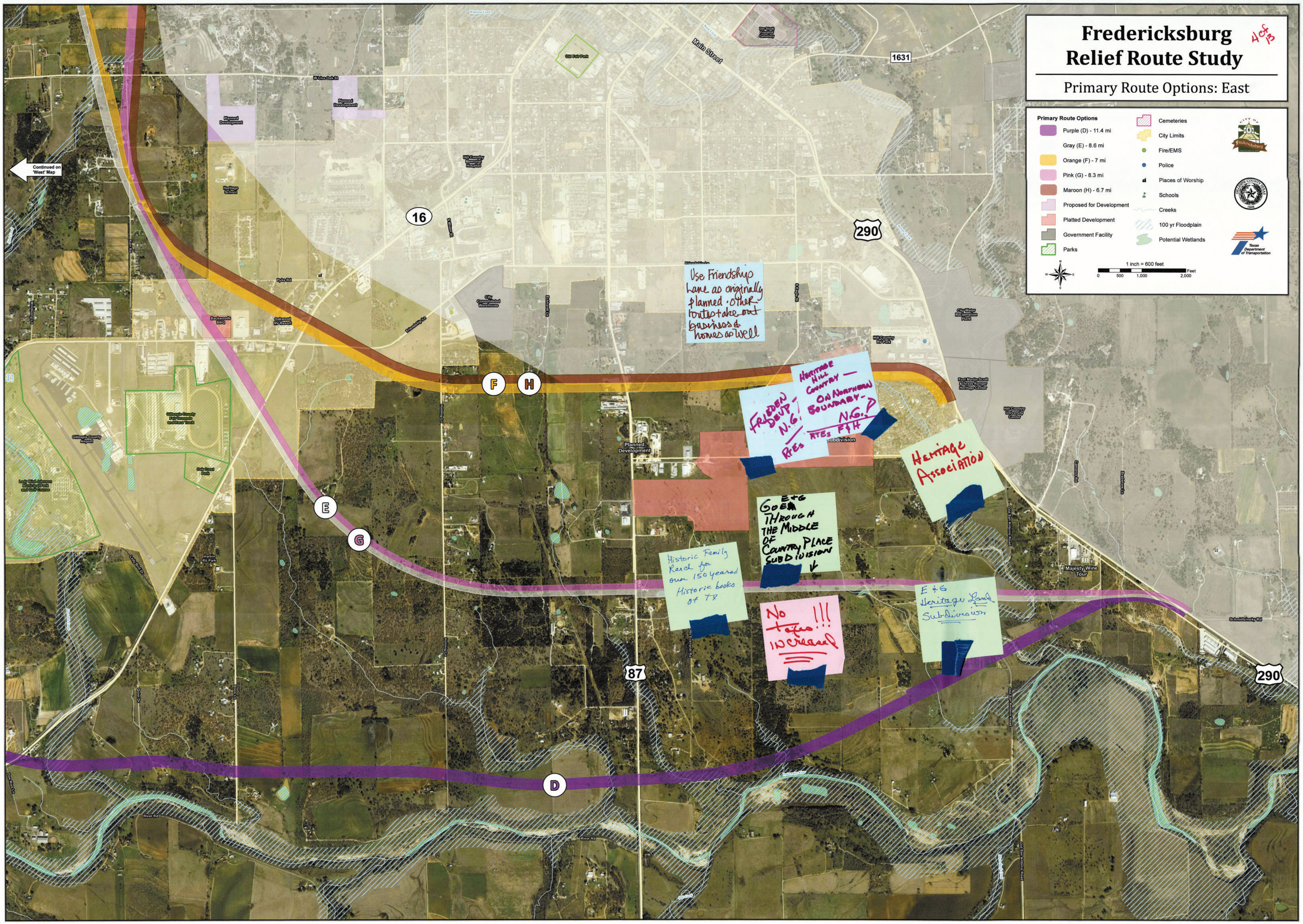
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0 500 1,000 2,000 Feet
Continued on 'West' Map
Main Street
1631
16
290
87
Friendship Ln
Eckhardt Ln
Otto Eckhardt Rd
City Consolidated Warehouse
Planned Development
Frieden Subdivision
Hill Country University Center
Majesty Wine Tour
F
E
G
D
TOO close to my home. will split my property in half!
How will I access the back half of my property if split in half?
a Road
F & H would displace Good SAM, and many other Not for profit business that provide service for Gillespie County
TOO CLOSE TO TOWN
TOO MUCH DISPLACEMENT OF EXISTING BUSINESSES
DOESNT GET TRUCKS OFF MAIN ST FAR OUT ENOUGH
F/H
Does Route E or G Affect Lot 22 in Country Place Subd. on Hwy 87S?
Nobody is going to be Happy. Do EG
apparently you don't live under the purple or white line
FLOOD PLAIN
Go on South side Of River
Other side of River


Fredericksburg
Relief Route Study
4 of 13
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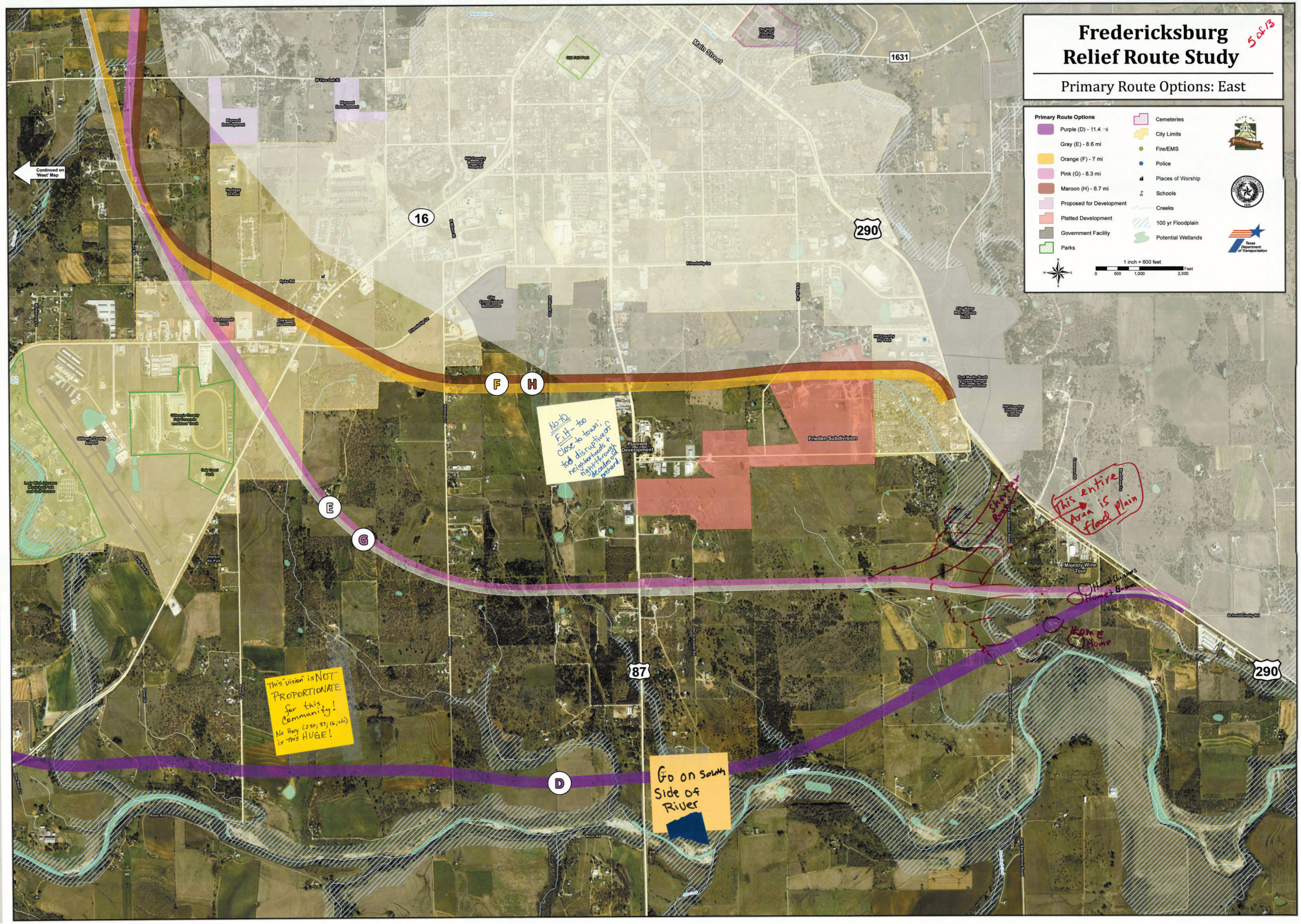
Cemeteries
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0 500 1,000 2,000 Feet
Texas Department of Transportation
Continued on 'West' Map
Main Street
1631
16
290
87
F
H
E
G
D
City Water Reclamation Plant
Hill Country RV Park
Fort Martin Scott & Texas Ranger Heritage Center
Hill Country University Center
Planned Development
Subdivision
Majesty Wine Tour
Old San Antonio Road
Otto Eckhardt Rd
Use Friendship Lane as originally planned. Other routes take out business & homes as well
Heritage Hill Country — On Northern Boundary — N.G. RTEs F&H
Frieden Devp — N.G. RTEs
Heritage Association
E&G Goes Through the Middle of Country Place Subdivision
Historic Family Ranch for over 150 years! Historic books of TX
No taxes!!! increased
E&G Heritage Land Subdivision


Fredericksburg
Relief Route Study
5 of 13
Primary Route Options: East
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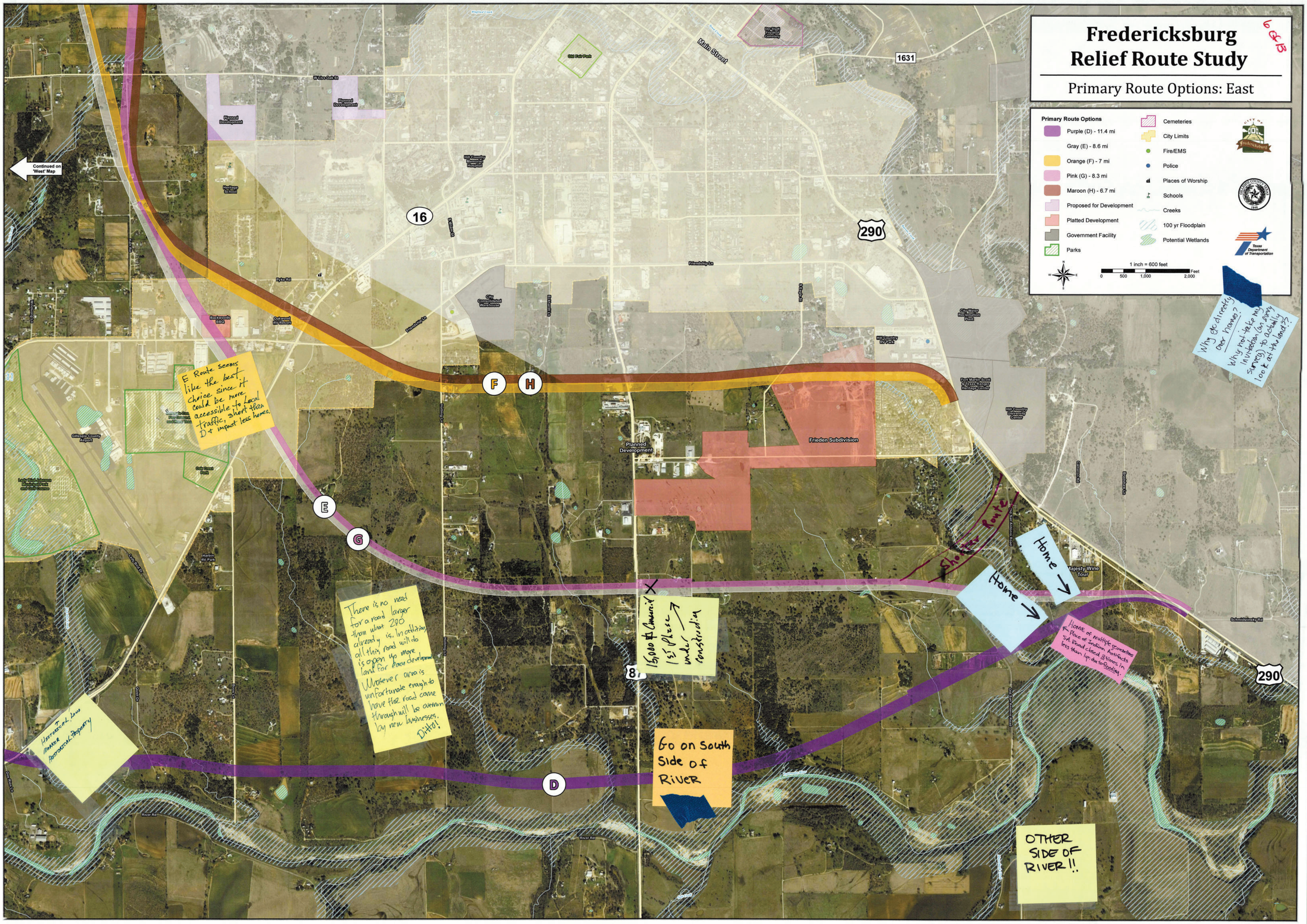
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0 500 1,000 2,000 Feet
Continued on 'West' Map
Main Street
1631
16
290
87
F
H
E
G
D
Planned Development
Frieden Subdivision
No to F-H - too close to town, too disruptive to neighborhoods & right-of-ways decades of growth
This entire Area is Flood Plain
Majesty Wine Tour
Home
This "vision" is NOT PROPORTIONATE for this Community! No Hwy (290, 87, 16, etc) is this HUGE!
Go on South Side of River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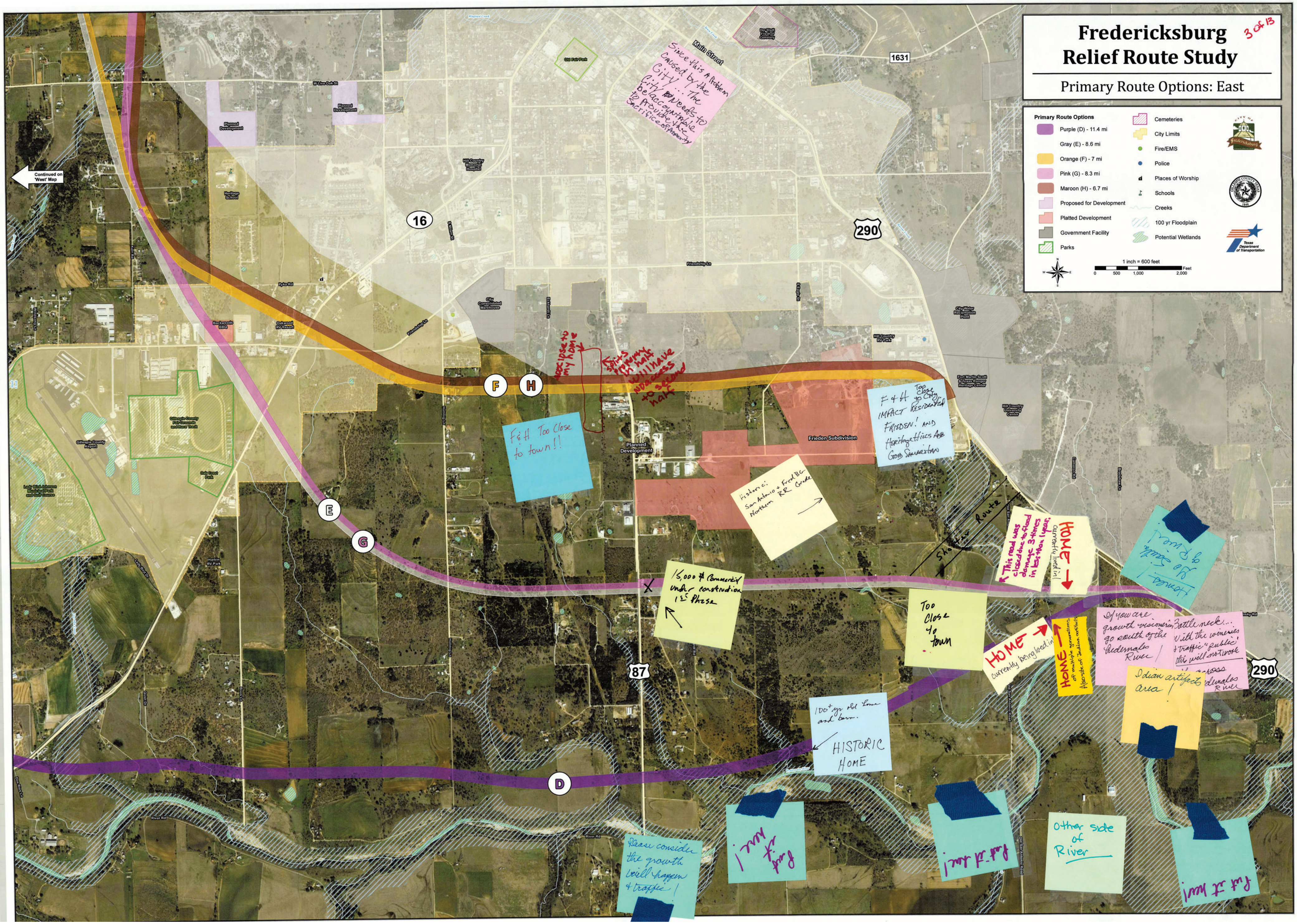
City Limits
Fire/EMS
Police
Places of Worship
Schools
Creeks
100 yr Floodplain
Potential Wetlands
1 inch = 600 feet
0 500 1,000 2,000 Feet
Texas Department of Transportation
Continued on 'West' Map
Main Street
1631
16
290
87
F
H
E
G
D
Backwoods BBQ
Oakwood RV Resort
Oak Crest Park
Frieden Subdivision
Planned Development
City Water Reclamation Plant
Fort Martin Scott & Texas Ranger Heritage Center
Hill Country University Center
Majesty Wine Tour
Cameron Rd
Bradshaw Ln
Old San Antonio Road
Schmidtzinsky Rd
Hollmig Ln
Quiet Dr
Dos Rios Ln
River Rd
E Route seems like the best choice since it could be more accessible to Local traffic, short than D & impact less homes.
There is no need for a road larger than what 290 already is. In addition, all this road will do is open up more land for easy development.
Whatever area is unfortunate enough to have the road come through will be overrun by new businesses.
Ditto!
15,000 ft Commercial 1st Phase under construction
Go on South Side of River
OTHER SIDE OF RIVER!!
Historical Land Marker Historical Property
Shorter Route
Home
Home
HOME of multiple generations Place of Indian Artifacts S.A. Road closed 3 times in less than 1yr. due to flooding.
Why go directly over homes?
Why not take my invitation (on every survey) to actually look at the land??



Fredericksburg Relief Route Study
3 of 13
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100 yr Floodplain
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Feet
0 500 1,000 2,000
Texas Department of Transportation
Continued on 'West' Map
Main Street
1631
16
290
87
Frieden Subdivision
Planned Development
Fort Martin Scott & Texas Ranger Heritage Center
Hill Country University Center
Hill Country RV Park
Cameron Rd
Bradshaw Ln
Old San Antonio Road
F
H
E
G
D
Since this problem caused by the City... the City needs to be accountable to provide the sacrifice of property
F&H Too Close to town!!
F&H Too Close to City IMPACT RESIDENTIAL FRIEDEN! AND Heritage Hills AND GOOD SAMARITAN
Historic: San Antonio + Fred. RR Northern RR Grade
15,000 # Commercial under construction 1st Phase
Shorter Route
This road was closed due to flood damage 3 times in less than 1 year.
HOME currently lived in!
Homes / go South of River.
Too Close to town
HOME currently being lived in!
HOME of multiple generations Also site of Indian artifacts
If you are growth visionaries go south of the Pedernales River
Bottle neck... With the wineries + traffic "public" this will not work across Pedernales River
Indian artifacts area!
100+ yr old home and barn. HISTORIC HOME
Please consider the growth will happen + traffic!
Other side of River

Appendix G. Post-open house outreach materials

On Jul 24, 2019, at 7:53 AM, Fredericksburg Relief Route Study Team < fredericksburgreliefroute@gmail.com> wrote:

Greetings,

Thank you for participating in the open house for the Fredericksburg Relief Route Study on July 23. 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 open house, or if someone you know is interested in providing input, you may send written comments on or before August 7, 2019, to the project team at:

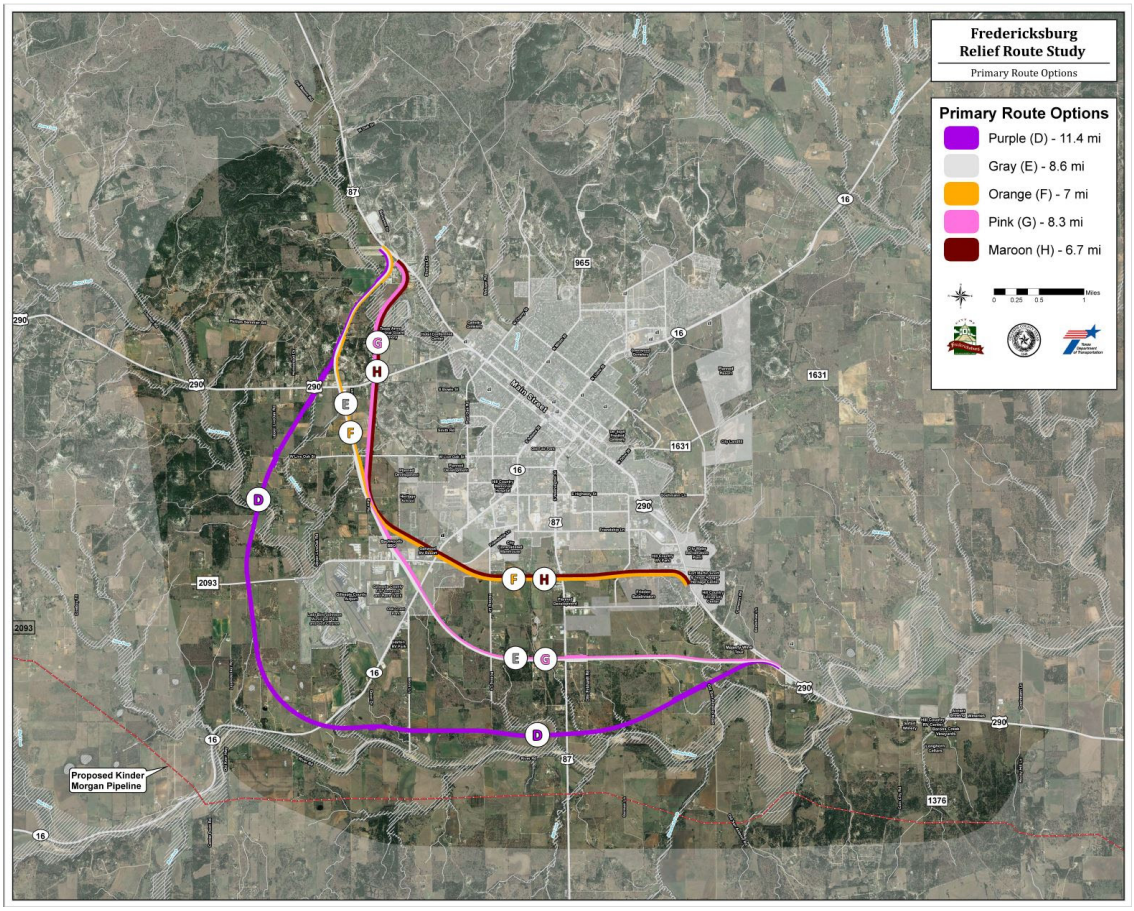
Email: FredericksburgReliefRoute@gmail.com
Postal mail: CP&Y Attention: Fredericksburg Relief Route Study
13809 Research Blvd., Suite 300
Austin, TX, 78750

For more information, or to take a survey on or before August 7, visit txdot.gov and search keyword "Fredericksburg," email the Fredericksburg Relief Route Study Team at fredericksburgreliefroute@gmail.com or contact Joe Muck at Joe.Muck@txdot.gov or 512.715.5702.

Please see the map below of the five Primary Route Options that were shown at the open house on July 23.

Sincerely,

Fredericksburg Relief Route Study Project Team



On Monday, July 29, 2019, 05:50:58 PM CDT, Fredericksburg Relief Route Study Team <FredericksburgReliefRoute@gmail.com> wrote:

Greetings,

Thank you for participating in the open house for the Fredericksburg Relief Route Study on July 23. 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 open house, or if someone you know is interested in providing input, you may send written comments on or before August 7, 2019, to the project team at:

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Over the next few months, we will be performing traffic modeling and operational analysis of the five Primary Route Options. An historic resources survey of the five options will also be conducted. The results of these efforts, along with additional land use information, will then be factored into the "second screening" of the evaluation matrix. Our intent is to complete the second screening and identify a recommended locally-preferred route option sometime this fall. We will schedule an Open House to present the recommendation and solicit feedback and will notify you via email once that date has been set.

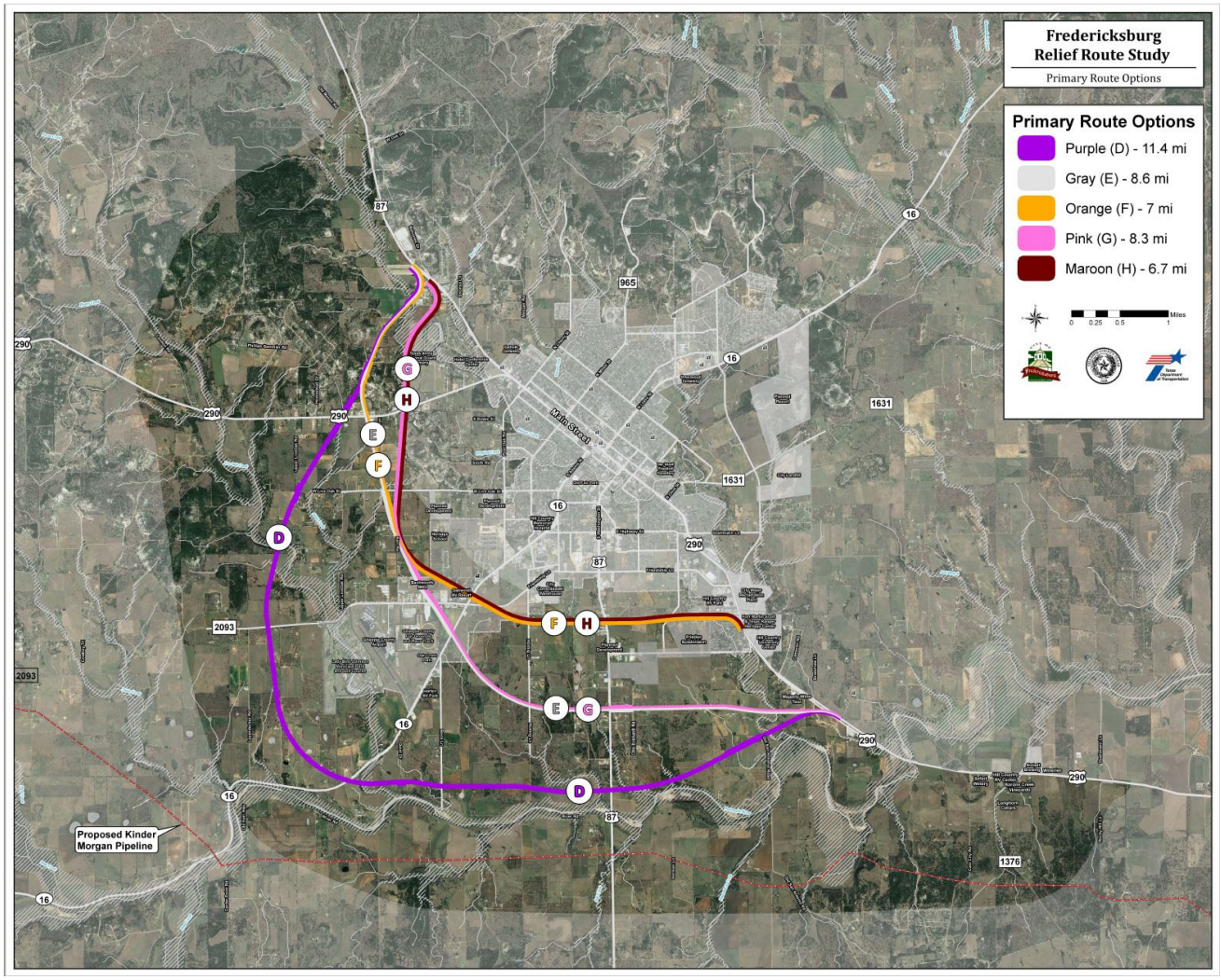
In the meantime, we are planning a workshop to discuss access needs. Although a date has not been set, we anticipate having it in late-August or early-September. Please let us know if you are interested in participating in the Access Workshop and we will notify you of the date, time and location.

Again, thank you for attending the Open House. Community input is an invaluable part of our decision-making process.

Please see the map below of the five Primary Route Options that were shown at the open house on July 23.

Sincerely,

Fredericksburg Relief Route Study Project Team


Fredericksburg
Relief Route Study
Primary Route Options
Primary Route Options
Purple (D) - 11.4 mi
Gray (E) - 8.6 mi
Orange (F) - 7 mi
Pink (G) - 8.3 mi
Maroon (H) - 6.7 mi
Miles
0 0.25 0.5 1
Main Street
Proposed Kinder Morgan Pipeline
87
16
290
965
1631
2093
1376
D
E
F
G
H